

PUBLIC



# TRAFFIC NETWORK MANAGEMENT DUTY PLAN

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## INTRODUCTION

The intention of this Traffic Network Management Duty Plan (TNMDP) is to set the criteria by which we manage the operation of the network (i.e. keeping the traffic moving).

This plan does not cover trunk roads or motorways, which are the responsibility of the National Highways, or roads within the city of Derby which are either the responsibility of Derby City Council or National Highways.

It is intended that this TNMDP is reviewed biennially in a format that enables regular updates to be issued in a controlled way. This will enable the TNMDP to respond to changes in standards and legislation and the continual improvement in technology, techniques, and procedures.

There are many factors that affect the movement of traffic on highway networks ranging from planned works through to emergency incidents and the management and coordination of these activities impacts on how well the network flows. Management activities include, but are not limited to, co-ordinating highway maintenance works, new developments, and the work of statutory undertakers, routing different classes of vehicles, network restrictions and enforcement and managing conflicts between different highway users.

The objectives of the TNMDP are to:

- a. Deliver against the Government's priorities for transport: "tackling congestion and disruption on the Highway network enabling the expeditious movement of traffic, delivering accessibility; offering improved transport choices and reliable journey times; better air quality and improved alternative transport."
- b. Set out a long-term plan and a commitment to improve the management of road works and the expeditious movement of traffic.
- c. to build on and improve its existing services along with implementing new actions to improve the reliability of journey times across Derbyshire and into adjoining local authority network as well as meeting our air quality and carbon objectives.

As a key output from the TNMDP, the County Council will ensure that the effective and efficient use of the current Highway network provides improved traffic flow and reduced congestion for residents, businesses, and visitors. Any measure taken on the network to improve network reliability or resilience should not be at the expense of our other responsibilities or duties as a Highway Authority.

## NATIONAL LEGISLATION AND GUIDANCE

The County Council has many duties relating to its function as a Highway Authority and is given powers to ensure it can carry out those duties.

The areas of legislation specifically relating to the TNMDP are as follows:

### Highways Act 1980

The [1980 Act](#) covers the management and operation of the highway in England and Wales. It includes the protection, lawful and unlawful interference of highways, provision of special facilities, closure, street bylaws, acquisition, vesting and transfer of land.

### **Traffic Management Act 2004 (TMA)**

The [TMA](#) places a duty on the Authority to consider all works affecting the highway with particular reference to congestion, disruption, and delays to journeys.

### **New Roads and Street Works Act 1991 (NRSWA)**

Non highway authority works within the highway are controlled by the [NRSWA, Section 59](#) of NRSWA states that a street authority shall use their best endeavours to co-ordinate the execution of all kinds of works in the street including works for road purposes and street works. This Act allows for streets to be designated under different categories, which determine the relevant procedures and notice periods to be adopted when statutory undertakers etc. intend to carry out street works for example Traffic Sensitive Streets.

### **Road Traffic Regulation Act 1984 (RTA)**

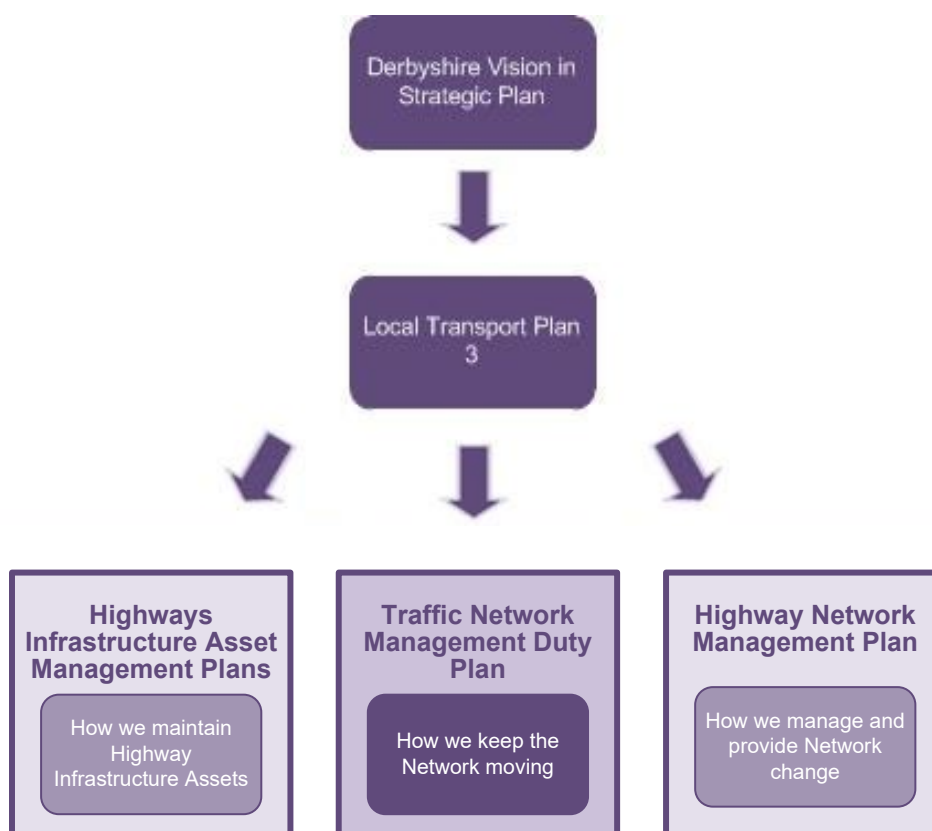
The [RTA](#) provides powers to the relevant authority to regulate or restrict traffic on the highway. There are ten parts to the Act, which covers road closures, traffic restrictions, crossing, parking provision, traffic signs, speed limits, bollards and control and enforcement.

In addition, the scheme of delegation for powers and duties are contained in Appendix TA02 of the [Highway Network Management Plan](#) (HNMP) – Highway Network Scheme of Delegation & Duties 2019 which contains more detail of relevant Acts and sections. This is reproduced in [TA02](#).

## **PLANS AND POLICIES**

The following figure shows its context with other key documents in how the network is managed, maintained, and changed:

**Diagram 1: Plans and Policies Framework**



## INVESTING IN INFRASTRUCTURE & PROVISION OF SERVICES

### National Picture: Road Classification

There are various classifications of roads in Derbyshire:

Motorways and Trunk roads (also referred to as the Strategic Road Network or SRN): these are managed on behalf of the Department for Transport (DfT) by National Highways.

The following are maintained by the County Council as Highway Authority:

- Primary Route Network: these link major population centres in the County with other major population centres in neighbouring counties and the national road network. These are all A class roads and are usually shown as green on most maps.
- County Principal Routes: these are the remaining A class roads which, together with the Primary Route Network, make up the inter-urban road network in the County. These are usually shown as red on most maps.
- To compliment the above, the Government has also included 11 of Derbyshire's A class roads in the Major Road Network (MRN). These are routes that are accepted as having regional and national importance in providing transport links, enabling housing and business development to promote economic growth.

**B Roads:** These are roads intended to connect different areas and feed traffic between A class roads and smaller roads on the network.

C Roads: Smaller roads intended to connect together unclassified roads with A and B roads.

Unclassified – These are local roads intended for local traffic. The majority of roads in the county fall into this category.

### **Local Picture: Network Hierarchy and Resilient Network**

A local network hierarchy including a resilient network has been developed based on traffic usage and is detailed within the Network Hierarchy Plan and the Resilient Network documents within [TA04](#).

### **Traffic Sensitive Streets**

Traffic Sensitive Streets are streets for which the Highway Authority requires more advance notice of works and also where extra attempts should be made by those carrying out works to minimise delays to road users.

The traffic sensitive street network strikes a balance between the needs of road users and the requirements to maintain the Highway fabric and also the statutory undertakers' networks. The Authority has taken a very responsive attitude towards traffic sensitive streets for its own Highway maintenance works and attempts to carry out works outside traffic sensitive periods.

### **Abnormal Loads**

Abnormal loads will be routed as far as possible on strategic routes. The choice of route will be made to minimise inconvenience to other Highway users and to avoid damage to the Highway structure and street furniture.

We have the ability to issue these vehicles with 'tokens' that will allow us to monitor their movements in real time through the network from our Network Intelligence Centre. This enables us to warn other users of its presence and make near real-time changes to the network to better manage traffic and further minimise the delays on the network.

An abnormal load is one that is greater than 44 tonnes overall weight, 10 tonnes single non-driving axle weight or 11.5 tonnes driving, wider than 2.9m or exceeds 18.65m in length. For vehicles or loads that exceed any of these dimensions, hauliers must give us two clear days' notice.

Loads over 150 tonnes, 6.1 metres wide or 27.4 metres long require Special Orders from the Department of Transport.

Most notifications are submitted through ESDAL or similar electronic notification system.

#### **DEVELOPMENT AREA 1: Developing a token system for tracking abnormal loads**

In the future wide loads will be required to have a 'token' provided to them by the PTMS system that will show their real-time live location as they traverse through our network. The system will then provide warnings to the public through the virtual in-car VMS system and allow us to monitor the effects of the wide-loads on the network.

### **Congestion**

Guidelines contained within the [TMA](#) advise that measures to control congestion only become a statutory requirement in urban areas exceeding more than 250,000 residents.

Derbyshire consists of much smaller population centres, however the Council recognises that the effects of traffic delays and the associated disruption to transport is of vital importance to its citizens and should be addressed wherever possible.

At peak period times the county road network suffers delays at some locations. In the main during the working week these are confined to urban areas although delay does extend to high demand areas such as the network around M1 junction although largely rural based. These identified areas have had infrastructure improvements to allow us more control over the traffic in these areas at peak times with the traffic signal-controlled junctions working collectively to reduce overall congestion.

However, at weekends the situation can be reversed in rural tourist areas with delays around a number of tourists 'hot spots'.

Surveys show that the periods of greatest delays are in the morning between 8am and 9am and around tea-time from 4pm to 6pm. The Authority is seeking to reduce the effects of the school run through its Sustainable Modes of Travel to School Strategy. This includes promoting the DfT's [Modeshift Sustainable Travel Accreditation and Recognition for School \(STARS\)](#) scheme, alongside encouraging active, healthy and sustainable forms of transport such as walking and cycling. This also contributes towards reducing the harmful impact of sedentary lifestyles and the air pollution associated with motor vehicles.

The majority of roadworks can cause some degree of delay to road users but with disproportional effects being felt on the major classified road network.

We monitor congestion in real time through our Network Intelligence Centre and report this information to users through our Drive Application via their phones by way of 'in-vehicle variable messaging signs (VMS)' or through our in-situ VMS signs around the county. We can use this intelligence to change the strategies at our controlled traffic signal installations to help reduce the impact of congestion and reduce delays.

### **Connected Futures**

The future aims and objectives of the Authority within the context of the [TMA 2004](#) are to seek to provide the opportunity for safe, sustainable and reliable journeys for both the public and businesses alike.

The Authority aims to report any disruption to a journey, whether planned or unplanned, to the public as quickly as possible. Information will be passed to the public giving advice on the likely duration of the disruption along with possible alternatives using the Drive Application or on street VMS infrastructure where possible

### **DEVELOPMENT AREA 2 THE PROVISION OF JOURNEY DISRUPTION INFORMATION DIRECT TO VEHICLES**

We are looking to supply the information gathered as part of Connected Futures directly into vehicles as the technology enables us to do so.

The Authority also acknowledges that whilst it would wish to reduce car journeys the practical socio-economic factors, coupled with topography and extensive rural areas, will limit what can be accomplished. However, the authority will encourage walking and cycling and non-car-based trips to schools. Wherever practically possible the use of integrated public transport will be supported with attempts being made to enable a single ticket covering a user for various modes of public transport. Work will continue to develop the road network in such a way as to facilitate its use by cyclists, pedestrians and public transport as well as the car user.



The authority will continue in its efforts to manage down the use of heavy goods vehicles with encouragement being given for the traffic, whenever possible, being transferred to the rail network.

As the authority does not envisage a major road building programme at the current time, it will continue to develop traffic management measures to offer safer, less disruptive journeys but giving priority to public transport users, pedestrians and cyclists.

### **DEVELOPMENT AREA 3: Development and roll out of the bus priority system**

Our new bus priority system will enable us to monitor bus locations in real time, how early or late those buses are running and give priority at traffic signal-controlled junctions to those that are behind schedule. We aim to roll this system out across all traffic signal-controlled junctions in the county by 2025.

To support economic growth and prosperity and assist in the management of the road network in Derbyshire, the County Council will continue to explore grant opportunities and will submit challenge funding bids as appropriate to access additional funding streams to ensure a safe and reliable network.

### **Incident Management**

Unfortunately, incidents can happen on the Highway network at any time which can cause delays. Many incidents arise as consequence of road traffic collisions. In many of these incidents the Police will find it necessary to close, or at least restrict, the road to any traffic whilst the incident is dealt with. At times the Authority may be required to carry out emergency road works to repair a damaged road to make it safe for re-opening.

Our pre-emptive traffic management system will alert officers in the Network Intelligence Centre of unusual traffic patterns which can then be assessed through CCTV or operational staff on the ground in the area.

However, a more major or wide-ranging incident, such as extensive flooding, may require the enabling of the Local Authority Emergency Plan which is overseen by the county's Emergency Planning Officer. These are plans which have identified potential risk situations and what mitigation may be required. Such plans involve accessing a range of skilled and experienced professional staff who are able to evaluate situations and provide emergency control centres, support and liaise with other organisations. Details of the plans can be found [here](#) and the Adverse Weather Implementation Plan also sets out how Derbyshire will react to severe weather events. This is available internally.

In particular, the Authority works in close co-operation with the National Highways and its agents to mitigate the effects resulting from incidents on the local Motorway Network. Special arrangements are in place, which ensure diversionary routes can be signed quickly and effectively when required.

### **Management of Emergencies**

The Highway Authority is not an emergency service, although managerial or technical assistance and equipment may be provided in the event of an emergency.

The Emergency Planning Division prepares emergency plans and makes arrangements to protect people and the environment or reduces the impact of an emergency in both the Derby City and Derbyshire County Council administrative areas.

The Division liaises on a regular basis with the emergency services, health services and other local authorities and partners in preparing its emergency plans. Joint training and rehearsals take place with these services and other agencies to ensure that these plans are effective.

### **Emergency road closures and diversions**

Where roads have to be closed as a result of an emergency or adverse weather, diversionary routes will be established as soon as possible taking the needs of both through traffic and local communities into account.

The Authority, in co-operation with the Police, will also attempt to provide information via local radio and social media on such incidents.

### **DEVELOPMENT AREA 4 THE USE OF SMART PERMITS BY UTILITY COMPANIES FOR EMERGENCY CLOSURES**

In the future we will require utility companies to use smart permit boards when carrying out emergency closures. This will automatically notify the operators in the Network Intelligence Centre of the closure and automate a diversion that will be set on the virtual in-car VMS to notify the public.

### **Diversion Routes**

In the case of any closure on the Highway network, all road users need to be aware of the closure and subsequently the most efficient and suitable alternative route to continue their journey.

Work with National Highways has resulted in the agreement for diversionary routes from the national Motorway and Trunk Road network. For the authority's own road network local knowledge is used to identify the most appropriate alternative routes.

Where delays are expected to be caused by events, incidents or works on the Highway, diversion routes will be clearly signed to prevent unnecessary disruption and delay to traffic.

Further guidance relating to diversion signing is outlined later in this document.

### **24 hr a Day Service**

The teams operate a 24/7 service during the working week however between 1600 hours and 0800 hours the following day there is a reduced level of resources available. However, on a Friday this reduced level of resource starts at 1530.

### **Customer Service and Customer Engagement**

The County Council is committed to providing a comprehensive customer service and has established the following with that objective:

- The County Council's Contact Centre, offers a point of contact for access to Council services filtering enquiries by the most appropriate method.
- Well-developed and maintained website providing both information and a suite of forms and guidance notes related to the Highway network and associated services. This is currently undergoing further improvement with the introduction of a new Customer Relationship Management system which will aid the customer in reporting issues on the highway.
- Provision of an automated response system to notify customers when Highway defects have been repaired.

The Highways Communication Plan outlines the way that we engage and inform stakeholders prior to, during and also after maintenance and delivery of infrastructure works either on or affecting the Highway network and other Highway assets managed and provided by the department. The Plan sets out guidance on how and when we should be providing information about our activities and enables a consistent approach to stakeholder engagement. The Highways Communications Plan is currently under review.

## HIGHWAY OPERATIONS

Network Management is just one element of a Local Authority's transport activities and compliments other policies and actions.

The DfT issued the Network Management Duty Guidance in January 2005 to help authorities to manage their responsibilities under the [TMA 2004](#).

The guidance from DfT provides a framework for the duties and powers that have been bestowed upon a Highway Authority in order that they may work toward the expeditious movement of traffic on their roads. For further information regarding the Network Management Duty go to [www.dft.gov.uk](http://www.dft.gov.uk). All works on the Highway will be carried out as quickly as possible, wherever practical and economical, to reduce inconvenience, delay and danger to users of both carriageways and footways.

### Traffic Manager

Forming part of the Network Management duty, the TMA requires that all Local Transport Authorities appoint a Traffic Manager. The authority will exercise all of those functions that have an impact on traffic flows in a co-ordinated way with the precise duties and responsibilities of the Act forming part of the remit of the Traffic Manager. This role has an overview of policy, Highway works, public transport, service redesign and Highway's information services.

### Responsibility for Highways

The Highways service includes:

- Provision of network improvement schemes.
- Asset management and maintenance.
- Traffic management and third-party access to the network.
- Road safety.
- 24-hour emergency response and network availability.
- Liaison with Development Control.

### Working with Other Organisations on the Highway Network

The County Council actively encourages collaborative working ensuring effective co-ordination of public services. By maintaining on-going relationships with a wide range of stakeholders and other authorities it can share good practice and service improvements. This collaborative working is done through membership of Midlands Highway Alliance + (MHA +)

## TRAFFIC POLICY

The County Council generally follows national policy, standards and guidance issued by the DfT and other national bodies.

Local policies are developed as and when required through the process of investigation by officers.

Current issues being considered are as follows:

### **Control of heavy goods vehicles (HGV) and operator licensing**

The control of HGV movements is considered in the context of the network hierarchies.

Heavy goods vehicles should be encouraged, by road signs, to remain on the highest available category of route for as much of their journey as possible. Primary Routes are recognised as the national advisory route network for use by commercial vehicles between the Motorways and towns and includes all Trunk Roads and some County Principal Roads.

Under the functional road user hierarchy, they should be directed to use Strategic Routes and Main Distributor Roads. Access to the remaining network should be controlled to reduce the environmental and safety impact of HGVs through mandatory and advisory signing to identify preferred routes and height and weight limits. DCC will be liaising with satellite navigation companies and other bodies to ensure modern information systems reflect these preferred routes and height and weight limits.

As Highway Authority, the County Council has road safety responsibilities and under 'environmental provisions' within the HGV operator-licensing system may be a statutory objector in the case of unsuitable applications.

### **Environmental Weight Restrictions**

In addition, amenity weight restrictions will be considered where:

- A significant reduction of 50% of lorry movements can be achieved.
- Significant reductions in damage to the road fabric may be achieved.
- A restricted area can be defined which does not transfer the problem from one community to another.
- An alternative route exists for diverted lorries which does not pass through environmentally sensitive areas, create a major increase in route mileage for lorry operators, avoids dangerous junctions or other unsuitable sites and will not result in increased Highway maintenance costs.
- A scheme can be defined that can be clearly signed, easily understood by drivers, and is largely self-enforcing.

Amenity weight restrictions will include exceptions for access for the purpose of loading and unloading goods and garaging.

Exceptions may be allowed for specific local facilities.

### **Access only orders**

Access Only orders will no longer be introduced for the purpose of preventing parking in residential areas following feedback from Derbyshire Constabulary. Other means to deter or prevent will be considered, such as traffic calming measures.

However, Access Only orders may be considered in exceptional circumstances to prevent through traffic ("rat running") where:

- An appropriate acceptable alternative route exists which can be easily signed and understood and is largely self-enforcing.
- The problem is not merely transferred elsewhere.

An order will only be introduced with the support of Derbyshire Constabulary, who are the enforcement body.

## Signs Policy

Traffic signs are provided to inform road users with regard to traffic restrictions, traffic regulations, the existence of potential hazards, road works and the direction to important destinations. This information can be in the form of signs on posts and road markings and can be permanent signs or temporary signs erected only for the duration of road works or special events.

Variable Message Signs are also in use on the network where suitable to provide relevant traffic or parking information.

The signs used on the Highway are regulated by national legislation and guidance issued by the DfT. Currently this is controlled by the [Traffic Signs Regulations and General Directions \(TSRGD\) 2016 and the Traffic Signs Manual](#).

The Council are constantly reviewing signs through a systematic approach to assess if assets are still appropriate and required or whether they should be decommissioned.

### **DEVELOPMENT AREA 5: Development of In-Car VMS Systems**

The council is developing a virtual in-car VMS system to provide information to the public via an app on your mobile phone. The system can be used to inform the public of relevant traffic information.

We are developing a C-Roads compliant communications system to link with the virtual VMS system that will allow the information to be displayed within the vehicle in car communications systems directly rather than needing to use an application on your mobile phone.

## Permanent Signs

All signs will be provided in accordance with DfT standards, policies and advice. The County Council follows national standards and guidance in managing signs on the Highway network.

### **Tourist attraction signs**

If a tourist attraction would like to apply for brown tourist signs on the Highway Network they need to contact the relevant authority. These are:

- Derbyshire County Council – All non-trunk roads in the county of Derbyshire.
- National Highways – All trunk roads and motorways in the county of Derbyshire.
- Derby City Council - All non-trunk roads in the city of Derby.

Derbyshire County Council have published guidance for tourist signs requests on its network including the criterion and the process for applying. This can be found in [Appendix 12](#) Tourist Signing Policy and Procedure.

## Temporary signs

Temporary signs can include those required to warn road users of a hazard such as a slippery roads surface, no road markings or loose chippings or to enable the efficient and effective movement of traffic during road or street works, incident control or occasional events on the Highway. Temporary signs may be erected either by the County Council or with the consent of the County Council. All signs erected for temporary purposes should be removed as soon as is reasonably practicable to avoid giving misleading information to drivers and to reduce street clutter. The Council also use mobile variable messaging signs to convey important highway information if required.

## Slippery Road signs

Slippery road signs will be erected when the skid resistance of a road is below the level stated in the Skid Resistance Policy. Existing slippery road signs will be reviewed annually following that year's Sideways Force Coefficient Routine Inspection Machine (SCRIM) Survey to determine whether the sign is still needed. Any signs no longer required will be removed in line with the asset reduction strategy.

## Event signing

An important aspect of managing road signs is the use of temporary signs for special events. The County Council's permission is required to erect signs in the public Highway and sufficient time should be allowed (at least 3 months) to enable proposals to be checked traffic orders to be raised and to enable co-ordination with other activities planned on the network.

Signs for special events may be permitted on a case-by-case basis to provide clear route directions to road users where it is recognised that traffic may be subject to delay or disruption or to direct vehicular traffic to car parking facilities. These signs will be erected prior to the event and removed as soon as is practically possible following the termination of the event.

The County Council will not consider attachments to street furniture apart from steel street lighting columns. Approvals are subject to consideration of the following:

- Suitability of the event (it is not intended to include retail openings or other promotions).
- Suitable height clearances (minimum 5.20m above the carriageway and 2.4m above the footway).
- Suitability of fixings (signs no greater than 0.3 square metres to be placed on street lighting columns).
- Suitability of location.
- Proposed sign locations must not cause an obstruction of the Highway or any hazard to Highway users.
- Planning permission may be required.
- Possession of at least £5 million third party public liability insurance.
- An application for an attachment to a street lighting column must be completed.

Special event signing is commonly provided by motoring organisations such as the AA or RAC. Proposed signing should be agreed via the Highways Hub, including legends to be used and sign locations.

The Council also use variable message signs to advertise certain events that may affect the network.

## Diversion Route Signing

In the case of any closure on the Highway network, the travelling public need to be aware of the safest, most efficient and suitable diversion route that can be taken to continue their journey.

The County Council, as part of its Network Management Duty are committed to the provision of established diversion routes. These routes are operated for the vast majority of A roads in the County. The County Council will monitor and review the diversion routes to ensure their continued suitability.

An important aspect of managing road signs is the use of temporary signs for road works. The County Council's permission is required to erect signs in the public Highway and sufficient time should be allowed (at least 3 months) to enable proposals to be checked traffic orders to be raised and to enable co-ordination with other activities planned on the network.

Diversion routes will be clearly signed where delays are expected to be caused by works on the Highway to prevent unnecessary disruption and congestion to traffic.

Diversionary routes will be signed where delays may be expected caused by works on the Highway or other events (e.g. sporting). Only complete routes will be signed. They will be removed as soon as possible when they are no longer required.

Temporary signs for occasional functions may be erected subject to the following conditions:

- The organisers shall meet all the costs in providing, erecting and removing signs, indemnifying the County Council against any claim which may be made due to the erection of such signs on the Highway. Also, they must ensure that:
  - County Council property is not damaged in any way.
  - The signs are erected shortly before the date of the function and removed as soon as possible thereafter.
  - Signs are only permitted where traffic problems might occur.
  - Temporary signs are only to be provided where existing direction signs are inadequate.
  - Signs shall comply with the Traffic Signs Regulations and General Directions 2016 and shall be erected by an approved contractor holding a minimum £5 million public liability insurance cover.
  - All routes/ schedules are supplied to the County Council for approval.

Work with National Highways has resulted in the agreement for diversionary routes from the national Motorway and Trunk Road network. For the County Council's own road network local knowledge has been used to identify alternative routes for the main road network. However due to the diversity and complexity of the local network a practical diversionary route may need to be considered from scratch.

### **Directional advertisement signs to significant developments within the Highway**

The extent of signing provided to new housing developments, within the Highway, will be agreed with the Highway Authority. It will comply with the signing shown in the [Traffic Signs Manual](#).

The developer will be responsible for the cost of the signs, their maintenance and replacement if necessary, and their eventual removal. The signs must be erected as soon as work starts on site and must be removed 3 months after the development is complete.

For guidance on directional advertisements not placed within the Highway refer to the Ministry of Housing, Communities and local Government booklet '[Outdoor Advertisements and Signs: a Guide for Advertisers](#)'.

### **Speed Management**

The policies for speed limits and traffic calming are contained in the Technical Annex of the Derbyshire and Derby Speed Management Protocol which is in [TA01](#).

## Speed limits and speed limit extensions

Speed limits are introduced to ensure greater road safety and should seek to balance this with accessibility and environmental objectives, improving the quality of life for local communities. Any changes we make to speed limits must adhere to criteria as set out by the DfT.

All roads are subject to a national speed limit except where it is deemed appropriate to adopt a lower speed limit. Under the [RTA 1984](#) the Secretary of State is responsible for setting speed limits on Trunk Roads and the Local Traffic Authority is responsible for speed limits on all other roads. The Road Hierarchy Framework provides guidance on the appropriate use of speed limits for each level of the Road User Hierarchy for the County. However, the use of speed limits will always be subject to individual circumstances, professional judgement and subject to consultation with the public and Police. The following currently influences national guidelines and criteria.

Local Highway Authorities have powers to impose, vary or remove speed limits on certain roads in their areas.

On all County Council strategic, main and secondary distributor roads, speed limits will be introduced where one of the following is satisfied:

- The DfT's criteria and guidelines are fully met.
- A speed limit extension provides consistency resulting from increased development or improved visibility and effectiveness of the terminal signs will result.
- The proposal is consistent with the status of the road in the functional hierarchy.

On local roads and local access roads speed limits will be considered either where the policies above are met or in addition to provide protection to villages and hamlets.

The County Council's detailed policy on speed limits and extensions is contained within the Technical Annex to the Speed Management Protocol and included as [TA01](#).

## Traffic calming

Traffic calming is an important tool in helping to define the road hierarchy particularly between the local road network and the main distributor routes, discouraging incompatible uses and behaviour and helping to achieve safety and environmental targets. The types of measures cover a wide range of techniques such as introducing physical features to reduce car speeds, safety measures to assist cyclists and pedestrians, speed enforcement measures, landscaping, street furniture and changes in carriageway surface material. The reasons and cost benefits for introducing these types of measures must be carefully considered, as they may not always be necessary or suitable.

Individual traffic calming will be considered where:

- There are no conventional traffic management methods of improving the safety of the road environment.
- After full consultation, there is minimal objection to its introduction.
- Schemes can be introduced which will not prevent or deter bus services from serving the area or village.
- The proposal is consistent with the status of the road in the functional hierarchy.

Requests for traffic calming which satisfy the above will be assessed by taking into account the following factors:



- Total number of accidents or casualties.
- Level of through traffic.
- Number of accidents to vulnerable road users.
- Width of road.
- Daytime/ night-time vehicle flow.
- Footway provision.
- Number of HGVs.
- Severance of the community created by the road.
- Provision for cyclists.
- Number of properties affected.
- Traffic speeds and noise levels.
- Distance of properties from road.
- Pedestrian flows.
- Effect upon public transport services.

Priority will be given to schemes that seek to achieve a reduction in recorded injury casualties and meet with the criteria prescribed in the Speed Management Protocol.

Care will be taken to minimise visual damage to the environment, as set out in the Council's 'Traffic Calming and Visual Amenity Environmental Code of Practice' document (TA05 of [HNMP](#)).

See [TA01](#) for information on the Council's corporate ranking system (with a bias towards casualty reduction) and other details on traffic calming.

### **20 mph Limits & Zones (with traffic calming measures)**

These can be differentiated as follows:

- 20mph limit, which consist of just a speed limit change to 20mph which is indicated by the speed limit (and repeater) signs, and
- 20mph zones, are designed to be "self-enforcing" due to traffic calming measures that are introduced with the change in the speed limit

20mph speed limit/zones are introduced sparingly, with casualty reduction being the priority for the selection of such schemes.

A number of 20mph zones are in operation in Derbyshire. They should be self-enforcing and so are usually only appropriate where speeds are already naturally low or where a suitable package of traffic calming measures can be used to ensure compliance with the speed limit.

Derbyshire have trialed a number of signed only 20mph limits without traffic calming measures and there has been extensive research carried out by national government on this same subject. However, the conclusions drawn by the County Council revealed that these have limited effect in reducing both speeds and casualties on its network. Therefore, these will only be considered in exceptional circumstances.

### **Safety cameras**

Safety Cameras are a County Council asset but the operation and consideration of requests for new safety cameras is the responsibility of the Derbyshire & Derby Road Safety Partnership.

## Permanent Traffic Regulation Orders

Traffic Regulation Orders (TROs) are used to control or restrict the movement of vehicles on the road network, in order to provide the following benefits: -

- Safer passage for all road users in Derbyshire.
- Reduced delays due to fewer obstructions on the Highway.
- Improved access for emergency vehicles and public transport due to a reduction in illegally parked vehicles.
- Higher turnover of vehicles in parking spaces.
- Reduced pollution as a consequence of reduced congestion and circulating traffic.

All Traffic Regulation Orders made by the Authority will be made in accordance with the [RTA 1984](#) or other legal powers.

The County Council follows a procedure when preparing new TROs. This involves consultation with various statutory bodies including the Police, Fire Brigade, Ambulance Service, District and Parish Councils. Any objections received are reviewed by the County Council, to determine whether or not the objector's concerns can be addressed or not. The final decision regarding the introduction of any TRO where objections have been received rests with the officer assigned with delegated powers by the Strategic Director – Place

The provision of permanent TRO's in Derbyshire follow procedures outlined in the [Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#). The likely timescale for implementation of successful TRO's is between 26-40 weeks, depending on the level of objections received.

Since the introduction of Civil Parking Enforcement, a new internal process for managing TRO's has been developed and it is now also possible to view TRO's online. The underlying mapping information is derived from the County Council's Geographical Information System (GIS) with the Traffic Regulation Orders (TROs) overlaid.

Procedure to Rank and Prioritise Requests for Traffic Regulation Order is held in [TA01](#).

## Temporary Traffic Regulation Orders

Temporary Traffic Regulation Orders will be made, where appropriate to prevent any unnecessary disruption or delays, for safety reasons affecting both road users and also people working in the Highway, and on environmental grounds. These will be implemented at the expense of the promoter for all works other than those being carried out by the County Council or its agents and contractors.

Emergency Traffic Regulation Orders will be made when urgent situations arise where it is considered that the safety of the public or people working in the Highway may be placed at risk otherwise.

## One-way streets

In towns, one-way streets are a means of reducing conflicts and improving traffic flows. However, in rural areas they can cause significant detriment by increasing vehicle speeds and creating problems for local access. Proposals to introduce one-way systems in villages are often controversial and rarely supported by the whole community. In general, one-way streets are best avoided wherever possible in rural areas.

The effect on cyclists and equestrians will be evaluated when considering one-way street proposals. Roads will not normally be closed to cyclists unless there are specific safety reasons.

One-way streets will only be considered for safety reasons in rural areas where there is evidence of an injury accident problem that could be resolved by one-way traffic flow.

One-way streets will not be considered in rural areas where:

- Traffic speeds in a village may increase.
- Significant difficulties of access would be created.
- Transferred traffic volumes would cause significant problems elsewhere.

One-way streets will be considered in urban areas where significant improvements can be achieved in safety or network capacity without creating access problems.

Traffic speeds may increase in urban one-way streets.

### **Waiting restrictions**

The use of waiting restrictions can also provide positive traffic management measures particularly in urban areas and may be considered appropriate where:

- Where a road safety problem has been identified by injury collision studies and it is clear that an actual reduction in injury collisions would follow from the introduction of a Traffic Regulation Order.
- Where obstruction of a Highway or of visibility at Highway junctions occurs on a regular, frequent and extremely severe basis, particularly where public transport and emergency service vehicles are affected.
- Where commerce and industry is severely inconvenienced by the presence of parked vehicles. For example - delivery vehicles or refuse vehicles cannot gain access.
- Parked vehicles cause an obstruction to emergency services and where a waiting restriction is supported by the emergency services.

On strategic routes and main and secondary distributors, clearway orders and no waiting restrictions may be employed to ensure that the maximum road space is available for moving traffic. If the routes pass through areas where there are commercial premises fronting the road, peak hour loading bans may be included and it should be the aim to keep all junctions clear of parked vehicles 24 hours a day at least 15 metres from the junction.

Bus stop clearways will be used to prevent parking where necessary at bus stops.

Waiting restrictions will not be introduced if the problem would merely be moved elsewhere.

Waiting restrictions are a traffic management measure mainly applicable to major urban areas where with local enforcement they provide a means of ensuring safe and effective use of road space.

In rural areas where there is little enforcement, waiting restrictions are of limited use. The associated carriageway markings and signs can also be environmentally intrusive in a village environment. The presence of parked vehicles in a village street often has a 'Traffic Calming' effect by providing a more tortuous route for traffic and thus reducing speeds.

Existing waiting restrictions will only be amended where a benefit can be identified.

## Residents parking schemes

Derbyshire County Council's current Residents Parking Policy refers to the types of permit that are available within each scheme, the enforcement agency, the charges for permits and the way the schemes are managed.

Before progressing with a questionnaire to see if a Residents Parking Scheme (RPS) is supported, a number of criteria should be met. These are listed below.

- That the location is part of a large urban area where long term on-street parking by non-residents prevents residents from parking near to their properties for the majority of the working day (the working day is taken to be 8am to 6pm, Monday to Friday);
- That the area is of sufficient size to minimise the possible effects of displacement into surrounding streets. Single street schemes should not be considered (unless in an isolated residential location in a district where a scheme is already in operation and running costs are not in a deficit).
- That a large proportion of the properties within the area do not have off-street parking or the ability to install their own off-street parking.
- That provision can be made for visitors to the area.
- That a scheme will be revenue neutral (running costs are met by the income from permit sales).

If these criteria are met, and funding is available, a questionnaire consultation may be undertaken.

The full Residents Parking Policy including charges is contained in [TA05](#).

## Parking places

The County Council will not specifically fund the provision of parking places on the Highway.

Parking is a District/ Borough Council (or local planning authority) function and they may, by agreement with the County Council, finance parking spaces within the Highway. The County Council may contribute to the works if there is resultant benefit to the Highway. Sheltered areas of carriageway suitable for parking may arise out of County Council works, but this will not be the prime objective.

## Gating Orders

A Gating Order may be made in respect of a Highway that is facilitating high and persistent levels of crime and/or anti-social behaviour, which is adversely affecting local residents or businesses.

Gating Orders shall be made by either the District or Borough or the County Council in accordance with the [Clean Neighbourhoods and Environment Act 2005](#), Section 2 and the [Highways Act 1980 \(Gating Orders\) \(England\) Regulations 2006](#).

Details of making, revising or revoking Gating Orders, including consultation, notification and dealing with objections etc. are contained within the Regulations.

Sections 129A-129G have been inserted into the [Highways Act 1980](#) by the [Clean Neighbourhoods and Environment Act 2005](#), which provide powers to erect, or permit to be erected, a barrier (gate) to restrict public access to a Highway over which the public would normally have the right of passage. Such Highways may range from narrow footpaths or alleyways to those capable of accommodating vehicular traffic.

In the making of Gating Orders the Highway Authority must be satisfied that:

- Premises adjoining, or adjacent to, the Highway are affected by crime or anti-social behaviour.
- The existence of the Highway is facilitating the persistent commission of criminal offences or anti-social behaviour.
- It is, in all the circumstances, expedient to make the Order for the purposes of reducing crime or anti-social behaviour.

Appropriate consultation must therefore take place with relevant stakeholders.

Any Order may restrict the public right of way:

- At all times or for certain times or periods as may be specified.
- May exempt persons of a certain description from the restriction.
- There are exceptions for occupiers and business premises in prescribed circumstances. Access for occupiers of premises adjoining or adjacent to the Highway cannot be restricted, nor can a Gating Order be made if it forms the only or principal means of access to dwellings. If it forms the only or principal access to premises used for recreational or business purposes, it cannot restrict access during the times of day when those premises are normally used.
- There are also exceptions for certain people, such as emergency services and those with a legitimate reason for accessing any premises adjacent to a Highway. In practice, this would involve the provision of keys to such people, or the opening of the gates during certain times/periods when such people would expect to use the Highway. The management of periodic and regular access will be an essential ongoing requirement and accordingly access arrangements must be appropriately considered within the overall risk assessment.
- The powers do not permanently extinguish public rights of way, making it possible to subsequently alter or revoke the restrictions and reinstate the use of public right of way. This effectively means that the land cannot be converted for any other purpose and should still be maintained as a Highway asset.

### **Response to Bridge Strikes**

The County Council will liaise with the relevant bridge authority to discuss access to bridges that have been struck. The ADEPT/DfT document [“Prevention of strikes on bridges over Highways: a protocol for Highways managers and bridge owners”](#) is part of the continuing effort to raise awareness to the dangers of bridge strikes amongst all those involved in Highway and infrastructure maintenance to ensure that the frequency of impacts on bridges over the Highway is reduced.

### **Pedestrian controlled crossings**

At present, consideration for new or additional crossing facilities are initiated by the following:

- In response to a direct request, for example – from local residents, other local groups, elected members.
- Where a specific problem for pedestrians has been identified, e.g.: traffic collisions involving pedestrians, or difficulty in gaining access to shops, etc.
- As part of a new road or Highway improvement scheme.

The DfT recommends the use of an assessment framework to guide consideration of the need for a pedestrian crossing (the previous assessment methodology was based on mathematical relationship between the vehicle and pedestrian flows taken over four 'peak' hours during the normal weekday – the relationship that was used was  $PV^2$ ). However, in Derbyshire there was still considered to be a need for some simple, easily understood measure to act as an initial starting point to see a particular location justifies further investigation and justification for the provision of a controlled crossing. Since  $PV^2$  is well known and understood it is considered appropriate to use the principle of  $PV^2$  but change the starting point to reflect more fully the current national policy guidance.

### **Crossing Options**

The outcome of this consideration will be one of the following:

- No pedestrian crossing or other facilities required.
- No pedestrian crossing required but some improvements to lighting, signing, etc.
- Seek to manage the traffic through other engineering measures, such as narrowing the carriageway to reduce crossing time.
- Provide a pedestrian refuge island to allow pedestrians to cross in stages, and only have to consider traffic approaching from one direction at a time. In addition, the presence of a refuge can help to constrain vehicle speed and may prevent or deter overtaking in the vicinity of a refuge.
- Provide a zebra crossing – The DfT in its guidelines recommends that where a crossing is thought necessary, but pedestrian flows are relatively low and traffic flows are no more than moderate then a zebra crossing may be suitable. Zebra crossings give pedestrians priority which minimises delay.
- Provide a signal-controlled crossing– The DfT guidance indicates that signal controlled crossings are used where:
  - Vehicle speeds are high, and other crossing options are thought to be unsuitable.
  - There is a greater than average proportion of disabled or elderly pedestrians in the vicinity.
  - Vehicle flows are very high, and pedestrians have difficulty in asserting their presence.
  - There is specific need for a crossing for cycles or equestrians.
  - Other traffic management measures in the vicinity could confuse pedestrians.
  - There is a need to link with adjacent signal-controlled junctions or crossings.
  - Pedestrian flows are high and delays to vehicle traffic would otherwise be excessive.
- Provide a pedestrian stage within an existing traffic-controlled junction – this may take the form of an all red phase in the signals, when all the traffic is stopped, or may involve an offset pedestrian facility that allows pedestrians to cross each arm of the junction as traffic is stopped.

### **Assessment of Pedestrian Crossing Facilities**

The decision on type of crossing to be provided is influenced by the following factors:

- Location / Surroundings.
- Vehicle and pedestrian flows and composition.
- Vehicle speeds.
- Difficulty in crossing.
- Collision record.

- Local representation.
- Community severance.
- Cost (including maintenance).

As a general rule, certain types of crossing facility are likely to be more appropriate for certain types of Highway use. These are shown below:

Pedestrian Refuges	Residential road and local distributors with flows of up to 3,000 vehicles per day (VPD)
Zebra Crossings	Local distributors with flows greater than 3,000 VPD, and district distributors, with flows of up to 6,000 VPD
Signal Controlled Crossings	District distributors with flows greater than 6,000 VPD, and principal routes

### **Prioritising Requests**

The County Council receives a substantial number of requests for pedestrian crossing facilities from local residents and other groups. The assessment framework is therefore used to assess and prioritise these requests for pedestrian crossing facilities.

The requests are separated into residential roads; local distributors; district distributors; and principal roads for comparative assessment, dependent on traffic flows. The approach is a guide and is not intended to be too prescriptive and the final choice of pedestrian crossing or other measure will be dependent on the individual circumstances of each location and take into account special cases determined through the assessment framework.

An initial assessment is undertaken and requests within each group are sieved as part of this prioritisation process. The sieving criteria are based on a measure of pedestrian/vehicle conflict, for example:  $PV^2$  (where P is the pedestrian flow and V is the vehicle flow). Those sites that satisfy the criteria from this initial sieving exercise will then be subject to detailed assessment.

The resulting recommendations from the technical assessments will be considered by officers for a final decision on the shortlisted priority locations and the measures to be implemented.

Request and petitions for enhanced pedestrian crossing facilities will be added if approved to future year's capital programmes or other funding opportunities.

Potential sites for controlled crossings that fail to satisfy the requirements will be considered for other possible ways of assisting pedestrians including refuges, widening of footpaths and traffic calming measures.

Where road humps are used as a traffic calming measure, zebra crossings will be incorporated with the road hump if the site satisfies the requirement for the provision of a zebra crossing.

### **Pedestrian refuges, road narrowing and link footways**

Before pedestrian refuges are provided on any road where there is no street lighting, careful consideration will be given to any likely problems or dangers caused.

Road narrowing will be considered where there is a need to reduce vehicle speeds, improve visibility at junctions, and reduce the crossing width for pedestrians.

Where possible, road narrowing will be used as part of an area-wide scheme incorporating parking bays and environmental improvements.

In all cases where a pedestrian refuge or road narrowing is being considered, careful attention must be paid to the needs of local parking, accesses, and cyclists.

Link footways will be considered at locations where a demand is identified, and provision is justified by the assessment and ranking system.

### **Pedestrianisation**

Support the provision of pedestrian priority areas where appropriate.

The County Council will support pedestrianisation of main shopping areas where appropriate in urban centres to improve and enhance the shopping environment or where other benefits from the removal of general through traffic will accrue.

Careful consideration will be given to the needs of people with impaired mobility, traders and the maintenance of access for delivery of goods and emergency services and where possible to ensure access for buses close to shops and other likely destinations.

Full public consultation will be an essential part of any proposed scheme and the scheme will be developed in close co-operation with traders, local Councils and access groups.

The County Council must be satisfied that diverted traffic can be accommodated safely and conveniently on the surrounding road network.

Consideration will be given to the quality and local distinctiveness of the environment and special attention given to Conservation Areas and the setting of listed buildings and Scheduled Ancient Monuments.

District and Borough Councils will be encouraged to contribute to the environmental enhancements offered by schemes.

### **NETWORK MANAGEMENT AND CO-ORDINATION**

The key activity in providing proactive management of the Highway network is good quality forward planning and co-ordination of works, events and activities that impact on the Highway network.

The [TMA](#) and associated guidance provide the means for the County Council to take action to ensure any planned activities minimises the impact on the road user.

The day-to-day work to assess and process proposed activities on the network is carried out by the Streetworks Team in Network Management.

Anyone wishing to work in the Highway must apply to the County Council giving details of work proposed, accurate locations, start and finish times. This ensures that all works planned on the Highway can be managed and co-ordinated and that all other operations and events that impact on road users are subjected to similar controls.

Non-compliance with the [TMA](#) by a utility company (i.e. failure to either issue or carry out works in compliance with the permit scheme) will result in enforcement action by the County Council.

Compliance with the [TMA](#) notification procedures is also a requirement for the County Council's own Highway works, the performance of which will be monitored and reported to demonstrate parity with utility works.



The County Council has established procedures for co-ordination of road works via a system to receive electronic permits/notices as appropriate. Any conflicts are managed by the Streetworks Team in association with the works promoters. Works in the Highway are published on one.network website to inform on current and planned proposals. Link: [one.network](#)

### **Highways and Utilities Collaboration**

Derbyshire County Council is an active member of the [East Midlands Highways and Utilities Committee \(EMHAUC\)](#).

This acts as a regional focus for the national body HAUC England.

EMHAUC provides a forum for discussion, exchange of information and improved professional relationships. In addition the work of the committee promotes co-operation between the utilities, Highway authorities and any other parties involved with street works activities, with particular reference to the [NRSWA 1991](#), the [TMA 2004](#), and other relevant legislation.

These aims of the forum are to:

- Utilise all relevant Codes of Practice and Specifications with a view to working towards a consistent approach.
- Identify topics where there will be scope for Best Practice initiatives, leading to implementation and possible promotion to other bodies for their consideration/adoption.
- Provide a free flow of information between organisations.
- Explore all avenues and options designed to reduce the:
  - Effect of work activities upon Highways and Highway users.
  - Incidence of damage and to minimise the risk of injury.
- Assist and support local co-ordination meetings by:
  - Providing guidance.
  - Acting as an advisory forum in case of local disputes where good practices are an issue.
  - Disseminating information on regional and national issues.
- To monitor the performance regionally of Utilities, Transport and Highway Authorities under New Roads and Street Works Act in the interests of best practice.

EMHAUC is supported by Streetworks UK and EMJAG (East Midlands Joint Authorities Group).

### **Electronic Permit and Notice Notification**

As part of the [NRSWA 1991](#) and to provide an efficient and timely noticing system, a national specification for street works notices was introduced. As street works coordination processes and systems have evolved this specification has been updated to ensure that utility companies and local Highway Authorities are working with compatible systems.

### **Highways Hub**

One of the main purposes of the Highways Hub is to develop long term policies and strategies to reduce delays and improve general network management. This is achieved by ensuring works promoters, utilities and Highways authorities adhere to national legislation such as the [TMA 2004](#) and the [NRSWA 1991](#). The Highways Hub provides legislative advice to colleagues on TMA and NRSWA matters; collates and analyses data and implements and

reviews performance measures. The Highways Hub are also responsible for providing Permit Evaluation Reports for the permit scheme.

### **Network Regulation Compliance Data**

The monitoring of the network management processes is essential to ensure that the road works occupancy, coordination, noticing quality, reinstatements and safety issues are being managed effectively in compliance with the [TMA 2004](#).

The Streetworks Team is responsible for the production of statistical information relating to both Highway Authority and Statutory Undertaker noticing in order to develop Performance Indicators.

### **Permitting**

The main purpose of a permit scheme is to minimise disruption from unnecessary or badly controlled road works. There are many additional expected benefits to be achieved through more effective control of road works, which include:

- Improving journey times and reliability for all our road users;
- Reducing the congestion caused by road works;
- Improving the information available on works, including advanced warning and duration;
- Increasing the planning and control of works to improve safety and reduce damage to the road.

The scheme covers the following streets:

- Category 0, 1 and 2 streets,
- Category 3 and 4 designated traffic sensitive streets.

Category 3 and 4 non-designated traffic sensitive streets continue to be covered by NRSWA legislation. It is considered that a permit scheme on these streets would provide limited benefits of reduced delays on these quieter roads.

Details of the scheme can be found at the following link: [Highway Permit Scheme](#)

### **HAZARDS ON THE HIGHWAY**

The County Council has a duty to maintain the Highway in a safe condition.

Defects identified that pose a threat to life are considered an emergency and must be responded to, normally within 2 hours, and made safe or repaired urgently.

Defects on the Highway will be made safe either by removal or by erecting warning signs, barriers and/or lighting following the guidance in the Highway Infrastructure Assets Safety Inspection Manual.

Examples of commonly encountered issues include:

#### **Trees**

Fallen trees or branches that are obstructing the Highway will be cleared and either removed from site and correctly disposed of or left in a safe place, if privately owned, for the owner to remove.

### **Hazardous materials and spillages**

Spillages can be hazardous either from the nature of the material e.g., toxic products, or from the effect on the road surface e.g. mud. Depending on the material concerned other agencies might be required to carry out the clearance and correct disposal. Advice will be obtained from the emergency services. All spillages will be made safe, either by clearing or by signing and barriers.

Bodily fluids and tissue will not be removed by County Council personnel but by an approved contractor. This may delay the opening of a Highway after an incident, but it is considered essential for health and safety reasons.

### **Road traffic collision and vandalism**

After a road traffic collision the Highway will be made safe for traffic to pass freely as soon as possible in consultation with the emergency services

Collision and vandalism damage will be repaired according to assessment of need on a priority basis. Efforts will be made to identify those responsible for causing the damage and the cost of repair recovered. The repair cost should also include associated administrative charges.

If sites of persistent vandalism or damage are identified, consideration should be given to the removal of the item or replacement with a design or product which is vandal resistant.

### **Mud, debris or dung on the Highway**

[Section 161\(4\) of the Highways Act 1980](#) creates an offence of allowing any filth, dirt, lime or other offensive matter to run or flow onto the Highway from adjoining premises for which an offender may be summonsed to appear before a Magistrates Court.

The presence of mud, debris or dung on the Highway shall be risk assessed to determine the appropriate action, including temporary signing and the clearing of the hazard as soon as possible.

If known, the person responsible will be instructed to clear the hazard as soon as possible. They will be instructed to make arrangement to remedy the cause of the mud or debris if this is likely to reoccur.

If large amounts of mud, debris or dung are present on the Highway and if the person responsible is unable or unwilling to deal with the situation within a reasonable timescale, arrangements will be made by the Highway Authority for the area to be cleansed.

The person responsible will be recharged the cost of the cleaning operation.

In the rare event that the deposit of mud, debris or dung has been found to be unavoidable, consideration may be given to the erection of permanent signs to diagram 557 of TSRGD, warning that the road may be slippery. Link: [Traffic Signs Manual Chapter 4](#).

### **Event Management**

The County Council has established management processes for the co-ordination and control of planned events on or off the Highway network to minimise their impact on other Highway users and ensure effective liaison with promoters of other known road works.

The County Council works with event organisers, venue owner, and local government organisations within Derbyshire to establish a calendar of the regular events.

Every event that takes place on the Highway within Derbyshire is required to be registered with the Highways authority in order that the traffic management arrangements can be co-ordinated. This will ensure that the event can be held successfully and is not compromised by other planned work on the Highway network.

Modelling of the likely impact of the event on the network will take place in the Network Intelligence Centre and changes to the operation of the network will be made to mitigate against the impacts.

Regular event meetings (Safety Advisory Group meetings) are organised at a district council level and involve local divisional Highway officers, the emergency services, district council officers and the event organiser.

Safety Advisory Group meetings assist the event planning process to ensure that events take place safely and at a time and in a manner that has the minimum effect on network operations. In addition, the meetings enable the dissemination of accurate information regarding the events as early as possible to other organizations. For example, it allows the County Council to manage the provision of increased or altered public transport to ensure the safe and efficient passage of visitors to the event.

Further information on event planning is available on the [Derbyshire Prepared](#) website.

Where events occur on a regular basis, the way in which each event is planned and managed is reviewed on completion of the event to ensure that procedures are efficient and up-to-date and that the needs and demands of the travelling public are fully met.

It is recognised that the promotion of all events brings increased commerce and trade to the area and fosters a sense of well-being and community spirit. Therefore, the County Council are committed to supporting well planned events held across the County.

These events may cause delay and there are two aspects to this. Firstly, is that of road users who find their journey is affected by such events and secondly the effects for those who are trying to attend or participate in the event.

To demonstrate a robust management system for planned events on or near the Highway network the Authority liaises with Local District authorities within Derbyshire and also the Highway authorities which are adjacent to Derbyshire. Many organisers of annual events are aware of the processes and apply to the County Council or District Councils as appropriate. These events require co-ordination with other Highway management issues such as road and street works, road closures and other works taking place on the Highway.

The County Council will give consent to the closure of a street for the purpose of a street function where the necessary conditions are met.

The DfT has advised that District Authorities may exercise their powers under [Section 21 of the Town Police Clauses Act 1847](#) to make orders closing streets to vehicular traffic for the purpose of public rejoicing. Any necessary signing can be done under the powers in the [RTA 1984](#)

Alternative powers exist under [Section 287 of the Highways Act 1980](#) which enable a District Authority to cause barriers to be erected in any street which is likely to be thronged or obstructed by reason of some special attention.

This alternative power is simpler to operate than the [Town Police Clauses Act](#) as it does not involve making an Order. The consent of the County Council as Highway Authority is necessary to the erection of any barriers under [Section 287](#).

Conditions and duties will need to meet the requirements of the [TMA 2004](#).

## **ACTIVITIES WITHIN THE HIGHWAY**

The County Council has a duty to maintain the Highway in a safe condition. Any activity, signs, roadside trader's operation, etc. that is considered to be compromising the safety of any Highway users will be removed in pursuance of its powers under the [Highway Act 1980](#).

The County Council is committed to keeping our Highway free of obstruction, particularly pavements, for the benefit of all Highway users. We try to balance the street scene and the needs of the public, including those with visual or mobility difficulties, when assessing the degree of obstruction or nuisance.

The County Council may licence certain activities within the Highway under its powers in the [Highways Act 1980](#) subject to the applicant complying with the conditions set out in the relevant licence and guidance on these are set out below:

### **Amenity Objects in the Highway**

The County Council may issue a licence under [Section 115E of the Highways Act 1980](#) to grant permission to site objects such as signs (including as part of roundabout sponsorship), planters and other items in the Public Highway.

It is an offence to site any sign, planter or other object in the Highway without permission and when the County Council is made aware of an obstruction it will be risk assessed in line with the policy in the [Highway Infrastructure Assets Safety Inspection Manual](#).

When an application is made the proposal will be assessed for suitability, taking into account the proposed object and its proposed location. Applications will be refused if a hazard would be created.

Applicants are advised to check with their local District or Borough Planning Department to ascertain whether planning consent is required.

Applicants are advised not to purchase any signs or other objects until it has been confirmed that their application has been successful. They must also hold Public Liability Insurance of at least £5m.

An object at a proposed site with a speed limit of 50mph or above and or a site where the authority holds information relating to road safety concerns the objects will be required to be constructed of a material that complies with additional safety regulations – these are usually more expensive than regular design materials. The Traffic and Safety Team can advise for proposals at these locations. However, it is more likely that an application will be rejected due to the necessary additional restrictions.

For the erection of signs, the applicant must check that the installer holds Public Liability Insurance of at least £5m and holds a relevant Street Works Qualification to undertake excavation in the Public Highway.

For all other items, (e.g. planters), the applicant must check that the installer is aware of the need to work safely in the Public Highway and adopts safe methods of working, including traffic management measures and high visibility clothing in accordance with ["Safety at Street Works & Road Works"](#).

If the attachment is to be mounted onto a street lighting column a licence agreement will need to be completed as well as the licence to attach a device to a streetlight [Derbyshire website](#).

### **Street Café Licences**

The County Council may issue a licence under [section 115E of the 1980 Highways Act](#). This is designed to ensure cafés operate safely and attractively without interfering with other legitimate uses of the street.

Operating a street café without permission is unlawful. Planning permission may be required for the use or for any ancillary works and this must be clarified with the local planning authority for the area. Contact your planning authority if in doubt about whether permission is required. Appropriate public liability insurance is required.

Further details on Street Café Licences are held in [TA08](#)

### **DEVELOPMENT AREA 6: STREET CAFÉ LICENCING**

The policy related to street café licencing is currently under review

At the point of publication due to government guidance street café licence are not been issued but pavement licences can be applied for with local district and borough councils. This is a government response to Covid 19 measures.

### **Builders skips on the Highway**

Under [section 139 of the Highways Act 1980](#), skips may only be deposited on public Highway (this includes a footway, verge or road) with the permission of the Highway Authority through the issue of a skip permit to the skip owner and will be subject to the current fee. Skips will be required to be signed, coned and lit at night in accordance with the conditions stated on the permit.

The Highway Authority may refuse the application where the applicant has space within their own curtilage to site a skip to prevent obstruction to traffic and potential damage to the Highway.

The Relevant Officer will assess the suitability of the proposed site and may impose conditions on the placing of the skip as necessary. This may involve restrictions as to location, timing or a refusal to grant permission if a hazard would be created.

Permits will be issued for a maximum duration of 1 week on A & B Roads and 2 weeks on C and unclassified. A new permit is to be issued for renewals exceeding the relevant period which will incur further charging of the current fee.

The placing of a skip will be subject to the skip company providing written evidence of possession of the appropriate level of public liability insurance.

The authority will make local arrangements for dealing with the removal of unauthorised skips.

Builders skip application details are held in [TA07](#).

### **Scaffolding, Hoarding & Work Platforms**

Scaffolding, hoardings or other work platforms will only be permitted when the safety of the public is fully protected, and disruption of traffic kept to a minimum and a current permit issued.

The work promoter may be required to provide assurance that the scaffolding/hoarding will be in place for the minimum time necessary to carry out the work for which the scaffolding/hoarding is required. This may include details of the works and programmed working hours.

Applications for scaffolding/hoarding will be charged for at the current rates as detailed in [TA06](#).

### **Unauthorised encampments on the Highway**

The County Council has a Gypsy and Traveller Liaison Officer and appropriate protocol. When the Highway Authority becomes aware of an unauthorised encampment the Gypsy and Traveller Liaison Officer will attend site for an assessment. Each unauthorised encampment is assessed on a case-by-case basis and the appropriate action will be taken as required. Under the Criminal Justice and Public Order Act 1994 the County Council have the power to direct unauthorised camper to leave highway land.

### **Advertising and obstructions (including retail displays and street cafés)**

(Note: The contents of this section supersede the County Council's previous policy on Street Café Licences approved 12 January 2009)

The County Council has a duty to maintain the Highway in a safe condition. Any advertising or other obstructions that are considered to be compromising the safety of any Highway users will be removed in pursuance of its powers under the Highways Act 1980.

The County Council is committed to keeping our Highway free of obstruction, particularly pavements, for the benefit of all Highway users. We try to balance the street scene and the needs of the public, including those with visual or mobility difficulties, when assessing the degree of obstruction or nuisance.

Planning permission may be required for a proposal and this must be clarified with the local planning authority for the area. However, any such approval will not affect the County Council's duty to keep the Highway safe.

Other than roundabout sponsorship the County Council does not formally licence anything causing an obstruction placed specifically for advertising/trading purposes. Guidance on the Environmental Sponsorship of roundabouts is held within the Highway Network Management Plan ([HNMP](#)) TA09: Sponsorship of roundabouts & verges

However, it may grant licences for the sighting of amenity objects such as planters or art installations, etc. (see the section on [Amenity Objects in the Highway](#)).

When the County Council is made aware of an obstruction it will be risk assessed in line with the policy in the [Highway Infrastructure Assets Safety Inspection Manual](#).

### **Roadside trading (including mobile catering units)**

The County Council has a duty to maintain the Highway in a safe condition. Any roadside trader's operation that is considered to be compromising the safety of any Highway users will be removed in pursuance of its powers under the [Highway Act 1980](#).

We do not currently give specific consent or charge traders in respect of roadside catering vehicles.

Roadside trading is technically a Highway obstruction unless permission is granted by the Highway Authority under [Section 115 of the Highways Act 1980](#).

However, it is recognised that such facilities can provide a useful service to the travelling public and local businesses.

The County Council will therefore offer general advice for what might be considered good practice which may avoid the need for enforcement action in the future. This includes reference to other authorities and organisations who may need to give approval for the roadside operation. However, any such approval will not affect the County Council's duty to keep the Highway safe.

### **Private items or memorials placed on the Highway**

The practice of laying flowers or other tributes at the site of fatal road traffic collisions is becoming increasingly common. These can be a source of comfort to bereaved friends and families.

There is concern, however, about the safety of friends and families who may come to visit the site and the risk that memorials could be a distraction to other drivers.

We recognise that this is a sensitive issue and we have sought to develop an approach that balances concerns about safety and the wishes of those who may want to lay flowers or place other tributes as a mark of respect. These guidelines are set out in [TA03](#)

### **Highway boundaries**

We are required under [Section 36\(6\) and \(7\)](#) Highways Act 1980 to keep up-to-date and available for public inspection a list of streets which are highways maintainable at public expense. Our records are held in a linear format on a map background.

Motorways and trunk roads within Derbyshire are the maintenance responsibility of National Highways.

The legal definition of a highway includes any road or way over which the public has a right of passage. The list of streets therefore includes some public bridleways and public footpaths as well as public carriage roads (including any associated footway or verge).

Certain highways may historically have been publicly maintainable. Others may have become publicly maintainable through legislation or, more recently, through legal agreement following which they become maintainable at public expense by the highway authority or, for motorways and trunk roads, National Highways.

The County Council offers a service to provide extents of Highway including boundaries with full details in [TA10](#).

### **DEVELOPMENT AREA 7: STOPPING UP ORDER PROCESS DEVELOPMENT**

The process for 'stopping up orders', whereby people can apply for a piece of land to permanently cease to be public highway, needs to be developed and those with responsibility for these works to be identified.



## **Works on the Highway**

All works on the Highway will be carried out as quickly as possible, wherever practical and economical, to reduce inconvenience, delay and danger to users of both carriageways and footways.

All materials and signage will be cleared and reused, recycled or correctly disposed of from the Highway. The Highway shall be left in a clean and tidy condition at the termination of the works, and any damage caused to the footway and carriageway during occupancy will be made good to the satisfaction of the Highway Authority.

Special requirements of the Canal & River Trust, the Environment Agency, Water and Sewerage Companies, Department for Environment, Food and Rural Affairs and the Police will be adhered to.

Where a temporary footway is provided, its surface will be of an adequate standard for use by people with personal mobility needs. Temporary footways should always be kept clear of mud and other loose material and pedestrian access to properties will be maintained.

Ensure adequate provision is made for pedestrians during roadworks in accordance with [“Safety at Street Works & Road Works”](#).

Where the normal pedestrian route is severely interrupted, pedestrian direction signs will be provided.

Physical barriers will be of reasonably solid construction, brightly coloured, include a tapping rail and, where appropriate, illuminated at night.

## **Materials storage or excavation in the highway**

Building materials should not be placed upon the Highway and should be contained within the construction site. Materials storage will only be allowed in exceptional circumstances and then only subject to the prior approval of the Highway Authority who can licence this under [Section 171 of the Highways Act 1980](#). See [TA11](#).

## **Traffic Management at Roadworks**

All roadworks are to be signed in accordance with [Chapter 8 of the Traffic Signs Manual](#).

The aim of traffic management at roadworks is to strike the right balance between providing the contractor with sufficient space to carry out the works efficiently and safely and minimising delays to road users. Where work is programmed in a traffic sensitive street off-peak working will be encouraged in appropriate situations with proper safeguards. Where this is not possible or practicable, conditions will be applied to minimise the disruption to the network - i.e. through the imposition of manual control of lights during busy periods.

The [TMA](#) places a network management duty on the County Council to keep traffic flowing, taking account of the Council's other duties and responsibilities, and to co-operate with other authorities to the same end.

## **Road closures and other temporary traffic management proposals**

All proposals for temporary traffic management at any site must be considered to ensure that they are appropriate, minimise disruption to the public consistent with public safety. Temporary traffic regulation orders to close roads will be made where the works cannot safely be carried out by other means of traffic management, or where the level of disruption

would be too heavy. The suitability of a temporary order at any site will be judged on its individual merits.

These policies apply to all works on the Highway including consideration of Statutory Undertakers' proposals. Environmental considerations (e.g. noise in residential areas) may outweigh other factors in making decisions on allowable methods of working.

There is a presumption against 24-hour closures (even one-way) unless the works are continuous or cannot be opened due to safety reasons.

Every effort will be made to arrange a method of working to avoid the need for closure. The cost of carrying out the works will not be accepted as a factor in determining the need for closure and the cost of preparing and implementing an order will be borne by the scheme promoter. Public safety and convenience are the main considerations.

If a closure is necessary, it must be for the shortest possible time and avoid peak hours if at all feasible.

Any works which need to be carried out under a closure or other form of traffic management will, where possible, be carried out at times of low traffic flow and avoid peak traffic times. Comprehensive publicity and diversion route signing will be provided.

When any temporary order is advertised, residents and businesses affected directly should be advised of the actual expected duration of the closure.

## **CIVIL PARKING ENFORCEMENT**

The Authority has responsibility for the management and enforcement of on-street parking restrictions.

One of the key objectives of managing the Highway network is to manage traffic congestion. The enforcement of parking restrictions plays an important part in effective traffic management and improving traffic flow.

All road users, residents, businesses and visitors benefit from effective enforcement of parking restrictions and the reduction in the problems caused by incorrectly parked vehicles.

### **Parking Policies**

The County Council's Parking Enforcement policy is available on [this website](#).

### **Sharing Information on Parking Enforcement**

The County Council produces annual data in accordance with the Transparency Code Parking Finances.

Funds raised from penalty charges are used in accordance with [RTA 1984](#) and [TMA 2004](#).

The principle on how this is spent is that the provision of the parking service is the first priority. This includes the enforcement service, the Penalty Charge Processing service and County Council parking management costs. If after such expenditure there is any surplus then this can be applied to:

- Public transport improvements;
- Road improvements;
- Environmental improvements (includes recreational & scenic improvements).

## INTELLIGENT TRANSPORT SYSTEMS

Intelligent Transport Systems (ITS) take advantage of advances in transport, computing and communications technologies to improve the efficiency of the road network. It improves decision making by network operators and provides better integrated control of transport systems thereby reducing congestion.

Derbyshire operates a traffic management system linked to all available data feeds from the highway including but not limited to:

- Real time bus locations
- Accidents
- Car Park Data
- CCTV
- Various Vehicle Detector Systems including SCOOT, ANPR, Bluetooth
- Events
- Incidents
- Meteorological
- Road Works
- Electronic Signs
- Controlled Traffic Signal Installations
- Water Level detection systems

These systems are used to improve the service provided to users of the network as follows:

- Real time monitoring and prediction of traffic congestion within the network.
- Monitoring of faults at traffic signals installation to improve effectiveness of the assets.
- Incident management systems which then reduce the effects of incident related congestion.
- Facilitation of traffic flow through and around new development construction sites through the deployment of traffic management and incident management systems.
- Provision of road user information including network conditions and roadworks accessed in a variety of ways such as websites, telephone, television and radio.
- Camera systems for traffic signals and speed enforcement including average speed detection and emergency vehicle priority through traffic signals.
- Strategy management plan production to deal with specific events on the Highway network.

In our urban environments we use Split Set Offset Optimisation Technique (SCOOT) based Urban Traffic Control (UTC) to detect and manage the traffic within a wider region using the permanent and temporary traffic signal installations. During peak traffic flow, the system with manage queues and delays regionally to improve safety and efficiency. During off-peak traffic flow, the individual junctions and crossing will control the traffic within their area to reduce delays through those junction. In areas outside the Urban parts of the County an extensive system of speed and flow detectors have been installed at key locations. Junctions within these areas control traffic to reduce queues and delays within their area of operation and the data they collect on traffic flows is sent to the central traffic management system to improve overall network performance.

The benefits of the use of individual sets of traffic signals or regionally controlled zones should not be underestimated in the management of delays and congestion in the network. They can also offer a road safety improvement for all road users by incorporating such

facilities as pedestrian phases. Other pedestrian facilities can be offered via uncontrolled traffic islands, zebra crossings and controlled crossings.

The overall objective is to reduce delay and congestion efforts for all road users whilst maintaining or improving road safety aspects for all. In 2009 the Secretary of State gave optional powers to local Highway Authority under [The Transport Act 2000](#) to enforce the misuse of bus lanes. Such moving traffic offences are best dealt with using intelligent CCTV systems.

### **DEVELOPMENT AREA 8: INTRODUCING THE ENFORCEMENT OF MOVING TRAFFIC OFFENCES**

Under Section 6 of the Traffic Management Act authorities outside of London can start to use cameras to enforce moving traffic offences. Consideration should be given to adopting this practice in Derbyshire.

### **Traffic Signal Systems**

Traffic signal installations will be provided where it is appropriate, to minimise congestion and delays, and in some cases, to manage traffic flow and make provision for pedestrians or cyclists. They will also be introduced where a need is identified by a collision reduction study.

Traffic signals will be set to balance the needs of and minimise delays to all road users including pedestrians. They will therefore not normally be provided for the sole purpose of providing access to private development. Where appropriate, they will be set to favour routes on the primary road network over roads of a lower classification in the road's hierarchy.

Signals in urban areas shall be biased towards minimising delays suffered by inbound traffic in the morning peak; minimising delays suffered by outbound traffic in the evening peak and minimising delays suffered by pedestrians during all off-peak times.

All signals are to operate under Urban Traffic Control, MOVA or isolated VA control, unless part of a co-ordinated control system. Signals controlling junctions are to have a remote monitoring system installed.

Traffic signals play a key role in reducing traffic congestion and overall delay on the road network and play a vital safety role at junctions by ensuring proper control of conflicting traffic movements on the Highway network. The County Council is committed to using available and new technology to improve the efficiency of traffic signal operations.

Controlled pedestrian/cycle crossings can be located at junctions or at other locations where need has been identified, to provide safer crossing points. Pedestrian facilities can be Pelican, Puffin, Toucan, Pegasus, and Sparrow type crossings. Pelican crossings provide controlled crossings for pedestrians only and offer the pedestrian a fixed amount of time to cross the road. They are not currently recommended in national guidance and have been replaced with Puffin crossing. Puffin crossings are for pedestrians only and these crossings use pedestrian detection equipment to improve the safety and efficiency of their operation. Toucan crossings generally provide similar facilities to Puffin crossing, but also include provision for cyclists. Dual stage Toucan crossings are now unrecommended for cyclists and the use of Sparrow crossings in these situations is recommended. A sparrow crossing is used where a dual pedestrian crossing is necessary whilst allowing cyclists to cross over the entire road in 1 movement. Pegasus crossings have dual height controls where horse riders regularly wish to cross the road. Horse riders, pedestrians and cyclists can use these crossings.

The Traffic Signals Team is responsible for the day-to-day management of the traffic signal installations and associated computer systems in the County, including the management of the traffic signal term contractors.

### **Traffic Signal Data**

Data from the traffic signal systems is used to obtain traffic flows on the network for performance monitoring and reporting purposes.

### **Traffic Signal Installation and System Checks**

The County Council carries out bi-annual inspections of its traffic signal equipment and validates the operation of traffic signal installations at least once every three years to ensure the safety of signal timings and also to check on the efficiency of timings compared to observed traffic flows.

This is supplemented by a computer system that highlights abnormal delays or congestion on the network and makes recommendations for the improvement of network performance.

### **Traffic Signal Design**

National standards now recommend designs should prioritise users of signal facilities in the following order:

- Pedestrians
- Cyclists
- Public Transport Users
- Specialist Service Vehicles (e.g. Emergency Services, Waste, etc.)
- Other Motor Traffic

The design needs for a scheme are assessed using count data for the site which includes the types of users, where those users are travelling to and from, and how those users access the facilities. Nearby amenities, schools, or other relevant infrastructure is also considered. These figures are increased for potential future use using national growth indices and added to the modelled designs before construction work commences. The signal modelling is carried out using industry standard software.

All traffic signal design is carried out within a quality system complying with ISO 9001 and in accordance with national standards, local standards and safety audits.

Where a significant demand exists at a junction but it is not possible within the policy to incorporate signalled pedestrian facilities every effort shall be made to provide the safest possible pedestrian route by the provision of refuges, dropped kerbs and pedestrian barriers.

### **Temporary Traffic Signals**

The Highway Authority must approve the use of all temporary traffic signals; approval can take up to six weeks, although simple installations on minor roads can usually be approved within two weeks. The signing and treatment of side road junctions within or close to the temporary signals must be approved as part of the application. All signal arrangements must comply with [Chapters 6 and 8 of the Traffic Signs Manual](#). On strategic roads, two sets of portable traffic signals must not be used within 5 km of each other, and on main and secondary distributors, two sets must not be used within 1 km of each other. In special circumstances, the Highway Authority may relax this condition at certain times of the day. Signals should be removed at the end of the working day where possible.

If traffic control is required where a side road or major access enters the controlled section consideration must be given to:

- A method of work to avoid the use of signals or the use of a traffic regulation order to restrict the use of the side road or access by road closure or one-way operation.
- The use of shuttle working signals on the major road with the side road uncontrolled. This form of control is only to be used when the side road carries a low traffic flow and a driver waiting on the side road can see queues of traffic waiting on the main road in both directions.
- The use of shuttle working signals on the major road with a stop/ go board on the side road. This form of control is only to be used where the side road carries a low traffic flow and where the operator with the stop/ go board can see either the queues of traffic waiting on the main road in either direction or the indications on the controller. This form of control must not be used during the hours of darkness.
- Multi-approach temporary traffic signals that control all approaches to the controlled section.

Where roadworks do not include a junction, but one is so close that difficulties may be encountered the Highway Authority may require the controlled section to be extended to include the junction and multi-approach signals for the duration of the work.

If traffic control is necessary adjacent to permanent traffic signals consideration should be given to the use of stop/ go boards, in conjunction with the permanent signals or switching off the permanent signals and replacing them with temporary signals for the duration of the work.

Where the temporary signals are with a SCOOT region and will have a detrimental effect on our network management, then they must be linked to our UTC system to allow region control.

Where temporary traffic signals in rural environments will affect public transport operations then these must also be linked to our UTC system to allow monitoring of the traffic in real-time and control as necessary to reduce the impact on public transport.

### **CCTV equipment on the Highway**

For the purposes of targeting crime and anti-social behaviour, CCTV equipment may be installed on a permanent or temporary basis subject to the approval of the Highway Authority.

A temporary installation is one where CCTV equipment is fixed to a street lighting column for a maximum period of 3 months to target crime and anti-social behaviour as required. A permanent installation is one that is sited on a post (or with written manufacturer approval on standard column) to address longer-term issues.

These processes are detailed in the Guidance Notes for the Erection of Permanent or Temporary Attachments onto Highway Lighting Columns and the Application Form found in TA10

Temporary CCTV equipment belonging to 3rd parties in the public Highway can be installed and removed by the Highway Authority (on a rechargeable basis) or alternatively private contractors who have the necessary accreditations and competence to carry out safely all elements of the works within the public Highway. The specific requirements are stated in the guidance notes. Maintenance of temporary CCTV equipment is the responsibility of the owner of the equipment and can be carried out once removed from the lighting column.

Permanent CCTV equipment belonging to 3rd parties, including ducting and associated connection to power supply, shall only be installed, maintained and removed by private contractors who have the necessary accreditations and competence to safely carry out all elements of the works within the public Highway. The specific requirements regarding attachments to street lighting are covered in [HNMP](#).

The promoter is required to undertake suitable risk assessments, which must include the potential effect of any nearby vegetation on camera sight lines. As part of the application process, permanent CCTV equipment including supporting posts shall be subject to aesthetic approval in terms of construction and location to ensure that visual intrusion and street clutter is kept to an absolute minimum.

CCTV Equipment will only be permitted on lighting columns that are in good condition. All column testing required will be organised by the applicant at their expense. The lighting column should have no other existing attachments and the loading should not be greater than that experienced from the mounting of a solid sign not exceeding 0.3 sq.m. The promoter will be required to provide structural calculations to demonstrate this prior to works commencing.

### **Real Time Passenger Information**

Derbyshire have installed both Light Emitting Diode (LED) and Thin Film Transistors (TFT) Real Time Information (RTI) displays at various key locations across the County.

These display real time departure information for Stagecoach Yorkshire, Stagecoach East Midlands and Trent Barton services in these areas. Scheduled departure times for services operated by other bus companies in these areas are also displayed on these signs and the intention is that these should become real time as more bus companies provide information to the system.

These displays are part of a larger system known as D2N2 RTI. This is a working partnership arrangement between Nottingham City Council, Nottinghamshire County Council, Derby City Council and Derbyshire County Council. Each authority gains mutual benefits by using the same purchasing framework and operational benefits by using a single delivery system, that is hosted by Nottingham City Council.

The cost of the initial installations was covered by funding from the Derbyshire Highway Hub Active Real Time information (DHART) and A61 projects. Additional funding to enlarge the estate was also received from the Transforming Cities Fund. The county council support the estate through its Local Transport Plan (LTP) budget and further financial support is being received from the Bus Service Improvement Plan (BSIP).

A trial of solar powered RTI signs is also taking place with 2 signs in the Heanor and Langley Mill area. The signs use E ink display, a technology that uses less power than LED or TFT. This is still a developing technology but due to the rural nature of the county, we are keen to provide a product that could be used at stops where a conventional power supply is unavailable.

Real time information on services is also provided by the Stagecoach and Trent Barton phone apps and the regional schemes such as the Robin Hood mobile phone app.

In a joint venture with the local Amber Valley Community Rail Partnership (AVCRP) 2 larger displays have been installed at locations near to Belper & Matlock railway stations. These totem displays integrate information from both road and rail public

As part of the A61 and DHART project, work is also taking place to provide greater priority for buses at traffic signals. This will be accomplished by using a variety of methods including links to the real time information feeds and a more general bus SCOOT (Split Cycle Offset Optimisation Technique) intelligent transport system.

### Provision of Traffic and Travel information

Publicly available live traffic information is available on various web platforms. The national roadworks database, [one.network](#) shows all street works, including traffic management and diversion routes.

Local radio also gives regular updates from details given by listeners and some CCTV cameras (where available). In addition the County Council will also issue media releases where schemes are likely to have a major effect on traffic in accordance with the [County Council's Communication Plan](#).

**TABLE 1: DEVELOPMENT AREAS BREAKDOWN**

Development Area Number	Development Area Title	Action Taken
1	Developing a token system for tracking abnormal loads	
2	The provision of journey disruption information direct to vehicles	
3	Development and roll out of the bus priority system	
4	The use of smart permits by utility companies for emergency closures	
5	Development of In-Car VMS Systems	
6	Street Café Licencing	
7	Stopping Up Order Process Development	
8	Introducing the enforcement of moving traffic offences	



## TECHNICAL APPENDICES

TA01 – Speed Management Protocol Engineering Technical Annex

Link: [Speed Management Protocol](#)

TA02 - Scheme of Delegation

Link: [Scheme of Delegation](#)

TA03 – Roadside Memorials

Link: [Roadside Memorials & Tributes](#)

TA04 – Highway Infrastructure Asset Management Strategy & Plan

Link: [Highway Infrastructure Asset Management Strategy](#)

TA05 – Residents Parking Policy

This can be requested due to the fact that it is an archived cabinet report.

TA06 – Scaffolding or Hoarding Licence

Link: [Scaffolding or Hoarding Licence](#)

TA07 – Skip Permit

Link: [Skip Permit](#)

TA08 – Street Café Licence

Link: [Street Cafe Licence](#)

TA09 – Attachments to Street Lighting Columns

Link: [Attachments to Street Lighting Columns](#)

TA10 – List of Streets

Link: [List of Streets](#)

### **TA11 – Materials Storage or Excavation in the Highway**

Building materials should not be placed upon the Highway and should be contained within the construction site. Materials storage will only be allowed in exceptional circumstances and then only subject to the prior approval of the Highway Authority who can licence this under [Section 171 of the Highways Act 1980](#).

Prior to placing any materials on the Highway, the contractor or individual must obtain a [Section 171](#) licence. All materials must be cleared from the Highway at the termination of the works and the Highway left in a clean and tidy condition.

Where an individual or company that is not a utility company has reason to excavate in the Highway to access apparatus, repair services or place apparatus in the Highway then the County Council may grant a licence under [NRSWA](#) 1991.

All storage areas and excavations must be adequately signed and guarded to the requirements of "[Safety at Street Works and Road Works: a Code of Practice](#)"

Any damage caused to the footway, carriageway or verge must be made good to the satisfaction of the Highway Authority. The applicant may be subject to fines if the conditions of the licence are breached.

Contact Email: [Highways.Hub@derbyshire.gov.uk](mailto:Highways.Hub@derbyshire.gov.uk)

TA12 – Tourist Signing Policy and Procedure

Link - [Tourist Signing Policy and Procedure](#)