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Helen Barrington
Director of Legal and
Democratic Services
County Hall
Matlock
Derbyshire
DE4 3AG

Extension 38372
Direct Dial 01629 538372
Ask for Anne Barrett

PUBLIC

To: Members of Cabinet Member meeting - Highways, Transport and Infrastructure

Wednesday, 20 January 2021

Dear Councillor,

Please attend a meeting of the **Cabinet Member meeting - Highways, Transport and Infrastructure** to be held at **10.00 am** on **Thursday, 28 January 2021**

This meeting will be held virtually. As a member of the public you can view the virtual meeting via the County Council's website. The website will provide details of how to access the meeting, the agenda for which is set out below.

Yours faithfully,

A handwritten signature in black ink that reads 'Helen E. Barrington'.

Helen Barrington
Director of Legal and Democratic Services

A G E N D A

PART I - NON-EXEMPT ITEMS

1. Declarations of Interest
To receive declarations of interest (if any)
2. Petitions (Pages 1 - 2)

To receive petitions

3. Minutes (Pages 3 - 6)

To confirm the non-exempt minutes of the meeting of the Cabinet Member – Highways, Transport and Infrastructure held on 19 November 2020

To consider the non-exempt reports of the Director for Economy, Transport and Environment on:

4 (a) Petition - Nether Close, Swanwick - Parking Issues and Request for Residents' Parking Scheme (Pages 7 - 14)

4 (b) Petition - Whitwell Wood - Request for Improved Access and Crossing Point on the A619 Clinthill Lane (Pages 15 - 18)

4 (c) Petition to Make Back Lane, Glapwell a Safer Neighbourhood (Pages 19 - 24)

4 (d) Objection to the A625 Speed Limit Order (Pages 25 - 50)

5. Exclusion of the Public

To move “That under Regulation 4 (2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting for the following items of business on the grounds that in view of the nature of the items of business, that if members of the public were present, exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 would be disclosed to them.”

PART II - EXEMPT ITEMS

6. Declarations of Interest

To receive declarations of interest (if any)

7. Minutes (Pages 51 - 52)

To confirm the exempt minutes of the meeting of the Cabinet Member – Highways, Transport and Infrastructure held on 19 November 2020

DERBYSHIRE COUNTY COUNCIL

CABINET MEMBER MEETING – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE

28 JANUARY 2021

Report of the Director of Legal and Democratic Services

REPORT ON PETITIONS TO BE RECEIVED

- 1. Purpose of the Report** To receive petitions forwarded to the County Council relating to matters contained within the portfolio of the Cabinet Member for Highways, Transport and Infrastructure.
- 2. Information and Analysis** In compliance with the Council's Petition Scheme, the following petitions are presented for receipt, investigation and formal response by the Director – Economy, Transport and Environment:-

<u>LOCATION/SUBJECT</u>	<u>SIGNATURES</u>	<u>LOCAL MEMBER</u>
Request for Pedestrian Crossing on Boughton Lane, Clowne	156	Councillor A Western
Ripley – Request for Residents Only Parking Scheme	188	Councillor T Ainsworth
Matlock and District – Request for Traffic Management Measures	290	Councillor S Burfoot

- 3. Considerations (to be specified individually where appropriate)**
In preparing this report the relevance of the following factors has been considered: financial, legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, social values, property and transport considerations.

- 4. Key Decision** No

5. Call-in Is it required that call-in be waived in respect of the decisions proposed in the report? No

6. Background Papers

Petition held on file 124.0 in Democratic Services.

7. OFFICER'S RECOMMENDATION

(1) that the petitions listed above be received and noted; and

(2) that the Director – Economy, Transport and Environment be asked to investigate and consider the matters raised.

**Helen Barrington
Director of Legal and Democratic Services**

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held on 19 November 2020

PRESENT

Cabinet Member - Councillor S Spencer

Also in attendance – Councillors T Ainsworth, G Hickton and M Wall

60/20 **MINUTES** **RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 8 October 2020 be confirmed as a correct record.

61/20 **PETITION – BRIDLE ROAD, STANFREE – OBJECTIONS TO THE INTRODUCTION OF WAITING RESTRICTIONS** Following receipt of a petition raising objections to the Council's proposed introduction of waiting restrictions on Bridle Road, Stanfree and asking that the Council reconsiders this proposal, the matter has been investigated.

Parking predominately takes place on the residential side of Bridle Road and a short section of double yellow lines was already in place at the roads junction with Clowne Road which helped to facilitate the unobstructed movement of vehicles between Bridle Road and Clowne Road. It has been reported to the Council that when vehicles were parked opposite the access road to Moss Brook, large delivery vehicles associated with the fuel supply business experienced difficulties emerging from their Access, despite the owner of the business having already widened their access gates. Requests have therefore been made to the Council to install a section of double yellow lines to allow unobstructed passage in to the Moss Brook access road.

It was appreciated that parking was limited for the residents, however the proposed restrictions were the minimum length required and would minimise the impact the proposed restrictions would have on the parking needs of the residents.

RESOLVED that (1) the request to reconsider or compromise on the installation of the proposed parking restrictions is refused and that the Traffic Regulation Order is made as set out in Appendix 1 to the report; and

(2) the Local Member and lead petitioner be informed of the decision.

62/20 **PERFORMANCE AND BUDGET MONITORING/FORECAST OUTTURN 2020-2021 AS AT QUARTER 2** The Cabinet Member was updated on the Council Plan performance position and the revenue budget position of

the Highways, Transport and Infrastructure portfolio for 2020-21 up to the end of September 2020 (Quarter 2) including budget savings, growth and one-off funding, risks and earmarked reserves.

Progress was "good" for all of the Council Plan deliverables led by the portfolio. The key areas of success were the £40 million programme of highway improvements which has been developed; and work on the Derbyshire Infrastructure Investment Plan.

The net controllable budget for the Highways, Transport and Infrastructure portfolio was £74.837m. The Revenue Budget Monitoring Statement, prepared for Quarter 2, indicated that there was a forecast year-end overspend of £7.501m. The overspend would be supported by the use of £6.015m of additional COVID-19 funding which has been allocated to the Council to support the costs incurred as a result of the pandemic. After the use of this funding the forecast position was an overspend of £1.486m.

The key variances included Highway Maintenance (overspend £1.170m), Waste Management (overspend £0.624m), Winter Maintenance (overspend £1.777m) and Highway Management and Land Reclamation (overspend £0.817m).

Budget reduction targets totalling £1.426m were allocated for the year, with a brought forward figure from previous years of £5.234m, resulting in total reduction targets to be achieved of £6.660m at the start of the year. The value of identified savings initiatives in the current year was £3.226m and the shortfall between total targets and the identified savings initiatives was £3.434m. It was forecast that £2.658m of savings would have been achieved by the year-end.

Growth items and one-off funding in the 2020-21 budget included Ash Dieback (£0.270m one-off) and Elvaston Castle Masterplan (£0.200m one-off).

Earmarked reserves relating to this portfolio, totalling £18.715m, were currently held to support future expenditure. Financial risks and the debt position were also detailed in the report.

Councillor Wall referred to the delayed capital programme, the underlying issues in respect of repairs and the significant red flags in the budget monitoring report. It was noted that the capital programme was delayed due to the delay in the government funding announcement, repair delays were due to the flooding events in November, January and February and the Covid restrictions requiring assessments to ensure a safe working environments and all service areas were being monitored in respect of over and underspends.

RESOLVED to note the Council Plan performance position and the revenue budget position of the Highways, Transport and Infrastructure portfolio for 2020-2021 up to the end of September 2020 (Quarter 2) contained within the report.

63/20 **EXCLUSION OF THE PUBLIC** **RESOLVED** that the public, including the press, be excluded from the meeting during consideration of the remaining item on the agenda to avoid the disclosure of the kind of exempt information detailed in the following summary of proceedings: -

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC, INCLUDING THE PRESS, WERE EXCLUDED FROM THE MEETING

1. To consider the exempt report of the Director – Economy, Transport and Environment on Project Support – External Advisors Appointment (contains information relating to the financial or business affairs of a particular person (including the Authority holding that information))

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Agenda Item No. 4(a)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

28 January 2021

Report of the Director – Economy, Transport and Environment

**PETITION – NETHER CLOSE, SWANWICK – PARKING ISSUES AND
REQUEST FOR A RESIDENTS’ PARKING SCHEME**

(1) **Purpose of Report** To inform the Cabinet Member of a petition requesting that the Council introduces a Residents’ Parking Scheme (RPS) for Nether Close in Swanwick.

(2) **Information and Analysis**

Background

At the meeting on 10 September 2020, the Cabinet Member acknowledged receipt of a petition (Minute No. 47/20 refers). It contained 12 signatures requesting that the Council introduces a residents’ only parking scheme for the residents of Nether Close and their visitors.

Officer Comment

Nether Close in Swanwick is a narrow cul-de-sac serving as an access to ten apartments arranged in two blocks of five. It has a junction with the B6016 The Green and terminates in a turning area that incorporates five individually marked parking bays. Sited beyond the parking bays is a sign that has been erected illegally within the limits of the adopted highway by the management company, believed to be Future Housing Group, which states ‘Parking for Residents Only.’ This sign is present in a purely advisory capacity with the non-residents parking which takes place in the five bays being unenforceable. (See appendices 1 and 2).

The B6016 The Green has a number of parking restrictions which means that parking is prohibited Monday–Saturday between 8am-6pm on parts of The Green leading to parking taking place on Nether Close, which is one of the closest alternative locations. Some of the residents of the apartments have asked for the five parking spaces to be made into parking for the residents and their visitors only.

RPSs are considered by the Council from time to time at locations that form part of a large urban area with long term on-street parking taking place by

non-residents, thus preventing residents from parking near to their properties for the majority of the working day (the working day is taken to be 8am to 6pm, Monday to Friday).

An example of this parking issue is in the town centre in Chesterfield where shop workers parked up on the residential streets close to the town centre for the duration of the day rather than using appropriate town centre car parking facilities.

Parking schemes need to be considered on an area basis rather than for an individual street such as Nether Close which is consistent with the County Council's policy for Residents Parking schemes, which was approved by Cabinet on 26 May 2015. This is to ensure that any scheme which is introduced complies with the requirement of being 'zero finance'. The initial set up costs and the running costs of the scheme in the form of regular visits by Civil Parking Enforcement staff must be covered by the fees obtained from issuing the annual permits to residents with the result that no additional costs fall on to the County Council. Unfortunately, single streets such as Nether Close do not provide sufficient income to cover these costs. The area wide approach also ensures that the risk of displacement parking from one street to an adjoining one is lessened. The Council only considers a zone containing several streets to be considered for a RPS and, in the case of Nether Close, vehicles are more than likely coming from neighbouring streets such as The Green and would therefore be entitled to a residents' parking permit for the zone with the result that levels of on-street parking on Nether Close remaining unchanged. Residents would therefore be paying an annual fee for a permit which still does not guarantee them a parking space on their road, let alone in one of the five parking spaces at the end of Nether Close. Permits for residents are charged at £35 each (£50 for additional permits) while those for businesses are £70, and because the permits must be renewed annually, this is an additional reason why residents are unsupportive of permit parking schemes.

The petitioner has also asked about the legalities of vehicles being parked in the turning area immediately fronting the advisory parking bays in relation to the parking rules found in the Highway Code. Derbyshire Police were consulted and agreed that parking should only take place where it does not create an obstruction to another vehicle. However, they pointed out that where a vehicle is parked behind another vehicle from the same household there would be difficulties evidencing obstruction where no other vehicles are concerned.

Councillor Smith has enquired to see if any of the day time restrictions (single yellow line) along the B6016 The Green could be removed in order to allow additional parking for nearby residents. Officers have investigated this request and observed that during the day, traffic regularly queued up to the traffic signals past the existing single yellow line restriction. If this section of single

yellow line, which operates between 8am and 6pm Monday to Saturday, was removed and parking permitted, this could have a detrimental impact on the function of the traffic light junction due to vehicles travelling towards Somercotes not being able to pass the queuing traffic. When traffic flow is lighter in the evening and on a Sunday, parking is permitted anyway on The Green and officers also observed that there was still available parking on Nether Close during the day.

Whilst officers appreciate the request to remove the single yellow line, it can unfortunately not be accommodated at the present time.

Local Members Comments

Councillor Marshall-Clarke and Councillor Smith were consulted on the proposal to introduce a RPS.

Councillor Marshall-Clarke commented as follows: *"It is clear from the report that a permit scheme would not deliver the outcome desired by the residents. Maybe it would be better if they asked their housing association to provide off street parking."*

Councillor Smith commented as follows: *"I agree Futures Housing have introduced 'residents only' parking areas throughout their areas of responsibility with no meaningful enforcement which is confusing and frustrating for their residents. Being familiar with the area, I wondered if we as the Highway Authority, could look at the yellow lining on The Green, which is a mix of single and double yellow lines and see if we could safely remove a section of the single yellow lines to accommodate some more parking provision which would help remove some of the parking issues on Nether Close?"*

Councillor Marshall-Clarke has suggested that the residents contact the housing association directly to provide off-street parking. Officers will also put this in the same request when they are asked to remove the existing residents parking sign. Any private residents parking will, however, require a private permit scheme with private enforcement by the housing association, otherwise the same parking situation will arise.

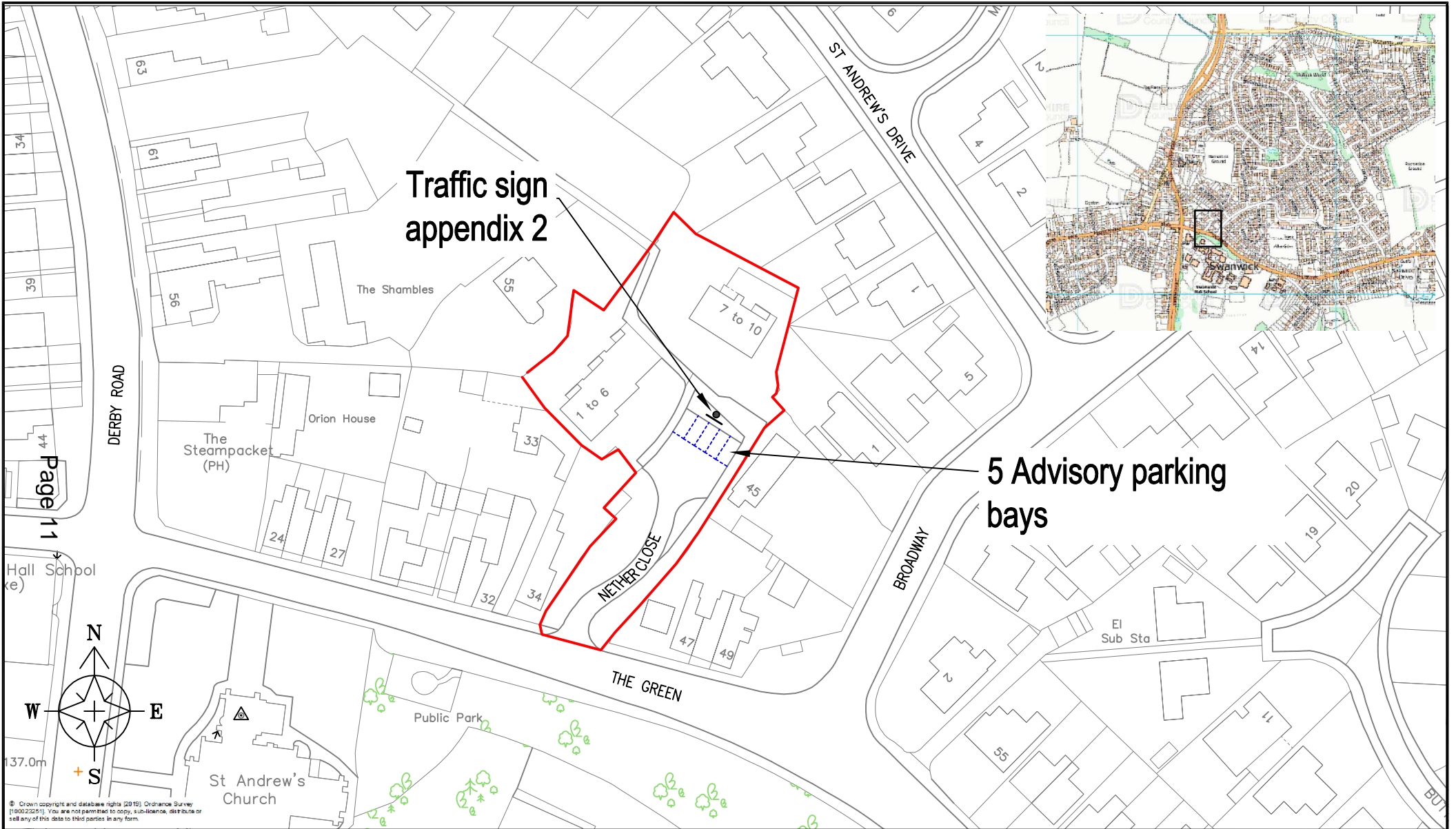
(3) **Financial Considerations** There are no financial considerations associated with this report.

(4) **Other Considerations**

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

- (5) **Key Decision** No.
- (6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.
- (7) **Background Papers** Held on file within the Economy, Transport and Environment Department.
- (8) **OFFICER'S RECOMMENDATIONS** That:
- 8.1 The request for a Residents' Parking Scheme on Nether Close, Swanwick be refused
- 8.2 A request be made to Future Housing Group to remove the illegally mounted sign from the adopted highway and ask them to consider the creation of their own off-street parking for their residents.
- 8.3 The Local Member and lead petitioner be informed accordingly.

Tim Gregory
Director – Economy, Transport and Environment



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DERBYSHIRE
County Council

TIM GREGORY
Director
Economy, Transport and Environment



AMENDMENT DETAILS	BY	CHKD	APVD	DATE	NO.

PROJECT TITLE	NETHER CLOSE, SWANWICK
DRAWING TITLE	APPENDIX 1

DRAWN J.HARRISON	CHECKED S.DUNGWORTH	APPROVED B.GOULD
Date 03/11/2020	Date 04/11/2020	Date 05/11/2020
Project / Confirm Reference No. 82002935	SCALE N.T.S	
Drawing Number HMT/SMD/491/20		
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Agenda Item No. 4(b)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

28 January 2021

Report of the Director – Economy, Transport and Environment

**PETITION – WHITWELL WOOD - REQUEST FOR IMPROVED ACCESS AND
SAFETY AT THE CROSSING POINT ON THE A619 CLINTHILL LANE**

(1) **Purpose of Report** To inform the Cabinet Member of a petition requesting that the Council investigates how the crossing point on the A619 to access Whitwell Wood can be made safer to pedestrians when accessing from the main village of Whitwell.

(2) **Information and Analysis**

Background

At the meeting on 16 March 2020, the Cabinet Member acknowledged receipt of a petition (Minute No. 16/20 refers). It contained 156 signatures requesting that the Council investigates pedestrians crossing warning signage where Old Hall Lane meets the A619 Clinthill Lane.

A plan showing details of the crossing point on the A619 Clinthill Lane, when walking from Old Hall Lane to Whitwell Wood, is included as Appendix 1.

Officer Comment

Whitwell Wood is accessed from Whitwell village on foot by walking along Old Hall Lane which also has a footpath designation of Whitwell B14/54/1. An additional route to Whitwell Wood from Whitwell village exists by walking along footpath Whitwell B14/24/1 from the B6043. Both of these routes converge at the same crossing point of the A619 opposite the access to Whitwell Wood.

The A619 is subject to a 50mph speed limit which is signed accordingly. Pedestrian crossing warning signs mounted on yellow backing boards are present, together with three 'SLOW' road markings which are located on either side of the crossing point on the A619. To better highlight the lettering, three of the 'SLOW' markings heading in an easterly direction on the A619 have been installed on a bed of buff coloured antiskid material.

Having studied the Council's collision database, it shows that no reported injury collisions have taken place at the crossing point on the A619 in the last three year period up to 31 July 2020. Three years being the standard test period used by local authorities when comparing the reported injury collision record of a road or junction. Updates to the collision database are received on a periodic basis from Derbyshire Constabulary and, for this reason, are only current up to 31 July 2020.

To improve the awareness of the crossing point to motorists, officers recommend that two additional pedestrian crossing warning signs, on yellow backing boards with distance to the hazard, are erected on either side of the A619 at each side of the crossing point. The three 'SLOW' markings heading in a westerly direction prior to the crossing are provided with an antiskid strip either side to better highlight the 'SLOW' lettering.

The issue of reduced visibility due to seasonal vegetation growth is a problem that is experienced throughout the County. The Council does carry out maintenance work to grass verges and tree foliage but must work outside of the bird nesting season which is officially between March and August wherever possible. The visibility issue caused by foliage will be raised with the County's Maintenance Team with a view to improving pedestrian visibility at the crossing point.

Local Member Comment

Councillor Duncan McGregor was consulted and fully supports any safety measures that the Highways Department can introduce which allow safe crossing by walkers who wish to enter the wood. He stated that "*we should encourage as many people/residents to experience the value that this wood brings to all who utilise its pathways*".

(3) **Financial Considerations** The cost of the work is estimated to be in the region of £5,000 and will be met from the 2020 - 2021 Capital Works Programme for minor signing and lining improvements.

(4) **Legal Considerations** Any signage to be erected within the extent of the public highway would be in accordance with the permitted variants within the Traffic Signs Regulations and General Directions 2016.

(5) **Other Considerations**

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(6) **Key Decision** No.

(7) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(8) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(9) **OFFICER'S RECOMMENDATIONS** That:

9.1 The Cabinet Member approves improvements to the advanced warning signage and road markings on approach to the crossing point on the A619 Clinthill Lane.

9.2 A request be made to the Council's Maintenance Team to remove foliage prior to the crossing point.

9.2 The Local Member and lead petitioner be informed accordingly.

Tim Gregory
Director – Economy, Transport and Environment



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TIM GREGORY
Strategic Director
Economy, Transport and Environment



AMENDMENT DETAILS	BY	CHKD	APVD	DATE	NO.

PROJECT TITLE
A619 CLINTHILL LANE , WHITWELL
PEDESTRIAN CROSSING CONCERNS TO
WHITWELL WOOD

DRAWING TITLE
APPENDIX 1

DRAWN B.GOULD	CHECKED S.TRANTER	APPROVED S.TRANTER
Date NOV.2020	Date NOV.2020	Date NOV.2020
Project / Confirm Reference No.	PROJECT/CONFIRM_REF	SCALE N.T.S.
Drawing Number	HMT/BG/513/20	
ORIGINAL DRAWING SIZE 297 x 210 (A4)		

Agenda Item No. 4(c)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

28 January 2021

Report of the Director – Economy, Transport and Environment

**PETITION – TO MAKE BACK LANE, GLAPWELL A SAFER
NEIGHBOURHOOD**

(1) **Purpose of Report** To inform the Cabinet Member of a petition received which requests that the Council close off Back Lane, Glapwell at one end to stop the through traffic using it.

(2) **Information and Analysis**

Background

At the meeting on 8 October 2020, the Cabinet Member acknowledged receipt of a petition (Minute No. 56/20 refers). It contained 41 signatures requesting that the Council introduces a barrier or gate on Back Lane, to give access only to Back Lane and The Pinfold, Glapwell and to prevent any through traffic.

Officer Comment

Back Lane links the A617, The Hill through to Bolsover Road and cuts out a section of highway which can sometimes invite through traffic from the Doe Lea area who want to try to gain a time advantage when travelling towards Palterton and Bolsover. There is, however, a Prohibition of Driving Traffic Regulation Order with an exemption for residents in force along Back Lane and the Police have, on occasion, been involved in enforcement to prevent its illegal use by through traffic. However, they acknowledge that they do not have the resources to be regularly present.

Officers of the Council have spoken with concerned residents and the Local Member, Clive Moesby, over their ongoing concerns of through traffic, vehicle speeds and ultimately safety concerns for pedestrians and vulnerable road users. In September 2018, officers organised some traffic surveys to establish the actual volume and speed of traffic along Back Lane. The surveys were undertaken along the straight approach to the A617.

Direction of Travel	Volume of Traffic (Average Daily Total)	AM Peak (7am-9am)	PM Peak (4pm-6pm)	Average Speed	85th Percentile Speed
From the A617 into Back Lane	108 vehicles	21 vehicles	34 vehicles	22mph	27mph
From Back Lane towards the A617	76 vehicles	14 vehicles	20 vehicles	21mph	26mph

Appendix 1 shows the layout of Back Lane and where the traffic survey was undertaken.

These figures do indicate that in the AM and PM peaks, there is a slight increase in vehicle traffic, likely to be attributed to through traffic, illegally accessing Back Lane. However, there are around 27 properties located off Back Lane which will all generate daily trips in and out of Back Lane.

The residents request that the road is physically closed off to through traffic with either a gate or barrier, which would be the easiest solution, however, by doing this, a space also needs to be created for large vehicles to turn round close to the point of closure. Officers consider the only place for the road to be closed would be at its junction with the A617 where a turning area could be created in the verge. This would then prevent traffic entering from the A617 if the road was closed and all the traffic would then be forced to enter from Bolsover Road.

The construction of a turning area using the grass verge would come at a considerable cost to the Council, but without it, vehicles would simply just run over the grass verge or turn around in the nearest residential drive. It would also be unacceptable for, say, the waste refuse collection to reverse all the way along Back Lane from its junction with The Pinfold.

Due to the Council's limited resources to address highway issues, it is necessary to prioritise road safety and traffic management schemes in the form of annual capital funded programme of schemes. However, it is becoming increasingly important that the limited resources available are targeted where the need is greatest and/or the maximum benefit can be derived. Therefore, priority for inclusion has to be given to those locations where existing highway assets are in need of replacement or where reductions in injury collision and casualties can be achieved. From this point of view, it may be difficult to give any priority to this location.

Having said that, officers are aware of a new planning application for five houses which are to be built on land adjacent Back Lane and this new residential access road could form part of any future turning head (see

Appendix 1 for location). Officers have checked with the Bolsover District Council Planning Department and the plans for this development were approved in September 2019 and therefore once the access road is constructed, officers would look more favourably at closing the road at this location to motorised vehicles. A new Traffic Regulation Order would also be required to facilitate this closure and be subject to a statutory legal consultation process. It must also be noted that by closing off one route, all traffic will then have to enter via the narrow section of highway to and from Bolsover Road.

Local Member Comment

Councillor Clive Moesby is fully supportive on closing off Back Lane to through Traffic. Councillor Moesby also reports that there is planning permission for a development off Park Avenue which could result in greater traffic flows in the adjacent area in the near future, so he would like to see the situation being monitored and to respond to any changes.

(3) **Financial Considerations** None arising from this report, however, should a Traffic Regulation Order to prohibit through traffic be considered if a new access road is constructed, then this will cost in the vicinity of £8,000 including physical bollards to close the road which would have to be considered for funding from a future years Capital Scheme allocation.

(4) **Other Considerations**

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

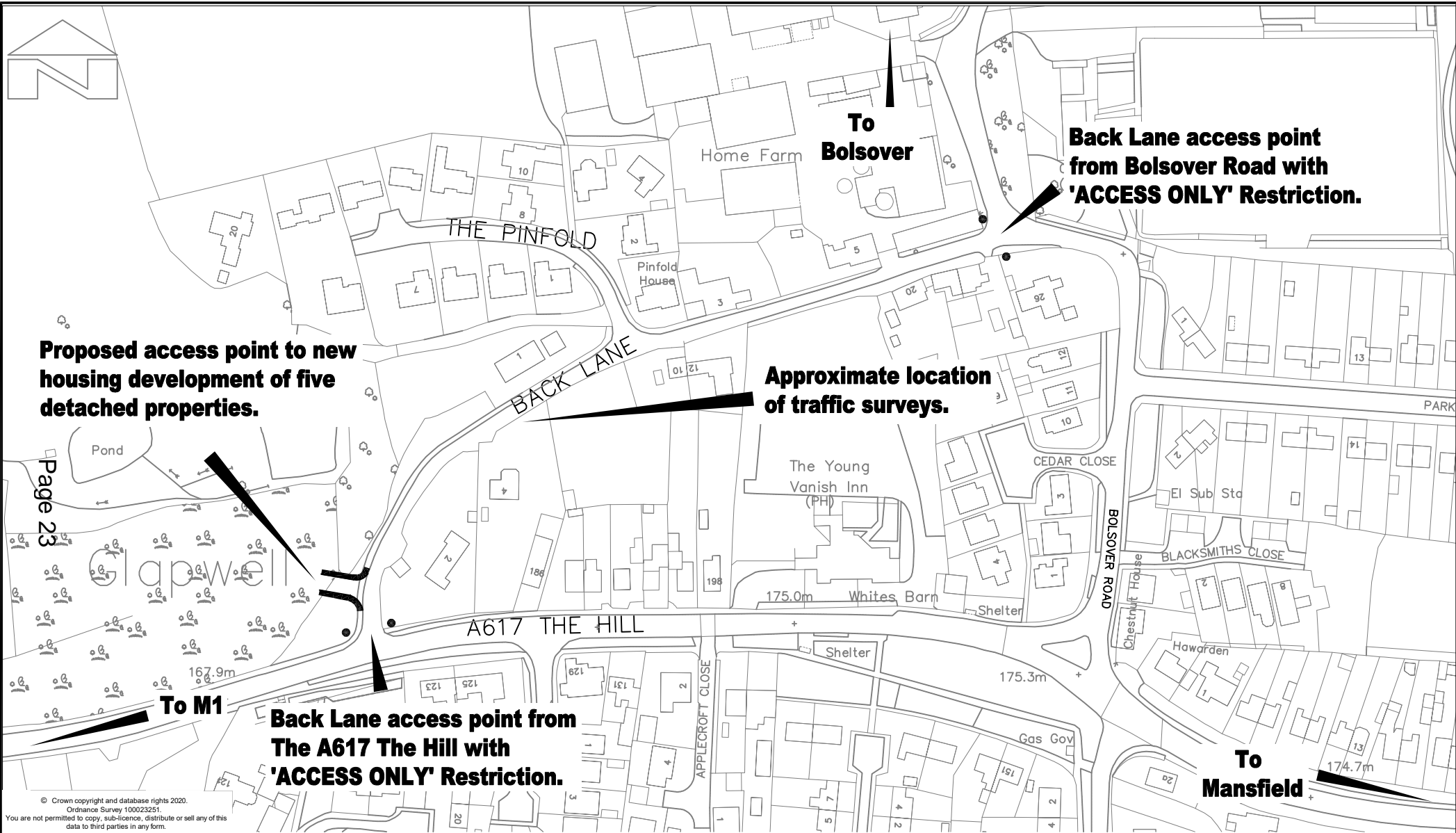
(7) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(8) **OFFICER'S RECOMMENDATIONS** That:

8.1 The request for a closure of Back Lane, Glapwell to through traffic be refused at the present time but investigated further if a new residential access road is constructed in the future.

- 8.2 A letter be written to the Chief Constable of Derbyshire to ask locally based officers to carry out regular enforcement of the existing 'Prohibition of Driving', except for access, Traffic Regulation Order.
- 8.3 The Local Member and lead petitioner be informed accordingly.

Tim Gregory
Director – Economy, Transport and Environment



Proposed access point to new housing development of five detached properties.

Approximate location of traffic surveys.

Back Lane access point from Bolsover Road with 'ACCESS ONLY' Restriction.

Back Lane access point from The A617 The Hill with 'ACCESS ONLY' Restriction.

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TIM GREGORY
Strategic Director
Economy, Transport and Environment



AMENDMENT DETAILS

BY CHKD APVD DATE NO.

PROJECT TITLE A617 THE HILL AND BACK LANE, GLAPWELL		DRAWN B.GOULD	CHECKED S.TRANTER	APPROVED S.TRANTER
DRAWING TITLE COMMITTEE REPORT PLAN APPENDIX 1		Date NOV.2020	Date NOV.2020	Date NOV.2020
		Project / Confirm Reference No. HMT/BG/512/20		SCALE N.T.S.
		Drawing Number HMT/BG/512/20		
		<small>ORIGINAL DRAWING SIZE 297 x 210 (A4)</small>		

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Agenda Item No. 4(d)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER - HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

28 January 2021

Report of the Director – Economy, Transport and Environment

OBJECTION TO THE A625 SPEED LIMIT ORDER

(1) **Purpose of Report** To inform the Cabinet Member of the investigations carried out following the receipt of an objection requesting the consideration of a lower speed limit on the A625 where the road bridge crosses the River Derwent in Calver.

(2) **Information and Analysis** The objection was received by email on 19 October 2020 and reads as follows:

“Calver PC have previously made representations to DCC re frequent collisions and damage caused to the Calver new Bridge at the sharp curve of the bend over the bridge, requiring frequent and costly repairs thus leading to road closures. As a consequence, we would propose that the speed limit should be consistent right the way through from the junction of the B6001 right through to Froggatt village and would advocate that preferably this should be 30mph (but certainly no more than 40mph). The current speed on this stretch varies from 30mph, to 40mph and then increases to 60mph when approaching the sharp bend at the bridge which is completely non-sensical. I hope that this can be considered in the consolidation of the proposed TRO.”

Officer Comment

The County Council carried out consultation on its proposal to consolidate all Speed Limit Traffic Regulation Orders relating to the A625 from its junction with the A623 to its boundary with South Yorkshire, including Polly Froggatt Lane and the roads in Froggatt village.

As stated in the advertisement of this Consolidation Order, there will be no changes to the current speed limits or position of the existing speed limits on the A625 or the roads in Froggatt village. This Order process is technical adjustment which will assist the Police with their enforcement duties.

Officers can confirm that the A625 Speed Limit Consolidation Order was consulted upon and advertised from 15 October to 6 November 2020. In

addition, consultation documents were accessible on the County Council's website. A copy of the consultation documents including the Consultation Email, press notice and plan is attached in Appendix A.

Currently, a 30mph speed limit is in place for the village of Calver before the A625 changes to a 40mph speed limit at the junction with the B6001. The 40mph continues east past the properties before changing to the national speed limit. The national speed limit continues through to the village of Froggatt. This section of national speed limit includes the bend and bridge over the River Derwent. For further details please see the A625 plan in Appendix A.

Speed limits are set in accordance with the County Council's own Speed Management Protocol (See Appendix B) and the criteria laid down by the Department of Transport.

In order for speed limits to be effective, they need to be appropriate for the nature of the road and how it appears to a road user. If a speed limit is seen by motorists as being unrealistically low, it is unlikely to lead to lower speeds.

It must be remembered that speed limits are the maximum speed at which vehicles may legally travel, they are not target speeds. Motorists should always reduce their speed, when, for example:

- the road layout presents hazards, such as bends;
- you are sharing the road with pedestrians;
- there are adverse weather conditions; or
- you are driving at night – as it is harder to see other road users and possible obstructions.

The Department for Transport guidance and the County Council's Speed Management Protocol stipulates that 30mph is considered the norm in villages, based on a simple criteria relating to the density of frontage development and distance.

There should be 20 or more houses on one or both sides of the road, over a length of around 600m. This can be less if the level and density of development exceeds the 20 or more houses criterion. In instances where there are less than 20 houses, an extra allowance can be given for key buildings, i.e. churches, community centres, schools, etc.

A rural speed limit of 40mph may be considered in very exceptional circumstances, in an area of outstanding natural beauty or across, or adjacent to, unenclosed common land; or if they form part of a recommended route for vulnerable road users. Such a special application would need, however, to be done in association with the Department for Transport and in discussion with a

national park authority. Bearing this criteria in mind, officers do not agree that a 40mph limit is appropriate on the section of the A625 including the bend and bridge over the River Derwent.

The Department for Transport guidance states that speed limits should not be used to attempt to solve the problem of isolated hazards, for example, a single road junction or reduced forward visibility such as at a bend.

With regard to the reports of damage to the bridge on the A625 over the River Derwent, a number of measures have been introduced in the past including the removal of the foliage on the inside of the bend to improve driver inter-visibility, a review of the signing and lining, and the road has been widened on the bend to provide more room for turning vehicles to pass one another and deter the parking that can take place, which further limits the road space. Officers are not aware of evidence that would suggest speeding vehicles are causing damage to the bridge.

The Cabinet Member has asked, however, that officers carry out further investigations in the possibility of signalling this structure due to the ongoing maintenance costs and the network disruption it causes every time the road is closed to repair it.

For information, the collision database supplied and updated by the Police has identified no injury collisions recorded at this location over the last three years (1 August 2017 to 31 July 2020 latest available data). Please note that this collision data does not take into account incidence of damage only collisions.

Considering the above information, officers are of the opinion that the A625 is currently consistent with the current guidance in 2013 Setting Local Speed Limits and the County Council's Speed Management Protocol. Therefore, officers do not recommend a reduction in the speed limit on the section of the A625, which includes the bend and bridge over the River Derwent at this time.

Local Member Comments

No comments have been received.

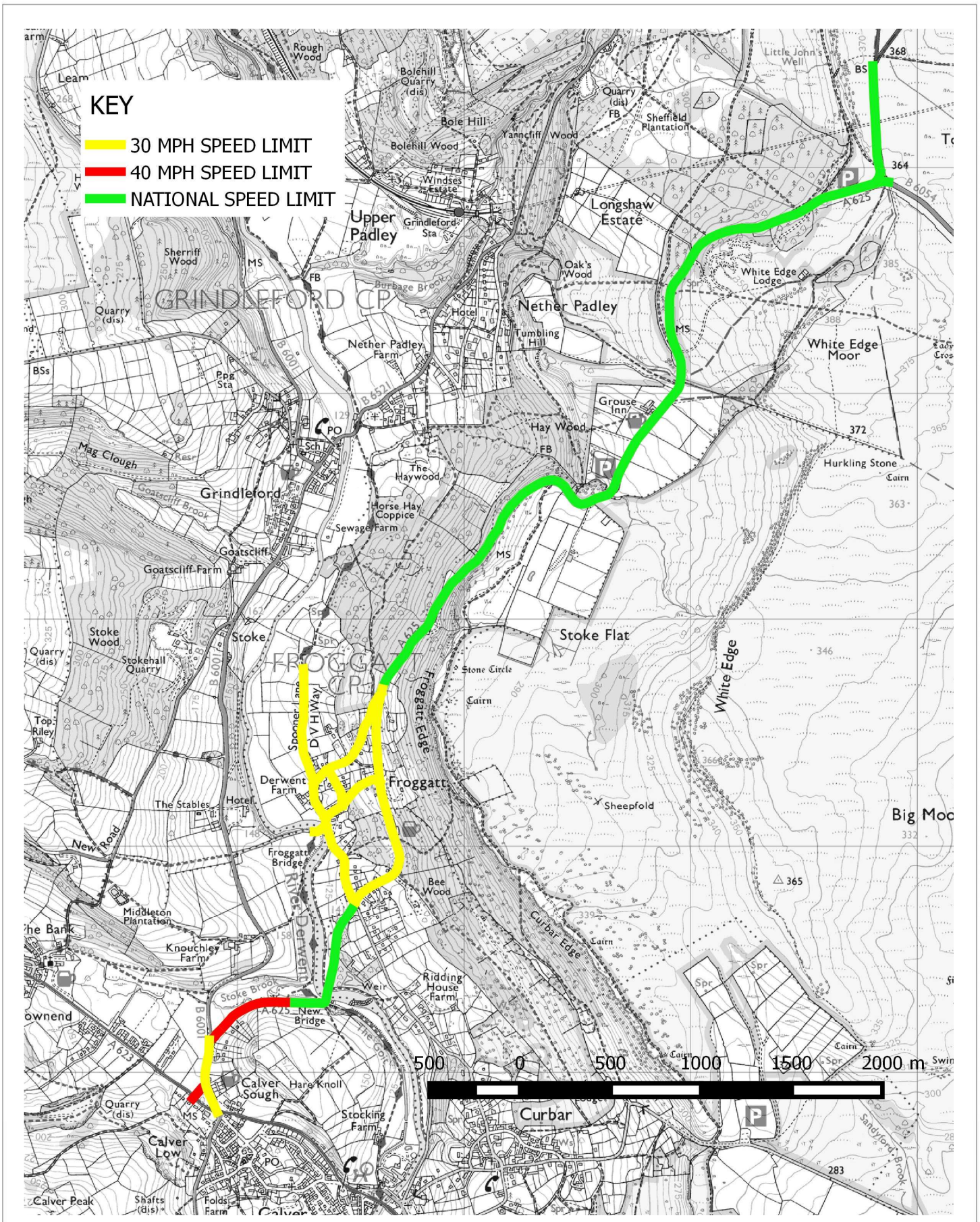
(3) **Financial Considerations** There are no financial considerations associated with this report.

(4) **Other considerations**

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

- (5) **Key Decision** No.
- (6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.
- (7) **Background Papers** Held on file within the Economy, Transport and Environment Department.
- (8) **OFFICER'S RECOMMENDATIONS** That:
- 8.1 A reduction to a 40mph or 30mph speed limit on the A625 is not justified at this time.
- 8.2 Further investigation is carried out into the feasibility of signalling the A625 River Derwent Bridge.
- 8.3 The Local Member and objector be informed accordingly.

Tim Gregory
Director – Economy, Transport and Environment



A625, Froggatt Village and
 Polly Froggatt Lane
 Speed Limit
 Traffic Regulation Order

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SCALE	AS SHOWN
DATE	13/07/17
DRAWING No.	A625/001
DRAWN BY	TF

Lee Wright (Economy Transport and Environment)

From: Dan O'Neill (Economy Transport and Environment)
Sent: 14 October 2020 14:26
Subject: A625 and Froggatt Village Proposed 30MPH and 40MPH Speed Limit Order 2020
Attachments: A625 PermSpdLmt Notice 2020.pdf; A625 Plan 001.pdf

Dear Sir/Madam,

Derbyshire County Council is to advertise the above proposals from 15th October to 6th November 2020.

There will be no changes to the current speed limits or position of the existing speed limits.

This technical adjustment will assist Derbyshire Police with their enforcement duties. Please find attached a copy of the plan showing the proposals together with a copy of the newspaper advertisement for your information.

If your Council wish to object to the proposal your objection must be in writing stating the grounds on which it is made providing a name and address for contact purposes. Objections must be sent to the Interim Director – Economy, Transport and Environment, Derbyshire County Council, County Hall, Matlock DE4 3AG (For Attention of Traffic and Safety Team quoting reference Z3246) or email highways.hub@derbyshire.gov.uk by 6th November 2020.

Yours faithfully

D O'Neill
Traffic and Safety Team,
Tel: 01629 538674

This email or email thread section has been classified CONTROLLED - This email requires controlled access by Council personnel and / or intended recipient(s) only. This email may contain business or personal information. Any personal information you have given us will be processed in accordance with our privacy notices, available at www.derbyshire.gov.uk/privacynotices.

THE DERBYSHIRE COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984
(A625 AND FROGGATT VILLAGE)
(30MPH AND 40MPH SPEED LIMIT) ORDER 2020

Derbyshire County Council hereby gives notice that it proposes to make an Order under the Road Traffic Regulation Act 1984, the effect of which will be, in respects of roads in the District of Derbyshire Dales:

It is proposed to consolidate all Speed Limit Traffic Regulation Orders pertaining to the A625 from its junction with the A623 to its boundary with South Yorkshire, Polly Froggatt Lane and the roads in Froggatt village. There will be no changes to the current speed limits or position of the existing speed limits on the A625 or the roads in Froggatt village. This technical adjustment will assist the police with their enforcement duties.

Due to ongoing Covid 19 social distancing requirements a copy of the Order and documents giving more detailed particulars of the Order are available on request by emailing highways.hub@derbyshire.gov.uk or calling 01629 538674 until 6 weeks after the Order is made.

All objections and other representations to the proposal must (a) be in writing (b) state the grounds on which it is made and (c) provide a name and address for contact purposes (d) be sent to the Interim Director – Economy, Transport and Environment, Derbyshire County Council, County Hall, Matlock DE4 3AG (For Attention of Traffic and Safety Team quoting reference Z3246) or email highways.hub@derbyshire.gov.uk by Friday 6th November 2020.

Dated:15th October 2020.

TIM GREGORY, INTERIM DIRECTOR – ECONOMY, TRANSPORT AND ENVIRONMENT, DERBYSHIRE COUNTY COUNCIL, COUNTY HALL, MATLOCK DE4 3AG

Agenda Item No. 6(e)

DERBYSHIRE COUNTY COUNCIL

CABINET

16 November 2017

Report of the Strategic Director – Economy, Transport and Environment

**DERBY AND DERBYSHIRE ROAD SAFETY PARTNERSHIP - APPROVAL
OF SPEED MANAGEMENT PROTOCOL ENGINEERING TECHNICAL ANNEX
(HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)**

(1) **Purpose of Report** To seek Cabinet approval of the Derby and Derbyshire Road Safety Partnership Engineering Technical Annexes to the proposed Speed Management Protocol (SMP).

(2) **Information and Analysis** In order to progress the development of the proposed Derby and Derbyshire Road Safety Partnership SMP, policies and procedures for all partner organisations, i.e. Derbyshire Constabulary, Casualty Reduction Enforcement Support Team (CREST) and Derby City Council, need to be reviewed and compiled into a series of technical annexes. The annexes need to reflect the current practice and priorities of each of the partner organisations in dealing with speed related matters.

The demands upon the Council's highway service and its budgets are high and it is important that requests for improvements are dealt with in a consistent manner with regard to delivering the most cost effective way of continuing and maintaining road safety on the network.

The intention of the Derby and Derbyshire Road Safety Partnership, Engineering Technical Annex will therefore be to categorise all engineering measures available and to identify the circumstances where such measures will and will not be used.

In order to facilitate this, it has been necessary to combine and update all existing technical policies in relation to any engineering measures that may be deployed in resolving speed related matters, as well as defining the conditions or criteria that will be applied for each type of measure.

The measures employed to help resolve speed related matters, with accompanying description and criteria that are covered within the Technical Annex, are:

- Speed Limits (urban and rural)

- 20mph Speed Limits and Zones
- Traffic Regulation Orders
- Speed Limit Changes
- Vehicle Activated Signs
- Horizontal Traffic Calming (build-outs, chicanes and priority narrowing)
- Vertical Traffic Calming (road humps, speed cushions, speed tables, plateau)

The approval of the Derby and Derbyshire Road Safety Partnership, Engineering Technical Annexes will provide a clear step to a more consistent and transparent approach to Economy, Transport and Communities Highways Traffic and Safety Engineering at this early stage of the development of the SMP.

(3) **Financial Considerations** There are no financial considerations associated with this report.

(4) **Social Value Considerations** The purpose of the SMP is to provide a consistent approach to the management of speed and concerns about speeding vehicles on the roads of Derbyshire. It aims to reduce casualties, improve the safety and quality of life for residents and those who travel through, whilst involving local communities in decisions affecting their local area. The associated technical annexes are a key aspect in supporting the SMP.

Other Considerations

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file within the Economy, Transport and Environment Department. Officer contact details – Neill Bennett, extension 38659.

(8) **OFFICER'S RECOMMENDATION** That Cabinet approves the Derby and Derbyshire Road Safety Partnership, Engineering Technical Annexes to the proposed Speed Management Protocol.

Mike Ashworth
Strategic Director – Economy, Transport and Environment

Derby and Derbyshire Road Safety Partnership - Speed Management Protocol

Engineering Technical Annex

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1 SPEED LIMITS

Derbyshire County Council is responsible for setting speed limits on all roads in the County, and Derby City is responsible for those in its jurisdiction, and motorways and trunk roads – the M1, A38, A50, A52 (east of Derby), A5111, parts of the A6 and the A628 – which are the responsibility of Highways England. Any queries about speed limits on these routes can be directed via e-mail to info@highwaysengland.co.uk or by calling 0300 123 5000.

Speed limits are introduced to ensure greater road safety and should seek to balance this with accessibility and environmental objectives, improving the quality of life for local communities. Any changes we make to speed limits must adhere to criteria as set out by the Department for Transport (DfT).

Speed limits are the maximum speed at which vehicles may legally travel – they are not target speeds: You should always reduce your speed when:

- the road layout presents hazards, such as bends;
- you are sharing the road with pedestrians and;
- there are adverse weather conditions; or
- you are driving at night – as it is harder to see other road users and possible obstructions.

Balancing the need to travel and overcoming social exclusion and strengthening rural communities are also key, but must be carefully assessed against reducing road traffic collision. The promotion and education of safe and considerate driving and encouraging road users to adopt appropriate speeds on our roads is also important to the success of speed limits. The responsibility for the enforcement of speed limits lies solely with the Police and instances of speeding can be reported to your local Police officers by dialling their 101 non-emergency number. In future the development of an area on the partnership website with appropriate links will facilitate the reporting of all speed related matters.

In January 2006, the DfT published guidance circular 01/2006 on ‘Setting Local Speed Limits’* which sought a common national approach on the setting of limits, highlighting the need to manage speed in a way that is appropriate for the road function and local characteristics. Following release of this guidance, routes in Derbyshire were reviewed and changes to speed limits implemented where appropriate - [** circular 01/2006 has now been replaced by circular 01/2013 – see link below*]:

<https://www.gov.uk/government/publications/setting-local-speed-limits>

1.1 Speed limits in urban areas

DfT guidance states:

“Urban roads by their nature are complex as they need to provide for safe travel on foot, bicycle and by motorised traffic. Lower speeds benefit all urban road

users, and setting appropriate speed limits is therefore an important factor in improving urban safety.”

On roads where a recognised system of street lighting is present (where there are 3 or more lighting columns not more than 183m apart) the default speed limit will be **30mph**, unless there are signs in place indicating a different limit, and will be signed accordingly where the street lights start. Such roads will have a significant degree of frontage development with pedestrian activity and the presence of driveways, junctions, traffic signals and crossings. By law we cannot put in additional 30mph (repeater) signs where street lighting is present.

A **40mph** speed limit is generally appropriate on higher quality suburban roads away with less frontage development but with side roads, some bends and traffic signals or pedestrian crossings. Repeater signs are required.

In exceptional circumstances, **50mph** speed limits may be introduced on roads where the environment and characteristics allow this speed to be achieved safely – e.g. dual carriageways, radial routes or bypasses. Higher speed limits encourages urban through traffic to use routes of this nature rather than less suitable residential streets.

Where roads do not have a speed limit and are unlit, the national limit applies and drivers are expected to drive to the conditions. The following link provides a summary of national speed limits with reference to vehicle type:-

<https://www.gov.uk/speed-limits>

1.2 Speed limits in rural areas

DfT guidance stipulates that **30mph** is considered the norm in villages, based on a simple criteria relating to the density of frontage development and distance:

- There should be **20** or more houses on one or both sides of the road, over a length of around 600m. This can be less if the level and density of development exceeds the 20 or more houses criterion. In instances where there are less than 20 houses, an extra allowance can be given for key buildings – i.e. churches, community centres, schools, etc.
- A preferred length of 600m is desirable to avoid too many changes of speed limit along the route, which could lead to motorists disregarding the changes.

In the absence of street lighting, 30mph repeater signs will be required.

70mph is the maximum speed limit for cars on dual carriageways and motorways.

The national speed limit applies to single carriageway roads (maximum of 60mph) that have very sparse development, are of a high quality, and have a strategic function.

Lowering the speed limit to **50mph** can be considered where there are a high number of bends, junctions or accesses and a high level of injury collisions.

A speed limit of **40mph** may be considered in very exceptional circumstances in an area of outstanding national beauty or across, or adjacent to, unenclosed common land; or if they form part of a recommended route for vulnerable road users. Such a special application would need, however, to be done in association with the DfT and in discussion with a national park authority.

Speed limits on single carriageway rural roads should take into account: the collision history, the road's function, existing average traffic speed, level of use by vulnerable road users, the road's geometry and engineering, and the environment, including the level of road-side development.

Terminal signs (at the start of a speed limit) must be positioned as close as practicable to the start of a built-up area. Where forward visibility is restricted, signs may be extended outwards to meet standard forward visibility requirements.

1.3 20mph Speed Limits and Zones

These can be differentiated as follows:-

- 20mph limits, which consist of just a speed limit change to 20mph which is indicated by the speed limit (and repeater) signs, and
- 20mph zones, are designed to be “self-enforcing” due to traffic calming measures that are introduced along with the change in the speed limit.

Note – refer to Table 1 in section 4 for consideration criteria

20mph speed limits/zones are introduced sparingly, with casualty reduction being a priority for the selection of such schemes.

A number of 20mph zones are in operation in Derbyshire. They should be self-enforcing and so are usually only appropriate in areas where speeds are already naturally low or where a suitable package of traffic calming measures can be used to ensure compliance with the speed limit.

1.4 Traffic Regulation Orders

The imposition of any new speed limit, or amendment to an existing speed limit, requires a Traffic Regulation Order to be made. This is a legal process which includes a statutory consultation with public bodies such as the Police, Borough/District and Parish/Town Councils. A public notice period is also required – where details are advertised both on site and in the local press - to give local residents and road users the opportunity to comment on the proposal. Any representations need to be considered that in turn may

result in changes to the original proposal. Where powers are delegated, representations can be dealt with by a delegated senior officer.

Once a proposal has been approved, the necessary signs are ordered and arrangements made for them to be in place on a certain date to coincide with the date the Order comes into force; the Order is then enforceable by the Police.

This entire process – from investigation to implementation – can take between 6 and 12 months to complete.

Introducing a Traffic Regulation Order is both a time consuming and costly process. We receive many requests for speed limits and therefore apply a points-based scoring system to allow such requests to be prioritised. This allows resources to be better targeted at those areas which highlight an issue with collisions. The ranking scheme is included below.

1.4.1 Speed limit ranking scheme

Subject	Parameters	Points range	Points scored
Collisions	Serious and Fatal Slight Non-Injury Sub-total score Divided by crash exposure value: (volume (volume per day) x length (m) x 365) x 2 Total collision component score	10 5 1 = =	
Capital scheme or developer funded	Yes No	5 0	
Road hierarchy	A road B road C road Unclassified	5 4 3 2	
Enforceability (based upon 85 percentile speed)	New limit self-enforcing Supporting engineering features required Regular Police enforcement	5 0 -5	
Benefits of scheme to vulnerable road users	Possible improvement No change Deterioration	2 0 -2	

Subject	Parameters	Points range	Points scored
Benefits to schools	Possible improvement	2	
	No change	0	
	Deterioration	-2	
Benefits to elderly/mobility impaired	Possible improvement	2	
	No change	0	
	Deterioration	-2	
Benefits to local facilities/businesses	Possible improvement	2	
	No change	0	
	Deterioration	-2	
Effect on emergency services response times	Possible improvement	2	
	No change	0	
	Deterioration	-2	
Support from residents	Yes	2	
	No overall support	0	
	Residents not in support	-2	
Support from community and/or special interest groups	Yes	2	
	No support forthcoming	0	
	Against proposals	-2	
Cost of speed limit, including advertisements and associated works	<£5,000	10	
	£5,000 to £7,500	8	
	£7,500 to £10,000	6	
	£10,000 to £15,000	3	
	> £15,000	1	
		Total	

1.5 Speed limit change

Excess speeds alone are unlikely to justify the lowering of an existing speed limit. The speed limit will have been implemented according to DfT guidance and will be appropriate for the character of the road and level of built-up development. The vast majority of drivers will choose to drive at speeds they feel are appropriate and unnaturally low speed limits will be ignored. Compliance could be achieved by introducing a package of traffic calming measures but, in the absence of a speed-related injury collision history, the expenditure would be difficult to justify.

1.6 Community speed watch

Community Speed Watch is administered by the Police and will be an option in dealing with speed related matters. In future, the development of an area on the partnership website with appropriate links will facilitate the reporting of all speed related matters

2 VEHICLE ACTIVATED SIGNS (VAS)

2.1 Introduction

This guidance puts in place detailed procedures to be followed in considering the installation of permanent, temporary or mobile VAS.

VAS have become a popular, effective, less intrusive form of speed-reduction which can be used as an alternative to more physical measures. These are electronic signs which display a symbol and/or message when triggered by a vehicle travelling at a specific pre-set speed – the threshold speed usually being set at 10% + 2mph above the posted speed limit (e.g. 35mph in a 30mph limit). They are often introduced to supplement rather than replace traditional signing and lining, and are aimed at addressing specific road safety problems. However, note that those displaying a speed limit sign only should be set at speed limit +2mph, see criteria 2.2(b) below).

Note – refer to Table 1 in section 4 for consideration criteria

Both **permanent** and **temporary** VAS measures have been used in Derbyshire and Derby City. Research has shown that the effectiveness of permanent VAS reduces as motorists become familiar with them. The advantages of a temporary VAS is that it can be moved around between a number of sites; remaining at one site for a number of months before being moved to another site before motorists become familiar with it. The sign can then be redeployed to the same site several months later to retain its effectiveness.

VAS have been developed in Derbyshire and Derby City to address not only problems of exceeding speed limits, but also to encourage drivers to approach hazards – such as bends or junctions – at a safe speed, and to provide hazard warnings where conventional signing alone has not been effective. Analysis of existing sites has shown that, where these signs have been introduced in response to injury collision problems, they have resulted in immediate and ongoing improvements to the casualty record. There are still relatively few signs of this nature in Derbyshire and Derby City but there are concerns that to introduce them on a widespread basis would cause drivers to become used to them and their effect would diminish. In response to these concerns we apply a stringent set of criteria to each application we receive, to guard against over-proliferation and to ensure that signs are introduced where they are most needed. This allows the Councils to determine their priorities for investment in VAS and to inform other bodies about where signs will be deployed and where installation is likely to be refused.

The protocol dictates that all of the following criteria must be met for VAS:

- 2.1(a) VAS should be considered at sites that have a **collision history associated with inappropriate speed**, or a hazard, that has not been satisfactorily remedied by standard signing. Other signing means must have been tried and have failed; the site must have been subject to a recent speed survey to determine justification for a VAS installation.

- 2.1(b) VAS displaying a speed limit should be located at sites which have a history of a **minimum of 6 injury collisions within 1km over the previous 3 years** and where speed has been a factor in some, if not all the collisions.
- 2.1(c) VAS displaying a speed limit should be located at sites where the results of traffic surveys show the 85th percentile speed is at least 10% over the speed limit +2mph, measured over a 7-day period. [The 85th percentile is the speed at which up to 85% of the traffic is travelling].
- 2.1(d) Hazard warning VAS should be located at sites which have a history of a **minimum of 6 injury collisions within 1km over the previous 3 years**, and where the hazard has been the cause.
- 2.1(e) Requests for VAS that meet these criteria should be prioritised on the basis of a calculated estimate of casualty reduction benefits.
- 2.1(f) The flexibility of temporary VAS means they are the preferred option but the decision on which type of VAS to be used should be made on a case by case basis. To retain effectiveness, temporary VAS should remain on site for **no longer than 3 months and should not be redeployed at the same site within 6 months**.

2.2 Installation and Monitoring Criteria

- 2.2(a) VAS warning of a hazard should be set to operate at the 50th percentile speed measured before installation. However, discretion may be used to change this depending on the road conditions.
- 2.2(b) VAS displaying a speed limit should normally be set to operate at 10% + 2mph above the posted speed limit (e.g. 35mph in a 30mph limit). However, discretion may be used to change this depending on the road conditions.
- 2.2(c) The section of road in advance of the VAS must be straight over a reasonable distance to maximise visibility to the sign.
- 2.2(d) There should be little or no vegetation or street furniture that will block the view of the sign or affect the working of the radar equipment.
- 2.2(e) There must be sufficient footway or roadside verge to install the sign. There must also be reasonable access to a power supply.
- 2.2(f) The sign should, wherever possible, not be intrusive to nearby residential properties and early consultation should be sought to establish residents' views. If the sign is proposed within the Peak District National Park, early consultation with the National Park Authority should be sought.
- 2.2(g) VAS displaying a speed limit should be located between 100 metres and 200 metres beyond the start of the posted speed limit sign, except in

urban areas with street lighting where a 30mph speed limit operates and where repeater signs are not allowed.

2.2(h) VAS warning of a hazard should be located between 50 metres and 100 metres in advance of that hazard.

2.2(i) Permanent VAS should be routinely inspected every six months and provided with regular maintenance, such as cleaning the sign face, removing any obstructing foliage and ensuring that the vehicle detection system is functioning correctly.

2.2(j) All VAS installations should be monitored for effectiveness by regular analysis of speed data and collision records. Any that are considered ineffective should be removed.

2.3 Permanent and Temporary VAS - Funding by Borough, District or Parish/Town Councils

Where a local council has requested a VAS, which meets criteria for inclusion in the County Council's programmes but is a low priority for installation at the County Council's expense, then the local council may fund the installation. The Funder must undertake to be responsible for all costs, including long-term maintenance for the life of the installation, and removal if required. All selection, installation and monitoring criteria above will apply, with the exception of criteria 2.1(e).

2.4 Mobile VAS

Mobile VAS differ from temporary VAS as they are completely mobile and do not require pre-prepared sites, and may be deployed in locations which would not meet the criteria for permanent or temporary sites. Currently, there are no mobile VAS operating, but are included as they may be employed in the future. Decisions on where they may be deployed, and the length of deployment, should be taken through established selection and consultation procedures of the sign's owner, either the County Council, Derby City or Derby and Derbyshire Road Safety Partnership. The owner may seek contributions to costs from the local council requesting the installation. In no circumstances should mobile VAS be deployed for longer than the three month limit applying to temporary installations.

3 TRAFFIC CALMING/SPEED REDUCTION MEASURES

Derbyshire County Council and Derby City, as local Highway Authorities, are committed to the reduction of casualties on their highway networks. There are a number of traffic calming measures available to help reduce traffic speeds, and discourage inappropriate through traffic, in order to achieve casualty reduction on our roads.

We receive many requests for traffic calming measures which far outweigh the limited funding available for such schemes. Our funds must therefore be targeted at areas with a history of speed-related collisions resulting in **personal injury**; prioritised to those locations with the greatest number of collisions, with pattern and severity also taken into account. Sites of concern are identified either from data analysis (speed surveys and collision history) or from members of the public, in person or via their parish/town council/County Council Member. Measures can only be introduced at locations where there is an identifiable problem (e.g. trend in collisions) and will be chosen based on the likelihood of an improvement to the road safety record being achieved.

Note – refer to Table 1 in section 4 for consideration criteria

The responsibility for the enforcement of speed limits lies solely with the Police and instances of speeding can be reported to your local Police officers by dialling their 101 non-emergency number. In future the development of an area on the partnership website with appropriate links will facilitate the reporting of all speed related matters.

Below is a description of some of the speed-reduction measures we can consider, given the right circumstances. Physical calming measures - such as road humps or speed cushions (vertical deflection), build-outs and chicanes (horizontal deflection) – are costly and generally not well supported by the public and so we will tend to consider less intrusive measures wherever possible.

3.1 Road Humps

Perhaps the most recognisable form of traffic calming, **road humps** (commonly referred to as ‘sleeping policemen’), can be used to reduce traffic speeds and discourage inappropriate through-traffic on residential roads in order to lessen the risk of speed-related collisions occurring.

A road hump is rarely introduced in isolation and a scheme would normally include several humps, set at regular intervals, in order to reduce speeds consistently over the given route.

A variation on road humps are **speed cushions**. Unlike road humps, speed cushions form small plateaux across the width of the carriageway with gaps in between. Arguably not as effective as road humps, speed cushions do, however, allow easier passage for wider vehicles (such as those used by the emergency services) as they can straddle either side of the plateau; a useful alternative to road humps on busy bus routes and those heavily trafficked by heavy goods vehicles.

Speed Tables take the form of single, raised ‘table-top’ plateaux across the width of the carriageway. In addition to achieving reductions in speed, tables also provide a safe crossing place for pedestrians, across the top of the plateau, where traffic speeds will be at their lowest.

Measures of vertical deflection, as described above, can only be introduced on roads with a speed limit of 30mph or less, and where street lighting is present. We are also

governed by the Highways (Road Humps) Regulations 1999 which state that humps are to:

- be between 25mm and 100mm high;
- have a minimum length of 900mm;
- be either curved or flat topped, and
- be spaced at between 20m and 150m.

There will need to be very clear justification on grounds of road safety for any of these measures to be introduced as they are not well supported by the general public due to their detrimental effects. These measures will invariably create a level of noise/vibration pollution for local residents. The need for associated signage and street lighting can also be considered detrimental to the aesthetic of residential areas. Given the lack of support, less intrusive measures may be more appropriate in most situations where traffic calming is required.

3.2 Build-outs, Chicanes and Priority Narrowing

The benefit of horizontal deflection over vertical deflection is that vehicles do not have to travel over a physical feature and therefore problems of noise/vibration pollution are removed.

Such measures can often take the form of **chicanes** which uses features to either narrow the carriageway – allowing for two way traffic flow at slower speeds – or gives priority to drivers travelling in a certain direction, creating a break in traffic flow and reducing speeds.

Chicanes can be formed by creating **footway build-outs**; widening of the footway into the carriageway to provide improved visibility for pedestrians wishing to cross the road. This is of particular advantage on residential roads with high levels of parked cars. Build-outs introduced in isolation would not necessarily be used as a speed-reducing technique but the ‘narrowing’ of the carriageway will encourage some drivers to reduce speeds. A number of build-outs, introduced at strategic locations, will create a chicane effect and help to control traffic speeds along the route in question. Build-outs can be difficult to achieve where there are many private driveways restricting their positioning.

Priority narrowing is usually created through footway build-outs, extending into the carriageway to such a degree as to limit it to one-way traffic flow. The effect of this is that vehicles travelling in one direction have to give way to oncoming traffic, creating a break in traffic flow and subsequently reducing speeds. This measure does rely on oncoming traffic to be effective. A steady flow of traffic in either direction is needed and, if the balance is not right, can result in drivers speeding up to get through the gap first.

Footway build-outs and priority narrowing are often viewed as too intrusive by residents due to the associated kerbing required for the build-outs and signing/illumination of the priority system. An additional consequence of all forms of horizontal deflection is that it

invariably removes lengths of on-street parking, which is unfavourable in areas where such provision is in high demand.

Less intrusive measures will be considered wherever possible.

As with vertical measures, horizontal measures can only be introduced on roads with a speed limit of 30mph or less, and where street lighting is present.

3.3 Road Markings

Before using any of the above measures, we will normally consider whether road markings could be used at sites which suffer from a poor road safety record. The use of road markings can be a cost-effective measure in resolving certain speed-related injury problems.

An example of road markings we may consider are **rumble strips**. These would normally take the form of slightly raised strips, set across the entire width of the carriageway, and a different colour to the road surface. The strips cause vibration when driven over to alert drivers to reduce their speed and are typically used to draw attention to a change in speed limit – e.g. at the entrance to villages where there have been collision problems. Due to the noise generated by rumble strips, we are not recommended to introduce them within 200 metres of residential properties.

Another technique we may adopt is **visually narrowing road markings**, usually taking the form of white hatching placed down the centre of the carriageway. This creates a visual effect of narrow traffic lanes, reducing speeds and keeping opposing vehicle flows away from each other. They also encourage lower speeds when overtaking cyclists or parked vehicles. **'SLOW'** road markings can also be considered at problem locations.

4 TABLE 1: IDENTIFIED TREATMENTS AND THEIR CRITERIA FOR CONSIDERATION OF IMPLEMENTATION

Treatment Type	Treatment	Criteria	Considerations
Engineering	20mph zones.	<ul style="list-style-type: none"> • Only available for existing 30mph speed limit areas. • Not available for arterial/strategic routes. • 6 personal injury collisions over 1km (pro rata) in the latest 3 years. • Recorded mean speed and 85th percentile should be approximately 20mph. 	Traffic Regulation Order legal process required
Engineering	Speed Limit Change.	<ul style="list-style-type: none"> • Current speed limit assessed and not appropriate. • Procedure to rank and prioritise requests for speed limits is applied. • 	Traffic Regulation Order legal process which is subject to the public and statutory bodies opinion.
Engineering	Permanent Vehicle Activated Signs (VAS).	<ul style="list-style-type: none"> • 6 personal injury collisions over 1km in the latest 3 years, where either a trend can be identified or speed has been a factor in some of the collisions. • Site or Route Specific Road Markings and/or Traffic Signs methods have been evaluated and not worked • 85th percentile recorded speed has exceeded the threshold specified in Table 2. • Other traffic calming measures inappropriate due to strategic nature, hierarchy and importance of the route and to avoid the use of less appropriate routes. 	Speed or specific collision trend required. Road user can become familiar.
Engineering	Temporary VAS.	<ul style="list-style-type: none"> • 6 personal injury collisions over 1km in the latest 3 years, where either a trend can be identified or speed 	Road user less likely to become familiar and effectiveness is retained. VAS should remain in place for no longer than 3 months and not

Treatment Type	Treatment	Criteria	Considerations
		<p>has been a factor in some of the collisions.</p> <ul style="list-style-type: none"> • Site or Route Specific Road Markings, Traffic Signs and other engineering methods have been evaluated and not worked. • 85th percentile recorded speed has exceeded the threshold specified in Table 2. • Other traffic calming measures inappropriate due to strategic nature, hierarchy and importance of the route and to avoid the use of less appropriate routes. 	<p>redeployed at the same site within 6 months (subject to resourcing and funding).</p>
Engineering	Horizontal Traffic Calming Measures (build-outs, chicanes and priority narrowing).	<ul style="list-style-type: none"> • 7 personal injury collisions over 1km (pro-rata) in the latest 3 years in an area or. • Identified rat-running route. • Current speed limit is 30mph or less. • Street lighting must be present. 	<p>Limited noise and vibration issues. Difficult to implement where there are private driveways. Often viewed as intrusive by residents. Additional traffic signing and illumination is required which has an environmental impact. Amount of on-street parking provided will be reduced.</p>
Engineering	Vertical Traffic Calming Measures (road humps/speed cushions/speed tables/plateaux).	<ul style="list-style-type: none"> • 7 personal injury collisions over 1km (pro-rata) in the latest 3 years in an area or. • Identified rat-running route with more desirable alternative route available. • Current speed limit is 30mph or less. • Street lighting must be present. • Cannot be provided on the strategic road network where there is a high proportion of heavy goods vehicle traffic. 	<p>Size/height, etc, is prescribed by Highways (Road Humps) Regulations 1999. Can provide additional noise and vibration issues for residents. Additional traffic signing required which has an environmental impact.</p>
Engineering	Site Specific Road Markings (rumble strips).	<ul style="list-style-type: none"> • 3 personal injury collisions over 1 km in the latest 3 years 	<p>Noise impact upon nearby properties.</p>

Treatment Type	Treatment	Criteria	Considerations
		<ul style="list-style-type: none"> Cannot be located within 200m of a residential property. 	
Engineering	Site or Route Specific Road Markings (white hatching/narrow lanes/SLOW markings) and or Traffic Signs. Reductions in signs and markings where beneficial to safety.	<ul style="list-style-type: none"> 3 personal injury collisions over 1 km in the latest 3 years. 	Environmental considerations, where signs and markings have a little impact upon road safety. Asset reduction and consideration to energy costs.

5 TABLE 2: MEAN AND 85TH PERCENTILE SPEED THRESHOLDS

Speed Limit	Threshold (mean speeds)	Threshold (85th percentile speeds)
20mph	20mph	24mph
30mph	30mph	35mph
40mph	40mph	46mph
50mph	50mph	57mph
60mph	60mph	68mph

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