

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.

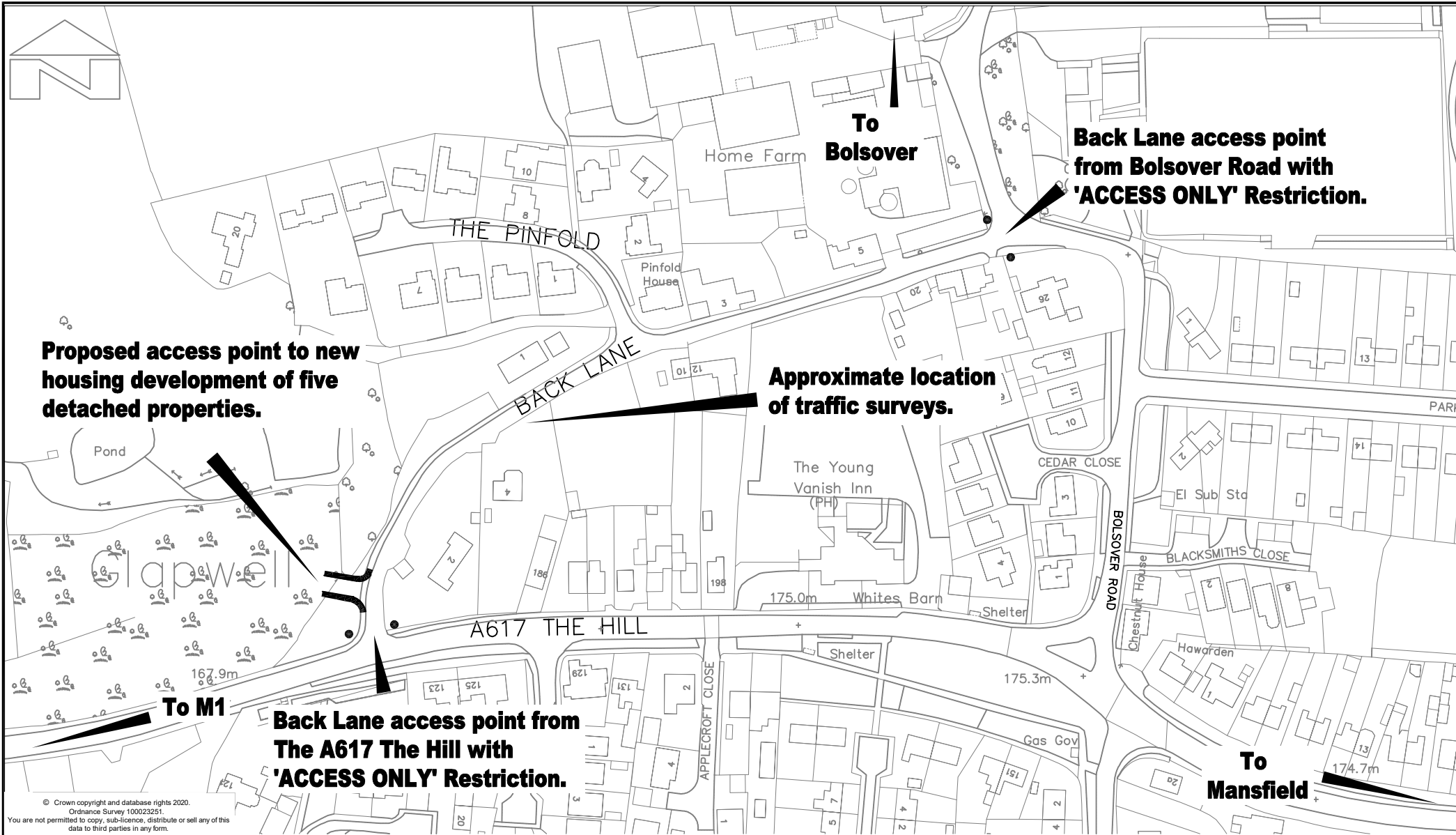
(7) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(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 Bolverover 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
	Date NOV.2020	Date NOV.2020	Date NOV.2020
DRAWING TITLE COMMITTEE REPORT PLAN APPENDIX 1	Project / Confirm Reference No.		SCALE
	Drawing Number HMT/BG/512/20		N.T.S.
ORIGINAL DRAWING SIZE 297 x 210 (A4)			