

STATEMENT OF REASONS

DERBY CITY COUNCIL (RAYNESWAY) (SPEED) (AMENDMENT TO MAP BASED SCHEDULE) (NO. 15) ORDER 2023

Derby City Council is duty bound pursuant to Section 122 of the Road Traffic Regulation Act 1984 (as amended) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The proposed Order is in accordance with Section 1(1) and 122, of the Act as it appears to the Authority that it is expedient to make it for the purposes prescribed in Section 1:

1. For avoiding danger to persons or other traffic using the road or any other road or any such danger arising
2. For facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
3. For preserving or improving the amenities of the area through which the road runs

EFFECTS

The purpose of this order is to introduce the following restrictions at the locations stated below and in accordance with drawing DR3.

Revoke 50mph Speed Limit

- On Raynesway to revoke existing 50mph speed limit on both sides of the dual carriageway from outside the Aspen Court Nursing Home to the garage and will revert to back 30mph.

BACKGROUND

Funding provided to Derby City Council from the Transforming Cities initiative has been allocated in part to a corridor improvement on Derby Road, Spondon. The proposed scheme will make it easier and safer for pedestrians, cyclists, drivers, and public transport vehicles to travel in the area.

To enable the changes to be implemented the existing Traffic Regulation Orders (TROs) in place along these roads will need reviewing and amending to reflect the proposed changes. The amendments will enable changes to the road layouts to be legally enforceable and therefore ensure that the aspirations of the scheme are successful.

One of the proposed improvements is a new staggered Toucan crossing across Raynesway near Derby Road roundabout to provide a safer facility for pedestrians and cyclists to cross. This will link to a proposed cycle route on Nottingham Road.

Setting Speed Limits, Department for Transport Circular 01/2013, states that 'the terminal points of speed limits need to take account of the particular local circumstances . . . and an extension of the speed limit may be needed to ensure this'. Revoking the existing 50mph limit so that it reverts back to 30mph will ensure that drivers from both directions are approaching the proposed crossing point at an appropriate speed to safely negotiate it.

From 6 June 2023 a weeklong traffic survey was carried out across both sections of Raynesway dual carriageway to show traffic speeds and volumes at this location in order to give a clear picture of how traffic moves through the area. The survey point was located outside the garage where the proposed change in speed limit is to be located.

- The mean speed for northbound traffic was recorded as 28.7mph with 85th %ile speed recorded as 36mph.
- The mean speed for southbound traffic was recorded as 31mph with 85th %ile speed recorded as 36mph.

The recorded mean speed demonstrates the reduction from 50mph to 30mph is realistic and achievable.

REASONS FOR PROPOSALS

Reducing the speed limit to 30mph as it approaches the proposed crossing will make this a safer area for pedestrians and cyclists to cross.

The existing location of the 50mph speed limit signs conflicts with the location of the proposed new crossing. Moving the location of the speed limit change will improve safety on the crossing by reducing vehicle speeds and remove any potential obstruction to visibility of signals.

Verna Bayliss
Director for City Sustainability
Communities and Place
Derby City Council
Council House
Corporation Street
Derby
DE1 2FS

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