

Telephone 01629 533190
Ask for Traffic and Safety Team
Email Place.PermanentTRO@derbyshire.gov.uk
Our ref
Your ref
Date 04 July 2022

Dear Sir/Madam,

**Section 9 Road Traffic Regulation Act 1984 – Bamford Clough, Bamford,
Experimental Traffic Order Proposal One Way Traffic Northbound (Uphill)
The Local Authorities' Traffic Orders (Procedure) (England and Wales)
Regulations 1996 - consultation**

The purpose of this letter is to include your organisation in the consultation I am carrying out on behalf of the County Council on a proposal to make an Experimental One-Way Traffic Order. The Council is proposing to make an order that would provide an experimental scheme to prohibit the use of Bamford Clough for vehicular traffic except in the uphill direction, northwards for a trial period of 18 months. Your organisation has been identified as one of the those that may have members who use the route.

The road is a byway open to all traffic of single-track width and with severe gradients of up to about 35%, which has been closed to traffic for several years through successive temporary orders made by the Council under section 14 of the Act, and currently remains closed to traffic to avoid a likelihood of danger to the public. The County Council commissioned a Road Safety Audit the findings of which were that it is considered that the road presents hazards to road users associated with its layout, surfacing, gradients, and restricted width between stone boundary walls. In the event of resumption in the use of the road without legal restriction, its use by vehicular traffic in both directions would raise a significant likelihood of danger through drivers of vehicle travelling on the road being forced to halt on the gradients and reverse for some distance to allow vehicles travelling in the opposite direction to pass by.

The prohibition under the proposed experimental scheme is anticipated to be an effective measure for enabling the vehicular use of the road to resume whilst continuing to avoid a likelihood of danger to road users from the hazards presented by the characteristics of the road. It is not anticipated that the prohibition will cause substantial detriments to the convenient and safe movement of traffic or to on or off-highway parking provision.

Of the conceivable alternative options to the scheme that have been identified, none now appear to be both viable and preferable:

- The introduction of a one-way order in the downhill direction. This would also avoid the possibility of collisions between vehicles because of opposing flows. However, the ability to stop is impeded going down any steep gradient. This option carries the risks from downhill traffic heading towards a junction, the safety of which would be relying on individual judgement and adequately maintained vehicles. Differing factors through the year may make this more difficult, such as cold weather, fallen vegetation and rainwater.
- The road re-opening to two-way vehicle traffic, as will occur if no further traffic order is made. It is considered that this would raise a significant likelihood of danger from the risk of possible collisions, as summarised above. The risk might in principle be reduced by the creation of passing places which are intervisible. However due to the narrow width of the highway between the physical boundaries currently in place (stone walls) the widening and further engineering work that would be necessary for their creation would be very difficult to achieve.
- Close the road to vehicles. Full closure of a road to vehicles due to safety issues is generally not preferred if the issues can be resolved effectively by other means.

The Council is also proposing to consider in due course making a Traffic Regulation Order to give permanent effect to the prohibition that would be introduced by the experimental scheme. To consider the making of such a permanent order, the Council would have regard to the data on types of traffic using the road and other information which would be accrued from carrying out regular monitoring of the road within the experimental order period, and all other relevant considerations. This consideration would review whether any alternative methods could be satisfactory for avoiding a likelihood of danger to road users through the hazards presented by the characteristics of the road.

Please find enclosed a copy of the proposal drawing for your information and retention. I look forward to receiving any representations, comments, or information your organisation may wish to provide in response to this consultation.

Any consultation response should be sent to me using the above postal address or email address, to reach me by no later than 1st August 2022 (28 days from the date of this letter) to ensure that the Council can give it due consideration.

Yours faithfully

Dan O'Neill
Traffic and Safety Team