

Agenda Item No. 4(a)

DERBYSHIRE COUNTY COUNCIL

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

7 July 2015

Report of the Strategic Director - Economy, Transport and Environment

**OBJECTION TO THE EXTENSION OF THE 20MPH SPEED LIMIT ZONE –
VARIOUS ROADS, DRONFIELD**

- (1) **Purpose of Report** To seek the Cabinet Member's approval to extend an existing 20mph speed limit zone in Dronfield town centre following consultation.
- (2) **Information and Analysis**

Background and Site Details

In conjunction with Dronfield Civic Society and Dronfield Town Council, a project to de-clutter the town centre was carried out last year. This has entailed the removal of superfluous signs and posts, relocation of others to lessen their impact on the environment and removal of other street furniture to complement the Conservation Area status of much of the town centre. As part of this project, the Authority's Conservation Officer considered that the existing 20mph zone signs to the north of the Gosforth Lane/High Street junction presented an undue visual impact on the entrance to the Conservation Area. Therefore, it has been proposed to relocate these signs further north to address this.

A copy of Drawing No NTA/SD/198/12, showing the detail of the possible changes necessary, is attached at Appendix 1.

Objection Details

Although the only additional lengths to the existing 20mph limit concern 89 metres on Wreakes Lane and 52 metres on Stubley Lane, Derbyshire Constabulary has not been able to support the proposal. The reasons given are:

"The existing signing is on the exit side of the roundabout which means that speeds will be naturally lower than on the approaches. The existing signs are clearly visible at a point where the limit becomes self-explanatory due to the more built-up town centre environment."

Instead of being on one road, as they are at present, the signing will have to be increased to cover three approaches. The proposed terminal position on Wreakes Lane will be close to a bus stop under considerable overhanging tree cover and, at that point, would not be sufficiently self-explanatory, particularly at a location where drivers will be concentrating on negotiating the approaching roundabout junction.

The police view is that the ability of the 20 mph zone to achieve its aims is dependent on drivers seeing the 20mph limit as realistic and the best option, therefore, is to retain the signing in its current position.”

Officer Comments

The existing location for signing the commencement of the 20mph zone was given careful consideration at the time of implementation when it was felt preferable to co-locate the speed limit with the signing “Dronfield Town Centre”. However, in order to satisfy the request for a better overall impact, it is proposed to re-site the 20mph zone terminal signs further from the Conservation Area of Dronfield.

Local Member Comment

Councillor Janet Hill would have no objection to the extension and feels it could give drivers more notice of the speed limit.

(3) **Financial Considerations** The costs for processing the Traffic Regulation Order and for implementing the required signing would be met from the Traffic Regulation Order budget contained within the Local Transport Plan of capital funded schemes for 2015-16 at a cost of approximately £2,000.

(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 DfT Circular 01/2013 - Setting Local Speed Limits.

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 a Traffic Regulation

Order can come into force before the date on which it is intended to publish a notice of making.

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 within the Economy, Transport and Environment Department. Officer contact details – Sue Pollard, extension 38634.

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

8.1 The proposal to extend the existing 20mph zone in Dronfield be implemented as advertised.

8.2 The local Member and objector be informed accordingly.

Mike Ashworth
Strategic Director – Economy, Transport and Environment

