

Derbyshire County Council's response to the following requests from the parish council:

Stenson Road – Speed Limit Reduction Request

I understand that a request has been made previously for the speed limit on Stenson Road to be reduced from the current 40mph, down to a 30mph limit. From the Highway Authority perspective all speed limits both new and amended have to have the necessary criteria applied to them as laid out in the Department for Transport; 'Setting of Local Speed Limits Circular 01/13.' This circular asks for consideration of the of the road's character, environment, collision history and current speed of vehicles.

The criteria dictates that on single carriageway roads, in rural environments where fronting development is sparse, the speed limit should be set at the default National Speed Limit (60mph). This description is entirely consistent with the character and layout of Stenson Road, between the outskirts of Stenson and the commencement of the 40mph speed limit at Stenson Fields. There is no fronting development, or accesses, along this section of road which would indicate to road users that it should be subject to a lower speed limit.

We must be mindful that introducing unrealistically low speed limits will not lead to a corresponding reduction in actual speeds. The majority of drivers will travel at speeds they feel appropriate for the environment and road layout and will ignore a limit if unrealistically low; bringing it into disrepute and creating an unnecessary enforcement burden for the Police.

The DfT criteria for 30mph speed limits in urban areas stipulate that the environment should experience sustained development on both sides of the road. There should also be fronting properties with frequent accesses. Roads suitable for a 40mph speed limit are generally higher quality suburban roads, on the periphery of built-up areas, where a lesser level of fronting development is experienced. This latter description is consistent with the character of the section of Stenson Road in question and I must advise that both this Authority, and the Police, agree that the current road layout would not support a reduction to 30mph.

There is an absence of fronting development along the eastern edge of the road and, although the Newton Village development is located on the opposite side, the outlying properties are set well back from the road with no private accesses onto Stenson Road itself. I acknowledge that there have been two access roads constructed – to serve the new estate – but this in itself does not alter the environment to an extent that a 30mph speed limit would be warranted. Incidentally, these access roads will have been designed and constructed with visibility splays suitable for a 40mph speed limit.

It should be stressed that a speed limit is not a target speed but a *maximum* speed at which a route can be travelled. There is an onus of individual responsibility on drivers to adjust their speeds accordingly during inclement weather and when negotiating hazards in the road – such as bends and junctions – or encountering vulnerable road users (i.e. cyclists and pedestrians).

We do understand your concerns in regard to those who choose to travel at excessive or appropriate speeds. Unfortunately, there will always remain a minority of drivers who will disregard speed limits – irrespective of the environment and the conditions – and it is this irresponsible few that is most difficult to legislate for. The available data for Stenson Road, however, indicates that the majority of

motorists do respect the 40mph speed limit. A 7-day speed survey (between the junctions with Wragley Way and Pilgrims Way) was carried out by the Police in May 2015. The results of which revealed that drivers are generally compliant. The average speed across the 7 days was 32.8mph, with the 85th percentile speed at 38.3mph (this is the speed at which 85% of drivers are travelling up to, but not above). 9.2% travelled above 41mph and 3.5% above the threshold of 46mph at which the Police would consider enforcement action. Given that 85% of vehicles travelled up to 38.3mph, any reduction of the current speed limit would clearly create immediate enforcement issues for the Police.

Speeding vehicles is a responsibility of the Police to enforce as the law still classes such offences as a moving traffic offence and therefore the County Council under civil parking enforcement powers is unable to address this. Your constituents may wish in the first instance to contact them through their local Safer Neighbourhoods Team on the non-emergency telephone number of 101, or via the link to their website:-

<http://www.derbyshire.police.uk/My-Local-Police/South-Division/South-Derbyshire-LPU/Mercia/Mercia.aspx>

Alternatively they could use the link below to report your speeding concern to CREST (Casualty Reduction Enforcement Support Team)

<https://www.crestderbyshire.org/about-us/report-a-speeding-concern/>

CREST are the enforcement arm of the Derby and Derbyshire Safer Roads Partnership ([DDRSP](#)) and also contribute to the operations that Derbyshire Constabulary perform. They also have their own Twitter account ([@CRESTDerbyshire](#)) so that they can inform as many people as possible about their locations, operations and general road safety information.

Stenson Road, Pilgrims Way & Wragley Way – Pedestrian Crossing Requests The second element of your enquiries relates to the provision of a formal pedestrian crossing facility to facilitate your previous requests.

The provision of any pedestrian crossing requires the site to meet certain criteria, such as volume of pedestrians against the time it takes to cross the road, number of recorded injury collisions as well as many others. We use a nationally recognised formula known as PV2 as guide criteria, when assessing requests; this seeks to establish traffic flow against the volume of pedestrians crossing the road. In order to meet assessment criteria, and consequently to ensure a new crossing will be well used, we would be looking for numbers in the region of 1,000 vehicles, with 100 crossing pedestrians, for each of any four hours in the day. Note that other factors are considered during the assessment process, which include the level of difficulty for pedestrians crossing; any facilities within the area; and whether there is an identifiable 'desire line' where pedestrians have a clear need to cross. As we are sure you will appreciate, we receive many requests for formal crossing facilities – such as zebras and puffins – the number of which far outweighing the funds available to us. As an example of the sums involved, the installation of a puffin crossing would typically cost in excess of £30,000. This figure can vary greatly, depending on the ability to connect to an existing electricity supply.

I am aware historically that Cllr Atkin's predecessor Rob Davison carried out a pedestrian survey on Stenson Road, near Wragley Way back in October 2016. This survey between 7:30am and 9:30am on a weekday (school) identified 1429 vehicles and 62 pedestrians (adults and children) crossing Stenson Road. This was essentially the AM peak, which indicates that the demand for crossing when compared to the recommendation above is clearly well below that and if you average it out over the remainder of the day and incorporating the PM peak which will be similar in numbers to this level of activity above, it will not meet the required levels that would justify a bid for the installation of a controlled pedestrian crossing for Stenson Road.

It is recognised that there is a clear desire line on Stenson Road, at its junction with Pilgrims Way, where pedestrians from the new development will have a need to cross to access the local schools and facilities. A tactile dropped crossing point is located here to indicate to pedestrians that this is an appropriate place to cross. The alignment of the carriageway on the approaches to this junction is reasonably straight, allowing pedestrians a good view of oncoming vehicles, enabling them to cross with relative ease during regular breaks in the flow of traffic. Whilst the volume of traffic along Stenson Road may well meet the numbers described above, officers have yet to observe the numbers of pedestrians required. It is acknowledged that there will be a 'spike' in pedestrian activity at the start and end of the school day, but it is anticipated that levels will remain low at other times.

Throughout most of the day the number of pedestrians crossing at this location are low, with long periods of time when there are no pedestrians crossing. Back in July of this year, myself and one of my team spent a significant period of time on Stenson Road, Pilgrims Way and Wragley Way to observe traffic and pedestrian movement (*we were present at school dispersal time*). It was clearly evident that the pedestrians crossing at the existing tactile provision had no difficulty in crossing Stenson Road in the numerous gaps in the traffic that were available.

I have taken a look at the location and based on my comments above the justification at this time for a controlled crossing cannot clearly be supported, therefore this is not something that Derbyshire County Council would seek to pursue at this time. Our observations also identified a low level of pedestrian activity on Pilgrims Way and Wragley Way.

From a physical road layout perspective, I have taken a look at Wragley Way and Pilgrims Way to see whether these roads could accommodate a pedestrian refuge. Unfortunately, like Stenson Road, these two roads are not wide enough to accommodate such a facility without compromising the remaining running lane widths to below acceptable distances, therefore such a facility as this cannot be considered at these locations.