

**MINUTES OF DALE ABBEY PARISH COUNCIL MEETING
HELD ON THURSDAY 11.2.21 VIA ZOOM DUE TO COVID-19**

PRESENT: Councillors Smith (Chair), S Bown, C Just, S Street, K Tribbensee, Parish Clerk, Councillor C Hart (DCC), Councillor D Cox (EBC), Councillor R Mee (EBC), 1 member of the public

20/166 APOLOGIES

None

20/167 VARIATION OF ORDER OF BUSINESS

None

20/168 DECLARATION OF INTEREST

None

20/169 PUBLIC SPEAKING

A representative from the Community Group reported that enough money had been raised for a defibrillator. Due to Covid however they were struggling to raise funds for the ongoing annual costs of £135 and asked if the Parish Council would take on the annual support cost. It was agreed to add to the March agenda.

Councillor Smith reported that on the 18 and 24 December on Hagg Lane recycling lorries had gone off the road into the ditch blocking the lane. The state of the lane had been reported to DCC Ref no 760104 about a month ago and they were going to add as a matter of urgency. The recycling had only been collected once in four weeks. Councillor Hart offered to follow up.

Councillor Bown reported they are still getting flooding at the gate at The Park Moor Lane due to a blocked drain. Councillor Hart reported that it had been logged.

Councillor Hart reported that DCC had the budget meeting last week and set a 2.5% increase in the Council Tax. This is ring fenced for adult care and the rest on general expenditure. DCC have committed £2 million to carbon cutting energy schemes as part of the climate change agenda. A Covid-19 fact or fiction campaign has been released and details are on the DCC website. Last night was the Stanton Park liaison group meeting and up to two representatives from the Parish Council can attend.

Councillor Hart spoke about a speed limit review and activator signs on the A6096. EBC will be setting their budget in a couple of weeks.

20/170 MINUTES OF MEETINGS HELD 21.1.21

RESOLVE That the Minutes of the meetings held on the 21.1.21 were approved and will be signed by the Chair.

20/171 CHAIRMAN'S ANNOUNCEMENTS

None

20/172 TO DETERMINE WHICH ITEMS, IF ANY, FROM PART 1 OF THE AGENDA SHOULD BE TAKEN WITH THE PUBLIC EXCLUDED

None

20/173 PLANNING

Approved

- ERE/1220/0026 Two storey side and rear extension to existing dwelling Arbour House Croft Close

20/174 THE PINFOLD

No further update.

20/175 A6096 CONCERNS

Councillor Smith thanked Richard Handbury for his prompt response to the Parish Council's proposals. Councillor Smith had asked for more information about the splitter junction.

Thank you for the email you sent me following Cllr Hart's request for your comments and suggestions to be provided to me as part of our works on the Capital Projects for the junction of the A6096 with Cat and Fiddle Lane and the Route Treatment Scheme for the A6096. I have seen that you have provided a copy of the email to Tim Gregory as well, and therefore I have copied him into my reply as well. For clarity and consistency I will address each of the 7 comments/suggestions which have been provided by the Parish Council.

1. *To request a speed reduction from 60 mph to 50 mph.*

I can confirm that as part of the route treatment scheme for the A6096, we are seeking to promote a 50mph speed limit. We have not yet reached a position with regard to the pursuit of the actual 50mph Speed Limit order, however as part of the formal consultation process you will be notified and invited to comment. I am aware that we carried out some speed surveys over a 7 day period in early December 2020 at four locations along the A6096 (between Kirk Hallam and the Spondon, Derby City boundary) these were locations which were agreed in principle with the Traffic Management Team at Derbyshire Constabulary. The preliminary findings of the survey data, which will need further detailed interrogation, indicate a mean speed at the four locations along the route of around 48-49mph, therefore the proposal as part of the scheme to introduce Vehicle Activated Signs to support the 50mph limit, will be an effective supporting measure to maintain driver awareness and aid in its compliance.

2. *The Moor Lane, Ockbrook junction to place a central bollard each side of the junction within the hatchings of the right turn refuge to stop vehicles overtaking.*

I assume from the request above, that it relates to the installation of x2 splitter islands either side of the junction with Moor Lane, similar in layout to the proposals for the junction with Cat and Fiddle Lane. I have copied in my colleague within our Design Section to see if this is something that could or has been considered as part of the design package. I would wish to take this opportunity to say that from looking at the personal injury collision history for this junction in the last three year period (standard period of assessment) it shows 3 personal injury collisions, of which one I was involved with, along with the Police following the tragic fatal collision that occurred here in May 2018. I have taken a look at the causation factors involved in these collisions and you can only attribute one having occurred as a consequence of driver conflict at turning for the junction and this occurred in December 2019 within wet roads and dark conditions. Therefore based on the volume of traffic that is likely turning here, the potential conflicts from a personal injury perspective are minimal.

It is something I will need to discuss with my colleagues in the Design Team to see whether such works can be accommodated physically and subsequently funded within the allocation of funding we have for the implementation of this scheme. I would add that a significant proportion of the funding will already be allocated to the Speed Limit and the introduction of the Vehicle Activated Signs and the associated traffic management required to facilitate their introduction.

3. *To place a street light at the access to Bartlewood Lodge to illuminate the bus stop when pedestrians have to cross the road at night, this suggestion as a result of the recent tragic death at this site.*

I am aware that back in November 2018 we looked at a scheme to provide Street Lighting on the A6096 around the area of the Bus Stops and the access road into the Bartlewood Lodge site. The scheme of works to provide a system of 14 street lighting columns that are passively safe due to the Speed Limit was £90,000.00, a significant proportion of the cost was as a consequence of the associated civils works required to connect to a suitable supply network, which required a scheme of 600m of cabling in order to provide a supply network. Even when as part of this scheme, the road is reduced down to 50mph the requirements for passively safe equipment still apply. I do recall that when we looked at the site following the tragic collision, the design of 14 columns was what was identified by my colleagues in Street Lighting to be the minimum scheme to achieve the necessary lighting/illumination requirements. I suspect even if we could install just one column it would still be at a very considerable cost due to the supply issue and connectivity works that I have stated above. Therefore I know that these works could not be accommodated within the funding we have available for the scheme on the A6096.

4. *To extend the double white lines west of the entrance to Columbine Farm around the bend as this is a crossing point for a footpath and bridle path.*

The section of the A6096 around the bend, does through the existing arrangements sit within the existing Double White Line system, as the lining arrangement currently ends just beyond the entrance to Columbine Farm and Kennels. It would appear that when the location was assessed (surveyed) against the criteria within the TSRGD Chapter 5 – Road Markings (2018) for the provision of a Double White Line System the current arrangements are therefore based on the visibility criteria applied within this assessment criteria and it is not unfortunately simply a case of just extending the existing arrangements, as because if they don't meet the necessary criteria you are not permitted to just extend them I am afraid. Vehicles travelling in the direction of Spondon are not permitted to overtake as the solid line continuation on their running lane side of the carriageway prevents this from being able to occur, if they do so then they are committing an offence that the Police can take action against.

However, I would wish to add that as part of the scheme, my colleagues in the Design Team are going to carry out an assessment of the section of the A6096, near to Stable View and the Flourish Farm Antiques as we have received concerns from the Police in consultation for this scheme of reported issues with vehicles overtaking over the brow of the hill here. I would reiterate it is subject to a survey identifying that the criteria is suitable and appropriate for a scheme of double white lines to be introduced. Therefore as a consequence of this there may be some impact on where the current scheme of DWL ends at the entrance to Columbine Farm and Kennels, depending on the lead in tapers for the scheme after the survey/assessment has been completed.

5. *To request a further speed reduction from 50 mph to 40 mph from the 150 yard junction marker for the Dale Abbey junction with this reduction to 40 mph to continue through to Kirk Hallam as the road is not straight and overtaking is dangerous.*

In respect of the section beyond the junction for Dale Abbey to Kirk Hallam until you reach the 30mph gateway for the village of Kirk Hallam, this section of road in terms of its layout is not conducive I am afraid to consider the implementation of a 40mph speed limit, the reduction in a speed limit should not be used as a tool or mechanism to simply prevent overtaking, as by lowering the speed limit to a limit that drivers don't find acceptable you could potentially encourage this practice to increase in frequency. The section of the A6096 through here is predominantly rural in appearance with no footways, very sporadic access points and no fronting development and therefore within the criteria contained within the 'Setting of Local Speed Limits Circular 01/13' it is not something that we can consider in these circumstances I am afraid.

6. *The Dale Abbey junction - To place a central refuge in the hatchings west of the junction in the hatchings to allow pedestrians easier and safer crossing to the bus stop plus horses crossing from the bridle path on Hagg Lane and a central bollard within the hatchings east of the junction this is to deter overtaking using the right turn refuges.*

It is something I will need to discuss with my colleagues in the Design Team to see whether such works can be accommodated physically and subsequently funded within the allocation of funding we have for the implementation of this scheme. I would add that a significant proportion of the funding will already be allocated to the Speed Limit and the introduction of the Vehicle Activated Signs and the associated traffic management required to facilitate their introduction. The road markings in 2019 for the hatching and right turn lane appear to be well worn, I can appreciate that I have not visited the location recently, and so if the markings have not been refurbished in this time, it might be beneficial for them to be refreshed to make them more prominent/visible.

I would add that at this location, there is no footway provision (hard standing) therefore it would be additional works in terms of footway construction to facilitate the connectivity to such a feature, this would add considerable costs to such an element of the scheme. The junction shows 1 slight personal injury collision within the last three years (standard period of assessment) which was as a consequence of a vehicle pulling out of Arbour Hill into the path of a vehicle on the A6096, after failing to judge the road conditions. Therefore based on my comments above, I don't think we have the justification within the scheme to consider what will be from a civil engineering perspective quite a significant scheme of work. I would add that the forward visibility of traffic approaching in each direction is very good and the area is subject to a system of street lighting improving visibility in this location.

7. *The Cat and Fiddle Lane junction - Remove the right-hand refuge making the road 2 lanes again this to stop vehicles undertaking which is the major cause of accidents that have taken place here, to have a central refuge west of the junction for pedestrians crossing the road which links local footpaths either side of the road and a central bollard east of the junction to stop overtaking.*

The intention from speaking with my design colleagues previously on this scheme, was to construct a splitter island on either side of the junction to Cat and Fiddle Lane on the A6096, and to carry out some widening of the radii of the junction splay on Cat and Fiddle Lane, as it appears some damage has occurred previously to the radius kerb line when turning left out of Cat and Fiddle, as evidenced by the concrete backfill reinstatement to the kerb line here. We intend to leave the right turn filter lane into the junction between the splitter islands to allow the flow of traffic to continue on the A6096 and mitigate the risk of rear shunt collisions occurring, particularly as the speed limit will still remain high. I would add that people will have the opportunities to utilise the splitter islands to cross the A6096 in two stages if they wish to access the Public Footpaths No.1 and No.4. To install a set of refuges as opposed to splitter islands, would create additional works that would necessitate footway construction (hard standing) with tactile crossing points in-line which would then take people directly into verge as no footway provision currently exists on either side of the A6096 at the junction with Cat and Fiddle Lane. This would add further works to the scheme and likely not be accommodated within the scheme funding available. In addition I would suspect that the physical demand in terms of the numbers of people wishing to cross to access the public footpaths (Covid-19 implications aside) to be relatively low in number from engineering terms to justify the additional works if it could be accommodated within the budget available I am afraid.

I have mentioned recently to Cllr Hart that my colleagues are looking to finalise the design for this scheme in August 2021, with a view to commencing construction in around October 2021. I have copied my colleague in the Design Team into this email so he will see what the Parish Council's view is on this in item No.7.

20/176 APPOINTMENT OF INTERNAL AUDITOR

It was resolved to appoint S Lorking

20/177 MOLE HILL UPDATE

Councillor Bown to review.

20/178 CLERKS REPORT

- None

20/179 CORRESPONDENCE FOR ACTION

- None

20/180 FINANCE

Monthly accounts circulated

RESOLVE: That the Accounts listed below be accepted for payment

Payee	Expenditure	£
L Storey	Salary/Expenses	677.14
HMRC	PAYE	3.40
2Commune	Website	372.00
EBC	Christmas lighting	2287.69
TOTAL		3340.23

20/181 ITEMS FOR INFORMATION

- Coronavirus Impact Report [Citizens Advice Derbyshire Districts - January 2021
- Kirk Hallam February 2021 magazine, Dale Abbey version.
- Minutes for Council, Thursday, 21st January, 2021, 6.00 pm
- DCC Covid Campaign
- DALC Training courses for 2021
- Derbyshire Rural Safety and Crime Prevention Guide
- Agenda for Planning Committee, Wednesday, 3rd February, 2021, 5.30 pm
- Road Closure: No Mans Lane, Dale Abbey
- MEA Climate Action support
- Temporary Closure of Dale Abbey Footpath 22
- DCC news 2 Feb 2021
- DALC February newsletter

20/182 DATE, TIME AND VENUE OF NEXT MEETING

18.3.21 via Zoom

Part 2 CONFIDENTIAL ITEMS