

DERBYSHIRE COUNTY COUNCIL

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

6 December 2016

Report of the Strategic Director – Economy, Transport and Environment

**REVIEW OF 20MPH SPEED LIMITS IN DERBYSHIRE – UPDATE ON
SCHEME SELECTION FOR TRIAL SITES**

- (1) **Purpose of Report** To update the Cabinet Member and the Improvement and Scrutiny Committee - Places on the process to select two trial sites following requests from Elected Members and to seek approval for the sites to progress to the pre-scheme monitoring and design stage to enable a public consultation exercise to be carried out.
- (2) **Information and Analysis** At its meeting on 3 May 2016, Cabinet received a report responding to an earlier report produced by the Chair of the Improvement and Scrutiny Committee – Places on the review of 20mph limits in Derbyshire (Minute No. 131/16 refers). The following recommendations were approved:
- (a) *“The action plan as Cabinet’s response to the recommendations made by the Improvement and Scrutiny Committee – Places, following its review of 20 mph speed limits in Derbyshire.*
 - (b) *The criteria set out in Appendix A to the report to guide the selection of two pilot projects.*
 - (c) *That Elected Members be contacted for any requests that could be considered for pilot projects.”*

Officer Comment

All Elected Members were contacted on 31 May 2016 with a summary of the criteria for “signed only” 20mph limits to ask for their thoughts upon suggested trial areas within their own electoral divisions. A return date for the submissions was set at the end of June 2016, although extensions were granted on the basis of Members attending Parish Council meetings if they also wished to discuss the proposals at those meetings. All requests received were on the basis that they were fully supported by the Member rather than isolated requests from any other interested parties. The requests received are summarised in Appendix A.

The requests received were evaluated against the approved criteria (Appendix B) and then urban and rural sites ranked in accordance with the scoring system approved (Appendix C).

After analysis of the schemes submitted, it is recommended that the Ilkeston scheme be put forward as the urban trial and that Brassington Village be submitted as the rural trial.

It is now recommended that officers commence with the pre-scheme monitoring, public consultations with the local communities (including Parish and District councils), together with working closely with the Public Health Department and Derbyshire Constabulary. Continual engagement with the communities will obviously be key to the success of these schemes and discussions with local schools, for example, and taking up Community Speed Watch initiatives will be actively encouraged.

(3) **Financial Considerations** The two 20mph trial sites are to be funded from the approved schemes in the 2016/2017 Local Transport Plan with an identified budget of £40,000.

(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) in Derbyshire. 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, 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 within the Economy, Transport and Communities Department. Officer contact details – Simon Tranter, extension 38673.

(8) **OFFICER'S RECOMMENDATIONS** That the Cabinet Member:

8.1 Approves the introduction of trial 20mph speeds limits in Ilkeston (urban) and Brassington (rural), subject to consultation with the local communities.

8.2 Notes that a further report will be submitted to a future meeting on the outcome of the consultations and pre-scheme monitoring.

Mike Ashworth
Strategic Director - Economy, Transport and Environment

Appendix A

Requests from Members that met the priority criteria with points scored from the Speed Limit Traffic Regulation Order ranking procedure.

- Councillor Kath Lauro – Rosliston Village. **(Score – Rural Site 23)**
- Councillor Irene Ratcliffe – Brassington Village / Hawthorne Drive at Cromford. **(Score – Rural Site 35)**
- Councillor John Frudd – Ilkeston South, roads bounded by Nottingham Road, Challons Way and Station Road. **(Score – Urban 43.14)**
- Councillor Janet Hill – Dronfield East generally but particularly Snape Hill Lane, Wreakes Lane, Stubley Hollow, Carr Lane, and Stubley Lane. **(Scores – Urban 23.22, 23 and 23)**
- Councillor Beth Atkins - St Mary's Road / Station Road and High Hill Road, New Mills. **(Scores – Urban 23)**
- Councillor Stuart Brittain – Chesterfield: Cross Street, Holmebank Road West / Brockwell Lane (from its junction with Ashgate Road to a point beyond junction with Malvern Road) / Ashgate Road from bottom of Goldwell Hill to point just beyond Old Hall Road. **(Scores – Urban 25 and 32.28)**
- Councillor Keith Morgan – Chesterfield : Moorland View Road / Greenways / Davian Way / Ashgate Road / Ashgate Avenue / Heaton Street / St Thomas Street / Rhodesia Road area. **(Scores – Urban 34, 24 and 25)**
- Councillor Daniel Walton - Wilne Road and Repton Road in Sawley. **(Score – Urban 25)**
- Councillor David Williams - Maple Avenue / Hawthorn Avenue / Elms Avenue / Kirk Close / Highfield Way / Elms housing estate surrounding Ripley Junior School – Ripley. **(Scores – Urban 22)**
- Councillor David Williams - Allen Lane, Fritchley Lane, Church Street, The Green and Bobbin Mill Hill near to Fritchley Primary School, The Green Fritchley **(Score – Rural 33)**

Requests that did not meet the priority criteria:

- Councillor Julie Hill – B road through Grassmoor.
- Councillor Stuart Brittain – Newbold Road, Chesterfield which is a B road.
- Councillor David Williams – Various isolated school sites.
- Councillor Beth Atkins – Various A and B roads in New Mills.
- Councillor Julie Patten – Station road, Hatton – A road.
- Councillor Sean Bambrick – Various B roads in Newhall.

Appendix B

This Appendix sets out the criteria that should be met in order for a proposed site to be considered as a 20mph “signed only” scheme.

The priority criteria shall apply in all circumstances except where the accident history does not meet the limits set out in 1a). In such circumstances, the Additional Criteria 2a) to 2d) should also apply in order for a scheme to be considered.

1. Priority Criteria

- 1a) A collision history of five injury collisions over a 1 kilometre length of road or five injury collisions over a number of streets which total an overall length of at least 1 kilometre.
- 1b) On all roads other than those of a strategic nature, such as main ‘A’ or ‘B’ classified routes should not be considered.
- 1c) Sites without existing traffic calming features.
- 1d) School sites should not be considered in isolation as the continued use of advisory limits is felt to be more appropriate. School sites can be incorporated into wider area type schemes where other benefits can be derived.
- 1e) The Local Member supports the scheme.

2. Additional Criteria

In the absence of (1) Priority Criteria, sites can be considered purely for health and well-being reasons.

- 2a) The Parish/Town Council supports the scheme and is willing to contribute financially towards the implementation costs, or where there is not a Parish/Town Council, there is support from the District/Borough Council.
- 2b) There is a working Community Speed Watch Initiative in place for the area with a proven record of carrying out checks.
- 2c) The reasons for introducing the scheme are clear and transparent and the inability of the Police to enforce with any degree of priority is understood by the local community from the outset.
- 2d) There are budgets available from other funding streams and initiatives for health and well-being reasons.

All schemes that meet the above criteria shall be ranked in accordance with the Economy, Transport and Communities Department’s Speed Limit Ranking Procedure agreed by the Cabinet Member – Jobs, Economy and Transport on 3 December 2013 (Minute No. 104/13 refers)

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.

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