

MARKET BOSWORTH SOCIETY

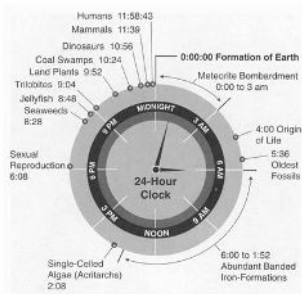
November 2025

Dear Member

Welcome to your 11th newsletter of the year. I hope you find the content interesting and enjoy the quizzes, as well as answering any pleas for help where possible. Don't forget, if you have an item you would like to see printed, or have a question, please get in touch—contact details are at the end. I am always looking for ideas for articles, so please let me know if you have any suggestions.

Meeting Report “Why are the Pebbles in Your Garden Round” John Colby

What an interesting lecture, had you any idea what had been going on right below our feet? No, me neither.



John began with a bang -The Big Bang, in fact. He explained how elements were created and that hydrogen was the very first element to be created. Other elements had to wait until stars had been born and died before we saw all the elements on the Periodic table. This led to the creation of planetary systems and galaxies and in time to the creation of Earth. We were in a rather different position than we are now. When the Earth was created, England (and the rest of the UK) was actually on the equator, in a warm rainforest-like environment. Over the millennia the tectonic plates have moved, which is why we find ourselves much further North.

John has kindly sent a PDF of his lecture to me, and you can read it here: [BosworthPebblesRoundPub2](https://marketbosworthsociety.com/wp-content/uploads/2025/11/BosworthPebblesRoundPub2.pdf) if you want to read the PDF (which stands for Portable Document Format) on another PC use this link <https://marketbosworthsociety.com/wp-content/uploads/2025/11/BosworthPebblesRoundPub2.pdf>.

Remember the folk at the Market Bosworth Community Library will be pleased to help you get online and see the document. Plus, its warm in there!

As you can see from the image above, we were relatively late to the party and as most parties the trouble started near to the end! Do have a look at the PDFs. John did a fantastic job of explaining the roundness of pebbles and the lack of coal beneath Market Bosworth in just 90 minutes, which included questions. I think he was ready for a lie down after that. Thank you very much John not only for a brilliant lecture but also for sparing members from my poor write ups!

Next Meeting “The Dixies at War” Peter Loseby January 15th 7:30 PM

Three in a row! It is always good when we have talks by local people but even more so when they are also



members of the Society. Robert started in October with his recollections of Bosworth's shops and John followed on in November with his round pebbles and lack of coal. Peter's lecture is the third from a local and Society member. Peter has been researching the Dixie family for many years and is the Society's 'Bosworth Hall and Dixie Family Archivist'. Due to his professional and thorough approach Peter has been complimented by both Ladies, Caroline and Eleanor. Peter has produced a most fascinating lecture of our last Lords of the Manor, a dynasty which lasted over 200 years, ending with Sir ABC Dixie and Lady Florence Dixie when

they were forced to sell the estate, and Bosworth Hall (shown left above) eventually to Tollemache-Scott. Peter will describe the events and exploits of the Dixie family as they experienced war and their involvement with it. Be prepared for some unexpected and previously unknown information to be revealed. I often say this is one you do not want to miss, a little like Brucie with his favourites; this time however I say it in earnest. Do please come along to The Free Church, Barton Lane, and bring a friend, guests are always welcome as many turn out to be members.

Please remember there is no lecture meeting in December.

What a Lovely Surprise!

I was absolutely astounded and delighted (and possibly a little shocked) to receive an email from Hinckley & Bosworth Borough Council informing me that I had been nominated for a Making a Difference Award. These annual awards specifically recognise people who are active within their communities.



I received the award for my work with the Market Bosworth Society and Bosworth Links, as well as my roles as a Parish Councillor and chairman of the Market Bosworth CIC. Lynne and I attended the ceremony, which was held at Hinckley Rugby Club off Leicester Lane on the afternoon of 13th November. We enjoyed a buffet luncheon before the presentations commenced.

When my turn came, I listened to the citation supporting my nomination and squirmed

uncomfortably, as I do not undertake these activities for recognition, but for the benefit of the members and the wider community. To be honest, I enjoy doing them—some more than others—but I would not do these things if I did not find them rewarding. Nonetheless, it was wonderful to see all the other people present, many of whom were much more worthy winners than me, and to have the opportunity to chat with some of them.

When I was called forward, I was greeted by the Mayor of Hinckley & Bosworth, Councillor Richard Fleming, who presented me with my award. The inscription reads: “Contributing to our local Heritage, Culture or Tourism in 2025”.

When I shared the nomination process through the Newsletter, I had no idea that I would be nominated myself. There are many members of our community far more deserving than me. Next year, I will be looking for others to be nominated from Market Bosworth, as there are numerous people who give their time and effort to all manner of projects, making living in Market Bosworth a wonderful experience. Thanks to Peter Loseby, who took the time and trouble to put together a nomination which resulted in me receiving this award.

Bull in the Oak Crossroads (A447/B585 Junction) Jam today and possibly tomorrow too!

I have received a response from Leicestershire County Council to the petition requesting the installation of traffic lights at the Bull in the Oak crossroads. The petition, signed by 1,054 individuals, raised concerns about road safety at the junction, citing previous accidents and long delays.

I am still waiting for the location of the speed measuring equipment to be provided together with the dates of deployment. I will add that information once it has been received. I have added the full response at the end of the Newsletter and have also placed it online should you prefer to read it online. Here are the links

https://marketbosworthsociety.com/wp-content/uploads/2025/11/Bull-in-the-Oak-Response-20251027_0001.pdf and https://marketbosworthsociety.com/wp-content/uploads/2025/11/Bull-in-the-Oak-response-additional-information_20251027_0001.pdf. Once the Newsletter has been issued, I will update the social media pages I used to encourage residents to sign the petition.

The council's investigation included a review of the crossroads' collision history, vehicle speeds, and traffic flow. The findings indicated that while there were two recorded personal injury accidents in the past five years, there was no consistent pattern suggesting that traffic signals would significantly reduce collisions. Speed surveys showed that vehicles generally complied with the posted speed limits, and traffic modelling suggested that traffic signals would only marginally improve capacity and might increase delays under current traffic conditions.

Two options for traffic signal schemes were considered, with costs estimated at £700,000 and £1.3 million, respectively. However, neither option was deemed to provide significant benefits under current traffic conditions. The council concluded that while traffic signals might be necessary in the future due to potential traffic growth from local developments, immediate implementation was not justified. Instead, minor improvements to road signs and vehicle-activated signs were recommended, at an estimated cost of £15,000.

The improvements to the road signs should have been completed by the 21st of November; you may well have seen them by now.

I am disappointed that action will not be taken but knew that without non-injury collision data being available it was going to be difficult to affect change. I am satisfied that we have placed the junction firmly on the agenda of Leicestershire County Council Highways Department and once building begins on the Neighbourhood Plan Designated Site, Station Fields, I shall be looking for the junction to be upgraded, "which will inevitably require traffic signals".

Please be safe when out and about and if, after reading this and the other documentation, you have any comments or questions do please contact me.

Quiz: The First Howard Duke of Norfolk

I am aware that some have been saying that the quizzes have been a little too easy, and therefore I thought you may enjoy this one. It is a little tricky, good luck!

1. **Who created John Howard as the 1st Duke of Norfolk of the new (third) creation?**
2. **In what year did John Howard receive the title of Duke of Norfolk?**
3. **Was John Howard the first person ever to hold the title "Duke of Norfolk"?**
4. **What important, simultaneous hereditary title did John Howard also receive upon being made Duke?**
5. **John Howard was a staunch supporter of the House of York during the Wars of the Roses. At which decisive battle was he killed, fighting for Richard III?**
6. **By what familiar nickname was John Howard known?**
7. **What famous, possibly apocryphal, warning message was supposedly left for John Howard the night before the Battle of Bosworth Field?**
8. **After his death and the Tudor victory, what happened to John Howard's titles and lands?**

Blocked Pavements

Progress has been extremely slow on this front. Following the meeting in June attended by Inspector Neil Whittle, PCSO Nikolaos Sidiropoulos, Borough Councillor and Society member Maureen Cook and me (Nigel Palmer) it was recommended by Inspector Whittle that, as well as other matters (Newsletter June 2025 refers) a multi-agency approach be taken to the problem of irresponsible parking on the pedestrian crossing and the zig zags. A meeting was suggested to arrange this. The other agency was the Civil Enforcement Team (CEO) from Leicestershire County Council. They are part of the Highways Department and managed by Ashley Hughes. So far, all attempts to arrange a meeting have been declined by the CEO team. Cllr Joshua Melen has pursued this on our behalf and received a response from Ashley Hughes on behalf of Leicestershire County Council Highways Department (LCCHD).

Some of the response has been shared with me. There is already interdepartmental meetings between the Police and the CEOs:

The County Council works very closely with Leicestershire Police and are in constant dialogue on many traffic management matters across the County such as parking enforcement and speed limits as well as various road safety matters in general. The County Council also attends quarterly meetings as part of the Leicester, Leicestershire and Rutland Road Safety Partnership which includes Leicestershire Police, Leicestershire Fire & Rescue, East Midlands Ambulance Service (EMAS), the County Council, Leicester City Council, and Rutland County Council.

In addition to this officers also attend quarterly meetings with Hinckley & Bosworth Borough Council, Hinckley Fire Station, and the Neighbourhood Policing Area commander for Hinckley & Blaby Police. Those meetings focus on general concerns which overlap with traffic and parking matters throughout the entire borough.

It is not all bad news. The PCSOs who form part of the Bosworth Beat have been active in addressing blocked pavements and other issues of inconsiderate parking behaviour within their limited powers. The PCSOs fully understand the frustration and effect of being unable to use pavements safely, whether on foot, with a pushchair, or whilst using a mobility scooter.

I have found that the reporting system for blocked pavements is not being used. It is my experience that vehicles do park on yellow lines (those making collections or deliveries for example) but do not block the pavement in so doing. The automated LCCHD system cannot be used to report blocked pavements where there are no yellow lines. That is a Police matter and should be reported via 101 (999 only in exceptional cases where there is imminent danger to life) or via the website www.leics.police.uk

Whilst this is going on we still have people unable to get around and enjoy the many facilities offered by Market Bosworth as their route is often blocked by a selfishly parked vehicle. After 4:30, it seems that there are no yellow lines at all, as they are ignored. The restriction continues to 6:00 PM but this is ignored. If it is dangerous or inconvenient for vehicles to park on single yellow lines between 8:00 AM and 6:00 PM, why is it not enforced after 4:30 PM?

My report of the meeting on the 6th June was sent to Market Bosworth Parish Council and was included on an agenda under Miscellaneous Correspondence but has not been given space on an agenda for a full discussion. I asked the Parish Council, by email, what success they had achieved regarding blocked pavements and was advised that all achievements of the Parish Council were recorded in the minutes. I examined the minutes and here is what I discovered:

Minutes 4th March 2025

11(a) To consider correspondence received from a resident about traffic parked on Warwick Lane 728
Resolved: that a response should be made confirming that the Parish Council has already done everything it can do within its powers to bring the issues experienced to the attention of those authorities who might be able to assist, per previous correspondence in 2018 and 2023, copy to be sent to the Police.

Minutes August 2024

4b(iii) Obstructive parking It had been noted that vehicles including vans continue to park obstructively on Warwick Lane and on Station Road outside The Dixie Grammar School, sometimes completely on the pavement forcing pedestrians into the road. Cllr N Palmer outlined the frustrations he had encountered in attempting to report the grey van via Leicestershire Police's website, telephone and Facebook. Resolved: that a letter be sent to the Police & Crime Commissioner to invite him to a Parish Council Meeting to discuss local issues and the Parish Council's frustration about the lack of Police action when there are complaints.

Minutes 6th February 2024

4b(i) Miscellaneous Cllr N Palmer reported on miscellaneous observations, reports and conversations as follows: verges on Shenton Lane had been damaged by large vehicles; Warwick Lane had twice recently been blocked, once by a car, the other by a van, and both incidents had been reported to the Police; there is no lighting in the Rectory Lane car park; a donation box could be placed in the toilet block to contribute towards running costs; there had been complaints about recent roadworks at Bull in the Oak; a potential alternative site for allocation as open space if the Parish Field is to be used for car parking could be land at the foot of Back Lane; it might be a good idea to place a permanent bollard in front of the King Richard III artwork in the Market Place to prevent people parking on it.

Annual Parish Council Meeting 16th May 2023

Parking on Station Road zig zags 563 (p544 item 4b(vii) refers). • The Office of the Police & Crime Commissioner had confirmed that responsibility for enforcing no parking on zig zag lines lies with Leicestershire County Council's (LCC) Civil / Parking Enforcement Officers (CEOs). • The LCC CEO Team Manager had confirmed the CEOs are responsible for enforcing no parking on zig zag lines. Details appertaining to frequency of site visits and fines issued had been provided for the Parish Council's information. • The Clerk had forwarded to LCC's CEO Team Manager photographs of vehicles parked on the zig zags which had been taken on 30.04.23 and 03.05.23. It was noted fines cannot be issued retrospectively but that the photographs provide a useful evidence base for the need to monitor the site.

13a To consider correspondence received in respect of obstructive parking on Warwick Lane Resolved: to ask Highways to review the parking on Warwick Lane in light of community safety concerns, complaints from residents, day to day observations and comments from the Police.

Minutes 16th May 2023

To consider correspondence received in respect of obstructive parking on Warwick Lane Resolved: to ask Highways to review the parking on Warwick Lane in light of community safety concerns, complaints from residents, day to day observations and comments from the Police.

Letter sent to Highways Dept seeking a review as described. No further action on receipt of response. July 2023 refers to consider correspondence received from Leicestershire County Council Highways in respect of traffic restrictions on Warwick Lane LCC Highways' response to a request for parking restrictions on Warwick Lane had been distributed to Councillors for information and was taken as read. Resolved: to ask Highways when they carried out their assessment and invite them to attend a site meeting one Wednesday morning at 08.30 from mid-September when the school traffic is back.

A search of subsequent minutes has not produced a record of the response received.

Minutes 4th April 2023

4a(ii) Parking on zigs zags at the Station Road pedestrian crossing Correspondence with the Police and Leicestershire County Council (LCC) had established that responsibility for enforcement of no parking on zig zags lies with LCC. LCC had requested enforcement visits are undertaken to try to address the parking issues being experienced (4b(vii) p544 refers). It was agreed the Clerk should ask LCC for a report on how frequently the Civil Enforcement Officers (CEOs) visited the site and issued tickets in the past 12 months, and how often the site will be visited in the coming 12 months.

Police The Clerk had forwarded to the Police 4 x photographs illustrating obstructive parking on pavements. The Police had written advice letters to 2 x drivers, would write an advice to another driver if they repeat the offence, and were investigating the fourth incident which might relate to a delivery to a retail premises. The Police had advised that obstructive parking should be reported to 101 rather than via photographs because if reported to 101 the Police can attend the site and issue a fine, resources permitting.

To note miscellaneous correspondence • Information about the Coronation Champions Awards • 3 x emails with accompanying photographs illustrating obstructive parking on pavements – forwarded to the Police

Minutes 7th March 2023

4b(vii) Zig zag lines on pedestrian crossing on Station Road 544 The Clerk to write to Mr N Rushton, Leader of the Council, LCC, Mr J Sinnott, Chief Executive, LCC, and Mr R Matthews, Police and Crime Commissioner for Leicestershire and Rutland, copied to Dr L Evans MP, Cllr B Harrison-Rushton and Cllr M Cook, about the dangers posed by cars parked on the zig zags and to ask who will address the issue given that to date it is bounced between Civil Enforcement Officers and the Police with no progress made.

All the above minutes are available on the Parish Council website [Market Bosworth Parish Council](https://www.marketbosworthparishcouncil.gov.uk/).

As can be seen, a lot of concerns have been raised with local Leicestershire County Council and Leicestershire Police. This has been a serious issue for several years now and looks to continue for several more years.

The way forward

Dear member I need your help. Please continue to report blocked pavements to LCCHD or Leicestershire Police using [Parking enforcement | Leicestershire County Council](https://www.leicestershire.gov.uk/parking-enforcement) or 101 respectively. But also send an email to info@marketbosworthsociety.com or a text message to 07930149408. Please include a photograph if you can do so. But please do not take any risks with your personal safety. This information will enable me to take the issue forward backed, as it will be, by statistics. I am interested in vehicles parked in such a way as:

- Blocked Pavements (where there is less than 1.5 metres or 3'10" left for pedestrians to use)
- Parking on Zig Zags (by the pedestrian crossing and the yellow ones outside schools)
- Parking on the Pedestrian Crossing
- Parking on single yellow lines after 4:00 PM (but before 6:00 PM)

All the information sent to me will be kept confidential and will be encrypted. Please include the date and time if not recorded on your smartphone. Above all DO NOT TAKE ANY RISKS and do not attempt to address the issue yourself. Further updates will follow in future Newsletters.

Can You Help

Following our Hourglass discussion over the last few months David Woolerton sent me this. Does anyone else recall the pocket watch reminder?

Nigel,

Many thanks for your latest Newsletter, fascinating as always.

I was intrigued by the use of the hourglass attached to the pulpit. I remember, as a lad, a certain gentleman in the congregation of my local church, when he thought the sermon had gone on long enough, taking out his pocket watch, opening the case and snapping it together loudly! This seemed to work, and I was later told that this was not unique. Does anyone else know of this practice?

David

Neighbourhood Link



Local Priorities Burglary Update

Thank you for taking the local priority survey recently, your ongoing feedback about local issues of concern is vital in order to enable us to target resources effectively. Although you did not raise Burglary as a concern in your last feedback, this issue has been raised by other members of your local area so we thought you would also like to receive this update.

KEEP YOUR PROPERTY SECURE THIS WINTER

- Remember to test your burglar alarm regularly
- Make sure your house still looks occupied when you're not home
- Use timer switches to ensure lights come on when it gets dark
- Reconsider leaving notes for the postman about where to leave parcels
- Fit sheds, garages and any outbuildings with locks
- Look at your property from the outside to review what can be seen

For more safety advice, visit www.leics.police.uk/burglary

Good morning, a reminder to keep your property secure this winter!

Burglary is a particularly invasive crime that can have a lasting impact on victims. If you have been a victim and need support and help, you should have been offered the services of Victim Support. You may have declined at the time, or not noticed the offer, but can refer yourself at any time by either calling 0808 168 9111 or visiting their website

www.victimsupport.org.uk.

Burglars do not want to get caught, so taking action to make your home or business premises safe and less attractive to thieves can go a long way to reducing the risk.

Not all advice, or security products recommended are the same, or necessarily fit for purpose.

If looking to take positive action to prevent yourself from being a victim of this type of crime, help and advice

can be found on the [Neighbourhood Watch website](http://www.leics.police.uk/neighbourhood-watch).

If you ever experience this issue or have information regarding an incident, please report it using our online reporting tools at <https://www.leics.police.uk>, speak to an operator in our

Force Communications Room via our online web chat or call the non-emergency number 101.

Alternatively, you can stay 100 per cent anonymous by contacting the independent charity Crimestoppers on 0800 555 111 or via their untraceable online form at crimestoppers-uk.org.

As it is a busy shopping time...

Tips to help stay safe:

- Always use the Vendors mobile app or website for all your shopping needs, including customer service, account changes, delivery tracking, and refund status.
- Remember, Vendors will never ask you to make payments or to provide payment information (including gift cards or wire transfers) for products or services over the phone.
- Consider setting up 2-step verification when available to your online accounts to help prevent unauthorised account access
- Save time and stay secure using a passkey. It's a safer way to sign in than using passwords and it works with the same face, fingerprint, or PIN you already use to unlock your device
- Scammers might try to create a sense of urgency to persuade you to do what they're asking. Be careful any time someone tries to convince you that you must act now.

Example impersonation scam tactics that you could receive:

- Fake messages claiming to be about delivery or account issues.
- Third-party social media posts and ads with deals that seem too good to be true. Shop directly on our website or mobile app for authentic offers.
- Messages through unofficial channels asking for your password or payment information.
- Unfamiliar links asking you to verify your account credentials through fake or phishing websites. Vendor will never send emails asking customers to verify their account credentials.
- Unsolicited phone calls claiming to be from tech support or other agencies.

Remember, make sure you are using the correct website and have navigated to it independently from any emails or messages. Look for the 's' as in https no 's' no buy! When seeing an advertisement on social media take care. The item can often be purchased cheaper from somewhere else. Try Amazon, eBay or a similar reputable company who offer consumer protection and money back guarantees. If you cannot find the item, then try a Google search for it. You can even Google the name of the supplier to see any review information available. If its too good to be true it is too good to be true.

If out and about shopping, use a card rather than cash. Cards can be replaced cash often cannot. Keep your wallet in an inside pocket and your purse deep in your handbag or shopping bag.

If you are the victim of a scam, do not be ashamed. Thousands of people are tricked every day. Act fast, call your bank and card providers immediately. Notify the police. Don't forget some home insurance policies cover fraud and similar losses. Do have fun!

And finally! Quiz Time 2!

As promised here is the second and much easier quiz. This time it is about King James II who succeeded his brother Charles II. Walking back to the palace from the theatre one evening, James asked Charles why he had not got his bodyguard with him, pointing out that he could be attacked and killed. Charles acknowledged his brother's concern and turning to him said "I am not afraid. No one is going to kill me to make you king".

Good luck, but really you should have 15 out of 15 on this one.

1. James Stuart was born at St James's Palace in October 1633, the second surviving son of King Charles I. Three years later, he was appointed to the post of what?

1. Lord High Admiral
2. Lord Warden of the Cinque Ports
3. Master-General of the Ordnance
4. Constable of the Tower of London

2. In 1648, during the English Civil Wars, James escaped imprisonment by disguising himself as a woman. To where did he flee?

1. Brussels
2. Paris
3. The Hague
4. Antwerp

3. James is frequently noted for his military service, and fought in several different armies. Which of the following did he NOT serve in?

1. French Army
2. Dutch Army
3. Spanish Army
4. English Royalist Army

4. On 3 September 1660, approximately four months after his brother Charles was proclaimed king, James married the daughter of which prominent member of the court?

1. The Earl of Manchester
2. The Earl of Sandwich
3. The Earl of Rochester
4. The Earl of Clarendon

5. In 1664, James was granted a significant amount of territory in North America. Which of the following settlements is NOT named after him?

1. Ulster
2. New York
3. Jamestown
4. Albany

6. In 1665, James was in command of the Royal Navy, and fought at the first major naval battle of the Second Anglo-Dutch War. This took place off the east coast of England near which town?

1. Pitsea
2. Scarborough
3. Grimsby
4. Lowestoft

7. During the Great Fire of London in September 1666, James was appointed by his brother to lead the firefighting effort. However, he was also required to undertake what other task?

1. Aiding the residents of the City made homeless
2. Guarding against invasion
3. Ensuring food supplies
4. Maintaining law and order

8. In the late 1660s, James undertook a conversion to Roman Catholicism. His religious beliefs made it impossible for him to swear an oath that was later required of all public officials. Under which Act was this oath taken?

1. Ecclesiastical Jurisdiction Act
2. Conventicles Act
3. Test Act
4. Sunday Observance Act

9. In 1683, plotters intended to assassinate both the King and the Duke of York in what became known as the "Rye House Plot". The plan was to attack Charles and James during their return to Whitehall Palace, but from where were they travelling?

1. Theatre Royal, Drury Lane
2. Newmarket Racecourse
3. Chatham Dockyard
4. Royal Hospital Chelsea

10. Despite previous opposition to James's succession as king, he came to the throne without incident on the death of his brother in February 1685. In July of the same year, however, an attempt was made to overthrow the new king. Who led the planned rebellion?

1. Earl of Tankerville
2. Earl of Shaftesbury
3. Duke of Monmouth
4. Duke of Devonshire

11. In 1688, Prince William of Orange was invited by a group of notables to invade England and overthrow the King. James had assembled a seemingly overwhelming force on Salisbury Plain to counter the invaders, but before battle could commence, the King suffered a debilitating health issue. What was it?

1. Vomiting
2. Migraine
3. Back pain
4. Nosebleed

12. The "Glorious Revolution" replaced James as king with his son-in-law and daughter, Prince William and Princess Mary of Orange. Although James never officially abdicated, it became apparent that he could no longer remain and thus he fled from England. What did he dispose of when he set off?

1. The diecast of the penny coin
2. The Great Seal of the Realm
3. The record of William and Mary's marriage
4. The commission of the Master-General of the Ordnance

13. The ultimate cause of James's removal was the birth of his son, James Francis Edward, in 1688, his previous sons having all died in infancy. How many of his legitimate children survived to adulthood?

1. Three
2. Four
3. Five
4. Six

14. Having fled London, James was welcomed in France by his cousin King Louis XIV, who provided him with a residence. What was this called?

1. Château de Maisons
2. Château de Chantilly
3. Château de Saint-Cloud
4. Château de Saint-Germain-en-Laye

15. James died in exile on 16 September 1701. What was the cause of his death?

1. Brain haemorrhage
2. Cardiac arrest
3. Stroke
4. Heart attack

Contact Details

Please see the website www.marketbosworthsociety.com for information or email on info@marketbosworthsociety.com or if you would like to call MBS then 07930149408. Correspondence can be sent to Market Bosworth Society, c/o 29 Warwick Lane, Market Bosworth, Leicestershire CV13 0JU.

Membership subscriptions (single £14.00 joint £21.00) can be paid by BACS/Bank Transfer using the following Details. Market Bosworth Society, Virgin Money Sorting Code 82-11-07 account number 00452350. Please place your surname (and the last three characters from your postal code – if permitted) in the reference section. For example, mine would be palmer0ju.

If you have any items you would like to preserve for future generations, please contact MBS, or any Committee member.

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Nigel Palmer

Chair

Quiz: The First Howard Duke of Norfolk

1. **Who created John Howard as the 1st Duke of Norfolk of the new (third) creation?**
King Richard III
2. **In what year did John Howard receive the title of Duke of Norfolk?**
1483
3. **Was John Howard the first person ever to hold the title "Duke of Norfolk"?**
No, there were previous creations of the title.
4. **What important, simultaneous hereditary title did John Howard also receive upon being made Duke?**
Earl Marshal
5. **John Howard was a staunch supporter of the House of York during the Wars of the Roses. At which decisive battle was he killed, fighting for Richard III?**
The Battle of Bosworth Field
6. **By what familiar nickname was John Howard known?**
Jack of Norfolk
7. **What famous, possibly apocryphal, warning message was supposedly left for John Howard the night before the Battle of Bosworth Field?**
"Jack of Norfolk, be not too bold, For Dickon thy master is bought and sold."
8. **After his death and the Tudor victory, what happened to John Howard's titles and lands?**
They were forfeited (attainted) by the new regime.

Quiz: King James II Quiz Answers

1. **James Stuart was born at St James's Palace in October 1633, the second surviving son of King Charles I. Three years later, he was appointed to the post of what?**
Answer: Lord High Admiral

2. **In 1648, during the English Civil Wars, James escaped imprisonment by disguising himself as a woman. To where did he flee?**
Answer: The Hague
3. **James is frequently noted for his military service, and fought in several different armies. Which of the following did he NOT serve in?**
Answer: Dutch Army
4. **On 3 September 1660, approximately four months after his brother Charles was proclaimed king, James married the daughter of which prominent member of the court?**
Answer: The Earl of Clarendon
5. **In 1664, James was granted a significant amount of territory in North America. Which of the following settlements is NOT named after him?**
Answer: Ulster
6. **In 1665, James was in command of the Royal Navy, and fought at the first major naval battle of the Second Anglo-Dutch War. This took place off the east coast of England near which town?**
Answer: Lowestoft
7. **During the Great Fire of London in September 1666, James was appointed by his brother to lead the firefighting effort. However, he was also required to undertake what other task?**
Answer: Maintaining law and order
8. **In the late 1660s, James undertook a conversion to Roman Catholicism. His religious beliefs made it impossible for him to swear an oath that was later required of all public officials. Under which Act was this oath taken?**
Answer: Test Act
9. **In 1683, plotters intended to assassinate both the King and the Duke of York in what became known as the "Rye House Plot". The plan was to attack Charles and James during their return to Whitehall Palace, but from where were they travelling?**
Answer: Newmarket Racecourse
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Answer: Duke of Monmouth
11. **In 1688, Prince William of Orange was invited by a group of notables to invade England and overthrow the King. James had assembled a seemingly overwhelming force on Salisbury Plain to counter the invaders, but before battle could commence, the King suffered a debilitating health issue. What was it?**
Answer: Nosebleed
12. **The "Glorious Revolution" replaced James as king with his son-in-law and daughter, Prince William and Princess Mary of Orange. Although James never officially abdicated, it became apparent that he could no longer remain and thus he fled from England. What did he dispose of when he set off?**
Answer: The Great Seal of the Realm
13. **The ultimate cause of James's removal was the birth of his son, James Francis Edward, in 1688, his previous sons having all died in infancy. How many of his legitimate children survived to adulthood?**
Answer: Four
14. **Having fled London, James was welcomed in France by his cousin King Louis XIV, who provided him with a residence. What was this called?**
Answer: Château de Saint-Germain-en-Laye
15. **James died in exile on 16 September 1701. What was the cause of his death?**
Answer: Stroke

Leicestershire County Council

Nigel Palmer

29 Warwick Lane
Market Bosworth
Leicestershire CV13 OJI-J

Dear Mr Palmer,


Thank you for your petition requesting Traffic Lights at the Bull in the Oak Crossroads.

Your petition has been considered by Leicestershire County Council (LCC) and has followed LCC's statutory democratic petition process. The decision regarding your petition has been made by the Director of Environment and Transport, following consultation with the Cabinet Lead Member for Highways, Transport and Waste.

Please find our response attached — should you have any queries, please get in touch.

Kind regards

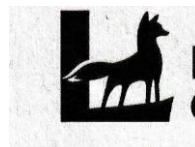
Edward Grocock (he/him)
Democratic Services Officer

Business Services | Environment & Transport Department | Leicestershire County Council | 
ETDDemo@leics.gov.uk

Environment and Transport Department

Leicestershire County Council, County Hall, Glenfield. Leicestershire LE3 8RJ Telephone: 0116 305 0001 www.leicestershire.gov.uk

Leicestershire



County Council

RESPONSE TO PETITION:

REQUEST FOR TRAFFIC LIGHTS AT BULL IN THE OAK CROSSROADS (A47/B585)

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of the Report

1. The purpose of the report is to provide the outcome of investigations following the presentation of a petition voicing concerns about road safety at the Bull in the Oak crossroads.

The Petition

2. The petition, received by the County Council on 5 June 2025, contained a total of 1,054 signatures. The petition made the request for the 'installation of traffic lights' at Bull in the Oak crossroads (B585/A447), Market Bosworth.

3. The wording on the front page of the petition was as follows:

"We the undersigned petition the Council to protect the junction by the installation of traffic lights. The junction is dangerous. There have been previous fatalities and injuries to persons. There are regularly less serious but still significant incidents. Those using the junction are subject to long delays which serves only to inflate the danger. The design of the slip road to turn onto the B585 from the A447 when travelling west is poor. Drivers emerging from the junction from the west have a poor view of vehicles travelling from the south. The installation of traffic lights will remove these dangers completely and is a cost-effective solution"

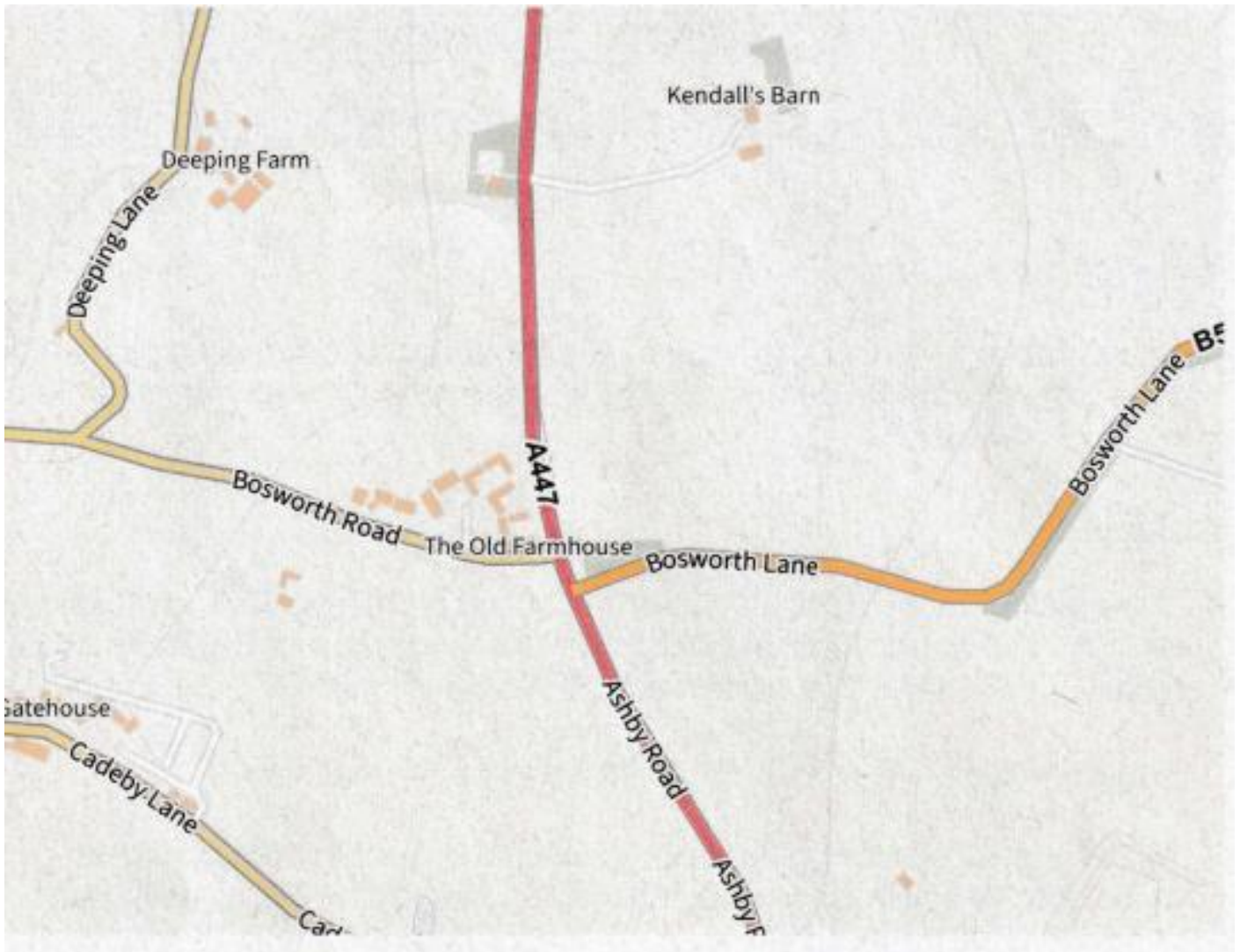
Background

4. The Bull in the Oak crossroads is a staggered crossroads situated along the A447 Ashby Road, facilitating travel north and south between the district of North West Leicestershire and the borough of Hinckley and Bosworth.

5. The two side roads known as Bosworth Road and Bosworth Lane facilitate travel east and west between the villages of Market Bosworth and Newbold Verdonj with Bosworth Lane also being a classified B-road known as the B585.

6. A small number of cottages exist on Bosworth Road in proximity to the crossroads, with no other development or local amenities directly bordering the highway. The crossroads (its location is presented in Figure 1 below) is uncontrolled with the A447 Ashby Road being the priority road and vehicles travelling east and west required to give way when entering the crossroads.

Figure 1 - Location of Bull in the Oak crossroads



7. The following features are present at the Crossroads:
- a) Advanced warning signs indicating 'crossroads ahead' for travel in both directions along Ashby Road. Advanced directional signs indicating route destinations and weight restrictions in the wider area are also present on either approach to the crossroads.
 - b) Road markings throughout the crossroads including centre hatching, centre warning lines, road arrows for directional lane travel north and south along Ashby Road and turning/filter lanes for entering and exiting the two side roads off Ashby Road.
 - c) Terminal give way signs at both side roads entering the crossroads including advanced give way signs to warn the driver of the change in environment ahead. These signs are yellow backed for conspicuity in all weather conditions including lighting brackets for night-time illumination.
 - d) Vehicle Activated Signs (VAS) are present in both directions of travel along Ashby Road which warn of a crossroads ahead if speeds above 50mph are triggered encouraging drivers to slow down.
 - e) The whole of the crossroads including the side roads of Bosworth Road and Bosworth Lane are street lit.

- f) Ashby Road is subject to a 50mph speed limit with Bosworth Road and Bosworth Lane having a national speed limit.

Road Accidents and Vehicle Speeds

8. The County Council receives information regarding road traffic collisions directly from Leicestershire Police. However, information is only received where injury is sustained because of a collision, and Leicestershire Police is in attendance or informed through an adequately evidenced 'stats 19' report (the definitive source of initial information about the nature of a road traffic collision reported to the police). 'Near misses' and non-personal injury accidents are not recorded. As such, when assessing the collision data for a site, the Council can only consider recorded personal injury accidents.
9. The location's collision history reveals two recorded personal injury accidents having occurred at the crossroads within the past five years. One incident involved turning manoeuvres between vehicles entering and exiting Bosworth Road, with the other incident not supplying directional details meaning very little analysis of the collision can be considered.
10. Upon reviewing the collision history for the crossroads on a wider scale, there is one additional collision noted approximately 70 metres away travelling in a northern direction along Ashby Road. This involved a vehicle overtaking an HGV and colliding with a vehicle travelling in the opposing direction.
11. When considering traffic signals at a collision site, it would generally be expected to have evidence of a high number of collisions where causation factors involve a pattern or trend such as turning movements, rear-end shunts, side-impact collisions, including environmental factors such as time-of-day and weather-related incidents.
12. In these circumstances, the evidence can often point to underlying factors, such as drivers misjudging gaps, unpredictable stopping behaviours, high speed approaches, lack of clear rights of way, and several behavioural traits that suggest drivers are struggling to adapt to the environment and road layout.
13. In summary of the collisions, there is no clear evidence to suggest that traffic signals are necessary for casualty reduction. Whilst one collision is one too many, there is no consistent causation factors with the reported personal injury collisions that suggests traffic signals are necessary to reduce or prevent collisions from occurring.
14. Speed surveys were carried out along all four arms of the crossroads to gain a baseline of existing vehicle speeds within the area. These surveys were commissioned during 23 to 30 June 2025. The results are provided in Figure 2 below.

Figure 2 — Speed survey results for Bull in the Oak crossroads. Hinckley

Road Name	Direction	Mean Speed	85 th Percentile	Speed Limit
Ashby Road prior to Bosworth Road	Northbound	45.7m h	51.2m h	50mph
	Southbound	40.8m h	45.5m h	
Bosworth Lane	Eastbound	30m h	33.2m h	National
	Westbound	27.4m h	33.2m h	
	Northbound	42.9m h	47.7m h	50mph

Ashby Road prior to Bosworth Lane	Southbound	45.5m h	50.6m h	
Bosworth Road	Eastbound	30.6m h	38.3m	National
	Westbound	34.1m h	38.4m h	

15. When reviewing speed surveys, the County Council uses the 85th percentile, this is the speed of which 85% of vehicles are travelling at or below. This is a commonly determined way to assess vehicle speeds across the country as 85% of drivers will drive at or below a speed that is comfortable for the given road conditions.
16. When looking at each speed survey at the crossroads, all arms show a consistent compliance with the locations posted speed limits. However, when looking at directions travelling towards the crossroads, vehicle speeds are reduced which gives a positive indication that drivers are aware of their environment and travel through the crossroads with a level of caution.

Assessment for Traffic Lights

17. When considering a request for a traffic signal scheme, computer modelling is a key part of the design process. Traffic modelling is used to identify design options for further consideration, and to rule out those that will not work or will cause unacceptable delays. Modelling can provide details of optimum timings and predicted performance in terms of capacity, delays and queues.
18. The starting point is to create a base model of existing conditions, without any proposed changes. This model will take data from many different sources, such as the site layout, traffic flows, traffic composition and speeds, including road user behaviours. The base model can then be used to create models of various proposed options, which may involve:
 - a) Altering site layouts, for example to include new traffic signals or pedestrian facilities;
 - b) Altering timings, for example to model a proposed change in staging arrangements on existing traffic signals;
 - c) Altering traffic flows to predicted future levels to assess the impact on junction capacity; or
 - d) Altering the composition of traffic, for example if a rise in the number of cyclists is expected.
19. The results of these proposed models can be compared with the base model to assess the potential impacts. Decisions can then be made as to which one is most suitable to take forward, or whether further options need to be considered.
20. When reviewing the existing road layout and current traffic flows, the initial assessment would be to assess the junction's capacity using Ratio of Flow Capacity values (RFC). This provides the output for judging the performance of the junction in Queue and Delay terms:
 - a) RFC values:
 - i. <0.85 indicates the junction is operating within capacity and traffic flows with minimal delays;
 - ii. Between 0.85 and 1.0 indicates the junction is approaching capacity, delays and queue will form during peak hours;
 - iii. >1.0 indicates the junction is over capacity which lead to significant queues and delays.
 - b) Queue: Represents the number of vehicles (PCU) expected to tail back from the stop line for each arm. The summary results take the maximum queue length calculated within the whole modeled period.
 - c) Delay: The average time in seconds that a vehicle is calculated to wait on the arm before it can enter the junction.

Figure 3 — Existing junction Capacity Analysis Summary

2025 Count								
	AM							
	Queue	Delay s	WC	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	Network Residual Capacity
Bosworth Road left turn	0.8	46.24	0.45	-11% (Bosworth Road ahead and right)	3.6	205.63	0.93	-15% (Bosworth Road ahead and right)
Bosworth Road ahead and right	4.8	74.37	0.86		9.1	114.73	0.96	
A447 south right turn to Bosworth Lane		11.74	0.36			10.97	0.37	
Bosworth Lane left turn		22.12	0.49			10.97	0.30	
Bosworth Lane ahead and right		56.11	0.76			28.00	0.56	
A447 north right turn to Bosworth Road	0.3	8.26	0.20		0.2	7.87	0.15	

21. Using the traffic data acquired to review the request, it has been noted that the RFC values in the AM peak slightly exceeds 0.85 on Stream B-AD (Bosworth Road). In the PM Peak the longest queues are forming on Stream B (Bosworth Road). As a sensitivity test, a 5% increase to all flows was added and the achieved results are shown in Figure 4 below.

Figure 4 — Sianalised junction Capacity Analysis Summary

2025 Count +5% extra traffic								
	AM				PM			
	Queue (PCU)	Delay	RFC	Network Residual Capacity	Queue pcuy	Delay	NFC	Network Residual Capacity
Bosworth Road left turn	3.7	197.24	0.10	-15% (Bosworth Road ahead and right)	5.1	287.89	1.05	-19% (Bosworth Road ahead and right)
Bosworth Road ahead and right	8.4	120.17	0.95		16.2	183.88	1.05	
A447 south right turn to Bosworth Lane	0.6	12.62	0.39		0.6	11.74	0.39	
Bosworth Lane left turn	5.2	107.53	0.95		0.5	12.72	0.34	
Bosworth Lane ahead and right	6.0	110.47	0.93		1.6	35.02	0.62	
A447 north right turn to Bosworth Road	0.3	8.58	0.22		0.2	8.13	0.17	

22. A traffic signal model has been generated for the junction using the same flows and based on having a single lane approach for the side roads and a fully signalised right turn lane onto the A447. The results show that traffic signals could be considered but the capacity would only just be positive, +1% reserve capacity in both AM and PM peaks.
23. Two options have been identified as a possible traffic signal scheme (further details are provided in Appendix A and Appendix B):
- Option 1 would cost approximately €700.000 (this includes a 40% contingency, design and supervision fees, and allows for resurfacing the approaches and central junction area).
 - Option 2 would cost approx. €1.3m (including the same contingency, design and fees as Option 1 and an allowance of €200,000 for possible utility diversions but would need further investigations to determine).

24. Upon reviewing both options in terms of delay, Option 1 would not reduce delays at the junction based on current traffic flows, and overall delay would increase. The same results are shown for Option 2; delays would also still increase slightly based on current flows.
25. As the crossroads is showing evidence of reaching the limit of its capacity, if flows were to increase due to traffic growth with local developments, then traffic signals would provide a benefit. The table in Figure 5 below quantifies the total junction delay as shown in hours, but with consideration to the two concepts identified. However, this also factors in a 15% increase on traffic on all arms.

Figure 5 — Junction Delay Summary Table

	Junction Delay (PCU Hrs) (2025 flows with 15% increase)
Existing Junction	49 Hours
Signal Option 1	52 Hours
Signal Option 2	29 Hours

26. When reviewing the concept options shown in Appendix A and B, with consideration to future demand, Option 2 is now creating a significant reduction in delay whereas Option 1 is still showing no benefits. The results of this can be quantified that introducing traffic signals in its current form would result in congestion at the crossroads, but when consideration is given to additional growth, performance and capacity benefits can be proven.

Highway Improvements

27. As a result of the on-site observations made by officers, there are several highways signs which require replacement due to inconsistencies in their design; being faded which impact their night-time illumination; or, in the case of the VAS, not working entirely.
28. Improvements have been identified which will involve minor adjustments to some road signs at the location whilst actively looking to replace the VAS sign which has reached its end of life. These small changes will ensure consistency in all road signs on approach to the crossroads in all directions.
29. The proposed changes to existing signs at the locations, including the renewing of VASS, are anticipated to cost approximately £5,000.
30. These costs are to be funded from the Department's Traffic and Safety revenue budget.
31. The improvements are shown in Appendix C. These works are not expected to commence and be completed until February/March 2026.

Conclusion

32. The County Council receives many requests for a wide variety of traffic management measures which are considered based on an evidence-led appraisal. This is to ensure that the County Council's traffic safety and parking resources are employed in the most cost-efficient and robust manner possible. At present, the County Council's resources around traffic safety and parking requests are being directed at high-risk locations that have evidence of a poor collision history or are higher than the national average for a type of road.

33. When reviewing the location's collision history, there are two reported personal injury collisions directly at the location of which neither incident has a consistent causation factor which suggests they could have been prevented had traffic signals been present. The Council accepts that the petition references near misses or unreported collisions, but officers cannot take these incidents into consideration when there is no evidence regarding how and why those incidents occurred.
34. Notwithstanding, it is recognised from the Council's own assessments that future development in the area could place a burden on the crossroads through additional trips generated by future growth. The concept design, as shown in Appendix B, regards improvements to the junction capacity and performance
- across the crossroads should future growth and additional trips through the crossroads be identified.
35. Leicestershire County Council is a mandatory stakeholder in planning applications when developments are proposed and can be evidenced to subsequently impact the Leicestershire Road network. The Council is consulted by the Local Planning Authority (LPA), Hinckley and Bosworth Borough Council, in relation to any planning applications within the borough.
36. The County Council provided comments on planning applications in August 2025 outlining that an agreement had been made with a developer to provide a proportionate contribution to an improvement scheme due to the additional number of trips it would generate. The Council is aware that the LPA's planning committee refused the application.
37. Whilst the above referenced evidence does not indicate traffic signals are currently required for casualty reduction reasons, it will be necessary to consider signalising the crossroads when being consulted by the LPA as part of future development applications which impact the crossroads.

Appendices

Appendix A — Option 1 traffic signal improvements

Appendix B Option 2 traffic signal improvements Appendix C —
Highway signage improvements

Officers to contact

Fiona Blockley

Team Manager, Traffic & Safety

Environment & Transport Department

Tel: (0116) 305 0932