



FLECKNEY TRANSPORT REVIEW

TRANSPORT AND ROAD SAFETY TECHNICAL NOTE

07 January 2026



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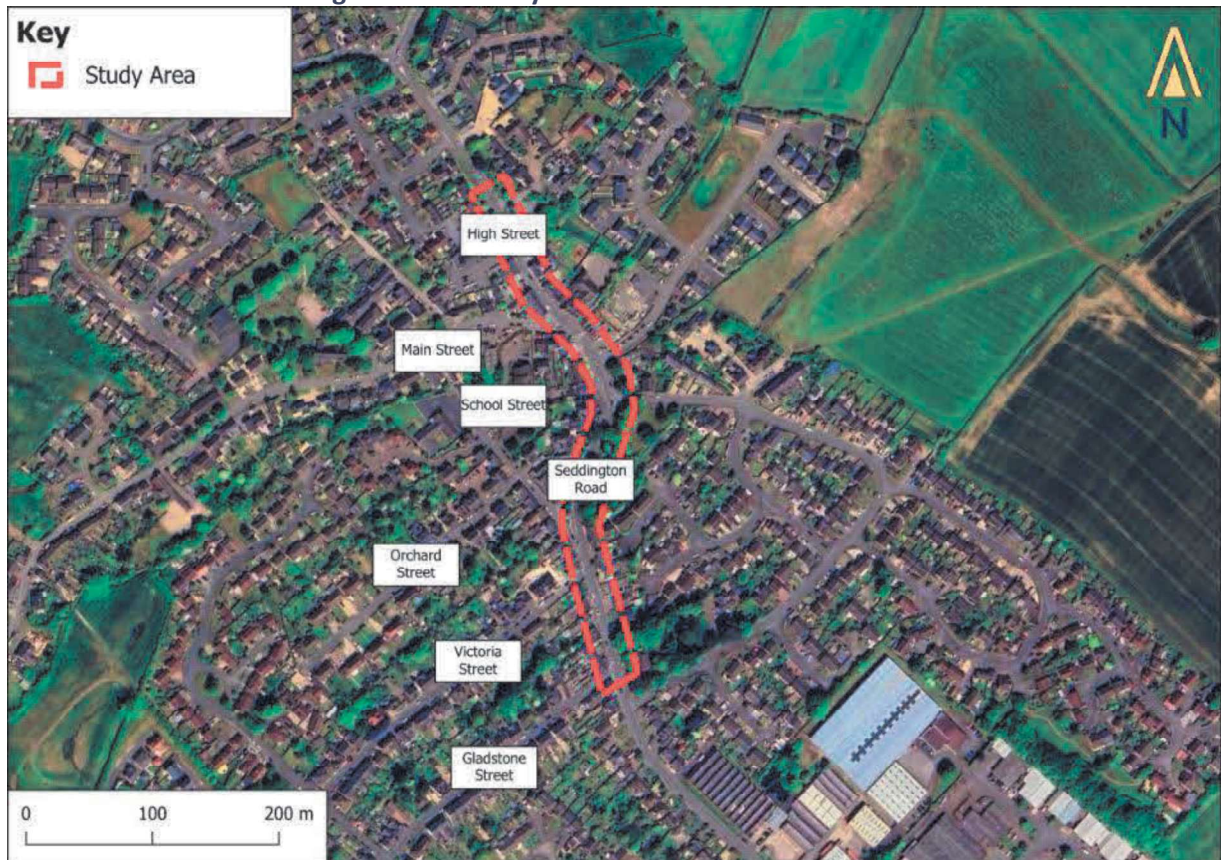
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1. Introduction

1.1. Context

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Fleckney Parish Council (FPC) to review the existing transport and highways conditions within Fleckney Village Centre, and to provide a range of potential highway safety improvement measures for further discussion with the local highway authority Leicestershire County Council (LCC).
- 1.1.2. The assessment area considered as part of this report has been outlined below in Figure 1 below.

Figure 1 – Fleckney Site Assessment Area



Source: OpenStreetMap

- 1.1.3. This Transport and Road Safety Technical Note (TRSTN) has been produced to set out the existing condition of the road and active travel network within the study area, analyse traffic survey data associated with the assessment area including personal injury accident data, set out any existing highway safety issues, review relevant policy at a local, regional and national level and outline suggested next steps for consideration. Following this introductory section, this TRSTN is set out as follows:
- **Section 2: Existing Situation** – Provides a summary of the existing transport and highways issues, road safety concerns and summarises traffic survey data;
 - **Section 3: Safety Audit** – Presents the finding of the safety audit and outlines potential recommendations.

2. Existing Situation

2.1. Traffic Survey Analysis

- 2.1.1. In order to gather baseline traffic survey data, including both volumetric data and information on vehicle classifications, data has been obtained from Department for Transport traffic count database for Saddington Road, Fleckney (Point ID 810571). The full data is available at:

➤ <https://roadtraffic.dft.gov.uk/manualcountpoints/810571>

- 2.1.2. The location of the traffic survey is shown below in Figure 2 with a summary of the daily traffic flows provided in Table 1.

Figure 2 – Fleckney Traffic Survey Data



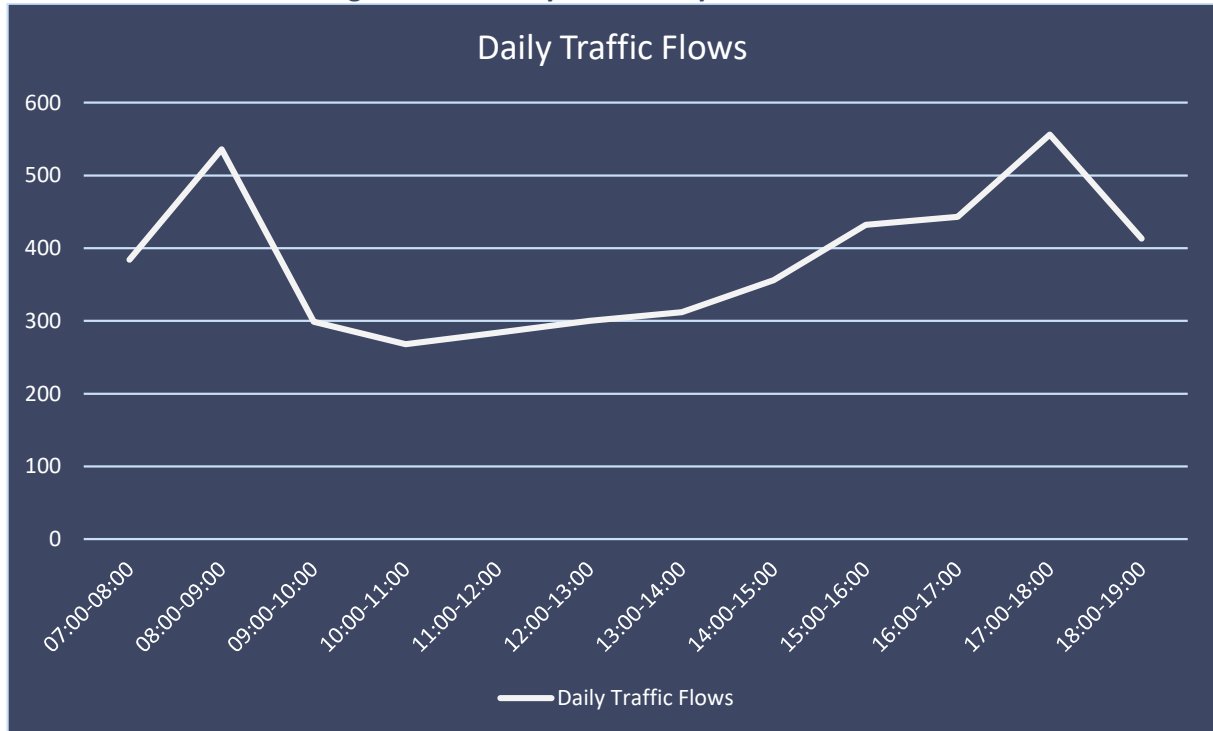
Table 1 – Traffic Survey Daily Summary (All Vehicles)

Time Period	Northbound	Southbound	Two-Way
07:00-08:00	149	235	384
08:00-09:00	232	304	536
09:00-10:00	125	174	299
10:00-11:00	133	135	268
11:00-12:00	141	143	284
12:00-13:00	153	147	300
13:00-14:00	165	147	312
14:00-15:00	194	162	356
15:00-16:00	218	214	432
16:00-17:00	233	210	443
17:00-18:00	347	209	556
18:00-19:00	231	182	413
12-Hour Daily (07:00-19:00)	2,321	2,262	4,583
24-Hour Daily (00:00-00:00)	2,618	2,548	5,166

2.1.3. As detailed above, Saddington Road is subject to 5,166 two-way vehicle movements over a daily period (00:00-00:00), of which 89% of the traffic flows are concentrated between 07:00-19:00. The peak hours recorded by the traffic survey are as follows with a summary of the daily fluctuation in traffic flows recorded in Figure 3:

- AM Peak 08:00-09:00: 536 two-way vehicle movements;
- PM Peak 17:00-18:00: 556 two-way movements.

Figure 3 – Fleckney Traffic Daily Flows



2.1.4. It is of note that approximately 1.0% of the daily flows are undertaken by HGVs, 1.0% by buses, 13.5% by light goods vehicles (LGVs) with the remaining 85.5% undertaken by cars and motorbikes. As such, it is evident that the majority of traffic routing through Fleckney Village comprises of cars with a small number of LGVs.

2.1.5. Whilst the number of HGV movements is relatively low when considered across the daily period, the data indicates that there are still 39 HGVs as well as 30 movements by buses across the daily period. When considered together, this equates to a maximum of 11 two-way movements per hour by buses (six) and HGVs (five) during the 08:00-09:00 period. As such, the potential for HGVs / buses to meet in opposing directions is considered to be a likely occurrence, albeit the frequency of this occurring is expecting to be low.

2.1.6. In order to provide more up to date information, two further Automatic Traffic Count (ATC) surveys were commissioned in October 2025 to record the existing traffic volume and vehicle speeds within the village. This included ATCs at the following two locations:

- Site 1: Saddington Road, located between the junctions of Western Avenue and The Meer;
- Site 2: High Street, located between the junctions of Main Street and Cedars Courtyard.

2.1.7. The location of ATC surveys are shown below in Figure 4 and Figure 5.

Figure 4 – Saddington Road ATC



Figure 5 – High Street ATC



2.1.8. A summary of the ATC data for Saddington Road is shown below in Table 2.

Table 2 – Saddington Road ATC Summary

Date	Site 1 - Saddington Road								
	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (All day)		
	North-westbound	South-eastbound	Two Way	North-westbound	South-eastbound	Two Way	North-westbound	South-eastbound	Two Way
30/10/2025	197	312	509	370	221	591	2,923	2,987	5,910
31/10/2025	205	298	503	282	210	492	3,058	3,138	6,196
01/11/2025	84	150	234	166	160	326	2,281	2,298	4,579
02/11/2025	39	67	106	110	99	209	1,800	1,797	3,597
03/11/2025	237	335	572	320	207	527	2,784	2,934	5,718
04/11/2025	228	337	565	363	199	562	3,049	3,091	6,140
05/11/2025	201	332	533	341	221	562	2,936	2,978	5,914
5 Day Average	214	323	536	335	212	547	2,950	3,026	5,976
Average Day	170	262	432	279	188	467	2,690	2,746	5,436
5-Day Average Mean Speed							27.67	29.04	28.35
5-Day 85 th Percentile Speeds							32.05	34.02	33.03

2.1.9. As shown above, Saddington Lane is subject to an average of 5,436 two-way vehicle movements over the daily period which is approximately 5% higher than the DfT estimate outlined in Table 1. With regards to vehicle speeds, the 85th percentile data indicates that vehicles are travelling in excess of the 30mph signed speed limit in both directions with an 85th percentile speed of 32.05mph for northbound traffic (entering the village) and 34.02mph for southbound traffic (exiting the village).

2.1.10. A summary of the ATC data for High Street is shown below in Table 3.

Table 3 – High Street ATC Summary

Date	Site 2 – High Street								
	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (All day)		
	North-westbound	South-eastbound	Two Way	North-westbound	South-eastbound	Two Way	North-westbound	South-eastbound	Two Way
30/10/2025	321	283	604	378	339	717	3,556	3,749	7,305
31/10/2025	306	279	585	310	341	651	3,754	3,927	7,681
01/11/2025	174	132	306	198	257	455	2,878	2,983	5,861
02/11/2025	62	46	108	123	151	274	2,250	2,302	4,552
03/11/2025	361	337	698	311	365	676	3,392	3,695	7,087

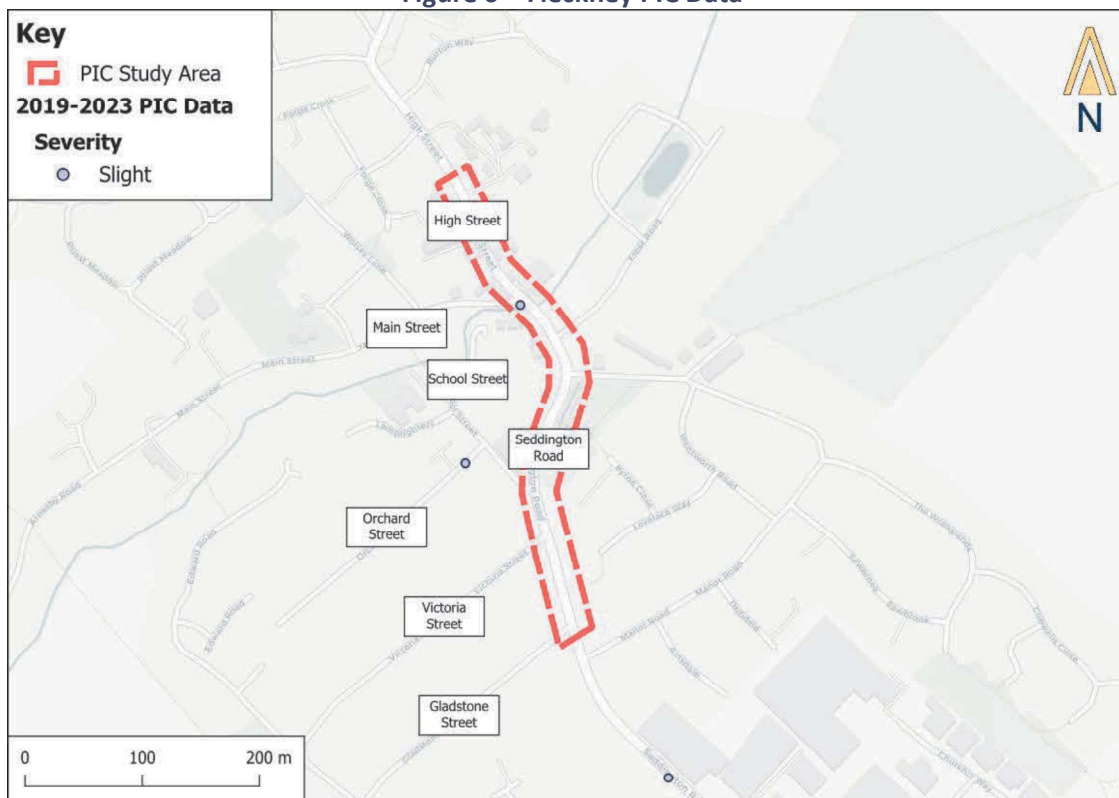
Date	Site 2 – High Street								
	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (All day)		
	North-westbound	South-eastbound	Two Way	North-westbound	South-eastbound	Two Way	North-westbound	South-eastbound	Two Way
04/11/2025	344	360	704	328	342	670	3,634	3,977	7,611
05/11/2025	332	332	664	339	350	689	3,607	3,874	7,481
5 Day Average	333	318	651	333	347	681	3,589	3,844	7,433
Average Day	271	253	524	284	306	590	3,296	3,501	6,797
5-Day Average Mean Speed							18.94	18.86	18.90
5-Day 85 th Percentile Speeds							22.96	23.03	22.99

2.1.11. As shown above, High Street is subject to an average of 6,797 two-way vehicle movements over the daily period. With regards to vehicle speeds, the 85th percentile data indicates that vehicles are travelling below the 30mph signed speed limit with an 85th percentile speed of 22.96mph for northbound traffic and 23.03mph for southbound traffic.

2.2. Accident Analysis

2.2.1. A review of the most recently available five-year period of Personal Injury Collision (PIC) data (2019 - 2023) has been undertaken using data sourced from the Department for Transport. The data is presented below in Figure 6. It is noted that this data only includes accidents that were reported to the police.

Figure 6 – Fleckney PIC Data



Source: DfT Data

- 2.2.2. As demonstrated above, there has been only one incident recorded within the study area within the most recent available 5 year period which resulted in a slight injury accident. The incident occurred on 13th December 2022 at 20:35 whereby a car attempted to turn right from Main Street onto High Street; the vehicle pulled out and a northbound vehicle on Main Street collided with the rear of the vehicle.
- 2.2.3. It is not considered that there is a particular trend in the accidents that have taken place within the village centre, however as identified above in Section 2.1, the village is subject to frequent vehicle movements including LGVs as well as some HGV / bus movements.

3. Safety Audit

3.1. Introduction

- 3.1.1. A safety audit of Fleckney Village was undertaken on the 17th January 2025 between 11:00-13:00, with the weather dry and overcast conditions on the day of the audit. The purpose of the audit was to identify any existing issues with the current junctions as well as the existing road layout. The findings of the audit are outlined below with respective commentary.

3.2. Potential Area 1: Saddington Road Traffic Calming

Potential Issue

- 3.2.1. As shown on the image below, the area of highway surrounding the School Street / High Street / Saddington Road junction is provided with a series of traffic calming measures, including:

- 'SLOW' surface markings on the northbound approach to the village;
- Advanced signage for northbound vehicles of a chicane;
- Sheltered parking on the northbound approach;
- Chicane which restricts traffic movements to one-way, providing priority for southbound traffic (away from the village).

Figure 7 – Saddington Road Traffic Calming



- 3.2.2. Whilst horizontal carriageway deflections such as chicanes, are generally designed as a form of traffic calming to slow and influence vehicle speeds on residential roads, the effectiveness of this is often dependent on the volume of vehicle traffic travelling from the opposing direction together with the type of vehicles using the road. This position is reflected within Department for Transport's Local Transport Note 1/07 "Traffic Calming" which recognises that:

➤ *“In the case of kerb build-outs and pinch points, the narrowed carriageway, even if reduced to a single lane, still allows most vehicles to be driven relatively quickly through the available gap, unless there is opposing traffic to prevent this occurring”*

3.2.3. Further to this, the Note also references the following as potential disadvantages of Chicanes:

➤ *“Some car drivers may drive on the opposite side of the carriageway to obtain the ‘racing line’ through the chicane”.*

3.2.4. Overall, whilst the chicane is a traffic calming measure that seeks to slow vehicles on the approach to the village, on-site observations indicated there were limited / infrequent opposing traffic movements to create the desired slowing effect. This is supported in DfT’s Transport Note 1/07 which states that some local authorities only implement road narrowing (such as chicanes) where there is a traffic flow of about 400 vehicles per hour in each direction (Hass-Klau & Nold, 1994).

3.2.5. As outlined above in Table 1 and Table 2, even during peak hours, traffic volumes recorded on Saddington Road are much lower, peaking at approximately 300 movements in each direction during peak hours, with much lower flows outside of this. As such, it is likely that traffic flows are too low to achieve the desired traffic calming effect. As a result of this, and owing to the good level of forward visibility and lack of vehicles travelling in the opposing direction, some vehicles were observed to be using the ‘racing line’ through the chicane and therefore not slowing down as they navigate through the arrangement.

Proposed Recommendation

3.2.6. Overall, the design of the chicane is largely governed by the type of vehicles that use this section of carriageway. As this chicane is used by buses as well as goods vehicles, further reductions in width to address the ‘racing line’ issue outlined above are unlikely to be feasible. It is not recommended that this feature is removed, however alternative and complementary measures on the approach to the chicane should be explored to slow vehicles on the approach to the chicane.

3.2.7. This could include for example enhancements to the existing village gateway feature on the northbound approach to the village to remind drivers that they are entering a residential area. The current arrangement is shown below in Figure 8.

Figure 8 –Village Entry Gateway



3.2.8. This includes existing 30mph signage and information boards (Fleckney – Please drive carefully through our village), in addition to dragons teeth markings which have recently been implemented as part of the Persimmon Development west of Saddington Road (albeit not shown on the image above).

3.3. Potential Area 2: High Street / Kibworth Road – Pedestrian Infrastructure

Potential Issue

- 3.3.1. As shown on the image below, whilst dropped kerbs and tactile paving are provided on the eastern arm (Kilworth Road), there are no crossing facilities for east to west travel (i.e. crossing High Street) within the immediate vicinity of the roundabout.

Figure 10 – High Street / Kibworth Road



- 3.3.2. Whilst on-site observations did not indicate a particular issue with pedestrian delays, consideration should be given to different pedestrian demands at different times of the day, for example, users of the nursery / pre-school or the library who may require use of either a pram or wheelchair. Limited crossing facilities may lead to poor judgement when attempting to cross roads. As such, there may be an opportunity to improve crossing facilities for pedestrians at the High Street / Kibworth Road junction. This should also coincide with the potential traffic calming measures on Saddington Road to slow vehicle speeds.
- 3.3.3. In addition to the above, there is also limited deflection on the northbound approach to the roundabout. As confirmed through on-site observations, for northbound traffic (entering the village), vehicles fail to stop or slow at the roundabout and therefore continue straight ahead (northbound) on High Street. Forward visibility is good for northbound traffic who can see vehicles approaching the roundabout looking to their right (Kibworth Road) and straight ahead (High Street), therefore there is a tendency for vehicles to travel 'through' the roundabout without reducing their speeds.

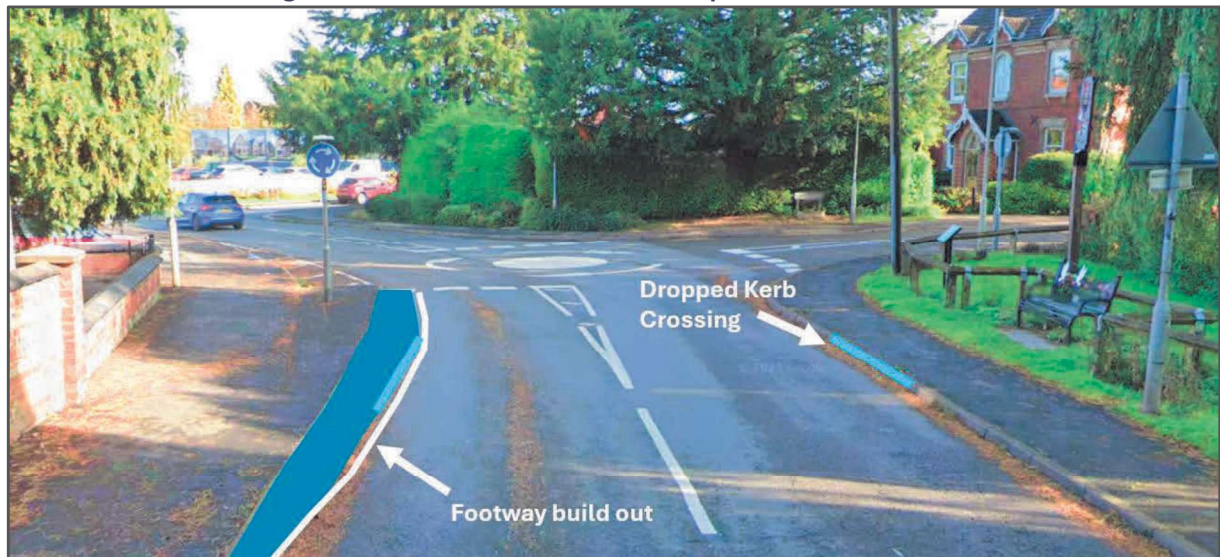
Proposed Recommendation

- 3.3.4. To address both the pedestrian crossing point and the speed at which vehicles approach the roundabout, opportunities to build out the existing kerbline on the northbound approach (High Street) should be explored, together with the provision of tactile paving and dropped kerbs. This would achieve the following:
- Provide a reduced crossing distance for pedestrians routing east to west on High Street;

- Provide a dedicated crossing location, helping to concentrate the location at which pedestrians cross High Street;
- Help to further slow vehicle speeds on the approach to the roundabout by adding further deflection for northbound traffic, helping to minimise the potential for vehicles travelling through the roundabout at speed.

3.3.5. This is shown illustratively below in Figure 11, however it should be noted that the ability to deliver the build out would also be subject to land availability, carriageway widths and the publicly maintainable highway extent.

Figure 11 – Potential Roundabout Improvements



3.3.6. An alternative option of providing a kerbed central island on the roundabout has been considered, however this is not deemed to be practical given that the roundabout is used by both buses and HGVs who are required to overrun the central white markings.

3.4. Potential Area 3: High Street / Main Street – Pedestrian Infrastructure

Potential Issue

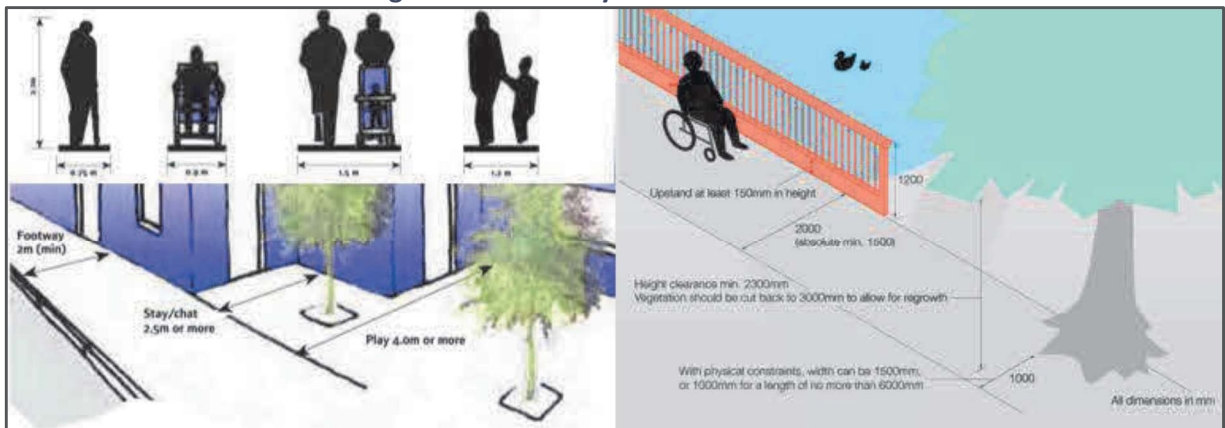
3.4.1. There is an existing zebra crossing located approximately 25m south of the High Street / Main Street junction, together with dropped kerbs and tactile paving either side of the Main Street junction. Whilst this provides dedicated pedestrian infrastructure on the main desire line to shops / amenities, the footway width narrows to approximately 1.0m – 1.2m to the north of Main Street with the overall useable width reduced below this level due to the positioning of a gully on the western footway.

Figure 12 – High Street Footway



- 3.4.2. A summary of likely footway width requirements for various user groups has been outlined below in Figure 13.

Figure 13 – Footway Geometries



- 3.4.3. Most highway authorities, including LCC, initially seek footways with a minimum width of 2.0m as part of new designs which is sufficient to allow two wheelchairs to pass each other. In accordance with LCC's Design Guidance relaxations from the 2.0m footway width are permitted down to 1.2m for a maximum length of 6.0m, i.e. to allow for passing places and areas of grass verge. However, it should be noted that the absolute minimum width in Inclusive Mobility is 1.5m as it allows for a pedestrian to pass a wheelchair user.
- 3.4.4. However, for existing streets that have existed before such guidance was implemented, there are often constraints such as property boundaries, guard rails and drainage gullies that restrict the available footway width below this level. Due to these factors, not all existing footways can achieve 2.0m width, however the extent to which this could lead to a highway safety concern depends upon the following factors:
- The availability and frequency of passing places with required width for two users to pass;
 - The length of pinch points, and therefore the time required for one user to wait whilst another passes;
 - The level of forward visibility to see approaching pedestrians / wheelchair users;
 - The level of vehicle activity and vehicle speeds.

- 3.4.5. Further to this, footway widths can vary between different streets to take account of pedestrian volumes and composition. Streets where people walk in groups or near schools or shops, for example, need wider footways. In areas of high pedestrian flow, the quality of the walking experience can deteriorate unless sufficient width is provided. Pedestrian congestion through insufficient capacity (insufficient width / available space) should be avoided as it may encourage people to step into the carriageway.
- 3.4.6. On-site observations indicated that the above situation did occur outside the shop frontages, where pedestrians stepped out into the carriageway to avoid other pedestrians leaving the shops. Whilst not observed on-site, it is likely that this position is worsened when there are a high proportion of users with wheelchairs or pushchairs. This section of carriageway is on the main desire line to a range of services including a Post Office, Medical Centre, Pharmacy and co-operative shop; all of which are likely to attract users with a range of mobility requirements (including wheelchair users and pushchairs).
- 3.4.7. Whilst 'SLOW' road markings are in place together with signage indicating 'Narrow Footways' and guard rails to help manage this conflict, due to the location of property boundaries on either side of the road, further widening of the overall road space is unlikely to be feasible. Therefore, re-balancing of the overall space provided for vehicles and pedestrians / wheelchair users / pushchairs should be considered. This has been outlined in further detail below.
- 3.4.8. As shown below, there are double yellow lines for the first 5m of High Street (north of Main Street), however these stop beyond this point. Although car parking wasn't observed during the site visit, it is understood that cars / delivery vehicles park outside the shop and pharmacy on High Street (to the north of the double yellow lines). Whilst this reduces the overall space available for other vehicles and pedestrians, the on-street car parking also creates potential visibility / manoeuvrability issues with cars emerging from Main Street. For example, if a car is parked to the west of the carriageway (outside the pharmacy), a vehicle turning left out of Main Street would be forced to enter the opposing lane of traffic (southbound direction) in order to navigate around the parked vehicle.

Figure 14 – High Street



Proposed Recommendation

- 3.4.9. Whilst a review of PIA data does not indicate a particular highway safety issue has resulted from the reduced footway widths or existing parking restrictions; where possible the potential for conflict between vehicles and non-motorised road users should be designed out. Any carriageway re-balancing would need to take into account:
- Access requirements for servicing vehicles accessing neighbouring shops / retail facilities;
 - Access for emergency vehicles, buses and refuse collection vehicles;
 - Pedestrian demand and desire lines.
- 3.4.10. If footways on both sides of High Street were widened to 2.0m; the remaining space available for vehicle traffic would be approximately 3.4m which is below the minimum requirement of 3.7m for emergency access vehicles. Further to this, a 3.4m width is not sufficient to allow two-way vehicle flow; therefore a chicane feature / one-way section would be required. Given the proximity to the Main Street / High Street junction and the Freer Road / High Street junction, coupled with the use of High Street as a bus route, it is unlikely that a chicane / one-way feature would be suitable.
- 3.4.11. Instead, an option that re-balances the available street space for vehicles and pedestrians would provide a solution that works within the existing width constraints. For example, to improve the environment for pedestrians, widening of the western footway (outside the pharmacy) could be explored to achieve a minimum continuous footway width of 1.5m. This could be achieved through narrowing of the adjacent carriageway. Whilst still below the desired 2.0m width, this would provide an improvement to the existing situation and help to reduce the need for pedestrians to step into the carriageway. In addition, this could be supplemented with flush crossing points / tactile paving on High Street to address the lack of existing crossing facilities. This is shown indicatively below.

Figure 15 – High Street



- 3.4.12. To achieve this additional footway width, the carriageway width could be reduced to a minimum of 5.0m. Further engagement with LCC would be required to assess the feasibility of this given that High Street is a bus route which generally requires a minimum lane width of 6.0m.
- 3.4.13. Should the above not be feasible, an alternative option would be to create a village centre shared surface through the use of contrasting surface treatment and re-grading of this stretch of High Street (adjacent to shop frontages). Given the level of engineering work required, coupled with the current volume of traffic that routes through the centre of the village, this would need further assessment and engagement with LCC. However, in principle, this option would not involve any widening work beyond the existing widths and would instead seek to re-balance the available space on High Street to provide a single flush street that accommodates all vehicle movements and pedestrians / wheelchair users / pushchair users. Flush kerb stones together with surface markings could be used to denote the edge of the carriageway; this would improve the situation for pedestrians through removing the need to step down onto the carriageway whilst also providing a level surface for wheelchair users and pushchairs.
- 3.4.14. However, as with all shared surfaces, further engagement with the Highway Authority would be required to ensure the arrangement would be safe and suitable taking into account the level of vehicle and pedestrian activity. An example of a flush footway / carriageway edge has been shown below. Options to supplement this and further improve the environment for pedestrians could include consultations for a 20mph zone within the centre of the village; however this would require further engagement with LCC to discuss and review the feasibility of this.

Figure 16 – Flush Footway Example



3.5. Potential Area 4: High Street / Cedars Courtyard

Potential Issue

- 3.5.1. There is an existing raised table / speed table adjacent to the co-operative shop on High Street. As shown below, this is also supported with guard rails and a dropped kerb / tactile paving for pedestrians.

Figure 17 – High Street Raised Table



- 3.5.2. This is located on a key pedestrian desire line within the village, providing access to the co-operative shop, Fleckney medical centre, The Old Crown pub and The Lady Byron School, all of which are likely to generate pedestrian demand including wheelchair users and pushchair users. However, the guard rails prevent pedestrians from being able to use the raised table as a crossing point and are instead required to use a dropped kerb crossing further north. Opportunities to incorporate pedestrian crossing facilities with the raised table should be explored, however it is acknowledged that the guard rails will need to be assessed as they currently serve as a pedestrian safety measure outside the entrance to the co-operative store where pedestrian demand is likely to be concentrated.
- 3.5.3. LCC's recommended approach to traffic calming includes a raised table as a measure to encourage drivers to reduce speeds (<https://resources.leicestershire.gov.uk/roads-and-travel/traffic-management-schemes/traffic-calming>), stating that:
- Speed tables are also known as junction tables when placed at a junction and take the form of a raised section that spans the road.
 - They achieve significant reduction in speed, making it easier and safer for pedestrians to cross the road on the top of the table where speeds are at their lowest.
 - Traffic calming techniques work best when they're installed as a series of tables along a length of a road rather than at one single point.
 - Speed tables may create noise and vibration which could impact local residents.
 - They may cause traffic to divert to other routes, where a route is regularly used by larger vehicles and/or trailers. Therefore, careful consideration would be given to their location.
 - Drainage impacts would also need to be considered in the design of a speed table.
- 3.5.4. As noted above, they can be an effective measure to reduce vehicle speeds and also improve pedestrian crossing facilities, both of which are key requirements for Fleckney Village Centre. However, the third bullet point from LCC's guidance states that techniques such as this work best when used as a series of tables as opposed to being used in isolation. As such, opportunities to provide a continuation of the existing raised table, or the provision of additional raised tables should be explored. This would improve pedestrian facilities and crossing opportunities, particularly for users of the co-operative shop, Fleckney medical centre, The Old Crown pub and The Lady Byron School.

Proposed Recommendation

- 3.5.5. Whilst a review of PIA data does not indicate a particular highway safety issue has resulted from the existing raised table, given the pedestrian desire lines outlined above, opportunities to improve facilities and crossing points for pedestrians should be explored.
- 3.5.6. It is recommended that as a minimum the existing raised table is resurfaced and improved through the use of contrasting materials to further highlight to drivers that they are travelling within a village centre and that vehicle speeds should be low.
- 3.5.7. However, an additional option to extend the existing raised table to incorporate and expand the existing crossing facility should be explored. As noted above, guard rails currently prevent pedestrians from using the raised table as a crossing point, directing pedestrians to cross further north, or at ad-hoc points along High Street. Extending the raised table to incorporate the existing dropped kerb crossing would be recommended as this would provide a wider area for pedestrians to cross on the main desire line between the co-operative shop, Fleckney medical centre, The Old Crown pub and The Lady Byron School. In turn, this would help to reduce pedestrians crossing at ad-hoc locations by concentrating crossing movements within the raised table.
- 3.5.8. As noted above, users of these facilities are likely to represent a high proportion of pedestrian demand including pushchair and wheelchair users. Creating additional space for safe and level crossing should be prioritised and this can be achieved through the extension and refurbishment of the existing raised table.

3.6. Next Steps

- 3.6.1. It is recommended that the findings of this report and the suggested traffic calming measures are discussed with LCC together with local councillors to establish if LCC consider the proposed improvements to be acceptable in principle, or whether further evidence would be required to inform the mitigation strategy outlined above.
- 3.6.2. Following this it is considered that preliminary designs of the potential options should be drawn up together with high level costings to establish the likely level of funding required to deliver the mitigation schemes. Opportunities for funding should then be discussed with the LPA and LHA, including the opportunity for any funding bids relating to highway safety and promoting active travel.

Appendix A – Traffic Survey Data



Intelligent Data Collection Limited

Fleckney

Client: EvokeTransport
Project Number: ID-1025-0054
Site Number: Site 1
Week Commencing: 27/10/2025
Road Name: Saddington Road
Survey Type: ATC
Direction AB **Flow from** The Meer (SE) **to** Western Avenue (NW)
Direction BA **Flow from** Western Avenue (NW) **to** The Meer (SE)

Revision	Rev A		
Date	16.11.2025		
Prepared by	Robyn Short		
Signature			
Checked by	Luke Martin		
Signature			
Project Director	Paul O'Neill		
Signature			
Project Number	ID-1025-0054		
File Ref	ID-1025-0054 Fleckney - ATC Site 1		

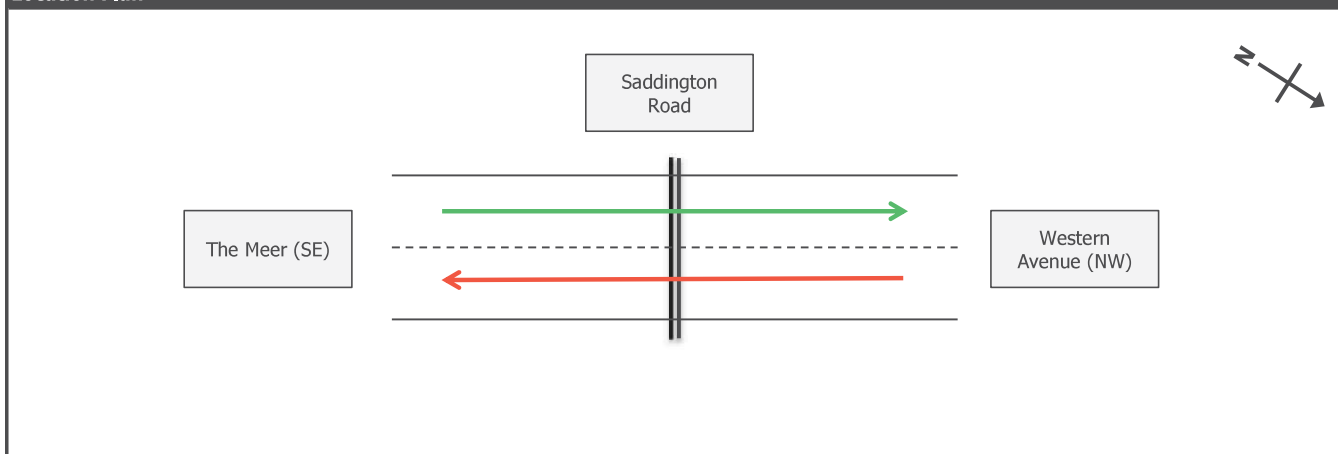
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Intelligent Data Collection Limited

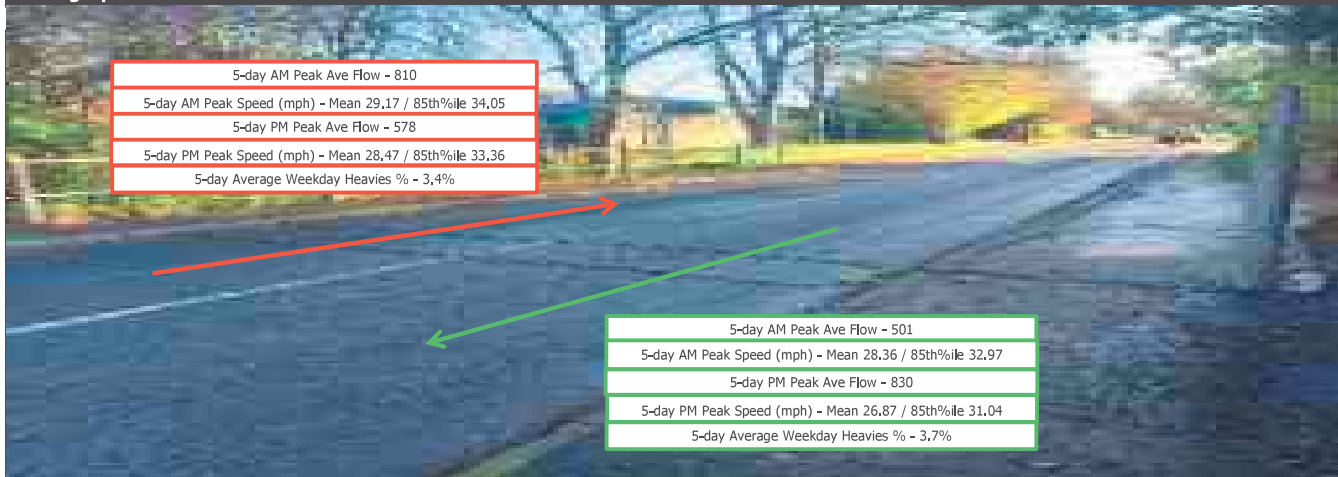


Road Name	Saddington Road		
Direction AB	The Meer (SE)	to:	Western Avenue (NW)
Direction BA	Western Avenue (NW)	to:	The Meer (SE)
Site Co-Ordinates	52.531000, -1.041315	ATC Start Date	29/10/2025
		ATC Finish Date	13/11/2025
		PSL	30
Link to location on Google Maps			
Click Here			

Location Plan



Photograph Record



Comments

The minimum speed threshold to include vehicles in the reports is 5mph. Unclassified vehicles are excluded.

Prepared by	Robyn Short	Checked by	Luke Martin	Project Director	Paul O'Neill
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Intelligent Data Collection Limited

EvokedTransport Fleckney



Site Summary

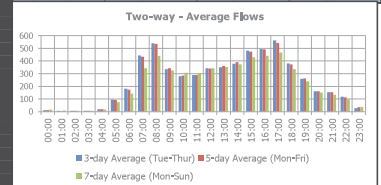
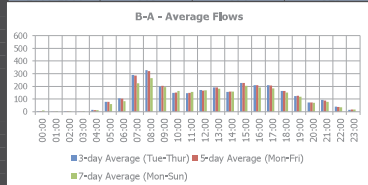
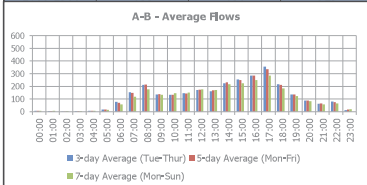
Site Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85th %ile Speed	24-hour 5-day Average Flow	12-hour 7-day Average Flow	24-hour 7-day Average Flow	% Heavies (inc. buses)
Saddington Road between The Meer (SE) and Western Avenue (NW) Saddington Road between Western Avenue (NW) and The Meer (SE)	North-westbound	Wed 29/10/2025	Thu 13/11/2025	30mph	40044	27.88	32.33	2914	2229	2675	3.38%
	South-eastbound	Wed 29/10/2025	Thu 13/11/2025	30mph	40760	29.32	34.39	2979	2235	2723	3.02%

Flow Reporting

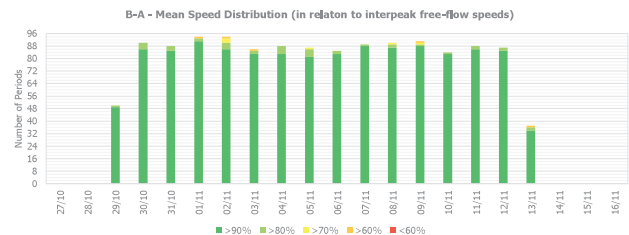
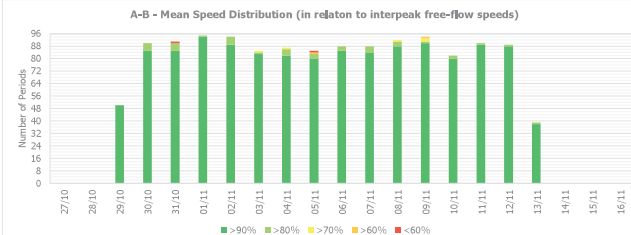
A-B Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	6	6	8
01:00	4	4	5
02:00	2	2	4
03:00	4	3	4
04:00	7	6	5
05:00	16	17	15
06:00	76	70	59
07:00	152	149	118
08:00	212	214	176
09:00	136	137	132
10:00	132	134	146
11:00	145	142	151
12:00	171	173	176
13:00	160	168	171
14:00	224	232	216
15:00	253	248	225
16:00	285	285	250
17:00	354	335	284
18:00	216	211	184
19:00	136	136	124
20:00	88	88	81
21:00	61	64	57
22:00	79	74	64
23:00	12	16	19
0700-1000	501	501	426
1600-1900	855	830	719

B-A Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	5	5	8
01:00	2	1	4
02:00	3	3	4
03:00	3	3	4
04:00	13	13	11
05:00	78	77	60
06:00	105	104	84
07:00	291	285	225
08:00	327	321	264
09:00	200	205	194
10:00	147	151	162
11:00	146	147	155
12:00	171	167	167
13:00	191	191	182
14:00	155	159	157
15:00	227	227	204
16:00	210	209	191
17:00	209	206	183
18:00	165	163	151
19:00	124	126	116
20:00	73	74	70
21:00	93	89	77
22:00	39	38	35
23:00	15	17	17
0700-1000	818	810	682
1600-1900	583	578	525

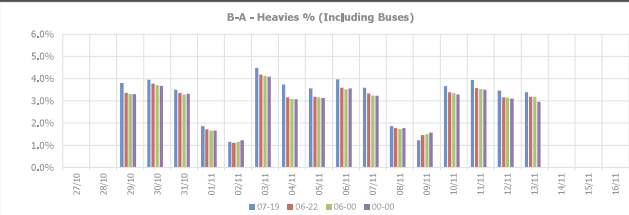
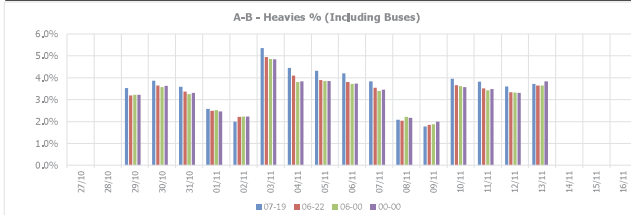
Two-Way Hourly Summary Data			
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	10	11	16
01:00	5	5	9
02:00	6	5	8
03:00	6	6	8
04:00	20	18	16
05:00	95	94	75
06:00	181	174	142
07:00	444	434	343
08:00	540	535	440
09:00	336	342	326
10:00	279	285	308
11:00	291	289	306
12:00	342	340	343
13:00	351	360	352
14:00	378	391	373
15:00	481	475	429
16:00	495	493	441
17:00	553	541	467
18:00	380	374	335
19:00	259	262	240
20:00	161	161	151
21:00	154	153	134
22:00	118	112	99
23:00	27	33	36
0700-1000	1319	1311	1109
1600-1900	1438	1408	1244



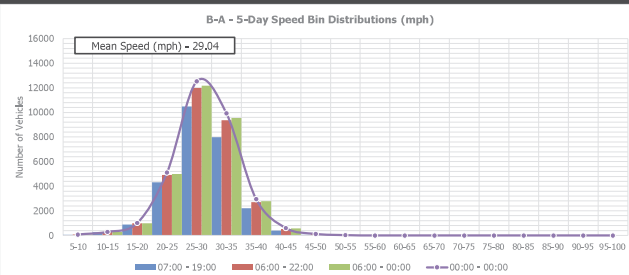
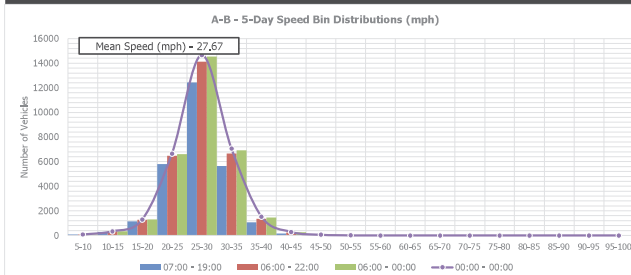
Mean Speed Distributions



Heavies %



Speed Bin Distributions



Intelligent Data Collection Limited

Client: EvokeTransport
Project Number: ID-1025-0054
Site Number: Site 1
Flow from: The Meer (SE) **to:** Western Avenue (NW)

Flow from: Western

Direction A-B

Time	27/10	28/10	29/10	30/10	31/10	01/11	02/11	03/11	04/11	05/11	06/11	07/11	08/11	09/11	10/11	11/11	12/11	13/11	14/11	15/11	16/11
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IP FF Speed	-	-	26.7	26.7	27.9	28.0	28.8	27.7	28.0	27.2	27.6	28.0	27.6	28.3	27.3	27.7	27.1	28.3	-	-	-
>90%	0	0	50	85	85	94	89	83	82	80	85	84	88	90	80	89	88	38	0	0	0
>80%	0	0	0	5	5	1	5	1	4	3	3	4	3	1	2	1	1	1	0	0	0
>70%	0	0	0	0	0	0	0	1	1	0	0	0	1	2	0	0	0	0	0	0	0
>60%	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
<60%	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
No Data	96	96	46	6	5	1	2	11	9	11	8	8	4	2	14	6	7	57	96	96	96

	Mean speed > 90% of daily interpeak free-flow speed
	Mean speed > 80% of daily interpeak free-flow speed
	Mean speed > 70% of daily interpeak free-flow speed
	Mean speed > 60% of daily interpeak free-flow speed
	Mean speed < 60% of daily interpeak free-flow speed
	No data collected / No daily interpeak free-flow speed available

Direction B-A

Time	27/10	28/10
00:00		
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23:45		
IP FF Speed	-	-
>90%	0	0
>80%	0	0
>70%	0	0
>60%	0	0
<60%	0	0
No Data	96	96

periods.

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unit can also

