



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

**REPORT TO CABINET MEMBER FOR HIGHWAYS, ASSETS AND
TRANSPORT**

17 January 2022

Report of the Executive Director - Place

**Petition Relating to Increased Through Traffic in Waingroves Following
Suspension of Trent Barton Bus Service, Requesting Investigation and
Implementation of Measures to Reduce Through Traffic**
(Cabinet Member for Highways, Assets and Transport)

1. Divisions Affected

1.1 Ripley East and Codnor.

2. Key Decision

2.1 This is not a Key Decision.

3. Purpose

3.1 To inform the Cabinet Member of investigations undertaken following the receipt of a petition requesting that Derbyshire County Council, Nigel Mills MP, and Trent Barton Bus Company reinstate the 1A Bus Service through Waingroves, Ripley, and investigate and implement measures to reduce through traffic in Waingroves.

3.2 To inform the Cabinet Member of the alternative service provision that has been put in place by the Council, to consider options to alleviate concerns with through traffic, including the potential promotion of a Traffic Regulation Order to introduce waiting restrictions at identified strategic points along Waingroves Road/Church Street.

4. Information and Analysis

4.1 A petition, containing 320 signatures, was received by the Council on 8 July 2022.

4.2 The petition reads as follows:

“Waingroves has faced traffic problems for some time now and Trent Barton Buses has temporarily suspended bus services from Monday December 13th because of driver shortages, no notice being given to the general public or Consultation carried out with local councils about the changes and alternative routes.

Substantially more non-Waingroves traffic is also trying to use Waingroves Road and Church Street as a short cut between Crosshill and Ripley and is making the quality of life more difficult for Waingroves residents.

There is markedly increased traffic congestion, traffic queues, pollution, noise, personal stress and arguments between vehicle users, pedestrians and house residents.

We the undersigned call upon Derbyshire County Council Highways to:

- projects which will reduce the volume of traffic using Waingroves as a cut through*
- Implement a project which best meets the needs of Waingroves residents.”*

4.3 Investigations into the issues raised in the petition are set out under the following sub-headings:

Trent Barton Bus Service 1A

4.4 Commercial Service 1A, as operated by Trent Barton, was suspended by the operator on 13 December 2021 (the official de-registration taking place on 22 September 2022 when it was permanently withdrawn from the network). This left the village of Waingroves completely unserved by a local bus service provision.

4.5 Following representation from Waingroves residents, the Local Bus Team worked with Amber Valley based operator, Derbyshire Community Transport, to identify a workable solution. This resulted in the provision of eight new journeys per day through Waingroves from Monday to Saturday, made possible by amending the existing 148 Service at no additional cost to the Council. The diversion of supported service 148 took effect from Monday 5 December 2022.

Traffic and Safety Management

- 4.7 In terms of reducing the volume of traffic using Waingroves, a possible option would be for the Council to consider the introduction of traffic calming measures. However, it should be highlighted that a report “Waingroves Road, Ripley – Petition for the Replacement of Traffic Calming Measures” was presented to the Cabinet Member - Sustainable Communities on 8 June 2006 (Minute No. 168/06 refers) following receipt of a petition for the re-introduction of traffic calming measures, which followed a decision by the Council in 2005 to remove the existing traffic calming measures which had been subject to public consultation with the residents of Waingroves.
- 4.8 Whilst it is acknowledged that drivers may commonly use residential roads as through routes that may form shorter routes and avoid the main road network, the Council is not able to introduce physical measures, such as traffic calming, to universally address this. The latest three-year personal injury collision history (1 September 2019 to 31 August 2022) shows no reported injury collisions over the entire length of the road. There is presently no justification for the provision of further traffic calming measures to be considered here, which is consistent with the Council’s Speed Management Plan.
- 4.9 One way flow would enable a wider available carriageway, with no vehicles approaching in the opposite direction. These arrangements often lead to increased vehicle speeds. Such a scheme would also require local support and with, for example, making Waingroves Road and Church Street one way, would increase journey times for some residents who live at the opposing end of such a system.
- 4.10 The Council is currently considering a proposal for yellow lines to help alleviate some of the access issues along Waingroves Road and Church Street. These have already been advertised and are subject to approval through powers delegated to officers with a view to being promoted in the Spring of 2023.

Officer Comments

Trent Barton Bus Service 1A

- 4.11 The withdrawal of the Trent Barton 1A Service was a wholly commercial decision made by the operator. This situation has been addressed as outlined above in points 4.4 and 4.5.

Traffic and Safety Management

- 4.12 The level of through traffic along the route is not considered to be detrimental to road safety and this is reflected by the roads in question not having a collision history in recent years. It must also be noted that

traffic calming measures were also removed from the route in the past which has not proven to be a problem

- 4.13 A one way system will increase journey times for those wanting to travel to a destination in the opposite direction to the one-way system. Experience has shown that vehicle speeds may increase as vehicles travel unopposed, whereas previously they will have had to give way to one another along certain parts of the route. The Council would not choose to promote such a system without the required collision criteria outlined within its Speed Management Plan and Highways Network Management Plan being met.
- 4.14 The Council is already aware of traffic congestion at the junction of the A610 and Steam Mill Lane, which the Local Member and Town Council regularly refer to as an area of concern. The junction does, however, function reasonably at this time, but any additional traffic generated from new development would require a highway improvement. There have also been developer enquiries relating to further development close to the junction and one potential mitigation to address any increased traffic flow may be the introduction of traffic signals here. The Council is currently in negotiations with developers and should a resolution be reached any necessary legal highway or planning agreement would be put in place.
- 4.15 Should the proposal for yellow lines at some of the access points along Waingroves Road and Church Street be implemented this will help to maintain safety and easy access onto the roads in question. This is being pursued independently of this report and is still subject to approval.

5. Consultation

- 5.1 Officers will inform the lead petitioner accordingly about the outcomes after this report is considered.
- 5.2 Local Member, Councillor Ashton, was consulted and made the following comments:

“In relation to the below email regarding the bus service in Waingroves, this service has now been taken over by Derbyshire Community Transport, and is running very well.

In relation to the parking and traffic movement, I have been attempting to get information from Derbyshire Constabulary to obtain an access only order. They currently seem very reluctant to grant one and

Derbyshire County Council have said that there would be no point in the access only order if this can not be monitored.

I am now in the process of setting up a petition to send to the Chief Constable regarding the access only order, as over the past few months there have been several accidents causing damage to personal property. These things include car damage and structured walls knocked down due to the Rat Run.”

6. Alternative Options Considered

- 6.1 The location does not meet the criteria within the Speed Management Plan or Highway Network Management Plan regarding the consideration of alternative traffic calming measures, such as vertical measures like chicanes based on the lack of an evidenced personal injury collision history.

7. Implications

- 7.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

8. Background Papers

- 8.1 Petition received by the Council dated 5 July 2022.
- 8.2 Cabinet Member - Sustainable Communities Report dated 8 June 2006, “Waingroves Road, Ripley – Petition for the Replacement of Traffic Calming Measures” (Minute No. 168/06 refers).
- 8.3 The County Council Highway Network Management Plan
<https://www.derbyshire.gov.uk/site-elements/documents/pdf/transport-roads/roads-traffic/highway-network-management-plan.pdf>
- 8.4 The County Council Speed Management Plan
<https://www.derbyshire.gov.uk/site-elements/documents/pdf/council/meetings-decisions/meetings/cabinet/2017-11-16-speed-management-plan.pdf>

9. Appendices

- 9.1 Appendix 1 – Implications.
- 9.2 Appendix 2 – Site Plan.

10. Recommendations

That the Cabinet Member:

- a) Notes the investigations undertaken following the receipt of a petition requesting that Derbyshire County Council, Nigel Mills MP, and Trent Barton Bus Company reinstate the 1A Bus Service through Waingroves, Ripley, and investigate and implement measures to reduce through traffic in Waingroves.
- b) Notes the alternative service provision that has been put in place by the Council.
- c) Notes the options considered by officers to alleviate concerns and to take further action as recommended.
- d) Notes that the Council is promoting a Traffic Regulation Order to introduce waiting restrictions at identified strategic points along Waingroves Road/Church Street. The order is currently at the stage where comments and objections are being considered through an Officer delegated scheme of approval at the Council.

11. Reasons for Recommendations

- 11.1 The location does not meet the criteria within the Speed Management Plan and Highway Network Management Plan for consideration of further traffic calming measures.
- 11.2 Previous local engagement resulted in a community-based decision to request the removal of the formerly installed traffic calming measures that were in situ on Waingroves Road.
- 11.3 The Council is already considering placing yellow lines on Waingroves Road and Church Street which will enable the local community to make their formal representations as part of the consultation process.

12. Is it necessary to waive the call in period?

12. No.

Report Author: Richard Handbury

Contact details: Richard.Handbury@derbyshire.gov.uk

Implications

Financial

- 1.1 The Traffic Regulation Order being pursued will incur a cost of around £3,000 to the Council and will be funded by Traffic and Safety Revenue Budget.

Legal

- 2.1 The Traffic Regulation Order is to be pursued in accordance with the legislative requirements within the 'Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The proposals have been advertised and comments and objections are being considered under a scheme of officer delegation.
- 2.2 The Council has considered the petition in accordance with its Petition Scheme contained within the Constitution.
- 2.3 Section 63(1) of the Transport Act 1985 places a duty on Derbyshire County Council to secure the provision of '*such passenger transport services as the Council considers appropriate to meet any public transport requirement within Derbyshire which would not, in its view, be met, apart from any action taken by them for that purpose*'.

Human Resources

- 3.1 The delivery of the Traffic Regulation Order will be undertaken by officers within the Traffic and Safety Team at Derbyshire County Council.

Information Technology

- 4.1 None.

Equalities Impact

- 5.1 The impact that the proposed waiting restrictions might have on the community is that it will prevent residents and their visitors from being able to park within certain sections of the public highway. However, the measures proposed are designed to maintain the free and expedient movement of traffic across the network as part of the Council's legal responsibilities as the Highway Authority. The law allows for vulnerable road users, such as disabled motorists, the opportunity to park on the

restrictions for a period of up to 3 hours, providing their parking does not constitute a danger or obstruction.

Corporate objectives and priorities for change

- 6.1 The proposals for the waiting restrictions deliver value for money and address concerns that local people have persistently raised with the Council.
- 6.2 The Council is working with developers and their consultants to deliver an effective Traffic Signals scheme for the junction of the A610 and Steam Mill Lane, Ripley that provides value for money and addresses localised concerns with this location.

Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)

- 7.1 The provision of waiting restrictions for Waingroves Road/Church Street will generate a further asset within the highway network that will need to be maintained in the future.

Location Plan

