

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – JOBS, ECONOMY AND
TRANSPORT**

3 December 2013

Report of the Acting Strategic Director – Environmental Services

**PROCEDURE TO RANK AND PRIORITISE REQUESTS FOR
SPEED LIMITS**

- (1) **Purpose of the Report** To bring before the Cabinet Member for consideration the procedure to rank requests for speed limits and prioritise them accordingly.
- (2) **Information and Analysis**

Background

In January 2013, the Department for Transport published Speed Limit Circular 01/13, which sets out the criteria for speed limits and includes guidance on appropriateness. This replaces the former guidance Setting Local Speed Limits 01/06. There is also a speed limit assessment tool, the use of which is not mandatory, which can be used in cases where the level of speed limit could be more of a judgment call. The new Speed Limit Circular also states that speed limits should be reviewed so that they remain current and reflect changes in the local environment.

Speed Limit Priority System

The use of a points based scoring system will allow speed limit requests to be prioritised. This will allow resources to be targeted better at those areas which highlight an issue with collisions. Similar systems are beginning to be introduced in neighbouring authorities.

The ranking scheme proposed is attached as Appendix A. The system will work best if it has readily understood quantifiable factors, such as whether there have been collisions and, if so, the severity, the road classification and whether it is funded as part of a capital scheme, developer funded or from the Traffic and Safety Revenue budget. There will also be some factors that are more subjective, such as the level of support from residents and the effects on the wider community and economy. The factors should be weighted so that those schemes that address collisions and accord with the Local Transport Plan (LTP) or are protocols developer funded take precedence.

Public

The level of a new speed limit is determined by the mean speeds observed. In a number of cases, this can be significantly lower than the 85%ile speed that was used in the past, which gave a good indication as to how self-enforcing a new speed limit would be. In order to reflect whether supporting measures or regular Police enforcement would be necessary, a section relating to the 85%ile speed has been included within the scoring system. It is also recommended that a joint site visit be undertaken with the Police prior to a speed limit becoming operational.

There may be occasions when a speed limit is required to address an issue and needs to be introduced as soon as possible. In this event, the Strategic Director – Environmental Services should be given the discretion to overrule the priority list.

(3) **Financial Considerations** There are no costs associated with this report.

(4) **Legal Considerations** The County Council, as the Local Traffic Authority, is responsible for determining speed limits on the local road network (excluding trunk roads and motorways). Orders for speed limits are made under Section 84 of the Road Traffic Regulation Act 1984.

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property 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** None. Officer contact details – Dan O'Neill, extension 38166.

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

8.1 The Speed Limit ranking scheme, as shown in Appendix A, be adopted in order to prioritise future speed limit requests.

8.2 A joint site visit by officers and the Police be undertaken prior to enforcement beginning on any new speed limit.

8.3 The Strategic Director – Environmental Services be given discretion to depart from the ranking list due to local circumstances.

Mike Ashworth
Acting Strategic Director – Environmental Services

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APPENDIX A

Subject	Parameters	Points Range	Points scored
Collisions	Serious and Fatal	10	
	Slight	5	
	Non-Injury	1	
	Sub-total score	=	
	Divided by crash exposure value: (volume(vpd) x Length (m) x 365) x2		
	<u>Total collision component score</u>	=	
Capital Scheme or developer funded	Yes	5	
	No	0	
Road hierarchy	A road	5	
	B road	4	
	C road	3	
	Unclassified	2	
Enforceability (Based upon 85%ile speed)	New limit self-enforcing	5	
	Supporting engineering features required	0	
	Regular Police enforcement	-5	
Benefits of scheme to vulnerable road users	Possible improvement	2	
	No change	0	
	Deterioration	-2	
Benefits to schools	Possible improvement	2	
	No change	0	
	Deterioration	-2	
Benefits to elderly/mobility impaired	Possible improvement	2	
	No change	0	
	Deterioration	-2	
Benefits to local facilities/businesses	Possible improvement	2	
	No change	0	
	Deterioration	-2	
Effect on emergency services response times	Possible improvement	2	
	No change	0	
	Deterioration	-2	
Support from residents	Yes	2	
	No overall support	0	
	Residents not in support	-2	
Support from community and/or special interest groups	Yes	2	
	No support forthcoming	0	
	Against proposals	-2	
Cost of Speed Limit, including advertisements and associated works.	<£5,000	10	
	£5,000 to £7,500	8	
	£7,500 to £10,000	6	
	£10,000 to £15,000	3	
	>£15,000	1	
		TOTAL	