



**FOR PUBLICATION**

**DERBYSHIRE COUNTY COUNCIL**

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

**Report of the Executive Director - Place**

**16 August 2022**

**Objections to the Proposed B6057 Chesterfield to Sheffield and Adjacent Road (20mph, 30mph and 40mph Speed Limit) Order 2022**

**1. Divisions Affected**

1.1 Dronfield East, Staveley North and Whittington, and St Mary's.

**2. Key Decision**

2.1 This is not a Key Decision.

**3. Purpose**

3.1 To ask the Cabinet Member to consider whether to authorise the making of the B6057 Chesterfield to Sheffield and Adjacent Road (20mph, 30mph and 40mph Speed Limit) Order 2022 considering the representations received during the consultation and notice periods.

3.2 Following consideration of this report, it is recommended that the Cabinet Member authorises the making of the B6057 Chesterfield to Sheffield and Adjacent Road (20mph, 30mph and 40mph Speed Limit) Order 2022.

**4. Information and Analysis**

4.1 The proposal is to reduce the speed limit on the B6057 from Chesterfield to Sheffield (see Appendix 2 for the Proposed Speed Limit Plans). The proposals specifically being to replace two 40mph limits to

the south of the A61 roundabout at Bowshaw and through Sheepbridge with a 30mph limits.

- 4.2 Officers considered a review of the Speed Limit on this route following historical requests. The collision history from 1 April 2017 – 31 March 2022 on the current 40mph sections of the B6057 affected by this proposal identified the following:
- The 40mph Speed Limit in the vicinity of the Sandpiper Hotel, there has been one slight recorded injury collision.
  - The 40mph Speed Limit on Bowshaw, there has been one serious and one slight recorded injury collisions.
- 4.3 More detailed collision analysis information can be found in Appendix 3.
- 4.4 The Council has consulted on the reduction of the current 40mph Speed Limit in the vicinity of the Sandpiper Hotel and Bowshaw (see Appendix 4 for details). This report deals with the representations received in response to the consultation.

#### **Officer Comments**

- 4.5 Research has shown that the risk of a pedestrian dying in a collision with a car increases slowly up to an impact speed of around 30mph, but at speeds above 30mph, the risk of death increases rapidly (Rosen and Sander, 2009). Car occupants also benefit from lower speeds.
- 4.6 In January 2006, the Department for Transport (DfT) published guidance circular 01/2006 (now replaced by circular 01/2013) on setting local speed limits which sought a common national approach on the setting of limits, highlighting the need to manage speed in a way that is appropriate for the road function and local characteristics. Speed limits are set in accordance with the County Council's own Speed Management Protocol and the criteria laid down by the DfT, mentioned previously.
- 4.7 The introduction of a 30mph speed limit can be considered on roads which have a significant degree of frontage development with pedestrian activity and the presence of driveways, junctions, traffic signals and crossings. The Standard speed limit in urban areas is 30mph, which represents a balance between mobility and safety factors.
- 4.8 On the Bowshaw section of the B6057, which is proposed to change to a 30mph Speed Limit, there is residential development with direct access onto the B6057 in the form of driveways.

4.9 On the section of the B6057 in the vicinity of the Sandpiper Hotel, which is proposed to change to a 30mph Speed Limit, there is significant development on both sides of the road and numerous accesses. The residential properties opposite the Sandpiper Hotel have no access to off-street parking and park on the road.

4.10 The available Speed data at two locations on the B6057 Bowshaw, currently subject to a 40mph Speed Limit, identified that over a 24-hour period, vehicles travelling in both directions recorded a mean speed of:

- Site No 4298 = 33.1mph
- Site No 4299 = 32.3mph

(For locations of the Speed Survey see Appendix 5).

4.11 The Speed data above indicates that mean speeds are in the region of 30mph.

4.12 The previously mentioned locations on the B6057 are considered to form part of the urban environment and, as such, the Standard speed limit in urban areas is 30mph, which represents a balance between mobility and safety factors. Therefore, it is felt beneficial to pursue a reduction in the speed limit to 30mph.

4.13 As part of the consultation process, officers received 21 responses. Sixteen supported the proposal and 5 objected to the proposal.

4.14 A request to extend the proposed 30mph Speed Limit to include the section of 40mph Speed Limit from the Sandpiper Hotel to Unstone, including commercial properties (car sales) and a recent housing development, was received. This section of the B6057 has less residential development and, in the main, has commercial development in place. A housing development has recently been constructed on the former Boat Yard, which is serviced by an access road. This section of the B6057 should be assessed on its current situation and not what may happen in the future. This section of the B6057 has less density of frontage residential development and is consistent with the current 40mph Speed Limit and no changes are proposed at this time.

4.15 A request for the introduction of safety cameras on the Bowshaw section of the B6057 has been received to support the reduction in the 30mph Speed Limit. The DfT guidance provides a site selection criterion where the number of people fatally 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. The collision history at this location does not meet these criteria.

- 4.16 An objector suggested that the proposal is an unnecessary cost with no benefit in terms of safety. There have been collisions as detailed in the report and as mentioned previously, a pedestrian involved in a collision at speeds above 30mph, the risk of death increases rapidly. Car occupants also benefit from lower speeds.
- 4.17 Objectors raised concerns with journey times and traffic flow on the B6057 Bowshaw. The increased journey time over this approximately 650m section of 40mph proposed to be reduced to 30mph is negligible. It is felt that the safety benefits mentioned in 4.5 and 4.16 outweigh this concern.
- 4.18 Objectors suggested that the reason for the proposal is to reduce noise and that there is a merging of settlements. As mentioned previously, it is felt that both sections of the B6057, subject to the proposed change in speed limit, are urban environments and, as such, the standard speed limit in urban areas is 30mph.
- 4.19 An objector made a complaint about the consultation process. Officers can confirm appropriate consultation has taken place with statutory consultees and the erection of on street notices, a notice in the local press and relevant documents regarding the proposal on deposit at the County Head Office and Local Libraries.
- 4.20 An objector raised parking issues regarding the B6057 Bowshaw leading to bottlenecks, in particular for HGVs and pedestrians unable to use the footway. On-street parking can currently take place in the day and evening, however, parked vehicles on a road with a 40mph Speed Limit must use parking lights. Should the 30mph speed limit be introduced, then on-street parking can take place as before, however, during the evening parking lights are not required. The County Council is not aware of any severe congestion issues about parking on this section of the B6057. If parking obstructs pedestrian movement, this can be reported to the Police on the non-emergency 101 telephone number or by visiting the website or using the Police online contact form.
- 4.21 Concerns have been received regarding vehicle noise and emissions. The relationship between vehicle speed and emissions varies depending on several factors including the age of the vehicle, the pollutant, the fuel and driving style. Information on this subject suggests vehicles travelling at lower average speeds do not necessarily emit

more pollution, particularly in cities where cruise speeds are rarely maintained because of the road layout. In fact, vehicles travelling over the speed limit tend to increase air pollution compared to vehicles travelling at the speed limit. Faster-moving vehicles generate more noise from tyres. Slower-moving vehicles tend to reduce traffic noise (TFL Speed, emissions & health 2018).

4.22 Affected Local Members have been notified of the feedback received regarding this proposal and no further comments have been supplied.

## **5. Consultation**

5.1 At the preliminary consultation stage, one of the affected Local Members requested an extension to the proposed 30mph Speed Limit to include the section of 40mph Speed Limit from the Sandpiper Hotel to Unstone including commercial properties (car sales) and a recently constructed housing development. Officers did not receive an objection from Derbyshire Constabulary. The proposed changes to the Speed Limit were formally advertised from 12 May 2022 to 10 June 2022 (see Appendix 3 for consultation documents). Five individuals objected to the proposal and 16 individuals supported the proposal.

5.2 The request and objections received are attached to Appendix 6 with the points raised summarised below:

- There has not been a major incident on the B6056 Bowshaw section of this road.
- The proposal is incurring unnecessary costs with no safety benefit.
- Reducing the speed limit will increase brake usage and engine breaking emissions.
- Traffic noise is the reason for the proposal as there is not a collision problem.
- The proposal will merge settlements.
- Reducing the speed limit will increase on-street parking at night and cause congestion for traffic (particularly HGVs). Due to the low Bridge in Dronfield, this route is used by HGVs to gain access into Dronfield.
- An objector made a complaint about the consultation process.
- Concerns were raised regarding Journey times and Traffic flow on the B6057 Bowshaw.
- A member of the public requested the installation of a safety camera on the B6057 Bowshaw to support the proposed reduction in the speed limit.
- Request received to extend the proposed 30mph Speed Limit to include the section of 40mph Speed Limit from the Sandpiper Hotel to

Unstone including commercial properties (car sales) and a recently constructed housing development.

## **6. Alternative Options Considered**

- 6.1 Officers have investigated other Traffic measures in line with the County Council's Speed Management Protocol. Vertical and horizontal measures can only be introduced on roads with a speed limit of 30mph or less, and where street lighting is present.

## **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 – Proposed Speed Limit Plans
- 9.3 Appendix 3 – Collision Analysis Information
- 9.4 Appendix 4 – Consultation Documents
- 9.5 Appendix 5 - Speed Survey Locations
- 9.6 Appendix 6 – Request and Objections.

## **10. Recommendations**

That the Cabinet Member:

- a) Authorises the making of the B6057 Chesterfield to Sheffield and Adjacent Road (20mph, 30mph and 40mph Speed Limit) Order 2022.
- b) Informs the objector of the decision.

## **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 Based on the available evidence, it is considered that the reasons to support the making of the Order outweigh the objections put forward during consultation.

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

- 12.1 No.

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**Implications**

**Financial**

- 1.1 The required funding to deliver the proposed Speed limit Order is estimated to cost £4,000 and has been secured as part of the Traffic and Safety Small Scale Signing and Lining Capital Budget.

**Legal**

- 2.1 The County Council, as the local traffic authority, has power under the Road Traffic Regulation Act 1984 to make a Traffic Regulation Orders to vary speed limits where it appears that it is expedient to avoid danger to persons or other traffic using a road or to prevent the likelihood of any such danger arising.
- 2.2 Before making an order of this kind under the 1984 Act, the Council is required under sch. 9(20) to consult with the Chief of Police.
- 2.3 In addition, the Council is required under Part II of the Local Authorities' Traffic Order Procedure (England and Wales) Regulations 1996 to publish a Notice of Proposals in the local press and take other such steps to ensure that adequate publicity for the order has been given. Relevant documents must be deposited and made available for public inspection.

**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.