

Agenda Item No. 4(a)

DERBYSHIRE COUNTY COUNCIL

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

PETITION – HADY LANE, CHESTERFIELD

Report of the Executive Director – Economy, Transport and Environment

(1) **Purpose of Report** To inform the Cabinet Member and make Officer recommendations following the receipt of a petition reporting excessive vehicular speed and obstructive parking taking place on Hady Lane, Chesterfield. A request was also made for the creation of a car parking area adjacent to Hady Primary and Nursery school.

(2) **Information and Analysis**

Background

At the meeting on 9 July 2020, the Cabinet Member acknowledged receipt of a petition, containing 211 signatures, requesting the provision of a car parking area adjacent to Hady Primary and Nursery school with a surfaced footpath leading from Hady Lane to this car parking area (Minute No. 29/20 refers). Reports of excessive vehicular speed and obstructive parking on Hady Lane were also reported as safety concerns by the petitioners. A plan detailing the site is attached as an appendix.

Officer Comment

Hady Lane is a road that connects the A632 Hady Hill with Calow Lane and is subject to a 30mph speed limit. It is of a predominately residential nature with a bus service operating along it. A system of vertical traffic calming features is in place either side of the school entrance in the form of two bus friendly style road humps. One of the raised areas also forms an uncontrolled crossing point for the school patrol to operate at. Unfortunately, the school crossing patrol post is currently vacant. The post is being advertised in an effort to recruit a replacement crossing patrol operative although, at the time of writing this report, the crossing patrol service had been stood down due to the Coronavirus (COVID-19) pandemic.

Either side of the school patrol crossing site are school safety zone warning signs with flashing amber warning lights which illuminate at school drop off/pick up times and give the advisory message 'Max speed 20 when lights flash'.

Due to its proximity to Chesterfield Royal Hospital, Hady Lane suffers from a parking problem caused by staff and visitors to the hospital which adds to parental parking for Hady School and can, on occasion, pose an obstruction issue for the bus service and emergency service vehicles. This is a contravention of the parking rules found within the Highway Code: Rule 242 which states that – ‘You MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road. Laws Road Traffic Act 1988, Section 22 and Road Vehicles (Construction and Use) Regulation 103’.

Rule 243 states:

DO NOT stop or park

- near a school entrance
- anywhere you would prevent access for Emergency Services

Obstructions of the highway of this nature are enforced by the Police who should be contacted when this situation occurs.

The Council receives many requests for speed reduction and safety measures from across the County. The sheer number of requests far outweigh the resources available. Given this demand, a system of prioritisation must be employed using information, including the number and severity of collisions. This helps ensure that the resources available are firstly used in those locations where there is the greatest need and where most benefits can be achieved.

The limited funds that are available must therefore predominantly be directed to those locations where there is a history of reported injury collisions and where a highway improvement scheme can effectively reduce the number of collisions. The use of identifiable known hard facts and figures provides a robust basis and justification for the expenditure of the funds that are available. The Council's collision database shows that Hady Lane has a good collision record when compared to many other similar roads in the County, with only one reported injury collision having occurred in the last three year period up to 31 December 2019. Three years being the standard test period used 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, the Council's records are usually a few months behind. The collision took place at the junction of Hady Lane with High View Close where a vehicle failed to indicate correctly.

During June 2019, a 7 day, 24 hours a day speed survey was undertaken on Hady Lane with the recording unit positioned mid-point between Upper Lum Close and High View Close, which gave an 85% speed of 26mph (85% speed is that speed that 85% of vehicles travel at). This speed is very pleasing and shows a good compliance with the 30mph speed limit.

In recent years the Council has developed a speed management plan that sets the collision levels that must be met before various forms of speed reduction measures are considered for installation on the highway. Link to this document:

<https://www.derbyshire.gov.uk/site-elements/documents/pdf/council/meetings-decisions/meetings/cabinet/2017-11-16-speed-management-plan.pdf>

Whilst every collision on the highway is extremely regrettable, thankfully the collision record and the recorded vehicular speed on Hady Lane does not meet the criteria required in the Speed Management Plan to justify the installation of further traffic calming features or any other speed reducing measures at this time.

With reference to the request for an off-road parking area near Hady Primary and Nursery school, it is not standard practice to provide car parking and drop-off facilities for parents, but to work alongside schools to adopt active School Travel Plans encouraging more sustainable options, such as walking and cycling, with the car travel being considered as a last resort. This approach also reflects the national guidance from the Department for Education and such facilities are not listed as a statutory requirement.

Bearing the above in mind, the request for a car parking area and link footpath must be declined, along with the requests for additional engineering measures.

Local Member Comment

Councillor Sharon Blank has been informed but has not made any comments.

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

(4) **Legal Considerations** Section 122 of the Road Traffic Regulation Act 1984 states that it shall be the duty of every Local Authority exercising the functions in that Act (so far as practicable having regard to the matters listed below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The matters referred to above are:

- 1) the desirability of securing and maintaining reasonable access to premises;
- 2) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial

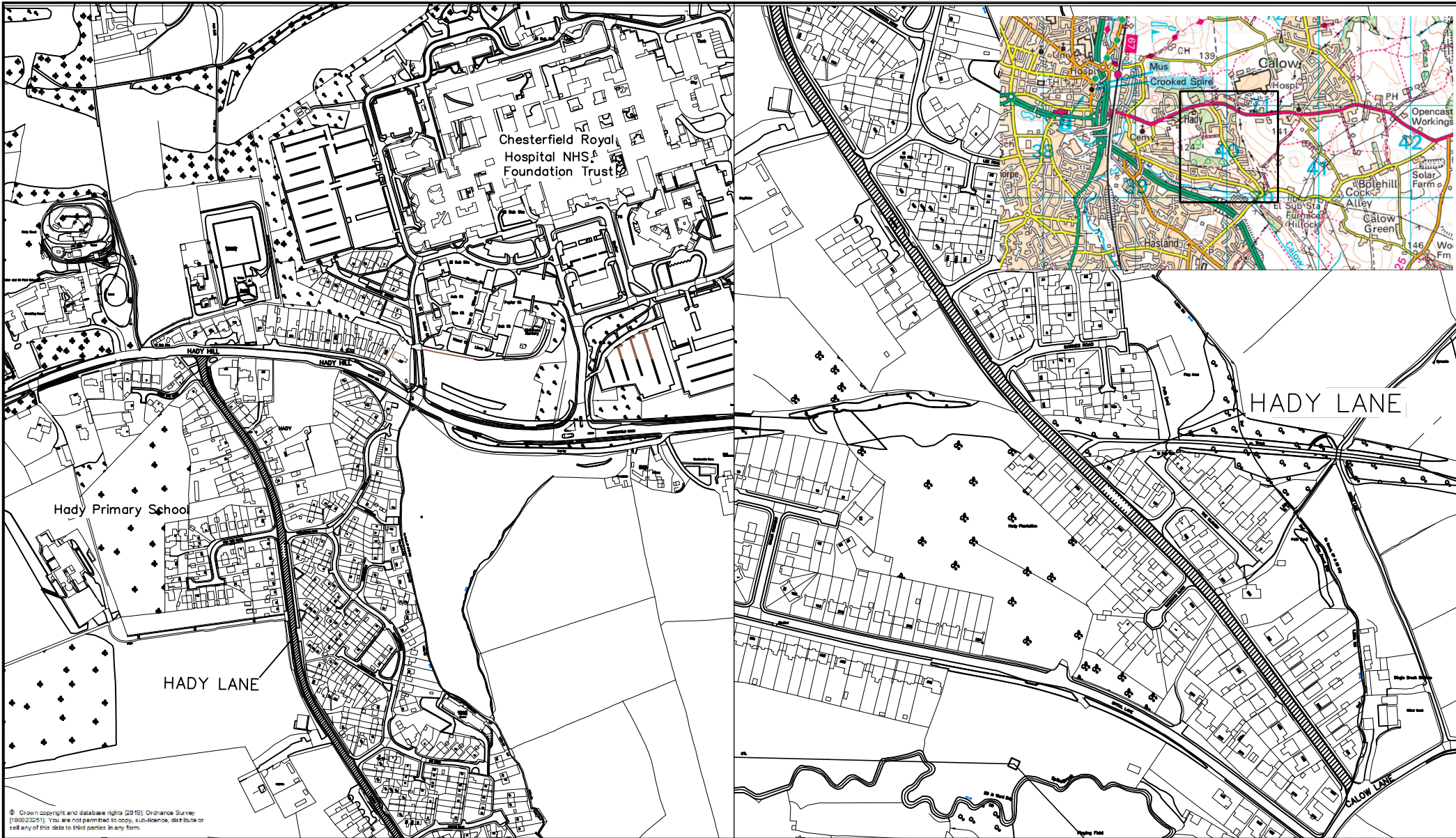
- vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- 2ii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
 - 3) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - 4) any other matters appearing to the Local Authority to be relevant.

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.

- (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** Held on file within the Economy, Transport and Environment Department.
- (7) **OFFICER'S RECOMMENDATIONS** That:
 - 7.1 The request for the provision of a car parking area, a footpath link and additional engineering or safety measures on Hady Lane, Chesterfield be refused.
 - 7.2 The Local Member and petitioner be notified accordingly.

Mike Ashworth
Executive Director – Economy, Transport and Environment



MIKE ASHWORTH
Executive Director
Economy, Transport and Environment



PROJECT TITLE
HADY LANE, HADY, CHESTERFIELD
LOCATION PLAN

DRAWING TITLE
APPENDIX

DRAWN
J.HARRISON
Date
23/06/2020

CHECKED
S.DUNGWORTH
Date
23/06/2020

APPROVED
B.GOULD
Date
24/06/2020

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SCALE
N.T.S