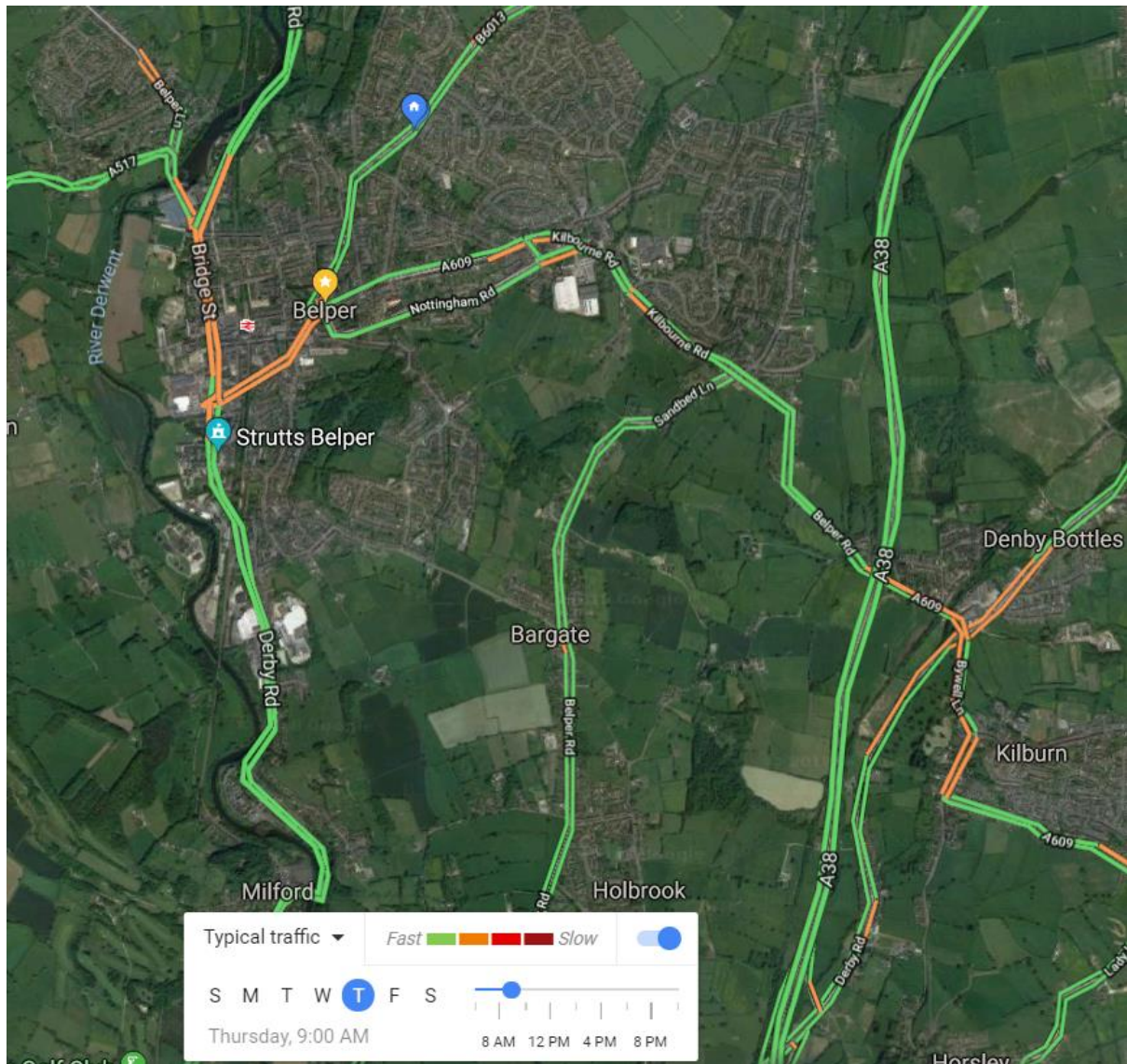


## NP4B – Addendum 8 – Road Improvements

In the initial public consultation phase of NP4B in 2016 a consistent theme emerged concerning traffic congestion and parking. The topic remains a prime concern for many that interact with NP4B and suggestions voiced in meetings have mentioned the need for a bypass, traffic calming, speed restrictions and even park and ride schemes as ways to limit the environmental, social and commercial impact of traffic. The main concerns relate to the arterial routes into and through Belper, the A609 to Kilburn, the A517 to Ashbourne and of course the North-South major route of the A6. The following map illustrates the volumes of traffic that move through the town on a typical mid-morning (a Thursday in 2018):



Source: Google Maps.

## The overview

Belper is an old town with streets that were laid out for horse traffic. With the increasing levels of car and truck traffic the limits of what can be accommodated on this restricted network are now being reached. World Heritage status precludes the creation of by-pass or inner town diversionary routes so the only practical option is to encourage both visitors and townspeople to switch from private to public transport. For this to happen there will need to be improvements in rail and bus services but, whilst we wait for DfT policies and funding streams to make this a reality we can improve public perception of the public transport options that already exist.

If nothing is done then we risk gridlock on our roads as can be demonstrated by the annual DfT traffic surveys carried out on the main arteries, the A6 Derby <> Matlock, A517 to Ashbourne, the A609 to Kilbourne and the B6013 to Heage and Ripley. A survey carried out by the NP4B group to check the veracity of the DfT data showed that over 5 million vehicle movements passed the Market Place (A609) per year with much of this traffic destined for Belper and its now at capacity car parks.

These considerations influenced the central theme of the NP4B which is summarised in the following report:



# Strategic Environmental Assessment (SEA) for the Neighbourhood Plan for Belper Civil Parish

Environmental Report

Non-Technical Summary

Belper Town Council

October 2019

Extract from the SEA:

Climate Change	Reduce the level of contribution to climate change made by activities within the Neighbourhood Plan Area	<p>Increase the number of new developments meeting or exceeding sustainable design criteria?</p> <p>Reduce energy consumption from non-renewable sources?</p> <p>Generate energy from low or zero carbon sources?</p> <p>Reduce the need to travel or the number of journeys made?</p> <p>Promote the use of sustainable modes of transport, including walking, cycling and public transport?</p>
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Source: <https://www.belpertowncouncil.gov.uk/uploads/environmental-report-nts-for-the-belper-np-081019.pdf>

## The idea of an A6 by-pass

The idea that a by-pass was a viable option for Belper did not ultimately gain support in the NP4B because the only available routes would be to the West or East of the River Derwent along the Chevin or across Belper Meadows. This area is part of the green belt and is also deemed to be part of the protected views of the World Heritage site so any proposal for a road development alongside the River Derwent would be extremely difficult to achieve.

Analysis of traffic flows on the A6 showed that Belper was the ultimate destination for many commercial and private vehicles so a Derwent-side by-pass would increase the road traffic mileage within the town if, as had been proposed over a number of years a one way system was adopted with southward flows between the North/East Mill A6/A517 and A6/ A609 roundabout and the new by-pass used for northbound flows. This would effectively increase the levels of air pollution.

Overall, it was understood that building an A6 by-pass within the town was impracticable.

<b>Belper Traffic Flows Summary Sheet</b>											
<b>Percentage Increase/Decrease of traffic between the years 2000 and 2016</b>											
Survey location	CarsTaxis	BusesCoacs	LightGood	V2AxleRig	V3AxleRig	V4or5Axle	V3or4Axle	V5AxleArt	V6orMore	AllHGVs	AllMotor
A6 Matlock Road	96%	79%	122%	36%	75%	97%	25%	39%	126%	48%	93%
A6 Chapel Street	102%	119%	139%	55%	90%	123%	29%	35%	68%	60%	104%
A6 Derby Road	96%	78%	135%	30%	104%	38%	29%	43%	73%	39%	96%
A517 Ashbourne Road	102%	98%	214%	72%	138%	125%	83%	41%	103%	85%	113%
A609 Kilburn Road	105%	120%	129%	27%	187%	130%	70%	80%	29%	43%	105%
A609 High Street	82%	160%	74%	36%	164%	106%	26%	81%	19%	43%	81%

Supportive data. Source: DfT annual traffic survey supported by NP4B/Transition Belper survey.



## Traffic flows on the A609

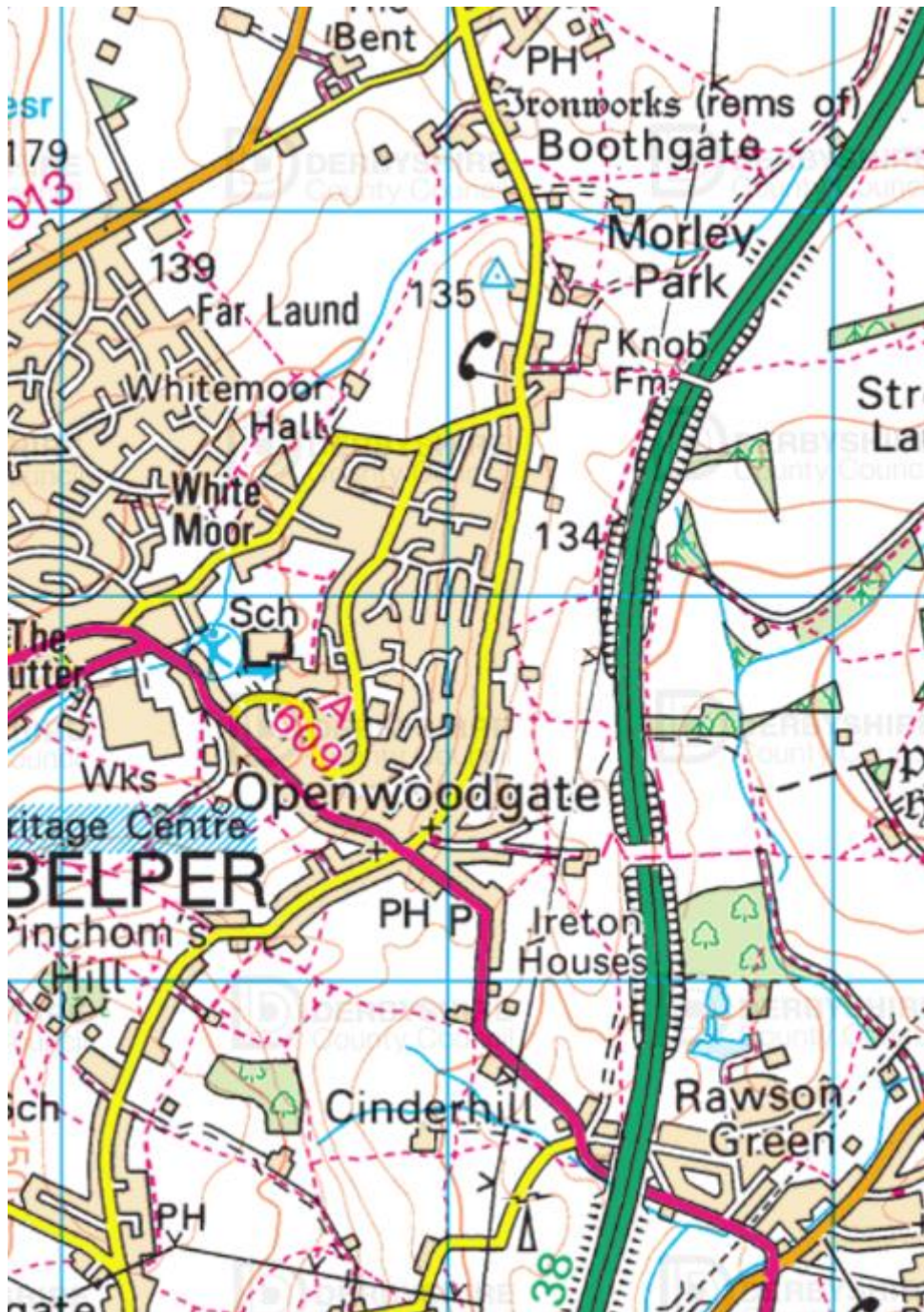
It was realised that the housing developments to the East and South of the town generated a large amount of traffic in Belper with a pinch point past the Market Head. Could flows be eased on this route in some way? Suggestions were evaluated which included

1. Creating a roundabout on the Short Street car park site to ease the convergence of the A609 one way system and the B6013 Chesterfield Road route:



2. A by-pass to the southeast of the town somehow linking the A609 to the A6 south of the present junction at "Morrison's" roundabout. Not considered feasible.
3. A direct link between Far Laund/ Openwoodgate and the A38 thereby encouraging housing estate traffic to avoid using the B6013/A609 as a through route. This is an option that is worthy of further study and references the A38 Denby Junction reference in the 2006 AVBC Local Plan [http://www.cartogold.co.uk/AmberValley/text/05\\_tp\\_transport.htm](http://www.cartogold.co.uk/AmberValley/text/05_tp_transport.htm). There are concerns with this idea and safeguards would have to be introduced to deter any increase in traffic entering or passing through Belper, using the Denby A38 junction as a throughout.





It must be stressed that the NP4B is not advocating any new route but is merely reflecting ideas emerging from the consultation process that now spans 5 years. Complex analysis would be required by the DfT, Derbyshire County Council and Amber Valley Borough Council before any new road developments were contemplated.

The policy of the NP4B is that the development of brownfield sites along the A6 corridor will limit growth in traffic by concentrating new housing within walking distance of the town centre, medical facilities, library, supermarket complex and public transport hubs.

## **Traffic Calming and Speed Restrictions**

NP4B public meetings and submissions did produce an underlying theme that traffic calming would be beneficial on many routes. Concern was voiced by many that speeding was a problem on Spencer Road, Ashford Rise, Crich Lane, Far Laund, the A6 towards Milford. Other locations were mentioned but these are the most often mentioned; the list is not definitive.

Subsequent, ad hoc Community Speed Watch events have shown a persistent problem of speeding on many Belper & Milford streets so further analysis would be advisable.

## **Traffic congestion through commercial vehicle unloading**

There is much anecdotal evidence that highlights congestion caused by both light and heavy goods vehicles making deliveries to commercial premises. Most notable delays are seen to be on the A6 between the Triangle and Field Lane and shops in the Market Head area. There is also the weekly problem of waste collection cycles with Nottingham Road being a severe example as there are few passing places along that route.

The NP4B cannot influence this but would urge that all possible avenues are explored to minimise delays to traffic caused by delivery vehicles.

NP4B. January 2020.