

## **Meeting 21<sup>st</sup> June 2017: Quarndon Neighbourhood Plan (QNP) Traffic Issues**

### **Present**

Richard Handbury, Project Engineer, Amber Valley (Part), Erewash Borough & South Derbyshire Traffic and Safety Service, Economy, Transport and Environment DCC

Matthew Pitt, Quarndon Parish Council Chair  
Christian Rossel, Quarndon Parish Councillor  
Isobel Shorrock, Quarndon NP Steering Group (QNSPG)  
Judith Thomas, QNSPG  
Kevin Sawley, QNSPG

### **Issues**

Using an A3 map of Quarndon Parish, the Quarndon attendees described the main Quarndon traffic issues for Richard:

1. Quarndon has four main roads: Burley Lane, Woodlands Lane, The Common, and Church Road.
2. Of these, Woodlands Lane has no pavements, while the other roads have discontinuous pavements.
3. One aim of the QNP is to encourage more walking and cycling in the village.
4. As part of the Neighbourhood Plan consultation, residents made it very clear that traffic issues were a major concern. These concerns centred on: speed and volume of traffic, inappropriate use of Quarndon as a “rat-run” for drivers to avoid the main N-S A6 road, too much HGV traffic, localised problem spots (especially on Church Road at the Joiners Arms), and parking problems especially around school drop-off and pick-up times.
5. Parking issues are more a matter for the Parish Council, but QNSPG hoped that Richard could suggest/advise practically achievable ways of reducing the speed and volume of traffic through Quarndon and reduce the volume of HGV traffic.

### **Walk though**

All walked from the village hall down Church Road to see some of the issues. Church Road contains in a short stretch: a community centre, pre-school, church, primary school, tea-shop, old persons’ bungalows, bus-stops, children’s playground, and public house. Pavement is discontinuous, and particularly dangerous at the Joiners Arms where walkers must cross the road at a blind bend.

The walk arrived back at the village hall at 3:15pm to witness the congestion caused by parents parking on Church Road to pick up their school children.

## **QNPSG ideas for traffic improvement**

The QNPSG had listed possible ways of reducing traffic through the village, and favoured means are shown below with Richard's initial comments:

1. Setting a village limit on HGV weights. Matthew observed that village limits might need to be considered in relation to the nearby Allestree suburb of Derby. Richard said that HGV limits are doable, but difficult to enforce, and it would be useful to survey traffic to get data on the extent of the problem.  
  
As regards possible HGV problems if the Kedleston Road development goes ahead, Richard's advice was that the best mitigation might be to approach the construction companies to get their agreement on a transport plan and designated route for construction traffic.
2. Changing the priority of traffic at the Kedleston Road/Church Road junction at the south end of the village, making Kedleston Road the through road for traffic. After the meeting Richard went with Kevin and Judith to look at the junction and undertook to consider whether any change was practical.
3. Placing roadside features clearly marking the entrance to village on the four main roads. Richard said that this could give a benefit and gave examples of where this had been done, and said that, while permissions would be needed, this was something that could be done by the Parish Council.
4. Setting a village-wide speed limit of 20mph. Richard said that trials of this, in conjunction with the removal of street furniture, had been proposed for Fritchley, Brassington, and Ilkeston. The aim is to make the road an open space, causing all users to be more aware of other users. However, trials are unlikely to start before 2019 and several years will be needed to assess results and residents' views. A 20mph limit for Quarndon could only therefore be seen as a long-term aim.

## **Other comments**

After discussions, Richard had the following comments to make:

1. The Joiners Arms road-parking problem might best be dealt with by putting double-white lines on Church Road in the vicinity of the pub. This is simpler to achieve than installing double-yellow lines, and parking on the road in a double-white line section is an offence.
2. Installing a mini-roundabout (and possible double-yellow lines) might reduce problems with traffic speed and congestion at the junction of Burley Lane, Church Road and The Common.
3. It might be useful to arrange a highways road safety meeting with the school pupils and parents to raise awareness of the traffic/parking problems at/near the school.
4. It may also be possible to arrange for disabled bays for the layby near the old folks' bungalows on Church Road, although land seems to be available nearby for extra parking provision and this should be investigated.
5. As regards Quarndon being used as a "rat-run", Richard stressed the need to get quantitative data (including journey times) on which changes can be proposed. Non-intrusive and stand-alone equipment is readily available and surveys are not too expensive.

6. It is unlikely to be feasible to extend the 30mph zone near the bottom of Burley Lane closer to the A6. The police are likely to object to this.
7. One-way systems tend to lead to higher speeds, since drivers are aware that there is no oncoming traffic.
8. Automated signs that show vehicle speed can be used inappropriately by some drivers and can lead to higher speeds.

### **The future**

Richard undertook to investigate the practicality/desirability of:

1. Installing double-white lanes in the vicinity of the Joiners Arms. This may need a survey undertaking.
2. Considering other options for preventing parking on Church Road at the Joiners Arms.
3. Achieving a safer means of crossing Church Road at the Joiners Arms.
4. Installing a mini-roundabout (and double-yellow lines) at the junction outside the village hall.
5. Changing the priority at the Kedleston/Church Road junction.
6. Adopting all-village HGV limits. A first need is to investigate what limits might already apply, and where, and how limits might interact with Allestree (which comes under Derby City).
7. Designating disabled parking spaces in the Church Road layby.
8. Richard will also send information on the process to achieve a gateway feature, and to get a school travel plan done to identify any improvements that could be made at the school area.

Quarndon Parish will:

1. Continue efforts to improve parking facilities behind the village hall.
2. Work with the owner of the new teashop to encourage patrons to park at the village hall (which is only about 100 yards away).
3. Approach Futures Greenscape (owner of old people's bungalows and adjoining land on Church Road) about providing disabled parking
4. Consider ways of raising with residents traffic issues on a continuous basis. Richard advised that sometimes self-policing can be a very effective way of mitigating traffic issues.
5. Check status of environmental weight limit on Woodlands Lane set up by Derby City Council traffic order.

Finally, we would like to thank Richard for taking the time out to visit our village, to listen to our problems, and help us to begin to overcome them.