

**DERBYSHIRE COUNTY COUNCIL**

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

**15 April 2014**

Report of the Strategic Director – Economy, Transport and Environment

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

(1) **Purpose of the Report** To inform the Cabinet Member of investigations undertaken following two public consultation events on proposals to change the traffic signal junction of Hasland Road, Mansfield Road and The Green, Hasland.

(2) **Information and Analysis** Following construction of the scheme, significant public concerns have been raised. This has led to the creation of the Hasland Traffic Light Working Group, who 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 internationally 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 and made a number of recommendations. Some of these recommendations have been carried out to help improve the operation of 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. 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. (For further information

## **Public**

on the results of the consultation event and email responses please see the report dated 10 September 2013).

On 10 July 2013, a meeting was held with Councillor Dean Collins, the Deputy Cabinet Member - Jobs, Economy and Transport, Councillor Allen, representatives of the Hasland Traffic Light Working Group and officers to discuss the consultation event held on 12 June 2013, the problems with the signal junction and potential solutions.

On 10 September 2013, a report was considered by the Cabinet Member - Jobs, Economy and Transport. This recommended that the Authority proceeds to redesign the junction of Hasland Road, Mansfield Road and The Green with a view to removing the traffic signals and replacing them with an alternative scheme. The report also recommended a public consultation event be held on the proposed scheme design. At this meeting, a further report was also considered and approved for minor modifications to the Local Transport Plan (LTP) Capital programme 2012/13. This secured the funds for the proposed changes to the traffic signal junction of Hasland Road, Mansfield Road and The Green, Hasland. At this stage, it was difficult to estimate the cost of the proposal but a figure of £160,000 was set aside to cover the costs.

### **Local Member Comment**

Councillor Dave Allen supports the introduction of the revised scheme following the consultations with the local community.

### **Officer Comment**

Officers carried out a redesign of the junction taking into account comments received at the consultation event on 12 June 2013 whilst also working to necessary design standards.

Officers were conscious that a replica of the previous layout could not be reintroduced as the old arrangement was not without its flaws. With the introduction of the traffic signal junction, it was clear that the phasing of the signals and, in particular, the length of time taken for the pedestrian phase to be activated caused frustration to pedestrians, which led to some pedestrians crossing when a red man signal was shown. It was also alleged that motorists proceeded through the junction once they receive a green signal without appropriate care. Other vehicles would speed through the junction before the lights changed to red. At peak times, vehicles would queue through the junction causing problems for pedestrians.

Officers have continually monitored the collision data at this junction since its introduction on 2 December 2011. This has been documented in previous reports. 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

## Public

involved pedestrians). A wider search of the collision data for this same period identified that there had been two injury collisions outside No.10 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 1).

As detailed in the 10 September 2013 report, since the introduction of the traffic signal junction on 2 December 2011 to the 30 April 2013, there has been a total of 11 injury collisions recorded. These collisions are over a wide search area, which includes Storforth Lane junction with The Green, Calow Lane junction with Mansfield Road and Eastwood Park Drive junction with Hasland Road (See Appendix 2).

Of these 11 collisions, three occurred at the junction. At the time of the 10 September 2013 report, it was reported that there had been a further two collisions since 30 April 2013.

A check of the most recent collision data (30 April 2013 – 31 August 2013) identified that there has been one slight injury collision recorded at this junction (See Appendix 3).

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.

Officers feel changing the emphasis from a traditional junction layout providing positive signals, when and when not to proceed to a theme on a shared space initiative is the most suitable way forward. This will change the environment, giving greater priority to pedestrians (when demand is high) and helping to reduce vehicle speeds through the centre of the village.

The result is the proposed scheme detailed in the drawing at Appendix 4 and includes the following:

- The removal of the traffic signal junction.
- The Introduction of a 20mph zone to help reduce vehicle speeds.
- The introduction of raised zebra crossings on The Green, Mansfield Road (outside the entrance to Eastwood Park) and Hasland Road (outside the Lucas Memorial Homes).
- The closing off of Chapel Lane East at its junction with Mansfield Road and removing the one-way Order to stop abuse of the existing restriction.
- Amendment to the kerb line on Hampton Street to prevent the abuse of the existing restriction.
- The introduction of a different coloured surface to highlight the crossing points.

## Public

- The removal of the planting area outside No.2 (Pet Shop) Mansfield Road to improve visibility to and from the proposed zebra crossing located on The Green.
- Install a mini-roundabout highlighted in a different coloured surface.

To provide the public with an opportunity to comment on this proposal, it was felt that two consultation events were required. These public consultation events were held at the Methodist Church Hall on 12 December 2013 and 15 January 2014 from 9:30am through to 6:30pm. The events were manned by officers who were on hand to discuss and explain the proposal. Feedback forms and copies of the proposal were made available. Both events were advertised with the erection of on-site notices around the village and leaflets sent to the Hasland Traffic Light Working Group for erection in local shop windows and for distribution. For the consultation event on 15 January 2014, additional leaflets were provided to local schools. On the day of both events, notices were erected directing people to the Methodist Church Hall.

A total of 191 people attended the consultation events of which 152 completed the feedback forms (80%) and officers also received one email.

Fifty seven (37%) completed forms are in support of the proposal. Seventy six (50%) completed feedback forms support the proposal but would like to see changes. Twelve (8%) completed feedback forms did not support the proposals and wanted to see changes to the existing traffic signal junction. Eight (5%) completed feedback forms did not support the proposal.

Common themes identified in the feedback forms include:

- Problems with deliveries to the Co-op.
- Widen the footpath outside the park.
- Support the removal of the planting area outside the pet shop.
- Provide pedestrian guardrail.
- Support closing Chapel Lane East.
- Traffic lights cause too much congestion.
- Only a very small percent of replies considered traffic lights to be the best solution.
- Support the 20mph zone.
- Relocate zebra crossing on Mansfield Road towards the Co-op.
- Remove zebra crossing on Mansfield Road.
- The mini-roundabout should be signed and lined.
- Create more parking.
- Relocate bus stop outside Eastwood Park.
- On-street parking on Eastwood Park Drive associated with people using Eastwood Park.
- What will happen to the Existing Signal Equipment?
- The use of coloured surfacing.

## **Public**

Officers have looked in detail at all the comments received and I have made the following comments:

### **Problems with deliveries to the Co-op**

It is acknowledged that at peak times, delivery vehicles loading and unloading on Mansfield Road can cause problems. From the consultation event it was evident that there was willingness from the Co-op store for them to make amendments to how deliveries are made. Key to this was access to the rear loading facility on Chapel Lane East. It was felt that a waiting restriction introduced on Chapel Lane East would improve access for delivery vehicles. This would involve the introduction of a Traffic Regulation Order, which would be subject to further consultation with residents and businesses located on Chapel Lane East.

### **Widen the footpath outside the Park**

As part of the traffic signal scheme, the footpath was reduced in width to accommodate two approach lanes. With the removal of the traffic signals, the footpath width can be increased, helping to improve pedestrian accessibility. In addition, the footway outside the One Stop shop will also be widened to tighten the turning manoeuvre from The Green onto Hasland Road.

### **Support the removal of the planting area outside the pet shop**

With the introduction of the zebra crossing on The Green, it is necessary for the planting area to be removed. This will improve visibility to and from the crossing point.

### **Provide pedestrian guardrail**

Officers do not support the introduction of guardrails; as mentioned previously the proposal is a theme on a shared space initiative giving greater priority to pedestrians (when demand is high) and helping to reducing vehicle speeds through the centre of the village. The provision of a pedestrian guardrail can lead to a pedestrian being trapped in the carriageway, unable to access the footway. Where a guardrail is provided, it is often damaged creating a maintenance liability. Therefore, officers do not recommend introducing pedestrian guardrails as part of this scheme.

### **Support closing Chapel Lane East**

From the consultation events held and from data gathered, it is evident that motorists are abusing the restrictions on Chapel Lane East. Therefore, it is proposed to close it at its junction with Hasland Road, whilst still retaining the prohibition of driving, access only Order. It is also proposed that a waiting restriction is introduced on Chapel Lane East to improve access for delivery and refuse vehicles. This would involve the introduction of a Traffic Regulation Order, which would be subject to further consultation with residents and businesses located on Chapel Lane East.

## **Public**

### **Support the 20mph zone**

In general, members of the public supported the introduction of the 20mph zone. Some concerns were raised regarding its extents and how this would be enforced. Officers have revisited the extents of the proposed 20mph zone on The Green and feel that relocating it just to the south of its junction with Storforth Lane would benefit the School Crossing Patrol, which operates on Storforth Lane near its junction with The Green. The remaining locations of the 20mph zone on Mansfield Road and Hasland Road are appropriate and help to draw motorists' attention to the busy area of the village. Within the proposed 20mph zone are existing traffic calming features which should help to enforce the proposed speed limit. The proposed 20mph zone complements the existing 20mph zones nearby on York Street, Kent Street, Hampton Street and Eyre Street East

### **Relocate zebra crossing on Mansfield Road towards the Co-op**

Whilst understanding the reason for the request, unfortunately, officers feel that relocating the proposed zebra crossing on Mansfield Road from outside the Lucas Memorial Homes to a location nearer to the Co-op store would be too close to the existing Mansfield Road junction Calow Lane traffic signals and would have a negative impact on the efficiency of this junction. There is an existing central refuge island on a raised traffic calming feature, which is currently used safely by pedestrians. Another location suggested was at the point of the proposed closure of Chapel Lane East. However, this would mean the creation of a landing area outside the shops on the southside of Mansfield Road leading to a loss of on-street parking space and therefore, an alternative location for a zebra crossing on Mansfield Road is not considered appropriate.

### **Remove zebra crossing on Mansfield Road**

It was evident from the consultation events on the latest proposal that members of the public were not in favour of retaining a zebra crossing outside the Lucas Memorial Homes. It was felt that this would cause difficulties for motorists accessing the parking spaces on Mansfield Road. As mentioned previously, it is not possible to relocate this crossing on Mansfield Road without it having a negative impact on the on-street parking spaces and efficiency of the Mansfield Road junction/Calow Lane Traffic Signals. Bearing these points in mind and the public feedback received, it is proposed that this zebra crossing is removed. However, the proposed raised traffic calming feature will be retained to help keep vehicle speeds to a minimum.

### **The mini-roundabout should be signed and lined**

Officers have taken on board the comments received as part of the consultation events and are in agreement with providing lining and signing for the mini-roundabout. Officers still feel that there is benefit in retaining the coloured surface, which should help to emphasise the proposed mini-roundabout.

## **Public**

### **Create more parking**

It was evident from the consultation events that the members of the public would like to see the creation of additional on-street parking spaces. Although it was acknowledged, this is difficult within existing highway limits. However, the proposed closure of Chapel Lane East at its junction with Mansfield Road would provide an opportunity to install an additional two on-street parking spaces.

### **Relocate bus stop outside Eastwood Park**

Members of the public made officers aware that the existing bus stop outside Eastwood Park was far from ideal and that relocating it further towards the centre of the village would be an improvement. Unfortunately, this bus facility is a bus stand and therefore a bus could be stationary for a number of minutes. Officers feel that traffic would have difficulty passing a stationary bus. As such, it is proposed that the bus stop remains in its current location.

### **On-street parking on Eastwood Park Drive associated with people using Eastwood Park**

Officers have been made aware that parking is taking place on Eastwood Park Drive and, at times, this can cause access difficulties. In conjunction with the proposals for Hasland Road, Mansfield Road and The Green, Hasland, it is proposed that officers consult residents of Eastwood Park Drive regarding the introduction of a waiting restriction in the vicinity of the vehicle access to Eastwood Park.

### **What will happen to the existing signal equipment?**

The existing signal equipment including signal poles can be stored off site and reused for the maintenance of existing signal installations throughout the County.

### **The use of coloured surfacing**

The coloured surfacing to be used will be of a hard wearing, low maintenance material. Examples of the coloured surface material were displayed at the consultation events in December and January. The consultation events did not raise any preference in the colour of the surface material. Officers will use a coloured surface material that will also be used on two other schemes helping to keep costs to a minimum. The schemes where this material is proposed to be used are Glumangate, Chesterfield and Ashbourne Town Centre.

Bearing the above points in mind, officers have made amendments to the proposal and they are detailed on a revised drawing in Appendix 5.

(3) **Financial Considerations** The proposed scheme detailed in Appendix 5 is funded from the 2012/2013 LTP Capital schemes programme with an available budget of £160,000.

(4) **Legal Considerations**      Section 1 of the Road Traffic Regulation Act 1984 enables a traffic authority to make a Traffic Regulation Order (TRO) if it considers it expedient for a number of purposes.

Section 2 of the 1984 Act states what a Traffic Regulation Order (TRO) may provide for and this includes requiring vehicular traffic (either generally or a specified class) to proceed in a specified direction or prohibiting it from doing so; specifying the part of the carriageway to be used by such traffic proceeding in a specified direction; prohibiting or restricting the waiting or loading and unloading of vehicles; prohibiting the use of roads by through traffic; prohibiting or restricting overtaking. Notice of proposals must be given in accordance with Regulation 7 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and at least a minimum of 21 clear days for the receipt of written objections must be allowed. Objections can then be considered by the Local Authority.

Section 122 of the 1984 Act 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 both 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 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.

Having considered all the objections made, the Council may determine to introduce the new restrictions. The Order will need to be formally made, advertised and the requisite signs erected and road markings placed on site in accordance with the new Order. No Order can be made until after the last date for objections. No Order can be made more than two years after the date of the publication of the notice of proposals. No part of a TRO can come into force before that date when it is intended to publish a notice of making.



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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 and transport considerations.

(4) **Key Decision** No.

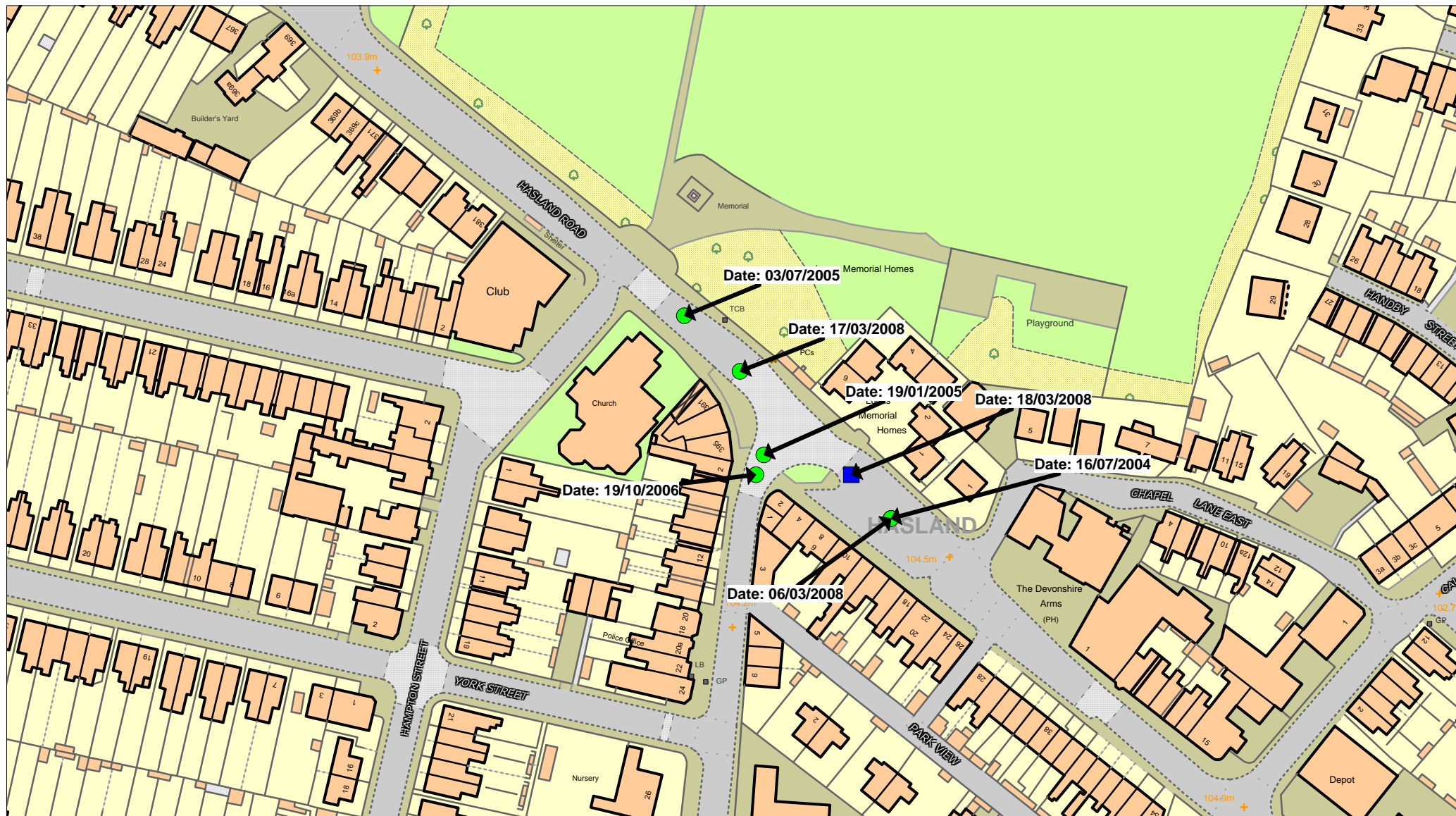
(5) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(6) **Background Papers** Reports to the Meeting of Cabinet Member – Highways and Transport dated 31 May 2011 and 19 February 2013. Reports to the Meeting of Cabinet Member – Jobs, Economy and Transport dated 10 September 2013. These are held on file in the Traffic and Safety Section of the Economy, Transport and Environment Department. Officer contact details – Lee Wright, extension 38764.

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

- 7.1 The Authority proceeds with the introduction of the revised scheme as detailed in Appendix 5.
- 7.2 The Authority promotes the introduction of a Traffic Regulation Order to install a 20mph zone on Hasland Road, Mansfield Road and The Green.
- 7.3 The Authority promotes the introduction of a Traffic Regulation Order to close Chapel Lane East at its junction with Mansfield Road and to revoke the one-way Order for Chapel Lane East.
- 7.4 The Authority promotes the introduction of a Traffic Regulation Order to provide waiting restrictions on Eastwood Park Drive and Chapel Lane East.
- 7.5 The Local Member and Hasland Traffic Light Working Group be informed accordingly.

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



### 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**  
**Selected using Manual Selection**

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1 of 1

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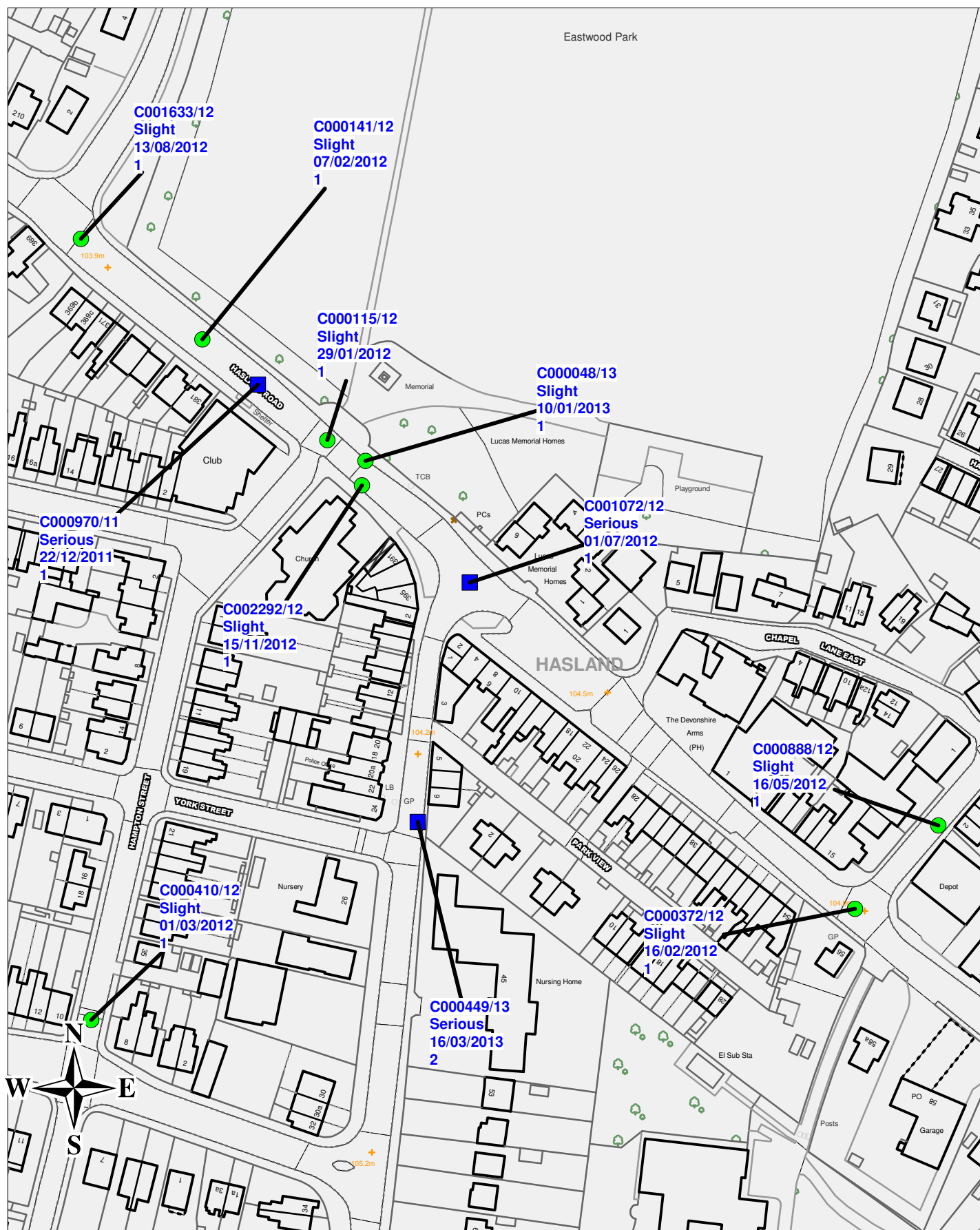
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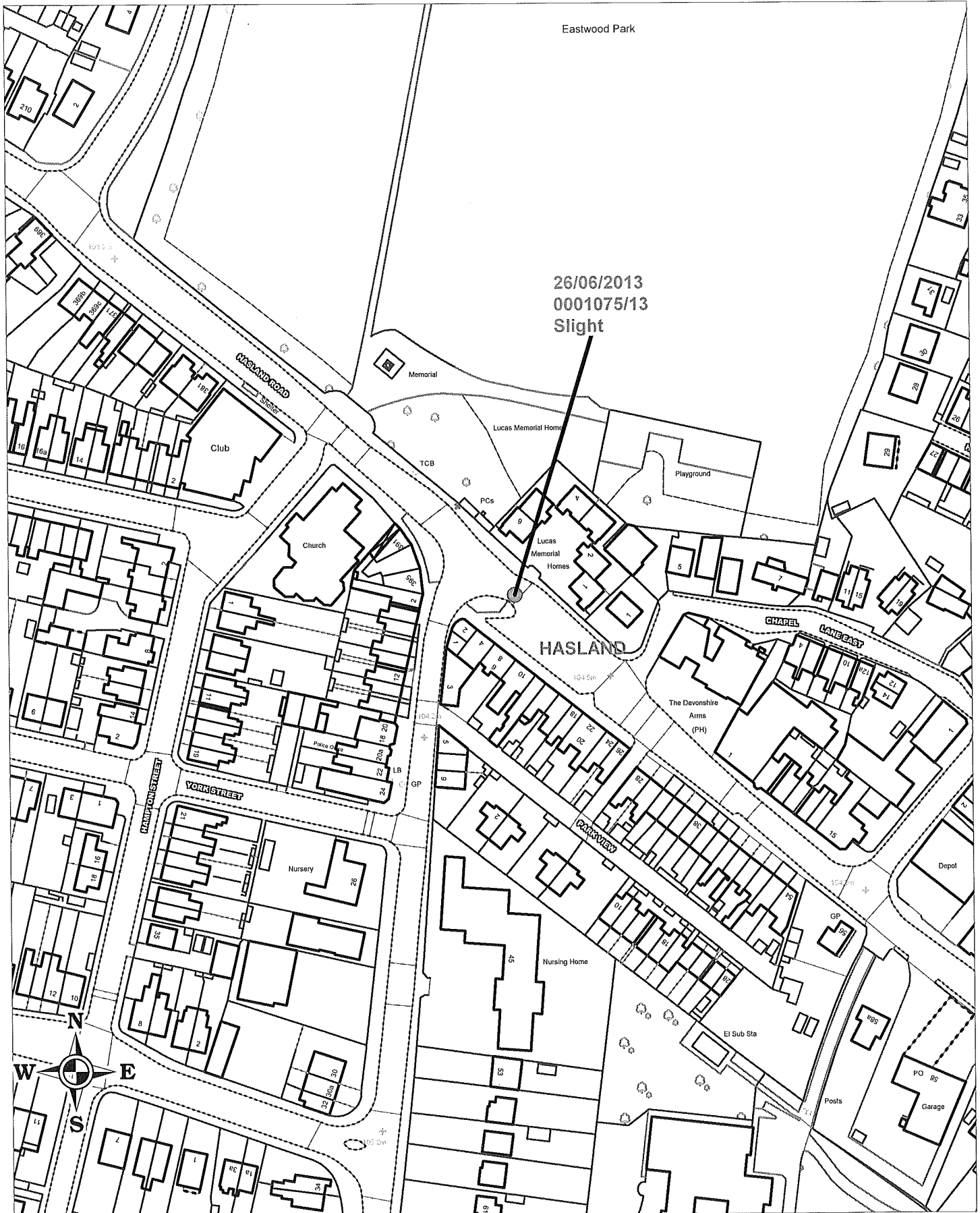
02/12/2011 to 30/04/2013

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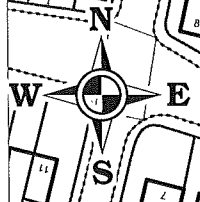
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HASLAND



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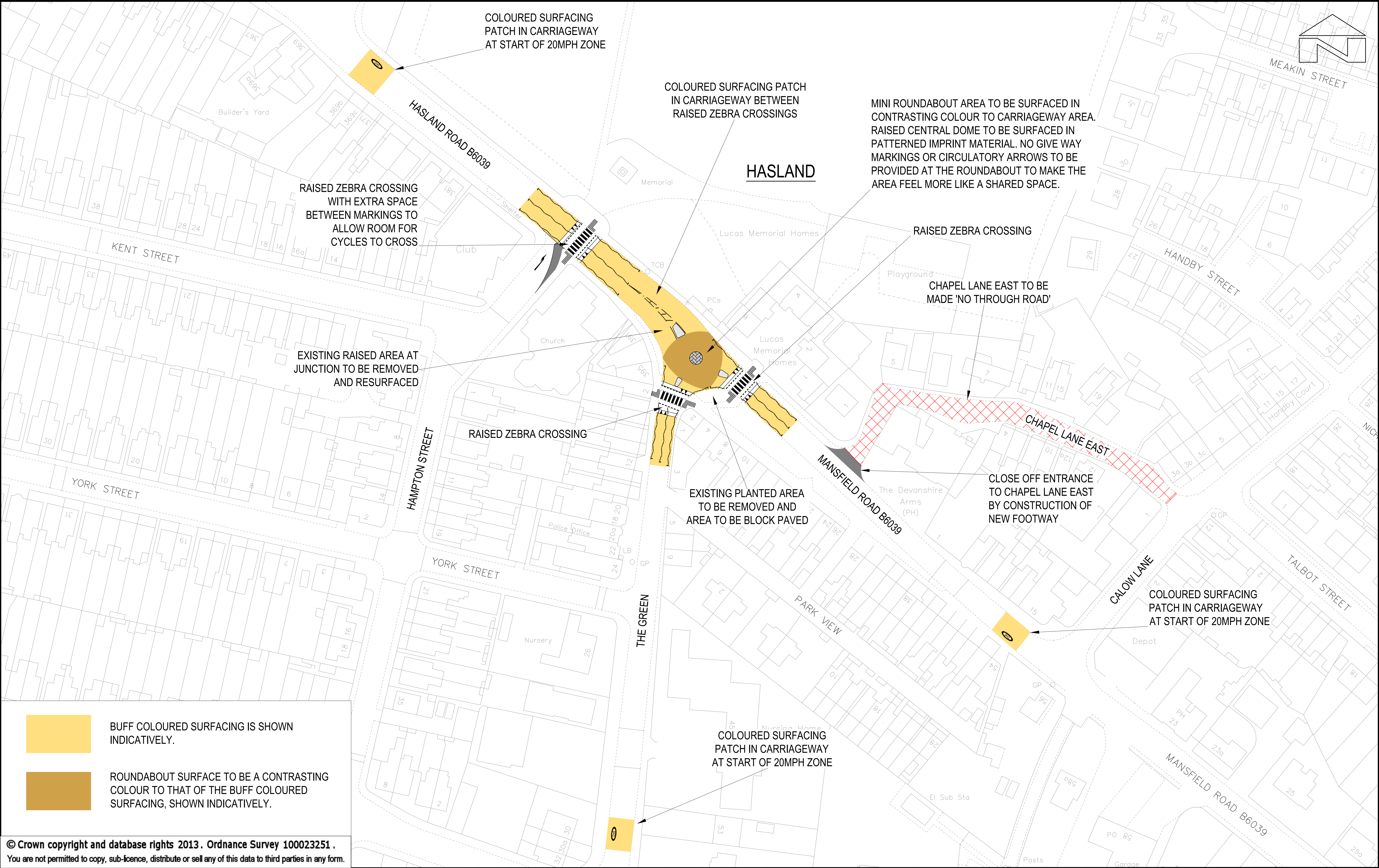
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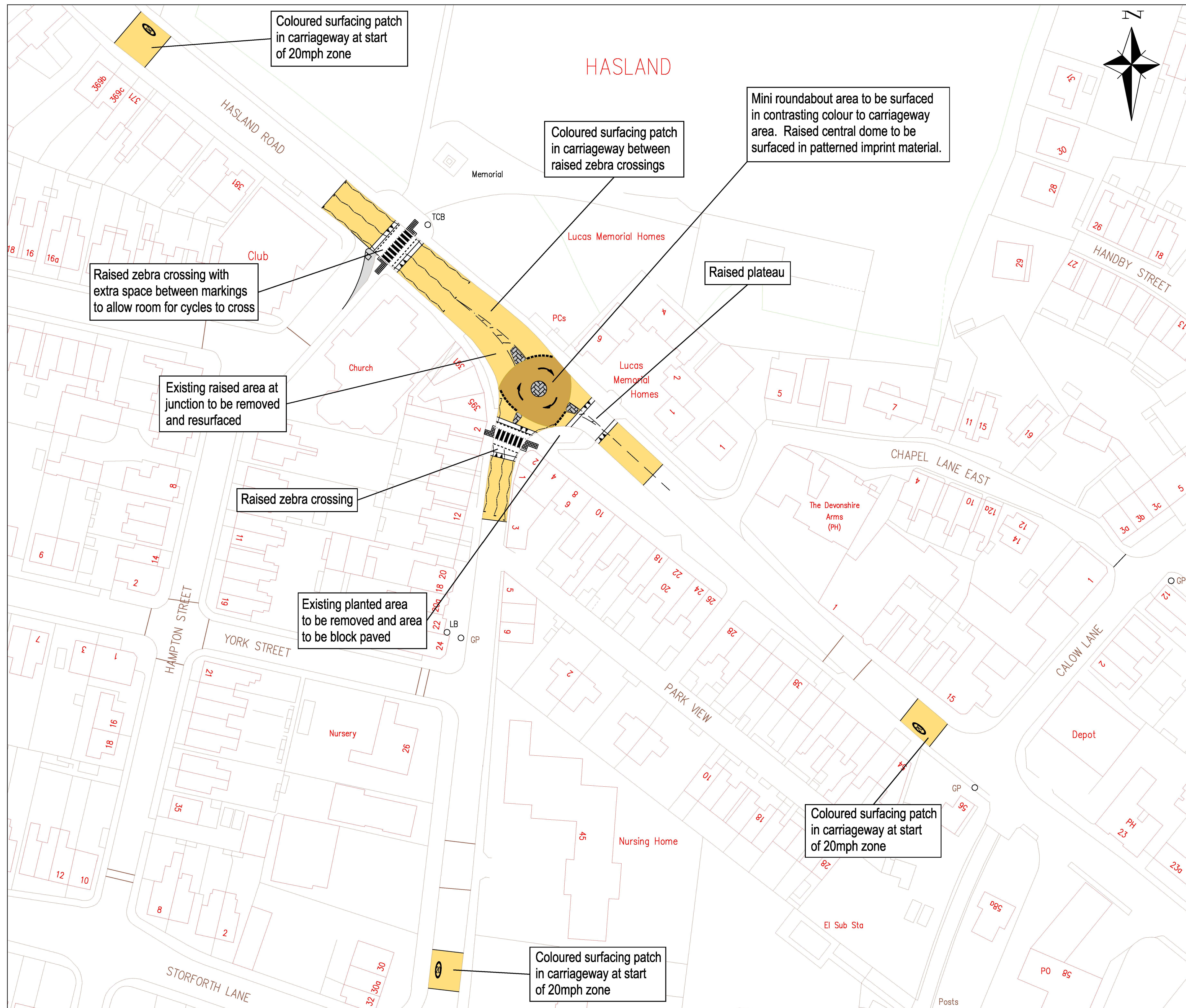
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Appendix 5

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AMENDMENT DETAILS				By	Chkd	Appd	Date	No.
DRAWN BY	J.Watson	CHECKED BY	T.J.Flintham	APPROVED BY	S.Boyack	SCALE		
Date	4/3/2014	Date	5/3/2014	Date	5/3/2014	Not to Scale		



**DERBYSHIRE**  
County Council

Improving life for local people

Mike Ashworth  
Strategic Director - Economy, Transport and Environment

**ECONOMY, TRANSPORT & ENVIRONMENT**  
HIGHWAYS MANAGEMENT  
HIGHWAY DESIGN



PROJECT TITLE  
B6039 THE GREEN, HASLAND  
PROPOSED MINI ROUNDABOUT  
AND HIGHWAY IMPROVEMENTS

DRAWING TITLE  
CONSULTATION PLAN  
OPTION 4

DCE Project Reference Number  
12-040103

Drawing Number  
12-040103/Cons2

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