

Agenda Item No. 4(b)

DERBYSHIRE COUNTY COUNCIL

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

16 March 2020

Report of the Executive Director – Economy, Transport and Environment

**PETITION REGARDING ROAD SAFETY CONCERNS - A6 BUXTON ROAD,
FURNESS VALE**

(1) **Purpose of Report** To inform the Cabinet Member of investigations undertaken following the receipt of a petition requesting measures to provide speed cameras and evaluation of volume of traffic and the condition of the A6 Buxton Road, Furness Vale.

(2) **Information and Analysis** At the meeting on 12 September 2019, the Cabinet Member acknowledged receipt of a petition (Minute No. 43/19 refers). It contains 408 signatures and reads as follows:

“Furness Vale residents would like speed cameras installed, to help reduce the speed of vehicles travelling through the village.”

The lead petitioner also included a letter detailing the effect of the speed and volume of traffic using the A6, asking for speed cameras at either end of the village. Further concerns were noise from traffic running over the ironwork grids and air quality for the school children whose building is below road level.

Background

Buxton Road is a Primary Route, the A6, and is one of the UK's strategic north-south routes. This former Trunk Road runs through many towns and villages as it passes through Derbyshire.

This section of the A6, from the roundabout at Bridgemont to the A6015 junction at Newtown, has different speed limits to provide 30mph entry gateways to the most densely built up areas with 40mph sections in between.

The section through Furness Vale already has extensive traffic calming features, such as three vehicle activated signs to remind drivers of the speed limit, zig zags and flashing amber lights with 'School Safety Zone' signing outside the school and a light controlled crossing.

Officer Comment

The section of the A6 through Furness Vale is subject to a 30mph speed limit. The County Council has already invested considerably in this stretch of road, having installed electronic vehicle activated signs (VAS) and a system of central hatching and pedestrian refuges. It is also identified as a CREST (Casualty Reduction Enforcement Support Team) mobile speed camera enforcement site.

A permanent traffic counter on the A6, just north of Furness Vale, has given readings of between 15,500 and 17,500 vehicles a day over the last three months. These figures have been compared to the Department for Transport's figures for 'A' class roads which gives an average daily flow of 18,700 vehicles. Therefore, this part of the A6 is carrying less than average traffic flow for a typical 'A' road in this country. There are no set upper or lower levels for traffic on any roads and, as the A6 is one of the County's main strategic roads, such levels of traffic are to be expected.

In terms of injury related collisions, on the section of the A6 from Bridgemont to Newtown, approximately 2 miles in length, there have been seven recorded injury collisions over the latest three year period. One of these collisions has been categorised as serious in severity, with the other six being categorised as being slight. The serious injury collision involved a cyclist riding off the pavement into an HGV. The slight injury collisions were: two rear end shunts, two involved drivers pulling out erroneously into moving traffic, one was the result of a driver having a medical episode and one was a lorry brushing past a driver getting into their car in the live running lane. According to Police data, none of these have been considered as involving excessive speed.

Along with the information from the permanent traffic counter, there have also been speed surveys carried out near the school which gave an 85th percentile speed of 36mph in May 2019 (this is the speed at which 85% of the traffic flow is travelling at or below).

The strategic nature of the road and the level of HGV usage rules out certain engineering measures to reduce vehicle speeds were that necessary. For instance, road humps would not be considered on this road due to the noise and vibration that would be generated for the residential properties. Bearing in mind all the facts listed, coupled with the measures already implemented, it is not recommended to consider further speed intervention measures on this section of the network at present.

With regard to the introduction of fixed safety cameras, this is the responsibility of the Derby and Derbyshire Road Safety Partnership. However, the criteria for these relates to the severity of the injury collision record, with excessive speed as a major contributory factor, and with a substantial percentage of drivers exceeding the speed limit. Currently, safety cameras

would be considered at sites with three injury related collisions involving people getting killed or seriously injured (KSI) over a 1km length during the latest 36 month period. This section of road does not currently meet this criteria but, due to the specific traffic situation along this section of the A6, the use of mobile speed cameras is seen as being more appropriate and this is why it has been identified as a mobile speed camera site by CREST.

In terms of air quality issues, the County Council produced a report to the Improvement and Scrutiny – Places Committee on 28 November 2018 which details future strategy (Minute No. 30/19 refers). Two reports, Corporate Environment Policy and Carbon Reduction Plan and Delivering the Climate and Carbon Reduction Manifesto, were submitted to Cabinet on 21 November 2019 (Minute Nos. 187/19 and 118/19 refer respectively). Both these documents are available for public inspection on the Derbyshire County Council's website. High Peak Borough Council has details on its website of the monitoring work that is carried out and its 2018 and 2019 Air Quality Annual Status Report (ASR) for September 2019. This states that site HP10 Furness Vale School has been monitored and the levels of NO₂ are below the minimum levels of intervention.

If residents consider there to be any defects, including ironwork grids in the road, these should be reported to the County Council, via its website, to enable inspections to be carried out and any appropriate remedial works to take place. This section of the A6 is subject to monthly inspections to identify any issues with road safety and condition, and residents are also encouraged to contact Derbyshire CREST for continued speed enforcement.

Local Member Comments

The previous Local Member, Councillor Alison Fox, who has sadly passed away, had engaged with residents and made efforts to address the issues raised.

(3) **Financial Considerations** There are no financial considerations associated with this report.

Other Considerations

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(4) **Background Papers** Held on file within the Economy, Transport and Environment Department.

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

- 7.1 The conditions on the A6 Buxton Road, Furness Vale, will continue to be monitored through the highway inspection process.
- 7.2 The Casualty Reduction Enforcement Support Team (CREST) will continue to enforce the current speed limit.
- 7.3 The lead petitioner be informed accordingly.

Mike Ashworth
Executive Director – Economy, Transport and Environment

DERBYSHIRE HEALTH IMPROVEMENT AND SCRUTINY COMMITTEE

28th November 2018

Report of the Derbyshire County Council

Air Quality in Derbyshire

1. Purpose of the report

The report aims to provide an overview of the health impacts of air pollution for Derbyshire County, National and Local strategic action, and evidence for delivering change.

2. Information and analysis

The impact of air quality on health

Air pollution is a mixture of particles and gases that can have an adverse effect on health. Air quality is a significant determinant of health, and the largest environmental risk to public health. The health problems resulting from exposure to air pollution have a high cost to the population, to health services and to business. In the UK, these costs are estimated to be more than £20 billion a year, on a par with those from smoking and obesity. The impact of air pollution affects the whole population, however disproportionately affects the young, older people, those with underlying health conditions and the most disadvantaged within our communities.

Health can be affected both by short-term, high-pollution episodes and by long term exposure to lower levels of pollution. Each year in the UK, around 40,000 deaths are attributable to exposure to outdoor air pollution. Air pollution plays a role in a range of major health issues including cancer, asthma, stroke and heart disease, diabetes, and obesity.

Man-made sources of outdoor air pollutants include transport, household burning of solid fuels, and industrial activities. Highest levels are seen near the sources of pollution, however air pollution can stay around for days or weeks after it is created. Small particulate matter (PM) and nitrogen dioxides (No₂) have the greatest epidemiological link to health outcomes, with traffic related sources being the most significant contributor. Current research indicates that at a population level, no thresholds of effect can be identified for the common air pollutants. This means that there are benefits to be gained from improving air quality, even below current EU and UK limits.

National Strategy

The profile of air quality has increased nationally in recent years with a number of policy and strategies supporting change to improve air quality including most recently the National Air Quality Plan 2017, Clean Air Strategy 2018 and Road to Zero 2018.

Air quality in Derbyshire

In Derbyshire County mortality and morbidity attributed to air quality is calculated as equivalent to 402 deaths and 4041 life years (Appendix 1 shows these figures by Borough and District).

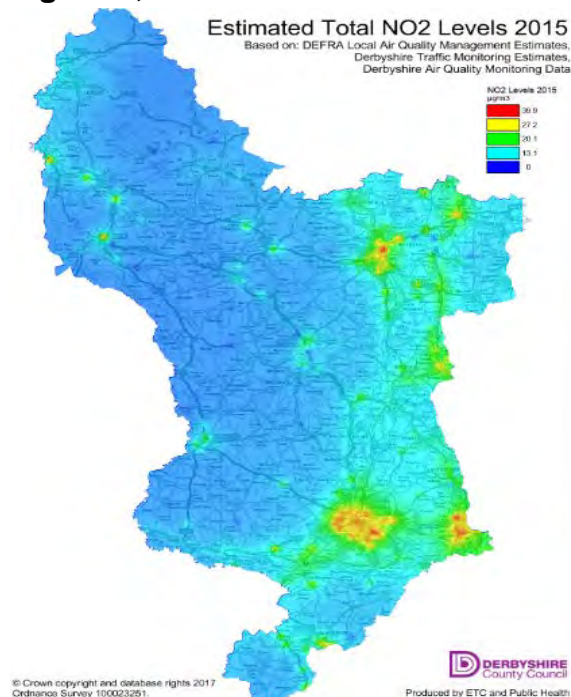
Under the Environment Act 1995, local authorities in the UK are required to assess air quality within their administrative areas and report annually. When potential breaches of the Air Quality Standards (AQS) occur, an Air Quality Management Area (AQMA) is declared and an Air Quality Action Plan (AQAP) developed. There are currently 6 Air Quality Management Areas (AQMA) in Derbyshire which are geographically located next to busy roads, these include;

- Chesterfield, one AQMA on Church Street, Brimington;
- Erewash, two AQMA's East of the M1 Motorway in Sandiacre and Long Eaton
- Bolsover, one AQMA in South Normanton (near A38), two in Barlborough close to the M1

High Peak Borough Council are currently proposing an AQMA along the A628 Woodhead Road, Tintwistle. Bolsover District Council are looking to revoke two of the AQMA's in Barlborough, with the possibility of Erewash also revoking its AQMA's following traffic easing measures on the M1.

NO₂ is the most widely measured air pollutant across Derbyshire. In recent years this monitoring data has been collated by the Chief Regulators Group and presented to the Health Protection Board on an annual basis. Medium term analysis (7 year range) shows improvements in air quality at all monitoring sites within AQMA's and 90% of sites outside of AQMA's. 10% of air quality monitoring sites outside of AQMA's have seen a deterioration in air quality, these include sites at Chesterfield, North East Derbyshire and Southern Derbyshire. The Air Quality Working Group in conjunction with Public Health has utilised local air quality monitoring data and modelled traffic data to develop a heat map of air pollution levels across Derbyshire (Figure 1).

Figure 1; Estimated total No2 levels in Derbyshire



In March 2018 as part of the UK plan for tackling roadside nitrogen dioxide concentrations, the government directed 33 English local authorities including Bolsover District Council, (“the third wave local authorities”) to carry out studies to identify measures to reduce NO2 air pollution in their areas in the shortest possible time.

Local Strategy

Following a paper to the Health and Wellbeing Board in 2016, the Derbyshire Air Quality Working Group was established across Derbyshire County and City. The group aims to agree drive progress on air quality, receive assurance on progress, facilitate strategic relationships between stakeholders, and support action based on best available evidence. The group chaired by the Director of Public Health for Derby City, is formed of a range of stakeholders including Borough and District Environmental Health, Public Health, Highways, Planning, Sustainable Travel, voluntary sector, and health representatives, and acts as a sub group of the Health Protection Board.

The group has developed a multi-agency action plan based on NICE guidance which focuses around six key themes;

- Strategic vision and cross organisational working;
- Improve access and promote usage of sustainable travel;
- Increase awareness of air quality issues amongst the population and strategic leaders;
- Reduce exposure and harm for those with existing health conditions and vulnerable groups;
- Planning and Development Control
- Monitoring.

Specific actions from partners have included;

- The production of air quality heat maps
- Initiatives to raise the profile of air quality including participation in Clean Air Day, Low Emission events, attendance at Sustainable Travel and Planning Groups
- Annual report to Health Protection Board of trends and issues related to Air quality locally
- Evidence review
- Development of supplementary planning guidance for local planners
- Links to wider strategic plans including Cycle Plan and supporting the development of a Derbyshire County Low Emission Strategy
- Collaborative working around Derby City Clean Air Zone and assessment work on the A38 in South Normanton
- Links with Healthy Homes teams to examine evidence on reducing solid fuel usage across the County

Evidence and best practice

Even modest decreases in air pollution can lead to population impacts including increase in life expectancy. Similarly interventions to address air quality will likely deliver wider public health benefits including increasing active travel and reducing health inequalities.

A growing evidence base exists which examines the most effective interventions to reduce air pollution at a local level, including NICE guidance and soon to be published evidence review by Public Health England. There are also a range of toolkits to support organisations to examine the cost benefits of interventions.

Case studies

- The East End Quality of Life Initiative community group works with Sheffield City Council to run local monitoring using low cost diffusion tubes. This has built local understanding of air pollution and engaged local communities in assessing and taking action on local issues.
- A Zero Emissions Network (ZEN) has been established by local businesses in Shoreditch with the help of Hackney Council. The network offers advice to businesses who wish to reduce their emissions, free trials of electric vehicles and cargo bikes, consultation on reducing energy demand and on reducing emissions resulting from supply chains.
- Wandsworth Council reviewed all its Smoke Control Areas, merged them into a single borough-wide Smoke Control Area, and put in place a communications campaign locally to raise awareness of the rules.
- A number of councils have retrofitted some or all of their vehicles to run on gas fuels (LPG, CNG or biogas). These emit as little as 1/30th of the PM as diesel and can have positive impacts on NO₂ emissions. It is also cheaper to run as the fuel costs less.
- Plymouth Hospital Travel Plan resulted in a reduction in staff arriving by car allocation, supplemented with improved Public Transport services, discounted Public Transport tickets and promotion of car sharing.

- California has introduced restrictions on where new schools can be sited in relation to the major sources of air pollution. Since 2003 state law prohibits new schools being sited within 500 feet of a highway. Guidance suggests how the siting of new schools, day care centres, and other public buildings needs to be considered to reduce the exposure of vulnerable young people to high levels of air pollution.
- Westminster City Council has introduced no pollution zones around Westminster schools. Measures include road closures, vehicle restrictions and no idling zones, replacing old boilers, planting gardens and green infrastructure.

Appendix1

Table 1; Fraction of mortality attributable to particulate air pollution PM_{2.5} (2013): 3.01 Public Health Outcome

Local Authority	Attributable Fraction (%)*	Attributable Deaths (Aged 25+)**	Associated Life-Years Lost***
Derby UA	5.7	131	1425
Derbyshire County Council	5.4	402	4041
Amber Valley	5.3	67	656
Bolsover	6.2	46	440
Chesterfield	5.4	59	572
Derbyshire Dales	4.5	33	306
Erewash	5.7	61	647
High Peak	4.4	39	451
North East Derbyshire	6.1	55	529
South Derbyshire	5.4	42	439

Source; * The proportion of deaths estimated to be due to long term exposure to anthropogenic particle air pollution (2013) **Long term exposure to anthropogenic particle air pollution is estimated to have an effect on mortality risks equivalent to the number of attributable deaths. Air pollution is likely to contribute to a small amount to the deaths of a large number of exposed individuals rather than being solely responsible for the number of deaths equivalent to the calculated figure of attributable deaths (2011). ***The years of life lost to the population due to increased mortality risk associated with exposure to particle air pollution (2011).

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