



DERBY CITY COUNCIL

AREA PANEL FOUR 29 JUNE 2005

Report of Director of Development and Cultural Services

Petition requesting traffic calming measures, on Havenbault Lane, Littleover

SUPPORTING INFORMATION

- 1.1 In December 2004 a petition was received containing 114 signatures from the Havenbault 'Road Safety' Campaign. The petition reads as follows, 'There are some residents within the area who have got together to discuss what can be done to introduce a 'Traffic Calming Scheme' on Havenbault Lane'. The petition was in the form of a questionnaire asking residents their opinion on road safety and which method of traffic calming was preferred. A summary of the results is shown in Appendix 1. Of 114 forms received, 99% of residents agreed that a traffic-calming scheme was a good idea, and 97% of residents agreed they had seen a noticeable increase in speed in Havenbault Lane. A number of residents also raised the issue of Havenbault Avenue and the need for similar measures to be put in place in that street.
- 1.2 Havenbault Lane links Rykneld Road in Littleover with Brierfield Way in Mickleover via The Hollow. The footway on the south and southwest side of Havenbault Lane runs between Rykneld Road to the A38 overbridge only, where the highway continues, running adjacent to open fields until its junction with Staker Lane and The Hollow. However, on the northern side of Havenbault Lane the footway runs its whole length from Rykneld Road into The Hollow to Brierfield Way. Havenbault Lane runs straight until the A38 overbridge where the road bends to the right before continuing towards The Hollow.
- 1.3 Vehicle speed measurements were undertaken in September 2004 and January 2005 at two different locations and Derbyshire Constabulary have undertaken similar at a third location. A range of 85th percentile speeds between 32mph and 41mph were recorded. The 85th percentile speed is the 85th highest out of 100 measured and is the nationally recognised method for assessing compliance with speed limits. It is recognised that many road users are travelling significantly in excess of the 30mph speed limit. Derbyshire Constabulary's Traffic Management Officer has reported that Officers have been asked to conduct speed checks on Havenbault Lane, but he has also suggested that the Council should consider the installation of traffic calming measures as he feels the route does not meet the criteria for the erection of permanent speed cameras.
- 1.4 As outlined in the Authority's Local Transport Plan traffic calming measures provide the most benefit where there is a history of reported injury accidents in which high vehicle speed is a contributory factor or vulnerable road users, pedestrians and cyclists, are involved.

- 1.5 While Derbyshire Constabulary's accident statistics reveal that there were two accidents reported on Havenbault Lane during 2002, both involving cyclists, there have been no accidents during 2003 and 2004. While it is clear from the vehicle speed surveys that most road users perceive that the 30 mph limit is inappropriate, it does not follow that traditional traffic calming measures are required that would reduce vehicle speeds to 20 or 25 mph.
- 1.6 Investigations have been taking place into the feasibility of reducing the speed limit on Pastures Hill from 40 mph to 30mph. In order to achieve this it would be necessary to alter the nature, and maybe the alignment of the street such that road users will then perceive that a 30mph limit is an appropriate one. Once this project is completed it will be necessary to monitor the effectiveness of the measures introduced in restraining speeds to approximately 30mph. It is important to note that the Department for Transport will not permit the erection of 30 mph repeater signs on a lit street as they consider that the system of street lighting serves as an adequate reminder that a 30 mph speed limit exists, unless otherwise signed. It is considered that measures that prove effective for Pastures Hill could be considered for implementation in Havenbault Lane and The Hollow as a means of reinforcing the existing limit. Obviously, public consultation would take place prior to the introduction of any changes.
- 1.7 It has been observed that many children use Havenbault Lane as part of their route to school. This has prompted some residents to explore the possibility of working with Brookfield Primary School to promote safety improvements. This positive approach led to the organisation of a meeting between an Officer of the Authority's Road Safety and Travel Awareness Team, the school Head and a member of the Havenbault Area Safety Group. It was agreed that a School Travel Plan should be investigated and, to this end, arrangements were made to distribute questionnaires to survey the thoughts of pupils, parents and staff. Following analysis of the results, a further meeting was held with the school Head, governors and parents on 8 June 2005. A draft Travel Plan was circulated for comments and actions were proposed as detailed below.

PROPOSED ACTION

- 2.1 The following actions were agreed at the Travel Plan meeting:
- to run a Walk to School Week commencing 4 July
 - some cycle training will be carried out for year six in September
 - another meeting will be arranged for parents during the day to encourage more support for the Travel Plan and
 - a site meeting is to be held with the School Travel Plan forum soon so they can identify problem areas on their school journey and possible solutions.
- 2.2 The consideration of measures to reinforce the 30 mph speed limit on Havenbault Lane and The Hollow, as resources permit.

For more information contact: Nicola Weekly 01332 716074 e-mail: nicola.weekly@derby.gov.uk
Background papers: Correspondence held on Littleover Ward file in Traffic Management office
List of appendices:

IMPLICATIONS

Financial

- 1.1 There is currently no budgetary provision for the introduction of traffic management measures on Havenbault Lane and for a School Travel Plan and any proposals will need to be considered for inclusion in future budgets.

Legal

- 2.1 None.

Personnel

- 3.1 None.

Equalities impact

- 4.1 None.