

To: Emily Spicer
Jim Harvey
Environmental Services

From: Maria Phipps
CPBS Health & Safety Advisor

Date: 16th August 2016

Health and Safety Report

Long Sutton Market, Long Sutton, Lincolnshire

Executive Summary

Long Sutton has a small to medium size market on Fridays and is located either side of the Market Place/West Street highways. Vehicles are permitted access through Market Place/West Street on Market Days but there are parking restrictions. This report was commissioned by Environmental Services with the objective to outline, through investigation, the safety controls required to improving Health and Safety towards pedestrians. It provides background information for Environmental Services to assess the possibility of closing Market Place/West Street to vehicles on Market Days.

The method of analysis includes mechanical vehicle counts on both Market and non-Market Days (Tuesday 6th November 2015 non Market Day and Friday 6th November 2015 Market Day, between 7 am and 6 pm) which, was performed by LCC Lincs Laboratory. Combined with this, human observations were undertaken on the safety performances for pedestrians, motorists and traders during Market Days, throughout August and November 2015. This was performed by CPBS Health and Safety. A brief account of the results is shown on page 5 and 6 with basic statistical analysis presented in the form of graphs on page 10 and 11 Appendix 1, 2 and 3. Human observations are tabulated and presented on page 12, 13, 14 and 15 Appendix 4 and 5

The analysed data demonstrates that the number of vehicles entering the Market Place/West Street highway on Market Days and non-Market Days, is substantially high. Essentially, **3612** vehicles, including pedal cycles and motorcycles, entered this highway on Friday 6th November 2015 between 7 am – 6 pm (Market Day). Together with **3837** vehicles, including pedal cycles and motorcycles, on Tuesday 3rd November 2015 between 7 am – 6 pm (non-Market Day).

On the non-Market Day the average (Mean) number of vehicles per hour passing through the northbound carriageways, was approximately 151 and on the southbound carriageway 168. On the Market Day, the average (Mean) number of vehicles per hour passing through the northbound carriageway, was approximately 129 and on the southbound carriageway 171.

The results from the observations demonstrate that motorists are not the only people not conforming to highway safety. Pedestrians and traders appear to be unaware of their own risk of being involved in a pedestrian-vehicle accident. Together with motorists, observations of pedestrians' road safety behaviour are viewed as poor. In particular, it is in the morning and late morning, that motorists and pedestrians seem to place themselves in exposed positions, at times risking their own life and that of others. It is not unusual for motorists to park in parking bays between traders' stalls, park in the highway itself (even double or triple parking) and park on double yellow lines. As well as this, motorists park alongside traders (blocking the highway) and in front of local business's vehicle entrances/car parks. The popular parking spots are outside Palmers Wine Bar, Pizza Perfection, Tailored

Hair, and Vibes Jewellery and in front of the Newsagents' car park. Motorists also park fully or part park on the pavement, which is apparent outside Fenland Estates, Pizza Perfection, Tailored Hair and Vibes Jewellery. Other unsafe acts observed included a motorist leaving her vehicle unattended, with the engine running in the northbound highway, to socialise with someone further up the road. As well as this, a motorist conducted a three point turn outside Crystal Pets because of the congestion ahead. In addition, there were many motorists reversing from parking bays into the busy highway. These are just a few incidents; full details are presented on page 12 Appendix 4.

The results also highlight unsafe performances by traders and the auction. Likewise with Spalding Market, there are many similarities with the traders at Long Sutton. For example, traders' vehicles parked in or near the highway, traders not abiding to the curfews of trading and the movement of their vehicles, unsafe dismantling, stability and integrity of stall structures and other work equipment, insecure tarpaulins, overloading stall structures, displays/goods too close to the highway, blocking access/pavements with displays/goods, uncontrolled waste etc. Full details are presented on page 13, 14, and 15 Appendix 5. Spalding Markets' Health and Safety report (2015) offers good advice on all aspects of market safety. Therefore, it should be used as a bench mark for Long Sutton. The auction is not without its' Health and Safety problems either. For example, motorists block the southbound carriageway to off load their goods and many pedestrians/customers socialise, browse goods or bid at the auction, either close to or in the southbound highway. Those not participating in the auction, naturally walk in the highway to avoid the crowds.

The report finds the current position of Long Sutton Market's Health and Safety as not safe. The major weakness found were motorists, pedestrians and traders lacking good safety behaviour. This unsafe behaviour could increase the risk of human error, either in the form of careless and hazardous behaviour or in the form of blunders, distractions, oversights and poor judgment. Recommendations for SHDC are detailed on page 9. In brief, SHDC should either close the market altogether or move the market to an area where no vehicles are permitted. If this is not realistic, then consideration should be given to closing the highway, by obtaining a legal traffic order, for Market Days. Appendix 9 page 19 is an email from LCC Highways outlining the way forward for a proposed road closure. Other solutions discussed in the report are One-Way systems and extending the times on the existing parking restrictions. Regarding traders, recommendations include improving the layout of the market, trader's displays and the auction and using the Spalding Market's Health and Safety report (2015) as a bench mark. SHDC should work with the auctioneer on improving his Health and Safety towards the public.

Important aspects for SHDC to think through are; the high numbers of vehicles passing through the Market Place/West Street on Market Days, motorists parking dangerously, the amount of pedestrians using the market, auction and highway, poor safety performances from motorists, pedestrians, traders and the auctioneer, the future population growth of Long Sutton (more people, more pedestrians, more vehicles), the age group of motorists and pedestrians using the market and highway during the day (assuming older and very young people are less alert and less reactive to situations), the layout of the market (auction and traders' displays) and the dismantling process.

Together with the factors highlighted in this report, it is concluded that the risk to pedestrians and traders' Health and Safety is perceived high. Therefore, all reasonable solutions to reduce this risk should be evaluated.

Health and Safety Report

Long Sutton Market, Long Sutton, Lincolnshire

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Acknowledgement:

Compass Point Business Services (CPBS) would like to express their gratitude to Jim Harvey and Neil Stratton from South Holland District Council's Environmental Services, for their valuable information, time and support given to the production of this report. Appreciation is also given to Maxine Stukins from LCC Highways for her respected and constructive advice and Lincolnshire County Council (LCC) Lincs. Laboratory for their traffic survey.

Introduction:

It was highlighted to CPBS Health and Safety by Environmental Services that traffic flow through Market Place/West Street, Long Sutton on Market Days, is considered a risk to pedestrian and traders' Health and Safety. With this concern, Environmental Services want to close the highway on Market Days. In response to this, a monitoring exercise was undertaken. A Traffic Survey was undertaken on Tuesday 3rd November 2015 and Friday 6th November 2015 between 7 am and 6 pm by Lincolnshire County Council's Lincs. Laboratory. Pedestrians, motorists and traders' Health and Safety risks and performances were observed in August 2015 and November 2015 by Maria Phipps Health and Safety Adviser for CPBS. Before observations were undertaken, LCC Highways were contacted by CPBS for advice on the way forward to pursue a road closure on Market Days. The advice given is shown on page 19 Appendix 9. It is an abstract from an email sent by LCC highways to CPBS Health and Safety.

Background (Physical Setting):

Long Sutton is a small market town with a population of approximately 9,400 (Long Sutton PE12 for Best.UK.Net Limited 2010). It is located off the A17, which serves as a link road to Norfolk, Lincolnshire, Cambridgeshire and Nottinghamshire. Long Sutton is ideally placed for visitors as it offers free parking in the Town Centre and in designated car parks, banking facilities, a medium sized supermarket, public conveniences, food and beverage facilities, veterinary practice, medical centre and Pharmacy, Primary and Secondary Schools and a selection of small shops.

Heading northbound on the Market Place highway the road joins the B1359 High Street. At this junction, there is easy access to the A17. Heading southbound on the Market Place highway the road joins West Street, which also has easy access to the A17.

The market is held every Friday and is located on both sides of the Market Place/West Street highways. Within the Market Place there are no speed bumps, no crossing mechanisms and no One-Way systems. There are no road

closures in place on Market Day. However, there are parking restrictions. Page 16 Appendix 6 displays LCC Highways parking restrictions, which are colour coded. Blue highlights 2 hour waiting areas within marked bays between 8 am and 6 pm Monday to Thursday and on Saturday' with no return within 1 hour. Green highlights the No Waiting areas on Fridays between 7 am and 10 am. Orange highlights the No Waiting areas at any time. Disabled parking bays are located off the southbound highway near the Church, which have the same parking restrictions. Car parks are owned by SHDC, the supermarket and the Church and they are all located off West Street. Both sides of the Market Place are served by pavements, street lighting and small businesses.

The market is very active, especially during good weather. Traders erect/dismantle their own stalls early Friday mornings within the parking bays, with trading areas facing the pavement. Traders' vehicles are either parked or part parked on the highway or in the bay next to their stall. Traders' work equipment includes, aluminium and/or steel bar structures and/or pop up gazebos, additional bars (with some not standard to the original structure but entwined within the supporting structure), metal/plastic trolleys, mobile clothes rails, trestles, cardboard and wooden boxes, wooden boards, tarpaulins, weights on string, bungees, plastic containers, garden umbrellas, large metal clips, step ladders, plastic/wooden tables, portable lighting, cardboard boxes etc.

There is a small general auction on Market Days, which is located in the Disabled Parking Bays, where West Street joins Market Place. The auction offers general goods and locally grown produce.

Methodology:

- | | | |
|------------------------|---|--|
| LCC Lincs. Laboratory | - | Mechanically recordings of vehicles using Market Place and West Street |
| CPBS Health and Safety | - | Human observations, written records, photographs and videos. |

Results

Tuesday 3rd November 2015 7 am – 6 pm (Non Market Day)

A total number of **3837** vehicles including pedal cycles and motorcycles entered north and southbound Market Place, Long Sutton. **1814** vehicles were northbound towards the Market Place and **2023** were southbound towards West Street.

Interpretation = 3293 x cars, 452 x LGV's, 42 x Pedal Cycles, 12 x Motor Cycles, 14 x MGV's, 23 x two axle HGV's, 0 x three axle HGV's Rigid, 1 x three or four plus axle Artic HGV's, 0 x Bus/Coach and 0 x Agricultural vehicles.

Friday 6th November 2015 duration 7 am – 6 pm (Market Day)

A total number of **3612** vehicles including pedal cycles and motorcycles entered north and southbound Market Place, Long Sutton. **1552** vehicles were northbound towards the Market Place and **2060** were southbound towards West Street.

Interpretation = 3137 x cars, 405 x LGV's, 23 x Pedal Cycles, 16 x Motor Cycles, 14 x MGV's, 12 x two axle HGV's, 2 x three axle HGV's Rigid, 2 x three or four plus axle Artic HGV's, 1 x Bus/Coach and 0 Agricultural vehicles.

NB. Pedal and motor cycles are included in the above totals but they have not been included in LCC's overall total in Appendix 7 and 8 pages 17 and 18.

Although there were more vehicles recorded on a non-Market Day than on a Market Day (225 difference), the Market Days' total was extremely high (3612). This data was taken on an autumn day, perhaps on a summer's day, the data may be higher. Interestingly, the substantial amount of lorries passing through is high.

On non-Market Day the average (Mean) number of vehicles per hour passing through the northbound carriageways, is approximately 151 and on the southbound carriageway 168. On Market Day the average (Mean) number of vehicles per hour passing through the northbound carriageway, is approximately 129 and on the southbound carriageway 171.

Human Observations (taken over various Fridays (Market Days) during August and November 2015:

Pedestrians By observation only, the amount of pedestrians meandering across the highway was substantial. Pedestrians ranged from young children under school age with their parents/carers to people who were approximately 80 plus in age. The most frequent pedestrian was 50 years plus. The morning and late morning peaked with 60 year plus people and the elderly, with some on mobility scooters and bicycles. Lunch time peaked with all age groups (except children) with the middle of the afternoon peaking with people aged 50 years plus, business personnel, work men/women, school children and parents with young school children/toddlers/babies. (Assumptions were made on people's ages and no tallies were taken on people counts).

Motorists By observation only, during peak periods (which were variable each week), traffic congestion for both north and southbound, was considerable. Motorists aged 50 years plus were more active on the highway between 10 am and midday, either driving through the Market Place or parking in the parking bays. Throughout the day, there were many delivery vehicles and work personnel visiting local businesses. Peak time parking (not in car parks) was in the morning and mid-morning, by those who were 50 years plus in age. (Assumption was made on people's ages and their activities).

A full list of observations on motorists, pedestrians and traders are displayed on page 12 Appendix 4.

Limitations of the data

Due to time constraints no comparisons were made with any similar Town that has comparable problems. Likewise, no national or local research was conducted on any pedestrian – vehicle accidents or near misses. No tallies were undertaken on pedestrian counts and only assumptions were made on people's ages and activities. It is suggested that further quantitative data is obtained.

Discussion

It is a well-known fact that pedestrian-vehicle accidents can happen when certain locations allow pedestrians to come into contact with moving vehicles. Human error, either in the form of careless and hazardous behaviour or in the form of blunders, distractions, oversights and poor judgment could all contribute to an accident. Likewise, vehicle design/type, age groups and population increase, the distance of a journey, mode of vehicle, more drivers on the road, financial growth of a location, weather etc., could also be factors.

It was evident at Long Sutton, on Market Days, that pedestrians were unaware of their own risk of being involved in a pedestrian-vehicle accident. Pedestrians took great risk with their own safety. For example, pedestrians darted back and forth across the highway (the popular crossing area was where West Street joins Market Place). Some walked through gaps between stalls to access the highway. Whereas others, chose to walk up and down both carriageways to get to their destination. A few people walked the wrong direction on the highway and many stood in the highway to socialise, watch the auction or browse traders' displays. A certain few stood between parked cars and several people did not concentrate on where they were going. The big distraction for pedestrians was socialising whilst standing or walking. One mobility scooter was driven in the highway instead of on the pavement. Interestingly, the majority of pedestrians performing these acts were parents/carers with young children in pushchairs/prams and those in the 50 plus age bracket.

It is widely accepted by most that vulnerable pedestrians are children, teenagers, the elderly and disabled, those under the influence of alcohol/drugs and those not knowledgeable in English, the Highway Code and crossing systems. Likewise, pedestrians that walk quickly and those not concentrating are also at risk. In addition to this, some professions require their employees to work close to or in the highway, who are all equally vulnerable. The SHDC refuse collector became vulnerable as, by the nature of his job, he was clearing waste piles near the highway left by the traders. Likewise, traders became very vulnerable in the highway when they started to dismantle their stalls. Some traders also used the pavement to dismantle, which caused other safety concerns as pedestrians could have been injured by the process. The dismantling process also caused pedestrian congestion and as a consequence of this, some pedestrians crossed the highway to access the other pavement or squeezed through gaps on the same pavement. The meat trader was vulnerable as the exit door to his trailer opened into the southbound carriageway.

Observations revealed that at the end of the school day, school children were walking in groups on the pavement. (Although not witnessed at Long Sutton, typically, older children like to walk in large groups and extend themselves into the highway). In school holiday's children numbers may increase. It is widely acknowledged by most that children are a high-risk group of pedestrians, especially as they can dart quickly into highways as well as appear unexpectedly between parked or reversing vehicles. Children are also well known for not paying attention to highway settings and their statue makes it hard to spot them. Children within Long Sutton were more active in the middle of the afternoon, once school had finished, which was the time of day that traders decided to dismantle their stalls. Although it was not observed, children numbers in Long Sutton could be high in the time before school starts. There were several elderly pedestrians and a handful of people on mobility scooters using the highway, especially in the mornings. Some elderly people may be slower and less reactive with reduced eyesight and hearing. By the middle of the afternoon, observations of elderly people were low.

Parking of vehicles in Market Street/West Street became highly problematic throughout the day. Motorists became distracted by oncoming traffic, traders' parked vehicles, delivery drivers, crowds round the auction etc. At the same time as having to navigate a parking space or exit a space, motorists had to cope with pedestrians (often with small children, shopping bags and other items) crossing the highway or walking behind stalls and parked vehicles. It was common for motorists to try and squeeze their vehicle into parking spaces between stalls. As was parking on yellow lines, double and triple parking in the highway, parking alongside traders etc. Equally, it seems customary to park or part park on the pavement and park in front of local business's driveways/car parks. This was especially so outside Palmers, Pizza Perfection, Tailored Hair and Vibes Jewellery, Fenland estates and the Newsagents car park. One vehicle was left parked on the pavement outside Fenland Estates all day. In addition to this, a motorist left their vehicle in the northbound highway, unattended and engine running, to socialise with someone further up the highway. Another motorist conducted a three point turn outside Crystal Pets because of the congestion ahead and another person reversed down the highway. Added to this mayhem were delivery drivers and motorists dropping off goods for the auction.

Palmers Wine Bar was very popular with vehicles parking outside and blocking the northbound highway. Many deliveries occurred throughout the day for this business. On one occasion, at the same time, two deliveries arrived and they both blocked the north and southbound carriageways. Palmers' own vehicle access area crosses the pavement.

The Market Place does not have a purpose crossing area. It becomes wider towards the junction with the High Street, where a small island in Market Place separates the northbound and southbound carriageways. If a vehicle enters Market Place from the High Street, motorists may not see a pedestrian crossing near this junction. The same can be said where West Street joins Market Place (the bend near the War Memorial). Pedestrians favour this area for crossing the highway.

Obstructions around pavements are also problematic to pedestrians. Traders use all available space, including access and egress areas meant for pedestrians and local businesses. The Card Trader is typical of this, as many of his goods for sale were blocking the access to the Telephone Box and other areas. Clothes Traders suspend their displays over pavements, which block access and visibility. Likewise, traders' place their advertising boards and display tables on the pavements. The Plant Trader and the auctioneer both display their goods near the highway, which encourages pedestrians to stand close to or in the highway to browse. Furthermore, traders' waste is not contained and in windy conditions it is blown across the highway and pavements, which could cause slips, trips and falls and become dangerous to both motorists and pedestrians.

Weather can change how pedestrians and motorists behave. Poor weather can be unpleasant for pedestrians, so they may walk faster to shelter. Such haste may make them less observant to risks. Weather can also make walking surfaces hazardous. Fog, rain, snow, darkness, dawn and dusk can all reduce visibility as can coats, jackets etc., in particular those with hoods. Equally, umbrellas can restrict visibility. It was very windy on one of the observation days and the majority of traders did not secure their tarpaulins safely. Consequently, the tarpaulins acted like sails and the rear of the stalls ballooned into the highway as vehicles passed through and pedestrians crossed. This was very dangerous for all users of the highway. Likewise, waste was blown across the highway and pavement. In addition to this, insecure rope was also blowing into the highway and pavement. One trader had difficulties controlling their garden umbrella in the wind, which was embraced with displays. Traders became vulnerable in the highway as they wrestled with their tarpaulins.

SHDC should be aware of street repair and construction sites that emerge in the highway or nearby. Construction work may take place on the Bull Hotel and its immediate surroundings soon. Therefore, planning pedestrian safety is important. Construction work on pavements, highways and buildings could produce temporary unsafe situations for pedestrians. Long diversions may encourage pedestrians to take short cuts to save time and the location of construction waste/supplies may force pedestrians into the highway. Identifying hazards at the start may lessen the risk.

Even though there were no broken down vehicles in the Market Place at the time of the monitoring, there is still the possibility that this may occur. Such motorists could be vulnerable if they try and fix the vehicle in the highway or walk along the highway to seek assistance.

Conclusion

The data gathered provides up to date information on the reality of Long Sutton Markets' Health and Safety. With this, the report finds the current position of Long Sutton Market's Health and Safety as not good. Together with the factors highlighted in this report, it is concluded that the risk to pedestrians and traders' Health and Safety is perceived high.

The analysed data demonstrates that the number of vehicles entering the Market Place/West Street highway on Market Days and non-Market Days, is substantially high. Therefore, solutions need to be sought to eliminate or reduce the risk but care must be taken in finding the right answer. For example, if Market Place/West Street became a One-Way street, the high volume of vehicles passing through Market Place may be transferred to another highway, like Bull Lane. The pedestrians and residents in that area may then be at risk of a pedestrian-vehicle accident. (Bull Lane is a One-Way street heading southbound with one narrow path on the right-hand side). Also, a motorist looking for vehicles from only one route may not spot a pedestrian in the opposite direction from where the motorist is looking. Another option maybe to extend the times of the parking restrictions but motorists may not adhere to them. Alternatively, a crossing may be the best solution. However, there is no guarantee that pedestrians will use it. Subsequently, these solutions may not be suitable.

On the bases explained in this report, it is recommended that SHDC closes the market altogether or relocates it to a safer non vehicle area. If these options are not realistic, it is recommended that SHDC proceeds with closing the Market Place/West Street highway to traffic on Market Days. Appendix 9 page 19. If suitable solutions cannot be found, then it recommended that the market is closed until the risk is reduced. It needs to be realised, by all stakeholders that if improvements on safety with Long Sutton Market are not done then the probability of an accident, in the future, will either stay the same as it is today (high) or increase. It is very unlikely to decrease.

It is important that SHDC and other stakeholders understand that whatever solutions are decided, they will need to reassess them as vehicles and other conditions change. Measurement will show if the control measures have been successful or not.

As with Spalding Market, SHDC should improve their Health and Safety control over traders. Traders' should operate within Health and Safety Regulations, Codes of Practices and Standards. SHDC should follow, where applicable, the recommendations set out in the Spalding Market Report (2015). SHDC should also improve Health and Safety control over the auctioneer.

This report could be used as a starting point for any further examination.

Recommendations

1	Close the market altogether.
2	Move the market to an area where no vehicles are allowed.
3	Close the highway by obtaining a legal traffic order (Market Place and West Street). Be careful not to move the safety issues on to another highway. Appendix 9 page 19.
4	Create a One Way highway. Be careful not to move the safety issues on to another highway and be aware motorists will probably only look one way.
5	Extend times on existing legal order for parking and enforce breaches.
6	Use the Spalding Market report 2015 and its' recommendations/action plan as a reference document (bench mark) for Long Sutton Market. The issues with Long Sutton Market are very similar to Spalding Market.
7	Improve enforcement on those motorists that breach the highway regulations. Liaise with Police and LCC.
8	Improve the layout of the market to stop pedestrians meandering/jaywalking the highway whilst browsing market stalls and the auction.
9	Traders to look at the way they display their goods to prevent pedestrians browsing near or in the highway. Relocate the meat trader so he does not exit his trailer into the highway.
10	Traders to conduct an assessment of risk with their activities and employ safe methods.
11	Improve the dismantling process so safer practices are employed by traders to protect the public.
12	Enforce trader curfews for no vehicle movements, trading times and when to leave the site.
13	Ensure traders' work equipment (including trailers, stall structures, supporting equipment, lifting equipment, display equipment, access equipment etc.), electrical equipment are in compliance with the relevant Health and Safety Regulations.
14	Ensure traders' do not exceed their work/lifting equipment's SWL's and are appropriately tested and examined in accordance to the relevant Health and Safety Regulations.
15	Stop traders blocking pavements and access/egress routes with their equipment and goods.
16	Stop traders suspending goods over the pavement.
17	Ensure traders secure their tarpaulins and associated equipment correctly and safely.
18	Ensure traders improve the control of their waste.
19	Provide traders with basic Health and Safety Awareness training specific to their needs.
20	Auctioneer to improve the layout of his goods to prevent pedestrians browsing near or in the highway and crowds assembling near or in the highway and on the pavement.
21	Auctioneer to submit his risk assessment and safe system of work together with insurance certificate.
22	Auctioneer to take responsibility when public drop off and pick up goods. To work with SHDC.
23	Monitor traders and the auctioneer. Keep records.
24	Form an internal group to address issues and monitor effective controls.
25	Work closely with officials from all partnerships and departments so issues can be proactively 'designed out' before they become a problem. Improve communications between all stakeholders.
26	Form a community pedestrian safety group that includes representatives from the public, LCC, local businesses, the Police etc. This group could help provide feedback from the community.

Abbreviations

SHDC	South Holland District Council	CPBS	Compass Point Business Services
LCC	Lincolnshire County Council	LGV	Light Goods Vehicle
MGV	Medium Goods Vehicle	HGV	Heavy Goods Vehicle

References

Long Sutton PE12 for Best.UK.Net Limited (2010) (internet)

LCC Lincs Laboratory Vehicle Count Results 3/11/15 Non Market Day (2015)

LCC Lincs Laboratory Vehicle Count Results 6/11/15 Market Day (2015)

LCC Highways Parking Restrictions for Market Place, Long Sutton, Lincolnshire (2015)

Extract from LCC Highways' email on the way forward with Long Sutton Market (2015)

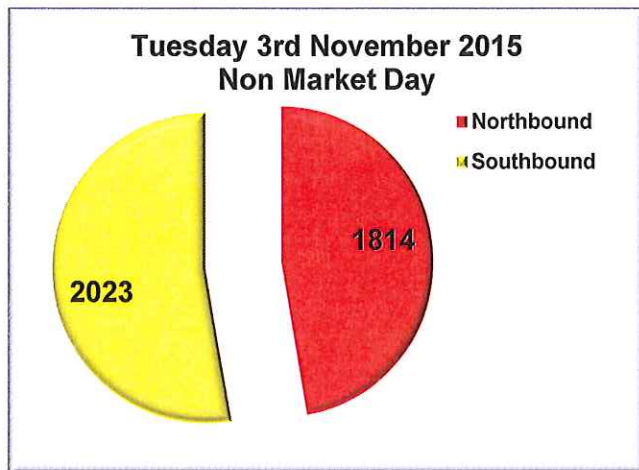
Observations on Traders/Business - Market Days during August and November CPBS (2015)

Observations on Motorists and Pedestrians – Market Days during August and November CPBS (2015)

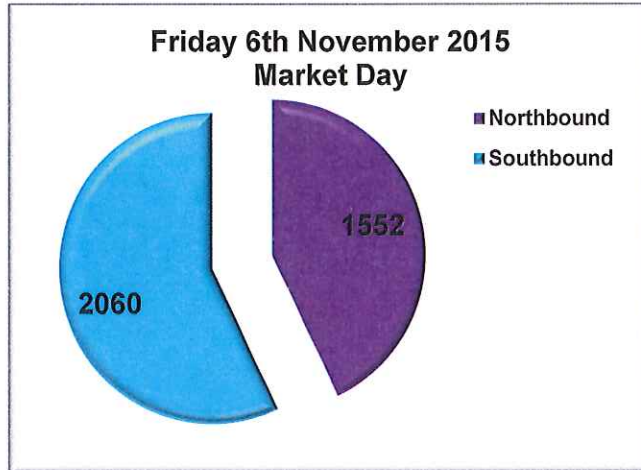
Appendix 1 Results

Pie Chart Total number of vehicles using Market Place, Long Sutton
Source: Lincolnshire County Councils' Traffic Survey.

3837 Total Number



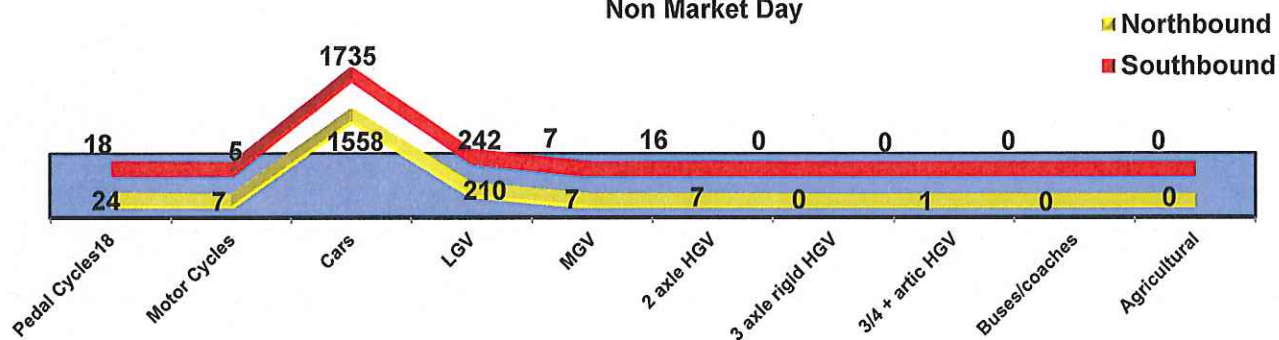
3612 Total Number



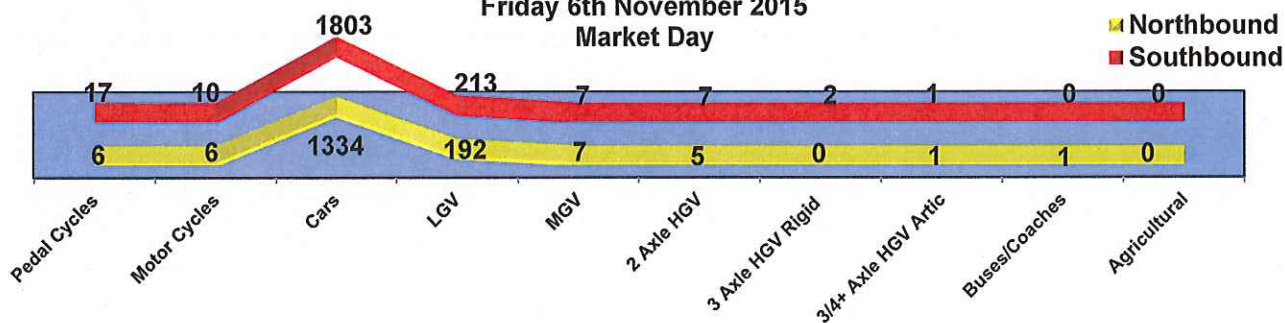
Appendix 2 Results

3 D Line Graph Categories of vehicles using Market Place, Long Sutton
Source: Lincolnshire County Councils' Traffic Survey.

**Tuesday 3rd November 2015
Non Market Day**



**Friday 6th November 2015
Market Day**

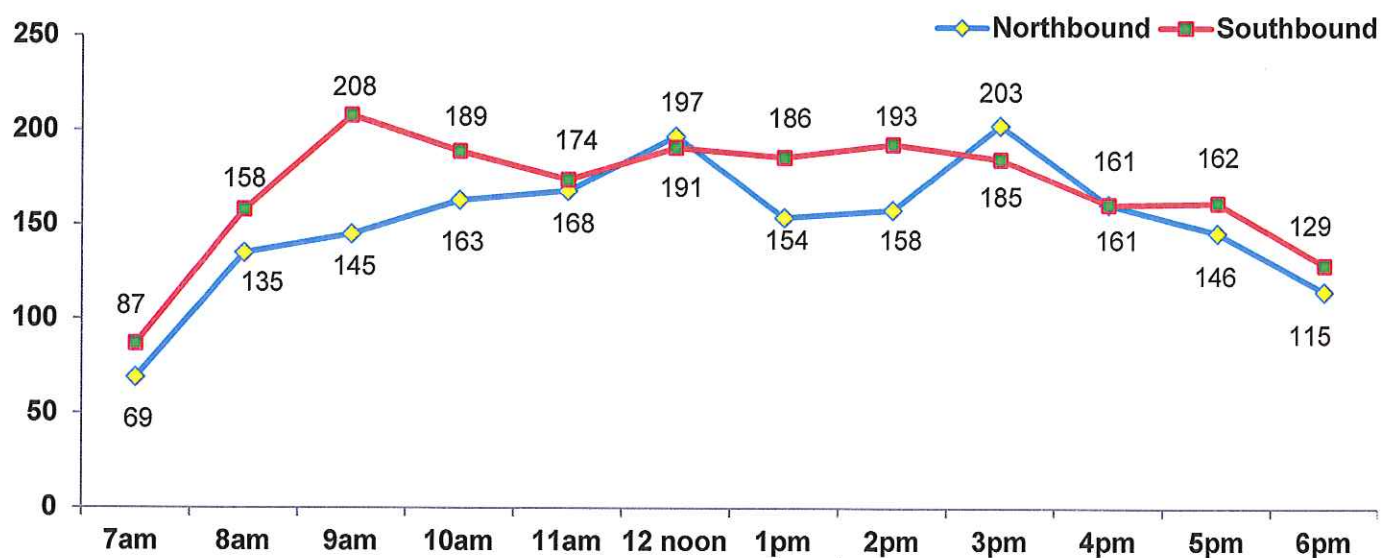


Appendix 3

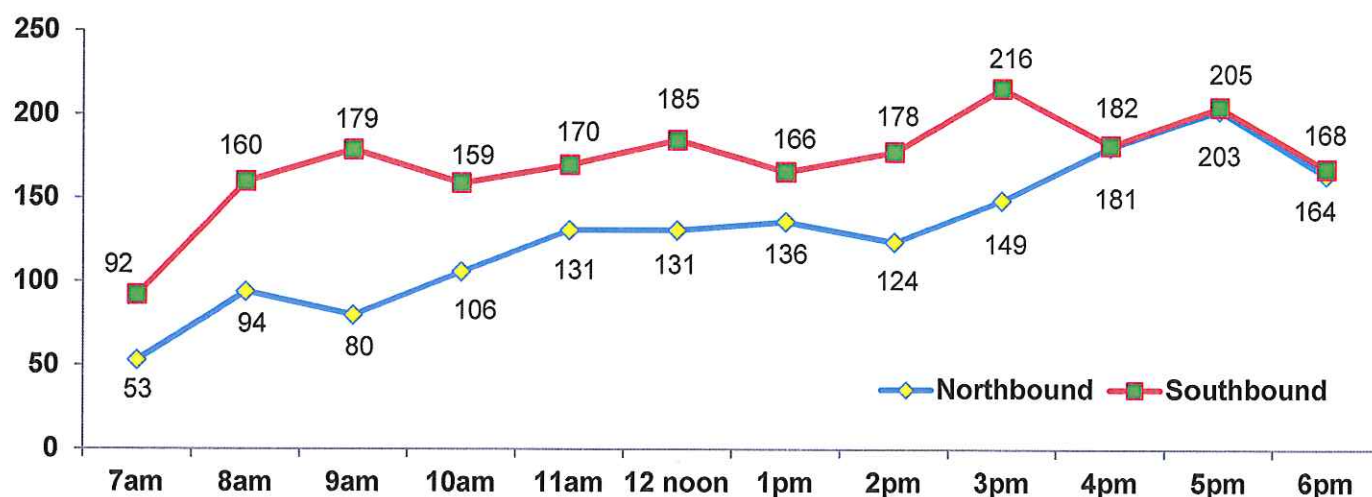
Line Graph with markers

Timetable of vehicles using Market Place, Long Sutton on Non Market Day and Market Day

Tuesday 3rd November 2015 Non Market Day



Friday 6th November 2015 Market Day



Source: Lincolnshire County Councils' Traffic Survey (machine).

Appendix 4

Observations on Motorists and Pedestrians – Market Days during August and November 2015

Ref.	Observations
1	Parking outside Vibes Jewellery, Pizza Perfection, and the Hairdressers etc. was always busy. At times motorists double and triple parked as well as parked with their vehicles' wheels on the pavement. Motorists also parked on the double yellow lines. Some motorists, who were doubled parked, waited in their vehicles in the northbound highway until a space became available. Southbound vehicles found it difficult to pass.
2	A vehicle double parked outside Palmers vehicle entrance/exit blocking the northbound highway and pedestrians crossing the highway were forced to walk up the road to access the pavement. Once this vehicle left, another two vehicles, straight after each other, parked in the same spot blocking the northbound highway again. The latter motorist left her vehicle unattended with the engine running, whilst socialising with people up the road. The highway was always blocked when Palmers received deliveries, which was constant throughout the day. At times, this caused havoc when several deliveries occurred at the same time or someone was dropping off their load for the auction.
3	Motorists parked in the Disable Bays before and after the auction.
4	A vehicle tried to exit Palmers vehicle entrance/exit with difficulty. A pedestrian nearly walked into the vehicle. The pedestrian apologised to the motorist.
5	Many motorists parked on the southbound highway, near the War Memorial, to unload their goods for the auction.
6	Motorists parked in the highway in front of entrances/exits to commercial properties.
7	Next to Fenland Estates, a 4x4 black vehicle parked on the pavement most of the day.
8	Motorists parked in a manner that blocked Gedney's Newsagents car park entrance.
9	Motorists parked between traders stalls throughout the day.
10	Some pedestrians walked in the highway pushing their trolleys.
12	A mobility scooter used the highway instead of the pavements.
14	One motorist parked on the southbound highway, near the War Memorial, and then disappeared into the Church Car Park, leaving the vehicle partially blocking the highway.
15	On one observation, the market started to shut down at 2 pm. By 3.30 pm there were only three traders remaining. This caused havoc and congestion to motorists as they probably did not expect the market to close early.
16	On one observation, SHDC's refuse vehicle arrived at about 2.30 pm. The driver carefully negotiated his vehicle as he proceeded in the highway. At the same time, there was congestion build up because motorists were reversing from parking bays in the Market Place, traders' vehicles parked in the highway, traders dismantling their stalls, tarpaulins insecure and blowing across the highway and vehicles were coming from the opposite direction. The refuse vehicle, because of the nature of the job, blocked the highway when the driver exited the cab to collect the waste. A motorist performed a three point turn, near Crystal Pets, because of the congestion. In amongst this, pedestrians were crossing the highway.
17	Pedestrians took great risks as they meandered in the highway either to cross or walk up and down it. Many pedestrians seemed to be 50 years plus in age, with many being elderly or parents/carers with children under 5 years of age. A popular crossing point was where West Street joins the Market Place. However, many pedestrians did cut across the highway through gaps between traders' stalls. Also, some pedestrians stood in the highway or nearby, to socialise with others or to browse goods.
18	Motorists stop in the southbound carriageway, where the road forks to the Church Car Park, to drop off passengers. Some of these motorists reversed so they could continue forward into West Street.
	Some motorists reversed into the Market Place parking bays, which, caused congestion in the highway. Likewise, similar problems occurred when motorists drove forward into a parking bay and reversed out again.

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Observations on Traders/Business - Market Days during August and November 2015

Ref.	Trader/Business	Observations
1	Car Part Trader	Tarpaulin not secured, left on the ground – tripping hazard.
2	Animal Food Trader	Used metal trolleys, close to the pavement, for storing goods. Question suitability, stability, SWL, integrity and brakes. Empty trolley stored at front of vehicle. Waste stored at front of the vehicle – trip and highway hazard. Two private vehicles parked next to the stall. The pop up aluminium framework/display tables have narrow base plates. Front section is on the pavement and the rear was on the highway. Question suitability, stability, SWL and integrity of frame/display tables. As well as brakes on the trolley Goods are suspended from the top frame, which move in the wind at head height. Question suitability, stability, SWL and integrity of the frame and goods.
3	Bread Trader near Barclays Bank	Aluminium frame had tarpaulin secured by bungees and metal clips. Front section is on the pavement and rear was on the highway. Question suitability, stability, SWL and integrity. Handles on the metal clips protrude at shin height. A separate side table displays goods on the pavement.
4	Cake and Flower stall outside the Pharmacist/Florists	A delivery driver for the fast food takeaway near the Chemist, parked his vehicle on the northbound highway alongside the cake stall and plant trolleys. The delivery vehicle blocked the highway. Pedestrians crossing the highway squeezed through a gap in between the delivery vehicle and a traders' stall.
5	Car Parts Trader near Palmers	Mobile trailer is used to display goods. Question suitability, stability, SWL and integrity. Trader uses plastic displays for goods that are on the road camber. Some goods are tall/narrow. Question suitability, stability, SWL, integrity and positioning. Some goods are suspended at head height under the side flap in the trailer. Trader uses a lot of space with many goods on the ground. This area is popular for pedestrians crossing the highway. Goods are a tripping hazard.
6	Walton and Sons and Nadine's Hairdressers	Pedestrians on the pavement give way to vehicles exiting/entering commercial business. Motorists assume right of way.
7	Dog accessories	The gap between this stall and the next was a busy pedestrian crossing point. Stall is a small box frame. From observation, it was unstable and insecure. Wooden boards were used as display tables. The stall was long with few centre supports. The wooden boards that displayed goods were bowing. There were no side structure supports. Goods are suspended from the top sections, which were blowing in the wind at head height near the pavement. The front end of the structure was on the pavement and the rear was on the highway. Wooden trestles were used to extend the stalls display. Question suitability, stability, SWL and integrity.
8	Card Stall	Traders' walkway was over a grill drain cover. It was not known if it was loose. Traders' walkways were too narrow and boxes were left in them. The public had to stretch over boxes to reach displays. Goods for sale were vastly spread over a large area. The Public Telephone Box access was blocked by goods. Wooden boards not secured when not in use but left in the walkways of the stall. Waste not contained. Some had blown into the highway and on to the pavement. A wind tunnel affect was created with the tarpaulin as it was not secured. It ballooned dangerously into the highway. Traders' stepladder was not stable. It was used half on and half off the pavement. Some goods were clipped to the stall structures' supports and additional supports entwined into the structure. Some of the supporting bars overhung too far, at head height, over the pavement. These bars were not secure, with no protected end caps and were too low. No base plates used either. Question suitability, stability, SWL and integrity. Displays of goods cluttered the pavement, which at times caused heavy pedestrian congestion. Those with pushchairs/prams, wheel chairs and mobility scooters found it difficult to pass. Some pedestrians crossed the highway to avoid congestion.
9	Charity Stall – Spalding High School	Trader desperately tried to hold her garden umbrella as it was blown in the wind. The equipment was not secured correctly and displays were clipped to the umbrella. Question suitability, stability, SWL and integrity. Was she made aware about the suitability of equipment?

Appendix 5 continued page 2 of 3

Observations on Traders/Business - Market Days during August and November 2015

10	Clothes Trader (nr Hardware shop)	A wind tunnel affect was created with tarpaulin not being secured. It ballooned dangerously into the highway.
		Large weight suspended by badly worn rope approximately 60 cm off the ground. Question suitability, stability, SWL and integrity.
		Stall structure extends on to the pavement with many suspended clothes overhanging. Pedestrians are forced to move over on the pavement and to give way to oncoming pedestrians.
		Stall structure is narrow with the main structure entwined with another tubular section. This inner section is used to suspend many clothes. There were no centre supports within the main structures' length. By observation, this structure was too long to hold heavy loads without centre supports. Question suitability, stability, SWL and integrity.
		Mirror for customers was not secure.
		The front end structure was on the pavement with the rear on the highway. No base plates used. Wooden blocks used under some supports. Some wooden boards damaged. Question suitability, stability, SWL and integrity.
		Crates and banana boxes used as display tables. Question suitability, stability, SWL and integrity.
		Waste not contained but blown into the highway and onto the pavement.
		Straps/rope not secured but left loosely dangling and blowing in the wind.
		When dismantling, the tarpaulin was removed by two people whilst they were in the highway. The tarpaulin was then placed on the pavement and folded. Two operatives struggled to control the tarpaulin in the wind. Pedestrians on the pavement had to stop and wait whilst the tarpaulin was folded. Some pedestrians tried to squeeze through; others waited or crossed the highway. Dismantled equipment was left on the pavement as a tripping hazard.
11	Clothes stall outside Pharmacist	Mobile clothes' rails/trolleys were used to load the clothes into the HGV. Question suitability, stability, SWL and integrity and manual handling.
		No wide base plates used. Some supporting bars rested on wood. Crates and banana boxes were used as display tables. The structure was tied, by rope, to the trader's HGV's wing mirror. Many ropes/straps were left dangling. Heavy weights were suspended by worn rope. The main structures' length, by observation, was too long without centre supports (not many vertical supports in place that look suitable). Tubular sections were entwined into the main structure and appeared flawed, with some sections being either too long or too short. Tarpaulin was not secured and was blowing in the walkways of the stall, on the pavement and in the highway. Clothes were suspended over the pavement blocking visibility and pedestrian movement. Supporting bars were overloaded. Not known if the mirror for the public was secure. Question suitability, stability, SWL and integrity and manual handling.
		Dismantling the stall was completed by one person. The tarpaulin was removed first, which was a struggle. The centre bars were then removed, which unbalanced the structure (it wobbled and twisted). The top and side bars, nearest the highway, were then removed, which added to the instability. Vehicles were on the highway and pedestrians were walking or socialising during dismantling.
12	Fish Monger	Large amounts of uncontained waste in area.
		Plastic containers used as display tables on the pavement. Mobile trailer not hooked to a vehicle. Unknown if trailer handbrake was applied. Advertising board was on the pavement blocking pedestrian movement. Electric cable hook-up is unknown. A cable was placed over the top of the trailer, not sure where it was connected to. Trailer parked in such a way that the flip up window and display tables protruded greatly into the pavement. Question suitability, stability, SWL, integrity, safety of electrical equip, disposal of fish waste.
13	Fruit/veg stall near Barclays	The trader had a separate display table of goods on the pavement outside Fenland Finance. Trader used two stall structures side by side with the front on the pavement and the rear on the highway. No wide base plates used. Waste was stored next to the trader's vehicle. The tarpaulin was not secured, only placed over the frame and it was blowing in the wind. The trader trades from the rear of his vehicle as well. Question suitability, stability, SWL and integrity. A quantity of veg waste was left behind when the trader left.

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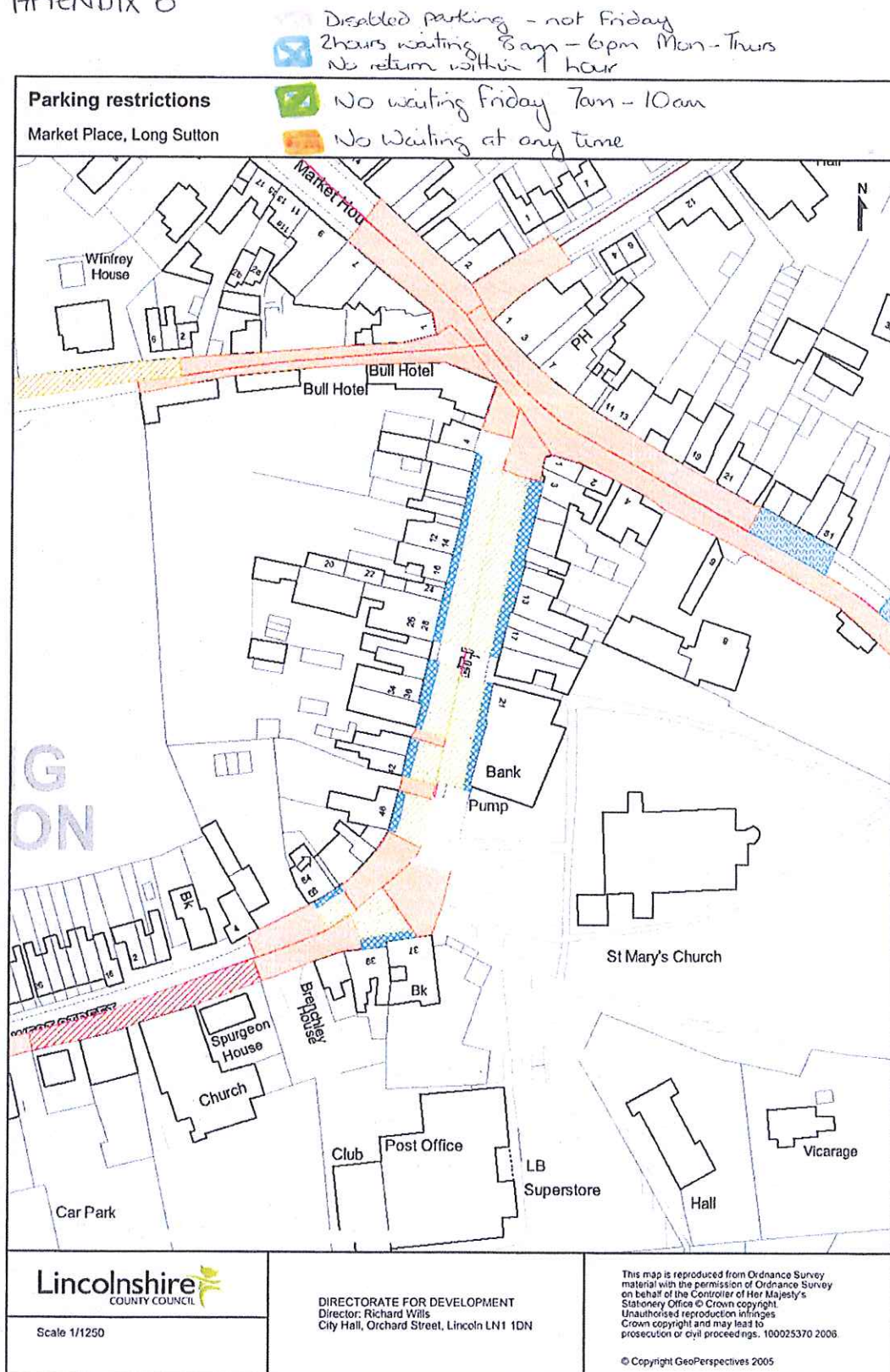
Observations on Traders/Business - Market Days during August and November 2015

15	Material Stall near NATWEST Bank	Trader had stocks of material displayed on the pavement. No tarpaulin used, it was on the ground where pedestrians squeezed through to cross the highway. Rolls of material were stored vertically against the stall and not secured. The stall was long with no top bars. Wooden boards were worn and damaged. Question suitability, stability, SWL and integrity.
14	Meat Trader	Trader operates from a purpose built HGV trailer. Exit door opens outwards into the southbound carriageway. A display table is on the pavement. Question disposal of waste, power sources.
16	Plant stalls	Mobile trolleys were tall and long, packed with plants. They were located too close to the highway. Pedestrians browsed these trolleys and other plant displays whilst standing in or near the highway. Trader parks his vehicle on two wooden boards. Question suitability, stability, SWL, integrity and brakes of equipment used.
17	Tea Towel Trader	The wooden boards were worn and damaged. Pedestrians squeezed between the stall to cross the highway. Question suitability, stability, SWL and integrity.
18	Veg stall near Browns' estate agents	This trader was busy throughout the day. Insecure waste had gathered at great heights. Boxes were used to block pedestrian access to the highway. Trestles were used to support the displays. Goods were very heavy. The stall was very long. The structure was half on and half off the pavement. Wooden plates were used under the front wheels of the HGV, which was parked next to the stall. A vehicle, privately owned, was parked next to the stall and the driver was struggling to exit the area. As a consequence, pedestrians nearly walked into the vehicle. Two people completed the dismantling process but gave no regard to the safety of pedestrians or motorists. The traders climbed onto the wooden boards and whilst walking along them, used a hammer to, 'bang out' the bars. The noise was very loud. Once these bars were loose or removed the structure became unstable. The bars and end structures were carried in or /over the pavement whilst pedestrians were in the vicinity. Some pedestrians did stop and wait but others squeezed passed. Pedestrians were at high risk of being hit by the dismantling process. Question suitability, stability, SWL and integrity of structure.
19	All traders	Question the dismantling process and the suitability, stability, SWL and integrity of all the stall structures. Question also traders' vehicles, are they in a good condition to be on the road and in compliance with the Highway Regulations
20	Shops	Several shops displayed their advertising boards on the pavement. These together with the traders' advertising boards, caused pedestrian congestion on the pavement. Some businesses' vehicle exit/egress routes were blocked or partially blocked by traders or motorists. The flower shop next to the Pharmacist displayed its' plants in the highway on a mobile trolley. The public browsed these plants whilst in or near the highway.

Appendix 6

LCC Highways Parking Restrictions for Market Place, Long Sutton, Lincolnshire

APPENDIX 6



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Appendix 7

Mechanical vehicle counts for Tuesday 3rd November 2015 Non Market Day - Long Sutton, Lincolnshire

Source: Lincs Laboratory Lincolnshire County Council

Appendix 7

Appendix 7

LINCOLNSHIRE COUNTY COUNCIL
HIGHWAYS AND PLANNING DIRECTORATE
LINC LABORATORY

SITE: MARKET PLACE

LOCATION: LONG SUTTON

DAY: TUESDAY

DATE: 3/11/2015

DIRECTION: NORTHBOUND TOWARDS HIGH STREET

	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	TOTAL
PEDAL CYCLES	5	2	4	4	2	0	0	2	3	1	0	1	24
MOTOR CYCLES	1	1	1	1	0	1	0	0	1	1	0	0	7
CARS	46	117	121	144	147	169	135	137	181	143	122	96	1558
LIGHT GOODS VEHICLES	15	11	19	13	17	23	19	18	17	16	24	18	210
MEDIUM GOODS VEHICLES	1	1	0	0	1	3	0	0	1	0	0	0	7
2 AXLES HGV	0	3	0	0	0	1	0	1	0	0	0	0	7
3 AXLES HGV (RIGID)	0	0	0	0	0	0	0	0	0	0	0	0	0
3/4+ AXLES HGV (ARTIC)	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES/COACHES	0	0	0	0	0	0	0	0	0	0	0	0	0
AGRICULTURAL VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL (EXCLUDING P/C & M/C)	63	132	140	158	166	196	154	156	199	159	146	114	1783
TOTAL (ALL VEHICLES)	69	135	145	163	168	197	154	158	203	161	146	115	1814

CARS	LGV	OGV1	OGV2	PSV	HGV
1558	210	14	1	0	8

DIRECTION: SOUTHBOUND TOWARDS WEST STREET

	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	TOTAL
PEDAL CYCLES	2	4	3	0	1	3	1	2	1	0	0	1	18
MOTOR CYCLES	1	0	1	1	0	0	0	0	0	0	1	0	5
CARS	63	137	181	168	152	157	155	172	161	139	138	112	1735
LIGHT GOODS VEHICLES	18	15	23	20	20	24	28	16	19	21	22	16	242
MEDIUM GOODS VEHICLES	1	0	0	0	0	3	1	1	1	0	0	0	7
2 AXLES HGV	2	2	0	0	0	4	1	2	3	1	1	0	16
3 AXLES HGV (RIGID)	0	0	0	0	0	0	0	0	0	0	0	0	0
3/4+ AXLES HGV (ARTIC)	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES/COACHES	0	0	0	0	0	0	0	0	0	0	0	0	0
AGRICULTURAL VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL (EXCLUDING P/C & M/C)	84	154	204	188	172	188	185	191	184	161	161	128	2000
TOTAL (ALL VEHICLES)	87	158	208	189	174	191	186	193	185	161	162	129	2023

COMBINED RESULTS

CARS	LGV	OGV1	OGV2	PSV	HGV	COMM VEH	ALL VEH
3293	452	37	1	0	24	38	3783

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Appendix 8

Mechanical vehicle counts for Friday 6th November 2015 Market Day - Long Sutton, Lincolnshire

Source: Lincs Laboratory Lincolnshire County Council

Appendix 8

Appendix 8

LINCOLNSHIRE COUNTY COUNCIL
HIGHWAYS AND PLANNING DIRECTORATE
LINC LABORATORY

SITE: Ad Hoc

LOCATION: MARKET PLACE LONG SUTTON

DIRECTION: NORTHBOUND TOWARDS HIGH STREET

DAY: FRIDAY
DATE: 6/11/2015

	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	TOTAL
PEDAL CYCLES	1	0	1	0	1	0	0	0	0	0	2	1	6
MOTOR CYCLES	0	1	0	0	1	0	0	1	1	1	0	1	6
CARS	40	75	71	97	114	113	119	107	128	156	173	141	1334
LIGHT GOODS VEHICLES	12	13	8	9	15	15	16	15	17	24	28	20	192
MEDIUM GOODS VEHICLES	0	3	0	0	0	0	1	1	1	0	0	1	7
2 AXLES HGV	0	1	0	0	0	3	0	0	0	0	0	0	5
3 AXLES HGV (RIGID)	0	0	0	0	0	0	0	0	0	0	0	0	0
3/4+ AXLES HGV (ARTIC)	0	1	0	0	0	0	0	0	0	0	0	0	1
BUSES/COACHES	0	0	0	0	0	0	0	0	0	0	0	0	1
AGRICULTURAL VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL (EXCLUDING P/C & M/C)	52	93	79	106	129	131	136	123	148	180	201	162	1540
TOTAL (ALL VEHICLES)	53	94	80	106	131	131	136	124	149	181	203	164	1552

CARS	LGV	OGV1	OGV2	PSV	HGV
1334	192	12	1	1	6

DIRECTION: SOUTHBOUND TOWARDS WEST STREET

	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	TOTAL
PEDAL CYCLES	6	0	1	0	1	0	0	0	4	1	2	2	17
MOTOR CYCLES	1	0	0	1	1	0	1	0	3	1	1	1	10
CARS	65	146	157	151	152	176	144	155	184	155	174	144	1803
LIGHT GOODS VEHICLES	19	13	17	7	14	9	21	18	21	25	28	21	213
MEDIUM GOODS VEHICLES	0	1	3	0	1	0	0	2	0	0	0	0	7
2 AXLES HGV	0	0	0	0	0	0	0	3	3	0	0	0	7
3 AXLES HGV (RIGID)	0	0	1	0	0	0	0	0	1	0	0	0	2
3/4+ AXLES HGV (ARTIC)	1	0	0	0	0	0	0	0	0	0	0	0	1
BUSES/COACHES	0	0	0	0	0	0	0	0	0	0	0	0	0
AGRICULTURAL VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL (EXCLUDING P/C & M/C)	85	160	178	158	168	185	165	178	209	180	202	165	2033
TOTAL (ALL VEHICLES)	92	160	179	159	170	185	166	178	216	182	205	168	2060

COMBINED RESULTS

CARS	LGV	OGV1	OGV2	PSV	HGV	COMM VEH	ALL VEH
1803	213	16	1	1	16	31	3573
3137	405	28	2	1	16	31	3573

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Appendix 10

A selection of photographs