

DERBYSHIRE COUNTY COUNCIL

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

3 March 2015

Report of the Strategic Director – Economy, Transport and Environment

**B6038 HASLAND TO NORTH WINGFIELD, B6039 HASLAND TO
TIBSHELF, CHESTERFIELD - PROPOSED 20MPH SPEED LIMIT**

(1) **Purpose of Report** To consider an objection received following the public advertisement and consultation on a 20mph speed limit in the centre of Hasland on the B6038 Hasland Road and Mansfield Road and B6039, The Green, and to approve the implementation of the scheme.

(2) **Information and Analysis**

Background

Numerous changes have taken place in the centre of Hasland over recent years. These include the removal of the existing mini-roundabout at the junction of the B6038 and the B6039, known locally as The Green, and its replacement with a Traffic Signalled controlled junction back in December 2011.

The Traffic Signalled junction, however, was unpopular and, following lengthy representations from local residents, businesses and the Hasland Traffic Light Working Group, a new shared surface scheme was designed and consulted upon which included a mini-roundabout, two new zebra crossings, the provision of a 20mph speed limit in the centre of Hasland and the proposal to 'Stop-up' Chapel Lane East.

The construction of the main shared surface scheme was completed in October 2014, while the proposal to 'Stop-up' Chapel Lane East has yet to be consulted upon. The 20mph zone speed limit, however, was advertised and consulted upon in November 2014. The proposed speed limit is shown on the attached drawing (Drawing No HMT/BG/296/14/A)

Consultation was carried out with the Emergency Services, Chesterfield Borough Council, Council Members and other relevant consultees. Public Notices appeared in the Derbyshire Times and they were also erected on street for the duration of the consultation period.

Following this process, officers had lengthy discussions with the Police over various aspects of the shared surface scheme. They support the need for Chapel Lane East to be made a 'No Through' road, given the rat run issues. However, the Police expressed their concerns over the road safety aspect of the removal of the signalled controlled junction, and the resource implications of the introduction of a 20mph speed limit. They also requested that speed readings were taken to ensure that the current speeds along the shared surface scheme make the 20mph speed limit self-enforcing.

One written objection to the proposals was received.

The Objector considers that the road layout is working well as it is and he does not see any problem that could be resolved by a lower speed limit. Studies he has read suggest that 20mph speed limits create frustration, traffic bunching, inappropriate overtaking and loss of concentration by drivers who, because of the unrealistically low speed, assume they are safe.

The Objector believes that, for the speed limit to be reduced, there needs to be a history of accidents on the stretch of road and he is aware that there have not been any speed-related accidents other than the ones following the introduction of the traffic signalled junction, and requests evidence of casualty numbers.

Officer Comment

The original scheme to remove the mini-roundabout at The Green and replace it with a signalled-controlled junction was introduced as an accident reduction scheme. This also allowed pedestrians to cross safely during pedestrian phases in the signal cycle, a measure that generally improves pedestrian safety.

During the period the traffic signals were installed of just under three years, there were nine reported injury accidents within the lengths of road proposed to be covered by the 20mph speed limit. Following representations made from the Hasland Traffic Light Working Group over congestion issues, and the number of reported injury accidents, a scheme to provide a shared surface was designed and consulted upon.

For the scheme to work successfully, a reduced speed limit is imperative to ensure the safety of all the users of the new road layout, especially now that the controlled pedestrian crossings have been replaced with two zebra crossings. Pedestrian safety concerns have also been highlighted in the Police's comments.

20mph speed limits, as opposed to 20mph zones, are not expected to include traffic calming measures to reduce vehicle speeds. Vehicle speeds should, therefore, be close enough to 20mph for the scheme to be self-enforcing.

Speed readings have been taken and indicate that at present, on the B6038 in the vicinity of the Nursing Home and within the proposed 20mph zone, the 85th percentile speed is currently 27mph and the mean speed is 22mph.

This is not the target 20mph vehicle speed that the Police desire for the limit to be self-enforcing. The Department for Transport's (DfT) guidance on 'Setting of Local Speed Limit' also considers that self-enforcement is important and suggest that mean vehicle speeds should be 24mph or below for a 20mph limit to be effective. Officers are confident that, with additional 20mph gateway markings and traffic signs, motorists will adhere more to the new speed limit.

Officers acknowledge that the Objector considers that the new shared space in the centre of Hasland is working well. However, in order for the scheme to be considered a shared space, it is imperative that vehicle speeds remain low. Due to the number of reported injury accidents, many involving vulnerable road users, the 20mph limits in the centre of Hasland are considered appropriate and in keeping with the shared surface scheme.

Local Member Comment

Councillor David Allen is happy for the new 20mph speed limit to be implemented, as advertised.

(3) **Financial Considerations** The cost of the proposed 20mph speed limit is £3,000 and will be funded through the Traffic Regulation Order scheme budget contained within the Local Transport Plan if schemes for 2014/15.

(4) **Legal Considerations** The local traffic authority has a power, under Section 84 of the Road Traffic Regulation Act 1984, to set local speed limits having regard to the guidance issued by the DfT. This guidance is set out in 'Setting Local Speed Limits: Circular no. DfT circular 01/2013'.

The procedure to be adopted when making orders under Section 84 is set out in the Local Authorities' Traffic Order (Procedure)(England and Wales) Regulations 1996 (the 1996 Regulations). The local authority must carry out a consultation and notice of the proposals must be given in accordance with Regulation 7 of the 1996 Regulations, allowing at least 21 clear days for the receipt of written objections. Any objections received must be considered by the local authority.

Having considered all objections, the Council may determine to introduce the new speed limits. The Order will need to be formally made and advertised, and the requisite signs erected. An Order shall not 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 the proposals. No part of an Order can come into force before the date on which it is intended to publish a notice of making.

Section 122 (1) of the 1984 Act states that it shall be the duty of every Local Authority to exercise the functions conferred by that Act (so far as practicable having regard to the matters listed in subsection (2)) 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 in Section 122(2) are:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) 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 improve the amenities of the areas through which the roads run;
 - (bb) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- (c) 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
- (d) any other matters appearing to the local authority to be relevant.

Other Considerations

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.

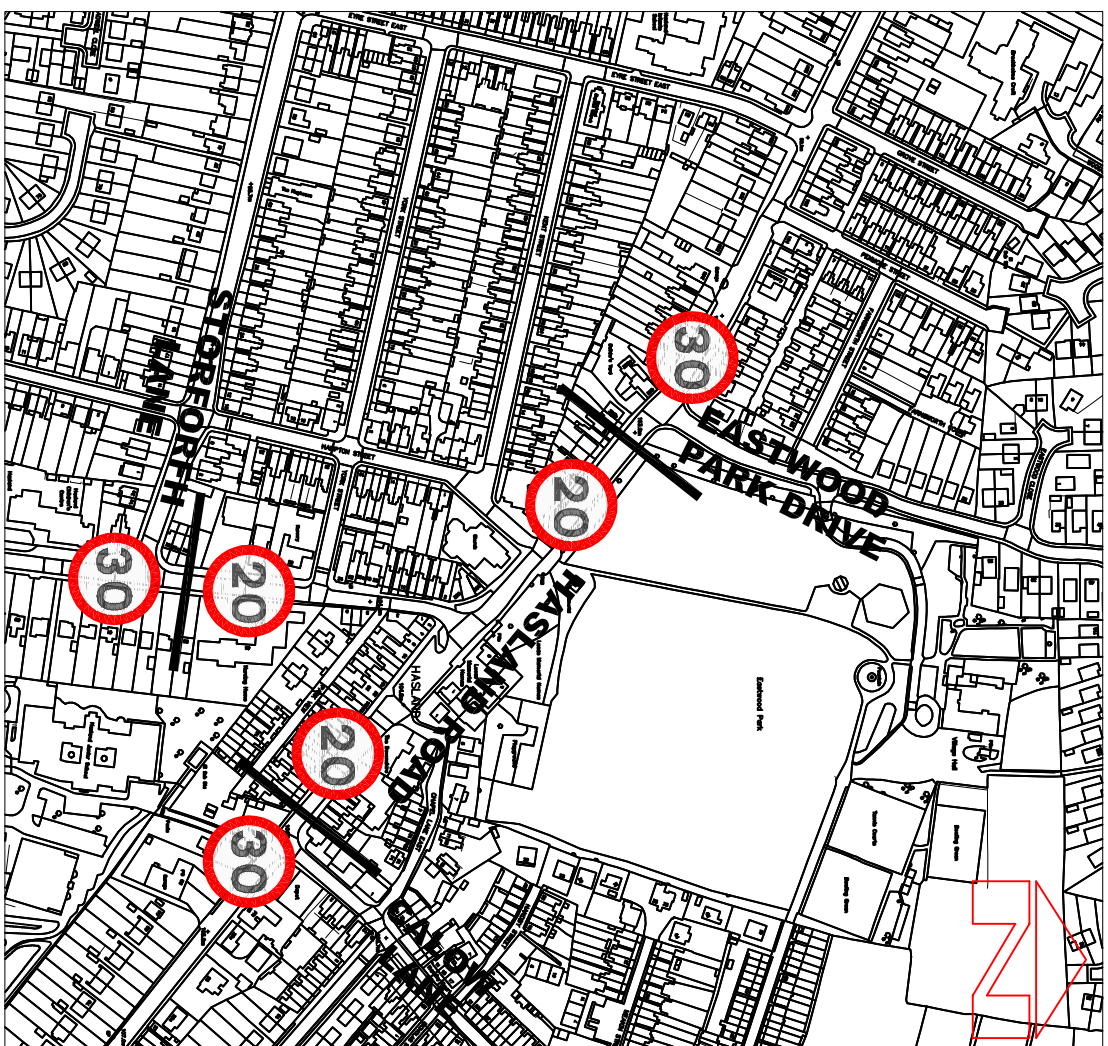
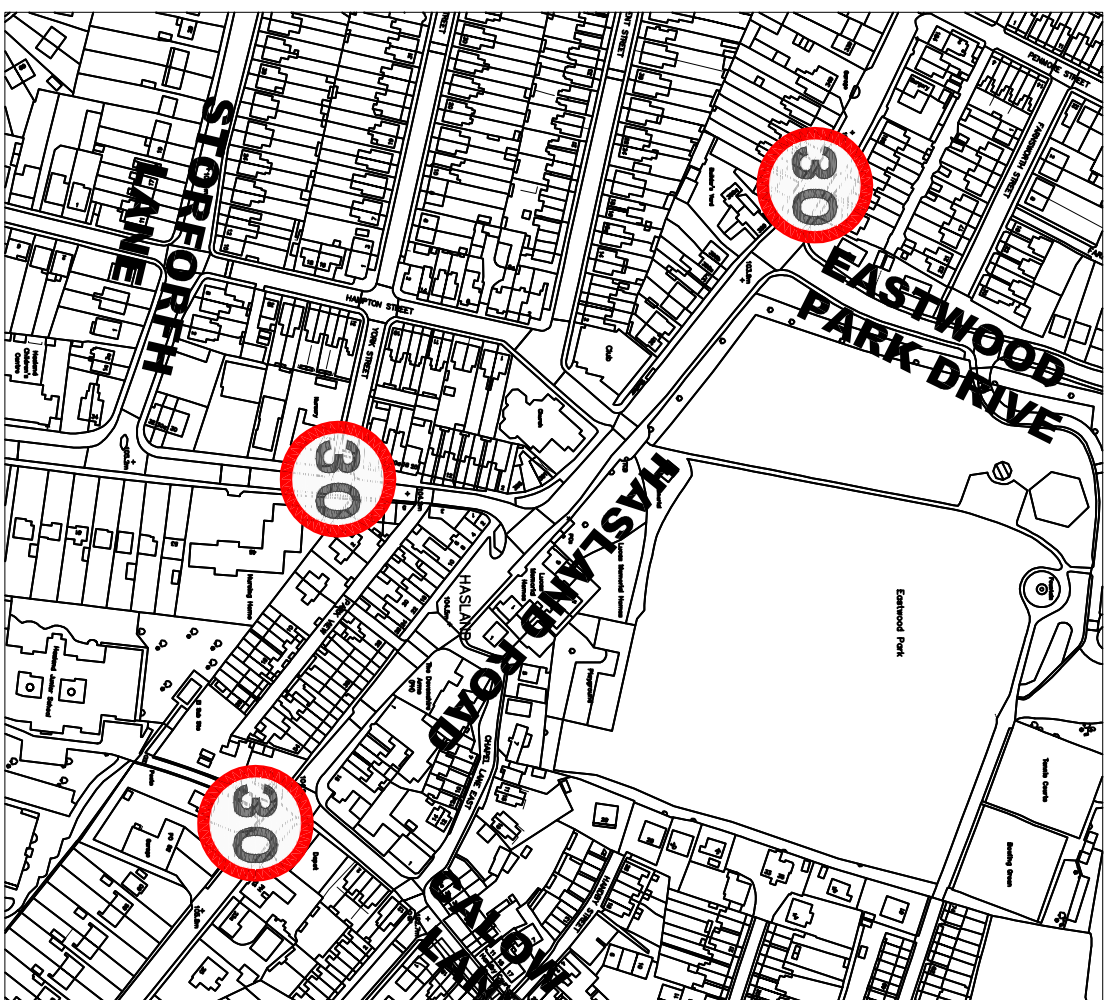
(6) **Call-In** Is it required that call in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Correspondence held on file in the Economy Transport and Environment Department. Officer contact details – Bridget Gould, extension 38759.

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

- 8.1 The proposed 20mph speed limit on the B6038 and B6039, Hasland be implemented as advertised and as shown on attached drawing No. HMT/BG/296/14/A.
- 8:2 The Local Member, the Chief Constable and the Objector be notified accordingly.

Mike Ashworth
Strategic Director – Economy, Transport and Environment



EXISTING SPEED LIMIT

PROPOSED SPEED LIMIT



Improving life for local people

MIKE ASHWORTH

**Strategic Director
Economy, Transport and Environment**

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AMENDMENT DETAILS

BY	CHKD	APVD	DATE	NO
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PROJECT TITLE

B6039_HASLAND_TO_TIBSHELF

DRAWING TITLE

PROPOSED_SPEED_LIMIT_ORDER

CONSULTATION_PLAN_SHEET_1

DRAWN

B. GOULD

CHECKED

S. TRANTER

APPROVED

S. TRANTER

Date III V 2014

JULY.2014

Date 11/11/2014

JULY 2014

Date: 11/17/2014

JULY 2014

Project / Confirm
Reference No.

Drawing Number

HMT/BG/296/14/A

N.T.S.

SCALE

File Created: Wed 11-Jun-2014 - 10:41AM

Last Saved: Mon 04-Aug-2014 - 04:53PM

File Location: J:\Network-Management\Traffic and Safety Team\Area Chesterfield Borough\Hasland Ward\Traffic Regulation Orders\The Green 20mph ZoneB6039 speed limit.dwg