

**Lee Wright (Place)**

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**From:** Ashover Parish Clerk <parishclerk@ashover-pc.gov.uk>  
**Sent:** 17 June 2021 09:41  
**To:** Lee Wright (Place)  
**Cc:** Barry Lewis (Elected Members)  
**Subject:** RE: 2021 06 07 - A632 MATLOCK TO COUNTY BOUNDARY AND ADJACENT ROAD (30MPH, 40MPH AND 50MPH SPEED LIMIT) ORDER 2021 - Initial Consultation

Dear Lee

Thank you for your email informing of proposed speed limit changes on the A632, which was put before Ashover Parish Council Members at the meeting held on 15 June 2021, when the following comments were made with regard to the stretch of the A632 in the Ashover Parish:-

- 1) Members welcomed the intention to reduce the national speed limit stretches down to a 50mph limit.
- 2) Members request that the speed limit through Kelstedge is changed from 40mph to 30mph and gave the following reasons:
  - Housing opens directly onto the A632, presenting an immediate hazard for pedestrians.
  - Vulnerability of drivers accessing lanes/roads on both sides from the A632.
  - Poor visibility for drivers exiting lane/roads either side onto the A632.
  - Vulnerability of pedestrians crossing the A632 at Kelstedge, as residents live either side of the A632.

I hope you will consider the points made above and let me know if you require any further information.

If Highways will not reduce the speed limit in Kelstedge down to 30mph, I would be grateful to receive the reasoning behind this decision, so that I may report back to Ashover Parish Council Members.

Please acknowledge receipt of this email.

Kind regards

Parish Clerk  
Ashover Parish Council

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**Representation Regarding Proposed Change of Speed Limit  
A632 Matlock Road, and Walton Road  
Reference Z3264**

14<sup>th</sup> September 2021

Chris Henning,  
Executive Director,  
Fao Traffic and Safety Team, (Z3264)  
Place,  
Derbyshire County Council,  
County Hall,  
Matlock DE4 3AG

As a resident of Matlock Road, we are really delighted to see the proposed amendment to the speed limit on the section of Matlock Road South West of the junction of Foljambe Avenue, this will make a great deal of difference to the safety of all residents entering and leaving their properties, and also to pedestrians attempting to cross the same stretch of road.

Whilst it is unclear to us how far the proposed 496 metre extension goes, as we do not have the necessary measuring equipment, it would seem entirely rational that the extension becomes continuous with the 30mph limit on Acorn Ridge. Thus avoiding a few metres where the limit changes from 30mph to 40mph and then back to 30mph.

Consideration also needs to be given to the safety of pedestrians attempting to cross the road, which can now take anything up to 7 or 8 minutes due to the continuous nature of the traffic flow, the lack of a continuous footway on either side of the road. Heaven only knows how the visually impaired, wheelchair users etc are supposed to get access

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to the bus stops and public footpaths which access directly onto this section of the A632

**Representation Regarding Proposed Change of Speed Limit  
A632 Matlock Road, and Walton Road  
Reference Z3264**

14<sup>th</sup> September 2021

Chris Henning,  
Executive Director,  
Fao Traffic and Safety Team, (Z3264)  
Place,  
Derbyshire County Council,  
County Hall,  
Matlock DE4 3AG

As a resident of Matlock Road, I am really delighted to see the proposed amendment to the speed limit on the section of Matlock Road South West of the junction of Foljambe Avenue, this will make a great deal of difference to the safety of all residents entering and leaving their properties, and also to pedestrians attempting to cross the same stretch of road.

Whilst it is unclear to me how far the proposed 496 metre extension goes, as we do not have the necessary measuring equipment, it would seem entirely rational that the extension becomes continuous with the 30mph limit on Acorn Ridge. Thus avoiding a few metres where the limit changes from 30mph to 40mph and then back to 30mph.

**Lee Wright (Place)**

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**From:**  
**Sent:** 16 September 2021 09:48  
**To:** Place Highways Hub (Place)  
**Subject:** 82016624 Z3264 proposal

**Categories:** Orange Category

Dear Sir/Madam

I am writing in relation to the proposed change of speed limit on A632 Matlock and Walton Road (ref Z3264).

I am a resident of [redacted] which exits on to the Matlock Road and am so supportive of the proposed change from 40 to 30 miles per hour. Exiting onto Matlock Road is exceedingly difficult and the reduced speed limit will help immensely.

My only concern is the extent of the 30 limit. Having measured 496m from Foljambe junction along Matlock Road it seems to stop in the middle of nowhere in particular, possibly the Welcome to Chesterfield sign? With speed limits being a county issue, this doesn't seem to make sense. Would it be possible to extent this a few metres to at least incorporate the turning to Acom Ridge (which is a 30 mph zone), or even further along the Matlock Road to benefit the few individual properties towards Matlock that also exit onto the road.

I look forward to hearing a positive outcome for the proposed changes and am exceedingly thankful this is being considered.

Yours faithfully

Dear Sirs,

This stretch of Matlock Road is a very dangerous road, you do not realize this until you live here.

I have lived on \_\_\_\_\_ for three years and the traffic has doubled in that time. The bends and the width of the road and the speeding make it a nightmare to get in or out of my drive.

I have had on four occasions cars speeding & overtaking me whilst I have been trying to turn into my driveway. Not only does the speed need to come down, it needs double white lines along this stretch of road. Otherwise it will only be a matter of time before a serious accident occurs.

Yours faithfully,

**Representation Regarding Proposed Change of Speed Limit  
A632 Matlock Road, and Walton Road  
Reference 23264**

14<sup>th</sup> September 2021

Chris Henning,  
Executive Director,  
Pao Traffic and Safety Team, (23264)  
Place,  
Derbyshire County Council,  
County Hall,  
Matlock DE4 3AG

As a resident of Matlock Road, I am really delighted to see the proposed amendment to the speed limit on the section of Matlock Road South West of the junction of Poljanbo Avenue, this will make a great deal of difference to the safety of all residents entering and leaving their properties, and also to pedestrians attempting to cross the same stretch of road.

Whilst it is unclear to me how far the proposed 496 metre extension goes, as we do not have the necessary measuring equipment, it would seem entirely rational that the extension becomes continuous with the 30mph limit on Acton Ridge. Thus avoiding a few metres where the limit changes from 30mph to 40mph and then back to 30mph.

## Lee Wright (Place)

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**From:**  
**Sent:** 18 September 2021 10:41  
**To:** Place Highways Hub (Place)  
**Subject:** Proposed change of speed limit A632 (TSG)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

F.A.O Chris Henning

Reference Z3264

As a resident of [redacted] for over 40 years I have seen the speed of vehicles increase considerably and the volume of traffic too. Obviously I was very pleased to hear of the amendment to the speed limit that has been proposed. However in my view the extension does not go far enough. Where I live the view for getting out is reasonably good even though many a time I come out of the drive turn left towards Chesterfield and a car is right on my bumper I cannot imagine how the houses further along from me can safely come out of their drives without taking their lives in their hands. The 30mph limit needs to stretch to at least Acorn ridge. We recently had a radar speed survey done along the road and in a one week period 132 cars were doing between 50-60 mph. Is it possible to have an illuminated speed sign as well as I am sure that would be a great deterrent.

Sent from my iPad

## Lee Wright (Place)

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**From:** Hughes, Stephen, 17948 <Stephen.Hughes1@derbyshire.police.uk>  
**Sent:** 11 June 2021 10:01  
**To:** Lee Wright (Place)  
**Subject:** RE: 2021 06 07 - A632 MATLOCK TO COUNTY BOUNDARY AND ADJACENT ROAD (30MPH, 40MPH AND 50MPH SPEED LIMIT) ORDER 2021 - Initial Consultation  
**Attachments:** A632 col checks.docx; acc\_inter a632.pdf; A632 Speed related RTC map.docx

Lee

I have reviewed the above proposals for the A632 from Matlock to Chesterfield and would like to make the following comments.

In relation the existing 30mph limit in Matlock being extended to a point 298m north east of the junction with Quarry Lane, there are No objections due to the recent developments on this road. Along with the 40mph limit where the A632 has less developments and bends.

The revised 30mph limit 496m south-west of its junction with Foljambe Avenue in Chesterfield, whereby the limit is extended to include the residential properties, there are No objections.

In relation to the National Speed Limit on the remaining sections of the A632 being reduced to 50mph.

Looking at the speed survey results you kindly have provided:

- Site 5200 the 85<sup>th</sup> percentile in both directions is 60 with a mean speed of 53. The results for north and south are very similar at this location. This shows that there is good compliance with the National speed limit with the mean speed not falling within the current enforcement speed for a 50mph limit
- Site 5199, Slack Hill, the 85<sup>th</sup> percentile for both directions is 64, with a mean speed of 53.7. Looking at the north and south data there is a clear indication that vehicles travelling up this 14% incline are going faster than those travelling down, which in part can be explained by the overtaking lane and the opportunity to overtake slower moving vehicles, whereas vehicles travelling downhill are held by the single lane and solid white lines.
- Site 5196 the 85<sup>th</sup> percentile for both directions is 66 with a mean speed of 55.1. The north and south data does show the 85<sup>th</sup> as below 60 in both directions with the anomaly being caused by a car going through in excess of 70 late at night and in the early hours. Without this there would be good compliance at this location for the National Speed limit.
- Site 5195 the 85<sup>th</sup> percentile shows both directions as 60 with a mean speed of 53. This would show good compliance with the National speed limit.
- Site 5197 the 85<sup>th</sup> percentile for each direction is 54 and the mean speed is 46.5, again with little deviation in these from the 2 separate directions. This again shows good compliance with the National Speed limit.
- Site 5198 the 85<sup>th</sup> percentile is 55 and mean speed of 47.7 for both directions, with little deviation in the separate directions.

In relation to the RTC data for this stretch of road and also only focusing on the National Speed limit stretch. I have obtained the collision data from Kerry and this would show that there has been in total 35 injury RTC's. on the entire stretch of the A632 from Matlock to Chesterfield. Removing the RTC's which have occurred in the pre-existing 30

and 40 limits this leaves 17 which have occurred in the national speed limits. but only 3 of these are attributed to excess speed and were all classed as slight injuries.

In regard to the Fatal RTC, this was in fact a pedal cyclist who has fallen from their cycle and their head has collided with the hard surface, it would appear that no other vehicle was involved and speed was not a contributory factor.

These results are included in this report.

Looking at the topography of the road within the national speed limits they are very well maintained, of high quality and in general terms straight roads with good lines of sight and very sparsely populated. What buildings there are being, in the whole being set back from the road with driveways giving access. The road does not have a high number of bends.

Therefore, in conclusion I would have to say that I would object to the lowering of the national speed limit to 50 based on the specific locations and causation factors of the RTC's and the road layout/topography.

The only area where some road improvements could be made are on the Slack Hill stretch and I would suggest the addition of rumble strips, there are no significant developments in the near location who would be affected by the addition of these as measure to control the speed of vehicles.

Regards

Stephen Hughes (17948)

Traffic Management Officer

Traffic Management Unit

Roads Policing, Operational Support

Wyatt's Way, Ripley, DE5 3SU

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CONTROLLED



## Lee Wright (Place)

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**From:** Hughes, Stephen, 17948 <Stephen.Hughes1@derbyshire.police.uk>  
**Sent:** 02 September 2021 10:33  
**To:** Place Highways Hub (Place)  
**Cc:** Lee Wright (Place)  
**Subject:** 82016194 FW: 2021 09 01 - A632 PermSpdLmt Order - Consultation  
**Attachments:** 2021 - A632 PermSpdLmt - Plan - HMT\_IM\_278\_21\_1.pdf; 2021 - A632 PermSpdLmt - Plan - HMT\_IM\_278\_21\_2.pdf; 2021 - A632 PermSpdLmt - Plan - HMT\_IM\_278\_21\_3.docx; 2021 - A632 PermSpdLmt - Plan - HMT\_IM\_278\_21\_4.pdf; 2021 08 10 - A632 PermSpdLmt - Notice.doc; 5 2021 06 07 - Reply to DCC.msg

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

F.A.O Executive Director-Place, Derbyshire County Council  
Your reference Z3264

Sir

I am replying in regard to the proposed changes to the speed limits on the A632 Matlock to Chesterfield, in my capacity as the Traffic Management Officer for Derbyshire Constabulary.

I have previously been in contact with Mr Lee Wright and have included my email reply to him which was sent on 11 June 2021.

To re-iterate my conclusions.

Whilst there are no objections to the extension of the 30 and 40 mph limits within the built up areas, taking into account the recent developments, I have to question why the current National speed limit is being reduced to 50mph on the remainder of the road.

According to our Collison data. in the past 36 months to June this year there have only been 17 collisions which have occurred within the National speed limit area. Of these only 3 were attributed to speed alone and all resulted in minor injuries only.

Of the single Fatal accident this was in fact a pedal cyclist who had fallen from their cycle with their head hitting the hard surface and causing the unfortunate fatal injury. No other vehicle was involved.

Looking at the topography of the road within the national speed limits they are very well maintained, of high quality and in general terms straight roads with good lines of sight and very sparsely populated. What buildings there are, in the whole being set back from the road with driveways giving access. The road does not have a high number of bends. The road looks to road users to be a National Speed limit road and there would need to be more changes other then speed limit signs to re-enforce the change in the speed limit.

The results of the speed survey conducted by yourselves also shows that there is a good compliance with the current National Speed limit.

Also refereeing to the DfT circular 01/2013 SETTING LOCAL SPEED LIMITS, under section 3, key points, which include:

*The underlying aim should be to achieve a "safe" distribution of speeds. The Key factors that should be taken into account in any decisions on local speed limits are:*

- *history of collisions...Very few within the national limit and only 3 minor injury collisions attributed to speed*
- *road geometry and engineering...well maintained and few bends with good lines of sight*

- *road function*...although not part of the strategic road network, forms one of the main routes between Matlock and chesterfield
- *composition of road users*...mainly car use with a few HGV's, increasing use by motorcyclists and pedal cyclists in the summer months along with increase in tourist/visiting traffic
- *existing traffic speeds*...good compliance with the national speed limit with eh 85 %centile
- *road environment*

and also referring this to part 7.2 Single Carriageway Roads, table 2 reads

*60 mph...Recommended for most high quality road strategic A and B roads with few bends, junctions or accesses*

Whilst I acknowledge that this is not part of the strategic road network it is of High quality and has few bends and accesses in the national speed limit sections.

I have also spoken with the Derbyshire Speed Enforcement Unit, CREST, and as this is currently classed as a Low risk area for speeding the change in speed limits from 60mph to 50mph may put it into a higher risk category requiring additional enforcement by the Police. Therefore would the lowering of the speed limit to 50 mph be creating a problem which currently does not exist !!!

The only area where some road improvements could be made are on the Slack Hill stretch and I would suggest the addition of rumble strips, there are no significant developments in the near location who would be affected by the addition of these as measure to control the speed of vehicles.

I submit this report for your consideration and look forward to your reply

Regards

Stephen Hughes (17948)

Traffic Management Officer

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