

Agenda Item No. 4(a)

DERBYSHIRE COUNTY COUNCIL

MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE

28 February 2017

Report of the Strategic Director – Economy, Transport and Communities

PETITION - A514, HARTSHORNE – REQUEST FOR MEASURES TO
REDUCE SPEEDING TRAFFIC THROUGH THE VILLAGE

(1) **Purpose of Report** To consider a petition requesting measures to reduce speeding on the A514, Hartshorne and provide a recommendation to the Cabinet Member that the request be refused.

(2) **Information and Analysis** At the meeting on 15 November 2016, the Cabinet Member acknowledged receipt of a 24-signature petition, requesting measures to reduce speeding through the village of Hartshorne (A514) (Minute No. 123/16 refers).

The petition can be summarised as follows:

“Speeding through the village, particularly on the A514 is endemic with some drivers. On the two reverse bends on the approach into the village from the Ticknall direction there have been three crashes into hedges in the past nine months, one of which demolished two telegraph poles. At this point the footpath is reduced in width and it is only a matter of time before a passing pedestrian is killed by a car mounting the kerb.

Since this is an ‘A’ road, speed humps cannot be installed, but some form of deterrent is needed. We therefore request that the Highways department consider including in their Capital Programme for 2017/18 one or more of the following:

- 1. A permanent radar operated illuminated sign giving a visual warning i.e. “TOO FAST” or indication of approaching speed, preferable within the village rather than at the 30mph approach signs, as this is where the worst cases occur (this is the preferred option).*
- 2. A permanent fully operational speed camera(s) within the village.*
- 3. A pseudo gate or fence on the approach from Ticknall at the village name board.*
- 4. Repeater 30mph signs through the village in both directions.*
- 5. Paint 30mph speed limit signs on the road surface through the village.”*

Officer Comment

The A514 is a heavily trafficked route, running on a general north-south trajectory, between the town of Swadlincote in the south and the A50 (junction 3) roundabout at the Derby/Derbyshire administrative boundary in the north. The route is largely rural and semi-rural in nature, passing through the villages of Woodville, Hartshorne, Ticknall, Stanton-by-Bridge and Swarkestone, spanning almost 9 miles in length. Investigations have been carried out in the 30mph section as it passes through the village of Hartshorne, being the focus of the petitioners concerns.

A review of the Police database, recording all collisions resulting in injury, reveals that there have been two such incidents on the A514 (30mph) through Hartshorne in the last three years (the standard test period for assessment). One collision occurred on the acute bend at the A514 junction with Manchester Lane, where a northbound vehicle crossed the centre line and struck an oncoming vehicle. It is questionable from the Police report whether speed was a contributory factor. A further collision occurred to the east of The Mill Wheel public house, involving one vehicle, where exceeding the speed limit was recorded as a contributory factor.

Previous speed surveys have concluded that average speeds here are generally compliant with the governing speed limit.

In October 2010, an automatic seven day survey was carried out just to the north of the Repton Road junction on Ticknall Road. This revealed an average speed of 32.2mph and an 85th percentile speed of 38.1mph. A further survey was carried out on Main Street in the vicinity of the school in May 2008 which gave an average speed limit of 30.9mph and an 85th percentile speed of 36.9mph.

The 85th percentile is the speed up to which 85% of traffic is travelling up to but not above.

The 85th percentile speeds such as the ones above are likely to be addressed through localised speed enforcement by the Police.

There are no identifiable trends between the collisions which suggest there are effective measures which could be introduced to reduce the risk of such collisions occurring in the future. Whilst any collision is regrettable, the history through Hartshorne compares favourably to other sections of the A514 and other A class roads in the County.

The petitioners request a number of measures, to which the following comments can be offered in response:

1. Due to concerns about their overuse and therefore growing ineffectiveness, the County Council introduced a Vehicle Activated Sign (VAS) Policy in May 2012, to determine where investment in such signs should be prioritised. The policy dictates that a number of stringent conditions must be met before a VAS can be considered. Essentially, there must be evidence of at least six injury collisions within the last three years, with excess speed being an attributing factor in some, if not all cases. The collision history, as detailed above, means that the existing VAS Policy criteria cannot be satisfied at this location.
2. The deployment of both fixed and mobile safety camera enforcement is administered by the Derby and Derbyshire Road Safety Partnership through CREST (Casualty Reduction Enforcement Support Team). Traditionally, enforcement is prioritised based on a speed-related collision history and speed survey data, and it is unlikely that this location would meet the required criteria for this level of speed enforcement. The petitioners could liaise with the Police, as the only body able to enforce speed limits, directly with regard to their speeding concerns. It is noted that a Community Speed Watch initiative is already planned for the new year.
3. Measures are already in place to enhance the start of the 30mph speed limit ('gateway' features) on the southbound entry into the village. Village 'welcome' plates accompany the 30mph terminal signs and are positioned on either side of the carriageway with the message *Please drive carefully*. The signage is reinforced with a contrasting buff coloured surface feature across the carriageway and a 30mph carriageway roundel. A series of buff rumble-type strips also serve to alert drivers to the impending 30mph speed limit on the approach. The straight alignment of the carriageway on approach provides drivers with excellent forward visibility, allowing sufficient time to lower speeds prior to entering the built-up area. Whilst a physical gate or fencing feature may further enhance the 30mph entry point, it is unlikely to provide a significant additional benefit in terms of road safety. Such features would also present the Authority with an additional maintenance liability at a time when funds continue to diminish and, therefore, it would be difficult to justify the allocation of resources for this request.

The Parish Council could consider applying for a legal agreement with the Authority to fund and maintain its own additional features, subject to certain conditions being met.

4. The speed limit through Hartshorne is a default 30mph (a 'restricted road') by virtue of a system of street lighting being in place (defined as three or more lighting columns spaced no more than 183m apart). The Traffic Signs Regulations and General Directions 2016 do not permit the

use of 'repeater' speed limit signs in such circumstances and the Department for Transport will not make exceptions to this rule. The built-up and clearly residential nature of the roadside environment should make it obvious to motorists that the governing speed limit is 30mph.

5. Speed limit carriageway roundels are considered to be repeaters and are therefore not permitted under these circumstances, for the reasons explained above.

The petitioners recognise that physical traffic calming measures are not appropriate on an A class road and officers are therefore restricted to the use of less intrusive measures, such as lining and signing. It is anticipated that motorists are adequately informed of the potential hazards that they may encounter through existing measures. These include sharp deviation of route chevron boards, bend and double bend warning signs, 'SLOW' carriageway markings and deflection arrows ahead of double white line markings (located where forward visibility is severely reduced).

School Safety Zone signage along with an advisory 20mph speed limit and flashing amber warning lamps, further 'SLOW' markings and school crossing patrol warning signs have also been provided on the approaches to Hartshorne Primary School.

These measures combine to provide sufficient information to road users of the hazards ahead and prompt them to adjust their speeds accordingly. The relatively good collision history suggests that these measures continue to have a beneficial effect in terms of road safety. It is therefore recommended that no further measures, such as those suggested in the petition, are implemented.

Local Member Comments

The local Member, Councillor Chilton has been consulted and made the following comments:

"I fully support action being taken on the A514 within the vicinity of Hartshorne village. You and your team are already aware of the dangers on the A514 and the numerous speed checks that have, and continue to be, taken. The entry into Hartshorne village, south bound to Swadlincote, is particularly dangerous as one enters on a sharp bend bearing left for a few metres then reaches a point where the A514 continues bearing left, passed the Primary School to another blind bend bearing to the right, but Repton Road is a sharp turn to the right on that first bend, by the Admiral Rodney Public House. This is so dangerous. I am sure you are familiar with this section though your road map will surely confirm.

The consensus of opinion is that we would like either a VAS or VIS piece of equipment to be permanently installed. Not only do we think this would be the best option (speed humps not allowed here apparently and are much hated anyway. Mad drivers still don't slow down on them either). It is believed that installation of the sign(s) would, in the long term, possibly save lives and risk of other types of accident – not all of which are reported, thereby giving you criteria to work on and reduce the need for Speed Watch teams. Whilst these teams do sterling work, it does cause a lot of administration for the Police whose force is already stretched to the limit. The general public would be far happier if the County Council took action. Robotic type prevention equipment does seem to work (I know to my own cost!)."

(3) **Financial Considerations** There are no financial considerations associated with this 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, 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 Communities Department. Officer contact details – Tracy McCann, extension 31930.

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

7.1 The request for further speed reduction measures on the A514 at Hartshorne be refused for the reasons set out in the report.

7.2 The Local Member and lead petitioner be advised accordingly.

Mike Ashworth
Strategic Director - Economy, Transport and Communities