

**FOR PUBLICATION**

**DERBYSHIRE COUNTY COUNCIL**

**CABINET MEMBER DECISION – HIGHWAYS ASSETS AND TRANSPORT**

**7 October 2021**

**Report of the Executive Director – Place**

**Objections to the Proposed A6096 Ilkeston to Derby City Boundary  
(30mph and 50mph Speed Limit) Order 2021**

**1. Divisions Affected**

- 1.1 Divisions affected are Kirk Hallam and Stanton By Dale, Ockbrook and Borrowash and West Hallam and Dale Abbey.

**2. Key Decision**

- 2.1 This is a key decision because it is likely to have an effect on communities living or working in an area comprising two or more electoral areas in the County. This proposal forms part of a series of measures for the A6096, which is included in the 2021-22 Traffic and Safety Capital Scheme programme.

**3. Purpose**

- 3.1 Following consideration of this report, the Cabinet Member is asked to:
- Refuse the objections to the Speed Limit Order.
  - Make the Speed Limit Order, as advertised.

**4. Information and Analysis**

- 4.1 To inform the Cabinet Member of the objections received during the public advertisement of the proposed A6096 Ilkeston to Derby City Boundary (30mph and 50mph Speed Limit) Order 2021.

- 4.2 The proposal is to change the speed limit on the A6096 from Kirk Hallam to the Derby City Boundary from the current National Speed Limit (60mph) to a 50mph Speed Limit.
- 4.3 The collision history on the A6096 from Kirk Hallam to the Derby City Boundary has identified 8 slight, 1 serious and 2 fatal collisions recorded over a three year period from 1 January 2018 to 31 December 2020.
- 4.4 In light of the collision history on this route, the Council has promoted the previously mentioned change to the speed limit along with the amendment to the existing double white line system, junction improvements and the introduction of Vehicle Activated Signs to help support the proposed reduction to the speed limit. This report deals with the objections received to the proposed Speed Limit Order.

## **5. Consultation**

- 5.1 At the preliminary consultation stage, the Local Member and the Police supported the proposal to reduce the speed limit. The proposal to reduce the speed limit was formally advertised from 29 July 2021 to 20 August 2021 (See Appendix 2 for consultation documents). Comments in support were received again from the Police. Four individuals objected to the proposal.
- 5.2 The four objections received are attached to Appendix 3 and the points raised summarised below:
- *“The proposed change to the speed limit is to allow the proposed building site on Spondon Wood and other potential developments on Green Belt land to go ahead.*
  - *Concerns have been raised regarding the effect on the ancient wood and wildlife due to the proposed housing development.*
  - *The proposed housing development will put pressure on all our facilities.*
  - *Spondon village is a small village with too much traffic and heavy lorries going through it.*
  
  - *The current speed limit for the road is perfectly adequate. Very few accidents along this stretch of road can be attributed to the road itself. The most recent fatal on the road which occurred on 4 October 2018 is not part of your speed reduction scheme and was attributable to human error.*

- *Other historical accidents have been as a result of excessive speed, where drivers have exceeded the national speed limit. This will still happen regardless of any speed limit enforce. In order to control the speed of the traffic along this stretch of the road I propose that you leave the speed limit at 60mph and install speed cameras to prosecute the perpetrators.*
- *Due to the poor collision history on this road, why is it now that the Council has decided that a speed limit reduction is needed.*
- *If the Council is seen to be proposing a reduction in the speed limit to aid housing developments under the guise of road safety, then it reflects very badly.*
- *An increase in the number of people walking along the grass verge of the A6096 has been noticed. This ground is uneven and difficult to walk on. I think the money for speed signage would be better spent on going towards a pathway/pavement. There is room on the grass verge on at least one side of the road. This path could be mixed used for pedestrians/cyclists. Improving a useful cycle link between Spondon and Ilkeston.*
- *The average speed data shown at a Council meeting indicates that there does not appear to be a speeding problem requiring reduced speed limits.*
- *The current accident numbers are relevant to the old configuration of the road without the speed refuges. The success of the current changes to the road should be assessed before any speed changes are considered.*
- *It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved through other speed management measures, or other measures. These alternative measures should always be considered before proceeding with a new speed limit."*

### **5.3 Officer Comments**

Research has assessed the risk of death in collisions at various impact speeds for typical collision types on rural roads. This research suggests that the risk of a driver being killed in a head on collision involving two cars travelling at 60mph is around 90%, but that this drops rapidly with speed, so that it is around 50% at 48 mph (Richards and Cuerden, 2009).

- 5.4 Lowering the speed limit to 50mph on rural roads can be considered where there are a high number of bends, junctions or accesses and a high level of injury collisions.

- 5.5 Over the 5.1km effected length of the A6096 there are three junctions, bends and numerous accesses. As mentioned previously, the collision history on the A6096 from Kirk Hallam to the Derby City Boundary has identified 8 slight, 1 serious and 2 fatal collisions recorded over a three-year period from 1 January 2018 to 31 December 2020. When investigating collision data, the mentioned three-year period is normal Council practice.
- 5.6 For additional information, STATS19 is a standard set of collision data that is collected by the Police following personal injury accidents on the public road. Derbyshire Police supply the Council with the collision (and resulting casualty) data. The data is used to monitor trends, inform policy and to identify areas for action. The Police have also reviewed the collision data and state that the majority of the collisions on this road are speed related.
- 5.7 Speed data at four locations and both directions identifies that over a 24-hour period the mean speeds are (for locations of the Speed Survey See Appendix 4):
- Site No 5290 = 51.4mph
  - Site No 5291 = 52.0mph
  - Site No 5292 = 48.9mph
  - Site No 5293 = 48.6mph.
- 5.8 In light of the collision data, speed survey and number of junctions and accesses, it is felt beneficial, for road safety reasons, to pursue a reduction in the speed limit to 50mph.
- 5.9 On the section of the A6096 from Moor Lane to Arbour Hill, where the recorded speeds are slightly above 50mph, it is proposed that the Council will provide Vehicle Activated Signs to help support the reduction in the speed limit. Further investigations are required to determine feasibility and exact locations.
- 5.10 The traffic measures recently installed at the junctions along the A6096 and the proposed reduction of the speed limit, amendments to the double white line system and the introduction of Vehicle Activated Signs are a combination of measures to help address the identified road safety problem. These measures are included in a Traffic and Safety Capital Scheme programme. This proposal is not associated with any proposed development. Concerns raised regarding potential developments should be directed to Erewash Borough Council.

- 5.11 Officers note with interest the comments regarding the request for the provision of a shared cycle/pedestrian footway along the A6096. Officers will investigate the feasibility of such a facility.

## **6. Alternative Options Considered**

- 6.1 Due to the A classification, current speed limit and rural nature of the A6096, other suitable traffic measures are limited. For example: vertical and horizontal measures can only be introduced on roads with a speed limit of 30mph or less, and where street lighting is present.

- 6.2 The Department for Transport (DfT) guidance provides a site selection criteria where the number of killed or seriously injured is at least three per kilometre for fixed safety camera sites. Before investigating the suitability of Safety Cameras other options should be considered first.

## **7. Implications**

- 7.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

## **8. Background Papers**

- 8.1 Derbyshire County Council Speed Management Protocol - <https://www.derbyshire.gov.uk/site-elements/documents/pdf/council/meetings-decisions/meetings/cabinet/2017-11-16-speed-management-plan.pdf>
- 8.2 DfT guidance, circular 01/2013 Setting Local Speed Limits - <https://www.gov.uk/government/publications/setting-local-speed-limits>
- 8.3 Traffic Regulation Act 1984 - <https://www.legislation.gov.uk/ukpga/1984/27/contents>
- 8.4 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 - <https://www.legislation.gov.uk/uksi/1996/2489/regulation/1/made>

## **9. Appendices**

- 9.1 Appendix 1 – Implications.
- 9.2 Appendix 2 – Consultation Documents.

9.3 Appendix 3 – Objections received.

9.4 Appendix 4 – Speed Survey Locations.

## **10. Recommendations**

10.1 That:

- a) The objections to the Speed Limit Order be refused and the Order as advertised, be made.
- b) Officers investigate the feasibility and location of Vehicle Activated signs.
- c) Officers investigate the feasibility of a shared cycle/pedestrian facility along the A6096 from Ilkeston to Spondon.
- d) Objectors with specific concerns regarding potential future housing developments should contact Erewash Borough Council, Town Hall, Derby Road, Long Eaton, NG10 1HU, Telephone: 0115 9072244 or Email: [planning@erewash.gov.uk](mailto:planning@erewash.gov.uk)
- e) Objectors with specific requests for collision data should contact the CREST who are the enforcement arm of the Derby and Derbyshire Road Safety Partnership at <https://www.crestderbyshire.org/about-us/contact-us/>

## **11. Reasons for Recommendations**

11.1 This proposal helps to achieve the Council's aim to reduce casualties, improve the safety and quality of life for residents and those who travel through.

11.2 The proposed Speed Limit Order for the A6096 forms part of a number of improvements included in a 2021-22 Traffic and Safety Capital Scheme for this route.

## **12. Is it necessary to waive the call-in period?**

12.1 No.

**Report Author:** Lee Wright – Project Engineer – Traffic and Safety

**Contact details:** 38674

**This report has been approved by the following officers:**

<p><b>On behalf of:</b></p> <p>Director of Legal Services and Monitoring Officer Director of Finance and ICT Managing Executive Director Executive Director(s)</p>	
--	--

**Implications**

**Financial**

- 1.1 The required funding to deliver the proposed Speed limit Order has been secured as part of the Traffic and Safety Capital Scheme budget.

**Legal**

- 2.1 The Council, as the local traffic authority, has power under Section 84 of the Road Traffic Regulation Act 1984 to make Speed Limit Orders.

**Human Resources**

- 3.1 The proposed Speed Limit Order has been designed and consulted upon by officers in the Traffic and Safety Team and these costs are contained within the overall budget for the Scheme.

**Information Technology**

- 4.1 None.

**Equalities Impact**

- 5.1 None.

**Corporate objectives and priorities for change**

- 6.1 The scheme supports the Council's key priorities in contributing towards a resilient, healthier, and safer community.

**Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)**

- 7.1 None.



## Lee Wright (Place)

---

**From:** LeeWright(Place)  
**Sent:** 27 July 2021 16:12  
**To:** LeeWright(Place)  
**Subject:** 2021 07 27 - A6096 Speed Limit Order - Consultation (Advert)  
**Attachments:** 2021 - A6096 PermSpdLmt - Plan.pdf; 2021 07 09 - A6096 PermSpdLmt - Advert Notice.doc; 2021 07 09 - A6096 PermSpdLmt - Advert Statement of Reasons.doc; 2021 07 09 - A6096 PermSpdLmt - DRAFTORDER.doc

HMT/32605520

### **A6096 Ilkeston to Derby City Boundary (30mph and 50mph Speed Limit) Order 2021**

Dear Sir/Madam,

The County Council propose to make a new order under the Road Traffic Regulation Act 1984.

Attached is an explanatory public notice and plan showing the proposal.

Any objections or other representation that you may wish to make should be submitted in accordance with the final paragraph of the notice.

Should you have any queries with regards this proposal, or require any additional information please contact our Traffic and Safety Team.

Yours faithfully

**L Wright | Project Engineer | Traffic and Safety Service |  
Place | Derbyshire County Council  
County Hall, Matlock, Derbyshire, DE4 3AG  
Tel: (01629) 538674**

**The Traffic and Safety Service is currently receiving a high volume of enquiries. In order to manage our workload with the resources currently available to us, and to maintain our statutory functions, we are prioritising our work according to risk. All other enquiries will be responded to, in as timely a manner as possible. We thank you in anticipation of your cooperation.**

**THE DERBYSHIRE COUNTY COUNCIL**  
**ROAD TRAFFIC REGULATION ACT 1984**  
**(A6096 ILKESTON TO DERBY CITY BOUNDARY)**  
**(30MPH AND 50MPH SPEED LIMIT) ORDER 2021**

Derbyshire County Council hereby gives notice that it proposes to make an Order under the Road Traffic Regulation Act 1984, the effect of which will be, in respects of roads in the Borough of Erewash no person shall drive any motor vehicle at speeds exceeding 30 and 50 miles per hour on the following lengths of road:

**30 MPH SPEED LIMIT**

**A6096 (Stanton Road, Lower Stanton Road, Little Hallam Hill) Ilkeston, Ladywood Road, Kirk Hallam and the Parish of Dale Abbey**

from its Roundabout junction with the A609 and A6007 in Ilkeston in a southerly then westerly direction to a point 282 west of its junction with St Norbert Drive in Kirk Hallam. There will be no changes to this current 30mph speed limit or position of the existing speed limit on this road. This technical adjustment will assist the police with their enforcement duties.

**50 MPH SPEED LIMIT**

**A6096 (Ladywood Road, Slack Hill and Amber Lane) in Kirk Hallam and the Parish of Ockbrook and Borrowash, and Dale Abbey**

from a point 282 west of its junction with St Norbert Drive in Kirk Hallam in a south-westerly direction to the boundary with Derby City

A copy of the Order and documents giving more detailed particulars of the Order are available for inspection at the County Councils principal offices known as County Hall on Smedley Street in Matlock between 9am and 5pm on each day from Monday to Friday and on request by emailing [highways.hub@derbyshire.gov.uk](mailto:highways.hub@derbyshire.gov.uk) or calling 01629 538674 until 6 weeks after the Order is made and at Ilkeston Library, Market Place, Ilkeston DE7 5RN between 9:30am and 5pm Mondays, Wednesdays, Thursdays, Fridays, 9:30am and 5pm Wednesdays and 9:30am and 4pm Saturdays until 20th August 2021.

All objections and other representations to the proposal must (a) be in writing (b) state the grounds on which it is made and (c) provide a name and address for contact purposes (d) be sent to the Executive Director – Place, Derbyshire County Council, County Hall, Matlock DE4 3AG (For Attention of Traffic and Safety Team quoting reference Z3265) or email [highways.hub@derbyshire.gov.uk](mailto:highways.hub@derbyshire.gov.uk) by Friday 20th August 2021.

Dated: 29<sup>th</sup> July 2021.

**CHRIS HENNING, EXECUTIVE DIRECTOR – PLACE, DERBYSHIRE COUNTY COUNCIL,  
COUNTY HALL, MATLOCK DE4 3AG**

**DATED**

**2021**

**THE DERBYSHIRE COUNTY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE DERBYSHIRE COUNTY COUNCIL**

**(A6096 ILKESTON TO DERBY CITY  
BOUNDARY)**

**(30MPH AND 50MPH SPEED LIMIT)  
ORDER 2021**

**HELEN BARRINGTON**

**MATLOCK**

**THE DERBYSHIRE COUNTY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**(A6096 ILKESTON TO DERBY CITY  
BOUNDARY)**

**(30MPH AND 50MPH SPEED LIMIT) ORDER  
2021**

**THE DERBYSHIRE COUNTY COUNCIL** in exercise of its powers under Section 84(1) of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act”) and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby makes the following Order:-

**1 CITATION AND COMMENCEMENT**

This Order may be cited as “The Derbyshire County Council (A6096 ILKESTON TO DERBY CITY BOUNDARY) (30MPH AND 50MPH Speed Limit) Order 2021 and shall come into force on the                      day of                      Two thousand and Twenty One.

**2 INTERPRETATION**

“Motor Vehicle” means a mechanically propelled vehicle intended or adapted for use on roads.

**3 SPEED RESTRICTION**

31 Save as provided in article 4 no person shall drive any Motor Vehicle at a speed exceeding 30 miles per hour on the length/s of road specified in the Schedule 1 to this Order.

32 Save as provided in article 4 no person shall drive any Motor Vehicle at a speed exceeding 50 miles per hour on the length/s of road specified in the Schedule 3 to this Order.

#### **4 EXEMPTIONS**

4.1 Nothing in Article 3 of this Order shall apply to any Vehicle which is being used for Police, Fire Brigade or Ambulance purposes.

4.2 Nothing in Article 3 of this Order shall apply to any Vehicle falling within regulation 3(4) of the Road Traffic Exemption (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3(5) of those Regulations.

#### **5 REVOCATION/AMENDMENT OF PREVIOUS ORDER/S**

5.1 All Speed Limit Orders are hereby revoked in so far as they relate to the lengths of road referred to in this Order.

## SCHEDULE 1

### **30 MPH SPEED LIMIT**

#### **A6096 (Stanton Road, Lower Stanton Road, Little Hallam Hill) Ilkeston, Ladywood Road, Kirk Hallam and the Parish of Dale Abbey**

from its Roundabout junction with the A609 and A6007 in Ilkeston in a southerly then westerly direction to a point 282 west of its junction with St Norbert Drive in Kirk Hallam

## SCHEDULE 2

### **50 MPH SPEED LIMIT**

#### **A6096 (Ladywood Road, Slack Hill and Amber Lane) in Kirk Hallam and the P arish of Ockbrook and Borrowash, and Dale Abbey**

from a point 282 west of its junction with St Norbert Drive in Kirk Hallam in a south-westerly direction to the boundary with Derby City.

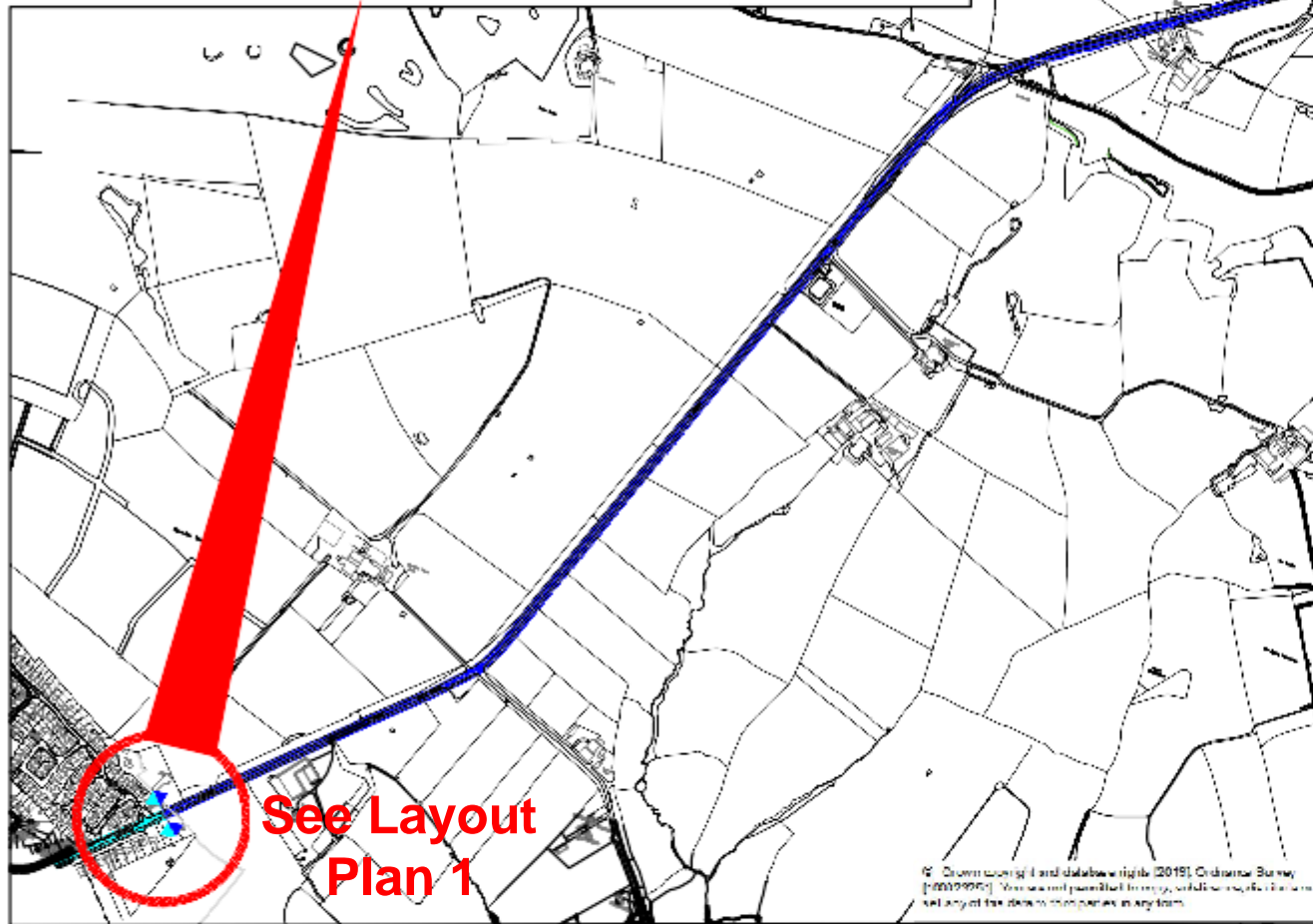
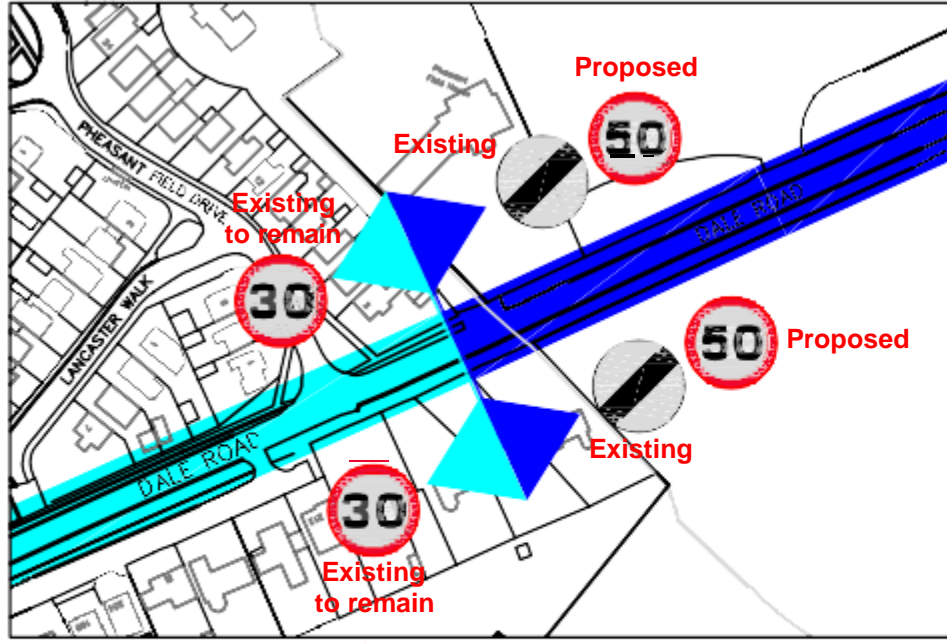
**THE COMMON SEAL** of the Derbyshire )  
County Council was hereunto affixed )  
the                    day of                    Two )  
thousand and Twenty One in the presence of:- )

Director of Legal Services

Layout Plan 1

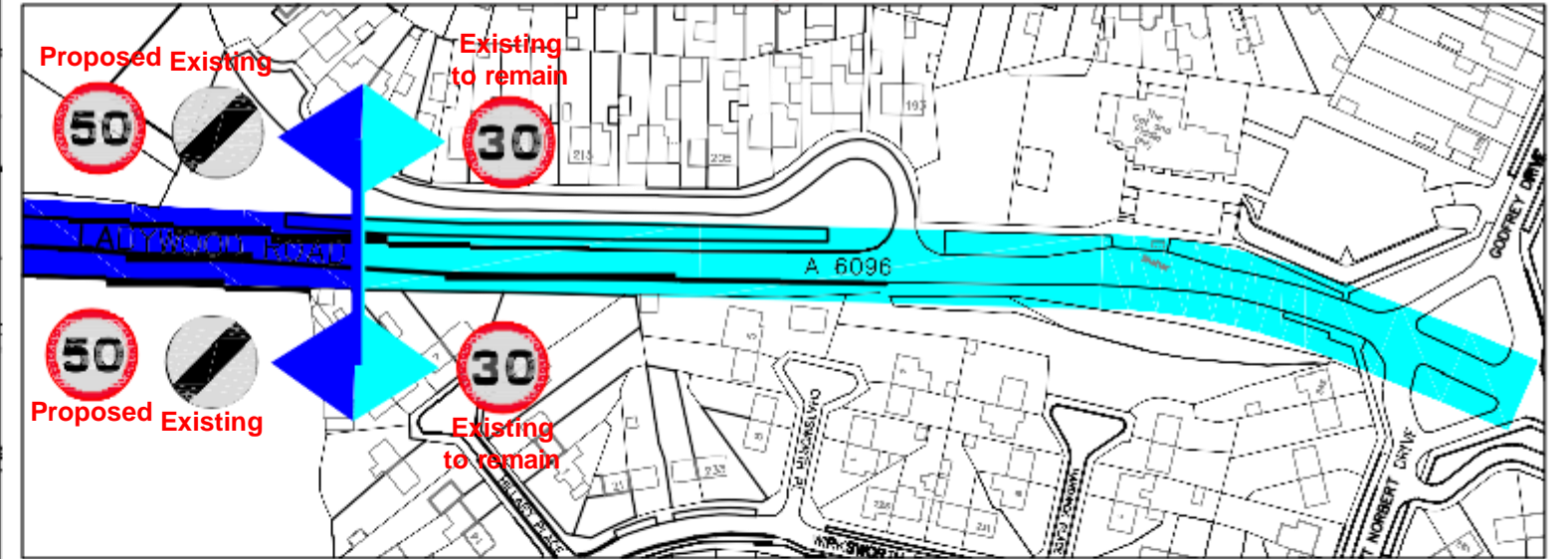
Not to Scale Location Plan

Not to Scale



Layout Plan 2

Not to Scale



**KEY**

- Existing 30mph speed limit to remain
- Existing National Speed Limit to become a 50mph speed limit



© Crown copyright and database right (2015) Ordnance Survey [100019950]. This is not permitted to be copied, sold or re-used in any form and any of the data is not to be used in any form.



**CHRIS HENNING**  
Executive Director  
Place



AMENDMENT DETAILS

BY	CHKD	APVCL	DATE	NO

PROJECT TITLE

A6096 Dale Road/Ladywood Road  
Speed limit changes

DRAWING TITLE

Location Plan/General Layout

DRAWN

SMP

Date 18/05/2021

CHECKED

RH

Date 18/05/2021

APPROVED

RH

Date 18/05/2021

Project / Confirm  
Reference No.

ENQ-PMO

Drawing  
Number

HMT/SMP/270/21

URGENT DRAWING SIZE ZBT KZTU (A)

SCALE

SHOWN  
AT A3



**DERBYSHIRE COUNTY COUNCIL**

**ROAD TRAFFIC REGULATION ACT**  
**1984**

**(A6096 ILKESTON TO DERBY CITY**  
**BOUNDARY)**

**(30MPH AND 50MPH SPEED LIMIT)**  
**ORDER 2021**

**STATEMENT OF REASONS**

Derbyshire County Council is proposing to introduce the above Order:

Due to the collision history and number of junctions on the A6096 from Ilkeston to the Derby City Boundary it is proposed to reduce the current derestricted speed limit and introduce a 50mph speed limit.

The proposed changes are consistent with Circular 01/2013, which gives Local Authorities guidance upon the setting of local speed limits.

Following consultations with the Cabinet Member for Highways, Transport and Infrastructure, it was agreed to make the Order subject to consideration of any objections which may be received following the public advertisement of the proposals.

The proposals are more particularly delineated in the draft Order which accompanies this Statement.

**CHRIS HENNING, EXECUTIVE DIRECTOR – PLACE, COUNTY HALL,  
MATLOCK, DE4 3AG**

# 82015257 Reduced speed limit on Dale Road Spondon to Ilkeston



30/07/2021

To ~, Place Hi hways Hub (Place)

(D) Follow up. Start by 04 August 2021. Due by 04 August 2021.

We were very disappointed to read that you are going to reduce the speed limit on this road. We have lived here for over 40 years; there has been numerous accidents in the past but nothing has been done. We feel this is to allow the proposed building site on Spondon Wood to go ahead. We feel there are many more objections about this subject that are going to be ignored. We have a beautiful ancient wood with an abundance of wild life where most of these homes are. Also to build here would put immense pressure on all our facilities which are full to bursting already. Spondon village is a small village with far too much traffic and heavy lorries going through it now it's only going to make matters worse, it's west and tear on Derby City Council roads and the council tax from these properties with benefit era was the Borough Council. We think we are being very badly let down. Reply to

Sent from my iPhone

82015529 Objection to the proposed speed reduction on the A6096 (Traffic and Safety Team reference Z3265)

Reply ≤ Reply All Forward **113**  
Mon 09/ 08/ 2021 08:57

To : Place Highways Hub (Place)  
(D) Follow up, Start by 12 August 2021. Due by 12 August 2021.

9<sup>th</sup> August 2021

Executive Director  
Derbyshire County Council  
County Hall  
Matlock  
DE43AG  
Dear Sir/Madam

Traffic and Safety Team reference Z3265

I wish to object to the proposal to reduce the speed limit on the Spondon to Ilkeston Road.  
The current speed limit for the road is perfectly adequate and has been since the national speed limit and road was introduced. You state 'for reasons of safety' you are reducing the speed limit, however, very few accidents along this stretch of road can be attributed to the road itself. The most recent fatal on the road which occurred on 04/10/18 is not part of your speed reduction scheme and was attributable to human error on the pedestrian's part.  
Other historical accidents have been as a result of excessive speed, where drivers have exceeded the national speed limit - this will still happen regardless of any speed limit enforce. In order to facilitate this and control the speed of the traffic along this stretch of the road I propose that you leave the speed limit at 60mph and install speed cameras to prosecute the perpetrators.  
The only other logical reason that I can see why Derbyshire County Council would after all these years begin to reduce the speed limit on the A6096 is to make safe any potential additional turnings into 'green belt' housing estates. This falls short of any open and honest discussions and offers no transparency, which is a failing by Derbyshire County Council, who are more concerned with creating safe access to green belt housing developments rather than road safety; if road safety had been a priority for this road you should have reduced the speed limit decades ago.  
Climate change is an increasing issue and you should not be facilitating access to green belt housing estates; take a stand and develop brown field sites and then the road infrastructure is already there.  
I hope you consider my objection to reducing the speed limit to 50mph on the A6096 and leave it as it is.  
Yours faithfully

## 82015529 Objection to reduction of speed limit on A6096

Reply

< Reply All

Forward



Tue 10/08/2021 10:33

To: Place Highways Hub (Place)

Orange Category

(D) If there are problems with how this message is displayed, click here to view it in a web browser.

Dear Sir/Madam

My name is [redacted] and I live at [redacted]. This is for the attention of the Traffic and Safety Team reference Z3265. I am writing to express my concern for the reasoning behind the proposed reduction of the speed limit on A6096 from Ilkeston to the City Boundary. I must stress that I have no opinion on the changing of the speed limit but take issue with the proposed reasoning for it which is why I am objecting to it. I have tried to do a bit of looking into the history of accidents where the proposed speed limit change is on the A6096. Was hard to find any official data but had a look at a website called <https://www.crashmap.co.uk> to see what their data said. I looked at the number of crashes on the road for the past 10 years:

### CrashMap - UK Road SafetyMap

UK Road Safety Map. We rely on published data from the Department for Transport to populate the map and associated reports. The official annual release occurs in the summer for the previous year, although we are often in a position to obtain some provisional data for the first six months of the year each December/ January.

[www.crashmap.co.uk](https://www.crashmap.co.uk)

# 82015529 Objection to reduction of speed limit on A6096

To , Place HighwaysHub (Place)

Orange Category

Q If there are problems with how this message is displayed, click here to view it in a web browser.

- 2011- 6
- 2012- 3
- 2013 - 6
- 2014 - 5
- 2015 - 6
- 2016- 6
- 2017 - 5
- 2018 - 6 ( 2 fatal)
- 2019 - 4
- 2020 - 0 ( Provisional data unt il June)

If this data is accurate ( if it isn't then may I request the accurate data as have found it difficult to acquire) then the number of accidents has been steady for over a decade (2020 being an anomaly with it being a pandemic and all the data not yet being in) so why is it only now that Derbyshire County Council (or Erewash Borough Council in particular?) have decided that a speed limit reduction is needed? EBC are currently trying to push through two housing developments which will have access points on this road. It is suspicious that there is only now a proposition to reduce the speed limit. If this data is correct ( and forgive me if it isn't and will happily be directed towards the real data) then claiming it's because of road safety when the accident numbers have been the same for over a decade is either dishonest or shows an alarming lack of urgency to get the speed limit changed! If DCC is seen to be proposing speed limit cuts to aid housing developments under the guise of road safety then it reflects very badly on their integrity.

Thank you for your time

Yours Sincerely

To: PlaceHighways Hub (Place)

(D) Follow up. Start by 20 August 2021. Due by 20 August 2021.

~~Sent: 17 August 2021 10:23~~

To: [highways.hub@derbyshire.gov.uk](mailto:highways.hub@derbyshire.gov.uk) <[highways.hub@derbyshire.gov.uk](mailto:highways.hub@derbyshire.gov.uk)>

Subject: A6096 speed limit consultation: For Attention of Traffic and Safety Team reference 23265

Reference: 23265

Dear Sir,  
I'd like to object to the proposed changes in the speed limit from 60mph down to 50mph.

The following guidance

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/2733/setting-local-speed-limits.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/2733/setting-local-speed-limits.pdf)

States that

"24. It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved **through other speed management measures, or other measures** . These alternative measures should always be considered before proceeding with a new speed limit. "

I have seen an increasing number of people walking along the grass verge of the A6096 - this is rough ground, and difficult to walk on. I think the money for speed signage would be better spent on/going towards including a pathway/pavement - there is room on the grass verge at at least one side of the road. This path could be mixed used for pedestrians/cyclists as well as there is no good cycle links between Spondon and Ilkeston.

The average speed data shown at a council meeting indicates that there does not appear to be a speeding problem requiring reduced speed limits.

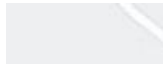
The current accident numbers are relevant to the old configuration of the road without the speed refuges. the purpose of these refuges is to make the road safer. The success of the current changes to the road should be assessed before any speed changes are considered -as this may give a sufficient reduction in risk.

Yours Sincerely



5293

5292



Dale Moor

Dale Abbey

-1.n



OnieRd



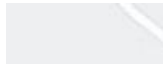
5291





5293

5292



Dale Moor

Dale Abbey

-1.n



OnieRd



5291

