

Agenda Item No. 4(a)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

14 June 2018

Report of the Strategic Director – Economy, Transport and Environment

**OBJECTIONS TO SPEED LIMIT ORDERS - B6002 SANDIACRE TO LONG
EATON**

(1) **Purpose of Report** To consider the objections received in respect of the proposed Speed Limit Regulation Order on the B6002 between Sandiacre and Long Eaton in the District of Erewash.

(2) **Information and Analysis** The B6002 connects the B5010 in Sandiacre to the B6540 in Long Eaton. The current speed limit is 30mph at both the urbanised northern and southern ends of the route. At these locations the route has typical urban characteristics, with both retail and business premises, a high level of residential properties fronting the route and numerous junctions to further residential areas. There are pedestrian crossing facilities provided and the route also forms part of a bus route.

A current 40mph speed limit section of the route is located between the two 30mph sections. Within the length of the 40mph limit, there are fewer residential properties directly fronting the route, as these residential properties are accessed via access roads which run parallel to the B6002. There are fewer junctions to residential areas and no on-street parking taking place. There are pedestrian crossing facilities provided along this section and the route forms part of the same bus route. There is a cycleway provided along sections of the route, which links into access points to West Park Leisure Centre and West Park itself.

The Wilsthorpe Meadows housing development, situated to the west of the B6002, has provided a substantial number of new homes and has been completed in the last five years. This housing development is accessed by either the Cranfleet Way junction or the Pennyfields Boulevard roundabout, which also provides access to the West Park Leisure Centre. This housing development and its access roads are located at the southern end of the existing 40mph speed limit, however, they are all within 500 metres of where the speed limit changes to 30mph.

Within this section, there are also four pedestrian crossing facilities, including one signalised pedestrian crossing and three pedestrian refuge crossing islands.

Concern has been raised by both members of the public and local councillors regarding the speed of vehicles and the number and frequency of collisions between Thoresby Road (the location of the transition point between the 30mph and the 40mph speed limit) and the entrance to West Park. There have been five slight personal injury collisions in the three year period between 1 January 2015 and 31 December 2017, three of which have occurred on the roundabout circulatory of Pennyfields Boulevard, and the two further slight personal injury collisions occurred on Wilsthorpe Road between the Thoresby Road and Pennyfields Boulevard junctions.

The proposals intend to:

- consolidate all Speed Limit Traffic Regulation Orders pertaining to the B6002 from its junction with the B5010 to its junction with the B6540; and
- extend the existing 30mph speed limit from a point 10 metres north of its junction with Thoresby Avenue to a point 14 metres north of its junction with the access to West Park (a distance of approximately 500 metres).

The statutory consultation and advertisement was carried out between 25 October 2017 and 15 November 2017. The document packages were held at Long Eaton Library, Tamworth Road, Long Eaton, Derbyshire, NG10 1JG and County Hall, and copies of the notice were erected at a number of locations in the area. All the residents with a frontage onto the B6002 and affected by the proposed reduction in speed limit were also consulted. The scheme layout is shown on the attached drawings numbered B6002/001.

From the statutory consultation, the Authority received a response from Derbyshire Constabulary which was in support of the proposed 30mph extension, as they felt it offered better protection to the roundabout near West Park Leisure Centre and was in keeping with the urban environment and road layout along this section of road.

Responses Received

During the advertisement, 40 responses were received, 35 of which supported the proposals. However, several of the responses requested additional measures. Support has been received from three County Councillors, the Borough Council and the Police. Replies have been sent direct to the respondents and five of the responses received are considered as outstanding objections to the proposal. The objections are summarised below:

Objection 1

Speed is not an issue, there is no justification for the reduction which will be an inconvenience to law abiding people. It will not improve road safety as drivers who ignore the current speed limit will continue to speed and who will enforce the new speed limit? The proposal will add to the congestion impacting on the local economy.

Officer Comment

The Setting Local Speed Limits Circular 01/13 provides a national policy on the appropriate setting of speed limits and enables traffic authorities to set more appropriate local speed limits in situations where conditions dictate and that better reflect the needs of all road users, not just motorised vehicles. The completion of the Wilsthorpe Meadows housing estate, its accesses and the location of the West Park Leisure Centre has changed the road characteristics at this location to be in line with those of a 30mph speed limit. Of the six personal injury collisions recorded in the latest three year period available, two of these involved pedal cyclists, and a further collision was located at the signalised pedestrian crossing. Setting Local Speed Limits Circular 01/13 also states that research by (*Taylor, Lynam and Baruya, 2000*) shows that for every 1mph reduction in average speed, collision frequency and severity reduces by around 5%. The proposed reduction in speed is for a distance of approximately 500 metres which it is not considered to affect the economy nor add to congestion. The enforcement of a speed limit is the responsibility of Derbyshire Constabulary.

Objection 2

The deflection/visibility at the roundabout for northbound vehicles is insufficient and therefore northbound vehicles cannot see vehicles turning right into Pennyfields Boulevard. Traffic calming measures or a speed camera would be more effective.

Officer Comment

The northbound and southbound approaches to the Pennyfields Boulevard, along with the circulatory carriageway width, have been reduced by white line hatching in order to slow vehicles approaching the roundabout and increase the deflection of the roundabout. The B6002 forms a link for local businesses accessing the M1 from Long Eaton and therefore is utilised by heavy goods vehicles. As a result, it is not possible to physically increase the size of the roundabout or alter the approaches to the roundabout. However, visibility at the junction has been improved by the removal of the chevron signs located on the roundabout as part of a scheme completed in financial year 2016-17. Since their removal, there has only been one personal injury collision at this roundabout. The Derbyshire County Council Speed Management Protocol states that Vertical Traffic Calming Measures cannot be introduced where there is a high proportion of heavy goods vehicle traffic, and Rumble Strips cannot be introduced within 200 metres of a property and there are properties

within 20 metres of the edge of the carriageway consistently along this section of the route. The Derbyshire Constabulary Speed Enforcement Guidance, reviewed in 2014, states that the criteria for a new fixed site speed camera requires at least two personal injury collisions have been recorded within the last three years at the location which resulted in either death or serious injury. This location does not meet this requirement, but the limit suggested is felt to be an additional positive step towards improving safety here.

Comment 1 – request for additional works

The reduction in speed limit should be extended to the Eaton Farm roundabout. Additional pedestrian facilities should be provided within the proposed speed limit reduction area.

Officer Comment

The road characteristics between the Eaton Farm roundabout and the entrance to West Park are very different and do not fit the characteristics associated with a 30mph speed limit. There are no frontage properties, all residential properties are accessed from an access road, there is only one signalised pedestrian crossing and a dedicated pedestrian/cycle footway is provided. Within the proposed speed limit reduction area there are already four pedestrian crossing facilities, including one signalised pedestrian crossing and three pedestrian refuges within the 500 metres distance, which clearly demonstrates its more urbanised nature.

Local Members Comments

The Local Member, Councillor Athwal, supports the proposal and comments:

“The higher speed of 40MPH is causing considerable problems on the roundabout opposite West Park Leisure Centre, with drivers approaching at speed and various accidents have been caused at this island.”

Support has also been received from Councillor Stevenson.

The Local Member, Councillor Hickton, supports the proposal but had received a request with regard to a further extension to the proposed 30mph limit. The request was for the proposed 30mph speed limit to be extended along the B6002 through the roundabout and along the length of Petersham Road, to near its junction with Bracken Road, running adjacent to the boundary of Wilsthorpe Community School.

Officer Comment

Following a request from Councillor Hickton, officers contacted the Head of Wilsthorpe Community School to discuss the reported concerns that the Local Member had received.

The current 40mph speed limit on the B6002 (Petersham Road) past the school, from the roundabout with Derby Road, is a section of road with good visibility. It is hedge lined to one side with no fronting development and to the other side it has some residential development, which is set back some distance from the road. The road is fairly wide with grass verges to the side of the road and then footways before the commencement of private boundary arrangements. This section of road has a 40mph speed limit which is appropriate for the road layout and environment characteristics above and within the guidance specified in circular 01/13. In addition, the presence of the appropriate road markings and warning signs to highlight potential hazards along the route is common practice and something which is replicated in many similar locations across the County for a consistent approach.

There is a safety scheme on the Capital Works Programme for 2018-19 for the section of Petersham Road (*from the Roundabout to Cheviot Way*) to address a personal injury collision problem at this junction. Beyond this junction to Bracken Road, the road in the last five years has seen four slight personal injury collisions, of which two were rear shunts as a consequence of the approaching driver not being attentive to the traffic ahead, whilst the other two were child pedestrian injuries as a consequence of them running out into the carriageway and drivers having to react accordingly. None of these collisions were as a consequence of vehicle speeds.

Officers from the Traffic and Safety Team have recently installed School Safety Zone signs with the twin amber flashing units on Briar Gate, in respect of previous concerns raised over child safety when exiting the school from the Briar Gate access point. In addition to this, there is a further scheme on the Capital Programme for 2018-19 to upgrade the existing Toucan crossing on the B6002 Wilsthorpe Road near to Parkside.

The Head at Wilsthorpe Community School is supportive of the measures that have been and are programmed to be introduced over the coming months.

(3) **Financial Considerations** The cost to advertise the sealing of the Traffic Regulation Order and to install the associated signs will be in the region of £2,000. This forms part of the work approved in the 2018-19 Local Transport Plan budget.

(4) **Legal Considerations** Section 122 of the Road Traffic Regulation Act 1984, states that it shall be the duty of every Local Authority exercising the functions in that Act (so far as practicable having regard to the matters listed below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The matters referred to above are:

- 1) the desirability of securing and maintaining reasonable access to premises;
- 2) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the area through which the roads run; 2ii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- 3) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- 4) any other matters appearing to the Local Authority to be relevant.

Section 2 of the 1984 Act states what a TRO may provide for and this includes Prohibition of Waiting. Notice of proposals must be given in accordance with Regulation 7 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and at least a minimum of 21 clear days for the receipt of written objections must be allowed. Objections can then be considered by the Local Authority.

Regulation 14 of the 1996 Regulations enables an order making authority to modify an Order in consequence of any objections or otherwise, before it is made. Where substantial changes are to be made, the order making authority must notify those likely to be affected by the modifications and giving them an opportunity to make a representation which the Authority shall consider. In this case, the amendment outlined within the report was of a minor nature and can therefore be included without the need for further consultations.

Having determined all objections, the Council may determine to introduce the new restrictions. The Order will need to be formally made, advertised and the requisite signs erected. An Order shall not be made until after the last date for objections. No Order can be made until after the last date for objections. No Order can be made more than two years after the date of publication of the notice of proposals. No part of a TRO can come into force before that date when it is intended to publish a notice of making.

Other Considerations

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file with the Economy, Transport and Environment Department. Officer contact details – Richard Handbury, extension 38569.

(8) **OFFICER'S RECOMMENDATIONS** That:

8.1 The Cabinet Member approves the introduction of the Derbyshire County Council (B6002 Sandiacre to Long Eaton (30mph and 40mph Speed Limit) Order 2017, as advertised.

8.2 The Local Members and objectors be advised accordingly.

Mike Ashworth
Strategic Director – Economy, Transport and Environment



KEY

- Proposed 30mph Limit
- Existing 30mph Limit
- Existing 40mph Limit