



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

MEMBER DECISION – HIGHWAYS ASSETS AND TRANSPORT

30 November 2021

Report of the Executive Director - Place

Objections to the Proposed A632 Matlock to County Boundary and Adjacent Road (30mph, 40mph and 50mph Speed Limit) Order 2021

1. Divisions Affected

1.1 Divisions affected in alphabetical order are Dronfield and West Walton, Matlock, Walton and West, and Wingerworth and Shirland.

2. Key Decision

2.1 This is not a key decision.

3. Purpose

3.1 To ask the Cabinet Member to consider whether to authorise the making of the A632 Matlock to County Boundary and adjacent Road (30mph, 40mph and 50mph Speed Limit) Order 2021, taking into account the representations received during the consultation and notice periods.

3.2 Following consideration of this report, it is recommended that the Cabinet Member authorises the making of the A632 Matlock to County Boundary and Adjacent Road (30mph, 40mph and 50mph Speed Limit) Order 2021.

4. Information and Analysis

4.1 The proposal is to reduce the speed limit on the A632 from Chesterfield to Matlock (See Appendix 3 for the Proposed Speed Limit Plans).

4.2 Officers considered this route for improvements as part of the 2020 - 2021 Capital Scheme identification process. The collision history from 1 March 2017 – 29 February 2020 on the National Speed Limit Sections of the A632 from Chesterfield to Matlock identified the following:

- From the 40mph Speed Limit in Walton to the 40mph Speed Limit in Spitewinter, there has been one serious and five slight recorded injury collisions.
- From the 40mph Speed Limit in Spitewinter to 40mph Speed limit North of Kelstedge, there have been four serious and four slight recorded injury collisions.
- From 40mph Speed Limit South of Kelstedge to the 40mph Speed Limit near Matlock Golf Club, there has been one fatal, two serious and four slight recorded injury collisions.

4.3 More detailed collision analysis information can be found in Appendix 2.

4.4 In light of the collision history on this route, the Council has consulted on the previously mentioned change to the speed limit along with the introduction of Vehicle Activated Signs to help support the proposed reduction to the speed limit. This report deals with the representations received in response to the consultation.

Officer Comments

4.5 Research has assessed the risk of death in collisions at various impact speeds for typical collision types on rural roads. This research suggests that the risk of a driver dying in a head on collision involving two cars travelling at 60mph is around 90%, but that this reduces rapidly at lower speeds, so that it is around 50% at 48mph (Richards and Cuerden, 2009).

4.6 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. Speed limits are set in accordance with the County Councils own Speed Management Protocol and the criteria laid down by the Department of Transport, mentioned previously.

- 4.7 Lowering the speed limit to 50mph on rural roads can be considered where there are a high number of bends, junctions or accesses and a high level of injury collisions. Previously, where national speed limits have been lowered to 50mph based on casualty reduction, these schemes have been found to be successful.
- 4.8 Over the lengths of the Order route subject to the National Speed Limit, there are 13 junctions and numerous accesses. Collision data mentioned in Appendix 2 outlines the nature of the problems along this route.
- 4.9 Speed data for the A632 at six locations, subject to the National Speed Limit, and in both directions identifies that over a 24-hour period, the mean speeds are:
- Site No 5195 (Alicehead Road / Sheeplea Lane) = 53.0mph
 - Site No 5196 (Hut Lane / Hardwick Lane) = 47.7mph
 - Site No 5197 (South of Slate Pit Dale) = 46.5mph
 - Site No 5198 (Stoneycroft Lane) = 47.7mph
 - Site No 5199 (Amber Hill Farm, Slack Hill) = 53.7mph
 - Site No 5200 (Cuckoostone Lane) = 48.2mph

(for locations of the Speed Survey see Appendix 5).

- 4.10 The speed data above indicates that mean speeds are in the region of 50mph with the exception of Site Nos 5195 and 5199.
- 4.11 In light of the collision data, speed survey and the number of junctions and accesses, it is felt beneficial, for road safety reasons, to pursue a reduction in the speed limit to 50mph.
- 4.12 On the section of the A632 Slack Hill and in the vicinity of Alice Head Road where the recorded mean speeds are slightly above 50mph, it is proposed that the Council will introduce Vehicle Activated Signs to help support the reduction in the speed limit and address the concerns of Derbyshire Constabulary (detailed below). Further investigations are required to determine feasibility and exact locations.
- 4.13 The proposed speed limit changes are included in the 2020-21 Capital Scheme programme.
- 4.14 As part of the consultation process, officers received a requests to extend the 30mph Speed Limit in Walton, Chesterfield, as far as the junction with Acorn Ridge, has been investigated. Officers are of the opinion that the extents of the advertised 30mph Speed Limit proposal

is appropriate, as residential development is located on both sides of the road, which access directly onto the A632 and the density is consistent with a built-up environment subject to a 30mph Speed Limit. Beyond the extents of the advertised 30mph Speed Limit proposal residential development with direct access onto the A632 is sparse.

- 4.15 A 30mph Speed Limit for a village in a rural environment can be considered, based on a simple criterion relating to the density of frontage development and distance. The Speed Limit proposals put forward are to address the casualties on the rural sections of the A632 between villages and an extension to the 30mph speed limit in Walton, was raised previously. It is, however, acknowledged that a 30mph speed limit could be considered for the village of Kelstedge. This would be taken forward later as it is not part of the advertised changes for the route.
- 4.16 A Vehicle Activated Sign displaying a speed limit should be located at sites which have a history of a minimum of six injury collisions within 1km over the previous three years and where speed has been a factor in some, if not all the collisions. There has been one serious collision recorded at the traffic signal junction with Walton Road and one serious collision outside the access for Cherry Tree Farm reported over the last three years (1 July 2018 – 30 June 2021). These locations do not meet the necessary criteria for the introduction of a Vehicle Activated Sign.
- 4.17 The introduction of a double white line system is subject to strict visibility criteria. There is no evidence to suggest that there is an identified collision problem to be addressed by their introduction.

5. Consultation

- 5.1 At the preliminary consultation stage, the affected Local Members raised no objection to the proposed changes to the Speed Limit on the A632. Officers did receive an objection from Derbyshire Constabulary, regarding the change of National Speed Limit to a 50mph Speed Limit and Ashover Parish Council requested the introduction of a 30mph Speed Limit for Kelstedge. The proposed changes to the Speed Limit were formally advertised from 2 September 2021 to 24 September 2021 (see Appendix 3 for consultation documents). Further comments objecting to the proposal were received from the Police, and five individuals objected to the proposal.
- 5.2 The request and objections received are attached to Appendix 4 with the points raised summarised below:

- Ashover Parish Council requested the existing 40mph Speed Limit for the Village of Kelstedge to be changed to a 30mph Speed Limit.
- Derbyshire Constabulary do not agree to the current National Speed Limit on the A632 being reduced to a 50mph Speed Limit. The road appears to road users to be consistent with a National Speed Limit road and there would need to be more changes other than speed limit signs to re-enforce the change in the speed limit.
- Derbyshire Constabulary states that there is a good compliance with the current National Speed limit.
- CREST has currently classed the A632 as low risk area for speeding the proposed change in Speed Limit from National Speed Limit to 50mph may move it into a higher risk category requiring additional enforcement by the Police.
- Derbyshire Constabulary has requested the consideration of rumble strips on the A632 Slack Hill.
- Members of the public request that the proposed 30mph Limit on the A632 in Walton, Chesterfield is extended to include the junction with Acorn Ridge.
- A member of the public requested the erection of a Vehicle Activated Sign within the proposed 30mph Speed Limit for Walton, Chesterfield.

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 County 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.
- 6.2 The Department for Transport guidance provides a site selection criterion where the number of people fatally or seriously injured is at least 3 per kilometre for fixed safety camera sites. Before investigating the suitability of Safety Cameras, other options should be considered.

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 Traffic Regulation Act 1984 - <https://www.legislation.gov.uk/ukpga/1984/27/contents>
- 8.4 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 - <https://www.legislation.gov.uk/uksi/1996/2489/regulation/1/made>
- 8.5 Place Department Service Plan 2021 – 2025 <https://democracy.derbyshire.gov.uk/documents/s6177/6c%20Service%20Plans%202021-25.pdf>

9. Appendices

- 9.1 Appendix 1- Implications.
- 9.2 Appendix 2 – Collision Data
- 9.3 Appendix 3 – Consultation Documents
- 9.4 Appendix 4 – Objections received
- 9.5 Appendix 5 - Speed Survey Locations

10. Recommendations

That the Cabinet Member:

- a) Authorises the making of the A632 Matlock to County Boundary and Adjacent Road (30mph, 40mph and 50mph Speed Limit) Order 2021.
- b) Notes that officers will investigate the feasibility and location of Vehicle Activated signs within the extents of the proposed 50mph Speed Limits.
- c) Notes the suggestion to introduce a 30mph Speed Limit for Kelstedge is to be considered at a later date.

11. Reasons for Recommendations

- 11.1 This proposal helps to achieve the Council's aim to reduce casualties, improve the safety and quality of life for residents and those who travel through.

11.2 Based on the available evidence, it is considered that the reasons to support the making of the Order outweigh the objections put forward during consultation.

11.3 The proposed speed limit reduction for the A632 was included in the 2020-21 Capital Scheme programme.

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

12.1

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Implications

Financial

- 1.1 The required funding to deliver the proposed Speed limit Order is estimated to cost £47,000 (£45,000 for the scheme and £2,000 for the Order) and has been secured in the Departmental Service Plan as part of the Traffic and Safety Capital Scheme budget.

Legal

- 2.1 The County Council, as the local traffic authority, has power under the Road Traffic Regulation Act 1984 to make a Traffic Regulation Orders to vary speed limits where it appears that it is expedient to avoid danger to persons or other traffic using a road or to prevent the likelihood of any such danger arising.
- 2.2 Before making an order of this kind under the 1984 Act, the Council is required under sch. 9(20) to consult with the Chief of Police.
- 2.3 In addition, the Council is required under Part II of the Local Authorities' Traffic Order Procedure (England and Wales) Regulations 1996 to publish a Notice of Proposals in the local press and take other such steps to ensure that adequate publicity for the order has been given. Relevant documents must be deposited and made available for public inspection.

Human Resources

- 3.1 The proposed Speed Limit Order has been designed and consulted upon by Officers in the Traffic and Safety Team and these costs are contained within the overall budget for the Scheme.

Information Technology

- 4.1 None

Equalities Impact

- 5.1 None

Corporate objectives and priorities for change

6.1 The scheme supports the Council's key priorities in contributing towards a resilient, healthier, and safer community.

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

7.1 None.