

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – JOBS, ECONOMY AND
TRANSPORT**

10 September 2013

Report of the Acting Strategic Director - Environmental Services

**PETITION – HASLAND ROAD/MANSFIELD ROAD, HASLAND –
REQUEST FOR THE REMOVAL OF NEWLY INSTALLED
TRAFFIC SIGNALS**

(1) **Purpose of the Report** To inform the Cabinet Member of investigations undertaken following receipt of a petition requesting the removal of the newly installed traffic signals in Hasland Village.

(2) **Information and Analysis** Following construction of the scheme, there have been significant public concerns. This has led to the creation of the Hasland Traffic Light Working Group, which has created a Facebook page campaigning for the removal of the Traffic Signal junction. The Group has gathered considerable community support over this time.

At the meeting on 20 February 2012, the Cabinet Member acknowledged receipt of a petition. It contained 2,350 signatures requesting the removal of the traffic signals in Hasland Village at the junction of Hasland Road, Mansfield Road and The Green.

The level of concern has been such that it was decided to seek an independent report from URS (an international recognised firm of consulting engineers). URS was asked to consider both the appropriateness of the introduction of signals and any modifications to improve their efficiency.

A report was considered by the Cabinet Member - Highways and Transport on 19 February 2013 (Minute No.29/13 refers) and made a number of recommendations. Some of these recommendations have been carried out to help improve the operation of the Traffic Signal junction.

Local Member Comment

Councillor Allen was consulted and made the following comments:

"The signalisation scheme in Hasland has, as the report indicates, been a concern for local residents from its inception and the problems have not resolved as the time has passed. In fact, the number of incidents recorded are high and the response at the consultation meeting shows that the public have not accepted this scheme as an improvement.

I support the move to remove the lights and re-introduce crossings for pedestrians. The preferred method is for zebra crossings and these need to be at the points where people cross, ie at the junction of The Green and reinstate one immediately outside the park.

It is suggested that the whole area from Calow Lane to beyond the park and onto The Green needs to be potentially a 20 mph zone or certainly one which slows the traffic.

There is a desire to stop traffic use in Chapel Lane East and within this proposal the scheme to stop it being a vehicular route would be an improvement for road safety in the area. I would welcome a wide consultation again once the scheme has been drawn up to ensure that it has general public support.

I recognise the work that the traffic light working group individuals have put into this and their desire to see a scheme introduced which will both have public support and make the area safer and much more a local community once again."

Officer Comment

It has been made clear that the community still has concerns about the Traffic Signal junction and, to gain feedback on the operation of the signals and what improvements the community would like to see implemented, a web address was made available for the public to contact.

Councillor Allen also requested a public consultation event be organised to ascertain public feedback on the Traffic Signal junction. A consultation event was held on 12 June 2013 at the Hasland Methodist Church Hall.

The event opened at 9:45am and closed at 6:45pm. Staff from independent consultants manned the event. The event was well publicised with a notice placed in the local press and a number of notices erected on site. The Hasland Traffic Light Working Group was provided with in the region of a 1,000 leaflets, which they kindly delivered to properties in the local area. Councillor David Allen was provided with 200 leaflets to distribute, 1,200 leaflets were also provided to three local schools and further notices erected in the village shops. On the day of the consultation event, notices directing people to the Hasland Methodist Church Hall had been erected.

As a result of the strong community feeling and the publicity carried out, the event was very well attended. It was the intention to monitor the number of people at the event, however, this was not possible due to the large numbers of people attending. Members of the public could discuss with staff issues with the Traffic Signal junction and could also complete a form describing the problems and their solution.

Officers have looked in detail at the 260 forms completed as part of the consultation event, as well as the 48 emails received to the web address. For a summary of the key findings from the 260 completed forms and the emails received please see Appendix 1 for details.

It was evident from the consultation event and email responses that the community wished to see the old arrangement of a mini-roundabout re-introduced. However, as has previously been stated, the former layout gave some concern over the accident record. Therefore, any replacement scheme will need to consider this and introduce mitigating measures.

Officers have continually monitored the collision data at this junction since its introduction on 2 December 2011. As has been documented previously, the mini-roundabout was replaced due to an injury collision problem. Original investigations into the collision data for the five year period preceding 31 January 2009 (when the scheme was originally identified), identified that there had been five injury collisions (three of which involved pedestrians). A wider search of the collision data for this same period identified that there had been two injury collisions outside No10 Mansfield Road. In total, there have been seven injury collisions (six slight, one serious) and a total of five collisions involved injury to pedestrians (see Appendix 2).

Since the introduction of the Traffic Signal junction on 2 December 2011 to 30 April 2013 (most recent available Police data), there have been a total of 11 injury collisions recorded. These collisions are over a wide search area similar to the plan shown on the Hasland Traffic Light Working Group Facebook page, which includes Storforth Lane junction with The Green, Calow Lane junction with Mansfield Road and Eastwood Park Drive junction with Hasland Road (See Appendix 3).

Of these 11 collisions, 3 occurred at the junction. It has also been reported that there have been a further two collisions since 30 April 2013 (See Appendix 4).

Officers acknowledge that there have been collisions reported since the Traffic Signal scheme was introduced. As a result of the reported collisions and the strong feelings of the community, officers are proposing to undertake a redesign of the junction of Hasland Road, Mansfield Road and The Green.

It is proposed that a new scheme is designed as a matter of urgency and comprehensive consultation undertaken in the near future. The proposal will include the removal of the Traffic Signal junction and a mini-roundabout reintroduced. Officers are at an early stage in this process and it is not clear at this moment in time the exact location and what form of pedestrian facilities will be recommended.

(3) **Financial Considerations** That £160,000 is made available to introduce the proposed scheme from the Capital Budget 2012/13.

It is anticipated that the proposed Scheme will be funded from a reallocation of funds from the 2012/13 Capital Programme and will be subject to separate Cabinet Member report.

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.

(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.

(4) **Background Papers** Held on file in the Traffic and Safety Section of the Environmental Services Department. Officer contact details – Lee Wright, extension 38674.

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

- 5.1 The Authority proceeds to redesign the junction of Hasland Road, Mansfield Road and The Green with a view to removing the Traffic Signal junction and replacing it with a mini-roundabout, together with other mitigating features.
- 5.2 A public consultation event be held on the proposed scheme design.
- 5.3 The local Member and Hasland Traffic Light Working Group are informed accordingly.

Mike Ashworth
Acting Strategic Director – Environmental Services

SUMMARY OF CONSULTATION EXERCISE FOR POST SIGNALISATION SCHEME AT HASLAND, CHESTERFIELD (APRIL 2013)

Confirm	Name	Contact Date	For	Against	Key Issues	Solutions/Suggestions
851419	Rhiannon Howe	28/03/2013		X	Pedestrian Phase too short,takes too long to complete the stages and difficulty accessing the parking spaces outside the shop frontages.	Not made a specific comment or suggestion as to an alternative scheme.
832972	Carol Parker	28/03/2013		X	Traffic builds up, Pedestrian Phase takes too long to be called, parking difficulty has been created outside the shops.	Preferred the junction when the Mini Roundabout scheme was in place although she was happy
832724	Sally Widdowson	25/03/2013	X		Cannot see what all the fuss is about. It appears to be an over-reaction.	Would like to see alterations to the location and position of the 'green man' crossing provision to enable it to be seen better.
832496	Kathy & John Holland	21/03/2013		X	Created an accident problem, traffic speeds during green phases has increased, the pedestrian phase takes too long to be called, the bus stop on Hasland Road caused a problem in blocking the near side lane. Vehicles on using the turn filter end up in no-mans land at times. Removed the crossing desire line outside Eastwood Park that would have been popular when the park re-opens.	
832498	Ryan Brown	21/03/2013	X		Believes the Traffic Signal scheme has been for the better.	Would like to see some guardrail control around the radius of the junction to control/manage the public to cross at the appropriate locations i.e. the designated crossing points, and carriageway text indicating pedestrians to look both ways at the crossing point. (Have these already been considered?)
832699	Cheryl Woodward	22/03/2013		X	Right Turn Filter does not always come on, the pedestrian crossing facilities take far too long to change and then the crossing time given is not sufficient. The Bus Stop on Hasland Road/The Green creates an issue with impatient motorists overtaking them.	Not made a specific comment or suggestion as to an alternative scheme.
		26/06/2013			Further email sent after another collision occurred. Not specified any new key issues.	
832680	Richard Gratton	22/03/2013		X	Created significant queues of traffic so much so that he has sought an alternative route around Hasland.	Not made a specific comment or suggestion as to an alternative scheme.
832206	Jayne Wright	21/03/2013		X	Raised major concerns previously about the issues with the introduction of the Signals.	It is DCC's responsibility to come up with a solution and present their findings to the public/residents but she did state she couldn't understand why the original crossing and mini-roundabout were removed.
		05/06/2013			Further email sent after another collision occurred, stating that the safety aspect has not improved, in fact it has got worse.	
832693	Linda Hicklin	25/03/2013		X	Traffic flows were far improved during the previous scheme of the roundabout and pedestrian crossing facilities. Flows now through the junction are not as efficient as motorists focus on getting through on the green phase. The atmosphere locally has changed as well.	The mini roundabout that was in place was more efficient in slowing traffic speeds down and should be reinstated.

Confirm	Name	Contact Date	For	Against	Key Issues	Solutions/Suggestions
832493	Judi Copley	21/03/2013		X	The signalisation scheme has made the junction area worse. Accept that some people will choose to cross on their own desired line away from the designated crossing points, the situation with vehicles racing through the green phases can result in confrontation with pedestrians crossings.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated.
		04/06/2013			Further email sent after another collision occurred. Thinks the accident rate is unacceptable. Welcomed the consultation event on the 12th but was disappointed that leaflets to publicise would not be ready until the 6th June	
832494	Gabbie Pattison	21/03/2013		X	Significant queues of traffic have developed post signals. Vehicles speed up through junction to get through on a green phase. Parking in the bays outside the shop frontage is difficult and adds to the congestion.	The mini roundabout that was in place was more effective in slowing traffic speeds down and allowed traffic to flow and should be reinstated.
832494	Roland Alcock	21/03/2013		X	The signals introduced now affect the signals at Calow Lane. Access in and out of the sheltered parking bays is now more difficult. Pedestrians crossing is now more difficult and the timings of the phases are causing conflict between pedestrians and drivers.	The mini roundabout that was in place was more efficient in slowing traffic speeds down and should be reinstated.
832495	Sandra Chalkley	21/03/2013		X	Regular Traffic congestion now occurs at the junction, it is a problem when CO-OP lorries are unloading and loading at the front of the store on Mansfield Road. Parking is now so awkward I don't use these shops any more. The pedestrians take risks due to the length of time for the pedestrian phase to be activated and motorists are increasing speed to get through the signals.	Not made a specific comment or suggestion as to an alternative scheme.
832476	Godfrey Holmes	21/03/2013		X	Key concern was the pedestrian crossing facilities within the signals at the time they were installed. At the original consultation stage ideas were put forward on behalf of the the Pedestrian Association which were ignored.	Not made a specific comment or suggestion as to an alternative scheme.
832206	Kirstie Tyler	20/03/2013		X	From a pedestrian perspective the current scheme is unsafe and ineffective. The wait for the green man is disproportionately long. It is creating traffic noise and associated pollution outside my home, there were not significant queues when the mini roundabout was in place.	Not made a specific comment or suggestion as to an alternative scheme.
833113	Mavis Plumtree	02/04/2013	X		Believes the Traffic Signal scheme has been for the better.	Does have some concern over the time it takes for the pedestrian phase within the signals to operate and activate the 'green man'.
851421	Suzanne Cross	03/04/2013	X		Believes the Traffic Signal Scheme has made the junction much easier and safer.	Not made a specific comment or suggestion as to an alternative scheme.
833172	Jennifer Flood	03/04/2013		X	Blind Corner not safe for pedestrians as traffic on green phase coming through.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated. In addition to a system where the pedestrians can cross anywhere and a permanent filter light for turning traffic.

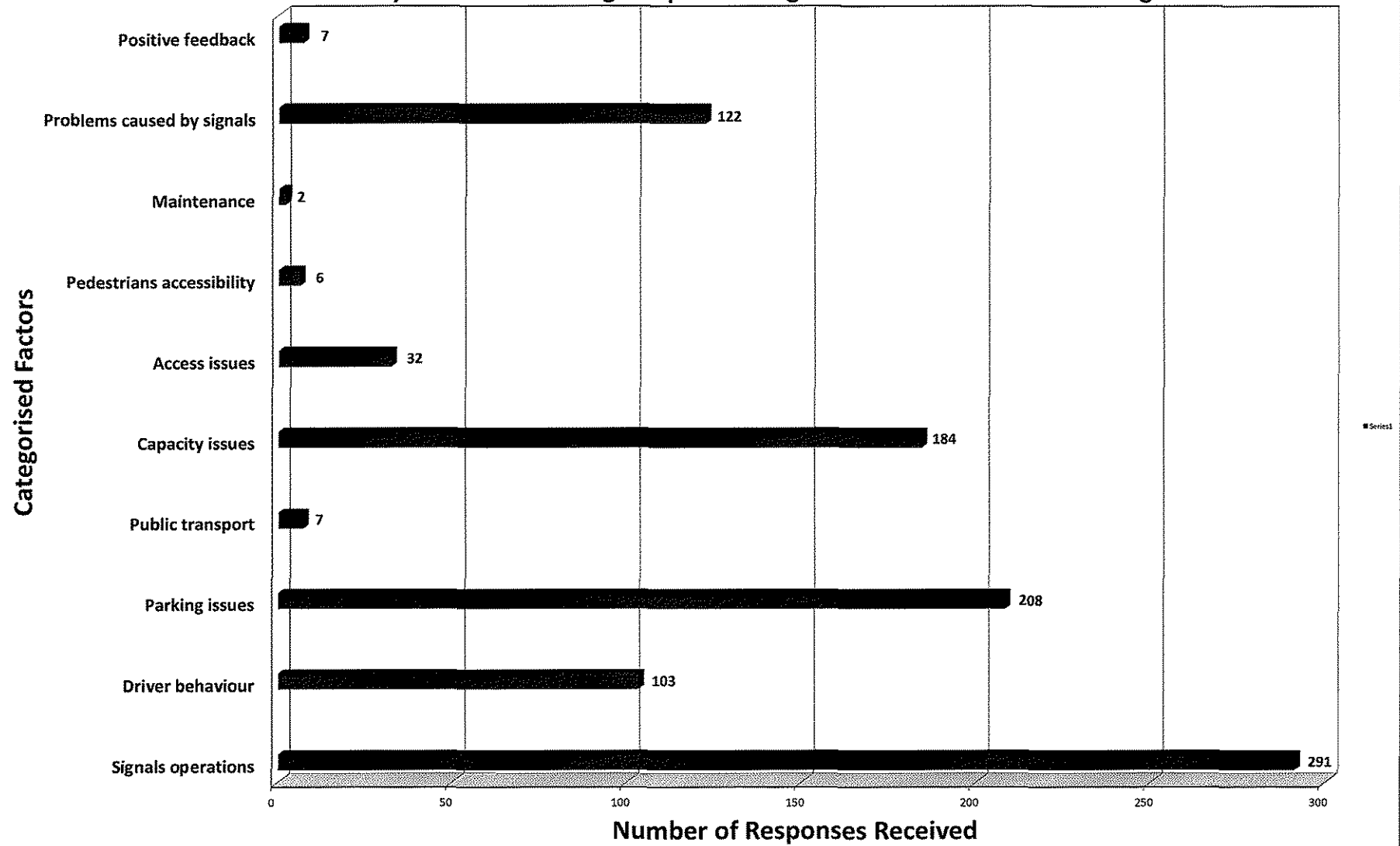
Confirm	Name	Contact Date	For	Against	Key Issues	Solutions/Suggestions
833224	Gail Mordey	04/04/2013	X		Believes the Traffic Signal Scheme has been for the better. It provides a safer environment for all road users.	Not made a specific comment or suggestion as to an alternative scheme.
833259	Amanda Pearce	04/04/2013		X	Has concerns over the pedestrian crossing element within the signals and the time it takes to activate this phase. Parking outside the shops is difficult and vehicle speeds in the immediate area have increased as they attempt to get through on a green phase.	Not made a specific comment or suggestion as to an alternative scheme.
833262	Anonymous	05/04/2013	X		Believes the Traffic Signal Scheme has been for the better.	Not made a specific comment or suggestion as to an alternative scheme.
833261	Maddy Smithson	04/04/2013		X	Has concerns over the pedestrian crossing element within the signals and the time it takes to activate this phase. Parking outside the shops is difficult and vehicle speeds in the immediate area have increased as they attempt to get through on a green phase. Cars are running red lights to avoid missing the green phase to go.	Not made a specific comment or suggestion as to an alternative scheme.
833418	P Arrandale	06/04/2013		X	Has caused excessive disruption and placed pedestrians at risk.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated.
833410	Helen Murray	06/04/2013		X	They have created a hostile environment which has created congestion and placed pedestrians at risk.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated. In addition create some parking to cater for demand.
833412	Denise Baxendale	06/04/2013		X	She was concerned about people's safety with the current signalised arrangement.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated. In addition a 20MPH speed limit.
833414	Stuart Jarvis	07/04/2013		X	Developed driver frustration with queues, pedestrians frustrated at waiting time and length of time for crossing.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated along with the pedestrian crossings.
833415	Neil Wray	07/04/2013	X		People need to start looking when crossing the road.	Not made a specific comment or suggestion as to an alternative scheme.
833416	John Murray	06/04/2013		X	Developed driver frustration with queues and loss of trade for Businesses. The cycle refuge is inaccessible.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated along with the pedestrian crossings.
833491	Debbie Roe	04/04/2013		X	Significant queues of traffic have developed post signals. Vehicles speed up through junction to get through on a green phase. From a pedestrian perspective the current scheme is unsafe and ineffective. The wait for the green man is disproportionately long.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated.
		04/06/2013			Further email sent after another collision occurred. Asked again when the existing Traffic system would be removed.	

Confirm	Name	Contact Date	For	Against	Key Issues	Solutions/Suggestions
833999	David Cunliffe	14/04/2013		X	Has caused excessive disruption.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated along with the pedestrian crossings. He would also like to see a speed camera on the green.
833996	Carolyn McCulloch	15/04/2013		X	People parking on the street to go shopping has increased dramatically since the lights were installed. Also motorists are racing down the street to get onto Calow Lane as they are not prepared to wait at the lights and is worried that pedestrians could be hit as the pavements are very narrow.	A yellow junction box to be placed on Mansfield Road at its junction with Calow Lane. Also re-introduce the small traffic island and have the traffic lights on a timer operating at rush hour times only.
833727	Marina Harris	11/04/2013		X	Cars cannot get out once they have parked in bays at the front of the shops. From a pedestrian perspective the current scheme is unsafe and ineffective. The wait for the green man is very long.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated and would also like the pelican crossing in front of the park gates re-installed.
833726	Penny Fairs	10/04/2013		X	Traffic builds up, Pedestrian Phase takes too long to be called, parking difficulty has been created outside the shops which is having a detrimental effect on local businesses.	Not made a specific comment or suggestion as to an alternative scheme.
833514	Cllr Amanda Serjeant	08/04/2013		X	The Traffic Lights have changed drivers behaviour, making people speed up to get through the junction and they seem less aware of what other road users and pedestrians are doing.	A major consultation with the community about what system would be better for Hasland over different times & dates.
833515	Nick Ibbotson	08/04/2013		X	Signals have created a congestion black spot and feels they have changed the whole feel of the village. Also worried about children crossing through lanes of stationary traffic and the increased pollution around the shopping area.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated.
833502	Jeanette Carpenter	08/04/2013		X	Has concerns over the pedestrian crossing element within the signals.	Not made a specific comment or suggestion as to an alternative scheme.
833500	Melanie Jacques	08/04/2013		X	Feels the Traffic Lights are confusing and pedestrians wait so long to cross causing them to become agitated and cross before the green light. Also traffic backs up along The Green in the morning and this is making getting to school extremely difficult. Another concern is that she wants to support shopping locally but cannot as access to the parking spaces is impossible.	Removal of the lights. Would have preferred the mini roundabout to remain and the pedestrian crossing to be moved further away from this near the local chemist
833499	June Chillingworth	08/04/2013		X	Increased traffic and the extra fumes that this brings. Cyclists are having to walk the bike on the pavements in order to avoid the queues at the lights. Many people are crossing the roads dangerously because the wait for the green light is so long. Is worried about the local shops not doing as much business as usual due to the difficulty of parking.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated.

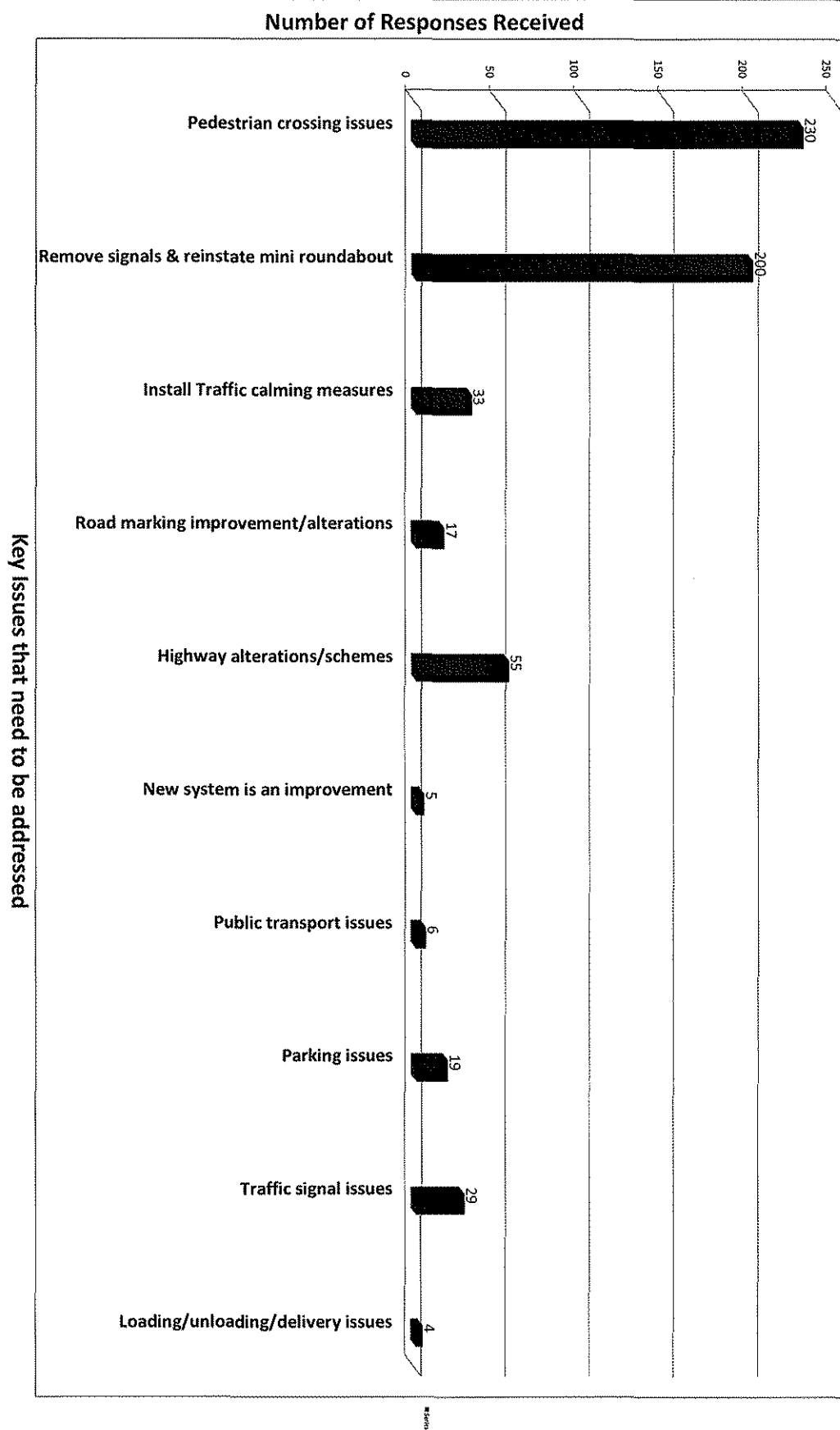
Confirm	Name	Contact Date	For	Against	Key Issues	Solutions/Suggestions
834025	J Biggin	15/04/2013		X	Pedestrians have to make a detour to use the road safely to the bus stop. Is also concerned at the effect this is having on local shops.	Not made a specific comment or suggestion as to an alternative scheme.
833793	R J Liggins	12/04/2013		X	Developed driver frustration with queues and loss of trade for Businesses. Has concerns over the pedestrian crossing element within the signals and the time it takes to activate this phase.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated.
834370	Roy Smith	18/04/2013		X	Not made a specific comment on what he believes the Key Issues are.	Wanted to highlight the 'shared space for all' scheme in Poynton, Cheshire where all traffic signals and crossings were removed. Commented on how he has used the town for over 15 years and believes this has made it a safer environment.
834569	Janet Ashley	19/04/2013		X	Traffic flow through the village. Thinks the shops become inaccessible by car. Concerns over the positioning of the Pedestrian crossing and the positioning of the Bus stop.	Wants the pedestrian crossing to be put back where it used to be and a more user friendly bus stop installed.
834560	Linda Charlesworth	19/04/2013		X	Concerns over the lights & crossing; drivers try to get through the lights even though they have turned to red. Also finds it difficult to use the local shops as they often struggle to get in and out of the parking spaces.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated.
834713	Jeremy Bannister	22/04/2013		X	The volume of traffic using Eyre St East has increased since the lights were put in place as people look to avoid the lights.	Not made a specific comment or suggestion as to an alternative scheme.
835798	Ian Chapman	09/05/2013		X	The pedestrian crossing point on Chesterfield Rd needs to be moved opposite the park entrance to make it safe for kids. Believes that the Grassmoor Rd crossing point is ineffective at its present location but could work if it was moved a few metres further up the road and/or a drivers eye level light coming from the roundabout was installed. Does believe that the road widening that took place is a good thing to enable buses and large vehicles to turn safer.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated.
837416	Heather Adams	05/06/2013		X	Her daughter was involved in a road traffic accident at the lights. Does not think this traffic management system works. Believes that there are more accidents now the new system is in place. Also believes that congestion is worse and cars are taking rat runs to avoid lights.	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated.
838091	Christopher Liu	12/06/2013		X	Pedestrians don't wait for the 'green man'. speeds towards and through the junction have increased. Signalised junctions have less capacity	The mini roundabout that was in place was more effective in slowing traffic speeds down and should be reinstated. I would consider any radical solutions (such as the current signalisation or a shared space scheme) to be highly risky because the outcomes of these investments would be unpredictable

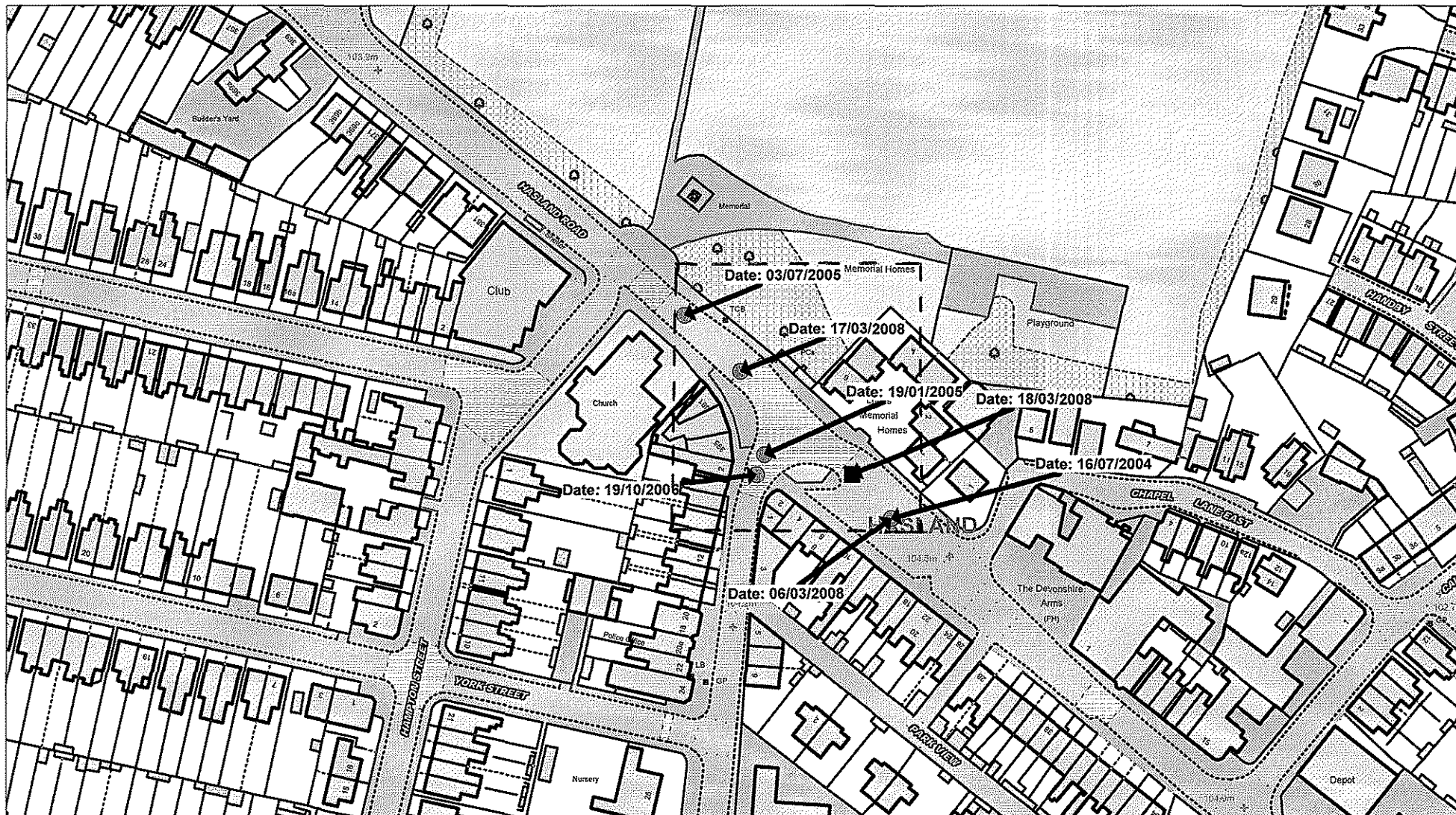
Confirm	Name	Contact Date	For	Against	Key Issues	Solutions/Suggestions
838476	Andy Colls	19/06/2013		X	Thinks that road users ignore the access only and one way only signs around Chapel Lane East and use this street as a shortcut or as a form of roundabout. He spoke to somebody in Highways and was told that the only thing that could be done was to lower the 'Access only' signs but notes that this has not been done yet. Also concerned about traffic flow around the Hasland area.	Install some kerbs and bollards and amend the signs to solve the Chapel Lane East problems. Wants the traffic lights linked around Hasland to improve traffic flow.

Key Issues Influencing People's Thoughts with the Current Traffic Signals



Hasland Consultation - People's Suggested Alternatives to the Signals





DERBYSHIRE
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Improving life for local people

Hasland Traffic Signals - Before Accidents (1.2.2004- 31.1.2009)

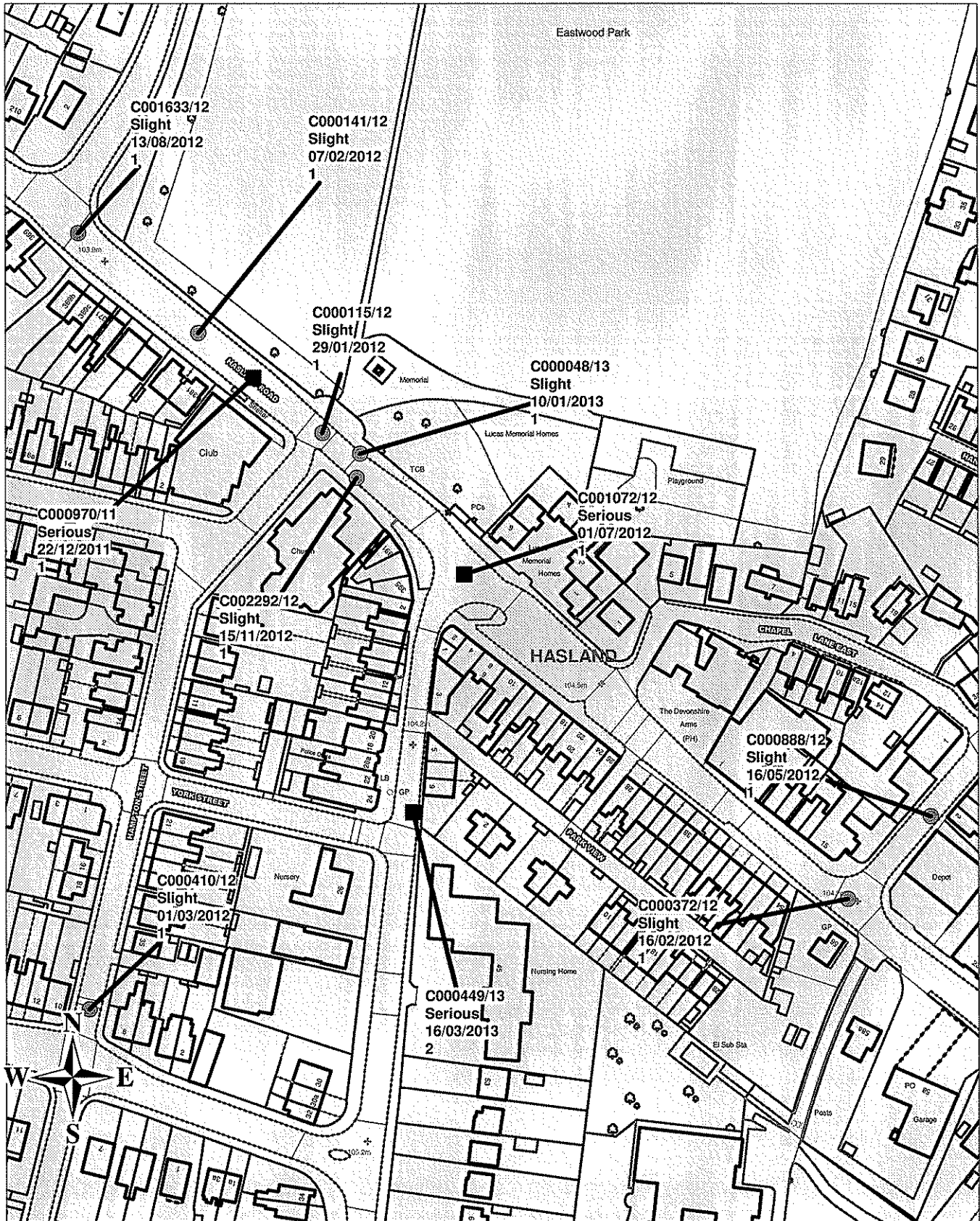
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Selected Range of Accidents between dates 01/02/2004 and 31/01/2009
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Appendix 3



02/12/2011 to 30/04/2013

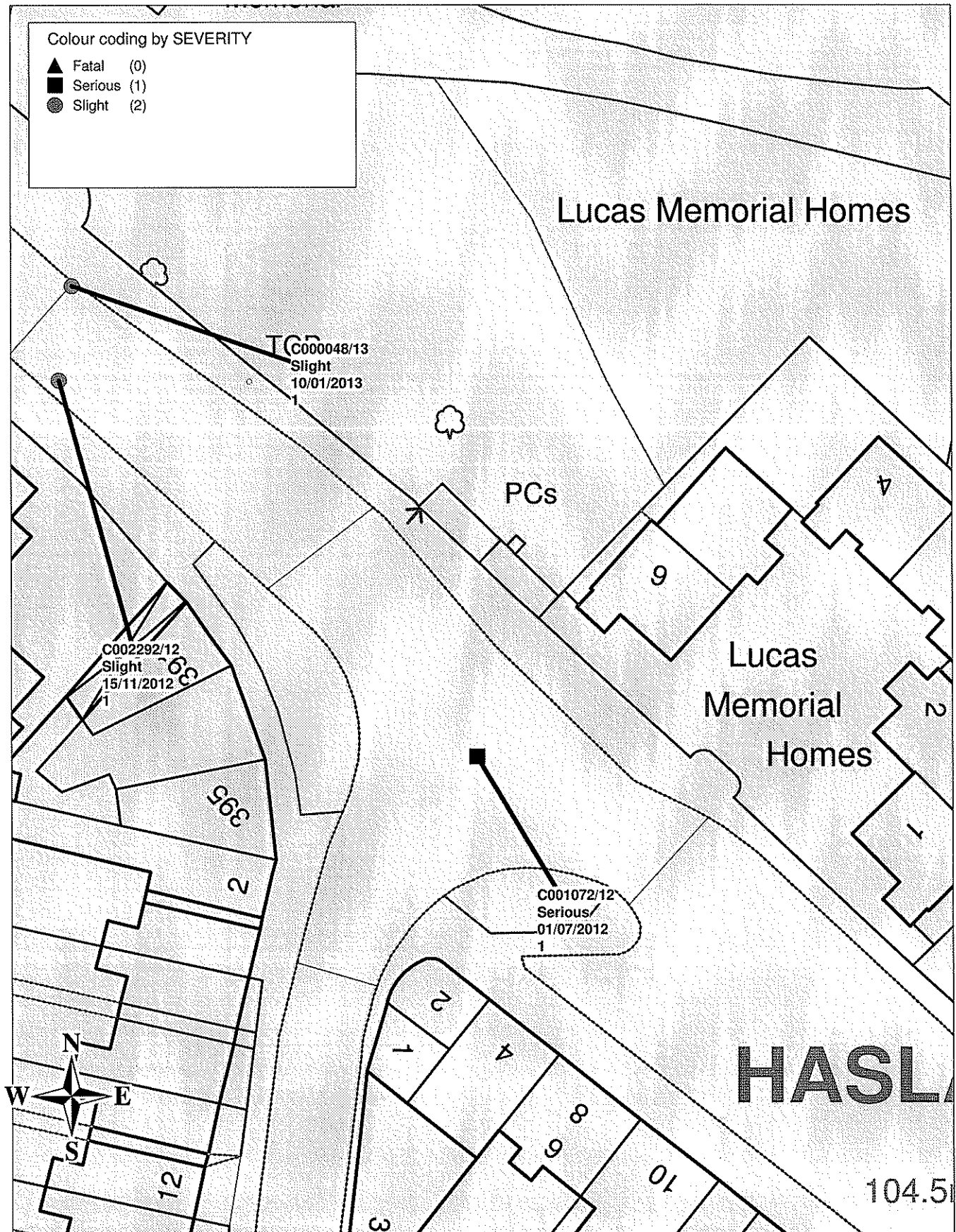
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Selected Range of Accidents between dates 02/12/2011 and 30/04/2013
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Appendix 4



02/12/2011 to 30/04/2013 - Junction Only
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Selected Range of Accidents between dates 02/12/2011 and 30/04/2013
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