

Holbrook Traffic Plan "Kick off" meeting

Minutes

Venue Arkwright Hall
Date 15/10/08
Time 7.30pm – 8.45pm
Chair Paul Tiler

Attendance

Paul Tiler (chair) PT
David Bott DB
Richard Massey RM
Colin Murfin CM
Malcolm Rhodes MR
Sean O'Hanlon SO
Stan Spencer SS
Emma Blount (administration) EB

Matters Arising

1.Introductions

PT welcomed all to the meeting and introduced each attendee.

2.Outline of objectives for the meeting and future steps

PT stated that the mission for the committee is to produce a traffic plan and present this to the Parish Council who will then take this to the Borough Council. He then reviewed the TOR and all agreed. **PT** particularly emphasised the need for total agreement as outlined on item 5 of the TOR.

RM explained why the balance of the sub committee was 3 members of the public to 4 councillors; this was in order for decision making to be efficient without the need to refer back to the Parish Council.

PT re-emphasised the need for all to agree with point 5 of the TOR in order for best outcome and impact.

SO asked if there was a history re traffic issues being addressed in Holbrook.

RM suggested there had been but with no outcome, **PT** therefore responded that there was nothing on record that is of any real value.

3. Discussion of traffic issues in Holbrook and expression of views

PT suggested that the sub committee each speak in turn and identify what they consider to be the key traffic problems, in particular their locality and type. The objective being to share experience and reach common understanding.

SS – Suggested that there is a need to rationalise parking. The speed of traffic through the village is a major issue, particularly along the full length of Town Street. He is concerned that there now seems to be parking on both sides of Belper Road.

DB - Suggested that the speed of traffic on Belper Road and Makeney Road leading to Red Lane is an issue. (i.e. speeds up to 60mph. He is particularly concerned with the speed of traffic on Mellors Lane where there is a play area, this makes it hazardous for the children coming to and leaving the area. He is concerned that there will have to be a fatality before action is taken. DB informed the sub committee that the main concern from Parishioners who completed the Parish survey was that of speed of traffic through the village.

MR – suggested that on Moorside Lane the parking when dropping off and collecting children was a problem coupled with the volume of traffic. He was also concerned about the speed of traffic on this road and others.

CM – Outlined the traffic problem on Chapel Street, particularly due to parking. He agreed that the speeding on Moorside Lane was a problem. He also identified that there was a hazardous spot outside the church at the top of Port Way and that the problem on chapel street was worse at times of school or chapel events

SO – Identified that the parking was heavy on Town Street and that this actually served to slow traffic down. He also identified that there is a black spot as Well Yard joins Pond Road. He is concerned that 6 of the gates on Town Street open directly onto the road. He raised the suggestion that a speed limit of 30mph is too fast on Town Street, especially with the blind bend as Pond Road joins it. **SO** suggested that there are benign ways to slow traffic down.

RM – Recognised that the traffic through Holbrook is an emotive issue. He highlighted that each time traffic speed checks had been done there was no evidence of speeding. He identified that roads are no longer just used by people living in Holbrook. He suggested that the speed limit through Holbrook was too high, particularly on Moorside Lane, Belper Road, Makeney Road and Pond road. He agreed that the parked cars on Town Street serve as barriers and slow down traffic. **RM** said that he supported the approach of the sub

committee to take a strategic view of the traffic problems in Holbrook rather than take issues in isolation. He suggested that Holbrook had become a "rat run" between the A6 and the A38.

PT – Suggested that the committee strive to develop solutions to the burden of the traffic throughout the village.

4. Identify and agree problem spots

The sub committee identified areas of major concern on a blown up map of Holbrook:

Speeding (red)

Hazards (green)

Parking(to be added at later date)

RM – identified that parking is a huge issue and of great concern for parishioners. It was agreed that this would be given special attention at the next meeting.

PT Summarised the meeting by expressing satisfaction that the 'kick off' meeting had achieved a common understanding on the traffic issues (location of hazards and speeding) and the way forward. He stated that the next meeting would re- review the marked up road map problem areas and get final agreement that they covered the total parish. Following agreement, the marked up road map would act as a key document to developing possible alternative solutions for each specific problem area.

Actions were outlined as below

Date and time of next meeting Tuesday 25th November 7.30pm

Actions

Action	Who	By when
Produce enlarged copies of Holbrook map and mark areas of speeding and hazards	EB	Next meeting Tuesday 25 th November
Contact traffic expert with view to consultation at 3 rd meeting	RM	As above
Produce content to go in parish magazine to inform parishioners	DB	To be agreed on 25 th November

Holbrook Traffic Plan Committee

Minutes

Venue Arkwright Hall
Date 24/11/08
Time 7.30pm – 8.45pm
Chair Paul Tiler

Attendance

Paul Tiler (chair) PT
David Bott DB
Richard Massey RM
Colin Murfin CM
Sean O'Hanlon SO
Stan Spencer SS
Emma Blount (administration) EB

Apologies

Malcolm Rhodes

Matters Arising

2. PT welcomed all and reviewed minutes from last meeting.
3. The committee revisited the marked up road map problem areas and all agreed that these were clearly identified and correct.
4. The committee Generated potential solutions for the traffic problems identified. These will go forward for final selection. Each member presented in turn;

CM Recommended that Chapel Street be made one - way half way down (West to East) and from the junction at bottom of Chapel Street to the bottom of Pond Road (North to South)
Also from Moorpool Crescent to the top of Makeney Road. From the top of Pond Road to the top of Chapel Street and from the police houses on Mellors Lane to the junction with Makeney Road. He also suggested that the give way could be altered at

the bottom of Chapel street with traffic coming up Killis Lane giving way to traffic from other directions

Advantages and disadvantages were discussed:

Advantages

- Shares traffic flow throughout the village
- Discourages traffic using Holbrook as a route to other towns and villages
- Could significantly reduce the amount of traffic flow through

Disadvantages

- The bus route would be altered and pick up and drop off would be at different places

RM Stated that Holbrook is used as a cut through for traffic between the A6 and the A38. He therefore recommended that Mellors lane be made one way and that all traffic be directed down Pond Road with traffic lights at the junction between Makeney Road and Pond Road. This would need to be done in conjunction with traffic calming measures (chicanes) on Pond Road. The discussion developed to suggest that a footpath be put in place at the top of Mellors lane and Sleeping policemen by the recreation ground.

Advantages and disadvantages were discussed:

Advantages

- Removes traffic issues on Mellors lane and diverts traffic to superior standard of road i.e. Pond Road
- Discourages traffic from using Holbrook as a cut through therefore reducing traffic flow

Disadvantages

- Impact of amount of potential traffic on Pond Road
- Does not share traffic flow throughout the Village

SO Stated that the measures so far had not addressed speeding. He recommended that a mini round about be placed at the bottom of Pond road and Moorside Lane. He recommended that this not be a white circle but something more attractive in keeping with the village surroundings. This was discussed in relation to farm buildings and access at the bottom of Moorside lane and all agreed that a mini

roundabout would not hinder access. It was suggested that a safe crossing place be installed at the bottom of Moorside lane and Bradshaw drive for all the villagers but particularly children coming and going from school. It was also suggested that there could be a chicane at the bottom of Pond Road on the bend.

Advantages and Disadvantages were discussed:

Advantages

- Would slow traffic down through the centre of the village
- Would discourage traffic through Holbrook

Disadvantages

- Would need to relocate bus stop

SS Recommended as part of any solution that Parking be rationalised. He suggested that parking be looked at instead of chicanes and that parking be reviewed throughout the village. Yellow lines were suggested, also parking bays along roads including Pond Road and Town Street. SS recommended that pictures of potential solutions be generated so that the villagers can get an idea of what they may look like in reality.

Advantages and disadvantages were discussed:

Advantages

- Parking would be rationalised and controlled reducing potential hazards
- Can be done in conjunction with other measures

Disadvantages

- Yellow lines may not be enforced

PT Recommended that the speed limit in the village be reduced to 20mph and speed signs be placed throughout the village along side the other measures already discussed.

DB Recommended that the legal speed limit for the village be reduced with the investment of warning lights along Belper Road and Makeney Road. He also suggested there be parking bays and Chicanes put in place.

AOB

It was agreed that the discussion re potential solutions be rolled over to the next meeting to ensure full cover of all recommendations.

RM reported that he had favourable discussions with a contact from the county council and that someone would be prepared to meet with the committee at an appropriate time in the future process.

DB stated that he has already included updates from the committee in Holbrook magazine, these will continue and the committee will look at other ways of communicating with the community re the traffic plan.

Date and time of next meeting Tuesday 16th December 2008

Holbrook Traffic Plan Committee

Minutes

Venue Arkwright Hall
Date 16/12/08
Time 7.30pm – 8.45pm
Chair Paul Tiler

Attendance

Paul Tiler (chair) PT
Richard Massey RM
Colin Murfin CM
Sean O'Hanlon SO
Stan Spencer SS
Malcolm Rhodes (MR)

Emma Blount (administration) EB

Apologies

David Bott DB

Matters Arising

PT Discussed and clarified the chairman's guide notes mentioned on the agenda letter attaching minutes for the previous meeting. These note stated that we must keep to the TOR.

SO asked for clarification of point 3 in the TOR and it was agreed by the committee that 'evaluation' encompassed the whole environment of Holbrook village including the aesthetics, architecture and that any changes would be in keeping with the village as it stands.

PT outlined that the purpose of this meeting was to continue to look at further potential solutions to the traffic issues and that these would go forward for final selection.

MR reiterated the issue of parking and PT agreed that what ever the options that go forward to DCC, parking should be part of the package.

PT Emphasised that any options put forward should reflect point 1 of the TOR (equal sharing of the burden of traffic).

PT suggested one option –

Make Mellors Lane one way from the centre of the village to towards Makeney Road.

Pond Road be one way

Town Street 2 way

Chapel Street one-way

This would have a major effect on deterring traffic through the village from Derby to Belper and vice versa. It would reduce the traffic on Mellors lane, address the problems on Chapel Street and reduce the traffic flow through Town Street.

RM – raised the question of large vehicles turning up Mellors Lane, there may be national restrictions. Also the option would mean the relocation of bus stops and this would need to be discussed with the providers.

SS Raised the issue of Parking and suggested that rationalised parking throughout the village would make through routes less attractive as they would operate as chicanes to slow traffic. This could mean that Pond Road could remain 2 way but keep other routes one way.

SO Stated that Chapel Street and Mellors lane could be one way but pond road be 2 way with chicanes to slow traffic

CM Suggested there would be problems with the busses if Pond Road became one way and that it should be one way for all traffic except busses.

There followed a discussion about the merits of re routing the busses and how the County Council may respond.

SS suggested that we ask some sixth formers to do a 3D mock up of potential options as a project. This would mean that villagers and committee members would actually be able to see what the proposals could look like. He emphasised that this would need to be a clear and focussed brief. He used the attached Exemplar as a type of format. All agreed that this was a good idea and that **SS** should pursue this as a possibility.

There followed a discussion about whether all traffic should be one way on Mellors Lane or two way from Bradshaw Drive.

SS emphasised the need to be sensitive to people living in the village and on the streets where change may be implemented.

RM recognised the need to do this but also stated that not everybody will win, the emphasis should be on the overall impact for the village. There followed a discussion about when to invite residents to comment on options and it was agreed that there is a need to consult with villagers in order for them to support and come with the committee. There is a need to have the options looked at by a traffic expert, review them rationally and gather evidence to support the advantages or disadvantages. It is essential to educate and explain the options to villagers.

PT requested that the committee go to the council with 3 options then back to the villagers with best option

SS Commented that it was becoming more evident that the optimum solution will contain a combination of actions, parking, speed control, reduction of flow.

RM Suggested that options be put to the traffic expert

PT Suggested the need to do a parking study

SS Suggested that he would speak to staff from the local schools and see if the sixth formers would be interested

PT All agree and asked **SS** to push ahead, he also suggested that the traffic expert be invited to a future meeting just for advice and that we should put together presentation material of the options. **PT** asked **RM** if the expert would be available to visit more than once. **RM** didn't think this would be a problem

The meeting closed at 8.45pm

Actions

EB to meet with **SS** to start to put together presentation material of the options for the next meeting.

SS to contact links at school to explore assistance from students

Date and time of next meeting

24th February 7.30pm

Venue

Arkwright Hall

Holbrook Traffic Plan Committee

Minutes

Venue Arkwright Hall
Date 24/02/09
Time 7.30pm – 8.45pm
Chair Paul Tiler

Attendance

Paul Tiler (chair) PT
Richard Massey RM
Colin Murfin CM
Sean O'Hanlon SO
Stan Spencer SS
Malcolm Rhodes MR
David Bott DB
Emma Blount (administration) EB

Matters Arising

PT Emphasised that the process of arriving at solutions for the traffic issues in Holbrook was going to take time and the discussions and comments from the committee and residents of Holbrook were essential in ensuring a successful outcome.

PT Outlined that letters and e-mails from Holbrook residents had been received in response to the article in the village magazine. He asked the committee if these should be considered before moving on with the agenda.

All agreed that the letters and e-mails would be considered and included in discussions throughout the meeting.

DB agreed and said that his opinions had changed since the last meeting and he now believed that one-way systems should not be a way forward at present

SO Suggested that within the scope of the current TOR, the arrival of a solution to the traffic issues could be one that is evolving and that it could take the form of a 'phased development'. The number of phases would be appropriate in relation to the measures being recommended for implementation.

Each phase would include:

- i) Implementation
- ii) Evaluation
- iii) Progress to inform next phase

SO stated that this could be implicit within the TOR and therefore the final report.

DB agreed and stated that this coincided with his line of thinking. He also stated that he no longer thought that we should pursue the one way idea and that there was a lot of mileage to be gained from implementing one or two of the solutions for example changes at the bottom of Town Street and traffic lights by the church.

SS agreed that the committee should look at less contentious solutions (*the one – way is very contentious*) first, definitely leave the one-way out of phase I and don't do anything that inhibits further phases. Parking bays and chicanes should form part of Phase I.

SS also stated that he had spoken with Diane Bradshaw and that she was still willing to look at the option of students helping to draw up 3D graphics to give the village an idea of the 'look' of certain options. He also stated that there was an intention to photograph areas in question and then look at other villages where similar changes already implemented mimic the recommended changes for Holbrook.

MR Agreed that the phased approach was a safer approach.

PT Stated that having a phased approach would mean that in phase I it could be outlined what would lead on to phase II and III

SO Stated that Phase I would involve action followed by evaluation Phase II could be a menu or new additions

CM Agreed

RM Stated that the villagers may think that the HTC make the decisions but everyone needs to be reminded that this will go to the PCC and it will be the DCC that will make the decision.

We should make recommendations for *all* we want *not just part of*. i.e. have phases but be explicit and go for everything we want.

He went on to suggest that we sit down with the expert from the highways department and present an overview(have a wish list and an essential list) he would know the guidelines and be able to advise appropriately. He stated that the HTC also need to be aware that the officer from the highways will advise the DCC.

RM agreed that the ideas already discussed were very good.

PT summarised and asked SO to clarify that he is suggesting the HTC have an overview and then 3 Phases with II and III being revisited and altered if necessary following evaluation of Phase I.

SO Agreed and stated that the solutions in phase I may solve issues and there may or may not be a need to move to Phases II and III

PT Stated that if Phase I were clear then there would be a logical flow into Phases II and III

RM Stated that it would be hoped that if we get it right the highways expert would advise that phase II is integral with Phase I.

PT stated that the HTC need to make sure that the villagers are on board with phase I

SS Stated that he thought we should make Phase I bigger and include all solutions except the one- way option, and then recommend priorities.

All agreed that the one way option should be shelved and focus applied to a combination of other measures

RM agreed and suggested a lot could be achieved by slowing the speed at the bottom of Pond road, putting in chicanes, rumble strips and a roundabout.

PT Asked the committee if they agreed that they look at Phase I and decide what they feel comfortable/positive about and put one-way into a later phase?

SS stated that one-way should be dropped as an option altogether

RM Stated that he thought the committee should have objectives

SO stated that the phases are the objectives that the HTC would be trying to approach.

PT Asked if the HTC needed to change the TOR to reflect the Phases and it was agreed that there was no need. How the HTC present the final recommendations to DCC was down to their discretion.

The HTC discussed the objectives for Phase I :-

- 1) Control traffic speed and flow in identified hazard areas to ensure pedestrian and driver safety

2) To maximise the efficient use of availability of on street parking

SS stated that measures would grow out of the objectives

RM Stated that this is also about making it easy to use public transport

SS Suggested that the HTC could use a process of **Setting objectives**, having **outcomes** linked to these and then having **success criteria**.

SO Asked if the environment should be objective 3

The HTC agreed that there should be a proviso that is a cover point stating that any changes must be in keeping with the surrounding environment and individual conservation areas.

The HTC then went on to look at objective 1 and list the measures that would lead to the achievement of this.

It was agreed at 9pm to carry this over to the next meeting.

Date of next meeting **10th march**

Time **7.30 – 9.30 pm**

Holbrook Traffic Plan Committee

Minutes

Venue Arkwright Hall
Date 10/03/09
Time 7.30pm – 9.00pm
Chair Paul Tiler

Attendance

Paul Tiler (chair) PT
Richard Massey RM
Colin Murfin CM
Sean O'Hanlon SO
Stan Spencer SS
Malcolm Rhodes MR
David Bott DB
Emma Blount (administration) EB

Matters Arising

PT- Opened the meeting and outlined the intention to continue the work already started to identify solutions to achieve the committee's key objective:-

- 1) Control traffic speed and flow in identified hazard areas to ensure pedestrian and driver safety

Please see attached document – appendix **A** for details

Next Steps

DB to add key high level points to the Holbrook magazine

RM to arrange meeting with Traffic expert – date to be confirmed

Holbrook Traffic Plan Committee

Minutes

Venue Arkwright Hall
Date 23.04.09
Time 7.30pm – 9.00pm
Chair Stan Spencer

Attendance

Richard Massey RM
Colin Murfin CM
Sean O'Hanlon SO
Stan Spencer SS (Chair)
Malcolm Rhodes MR
David Bott DB
Emma Blount (administration) EB

Peter Leigh – Senior Project Engineer Matlock County Hall (PL)

Apologies

Paul Tiler (chair) PT

Matters Arising

Paul Tiler's apologies were noted. Stan Spencer stood in as chair.

SS introduced the committee to PL and explained the purpose and history behind the HTC

SS explained the purpose of the meeting was to go through each option suggested in Appendix A and seek PL's advice as expert.

Each proposed solution was taken in turn and discussed.

1a PL discussed the installation of the pavement outside Holbrook Centre for Autism and the committee's proposal that it be continued to the top. PL said that this is something they would need to look at in the context of the space and environment.

1b SO stated that there had been a number of accidents at the top of Port way that had not been documented

PL stated that his team would look at the suitability of the suggested features going in and the impact on the environment.

He pointed out that traffic calming and signals are very intrusive to an environment and can make it feel very urbanised, they often don't sit comfortably in village environments.

PL stated that the Council would have to pay attention to funds available and that for item 1a and 1b we would be looking at £45k, a pelican crossing would be £18k. He stated that these are very urbanising features.

PL suggested that once his team had had a look at Port Way they may be able to recommend other measures but noted that it is a very tight area to deal with, no visibility, no space, leading to limited scope.

DB stated that this was not just about drivers but also about the risk to the number of foot passengers on this particular piece of road.

SS reiterated that the HTC don't want to put recommendations in the report that are way off target and that PL's role is to tell us.

PL stated that these were reasonable measures to suggest but whether they are achievable needed to be established.

1c PL suggested that this would not be a problem

RM stated that if parking was organised it slows traffic down.

PL stated that parking was the cheapest traffic calming measure

2a PL stated that if we were to put something physical in the middle of the road we would have to have signs to warn traffic and it would have to be a curbed roundabout with the monument in the middle so that drivers know to go around it.

PL suggested that an alternative might be to adjust the kerbs and junction marking at this site to make people go to a junction at the bottom of Moorside Lane and put a monument to the side.

2b PL stated that rumble strips create too much noise and that they wouldn't place them within 200m of a dwelling

2c PL stated that 20mph signs could not be put in and that the way to slow people down on Pond Road was to make them give way and change the junction at the bottom of Moorside Lane.

PL stated that some change would be good but that his team would need to take a look. He reiterated that if a roundabout was put in that there would need to be new street lights, signs that light up and bollards, he suggested that this would alter the environment and that lighting could cause issues.

PL stated that he would look at alternatives and get back to the committee.

PL stated that instead of putting in 20mph signs, which the police are unable to enforce due to resources, better measures would be to make drivers slow down by putting suitable features in place. He stated that 20mph signs would need lighting.

SS stated that HTC need to rethink the roundabout.

RM asked how do we make our village safe?

PL stated that unsocial driving is causing the problem and that putting up signs would make no difference. It needs to be some sort of physical feature to enforce the speed limit.

PL stated that he would get back to HTC with some ideas.

2d PL stated that raised crossings slow down cars but the pedestrians think they have right of way and so do cars causing a risk to safety and that these would not be appropriate.

SO stated that Pond Road and Town Street were a major safety issue and would PL look at some sort of safe crossings for pedestrians.

2e PL stated that parking bays could be put in and the centre line moved, this would impose people not to park on either side.

PL suggested that the bus stop could be marked and a sign put up saying no stopping, he suggested that this could be done without any order and that raised areas could be put in for mounting the bus.

SO made the point that the parking on Town Street acts as a measure to slow traffic down and that he would be concerned if parking was cleared.

PL stated that he would look at alternatives to slowing down traffic on Pond Road and Town Street

2f PL stated that for Chicanes to work there needed to be a lot of traffic so that they give way regularly, if not the route just becomes a slalom, he stated that this was not an unreasonable option but reminded the HTC that this would require many signs and lighting thus affecting the environment.

3 PL stated that this was an interesting suggestion if it can be fitted in; the sweep on to Pond Road may have issues further down.

PL stated that he had driven around the village and that he had become aware that the speed limits were all over the place. They need reviewing and that irrespective of the measures being discussed he would get his team round to review them. They are $\frac{3}{4}$ of the way round reviewing the other road networks and then they will be looking at C roads. He stated that the village would be one of the areas his team would look at this financial year.

4a PL stated that some villages are paying for their own flashing speed lights and these can work well, they cost £4-7 K.

4b/c PL stated that if we remove parking it will give a clear road for cars to speed down, he did not recommend this. He reiterated that parking slows traffic down.

DB agreed

PL stated that the council couldn't put 30mph signs in street light areas except where camera signs are in place to warn of safety cameras, drivers know that the limit is 30mph.

5a PL stated that he would wish to discuss this point with colleagues

5b PL stated that he did not recommend raised walk ways

6a PL will look at this and come back to HTC

6b Residents would need to pay £26 per annum for 1st permit and then £50 per annum there after. There would be fewer parking spaces, as they would need to be arranged in a safe manner.

7a PL stated that this had potential and he would look at it further.

7b PL stated that he would look at this but that it was a very tight junction.

Summary/Next steps

PL stated that not all actions could be implemented at once and that there needed to be a list of priorities.

PL will get back to HTC

HTC will then prioritise and share with Holbrook residents, re look at options and make a case.

Establish an overall plan that can be implemented incrementally

Date and time of next meeting TBC

