Derby City Council

TRAFFIC MANAGEMENT REPORT

LITTLEOVER LANE & BRAYFIELD ROAD

Document Ref:	Author(s)	Checked	Date
TMT05	SM	AR	Nov 23

TABLE OF CONTENTS

1. PURPOSE OF THE REPORT

1.1 The purpose of this report is to provide a review of the safety record along both Littleover Lane and Brayfield Road to understand if there is sufficient evidence to support the introduction of road cushions.

1.2 It is also to outline the results of a recent consultation on a proposal to introduce road cushions, undertaken to confirm if residents would support such a measure if it was formally recommended.

2. INTRODUCTION

2.1 Every year, local councillors, in discussion with their constituents, select certain priorities for the Council to help improve their local areas. This often involves concerns about traffic management and road safety.

2.2 As part of this process, Blagreaves Councillors decided to prioritise Littleover Lane for further investigation. This was agreed and formed part of the 2022-23 Traffic and Transportation work programme.

2.3 The priority was to investigate if resident concerns about the safety of Littleover Lane were supported by speed data and traffic collision records. and, if so, what remedial solutions might be recommended.

3. BACKGROUND

3.1 Over the years, some residents of Littleover Lane and Brayfield Road have expressed concern about speeding traffic. These concerns have increased since the pandemic and are why local Councillors agreed to prioritise the location for review.

3.2 Littleover Lane and Brayfield Road represents a significant access point serving a large residential area that is located mostly within the Blagreaves ward. The area along the route includes access to a number of leisure and community facilities and both roads also provide an alternative route for local traffic between Burton Road and Stenson Road, including a bus route that links Littleover Lane with the city centre.

4. ROAD USER COMPOSITION AND TRAFFIC VOLUME

4.1 In terms of the speed limit, both Littleover Lane and Brayfield Road are defined as restricted roads, which are those roads with a speed limit of 30mph by virtue of the presence of street lighting.

4.2 When taken together, both roads cover approximately 1 kilometre with a variable carriageway width that starts and ends at approximately 7.5 metres but narrows to circa 5.5 metres between Repton Avenue and Normanton Lane. There are footways on both sides of the road throughout the entire length with a general width of between 1.5 and 2 metres.

4.3 Average daily traffic (ADT) varies a little depending on the location of the traffic survey. The variance is between a high of 4695 vehicles travelling between Bonsall Avenue and Rosamonds Ride and a low of 3314 vehicles travelling between Brayfield Avenue and Normanton Lane. Importantly, there has been little change in these numbers over time. The evidence confirms traffic volumes in 2015 were similar, with 4429 and 3860 recorded for the same locations.

4.4 The traffic levels, therefore, remain historically consistent and are not excessive for this type of road. The numbers are in keeping with similar non-primary residential roads that offer local access and suburb links – see table 1.

Table 1: Average daily traffic (ADT) by location

LOCATION	ADT
Slack Lane	4785
Max Road	5800
Upper Moor Road	4362
Boulton Lane	6237
Holbrook Road	4382
Western Road	4623
Allestree Lane	4943
Maine Drive	3992
St Albans Road	3176

4.5 Approximately 90% of all traffic is car related with around 7% relating to LGVs and the remaining amounts covered by cyclists, motorbikes and HGVs. Again, these traffic proportions are roughly similar for the type of roads mentioned in table 1.

5. SPEED REVIEW

5.1 For a period of two weeks, from late October into early November 2021, four active traffic speed counts were conducted along Littleover Lane and Brayfield Road (see annex 1). This was done to obtain a reasonable understanding of traffic speeds along the entire length of both roads. For comparative purposes, one count was in the same place as the previous speed survey, conducted in 2015. The intention was to compare data to understand if there has been any significant change that might corroborate resident complaints about speed.

5.2 As shown in table 2, the data confirms speeds have dropped since 2015 and that vehicles are generally travelling below the speed limit with an average across all sites of 26.4mph. Also included for information are the 85th percentile results.

5.3 The 85th percentile, (the speed at or below which 85% of vehicles are travelling) is often used as part of any speed assessment to help understand the level of consistency with the mean. If a larger than normal difference exists between both measurements, this would normally suggest that drivers are having difficulty deciding on the appropriate speed for the road. In these circumstances, it might be necessary to consider remedial measures to remove the inconsistency. The results of all the surveys confirm the 85th percentile retains a consistent relationship with the average with the difference of 5mph being typical of a 30mph road.

Table 2: Mean and 85th Percentile Speeds by Site

	Littleover Lane	Mean (mph)	85th Percentile (mph)
Site 1*	Between Foremark Ave & Repton Ave	(**2015**) 26.4 (**2021**) 25.8	(**2015**) 32.2 (**2021**) 29.9
Site 2	Between Bonsall Ave & Rosamonds Ride	26.2	31.3
	Brayfield Road	Mean (mph)	85th Percentile (mph)
Site 3	Between Brayfield Ave & Normanton Lane	25.9	30.2
Site 4	Between Pavilion Road & Brayfield Ave	27.6	32.3

* Speed data comparison site with 2015.

5.4 Further details of the distribution of speeds across all site locations is given in table 3 below. The data clearly supports the averages highlighted in table 2.

However, the average speeds can sometimes mask why residents have expressed concern.

5.5 A review of all the speed data over a seven-day period shows several drivers travelling in excess of 40mph. There is also disturbing evidence of some drivers significantly exceeding the limit. However, the number of drivers this involves is very low. The data confirms those travelling at 40mph and above represent less than 2% of the total.

5.6 Comparatively, the propensity to speed is common across the network. Most speed surveys confirm similar results. For example, speed surveys were recently conducted on Boulton Lane where the average and 85th percentile speed are similar with fewer than 2% contraventions above 40mph (see tables 5 & 6).

Table 3: Seven Day Summary – Total number

SPEED	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph
Site 1	434	12228	34352	9234	736	96	22	4	0	0
Site 2	294	4325	22842	7241	334	30	4	3	4	2
Site 3	57	2097	16895	3404	145	6	0	0	1	0
Site 4	53	1566	15327	6129	323	46	0	0	0	0

Table 4: Seven Day Summary – as a percentage

SITE	Total Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph
1	57106	0.76	21.41	60.15	16.17	1.29	0.17	0.04	0.01	0.00	0.00
2	35079	0.84	12.33	65.12	20.64	0.95	0.09	0.01	0.01	0.01	0.01
3	22605	0.25	9.28	74.74	15.06	0.64	0.03	0.00	0.00	0.00	0.00
4	23444	0.23	6.68	65.38	26.14	1.38	0.20	0.00	0.00	0.00	0.00

Table 5: Boulton Lane Seven Day Summary – Total Number

<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph
158	4034	41995	10457	368	27	5	2	0	1

Table 6: Boulton Lane Seven Day Summary – as a percentage

Total Flow	<10.0mph	10.0-20.0mph	20.0-30.0mph	30.0-40.0mph	40.0-50.0mph	50.0-60.0mph	60.0-70.0mph	70.0-80.0mph	80.0-90.0mph	90.0-100.0mph
57047	0.28	7.07	73.61	18.33	0.65	0.05	0.01	0.004	0.00	0.002

6. ROAD TRAFFIC COLLISIONS

6.1 Normally, to understand the safety record of a particular road, the Council will review the number of road traffic collisions involving injury over a period of three years. This is a statutory duty to consider locations that have a comparatively poor safety record that might require an intervention. Importantly, previous reviews have not highlighted Littleover Lane other than its junction with Stenson Road, which has recently been improved.

6.2 Nevertheless, a more detailed review does confirm why both Littleover Lane and Brayfield Road have not been identified before. Over the last 10 years, there has been no fatal or serious injury collisions reported. There have only been six slight injury road traffic collisions and, importantly, only three during the normal reporting period (see table 7). Clearly, this suggests both roads are performing well when compared to other sites across the city.

Table 7: Littleover Lane road traffic collisions by injury and year.

	Total		
Year	Fatal	Serious	Slight
2022	0	0	0
2021	0	0	2
2020	0	0	1
2019	0	0	0
2018	0	0	0
2017	0	0	1
2016	0	0	1
2015	0	0	1
2014	0	0	0
2013	0	0	0
3 Years	0	0	3
5 Years	0	0	3
10 Years	0	0	6

6.3 A more detailed review of those incidents since 2018 confirm causation was either due to criminal activity or the failure of the driver and pedestrian to act safely, with the necessary due care and attention (see annex 2 for details).

7. COMMUNITY CONSULTATION

7.1 Two public consultations were conducted with residents living within the area of Littleover Lane and Brayfield Road. The first consultation was held for a period of three weeks at the start of 2023 from Monday 16th of January to Monday 6th of February. The second was conducted for the same length of time from Monday 15th of May to Monday the 5th of June 2023.

7.2 The reason for the second consultation was due to the poor level of response to the first consultation, with only 25% of residents responding. The Council normally require over 50% of all residents to engage as a basis for a decision on traffic calming. This is because on previous occasions traffic calming has been implemented and later withdrawn at significant public expense.

7.3 To confirm, the consultations were conducted to understand if the local community would support the implementation of speed cushions. The question was asked as part of the overall investigation to understand that if a proposal for speed cushions was recommended, and a formal process of stakeholder consultation was started, the Council would have the support of the local community.

7.4 The consultation area was devised to capture all those living along Littleover Lane and Brayfield Road as well as those living locally and using the roads for residential access (see annex 3). This included Heathersage Avenue, a small section of Warwick Avenue, Valley Road and the Cricketers Estate. Overall, this amounted to a total of 809 properties.

7.5 The consultation involved sending letters with an enclosed plan and reply slip. Residents could respond by either returning the reply slip for free or online by email. Contact details were provided to support any resident that required help or further information about the proposal (see annex 4). Also, local Councillors and Neighbourhood Officers engaged residents as part of ‘walkabout’ sessions to help raise awareness.

7.6 In terms of both consultations, residents were asked a simple question as to whether they would support the implementation of speed cushions along Littleover Lane and Brayfield Road. As previously mentioned, only 25% of residents responded to the first consultation, which was significantly below the 50% required to be confident of the result. It was therefore agreed, with the support of local Councillors, to try again and provide another opportunity for residents to engage.

7.7 The second consultation increased the response rate to just under 37%, encouraging an additional 98 residents to engage. The results of both consultations showed, of those that responded, most residents were in favour (see chart 1).

7.8 If considering only residents of Littleover Lane and Brayfield Road, the additional consultation encouraged an extra 20 responses. This increased the response rate for both locations to just over 58%. With most residents engaged, the results clearly show significant support for speed cushions (see table 2).

7.9 It would not be appropriate, however, to exclude approximately 80% of the consultation zone when reviewing the results. It is vitally important for the integrity of the process and the viability of any decision to include the wider community, specifically those that use the road on a regular basis for residential access.

Chart 1: For & Against - Consultation Responses

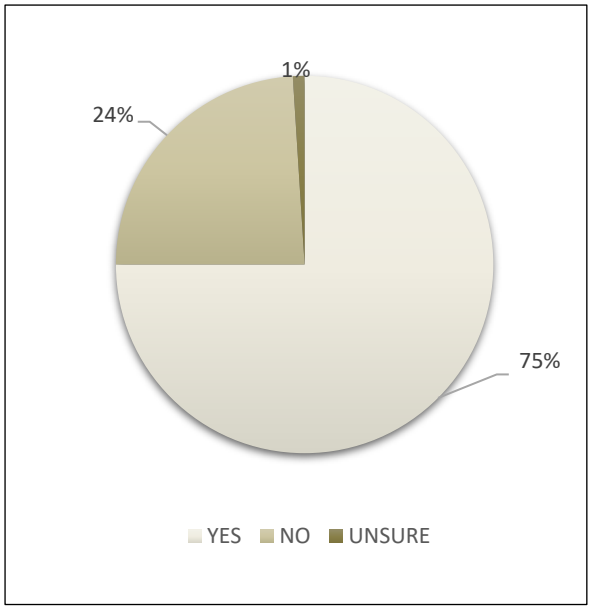
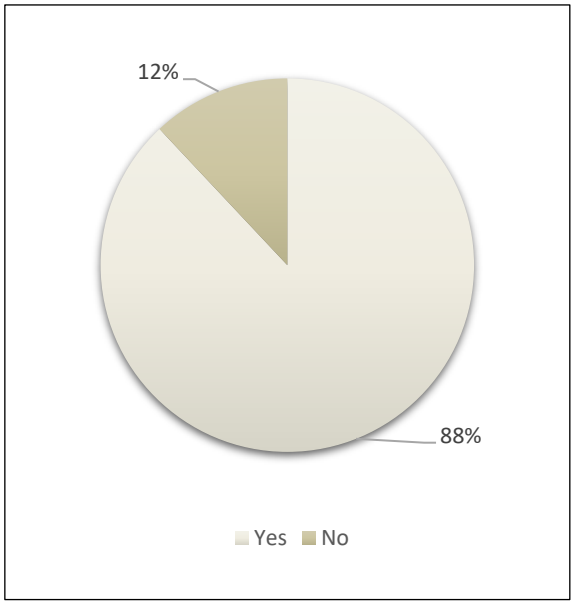


Chart 2: Littleover & Brayfield Consult results.



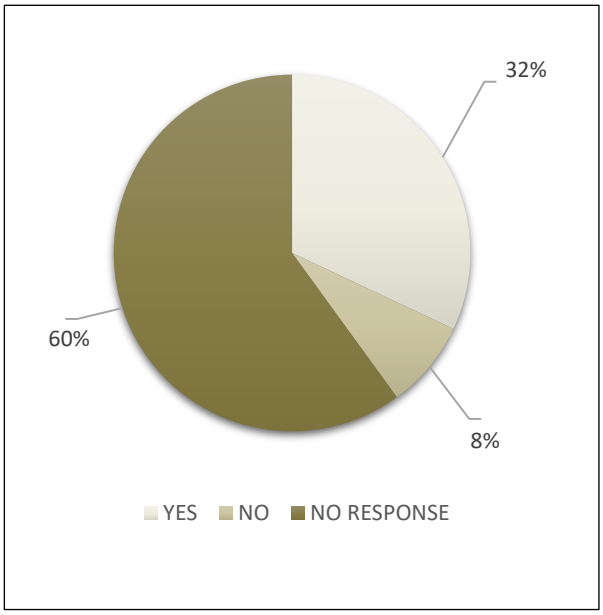
7.10 That stated, an argument could be made to reduce the original size of the consultation zone. This would cover only those properties most affected by the proposal, as defined as those that live or require property access via Littleover Lane or Brayfield Road. This would mean excluding Heathersage Avenue, Warwick Avenue, Valley Road and the Cricketers Estate. This results in a reduction of 191 properties and means only those locations defined as most sensitive to the introduction of speed cushions are included. Table 8 provides a breakdown of the results with this in mind, and confirms, importantly, a recalculated response rate.

Table 8: Consultation responses as a percentage of all residents of sensitive streets

	Responses received	Yes	No	% Total of Residents (612)
Consultation 1	169	138	31	27.61%
Consultation 2	73	55	18	11.77%
Total	242	193	49	**39.38%**

7.11 As mentioned, the second consultation encouraged only an additional 12% to engage. This amounted to an extra 73 responses from within the reduced consultation zone described above. The results reaffirm support for the proposal amongst those that responded, but, given a significant majority of residents failed to respond (circa 60%), the level of overall engagement is still significantly below what is required to be confident of confirming community support (see chart 3).

Chart 3: For & Against / Total residents



8. CONSULTATION – FEEDBACK AND COMMENTS

8.1 As part of the consultation process, residents were given the opportunity to make additional comment. Any proposal to introduce road humps or speed cushions can generate strong opinions both for and against. Evidence suggests the implementation of this type of traffic calming can often be unpopular. Both national research and local experience has confirmed this is the case. An understanding of resident attitude is therefore important to help inform the consultation exercise.

8.2 Several comments were received both in support and against the proposal. Many of the comments in favour were simply supportive, relating to the perception of speed and that something should be done (see table 9).

Table 9: Sample of responses in favour of the introduction of speed cushions

Comment
"Cannot happen soon enough"
"Excellent idea"
"Yes, hopefully these will be put down ASAP. It's crazy the speed they do on the road outside my house. Even weary of walking my dog in the evening…."
"I think it will make the road safer and less traffic will use it as a short cut"
"Very pleased something is being done"
"Agree with the proposal. Anything to stop the lane being used as a racetrack"
"These would be welcome on the lane to stop cars speeding and racing which in my opinion….will prevent something very serious happening"
"This would be welcome on the lane to stop speeding and racing"

8.3 Conversely, of those against the proposal, the comments were more vociferous, highlighting inconvenience, vehicle damage, location, pollution and discomfort. Some residents also questioned the relevance suggesting speed was not a problem and that cushions would be a waste of public money (see table 10).

Table 10: Sample of responses against the introduction of speed cushions

Comment
"As a regular (multiple times daily) user of the road, I strongly oppose the plans. There are so many parked cars impacting a smooth journey – this would only make the problem worse and regularly impact journeys."
"I have lived here for 49 years and as a driver I don't think speed cushions are warranted. More of a problem is the junction with Stenson Rd…."
"Only causes excessive braking with risk of someone running into your rear. Increases wear on tyres and brakes resulting in more toxic particles. More expensive wear on suspension linkages. Increases acceleration …… causing more pollution to the air we breath"
"The Council do enough damage to my car. To inflict further opportunities by introducing these speed cushions – numerous potholes are ruining my suspension and wheels. Try use mobile speed cameras to catch and prosecute the small minority rather than persecute the vast majority!!!"
"Waste of time and money. Cars are parked on both sides of the road at the moment"
"The term speed cushion is a total joke. They increase car wear and pollution"

"I believe these are a complete waste of time and money. Those people who wish to drive over the speed limit will continue regardless. All that happens is those that respect the speed limit just knacker their suspensions and tyres and then have a cost to fix! Also, with the amount of cars parked on the road I don't see how you are able to speed. The money would be better spent fixing potholes!!! Complete waste of taxpayers money !!!!"
"Due to the amount of parked cars …..I don't think it's necessary to reduce speeds as being a driver on these roads I often am not able to *drive more than 20mph due to having to give way to oncoming traffic"*
"Having lived here for over 58 years, and use these roads very regularly, I think this is an over-reaction. It would impact the majority of people to stop the minority (who will take no notice anyway). I think 30mph please slow down signs would be a better option and would not affect the majority of people who don't speed"
"*The speed cushions proposed are not a practical solution to the speeding issue on Littleover Lane. The majority of the road is double parked which will force cars to go over the centre of both cushions, slowing down traffic to a standstill, which is already an issue. Having to go over the cushions on a daily basis as a resident will cause additional wear and damage to our vehicles – this will be costly in the long run. The plastic speed cushions will be slippery when icy, causing additional danger. The cushions will cause drivers to accelerate and brake hard between them causing an increase in emissions and fuel use in a cost of living crisis"*

9. CONCLUSION

9.1 It is undoubtedly the case that the use of traffic calming offers an important and necessary road safety benefit to help control speeds and reduce collisions. The Council, as the Highway Authority, has the power to introduce such measures as and when deemed necessary and when supported by the appropriate data.

9.2 Collision history and speeds, however, are not the only consideration. If schemes are introduced that are unpopular with the local community, they can soon become discredited. There are examples where traffic calming has been introduced and later removed due to pressure from local communities. This is a national experience but has also occurred locally where the Council has had to remove measures in the past. Clearly, this is not cost-effective so the Council must obtain a proper estimate of public support before any scheme can be confidently introduced.

9.3 In terms of the evidence, a review of both speeds and road traffic collisions do not support the implementation of speed cushions. Average speeds captured as part of recent surveys show good adherence levels. Also, there has only been three slight injury collisions over the last five years; the causes of which are unrelated to speed. This confirms a good safety record in comparison to other locations in the city.

9.4 There is also no significant evidence of inappropriate levels of through traffic. A comparative review of traffic flows at equivalent sites across the city confirm

similar usage levels and volume. The evidence clearly shows both Littleover Lane and Brayfield Road are not suffering from unusual traffic levels. The data suggests traffic is mostly local in nature and that both roads offer only occasional advantage for through traffic. Typically, this is dependent on congestion and direction of travel, but this is a fact for most residential link roads.

9.5 As previously mentioned, an estimate of community support is extremely important when deciding whether to implement speed cushions. Two consultations were conducted with this in mind, in hope that enough residents would respond. Alas, this was not the case. Most residents were apathetic and failed to engage in the process. This could mean they are quietly supportive. However, given the controversial nature of the proposal, a silent majority could very easily become critical. In this situation, given the lack of evidence, the Council would struggle to defend a decision to install speed cushions. Removal would therefore become unavoidable, demonstrating a poor use of public money and damaging the Council's reputation.

9.6 It is worth highlighting with this in mind, the comments received from residents who disagreed with the proposal. The propensity to express a strong dislike of the idea should be kept in mind. The many perceived disadvantages from comfort, car damage, pollution, to noise and vehicle vibration, provide a fertile environment for complaint and could very easily become a rallying cry for removal.

10. RECOMMENDATION

10.1 Every year the Council receives many requests for traffic calming due to complaints about road safety and speeds. These requests, however, significantly outstrip the Council's funding and capacity to deliver. As funds are limited, the Council must target locations deemed most serious. Schemes are therefore prioritized based on sites with a history of speed related collisions involving personal injury.

10.2 Overall, both the data relating to average speeds and injury collisions are insufficient and provide no basis for the installation of speed cushions. In addition, traffic levels have remained historically static and are comparatively in line with roads of a similar character and purpose within the city, and importantly, the response rate amongst residents means the consultation exercise remains inconclusive.

10.3 The recommendation is therefore not to proceed with consulting stakeholders on the installation of speed cushions but to continue to monitor both roads

alongside building on existing approaches and exploring alternative, less controversial measures to help support local residents.

10.4 This could include the removal of road markings such as centre lines. Studies conducted by the Department for Transport in the early 2000s confirmed a slight reduction in speeds following removal. Since these studies were conducted the Council has removed centre markings from several locations such as Bishops Drive, Normanton Road, Hampshire Road, Pear Tree Road, St. Chad's Road, Reginald Road South and Blenheim Drive.

10.5 The continued use of vehicle activated signs or speed indicator devices should also be considered. These have proven effective and popular and although they are currently under review, they are likely to continue to offer an important road safety benefit. National studies have found that speed limit repeater signs can help raise awareness and remind drivers as well as reduce mean speeds provided the signs are used correctly.

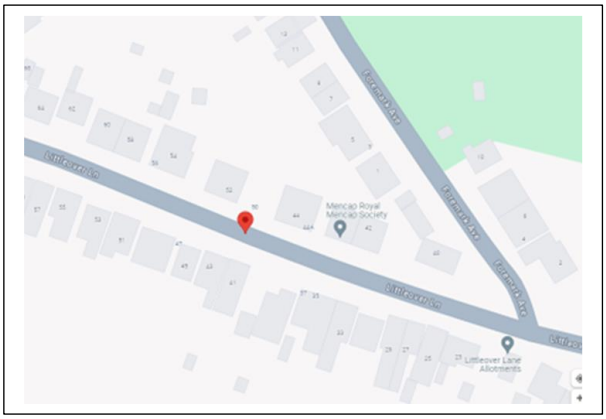
10.6 It is also recommended that the Locality Team continue to fund the implementation of road-side posters. These offer a useful and relatively cheap way of promoting road safety and reminding drivers of the speed limit. It is essential, however, that this option is used only periodically and are removed after three months to retain their effectiveness.

10.7 Although the majority of residents did not engage in the consultation some residents are clearly concerned about road safety and vehicle speeds. In these circumstances, Derbyshire Constabulary together with the Safer Neighbourhood teams can offer training to help set up a Community Speed Watch group. These groups allow residents to take ownership of the issues and become actively involved in improving road safety. They also provide links with the Police to support improved enforcement. The recommendation is therefore to promote the idea locally with the intention of obtaining sufficient volunteers to start a group.

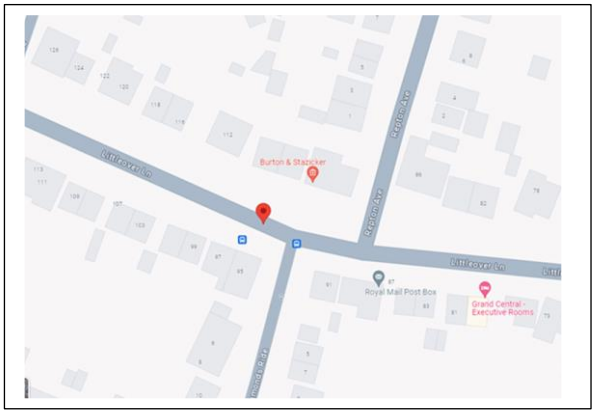
10.8 It is noteworthy that some residents mentioned speed cameras or the introduction of a 20mph speed limit. The Council does intend to investigate the option of introducing a 20mph limit over the coming months but the option of speed cameras is not recommended due to a lack of supporting evidence (see annex 5).

10.9 Annex 5 also highlights the disadvantages associated with other traffic management options such as road narrowing, chicanes and build-outs. Although there are some advantages over speed cushions, in terms of comfort, their performance at reducing speed is not as good, especially if there is not enough opposing traffic flows.

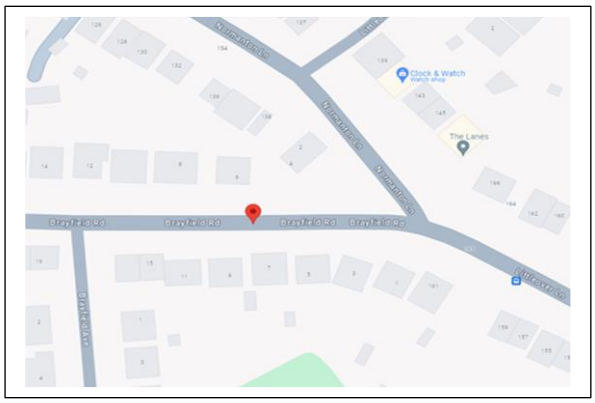
Site 1: Littleover Lane (west of Foremark Ave)



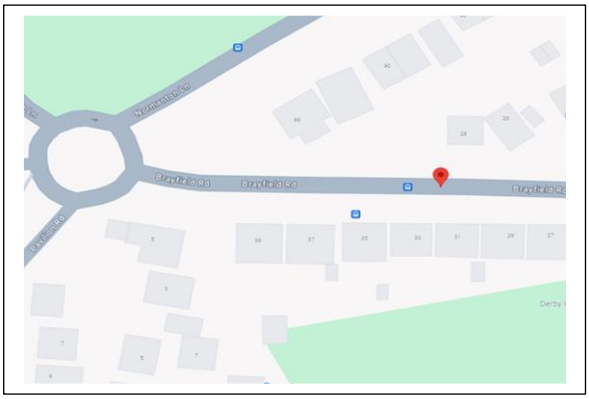
Site 2: Littleover Lane (west of Rosamonds Dr)



Site 3: Brayfield Rd (east of Brayfield Ave)



Site 4: Brayfield Ave (east of Pavilion Rd)



Collision 1 - 2020

Date: 01/06/2020 **Time**: 03:50

Day: Monday **Severity**: Slight Vehicles: 2

Casualties: 3 **Conditions**: fine, without high winds

Location: Littleover Lane o/s No 11

Police Description: V1 being used in crime loses control and collides with a vehicle which was parked before flipping onto its side damaging V2 and brickwork of houses.

Causation: V1 Careless/reckless/in a hurry

Collision 2 - 2021

Date: 05/05/21 **Time**: 15:20

Day: Wednesday **Severity**: Slight **Vehicles**: 1

Casualties: 1 **Conditions**: Fine, without high winds

Location: Littleover Lane O/S No. 143

Description: Ped stepped off pavement onto road and into path of oncoming V1 which was travelling NW along LIttleover Lane.

Causation: Ped – Careless/reckless/in a hurry

Date: 31/07/2021 **Time**: 19:20

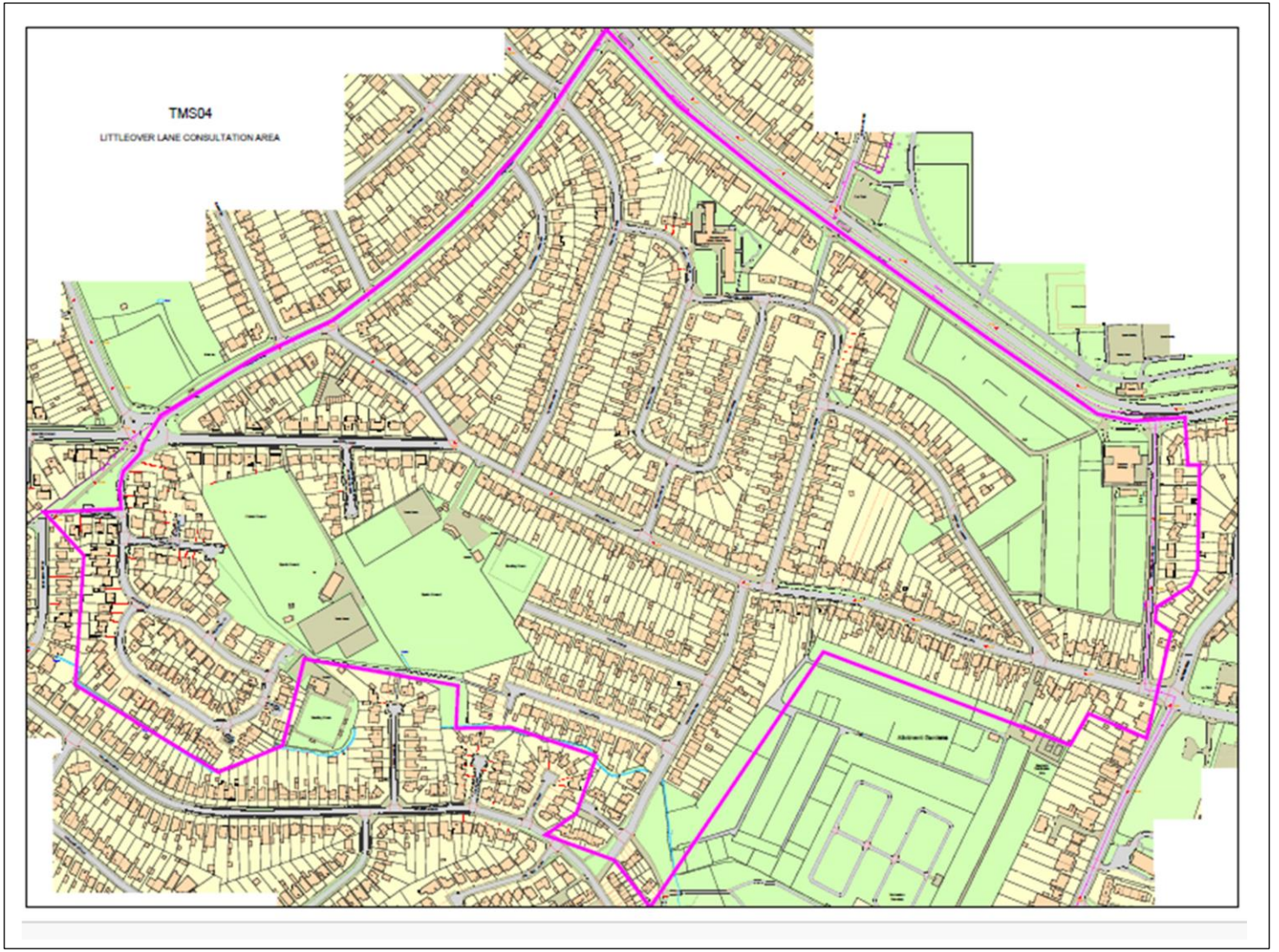
Day: Saturday **Severity**: Slight **Vehicles**: 2

Casualties: 3 **Conditions**: fine, without high winds

Location: junction of Hathersage Ave & Littleover Lane

Description: V1 pulls away from junction and fails to see V2. V2 collides with V1 causing injuries to all parties.

Causation: V1 failed to look properly


TMS04
LITTLEOVER LANE CONSULTATION AREA

LITTLEOVER LANE TRAFFIC MANAGEMENT CONSULTATION

CONSULTATION REPLY SLIP

Closing date – 5th June 2023

NAME

ADDRESS

Do you support the proposal (TMT05/01) to introduce speed cushions along Littleover Lane and Brayfield Road?

YES✓ ☐

NO✓ ☐

COMMENT:

OPTION 1 - COMPLETED REPLY SLIP

You can send this completed form to:

LITTLEOVER LANE TRAFFIC CALMING
Derby City Council
Traffic & Transportation Section
The Council House
Corporation Street
Derby – DE1 2FS

A response reply envelope has been enclosed for your convenience.

OPTION 2 - Email

You can email us at
traffic.management@derby.gov.uk
Please give your name, address, and details regarding your support or opposition

Speed Cameras

During the consultation, several residents expressed an interest in alternative options. Some were typical but not feasible. Speed cameras, for example, are expensive to procure and require significant police resource to manage. Consequently, they are only used to target those locations with a record of high speeds and serious and fatal road traffic collisions.

20mph Limits

Research indicates 20mph speed limits are most appropriate where 85th percentile speeds are already low (24mph or below). If this is not the case the introduction of a 20mph limit would likely require the installation of physical measures to reduce speeds to an appropriate level. This would be expensive and difficult to implement due to the lack of both supporting data and public support. Nevertheless, the Council does intend to investigate the option of a 20mph zone.

Road Narrowing / Chicanes / Buildouts

The installation of 'priority give-ways' or 'build-outs' normally require opposing vehicle flows of approximately 400 vehicles per hour to be effective. Where vehicle flows are low, priority arrangements can cause safety concerns as drivers can sometimes speed up and choose a racing line through the feature. Also, for these features to be successful over larger areas it is normally necessary to include several or combine with other types of traffic calming. This can be expensive, reduce parking and create difficulties for property access.