



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

MEMBER DECISION – HIGHWAYS ASSETS AND TRANSPORT

30 November 2021

Report of the Executive Director - Place

Petition Requesting the Review of Speed Limits on the A623 Stoney Middleton and Calver

1. Divisions Affected

1.1 Divisions affected in alphabetical order are Bakewell and Derwent Valley.

2. Key Decision

2.1 This is not a Key Decision.

3. Purpose

3.1 To inform the Cabinet Member of the investigations carried out following the receipt of a petition requesting the review of speed limits on the A623 Stoney Middleton and Calver, and to recommend that no further action be taken to adjust the speed limits or to install a pedestrian crossing at this time.

4. Information and Analysis

4.1 Receipt of the petition was acknowledged by the Cabinet Member on 17 June 2021 (Minute No.01/21 refers). The petition contains 244 names.

4.2 The covering letter reads as follows:

“The Parish Councils of Calver and Stoney Middleton ask that a full study of the speed limits through both villages on the A623 be

undertaken with a view to rationalising the existing various limits to a uniform 30mph with a 20 mph zone along The Dale in Stoney Middleton. The study should also look at the safety and air quality improvements which would be created, for efficient traffic calming and the introduction of pedestrian crossings in key areas. Supporting documents produced by the two Parish Councils, set out the rationale for the changes. These documents will be forwarded to Derbyshire County Council and may also be viewed on the Parish Council websites.

We the undersigned call for a full review of the speed limits on the A623 in Stoney Middleton and Calver.”

- 4.2 Supporting documents have been provided by the lead petitioner and are included along with the petition in Appendix 2.

Officer Comments

- 4.3 In January 2006, the Department for Transport 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. Following release of this guidance the A623 was one of many A and B class roads that was reviewed with changes to speed limits implemented where appropriate.
- 4.4 The A623 from Baslow to Calver is subject to a 50mph Speed Limit. The 40mph Speed Limit for Calver starts approximately 310m north of the junction with Cliff Lane (Cliff College access). The 40mph speed limit continues north-west until the 30mph Speed Limit to the west of its junction with Donkey Lane. The 30mph Speed Limit for Calver continues west and north-west through the Traffic Signal junction until reaching the 40mph Speed Limit to the south-east of Polly Froggatt Lane. The 40mph Speed Limit continues north-west until the 30mph Speed Limit for Stoney Middleton, approximately 115m south of its junction with High Street. The 30mph Speed Limit continues west to the 50mph Speed Limit located near the Layby (Opposite Dale Lodge) in Stoney Middleton. For a Plan of the Speed Limits along the A623 Calver to Stoney Middleton please see Appendix 3.
- 4.5 Available speed data at six locations and both directions identifies that, over a 24-hour period, the mean speeds are:
- Site 4567 - A623 near the Layby Western side of the village, Stoney Middleton 32.1mph (10 June 2019 – 16 June 2019)

- Site 3871 - A623 / The Bank, Stoney Middleton 25.3mph (10 September 2016 – 16 September 2016)
- Site 3872 - A623 / The Nook, Stoney Middleton 26.5mph (10 September 2016 – 16 September 2016)
- Site 4566 - A623 / Meadow Close, Stoney Middleton 32.9mph (10 June 2019 – 16 June 2019)
- Site 3232 - A623 Kingsgate, Calver 31.1mph (9 November 2012 – 15 November 2012)
- Site 3233 - A623 / Road to Curbar 35.7mph (9 November 2012 – 15 November 2012)

(for locations of the Speed Survey See Appendix 4)

4.6 The 85th percentile speed is defined as, “*the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point.*” A closer look at the available speed data identified the following 85thile speeds over a 24-hour period:

- Site 4567 - A623 near the Layby western side of the village, Stoney Middleton - 39mph (westbound), 35mph (eastbound) - 30mph Speed Limit
- Site 3871 - A623 / The Bank, Stoney Middleton 30mph (westbound), 29mph (eastbound) - 30mph Speed Limit
- Site 3872 - A623 / The Nook, Stoney Middleton 33mph (westbound), 31mph (eastbound) - 30mph Speed Limit
- Site 4566 - A623 / Meadow Close, Stoney Middleton 37mph (north-west bound), 36mph (south-east bound) - 40mph Speed Limit
- Site 3232 - A623 Kingsgate, Calver 34mph (north-west bound), 36mph (south-east bound) - 40mph Speed Limit
- Site 3233 - A623 / Road to Curbar 41mph (north-west bound), 40mph (south-east bound) - 40mph Speed Limit.

4.7 The speed data sites, excluding site 4567, indicate that the readings mentioned above are consistent with the posted speed limits and are within the Association of Chief Police Officers (ACPO) guidance for speed enforcement.

4.8 The Police use 85thile speed readings to help identify speeding issues. The 85thile readings taken at Site 4567 raise concerns that will be directed to the Police/CREST (Casualty Reduction Enforcement Support Team) for investigation. CREST is responsible for the enforcement of speed limits. It is the enforcement arm of the Derby and Derbyshire Road Safety Partnership and also contributes to the operations the Police perform.

- 4.9 The petition raises concerns with Speed Limits in Calver and Stoney Middleton through to the junction with the B6521 (Eyam junction). Bearing in mind these concerns, collision data was gathered over this length of the A623 (approximately 2.1 miles).
- 4.10 The collision history on this length of the A623 identified four slight and one serious injury collisions recorded over a three-year period from 1 July 2018 to 30 June 2021. One Serious and one slight injury collisions have been recorded at Calver Crossroads, Traffic Signal Junction. This is not unusual for a signal junction on an A classified road subject to large volumes of traffic. The remaining three slight injury recorded collisions are at three separate locations (no cluster site). For information, none of the previously mentioned recorded injury collisions involved pedestrians, nor is there currently a collision cluster to address (for collision locations see Appendix 5).
- 4.11 Speed limits are set in accordance with the Council's own Speed Management Protocol and the criteria laid down by the Department of Transport. In order for speed limits to be effective, they need to be appropriate for the nature of the road and how it appears to a road user. If a speed limit is seen by motorists as being unrealistically low, it is unlikely to lead to lower speeds. It must be remembered that speed limits are the maximum speed at which vehicles may legally travel, they are not target speeds. Motorists should always reduce their speed, when, for example:
- the road layout presents hazards, such as bends;
 - you are sharing the road with pedestrians;
 - there are adverse weather conditions; or
 - you are driving at night – as it is harder to see other road users and possible obstructions.
- 4.12 Excess speeds alone are unlikely to justify the lowering of an existing speed limit. The speed limit will have been implemented according to Department of Transport guidance and will be appropriate for the character of the road and level of built-up development.
- 4.13 Guidance stipulates that 30mph is considered in villages, based on a simple criterion relating to the density of frontage development and distance. There should be 20 or more houses on one or both sides of the road, over a length of around 600m.
- 4.14 The issue with the requests for the introduction of a 30mph Speed Limit on the A623 for Calver and The Avenue, Stoney Middleton is that the vast majority of properties do not directly front and or directly access

onto the A623. In most cases, properties are set back from the road and access is gained onto the A632 using an access road. It is acknowledged that there are some exceptions to this, however, these are in the minority.

- 4.15 20mph speed limits/zones are introduced sparingly, with strict criteria in place that selected sites must meet:
- Only available for existing 30mph speed limits.
 - Not available for arterial / strategic routes.
 - Recorded mean speed and 85th percentile should be approximately 20mph.
 - Six personal injury collisions over 1km (pro rata) in the latest three years.
- 4.16 Bearing the above and the previously mentioned collision data in mind, Stoney Middleton does not justify the introduction of a 20mph limit/zone. For information, it is likely that trials on the introduction of 20mph limits/zones are to be carried out at selected locations in Derbyshire.
- 4.17 A speed limit of 40mph is generally appropriate on higher quality roads with less frontage development.
- 4.18 Currently, Calver has facilities to aid pedestrians crossing the A623. These include the underpass at the Bridge and pedestrian facilities at Calver Crossroads Traffic Signal junction.
- 4.19 The A623 carries a high volume of traffic. As with any road that is subject to such traffic flows, safe gaps in the traffic for pedestrians to cross can be infrequent and pedestrians have to exercise patience when waiting to cross.
- 4.20 With regard to the provision of new traffic light-controlled crossings, in general, such facilities are provided to assist pedestrians crossing the road where the pedestrian/vehicle conflict justifies it. The Department for Transport advice states that caution should be exercised when considering a traffic light-controlled crossing on roads when pedestrian flows are light for long periods of the day. Drivers become accustomed to not having to stop at the crossing and may begin to ignore its existence. This can increase the risk for pedestrians who, on seeing a green man signal, assume it is safe to cross and may step out in front of a driver who has ignored the crossing. It must be borne in mind that traffic light-controlled crossings do carry their own risks. As mentioned previously in this report, no reported injury collisions have occurred over the latest three-year period that have involved pedestrians.

- 4.21 For information, officers attended a site meeting with representatives of the Parish Council in 2016 to discuss the suggested location of a pedestrian crossing facility in the vicinity of the Chip Shop, Stoney Middleton. The main constraint to the provision of a pedestrian crossing facility at this suggested location is the limited available highway land. This would not allow the safe placement of pedestrian crossing equipment, such as signal poles and heads. This was explained at the time.
- 4.22 Concerns raised regarding the proposed Rock Mill development should be directed to Peak District National Park Authority.
- 4.23 From a Council viewpoint, if the development does not fundamentally change the characteristics of the road, then no changes to the speed limit would be considered necessary as part of this development.
- 4.24 Local air quality is recognised as a major influence on public health. Particulate air pollution is closely associated with road traffic emissions. The declaration of an Air Quality Management Area (AQMA) places a statutory duty on the County Council to consider potential measures to address air quality. As far as officers are aware, there is currently no AQMA for either Stoney Middleton and or Calver. With regard to noise and pollution levels and monitoring, this is carried out by Derbyshire Dales District Council.

5. Consultation

- 5.1 There is no requirement to undertake public consultations as the petition is being rejected on technical grounds and the Council's interpretation of its own criteria for the installation of pedestrian light-controlled crossings and the national criteria for the setting of local speed limits.

6. Alternative Options Considered

- 6.1 Due to the A classification, speed data and injury collision history other suitable Traffic measures are limited. Officers have investigated other Traffic measures in line with the Council's Speed Management Protocol. Traffic calming measures cannot be introduced on A classified Roads due to their strategic nature, volume and type of traffic (particularly their use by heavy goods vehicles).
- 6.2 Alternative to a signal-controlled crossing could be a Pedestrian central refuge island. They must be a minimum of 1.2 meters wide, however, this is usually raised to 1.8 meters to safely accommodate pushchairs and wheelchairs. Unfortunately, the carriageway width on the A623 from

the junction with the B6521 through Stoney Middleton to Polly Froggatt Lane in Calver is not sufficient to accommodate the introduction of pedestrian central refuge Islands.

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 Held on file within the Place Department. Officer contact details – Lee Wright, extension 38674.

9. Appendices

- 9.1 Appendix 1 – Implications.
- 9.2 Appendix 2 – Petition and associated documents.
- 9.3 Appendix 3 – A623 Existing Speed Limit Plan.
- 9.4 Appendix 4 – A623 Speed Survey Locations Plan.
- 9.5 Appendix 5 – A623 Recorded Injury Collision Plan.

10. Recommendations

That the Cabinet Member:

- a) Rejects any amendments to the current Speed Limits on the A623 from Calver through Stoney Middleton to the junction with B6521 (Eyam Junction).
- b) Rejects the introduction of pedestrian crossing facilities on the A623 from Calver through Stoney Middleton to the junction with B6521 (Eyam Junction).

- c) Notes that officers will report the excessive speed issue on the A623 western exit of Stoney Middleton to CREST who is the enforcement arm of the Derby and Derbyshire Road Safety Partnership.
- d) Notes that the situation continues to be monitored on the A623 from Calver through Stoney Middleton to the junction with B6521 (Eyam Junction) and action be taken where appropriate in accordance with current national guidance.

11. Reasons for Recommendations

- 11.1 The request to change the Speed limits on the A623 Calver and Stoney Middleton do not meet the necessary criteria.
- 11.2 This report helps to achieve Derbyshire County Council's aim to maintain a consistent approach to Speed Limits throughout the County.

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

- 12.1 No.

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Implications

Financial

1.1 None.

Legal

2.1 None.

Human Resources

3.1 None.

Information Technology

4.1 None.

Equalities Impact

5.1 None.

Corporate objectives and priorities for change

6.1 Maintains a consistent approach to Speed Limits across the County.

Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)

7.1 None.



Helen Barrington
Director of Legal and
Democratic Services
County Hall
Matlock
Derbyshire
DE4 3AG

Mr

Tel: 01629 538372
Ask for: Anne Barrett
Ref: FAB/124
Date: 12 March 2021

Dear

PETITION: STONEY MIDDLETON AND CALVER A623 – REQUEST FOR REVIEW OF THE SPEED LIMITS

I am writing to acknowledge receipt of the above Epetition signed by 244 persons, together with the speed restriction reports from Stoney Middleton Parish Council and Calver Parish Council.

I am arranging for receipt of the petition to be reported to the Cabinet Member for Highways, Transport and Infrastructure, Councillor Simon Spencer, on 8 April 2021.

The Cabinet Member will be recommended to ask the Director - Economy, Transport and Environment to investigate the issues you raised.

A handwritten signature in black ink that reads 'Helen E. Barrington'.

HELEN BARRINGTON
Director of Legal and Democratic Services

Copies to:

Councillor S A Spencer, Cabinet Member – Highways, Transport and Infrastructure
Councillor J Atkin, Local Member
Director - Economy, Transport and Environment (fao Jo Jackson)



STONEY MIDDLETON

Speed Reduction Proposal

November, 2020

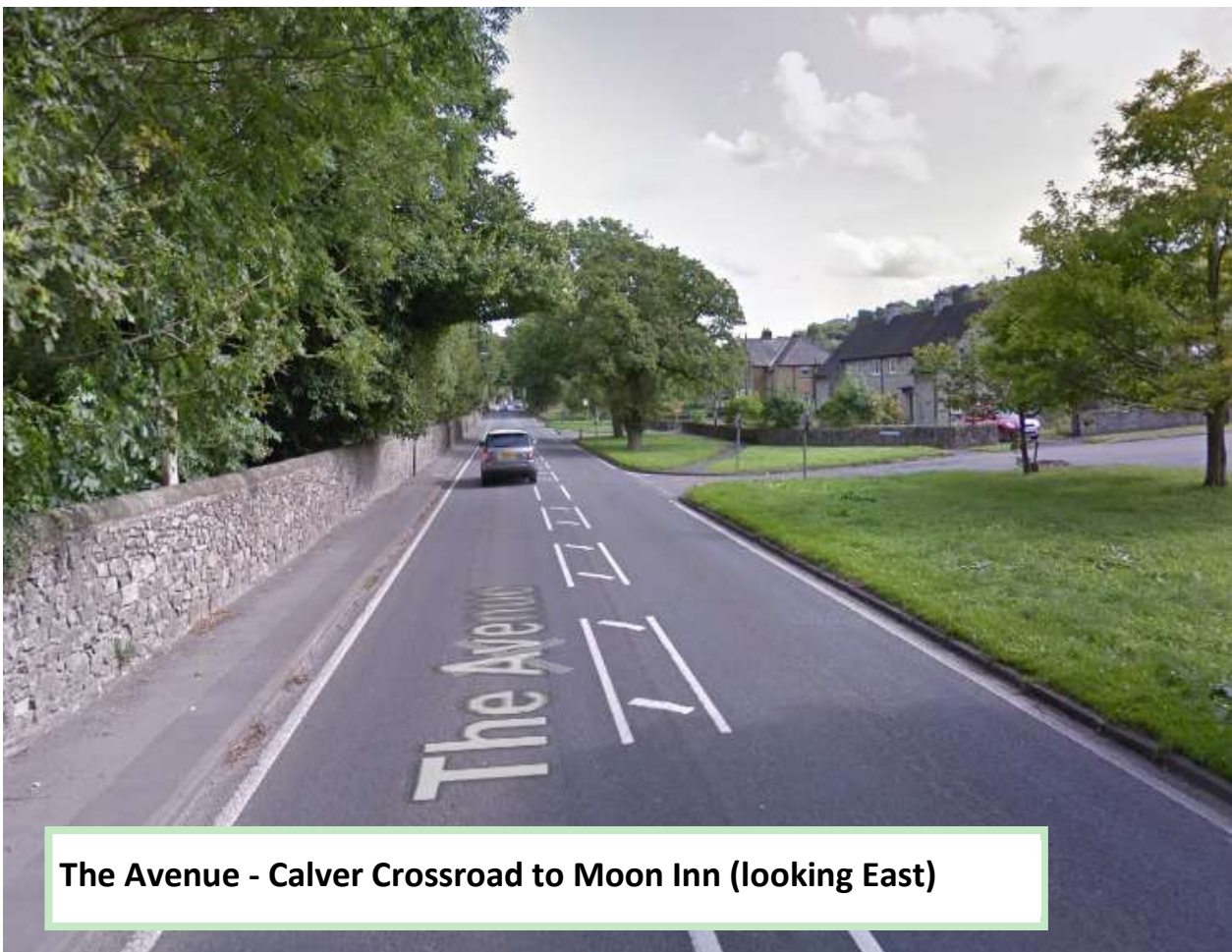
Submission for the introduction of reduced speed limits on the A623 through Stoney Middleton.

This document looks at the current style and usage of the A623 from Calver Cross Roads, through Stoney Middleton village (The Avenue and The Dale) to the junction of the B6521 to Eyam with the objective of reducing the current 50, 40 and 30 MPH speed limits to 40, 30 and 20 MPH respectively.

The document will look at a range of individual issues over some 2.39 kilometres of highway which collectively demonstrate the unique nature of Stoney Middleton and the urgent need for a reduction in speed limits.

Background:

National guidance for setting local speed limits is set out in Department of Transport Circular 01/2013 'Setting Local Speed Limits'. In addition, Department of Transport Traffic Advisory Leaflet 1/04 'Village Speed Limits' gives further information on how limits should be applied in villages.



The Avenue - Calver Crossroad to Moon Inn (looking East)

Circular 01/2013 states the following objectives:

- Achieving local speed limits that better reflect the needs of all road users, not just motorised vehicles
- Speed management strategies that seek to protect local community life
- 30mph speed limit should be the norm in villages (in accordance with Government policy)

The circular identifies the importance of factors such as road geometry and engineering, composition of road users and road environment including levels of roadside development.

Transport Advisory Leaflet 1/04 indicates:

Generally, a rule of 20 or more houses over a length of 600m will define a village for a 30mph limit unless the character of the village is different. The leaflet also indicates that extra allowance should be made for other key buildings, such as a church, shop or school.

This document will demonstrate that the A623 through Stoney Middleton satisfies the collective tests needed to ensure the provision of reduced speed limits.

Stoney Middleton is a village split by the volume, size and excessive speed of vehicles using the A623

The speed limit from Calver Crossroads in Calver towards Stoney Middleton is 40 MPH up to the narrowest part of the village, just before The Moon Inn.

At this point the topography and nature of the built environment, including the width of the A623, which narrows significantly are key considerations.

The speed limit reduces to 30 MPH and this limit continues through to the far side of the Lover’s Leap lay-by.

Nevertheless, the current 40 and 30 MPH speed limits and absence of a safe pedestrian crossing reflects the emphasis upon the needs of vehicle users over and above the needs of residents/pedestrians and local community life.

To access village amenities, residents and visitors are required to negotiate consistently fast-flowing traffic along the A623, which is particularly hazardous for pedestrians.

There are important village amenities located on opposite sides of the road:

South Side	North Side
Playing field (football pitch) <i>Also proposed site for a community building</i>	Hairdressers
Children’s play area & tennis court	St Martin’s Church
Community allotments	Boot factory
Community orchard	The Wesleyan Reform Chapel
The Moon Inn	Fish and Chip shop
2 Butchers’ shops	Indian restaurant
Village School	Commercial laundry
Various business workplaces	Garage
<i>Proposed site for a Heritage Centre/cafe</i>	Access to village trails, climbing and caving

The village population is spread along both sides the A623 so it is necessary for all residents to cross the road at some point to access the full range of facilities and to do simple things like catch a bus to school or post a letter.

Consequently, taking into account the above interactive elements and the different safety risks associated with crossing both along The Avenue and The Dale, a reduction in the speed limits is wholly justifiable, even taking into account that a 20 MPH zone is unusual on a classified A road.

Analysis of route from Calver Crossroads along The Avenue to just before The Moon Inn

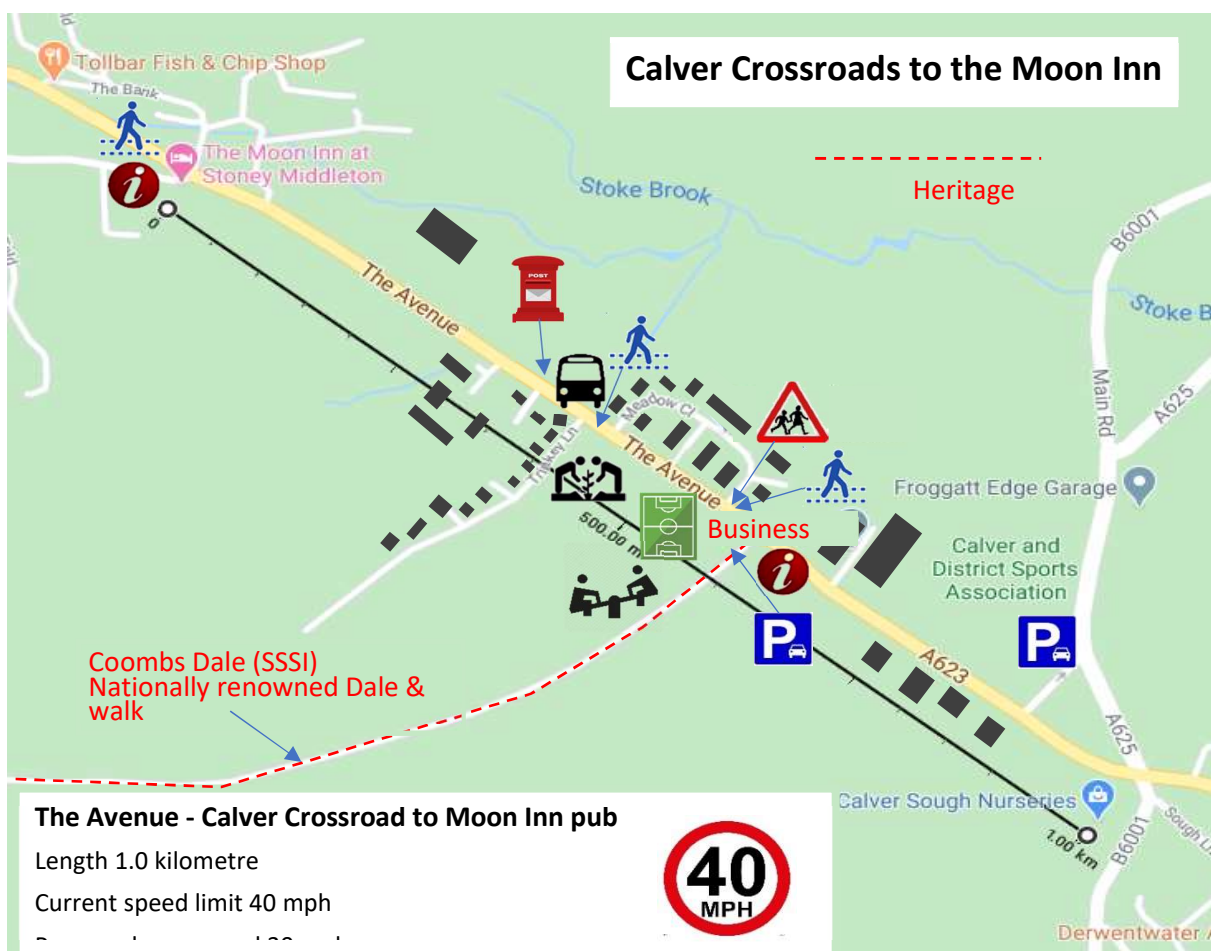
The first 400m of the route, to the Coombs Dale turning is in Calver Parish.

From the Crossroads, the right-hand side of the route is typified by narrow pavements (average width 1.45 meters) when assessed against Inclusive Mobility (2002) that advises that ideally the width of a footway should be 1.8 metres to facilitate two people in wheelchairs to pass each other comfortably.

The narrowness of the pavement along such a busy road is intimidating to pedestrians who are forced to be very close to the busy road and within touching distance of vehicles including a high volume of LGV's some of which exceed the 40 MPH speed limit.

The situation on the left-hand side is significantly worse with a lack of pavements in places and dangerously narrow and unusable pavements in others (70 cm wide). Unsuitable pavements, the lack of central refuges and the lack of a pedestrian crossing form the basis of this submission.

Travelling West from the Calver Crossroads, along the left-hand side of the A623, up to the 30 MPH limit there are:



- 4 family sized houses with roadside access and egress; and
- Gated access to two fields; before
- The turning into Coombs Dale/Stoney Middleton Playing field.

Coombs Dale is a Site of Special Scientific Interest (SSSI) and a popular bridleway and walk with vehicular access to fields and for maintenance and inspection of the Dale, waterways and industrial workings.

The playing field can be accessed on foot via a concessionary footpath and also via a stile on the A623 adjacent to Meadow Close. There is also a car park for about 20 vehicles. The car park is very well used by residents and visitors accessing playing field facilities and also the walk along Coombs Dale. (It is proposed that the playing field will be the site for a new village hall and this will increase both pedestrian and vehicular use of this community space). After the playing field there is:

- The narrow turning into the parking area for the village allotments and orchard; before
- The turning into Trinkey Lane with 8 family sized houses; and then
- 5 family sized homes with roadside access and egress, in the middle of which is;
- Gated access to a field and
- A bus stop; before
- The turning to Avenue Close with 8 family homes

Travelling West from Calver Crossroads, along the right hand-side of the A623 up to the 30 MPH limit there is:

- A one-way turning towards Calver Sough; then
- A blind right-hand bend before the turning to the Industrial estate with approximately 12 units employing more than 60 people; followed by
- Gated access to a field; before
- The first of 2 turnings into Meadow Close/Edge View with 29 family sized houses and 6 bungalows for older residents
- Between the 2 turnings there is a walkway opposite the stile into the playing field
- A post box is situated just past the second turning into Meadow Close together with a bus stop; then
- The turning to Stoney Middleton Hall; followed by
- The turning to Middleton Cottages and a climbing barn/bunk house with car parking

The volume, speed and size of vehicles travelling in both directions along the A623 significantly compromises visibility and safety for vehicles turning onto the A623 from both sides of this stretch of road.

With no crossing facilities, pedestrians find themselves dashing across the road to avoid fast oncoming vehicles from both directions. Crossing the road to simply post a letter or catch a bus presents a real daily hazard and compromises village life.

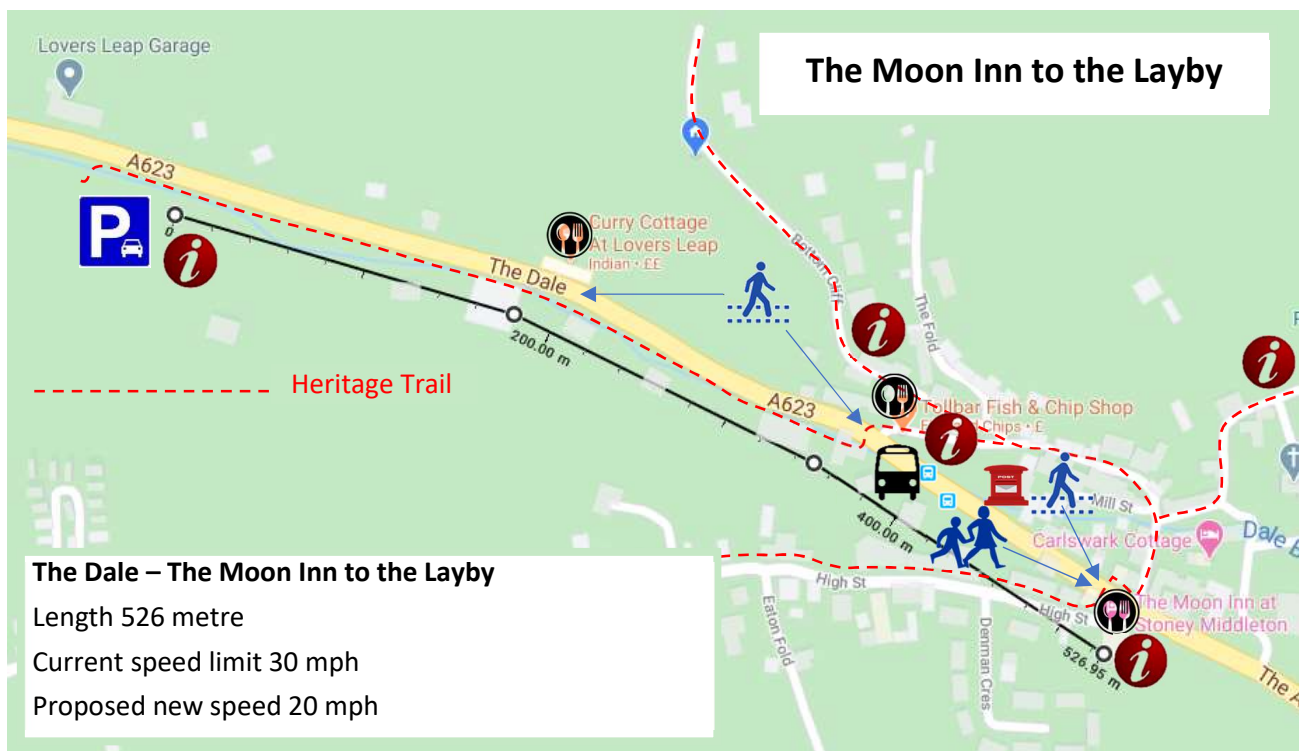
Moreover, the number of houses on or only accessed via the A623 along this stretch exceeds the criteria for a 30 MPH sign in accordance with Government guidelines.

Travelling West from the 30 MPH sign along The Dale

The width of the A623 at the narrowest part of the village in The Dale is 5.8 meters (at The Toll Bar). The usual width of a single lane is 3.65m or 12 feet; hence the lack of central road markings. Whilst there is an argument that narrow roads naturally reduce the speed of traffic this is not the case in Stoney Middleton.

Vehicles speed through when they perceive they have a clear way and, when there is oncoming traffic, larger vehicles and LGV's have to mount the narrow footpaths to pass and this presents a real risk of harm to pedestrians.

Travelling along The Dale and considering both sides of the road simultaneously there is:



- Right-hand roadside vehicular access and egress to 2 properties; and opposite to the left
- A blind turning to an access lane to properties on Denman Crescent; followed immediately by
- The crossroads with High Street and The Nook.

This is a particularly dangerous junction with an oblique left hand turning to High Street and a blind entrance to The Moon Inn car park and to the right a blind, narrow, dog-leg turning onto The Nook. Over the last two years, there have been three vehicular collisions with bollards outside the hairdresser's caused by a combination of the narrowness of the road, inappropriate parking and excessive driving speeds. Please note, the photograph below was taken before the last remaining bollard was demolished.

There are shops at both sides of the A623 at this point with very narrow pavements. After this, in quick succession, there is:

- A left hand turning to the parking area for the butcher's shop and one family sized house; and opposite to the right
- 2 vehicular entrances to a total of 6 family sized houses, a post box and; on both sides of the road



The Dale - Moon Inn (looking West)
2 junctions and entrance to pub car park

- bus stops; after which to the left
- A vehicular entrance to a parking area for 3 family sized houses; and opposite to the right
- The turning to The Bank/Mill Lane and Chip Shop which is often a pinch-point for vehicular parking and damage. (Over the last 12 months the chip shop has been damaged by vehicles 4 times); followed by
- A number of vehicular entrances to family sized homes, on both sides of the A623, including a car parking area to the right-hand side shared by a number of properties in The Dale; also, to the right
- An Indian Restaurant attracting road-side car parking; and
- A vehicular entrance to a business premises (laundry) and beyond to the left
- The turning to the lay-by which is very well used by residents, customers (Indian restaurant) lorry drivers, walkers, cavers and climbers including many children accessing outdoor activities and heritage trails; and to the right
- The steep driveway to a family sized home; followed by
- Turnings into Heath's (Lovers Leap) Garage

After which the speed limit increases from 30 to 50 MPH.

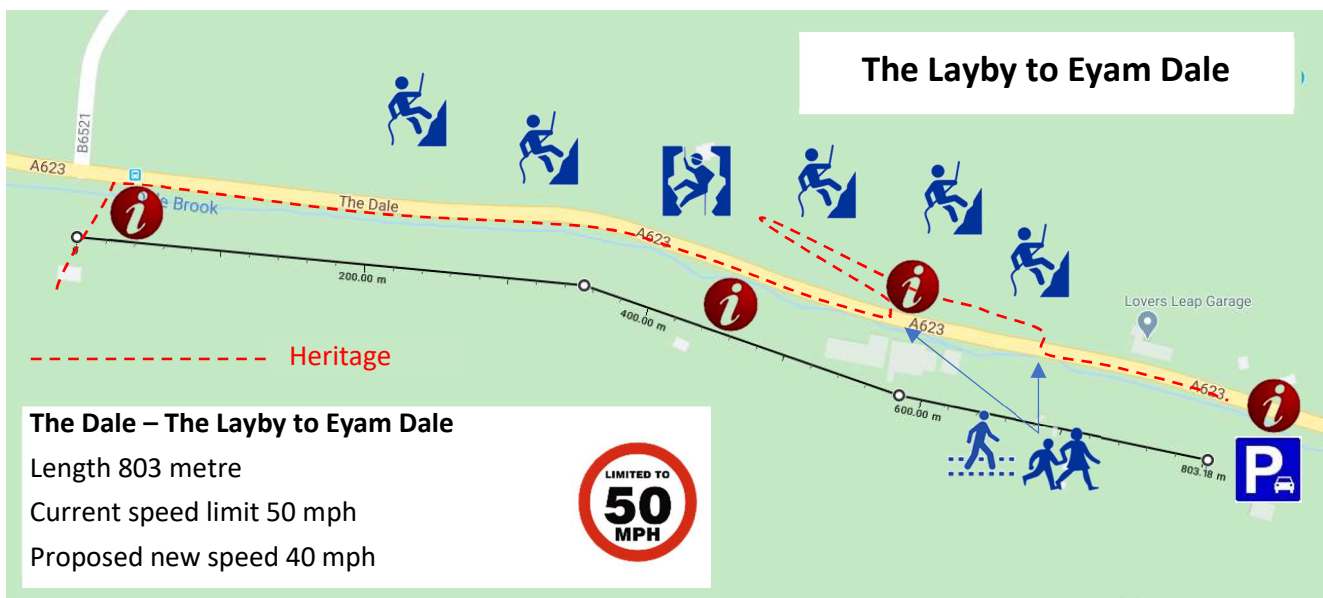
Traveling along this section of road encounters:

- A gated entrance/stile to a new footpath through an old quarry site; and on the right
- Access to a 170-acre site of special scientific interest (SSSI) including caving systems and climbing routes; and on the left

- Turnings to industrial units, a site with full planning permission for a significant Visitor/Heritage Centre with a shop, café and parking for 32 cars and a separate building for an Apart-hotel with 49 apartments and parking for approximately 100 cars. There will also be an agricultural engineering business on site

The volume, speed and size of vehicles travelling in both directions along The Dale significantly compromises visibility and safety for vehicles turning off or onto the A623 from both sides of this stretch of road. With no crossing facilities, pedestrians find themselves dashing across the road to avoid fast oncoming vehicles.

Walking along the narrow pavements is also hazardous as LGV's regularly mount the curb to negotiate their way past oncoming vehicles. Crossing the road is undertaken by hundreds of walkers, climbers, cavers and especially children which presents a significant daily hazard and impacts on community life and enjoyment.



Case for reducing the speed limits:

The A623 is a major trunk road and is heavily used by cars, vans and LGVs. The 40 and 30 MPH speed limits through the village should be just that; maximum speed limits. However, DCC and the Derbyshire Police Casualty Reduction Enforcement Support Team (CREST) have provided recent data to demonstrate that these limits are regularly and excessively exceeded. See Appendix A.

Also, despite the A623 severing Stoney Middleton there are dropped curves but essentially no safe crossing points for pedestrians and limited speed reduction measures. There is one flashing 30 MPH warning sign at the Western approach to the village and some white road markings but these are so faded by heavy vehicular use that they are ineffectual. This provides clear evidence that the needs of motorised vehicles are prioritised over the needs of pedestrians and residents and this compromises community life.

Furthermore, the visibility splay of some of the access roads in the village (normally 4.5m x 120m) are seriously deficient and present a hazard to vehicles turning onto the A623.

In addition to this, traffic-related pollution is a significant concern for Stoney Middleton due to the volume of traffic pumping out exhaust fumes. According to The Clean Air Strategy air pollution is the fourth biggest threat to public health in the UK after cancer, obesity and heart disease. Pollution is a particular concern in The Dale (limestone gorge) where pollutants disperse very slowly due to the narrow, steep sided landscape. However, the slower a vehicle travels the less pollution it emits providing an unquestionable case for reducing the speed limits in the village.

It is therefore proposed that the current speed limit from Calver Crossroads along The Avenue is reduced from 40 MPH to 30 MPH and the speed limit along The Dale is reduced from 30 MPH to a 20 MPH zone to the outskirts of the village. After which it is proposed that the speed limit should return to 30MPH increasing to 40 MPH beyond Heath's (Lovers Leap) Garage and 50 MPH only after the turning to Eyam,

Whilst 20 MPH zones on trunk roads may currently be unusual the special nature of The Dale, the narrow width of the trunk road, narrow footpaths and the negative impact on the community caused by motorised vehicles make this a case worthy of serious consideration, particularly as the impact on journey time is likely to be slight.

Appendix A

Government advice published at <https://www.gov.uk/speed-limits> states that: You must not drive faster than the speed limit for the type of road and your type of vehicle. **The speed limit is the absolute maximum** - it doesn't mean it's safe to drive at this speed in all conditions.

The information given below demonstrates that a significant number of motorists travelling along the A623 exceed the speed limits set for the road.

Data Loggers

Derbyshire County Council (DCC) provided data loggers for a three-week period in May/June, 2018 to monitor the speed of vehicles through Stoney Middleton. Monitors were placed on The Dale within the narrow part of the village (30 mph) and The Avenue (40mph speed limit).

The Dale (30mph)

Period monitored	Number of vehicles	Number of speeding vehicles	% of cars speeding (both directions)
*15 – 21 May, 2018	8845	5022	57%
04 – 10 June, 2018	9606	6548	68%
13 – 19 June, 2018	9233	6317	68%

The Avenue (40 mph)

Period monitored	Number of vehicles	Number of speeding vehicles	% of cars speeding (both directions)
*15 – 21 May, 2018	9586	1171	12%
04 – 10 June, 2018	10205	669	6%
13 – 19 June, 2018	9917	670	6%

* During the first week of the monitoring period there were roadworks along The Dale which explains the variance in recorded speeds.

Essentially, 64% of cars were speeding as they passed the monitor at the Dale end of the village and 8% at The Avenue. From the aggregated figures provided by DCC it can be deduced that every day during this period around **7000 vehicles per day were exceeding the speed limits**.

CREST (Casualty Reduction Enforcement Support Team) Data

CREST has identified Stoney Middleton as a Community Concern Site and undertakes significantly more speed checks than is normal for most areas across Derbyshire.

The site of the speed camera is the layby in The Dale, Stoney Middleton with the camera facing towards Calver and the van facing towards Tideswell. However, mobile enforcement is able to capture data in both directions. The data for checks undertaken between January, 2018 and June, 2020 is set out over:

Appendix A cont.

The Dale (speed limit 30 mph)

Date of speed check	Length of time of speed check	Number of offences/notices issued
01/04/2018	3 hours 40 minutes	58
14/04/2018	1 hour 51 minutes	45
04/03/2019	3 hours 40 minutes	26
25/03/2019	2 hours 40 minutes	35
15/07/2019	3 hours 40 minutes	24
02/05/2020	1 hour 50 minutes	20
27/06/2020	1 hour 51 minutes	16
19/07/2020	3 hours 40 minutes	29
08/11/20	Not known	43

A consequence of vehicles exceeding the speed limits is the impact on the health and well-being of residents and visitors. The World Health Organisation rank air pollution and traffic noise as the 2 main threats to public health. The faster a vehicle travels the greater the threat to wellbeing. Petrol and diesel fumes increase with speed and, similarly, road traffic noise grows significantly with the speed of passing vehicles. The Welsh 20MPH Task Force Group has found that, at this speed, traffic noise reduces by 3 decibels enabling people to more easily listen to each other and sleep better.

Reducing speed limits in Stoney Middleton would reduce toxic fumes and vehicle noise and provide a massive air quality and public health gain for residents and visitors.

Submission for the introduction of a 30 mph speed limit on the Calver Village road of Kingsgate (A623).

This document looks will look at a range of individual issues over some 800m of highway, which will collectively demonstrate that there should be a reduction in the speed limit from 40mph to 30 mph.

Background

National guidance for setting local speed limits is set out in Department of Transport Circular 01/2013 "Setting Local Speed Limits". In addition Department of Transport Traffic Advisory Leaflet 1/04 "Village Speed Limits" gives further information on how limits should be applied in villages.

Circular 01/2013 says

Objective. "Achieving local speed limits that better reflect the needs of all road users, not just motorised vehicles"

Important factors include "road geometry and engineering, composition of road users, road environment including levels of roadside development."

"Speed management strategies should seek to protect local community life."

"It is government policy that a 30mph speed limit should be the norm in villages"

TAL 1/04 says,

Generally a rule of 20 or more houses over a length of 600m will define a village for a 30mph limit unless the character of the village is different. Such differences as "extra allowance should be made for other key buildings, such as a church, shop or school."

This document demonstrates that Kingsgate in Calver satisfies the collective tests needed to ensure the provision of a 30mph speed limit.

Calver is a village split by the A623 Kingsgate Road.

Calver has a range of local facilities which are split by the A623. To access the different facilities villagers and visitors are required to negotiate the busy and fast A623, it is particularly hazardous for pedestrians. To the north east of Kingsgate are important village facilities which includes a religious meeting house, a shop, a cafe, a pub, a Beauty centre, a church and most significantly the village school. The largest part of the village population live on the other side of Kingsgate so it is necessary to cross the road to access these important local facilities. Equally villagers living on the north side also need to make the opposite journey for the south side facilities.

To the south west of Kingsgate where the main part of the village can be found are other important facilities such a Methodist church, a Spar shop with a post office and cafe, a hairdresser, a garden centre with a cafe, a sweet shop, a pub and the village hall.

It is how these element interact with each other and the safety risks associated with Kingsgate which together justify a 30mph speed limit.

Analysis of Kingsgate

Starting from west to east at the end of the existing 30mph restriction. Donkey Lane to Main Street.

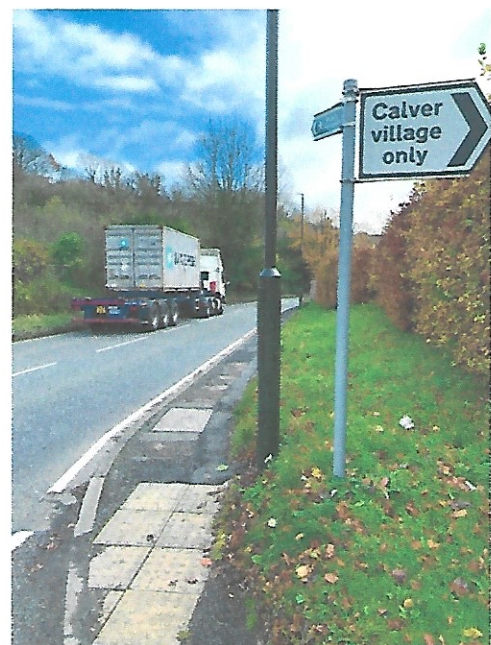
Kingsgate is typified by a variable geometry road with narrow pedestrian pavements available on only one side for the majority of the 800m length which is the subject of this submission. There are no central refuges for safer pedestrian crossing and extremely limited pedestrian barrier provision making the use of the pavement intimidating to users who are forced to be very close to the busy road which includes high numbers of HGV's.



Travelling east from the end of the existing 30mph section and in the 40mph section an important access junction to the village is encountered, it is Donkey Lane. Kingsgate is an important east west A class road linking traffic from Manchester towards the M1 as well as Chesterfield and Sheffield. Such a road would normally have a requirement for a visibility splay for a village access road of 4.5m x 120m. The 4.5m can exceptionally be reduced to 2.4m. The visibility to the east at that point is seriously deficient. Annex A shows what the appropriate splay should look like and Annex B the actual available splay, at only 68m the reduction represents an important hazard to vehicles exiting Donkey Lane and also the road users on Kingsgate.

Closely following Donkey Lane and almost immediately opposite is a well used public footpath on the north side (Calver FP 18 and 19). There is no pavement on that side of the road and so access is gained by having to cross Kingsgate at a point where the visibility is impaired like with Donkey Lane. A significant risk to pedestrians exists at this location.

Picture shows exit from Donkey lane to A623. Lorry is shown where footpath starts.



Next on the north side is the bungalow which is called Kingsgate. This property has onsite parking and two private access points or driveways. Negotiating access and egress represents a hazard to both the occupiers of Kingsgate and the A623.

Continuing along again on the north side is the Kingdom Hall of Jehovah's Witnesses. The Hall has some limited parking including a narrow lay-by arrangement. This lack of full onsite parking is significant. During days of use the majority of users will park in the village often on Main Street and then walk around to the Hall. The users will then have to negotiate Kingsgate at a fast section of the road. No pedestrian crossing facilities exist at that point. At the end of the meeting the users must recross Kingsgate to return to their cars.

Almost immediately after the Hall is the main vehicular access point to a terrace of 12 properties, Newburgh Terrace. The road at this location is downward sloping with traffic increasing speed and the visibility to the east is significantly compromised for vehicles joining Kingsgate. Pedestrians wishing to cross Kingsgate at this western access are doing so in a dangerous location without any pedestrian facilities or public footpath on the north side of the road.

Across the road and to the south of Kingsgate is the local tailors shop which includes a parking spaces that gains access directly onto Kingsgate.

So over a distance of some 420m there are the two main village access points, public footpaths, access to 13 houses, a significant religious building and a shop with direct access, all of which have pedestrian and vehicular safety concerns.

Analysis of Main Street to the Primary School.

The character of this area is more open after the narrow almost overbearing previous section and it has a strong sense of village environment about it. To the south is an extensive area of housing at Riverside Close and beyond that to the main part of Calver. To the north is a terrace of older cottages which enhances this sense of village together with a traditional craft/gift shop with cafe. Visitors and locals alike enjoy a feeling of being in a rural village. Further around is a local pub together with the village church and cemetery. A beauty centre exists in part of the historic old Mill. Near to the gift centre (shown in adjacent photo) is a post office mail box.

Unfortunately, no pedestrian facility exists to cross Kingsgate at this point. Users of the village facilities along this section have to hurriedly cross the road to avoid the fast oncoming traffic from both directions. Much further along is a rather unattractive underpass which follows the River Derwent, if pedestrians wish they can go out of their way to use it but it does not include any facility for the disabled or for parents with prams. The steps are also short and difficult to use. At times the path is covered in mud when the nearby River Derwent floods. Anyone wishing to cross to the gift centre/cafe or the post box from Main Street would also have to walk another 250m+ to get to their destination if using the underpass..



Children and parents arriving from the main village of Calver to the south of Kingsgate have no option but to use the underpass or risk crossing Kingsgate to the quieter roads around Calver Bridge. No crossing facility exists at this key point; pedestrian facilities effectively cease when travelling in an easterly direction.

The village school is a successful and popular place for children. Unfortunately it does not have full onsite facilities. School sports day for example is exercised on the cricket ground in the western part of Calver. More significantly the Village Hall which sits to the south of Kingsgate is used by the school for various activities including weekly PE lessons. Children, attended by teachers, can be seen walking along Kingsgate having crossed to the other side of the road to get to the Village Hall. The risk to children is obvious on this fast section of Kingsgate. A key facility for children in Calver is severed by a busy road.

Interaction of the elements in Calver Village.

It can be seen from the above that Calver is split. Elements of the village are challenged by the disruptive effect of a busy road separating some key uses from each other. A significant example is the school. Calver understands that it sits on an important through road but the balance has not been struck evenly to allow the village to function safely.

Is the current situation really worth 14 seconds?

The totality of all the issues raised here when taken together justify the need for extending the 30mph section, to the very least from the village nameplate at the eastern end of the village and preferable to the nearby access road which feeds the school.

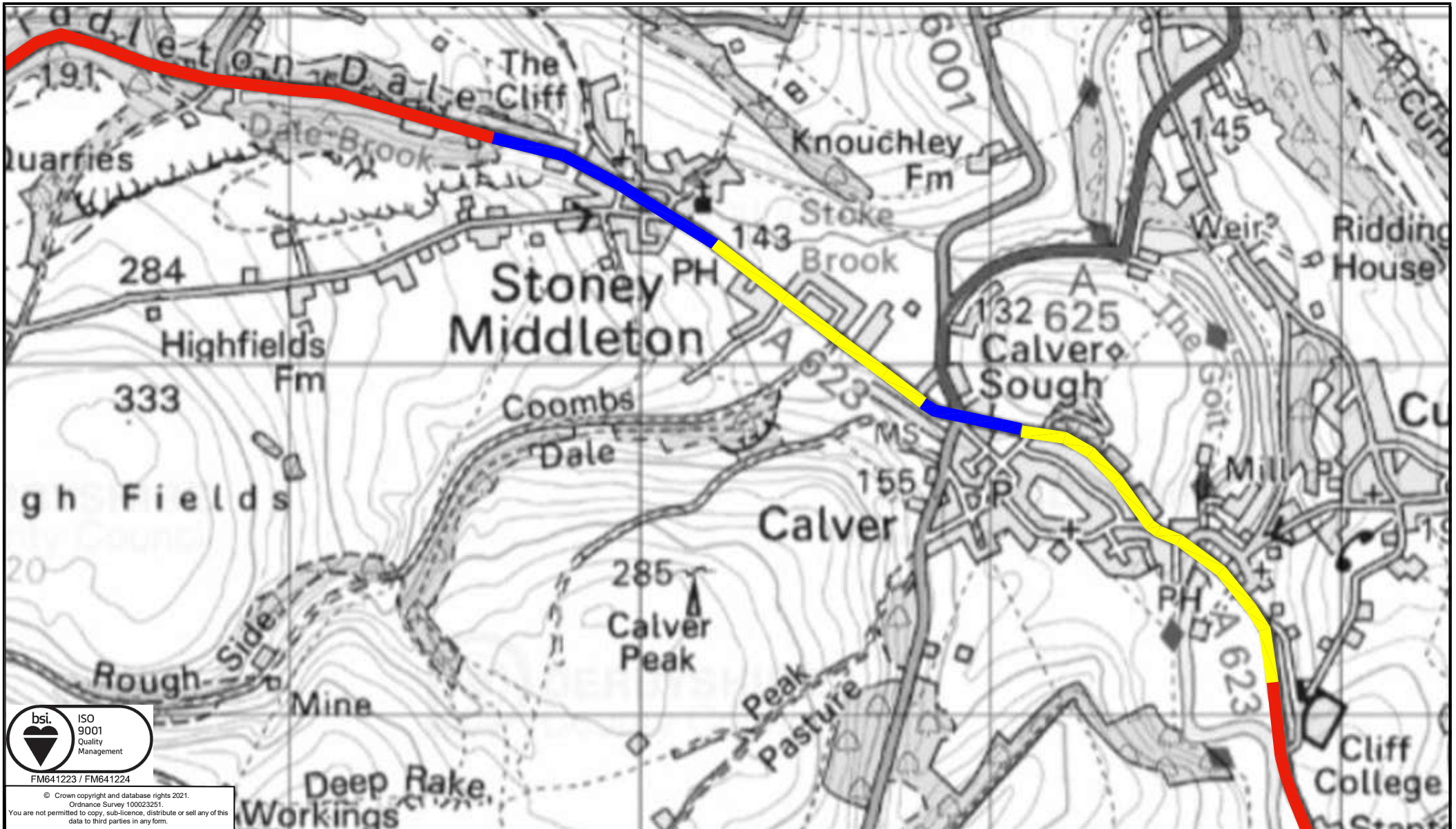
To extend the 30mph limit would involve approximately 780m of extra restriction. The reduction in speed along Kingsgate would improve the feel of the environment, reduce pollution and increase the feeling and reality of safety. To do so would add a journey time of just **14 seconds**. Surely that is such a small price to pay for such a significant improvement to Calver village?

Annex A

Required Visibility










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CHRIS HENNING
Executive Director
Place

Key:

-  30mph Speed Limit
-  40mph Speed Limit
-  50mph Speed Limit

PROJECT TITLE	A623 EXISTING SPEED LIMITS		
	DRAWN PHIL BRAISBY Date 12/10/21	CHECKED LEE WRIGHT Date 12/10/21	APPROVED LEE WRIGHT Date 12/10/21
DRAWING TITLE	A623 CALVER TO B6521 (EYAM JUNCTION)		SCALE
	Project / Confirm Reference No. -		NTS
Drawing Number HMT/PB/499/21		ORIGINAL DRAWING SIZE 297 x 210 (A4)	



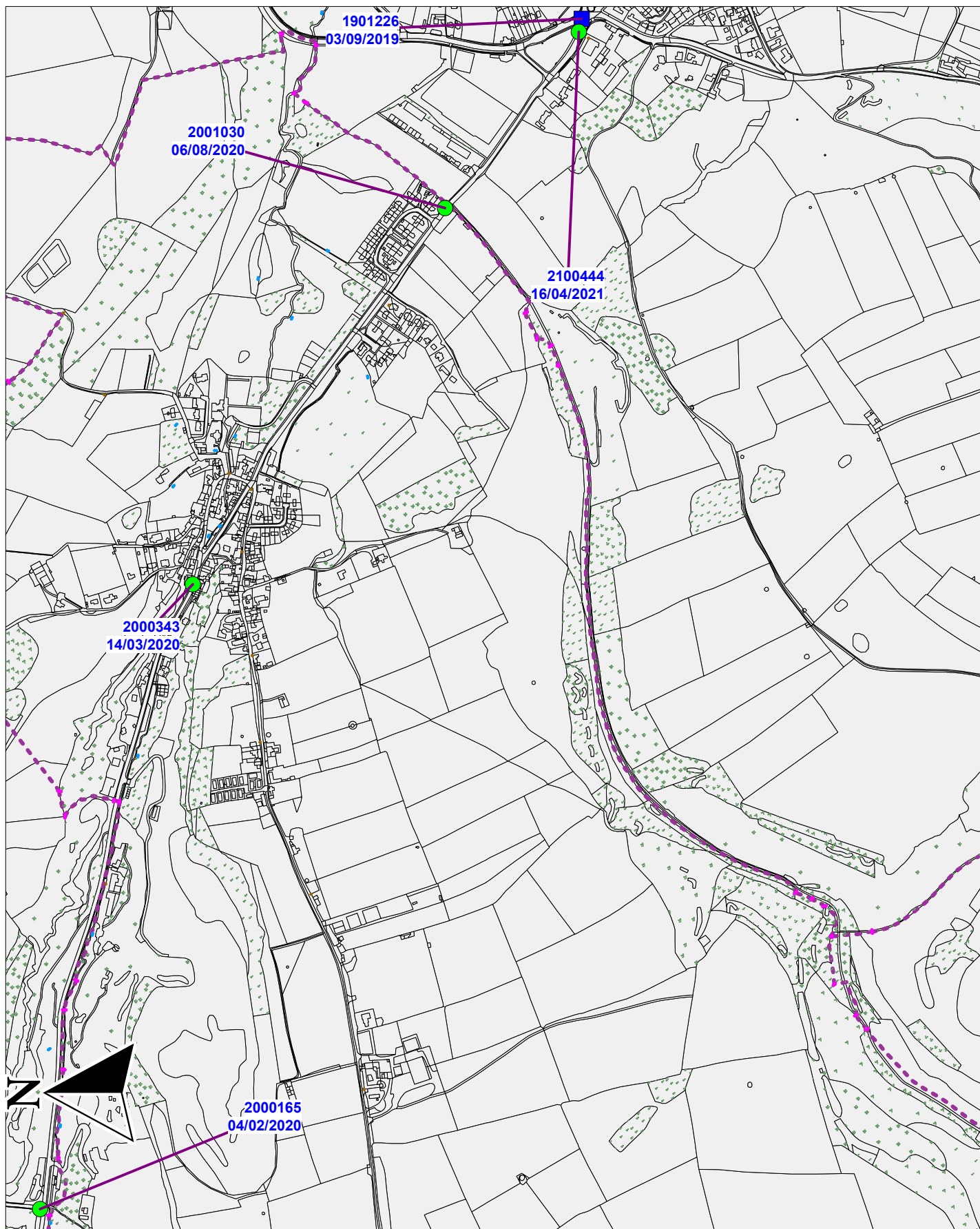
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DERBYSHIRE
 County Council

CHRIS HENNING
 Executive Director
 Place

PROJECT TITLE	A623 SPEED DATA LOCATIONS			DRAWN PHIL BRAISBY	CHECKED LEE WRIGHT	APPROVED LEE WRIGHT
	Date	12/10/21	Date	12/10/21	Date	12/10/21
DRAWING TITLE	A623 CALVER TO STONEY MIDDLETON			Project / Confirm Reference No.	-	
	Drawing Number	HMT/PB/500/21			SCALE NTS	
ORIGINAL DRAWING SIZE 297 x 210 (A4)						

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			DRAWING No.	HMT/LMW/498/21
			DRAWN BY	LMW
		Page 1 of 1		