

**DERBYSHIRE COUNTY COUNCIL**

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

**11 January 2018**

Report of the Strategic Director – Economy, Transport and Environment

**PETITION - A609 KILBURN LANE, BELPER – REQUEST TO TAKE  
ACTION TO SLOW DOWN SPEED OF VEHICLES**

- (1) **Purpose of Report** To consider a petition requesting additional measures to reduce the speed of vehicles outside the petitioners' homes on Kilburn Lane, Belper and provide a recommendation to the Cabinet Member.
- (2) **Information and Analysis** At the meeting on 23 March 2017, the Cabinet Member acknowledged receipt of a 77 signature petition, requesting measures to reduce the speed of vehicles using the A609 Kilburn Lane, Belper (Minute No. 38/17 refers).

The petition reads as follows:

*“We the residents of Kilburn Lane want action taken to slow down the speed of traffic to make it conform with the speed limit (30mph) from the crossroad junction by the Black Bulls Head House number 2, to the last house travelling East and from that point travelling West back to the crossroad Junction.*

*Too many vehicles are exceeding the speed limit on this road.”*

**Officer Comment**

The A609 is the main link between the A6 to the east of Belper and the A38 to the west, continuing through to Kilburn and Ilkeston. It is considered that the majority of car journeys will be made up of commuter traffic during peak times, short distance through traffic and journeys generated locally.

From Smalley, the A609 is mainly a rural route with residential developments at Horsley Woodhouse, Stanley Common, Kilburn and Belper. Other roadside developments remain sparse throughout this route between these towns.

In answer to the petitioners' request for additional signage, the Department for Transport (DfT) guidance states that warning signs are used to alert drivers to potential danger ahead. They indicate a need for special caution by road users and may require a reduction in speed or some other manoeuvre.

Appropriate warning signs can greatly assist road safety. To be most effective, however, they should be used sparingly. Their frequent use to warn of conditions which are readily apparent tends to bring them into disrepute and detracts from their effectiveness. Unjustified signing should not be used at individual locations simply in response to complaints from the public. Care should be taken to ensure that a route is treated consistently.

Road narrows signs should be used where a reduction in width on a single carriageway road presents a hazard. Signs will not normally be needed if the narrowing does not result in the loss of a lane or where the reduction of width is so great that the centre line marking has to be omitted. In addition to this, "Oncoming vehicles in the middle of the road" may be used if drivers are likely to be surprised by an oncoming vehicle.

Speed limit repeater signs are not permitted in a lit 30mph road where street lamps are not more than 183 metres apart.

Speed Camera signs are only permitted on routes on which enforcement cameras are in use. Enforcement is carried out by the Casualty Reduction Enforcement Support Team (Crest). Currently, Crest has a new initiative - Community Concern Sites, where the public is asked to contact Crest via the red 'Report It' button on any of the Crest website pages if members of the public have a speeding concern.

Officers from the Traffic and Safety Team have carried out a site visit prior to the compilation of this report. Drawing HMT/MSN/489/17 detailing all the current signage provision is provided as Appendix 1.

A speed survey was carried out from 10 October to 23 October 2017. The results show that during this period in both directions, the mean speed is 27.7mph. Appendix 2 Table compares the results from the speed surveys carried out in 2011 and 2017. Results show that the average speeds have lowered since 2011.

A review of the collision history database, which records all collisions resulting in personal injury, reveals that there has been one collision on a section of Kilburn Lane in the last three years ending 31 May 2017 (this being the standard test period for assessment). However, details of the collision identified that there was snow on the road surface.

The available collision data therefore does not indicate a road safety issue relating to speed at this location.

Drawing HMT/MSN/489/17 also details proposed enhancement works to the current signing and lining provision at the speed limit terminal point.

### **Local Member Comment**

The Local Member, Councillor Kevin Buttery is fully supportive of all works that have a positive effect on road safety and welcomes the proposed signing and lining works as detailed on drawing number HMT/MSN/489/17.

(3) **Financial Considerations** This work forms part of the approved 2017-18 Local Transport Plan. The cost to install the signs and lining work at this location will be in the region of £1,000.

### **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.

(4) **Key Decision** No.

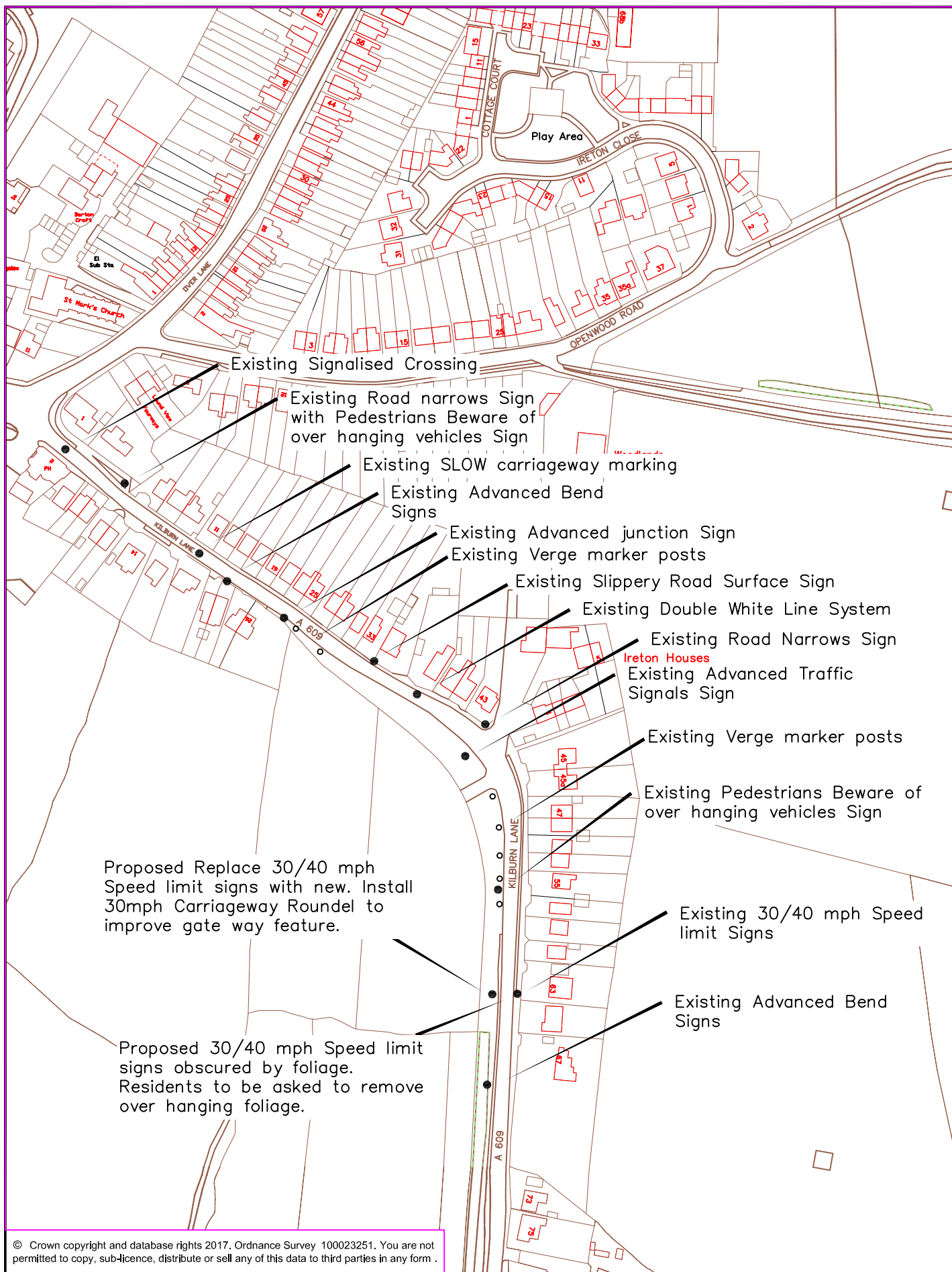
(5) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(6) **Background Papers** Held on file within the Economy, Transport and Environment Department. Officer contact details – Mark Sloan, extension 38687.

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

- 7.1 Due to the large amount of signage along this section on the A609, Kilburn Lane, Belper, a sign rationalisation scheme be carried out prior to the installation of the signs and lining works that are detailed on the attached drawing number HMT/MSN/489/17.
- 7.2 The residents on Kilburn Lane whose over hanging foliage is obscuring the advanced visibility of the speed limit terminal signs detailed in drawing number HMT/MSN/489/17 are contacted and asked to remove foliage that is overhanging the public highway.
- 7.3 The lead petitioner be informed of the contact details for the Casualty Reduction Enforcement Support Team's Community Concern Sites.

**Mike Ashworth**  
**Strategic Director - Economy, Transport and Environment**



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MIKE ASHWORTH  
Strategic Director  
Economy, Transport and Communities

PROJECT TITLE  
A609\_KILBURN\_LANE  
BELPER

DRAWING TITLE  
LINING\_&\_SIGNAGE\_PROVISION

DRAWN  
M.SLOAN

Date  
28/09/2017

CHECKED  
RS

Date  
28/09/2017

APPROVED  
R.HANDBURY

Date  
29/09/2017

Project / Confirm  
Reference No. 8196890

Drawing  
Number HMT/MSN/489/17

SCALE

NTS

ORIGINAL DRAWING SIZE 210 x 297 (A4)

## Appendix 2

Comparison Table Showing Vehicle Speeds/Average Vehicle Flow  
Surveys Taken January 2011 Compared With October 2017

Year		Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 <sup>th</sup> %ile	Mean Speed	Std Dev
All directions																	
2011	00-24	12267	0	31	167	353	800	4198	5127	1442	123	18	6	0	34	29.7	5
2017	00-24	12086	0	64	194	387	1515	6021	3300	547	47	9	3	0	32	27.7	4.6
SEbound																	
2011	00-24	6129	0	13	66	141	411	2302	2475	640	67	11	4	0	34	29.6	4.8
2017	00-24	5823	0	50	155	246	705	2723	1650	270	20	5	1	0	32	27.5	5.1
NWbound																	
2011	00-24	6138	0	18	101	212	389	1896	2652	803	57	7	3	0	34	29.8	5.2
2017	00-24	6263	0	14	39	141	810	3298	1650	277	27	5	2	0	32	27.9	4.1

Grid Ref location of survey equipment

437000/347238 2011

436970/347261 2017