

From: Kewal Singh Athwal (Elected Members)  
Sent: 18 August 2021 14:02  
To: Robert Largan MP  
Subject: FW: 2021 07 19 Castleton, Hope Valley. Traffic Safety Issues Confirm reference 82014847

Dear Robert Largan MP

Traffic Safety Issues - Various Locations, Castleton

Thank you for your enquiry regarding the above which has been raised with you by Castleton Parish Council. This matter has been investigated by officers in the Place Department and the response they have prepared is set out below.

The bends in the vicinity of Spital Bridge do help to regulate vehicle speeds at that location. The speed limit changes from 40mph to 30mph on the entry to the village and these bends act as traffic calming features to naturally slow drivers down. Of course, the same applies for vehicles travelling in the opposite direction. It is expected that vehicular speeds will tend to be higher on straighter sections of road and it would stand to reason that speeds within the 40mph zone on Castleton Road will be higher. The speed survey shows how well these bends act in naturally regulating this speed. Whilst the How Lane approach is also quite straight, this is within the 30mph zone where it is common for drivers to have to give way to one another due to the presence of parked vehicles.

In considering the provision of additional highway intervention measures, as you will appreciate, the County Council receive many requests for safety measures and highway improvements from across the County. The sheer number of requests far outweigh the resources available. Given this demand, a system of prioritisation must be employed using information, including the number and severity of collisions. This helps ensure that the resources available are firstly used in those locations where there is the greatest need and where most benefits can be achieved.

The limited funds that are available must therefore predominantly be directed to those locations where there is a history of reported injury collisions and where a highway improvement scheme can effectively reduce the number of injury collisions. The use of identifiable known hard facts and figures provides robust and transparent justification for the investment of the limited public funds that are available.

It is understood that this can often be perceived as having to await road collisions prior to action being considered, but, prioritising locations that are already experiencing road injuries ensures that the limited resources are being deployed as effectively as possible.

To ensure a consistent approach to this, any requests for the introduction of traffic calming measures within the County have to be judged against the criteria listed in the Derby and Derbyshire Road Safety Partnership's Speed Management Protocol Engineering Technical Annex. The minimum criteria for consideration of implementation of any traffic calming works would be 7 personal injury collisions



over 1km in the last 3 years. Only collisions involving personal injury that have been recorded on the Police database can be included in these statistics.

It can be confirmed that there have been no reported injury collisions in the last five years (to date from the 01/05/16 to 30/04/21) at this location. This is not sufficient enough to trigger intervention levels through the Speed Management Protocol and means that speed restraint measures could not be considered at the present time.

With regard to installing double yellow lines in place of the existing double white lining system; this would require the creation of a legal order called a 'Traffic Regulation Order' (TRO). This is a lengthy statutory procedure of consultation, advertisement and the consideration of any objections which may be received. Due to the resource intensive nature of this process, especially in terms of officer time, robust justification is usually required and, again, this is normally on the grounds of an evidenced road safety need. The authority currently has a backlog of TROs waiting to be processed, but this request can be added to the list to be considered as and when a TRO is progressed in Castleton as there are a number of outstanding parking issues in the village that require consideration.

The Parish Council have referenced the 85th percentile speed reading from a survey that was carried out on Buxton Road in 2019, but, seemingly are suggesting that this figure would be the same for vehicles travelling "through the village". The 85th percentile speed is defined as 'the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point'. Therefore, the 85th percentile value to which has been referred represents a spot speed on the widest straightest section of carriageway in the village and does not reflect the speeds of traffic travelling through the rest of the village. Obviously, the restricted width, limited forward visibility and tortuous nature of the roads within the central part of the village, amongst other things, will mean that speeds through the village will be different to this. The survey carried out at Spital Bridge would seem to corroborate this theory.

Again, no collisions have been recorded on Buxton Road in the last five years (to date from the 01/05/16 to 30/04/21), and so similarly to Spital Bridge, this location could not be considered for intervention measures at this time.

Enforcement of speed limits lies solely with the Police, but they will prioritise their resources based on sites that suffer from a combination of excess speeds and a history of speed-related injuries. Where speeding is a concern in the local community, residents and Parish Councils may be able to volunteer for a Community Speed Watch scheme. This is an initiative whereby volunteers work alongside the area's Safer Neighbourhood Policing Team to monitor traffic speeds in their community. Volunteers are firstly provided with training on how to operate the speed detection equipment and then given the opportunity to carry out speed checks with local officers.

No enforcement action is taken against any driver detected speeding, but, their details are recorded, and a letter sent to the vehicle owner informing them of their speed and requesting that they respect local speed limits. They are also warned that if they are caught breaking the speed limit again, they may face a fine and penalty



points on their licence. Community Speed Watch is an effective way of highlighting speeding to individual drivers and reminding them of their responsibility in adhering to speed limits and the consequences of not doing so.

Should the Parish Council wish to report any concerns about speeding motorists to the Police, or to find out more information about Community Speedwatch, then it is suggested that this be done directly through CREST, which is the joint body of the Police and the Derbyshire and Derby Road Safety Partnership:  
[www.crestderbyshire.org](http://www.crestderbyshire.org) <http://www.crestderbyshire.org>

The stretch of Back Lane, between How Lane and Cross Street, has two ninety-degree bends which, again, should significantly slow down vehicles. It would be physically very difficult to travel around these sharp bends without reducing the speed of a vehicle quite dramatically. The lack of visibility for drivers when pulling out of their driveways is due to the close proximity of the buildings in relation to the highway and, ultimately, there is very little that the County Council could implement to improve this situation. Certainly, no engineering measures available would be as effective at suppressing vehicle speeds than the existing layout of the road here. The residents of these properties could investigate whether any amendments could be made to their driveways to improve their visibility when exiting, and this could be in the form of cutting back vegetation or the lowering of garden walls, if these obstructions are within their control.

Speed limits do not apply to cyclists; they only apply to motorised vehicles; however, cyclists should always ride responsibly in accordance with the Highway Code, and there is specific guidance contained within that document that advises cyclists to be considerate of other road users. It is an offence to ride recklessly on a road or in a dangerous, careless or inconsiderate manner, and whilst there are maximum penalty fines that the Police can issue to cyclists that ride in this manner, the enforcement of these offences can prove difficult for them to carry out.

The issue regarding the footpath alongside Peakshole Water that is used by cyclists has been forwarded to the County Council's Rights of Way Section for further consideration. A separate response will be sent to the Parish Council on this issue.

In my role as Cabinet Member for Highways Assets and Transport, I can confirm that the information provided is in line with the Council's current priorities and policies.

If you require any further information or clarification regarding the details of this letter, please contact Philip Braisby directly by email:  
[highways.hub@derbyshire.gov.uk](mailto:highways.hub@derbyshire.gov.uk) or telephone 01629 531935.

Regards

Cllr Kewal Singh Athwal | Cabinet Member for Highways Assets and Transport |  
County Councillor for Sawley Division  
Derbyshire County Council | County Hall | Matlock | DE4 3AG