

Agenda Item No. 4(a)

DERBYSHIRE COUNTY COUNCIL

MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE

5 May 2015

Report of the Strategic Director – Economy, Transport and Environment

PETITION – REQUEST TO EXTEND 30 MPH SPEED LIMIT – A608,
MORLEY

(1) **Purpose of Report** To seek approval of the Cabinet Member following receipt of a petition and letters, to refuse the request to an extension to the 30mph speed limit on the A608 at Morley.

(2) **Information and Analysis** Receipt of the petition, signed by 135 people, was reported to the Cabinet Member for Highways, Transport and Infrastructure on 10 February 2015 and was asked to investigate the issues raised. The petition is headed:

“Morley Primary School. Keep Us Safe. Please help us by signing our petition to have the 30 miles per hour speed limit outside of our school extended beyond Church Lane”.

Background

In 2008, a speed limit review was carried out on the A608 between Smalley and Breadsall. Following this review, the speed limit was reduced to 40mph between Morley Smithy and Breadsall, and reduced to 30mph at Morley Smithy.

Morley Smithy is located on the A608 which is the main ‘A’ road between Heanor and Derby. Morley Smithy is a street lit area with footways on both sides and is semi-rural in character. It has a handful of residential properties, a school and a public house.

To make it clear to drivers that a reduction in speed is needed, the site has oversized 30mph signs with yellow backing boards, ‘Reduce Speed Now’ signs, flashing ‘Patrol’ warning signs with yellow backing boards, and a flashing speed-triggered vehicle-activated sign. In addition to this, there is a signal-controlled crossing with pedestrian guard rails, ‘SLOW’ markings, and a double solid white line system with a significant amount of red coloured hatching in the middle of the road.

Officer Comment

The petition's request is for the 30mph speed limit to be extended from its current position (see attached drawing HMT/RS/168/15) to beyond Church Lane. The school is concerned that where the speed limit changes from 30mph to 40mph, the 40mph signs are visible from the school, and it considers that drivers are speeding up outside the school in anticipation of this change. It considers that this would not happen if the signs are located in a position that cannot be seen from the school.

Effective speed regulation depends upon realistic enforcement by the Police and the perception by the motorists that the speed limit is appropriate for the local environment, and to the conditions and character of the road.

The terminal signs are ideally located at a point where a driver can see the reasons for the reduction in speed limit. The surrounding environment ahead comes more urban, and a driver can perceive that they are entering such an environment by the presence of a school, a public house, private accesses, a bend and a junction. All these factors back up the speed limit as the obvious reasons for the need to slow down.

On the approach from Derby, it is also clear to drivers of the need for reduced speed. Any changes to the location of the signs at this point would certainly reduce the connection in drivers' minds between the school and the speed limit.

Whilst the local Police officers have identified several speeding drivers, this does not mean that there is a significant speeding problem at this location. Recent speed readings were carried out in both directions outside the school, during a seven day period, which revealed average speeds of 30.5mph and 32.2mph.

The collision injury database has also been checked, which reveals that during a three year period, there was only one collision that had speed as a causation factor. This driver was also under the influence of alcohol and the extension of the speed limit would unlikely improve the behaviour of this type of driver.

In view of the significant level of existing signing and lining provided at this location and the appropriateness of the existing speed limit, the extension of the speed limit at this location is not supported at this time.

Local Member Comment

Councillor Hart fully supports the request for the extension of the speed limit.

(3) Financial Considerations

associated with this report.

There are no financial considerations

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

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** Held on file within the Economy, Transport and Environment Department. Officer contact details – Rachel Straw, extension 38525.

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

8.1 The existing 30mph speed limit on the A608 Morley Smithy is not extended at this current time.

8.2 The Local Member, Pauline Latham OBE MP, and the petitioners be informed accordingly.

Mike Ashworth
Strategic Director – Economy, Transport and Environment

