

DERBYSHIRE COUNTY COUNCIL

MEETING OF CABINET MEMBER – JOBS, ECONOMY AND
TRANSPORT

5 August 2014

Report of the Strategic Director - Economy, Transport and Environment

**PETITION – HOLLINCROSS LANE AND PIKES LANE,
GLOSSOP – REQUEST FOR 20MPH ZONE**

(1) **Purpose of the Report** To inform the Cabinet Member of investigations undertaken following the receipt of a petition requesting a 20mph Zone in Glossop (Minute No. 52/14 refers).

(2) **Information and Analysis** At the meeting on 25 March 2014, the Cabinet Member acknowledged receipt of a petition requesting a 20mph Zone in Glossop. It contains 81 pro forma letters.

The covering letter, which accompanies the petition, reads as follows:

“As long-time residents of Hollincross Lane we have become increasingly concerned at the growing volume of traffic using the two lanes daily. The carriageways are narrow, obstructed by numerous parked cars and with many intersections. Despite all this, many motorists are not deterred from driving as quickly as they can, because in many cases they are using the lanes as a “rat run” to avoid the town centre.

To compound the potential dangers, the lanes are used several times daily (during term time) by school children going to and from St James’ Primary School. Yet this stretch of road is subject to no greater a speed limit than the main A57 in Glossop town centre. We consider that this is nothing short of a scandal.

We have discussed the matter with the head teacher of St James’ and he fully shares our concerns. He has circulated all parents to discover whether they would be in favour of the imposition of a general speed limit of 20mph, and we have done likewise with residents of the lanes. The responses have been unanimously in favour (please see enclosures.)

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A further factor in the situation is a proposal to build twenty one new dwelling houses on land immediately adjacent to Hollincross Lane, the property of St Christopher's trust. We understand that this proposal is highly likely to be approved, and should that be the case the volume of traffic will obviously be further swelled.

In view of all the above we urge that the Council gives immediate attention to this situation, with a view to introducing a lower speed limit as suggested in this letter, and so raising the general level of safety in this part of Glossop."

Background

Hollincross Lane and Pikes Lane consist predominantly of terraced housing with little off-street parking facilities. There is a primary school on Chadwick Street (a small cul-de-sac at the western end of Hollincross Lane), and, in line with most schools, the school has developed a School Travel Plan in a bid to encourage the use of sustainable modes of transport for transporting the children to and from the school. However, many are transported by car which can cause some problems with parked vehicles at school opening and closing times.

Local Member Comments

Councillors E Wilcox and Greenhalgh have been consulted. Councillor E Willcox commented:

"Cllr Greenhalgh and I are generally supportive of 20mph Speed Limits, especially when there is evidence to demonstrate how the community could potentially benefit from such measures.

The County Council faces unprecedented challenges to its budget, and in light of this, the adaptations and enhancements we would like to see, are not always deliverable. However, we will endeavour to work with officers and other elected members to further explore the feasibility of this proposal."

Officer Comment

As with any speed limit, it is important that a 20mph limit does not require unreasonable levels of enforcement by the Police, therefore, where speeds are generally around 20mph, entry signing and gateways are usually sufficient. However, where speeds are higher, traffic calming measures can be used to keep speeds to 20mph without the need for Police intervention.

Where there is an existing record of collisions involving children occurring over an area, or where concentrations of pedestrians and/or cyclists exist or are anticipated, 20mph speed limits are particularly appropriate. They can help protect children walking and cycling to and from school and may encourage other children to walk or cycle. Fortunately, in this case, there have not been

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any reported injury collisions recorded in this area over the last five years, which is extremely pleasing.

The school has a Travel Plan in place and partakes in Travel Smart which is a Council-organised twice-yearly event to promote sustainable travel to school. All the lining outside the school has recently been reviewed to provide a safer approach for parents and children walking to school. There are 'children crossing' warning signs with flashing amber lights on the approaches to Chadwick Street where the school is located.

Officers appreciate the concerns expressed by the petitioners and their desire to have a 20mph speed limit in their streets. The Authority, however, receives numerous requests for traffic calming and 20mph speed limits and these have to be prioritised using known facts like the collision history and speed readings so that the Authority's limited budget is targeted at those areas that most require it and where a reduction in casualty rates can be achieved.

There is a suggestion that 20mph speed limits can have much wider benefits than the simple reduction in the number of accidents. The main non-tangible benefit that has been reported in a number of case studies is that 20mph limits improve peoples' perception of where they live and can have wider health benefits, such as encouraging walking and cycling. As such, a trial 20mph speed limit site is being set up in Derbyshire this financial year to see what sort of effect such treatment has. Studies undertaken as part of this trial will help to shape how the Authority uses this type of measure in the future.

Taking this into account, there are no current proposals to implement a 20mph speed limit at Hollincross Lane and Pikes Lane at this time. However, further consideration may be given following the recommendations as a result of the trial taking place this year.

With regard to traffic speeds in general, observations reveal that the high incidence of roadside parking and limited width carriageways in this area lead to reduced traffic speeds in general. Motorists do have to give way to one another and the tortuous nature of this route normally results in an interrupted flow with much stopping, thus leading to low average speeds in the main. As with all roads, there will be an inconsiderate minority who may drive too fast for the conditions and these instances should be reported to the Police to enable enforcement action to be considered.

In preparing this report the relevance of the following factors has been considered: financial, legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(3) **Key Decision** No.

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

(5) **Background Papers** Held on file in the Traffic and Safety Section. Officer contact details – Isobel Mulligan, extension 38677.

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

6.1 The request for a 20mph Zone for Hollincross Lane and Pikes Lane, Glossop be refused at this time.

6.2 The request be given further consideration based upon the outcome of a trial site programmed for implementation this financial year.

6.3 The local Member and petitioners be informed accordingly.

Mike Ashworth
Strategic Director – Economy, Transport and Environment