



DERBY CITY COUNCIL

AREA PANEL 4 28 September 2005

Report of the Assistant Director, Highways, Transport and Waste Management

Petition - Concerns Over Traffic Volumes on Church Street, Thornhill Road and Old Hall Road, Littleover

SUPPORTING INFORMATION

- 1.1 A petition has been received from the residents of Church Street, Littleover detailing concerns over the volume of traffic on Church Street and that it is congested and dangerous at school arrival and dispersal times. In addition to this, residents from Thornhill Road, raised concerns at the Area Panel meeting on the 17 November 2004, regarding the amount of traffic using The Hollow, Old Hall Road and Thornhill Road and the extent of pavement parking taking place.
- 1.2 Church Street runs parallel with Burton Road and links The Hollow with Normanton Lane. The street is largely residential with a significant number of properties having no off street parking. St Peter's School fronts the road and a school crossing patrol operates at school arrival and dispersal times.

The Hollow and Old Hall Road link Stenson Road in Blagreaves, with Burton Road in Littleover. There are only short sections of footway on the North and West sides of Old Hall Road due to past land slippage. The footway on the Eastern side of Old Hall Road is narrower than the recommended width and is frequently used by residents and pupils/parents travelling to and from St Peter's School. There is also no footway on the Western side of The Hollow between Hillsway and Hall Park Close.

- 1.3 Traffic surveys were carried out in May and June of 2005. These surveys recorded the number of vehicles travelling between Hillsway, The Hollow, Old Hall Road, Church Street and Normanton Lane.

All surveys were carried out over the 12-hour period between 7am and 7pm. These surveys showed that:

- Approximately 2,200 vehicles use Church Street each week day, with the flows being split fairly equally in either direction.
- There are 4300 vehicle movements on Old Hall Road, 1850 in a Northerly direction and 2450 Southerly.
- From a total of more than 5800 vehicles travelling North from Blagreaves Lane on to The Hollow, 62% turned left into Hillsway.
- Of approximately 5300 vehicles using The Hollow between the Hillsway and Church Street junctions, 2300 travel in a Northerly direction with the remaining 3000 travelling South.

- In comparison, 6900 vehicles were recorded using Hillsway. 2900 heading East and nearly 4000 travelling West towards the Burton Road roundabout. 94% of the traffic emerging from the Hillsway junction onto the Hollow turned right – South.

The morning and evening peak periods all differ slightly, but generally replicate the “tidal flow” of traffic experienced across the city. The afternoon peaks in particular reflect the presence of St. Peter’s School. It is recognised that at these times, Church Street becomes congested and that this may result in frustration from drivers and residents.

1.4 Speed surveys have also been carried out across the area.

These show that on Church Street in free flow conditions the Average speed was 18mph and the maximum-recorded speed was 25 mph. On Old Hall road, an average speed of 22mph was recorded in both directions.

This data suggests that speeding is not a particular problem throughout the area and during school arrival and dispersal times the speeds are even lower.

1.5 A review of recorded personal injury accidents shows that in the latest three year period up to the end of December 2004 there was one collision on Church Street and a further collision on Shepherd Street near to its junction with Church Street. Both resulted in slight injuries. In the same period there were seven collisions on Burton road between Old Hall Road and Shepherd Street. Six of these involved slight injuries and one involved a serious injury.

1.6 The petitioners suggested solution to the volume of traffic on Church Street, is to ban the turning manoeuvres from Old Hall Road into Church Street, effectively making it one way only to through traffic in a Westerly direction.

Investigations have shown, however, that closing off this route in either direction will have a detrimental effect on other routes and junctions in the immediate area. In particular closing it off in the direction suggested is likely to relocate around 850 vehicles onto Burton Road. Essentially instead of drivers having to negotiate two relatively lightly trafficked right turns they will have to make right turns onto and off of Burton Road which will be more difficult on this extremely busy arterial route.

The junction of Burton Road and Old Hall Road also suffers from poor visibility – hence the presence of a Stop Line - and 850 extra vehicles exiting this junction, which would be an increase of 45% on its present use, may increase congestion at busy times and lead to drivers being pressured into taking unacceptable gaps in traffic. The alternative to this would be to increase the volume of traffic using Thornhill Road, which also has a pedestrian access to St. Peter’s School and already suffers from high traffic volumes and pavement parking.

1.7 The suggestions that the petitioners have made provide some benefits for the residents of Church Street. However, the disbenefits to the wider area are significant. In these circumstances the request to make Church Street one-way is not considered appropriate.

- 1.8 The council has been working closely with the school to develop a travel plan. This travel plan identifies accessibility issues that parents have during the school run and looks at ways in which more parents can be encouraged to use sustainable modes of transport. As part of the consultation process residents of Church Street were invited to an exhibition showing proposals that are aimed at addressing the concerns of residents as well as attempting to provide solutions to those issues contained in the school's travel plan.

The proposals, which consist of two plateaus, are designed to further reduce speeds and help pedestrians cross the road along Church Street. Some minor modifications have been made to the proposals following comments from residents and parents. We plan to re-consult with parents and residents later this year. If the plans are supported we aim to implement a scheme later this financial year. Following this we will closely monitor the situation.

- 1.9 It is also proposed that in view of the concerns in the wider area, alterations to the junction of Thornhill Road and Burton Road, to tighten up the radius of the junction should be considered. This would reduce vehicle speeds on entering Thornhill Road and hence provide some disincentive to use this route for through traffic. Another or additional option would be the reduction of the carriageway width on Old Hall Road and The Hollow. This would allow the construction of a footway of adequate width.

However, it must be noted that these further improvements will require additional funding and that will have to be sought through the normal bidding process for inclusion in future work programmes.

- 1.10 A number of signs are in need of maintenance or replacement, including the Road Bend sign, School Warning signs and Local Direction signs. An order will be written for these works to be carried out.

PROPOSED ACTION

- 2.1 That the request for a one-way street and associated banned turns be refused.
- 2.2 That the Panel note the further action to develop a school travel plan and pedestrian improvements at St Peter's School.
- 2.3 The Old Hall Road footway and Thornhill Road junction improvements are considered by the Area Panel and if appropriate, taken forward for inclusion in future work programmes subject to funding being available.
- 2.4 That orders are issued to carry out the necessary sign maintenance work in the area.

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Background papers: File held in Traffic Control Section
List of appendices: None