

Agenda Item No. 4(b)

**DERBYSHIRE COUNTY COUNCIL**

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

**17 January 2017**

Report of the Strategic Director – Economy, Transport and Communities

**PROPOSED TRAFFIC CALMING SCHEME – ASHOVER ROAD, OLD  
TUPTON**

(1) **Purpose of Report** To consider the comments received following the publication of a proposal to install a traffic calming scheme on Ashover Road, Old Tupton.

(2) **Information and Analysis** In recent years, the Authority has received contact from several residents of Ashover Road, Old Tupton expressing concerns about the speed of traffic using the road. Therefore, an investigation has been carried out into the traffic situation here.

Since 2010, there have been 6 recorded injury collisions within the 30mph stretch of Ashover Road. A speed survey carried out over a week in May 2010 gave an 85<sup>th</sup> percentile reading of 36mph in the north-east direction (towards the A61) and 37mph in the south-west direction (away from the A61). These values represent the speed at or below which 85% of the vehicles are travelling. The remaining 15% will therefore be exceeding these speeds. Bearing this in mind, a proposal to install a traffic calming scheme was identified to tackle excessive speeding and address this on-going collision problem. Funding for such a scheme was secured within this year's capital funding allocation. The proposal is shown on the attached plan (Drawing number 15-020704/Consult1).

Consultation on the proposal has been carried out with various consultees, including the local Member Councillor Brian Wright, North East Derbyshire District Council, Derbyshire Constabulary, the County Council's Public Transport Unit, the County Council's Design and Conservation Officer, Derbyshire Fire and Rescue Service and Derbyshire Ambulance Service amongst others.

A letter drop to all the properties (approximately 125) within the 30mph zone has also been carried out, as well as notices placed on the street. Sixteen responses to these letters have been received with 7 in opposition (2 from the

same address) and 9 in favour of the proposal. North East Derbyshire District Council supports the proposal.

A summary of the objections received is as follows:

- The introduction of road humps will present a noise nuisance to residential properties, particularly as the road is regularly used by agricultural vehicles.
- Road humps can cause damage to vehicles.
- Motorcyclists are the main culprits for speeding.
- Electronic flashing signs would be better or cameras.
- It will increase speed on the rural section of the road.
- The road is in a poor state of repair and the money should be used to repair the road.
- Road humps will increase journey times and congestion.
- It will lead to an increase in emissions.
- Waste of money which would be better spent on repairing the roads.

As with all features involving vertical deflection, the Authority's Public Transport Unit has reservations due to the discomfort these can cause for bus passengers. Speed cushions can help in this respect as a bus's axles can straddle these. However, the sporadic roadside parking that takes place along this stretch of road would preclude their use as this could mean that buses would still have to negotiate the raised feature. It is for this reason that "bus friendly" plateaux have been proposed.

### **Officer Comment**

National trials carried out by the Transport Research Laboratory concluded that road humps are the most effective means of reducing mean speeds along a route. Obviously, they are a permanent feature over which every road user has to pass. Other measures, such as electronic signs, are only of limited benefit insofar as drivers may choose to ignore them. Measures involving horizontal deflection (e.g. build-outs, chicanes, etc.) are only effective where there is an opposing flow of traffic. If nothing is coming in the opposite direction, drivers do not have to slow down to give way to one another. Such measures also prevent roadside parking where they are constructed.

As with all highway intervention measures, officers always consider every option available to them to address specific issues. Derbyshire County Council is measured on its achievements in casualty reduction and has to demonstrate a rate of return on their investment in terms of casualty reductions.

As with all collision remedial schemes, the collision history has been studied and the causation factors of all collisions have been taken into consideration. It is deemed that road humps would be the most effective measure to address the collision trends at this location.

It is acknowledged that road humps can introduce an element of noise and vibration, and extensive studies have been carried out nationally on this issue. These studies reveal that the extent of ground borne vibrations depends upon the soil type upon which the humps are built. It is not considered that the proposed road humps for Ashover Road are close enough to any of the properties to subject them to exposure to ground borne vibrations based upon the soil type in the area.

The type of road hump being proposed is a flat topped plateau which enables both axles of a bus (and other long vehicles) to mount the hump before driving off it at the other side. This reduces discomfort for bus passengers. All road humps are constructed in accordance with national guidance and regulations and, if driven over at an appropriate speed, should not cause damage to vehicles. The humps will be designed to be negotiated at a reasonable speed and should not necessitate slowing right down, thus, enabling the stretch of road to be driven along at a speed commensurate with the speed limit and conditions.

Some of the respondents received have questioned the siting of some of the road humps in relation to their properties. Siting road humps is always a balance between avoiding vehicular accesses, side roads, etc, whilst still maintaining an appropriate distance between each hump to achieve the desired traffic calming effect. The siting of traffic calming measures is crucial to achieving an effective speed reducing scheme. Features placed too far apart can give rise to the harsh accelerating/decelerating in between each feature, increasing the “between hump” speed along with other environmental knock-on effects, e.g. noise and emissions. In this instance, due to the amount of driveways and other access points, the features have been situated where they can achieve a consistent traffic calming effect. A review of their locations has been carried out, but there are no other more suitable locations for them when bearing in mind the above.

It is therefore recommended that the scheme, as shown on the attached plan, is approved for implementation.

### **Local Member Comment**

Councillor Brian Wright is aware of the proposals.

(3) **Financial Considerations** This is an approved scheme in the Local Transport Plan 2015-16 (Scheme 02 07 04) with a budget of £40,000.

(4) **Legal Considerations** Notices have been placed on site to advertise the County Council’s intention to install road humps in accordance with Section 90 of the Highways Act 1980.

(5) **Social Value Considerations** The scheme proposed will reduce traffic speeds and help cut the number of vehicle collisions and the risk of serious injury. This will result in an improved local environment for residents, pedestrians, cyclists and other road users.

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.

(6) **Key Decision** No.

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

(8) **Background Papers** Held on file within the Economy, Transport and Communities Department. Officer contact details – Steve Alcock, extension 38176.

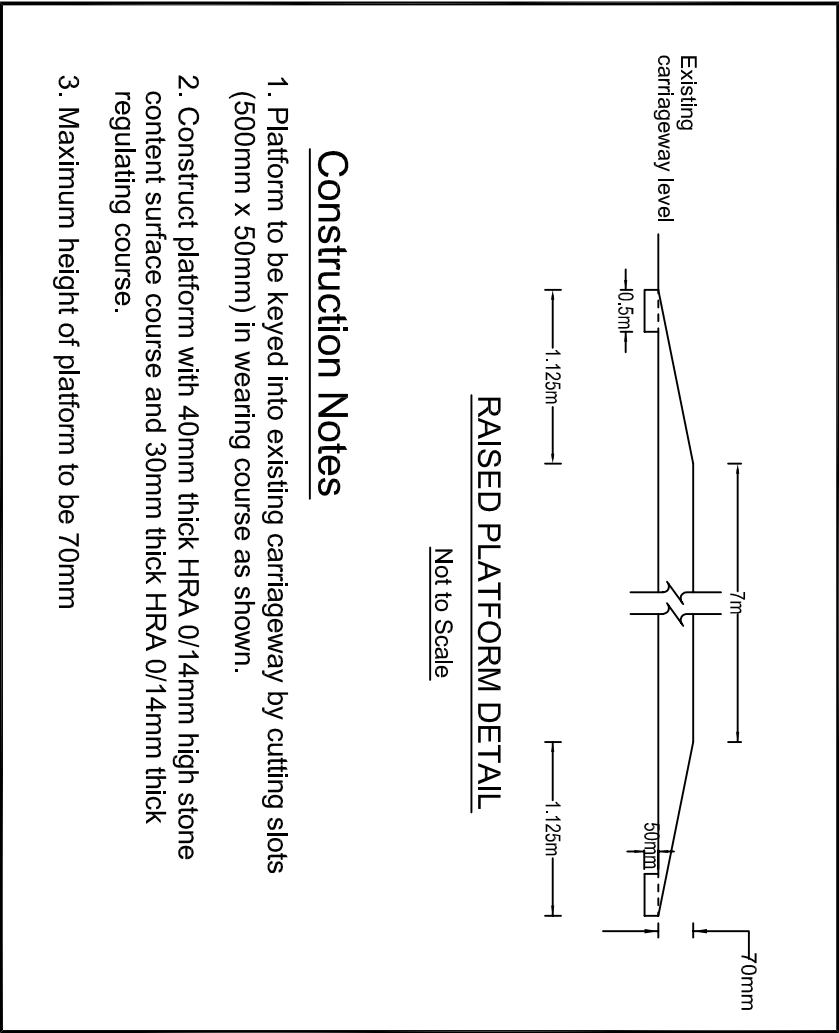
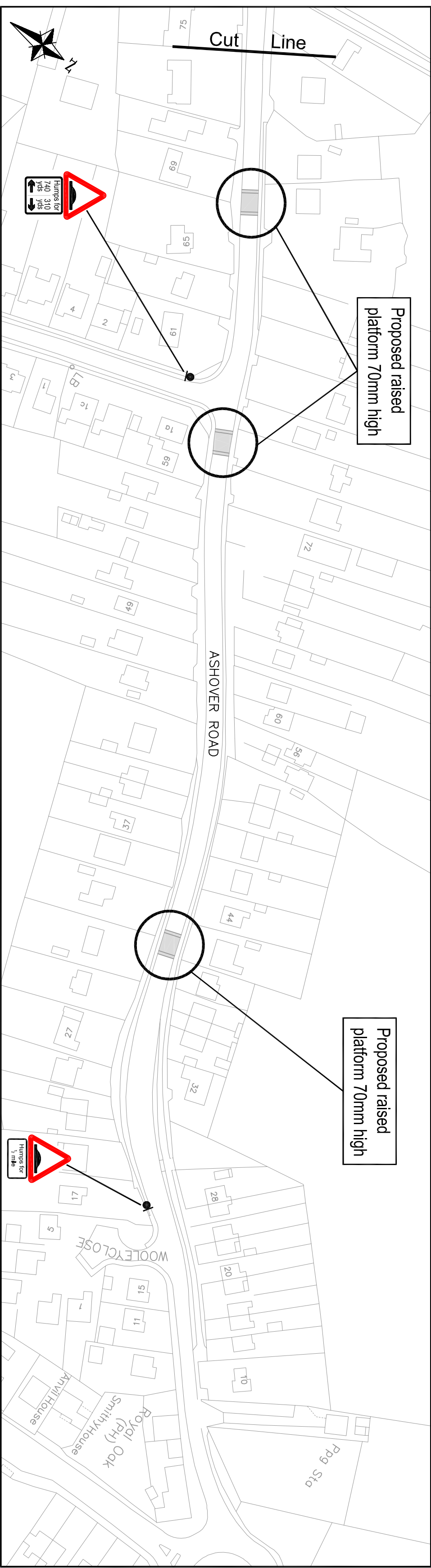
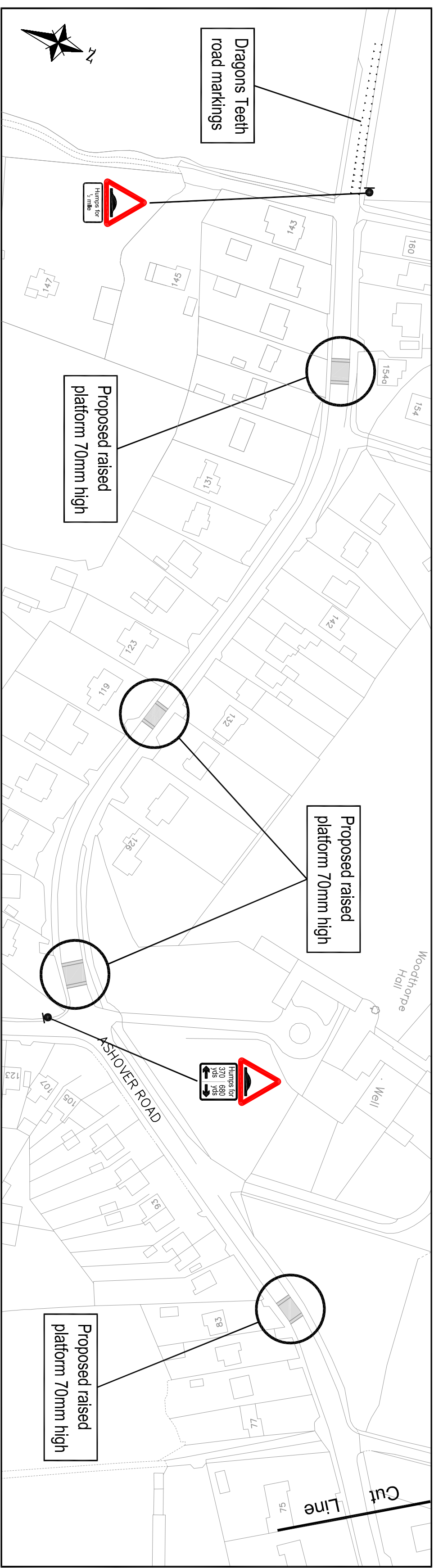
(9) **OFFICER'S RECOMMENDATIONS** That the Cabinet Member:

9.1 Approves the proposed traffic calming scheme on Ashover Road, Old Tupton, be installed as advertised.

9.2 Informs all those who have taken the time to provide feedback be informed accordingly.

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





Construction Notes

1. Platform to be keyed into existing carriageway by cutting slots (500mm x 50mm) in wearing course as shown.
2. Construct platform with 40mm thick HRA 0/14mm high stone content surface course and 30mm thick HRA 0/14mm thick regulating course.
3. Maximum height of platform to be 70mm



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AMENDMENT DETAILS			
DRAWN BY	CHECKED BY	APPROVED BY	By
J.Watson	T.Mather	T.Mather	Paul
Date	Date	Date	Date
7/10/2015	9/10/2015	9/10/2015	9/10/2015
ORIGINAL DRAWING SIZE 420 x 594 (A2)			
Mike Ashworth Strategic Director - Economy, Transport and Environment ECONOMY, TRANSPORT & ENVIRONMENT HIGHWAY MANAGEMENT HIGHWAY DESIGN			
PROJECT TITLE ASHOVER ROAD, OLD TUPTON PROPOSED TRAFFIC CALMING SCHEME			
DRAWING TITLE CONSULTATION PLAN			
DCE Project Reference Number	15-020704	SCALE	Not to Scale
Drawing Number	15-020704/Consult1		