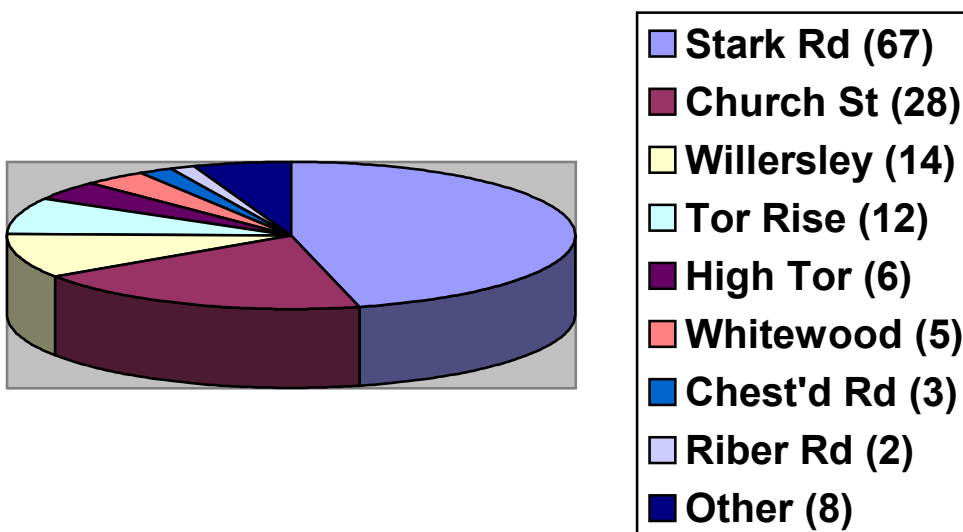




Starkholmes Traffic Action Group

Minutes from Public Meeting; 25th November 2009 7.30pm
St Giles School, Starkholmes

Attendance: 145 (this is the number who signed in; the actual number is believed to have been significantly higher)



Other: Mastin Moor (1); New Street (1); Cllrs Jackson, Flitter and Burfoot; Neil Hickman and Peter Leigh; Sheila Laming (Highfields)

Meeting Minutes

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| <p>Introduction to meeting (Paul Bradley, STAG)</p> | <ul style="list-style-type: none"> • Paul Bradley (chairperson) welcomed everyone to the meeting & thanked all for attending. STAG members were introduced. • The evening's speakers were introduced & the agenda shared. • Background to the STAG group: group of residents who want action in order to maintain the safety of Starkholmes (inc. Church St/Willersley Lane). STAG want to see a significant reduction in speed & volume along this stretch of road. • Slides were shown displaying some of the issues (narrow roads/ lack of pavements/subsidence) (<i>see Appendix 1</i>) • STAG believe that the situation has been seriously compounded by the Cawdor Quarry development, especially the one-way bridge system introduction. • Data has been collected which shows that the volume/speed have seriously increased since this development (<i>see Appendix 2</i>) • Based on the data received from Sainsbury's pre-Cawdor development, & compared with STAG data collected this week, it is evident that Starkholmes is now used as a main route reducing journey time for people travelling both through/to Matlock by approximately 5 mins (off peak) (<i>see Appendix 3</i>) • Sadly we are now starting to experience the accidents that come with this scenario, some with very tragic consequences. • STAG are very optimistic that action is being taken. The police & Cllr Milne in particular have given us great support. • A letter of support from Justin King, Chief Executive of Sainsbury's, was shown. • Purpose of tonight's meeting: to share information on progress & positive developments so far; to create positive dialogue & start communication with all concerned parties; & to facilitate efficient consultation process regarding traffic calming. |
| <p>Matlock Police Safer Neighbourhood Policing Team (PC Jon Bewley & PCO Karl Millward)</p> | <ul style="list-style-type: none"> • Introduced the SNPT (Safer Neighbourhood Policing Team) & their work. Statutory bodies of a SNT are Police, Fire, Housing, Local Authorities & Primary Care Trust. • SNPT offer 'good old fashioned bobbying' to the local community. • Matlock section has SNPTs for Matlock, Matlock Bath, Darley Dale & Wirksworth. Matlock Team responsible for town centre, Starkholmes, Riber, Tansley, Hurst Farm & Matlock Bank/ Cavendish. • Public 'surgeries' are held each month in Sainsbury's café, where residents can voice their concerns to the SNPT. In Sept a group of Starkholmes residents attended this & were advised to form a community action group – hence STAG! |

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| | <ul style="list-style-type: none"> • Quarterly panel meetings are held where priority profiles are agreed upon for coming months. SNPT look at long term problem solving with assistance of partnership agencies. Priority Profile in October agreed for Starkholmes. • Discussed the recent action taken on speeding/traffic checks (in October) with CREST (Casualty Reduction Education Support Team). • Discussed the fact that Starkholmes speeds do not fall within the ACPO criteria to have permanent speed monitoring, so the police can only do what they can in terms of speed guns. Further speed checks planned but enforcement alone won't stop speeding. Traffic calming measures required. • STAG team have full support of SNPT: we have assisted with leaflets; acquiring stats & information from Police Traffic Management & DCC Highways; encouraged dialogue. |
| Cllr Ian Milne | <ul style="list-style-type: none"> • (Willersley residents raised concerns that their stretch of the road has not been properly represented. PB apologised & promised that they would be included in future). • Since moving into Starkholmes 13 years ago was struck by multiple problems created by too much traffic even then, including obvious congestion; wing mirror clashes at narrow points; dodging vehicles on the footpath down Tagg Hill; high speeds at narrow parts of the road, like Kings Head corner. • Most of these problems were created by habitual users. • Problems whilst canvassing: been pinned against dry stone walls; could not walk freely down the road, let alone cross it; front doors opening directly onto the road; marks on walls, damage to parked cars, knocked down gate posts/stoops, gouges out of the road. • Problems have been well documented for many years & concerns forwarded to DCC Highways dept but fell on deaf ears. • Minor accidents common, but events in the summer brought things to a head with three accidents involving hospitalisation. • Seemed to be conflicting messages from Highways Dept: we would have to wait our turn with other villages in Derbyshire, despite money being earmarked for Matlock; letter suggesting that this money might not be now available; no belief that traffic on our road had increased since the new layout was completed. • Cllr Flitter & Cllr Milne requested speed monitoring along the road, carried out in August. Average speed is distorted due to traffic being forced to stop at the pinch points. (Cllr Milne discussed slide showing speed survey – <i>See Appendix 2</i>) • Large increase in traffic is no doubt partly due to use of Satnavs, not anticipated when the road system was designed in 1995. |

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| | <ul style="list-style-type: none"> • 3 weeks ago received email stating that the case for traffic calming had been accepted & preliminary designs were being planned. • Cllr Milne thanked Cllr Jackson for attending & introduced the group's questions to him & his colleagues: <ol style="list-style-type: none"> 1. What measures are available for traffic calming and what measures would be ruled out? 2. What is the timescale for your completed design? 3. What will be your mechanism for consulting the residents, and when? For example, do you anticipate waiting until the designs are complete? 4. What dependencies apply? (financial or physical) |
| <p>Cllr Chris Jackson (Deputy Leader & Cabinet Member for Highways & Transport)</p> | <ul style="list-style-type: none"> • Cllr Jackson emphasised his belief in working with the local community; stems from previous career with police force. • Stressed that he would like to leave the meeting tonight with an agreement from everyone on what can be done to improve things on the stretch of road. • Discussed action taken in own district; community members were trained on how to use speed guns, & this information was used to contact those people who were speeding. Speeds have been reduced in this area. • Handed over to Peter Leigh & Neil Hickman to discuss detail. |
| <p>Peter Leigh & Neil Hickman (Highways Dep)</p> | <ul style="list-style-type: none"> • <i>Peter Leigh:</i> measures available include simple road markings/signs right through to measures which will almost stop a vehicle. Cost and justification increases with each level. • Safety cameras are not an option as the speeds do not meet the criteria required for this. Any measures which are felt necessary are possible but we need to take into account the access for church etc. and conservation areas. There is the possibility of adding pavements/decreasing road width; adding parking at side of road. • Need to also take into account that public have to be consulted. Anyone with ideas on what should be done should email/write to the council (Pete.Leigh@derbyshire.gov.uk) • Users of the road are habitual users; PL stressed his belief that traffic calming would not significantly decrease the number of cars using the road. • Funding is available through the Sainsbury's development, for Matlock area (not specifically Starkholmes); planning application has been submitted this week for work on Crown Square (planned to commence early 2010). (For more information on this see http://www.derbyshiredales.gov.uk/our_website/news_and_press_releases/2009/september/news_items/matlock_gets_a_chance) |

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| | <p>_to_impress.asp</p> <ul style="list-style-type: none"> • <i>Neil Hickman</i>: stated that the majority of the traffic going through the village originates in the village. If the people here slow down this would influence the rest of the traffic (many people in the audience object to this statement). • There are plans at the moment to look at the road and see where both traffic and pedestrian facilities can be improved; these plans will be looked at & if agreed with the local community could be implemented in 2010. • <i>Cllr Jackson</i>: stated that he is aware of the traffic flows as he passes twice a day. In response to a question from the audience re making the road access only, this is very difficult to enforce as the police are the only ones who can monitor this. |
| <p>Questions & comments from audience (with responses where made)</p> | <ol style="list-style-type: none"> 1. Could we help to police the road ourselves? (for speed/access only) <ul style="list-style-type: none"> • <i>Jon Bewley (SNT)</i>: <i>this is an option. However, this will not necessarily affect volumes – we need to make the road more difficult to travel through so that volumes are reduced.</i> 2. Would it be possible to have a 30 mph speed limit which extends down Willersley as there is a stretch which is 60? 3. The main problem we have is the volume of traffic. What we need to do is physically slow that traffic down so that the route becomes uninviting. We need something which increases parking etc. We should be looking to make Willersley 30 mph, then 25 or 20 through the village itself. 4. Have the council considered putting in chicanes to reduce the traffic speeds? <ul style="list-style-type: none"> • <i>Cllr Jackson</i>: <i>Chicanes do work in the right place; we do have them in the county (i.e. Breadsall). It is one of the options which will be considered.</i> 5. One Starkholmes resident raised serious concern re subsidence, stating that the traffic volumes have increased subsidence to the extent that her house is cracking. 6. The real reason that the traffic volumes have increased is due to the Sainsbury's development; can the bridge be made 2 way again at Crown Square? 7. One Church St resident stated that there is information available on the website re traffic calming; the option for 20 mph limits is stated to be required where there is a chance that young children can be hurt (we have 2 schools on the stretch!) <ul style="list-style-type: none"> • <i>A discussion followed on the increased use of Starkholmes as a 'rat-run': Peter Leigh: the consultants used before Sainsbury's was developed stated in their report that there should be no impact on</i> |

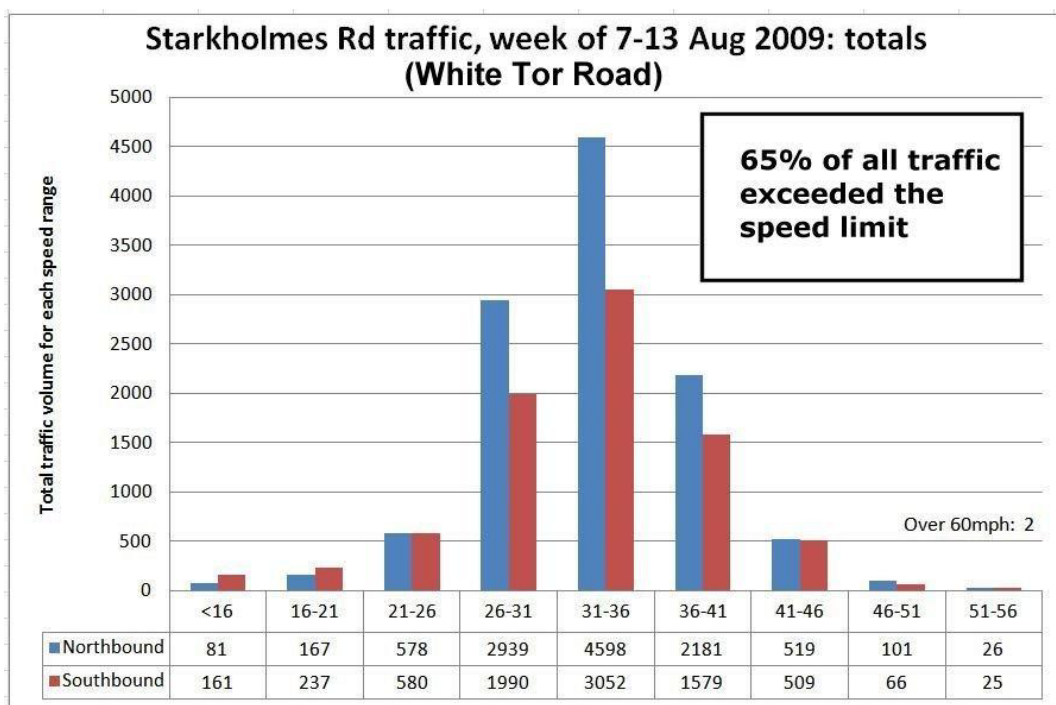
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| | <p><i>the Starkholmes area. The council did not agree with this and have secured money for dealing with traffic problems.</i></p> <p>8. A gentleman raised the point that his son was in an accident at the bottom of Church Street. Why have pelican crossings not been considered to prevent accidents? Do we have to wait for a fatality for this to be considered?</p> <p>9. (Referring to point 7 response): Did the council not think to carry out their own surveys to counter those produced by the consultants before the development?</p> <ul style="list-style-type: none"> • <i>Peter Leigh: traffic data is not useful without being able to predict what will happen to the traffic which is discouraged.</i> • <i>Ian Milne: Starkholmes Rd was not included in the original report. The second report – Ian has requested this but has not received it, so we don't know if this includes the road or not.</i> • <i>Peter Leigh: traffic lights at the bottom of Church Street would almost certainly cause massive queues coming down from Tansley as the road is not wide enough for turning lanes. This will also encourage people to use the road as they have an easy exit.</i> <p>10. Was there a deal done with Sainsbury's whereby if they gave money for the road system the road would be made 1 way at the bridge?</p> <ul style="list-style-type: none"> • <i>Neil Hickman: No this was not the case.</i> <p>11. A resident made the point that earlier it was stated that the traffic was mostly residents – looking at the graph shown earlier, there is far more northbound traffic so this cannot be the case!</p> <p>12. (Referring to point 9 response): You would have to be waiting for more than 5 minutes at the traffic lights for this to be more of a nuisance – can the bridge be made 2 way – can we have a 6 month experiment to see if this works?</p> <ul style="list-style-type: none"> • <i>Neil Hickman: the planning permission stated that the bridge would be made 1 way – it also stated that there would be an experimental complete closure of the bridge. The council has rejected this so far due to the problems which would be caused in Starkholmes. The council has seen that the traffic has gone above the 5% increase (the original criteria for action to be taken) which is why money has been secured to counter this. Starkholmes will receive the 'lion's share' of the funding as it has been most affected.</i> <p>13. Right the way along the road there are serious problems – the section of road around the village centre does not have pavement for the children to cross. This section of the road also includes the village hall where meetings of Brownies etc. take place (inevitably in the dark). Can the sign 'thank you for driving carefully' here be</p> |
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| | <p>removed as it encourages people to speed up?</p> <p>14. What will it take for a trial to be put in place for the bridge to be reopened 2 way?</p> <ul style="list-style-type: none"> • <i>Neil Hickman: we will look into this in terms of the traffic lights/turning. We will look into the feasibility.</i> <p>15. Why was the bridge made 1 way in the first place? And why does it need to stay that way?</p> <p>16. Are we going to see action as a result of this meeting?</p> <ul style="list-style-type: none"> • <i>Chris Jackson: yes, we are.</i> <p>17. Can we have speed bumps all the way down the road?</p> <ul style="list-style-type: none"> • <i>Chris Jackson: we cannot do this due to the church/undertakers using the road. We have to consider the families of those people whose funerals are held at St Giles.</i> <p>18. Why has the weigh restriction been removed on this road (7.5 tonnes)?</p> <ul style="list-style-type: none"> • <i>The sign is still there but hidden by a bush! It is still restricted.</i> <p>19. The subsidence is so great now that weight restriction surely should now be reduced?</p> <p>20. A resident of Stark Rd stated that the speed around the White Lion is so great this should really be addressed.</p> <p>21. Public Relations Officer for G & J Holmes; there is a big problem with rat-runners, no respect for the bus drivers and the residents of Starkholmes. The buses are narrow and have been designed especially for Starkholmes. Could we have signs at the narrow sections to show oncoming vehicles in the middle of the road?</p> <p>22. Could we have flashing blind summit signs at the top of the road coming down Willersley?</p> <p>23. Planning has come up on several occasions – could we have a planning officer at the next meeting?</p> <p>24. Suggestion was made to give parents of the schools something to take home to advise them of the STAG work.</p> <p>25. What is the argument against access only – what are the criteria for having this implemented (new motorway junction at Duckmanton was cited as an example)?</p> <p>26. A request was made for a sound system to be in place for any future public meetings.</p> |
| Summary | <p>PB thanked everyone again for attending. It has been clear that people are very passionate about this issue and the audience was thanked for the way in which questions had been asked throughout the meeting.</p> <p>The audience was reminded that the group’s website is available and minutes will be published on this site.</p> <p>www.sortoutstarkholmestraffic.co.uk</p> |

Appendix 1: Photos of some of the issues to be addressed (narrow roads; lack of pavement; subsidence)



Appendix 2: Graph showing speed of traffic using road over 1 week Aug 09



Appendix 3: Travel times analysis (1997 figures from Sainsbury's study, 2009 figures from STAG)

| From | To | Via | 97 Off peak | 97 Peak | 2009 Off peak |
|---------------|---------------|-------------|----------------|------------|------------------|
| Matlock Green | Crown Square | A6 | 1.16 | 1.23 | 1.20 |
| Crown Square | Cromford | A6 | 6.07 | 5.34 | 5.42 |
| Matlock Green | Cromford | A6 | 7.23 | 8.01 | 7.02 |
| Matlock Green | Cromford | Starkholmes | 5.34 | 6.01 | 6.13 |
| Cromford | Crown Square | A6 | 5.17 | 5.41 | 9.13 |
| Crown Square | Matlock Green | A6 | 1.18 | 1.13 | 1.10 |
| Cromford | Matlock Green | A6 | 6.35 | 6.54 | 10.23 |
| Cromford | Matlock Green | Starkholmes | 5.15 | 5.54 | 5.47 |