



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

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

6 June May 2023

Report of the Executive Director - Place

**Bolehill and the A632 Top Road, Calow - Petition Requesting the
Installation of Traffic Calming Measures**

(Cabinet Member for Highways, Assets and Transport)

1. Divisions Affected

1.1 Sutton.

2. Key Decision

2.1 This is not a Key Decision.

3. Purpose

3.1 To ask the Cabinet Member to consider a petition requesting additional traffic calming measures be installed on the A632 Top Road and through Bolehill in Calow.

3.2 Following consideration of this report, the Cabinet Member is asked to decline the request for the introduction of additional traffic calming measures on the A632 Top Road and Bolehill in Calow.

4. Information and Analysis

4.1 The petition contains 97 signatures, which requests additional traffic calming measures are installed on the A632 Top Road and through Bolehill in Calow. Whilst the report does not meet the required 100

signatures to be considered by the Cabinet Member under the Council's Petition Scheme, it was felt that as it was only three signatures short it should be considered by the Cabinet Member.

- 4.2 The petitioners consider that poor driving and bad road safety are unacceptable on the A632 Top Road and through Bolehill in Calow, and the petitioners all play their part in keeping their road safe for everyone.

A632 Top Road, Calow - Background

- 4.3 The A632 Top Road is an 'A' classified road forming part of Derbyshire's strategic highway network, providing connection between Chesterfield and Bolsover and the M1 motorway. This road is also the main route to Chesterfield Royal Hospital which is located west of Calow village (see plan in Appendix 3).
- 4.4 The A632 Top Road through Calow village has fronting properties varying from terraced housing with no off-road parking to detached and semi-detached properties with their own off-road parking. The parking by these terraced properties predominately falls on the south side of Top Road with some evening parking on the opposite side. This parking narrows down the road whereby two-way car trips are achievable, but larger vehicles must wait behind these parked vehicles until such time it is clear to proceed.
- 4.5 There is a mini roundabout located at the eastern end of Top Road at its junction with Blacksmiths Lane and a controlled pedestrian crossing just west of its junction with Church Lane. The mini roundabout here is considered an appropriate way to traffic calm the road.
- 4.6 The existing speed limit of 30mph runs from Chesterfield all the way through the village to a point approximately 150 metres east of its junction with Works Lane. There are also two fixed speed cameras located in the centre of the village which are maintained and operated by the Police Casualty Reduction Enforcement Support Team, (CREST).
- 4.7 The A632 Top Road has a permanent speed-reading detector which is located near to Oaks Farm Lane junction. Officers have obtained the month of March's speed readings and these show that:

Eastbound speed readings

Mean Speed 27.9mph

Westbound speed readings

Mean speed 24.6mph

A632 Top Road Calow – Investigations

- 4.8 Top Road, Calow has an average daily vehicle use of 9,500 vehicles and, in between Church Lane and the 30mph speed limit terminal point at Works Lane, there have been six reported injury collisions over the last three-year period between 1 March 2020 and 28 February 2023, the latest Police data available.
- 4.9 Based on this collision record, although several reported, they are not speed related. The measures already provided in the form of fixed speed cameras are considered to be a high-ranking casualty reduction measure for this type of road and no other features would be deemed appropriate.
- 4.10 Despite not meeting the Council's collision criteria required for the installation of additional VASs, a 12-month trial is underway to test the effectiveness of interactive Speed Indicator Devices (SIDs). The trial is a partnership between the Council and the County's Police and Crime Commissioner and parish, town, borough and district councils.
- 4.11 The signs, which are activated by an approaching vehicle, display the vehicle's speed and a reminder message to either slow down or a thank you/smiley face graphic for keeping within the speed limit. These devices aim to improve road safety by reducing vehicle speeds and raising awareness of local speed limits. Local parish, town, borough or district councils can apply to take part in the trial by purchasing signs in line with the specification for use on the public highway. Each SID must have a data logging device, accessible by the Council to independently download information without the prior consent of the owner.
- 4.12 Devices can be installed at sites where there are local concerns about speed and officers have met with the Local Councillor and Calow Parish Council and a site on the A632 has been chosen as a trial site.

Bolehill, Calow - Background

- 4.13 Bolehill is located between the A632 and Hasland Village. The settlement of Bolehill comprises of some detached houses with off-road parking and ten terraced properties with roadside parking, but also with available rear garage parking. There are no footways through Bolehill but a short section on the north side of the road through the settlement of Cock Alley. The lack of footway is highlighted with two signs warning of this fact and warning of the presence of horses in the vicinity (see plan in Appendix 4).
- 4.14 The speed limit is 30mph through Bolehill from its junction with Back Lane to the far end of Cock Alley at its junction with Calow Green.

- 4.15 At each end of Bolehill, there are two vehicle activated signs which flash when vehicle speed is greater than 30mph with the wording 30mph 'SLOW Down'. One of these signs is currently not working and funding is being sought to rectify this.
- 4.16 The 30mph speed limit terminals signs have yellow backgrounds to make them more conspicuous. These are accompanied by 'dragons' teeth' style road markings on the approach, as well as 30mph speed limit painted roundels on the ground. It is therefore clear that you are in a 30mph speed limit. It is not legally permitted to have 30mph repeater signs, where there is a system of street lighting. This is the case here and due to national criteria that states that if there is a system of street lighting then it is automatically deemed a 30mph speed limit.
- 4.17 There is a narrow section of carriageway which is located between Bolehill and Cock Alley which is shrouded by trees. The centre line road markings stop at each end and an edge of carriageway marking is provided. This denotes that the road width is less than 5.5m. The absence of road markings lends itself to increase driver awareness and is often used as a recognised way of calming traffic.
- 4.18 In August 2022, officers met with two residents who represented the village, along with the Elected Member for Calow, Councillor Jack Woolley. The meeting was to highlight their concerns over vehicle speeds and requests for physical traffic calming. The residents had compiled a very comprehensive report which was supported by most of the residents and consequently, officers agreed to carry out some speed readings to ascertain actual speeds. The local Police had been to the area with a view to carry out enforcement but were unable to commit to regular visits. The Police had suggested that physical traffic calming would be the only way to reduce vehicle speeds in their absence.
- 4.19 A 24-hour speed survey was carried out on Bolehill, outside 'Braeside', with the radar unit placed on the lighting column. The speed readings taken showed that both the south-west bound and north-east bound traffic Mean speed was 31.7mph. The 85th percentile speed reading taken (The speed at which 85 % of the traffic is travelling and the reading currently used to determine if speeding is enforced in line with the Association of Police Officers guidance, the speed limit plus 10% plus 2mph).
- 4.20 These readings indicate that there is a slight problem with vehicles marginally exceeding the speed limit. There were also higher speeds recorded by a small proportion considered to be driving irresponsibly,

which is regrettably not uncommon on any road. The average or mean speed does, however, indicate general compliance by most drivers.

- 4.21 As the Council receives many reports of vehicles travelling at excessive speeds and subsequently receives numerous requests for the installation of measures to reduce vehicle speed from across the County, in order that each request is judged in a fair and consistent manner, the Council has developed a Speed Management Plan that sets out the criteria that must be met before the installation of the various forms of speed reducing measures, such as road humps and safety cameras, can be considered. A copy of the Speed Management Protocol document has been included in Appendix 2.

Bolehill, Calow - Investigations

- 4.22 The Council's collision database shows that there has been one reported injury collision through Bolehill and Cock Alley in the last three-year period from 1 March 2020 to 28 February 2023, 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 Police and, for this reason, are only current up to 31 December 2022.
- 4.23 The slight injury collision which occurred in Cock Alley at the junction of Calow Lane with Dark Lane, involved vehicle 1 turning left into Dark Lane and collided with vehicle 2 which was turning right into Dark Lane from the opposite direction. Severity slight - Contributory factor on the Police incident record – failed to look properly.
- 4.24 Bolehill does not, therefore, meet the collision criteria required in the Speed Management Protocol to justify the installation of physical traffic features, such as road humps. The speed readings taken indicate that there is a slight speeding problem and officers have contacted CREST and the local Safer Neighbourhoods Team to look at doing regular enforcement along this route. Councillor Jack Woolley has also engaged with the Police to try and combat this issue.

5. Consultation

- 5.1 Councillor Jack Woolley has been very active in trying to secure physical traffic calming and his comments relating to the petition are:

'I strongly support our recent campaign in Calow to tackle speeding and dangerous driving. For too long, local people in Calow have put up with speeding cars, bad accidents, and dangerous driving on the roads. It's unfair and it's time we took action to solve the problem once and for all.'

Calow has particularly struggled with bad traffic and speeding over recent years. With the opening of junction 29a, Calow has seen more traffic, and with it more speeding & dangerous driving, over the last decade.

There's clearly a strong appetite to tackle speeding in the village, with lots of people signing the petition'

Calls for permanent traffic calming measures in Calow, Bole Hill and Top Road specifically, have unanimous backing from myself, our local MP Mark Fletcher, and most importantly local people."

6. Alternative Options Considered

- 6.1 As neither the A632 Top Road nor Bolehill meet the collision criteria given in the speed management protocol document, to justify the installation of additional traffic calming, the alternative measure would be for Calow Parish Council to install Speed Indicator Devices which it is currently investigating.
- 6.2 Officers are also considering moving one of the existing VASs in Bolehill to a location from under the trees so that the solar panels work better. This is subject to the existing sign being able to be relocated and whether there are any funds available to carry out this work.
- 6.3 Officers consider that regular visits to Bolehill by the Police will have a positive effect on reducing the overall traffic speed of the vehicles that travel through the village. Whilst there has been some Police enforcement, officers have written again to the Traffic Management Officer at Police Headquarters to ask for continued support.
- 6.4 Councillor Jack Woolley would like the Council to change its Speed Management Protocol so that Bolehill meets the criteria for traffic calming. This would mean that roads where there are high reported vehicle speeds, but no reported injury collisions would be, subject to funding, allowed to have physical traffic calming installed. The Speed Management Protocol has just been updated to include criteria for the SIDs project and the introduction of fixed and average speed cameras. The implications of allowing physical traffic calming on roads that do not have a history of reported injury collisions is that the authorities limited funds that are currently available to tackle reported injury collisions will be diluted to such an extent, that the Council would be unlikely to be able to prioritise its funding as it does now in the future, leaving collision sites untreated. Having limited funding means that the Council must prioritise those sites that have reported injury collisions with traffic

calming measures and those sites that have a speeding history need to be targeted by Police enforcement.

7. Implications

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

8. Background Papers

8.1 Petition (Confidential).

9. Appendices

9.1 Appendix 1 – Implications.

9.2 Appendix 2 - Speed Management Protocol.

9.3 Appendix 3 - Location Plan for the A632 Top Road, Calow.

9.4 Appendix 4 - Location Plan for the Bolehill, Calow.

10. Recommendations

That the Cabinet Member:

- a) Notes the petition requesting additional traffic calming measures be installed on the A632 Top Road and through Bolehill in Calow.
- b) Declines the request for the introduction of additional traffic calming measures on the A632 Top Road through Calow village and on Bolehill in the Parish of Calow.
- c) Supports the Parish Councils application and installation of the SID on Top Road.
- d) Supports officers in continuing to monitor speeds through Bolehill and give support to residents in reporting collisions to the Police directly.
- e) Supports officers in ensuring that there is dialogue with the Police in order for there to be continued Police presence and enforcement through Bolehill.

11. Reason for Recommendations

11.1 As neither the A632 Top Road nor Bolehill meet the criteria given in the speed management protocol for the installation of addition traffic calming measures.

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

12.1 No.

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Implications

Financial

- 1.1 The cost of either replacing the existing VAS on Bolehill and relocating it needs to be explored and the funds attracted. The SIDs are the sole responsibility of Calow Parish Council, however, on completion of a licence agreement with the Council, a £100 fee is payable to the Council.

Legal

- 2.1 A licence under Section 115e of the Highways Act 1980 will be required between Calow Parish Council and the County Council to permit the SIDs to be sited in the public highway. Details of warranty and maintenance agreements with any supplier must also be provided to the Council, along with public liability insurances to work on the public highway for erecting, moving, and repairing the signs. .

Human Resources

- 3.1 None.

Information Technology

- 4.1 None.

Equalities Impact

- 5.1 None.

Corporate objectives and priorities for change

- 6.1 None.

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

- 7.1 None.