

1. Overview

Following on from the original series of surveys specified for the Parish in June 2017 and carried out in late September 2017, this is a brief overview of findings, in addition to the detailed factual report presented to the Parish.

Additional to this members of the Parish Council have undertaken a village walkabout with an officer from our Traffic and Safety Service on the 19th June 2017 and this aspect of their concerns was also discussed. However, it was acknowledged that the village of Breadsall is sited between two A-classified roads, the A608 and the A61 and that a degree of all traffic will pass through the Village to access either of these important strategic roads within the County.

2. Introduction

Traffic surveys were undertaken to understand traffic movement through the village and a full factual report was produced covering the various elements of the work. The information contained in this overview is intended to be broad and is focussed on traffic volumes and composition, but should be read in conjunction with the factual report. The following surveys were carried out at the locations identified in the main report, and intended to cover all routes serving the village, to provide a comprehensive view of traffic volume and composition:-

- High mast video surveys – undertaken over a 12 hour period to understand turning movements and traffic composition at the key junctions in the village.
- ATC pneumatic tube surveys – undertaken to provide an indication of longer term traffic volumes on the routes that feed the village. The primary aim of this type of survey is the gather longer term information on traffic flow whilst providing a coarse idea of vehicle classification and speeds.
- Journey time surveys – undertaken to assess the time taken to traverse links on the highway network thus allowing average speeds to be calculated. This is useful as it can provide a good indication of speed through a route as against the speeds surveyed at a spot location.
- Radar derived spot speeds – undertaken to provide spot speeds at the entrance to the village i.e. Breadsall village signs

Please note that direct comparisons between surveys on the same link are not advisable as there are opportunities for vehicles to vary their movement between nodes, and need to be considered in light of the operating parameters of the various counting technologies mentioned above. Hence the volumes and traffic compositions provided are range based to provide an overall guide.

3. Traffic Volumes and Composition

Croft Lane Route

- Daily traffic volumes ~6200-8300/day depending on week day
- Rigid and Articulated trucks represent around 2% of traffic volume i.e. ~120-170/day
- **NOTE** – the classification derived from the ATC surveys indicates ~5% Rigid/Articulated vehicles. However, as this technique relies on axle spacing and time, classification can be less accurate resulting in a higher proportion of goods vehicles that are light goods (Light Goods Vehicles – LGV) or medium goods (Medium Goods Vehicles – MGV) vehicles being classed as larger or heavy goods vehicles. Taking this into consideration indicates that less than ~0.5% are larger rigid/articulated vehicles and the remaining ~4.5% are LGV/MGV's.

Moor Road Route

- 12 hour traffic volumes ~1500-2500/day depending on week day
- Rigid and Articulated trucks represent around 2% of traffic volume i.e. ~30-50/day
- **NOTE** – the classification derived from the ATC surveys indicates ~5% Rigid/Articulated vehicles. However, as this technique relies on axle spacing and time, classification can be less accurate resulting in a higher proportion of goods vehicles that are light goods (Light Goods Vehicles – LGV) or medium goods (Medium Goods Vehicles – MGV) vehicles being classed as larger or heavy goods vehicles. Taking this into consideration indicates that less than ~0.5% are larger rigid/articulated vehicles and the remaining ~4.5% are LGV/MGV's.

Brookside Road Route

- 12 hour traffic volumes ~4800-6800/day depending on week day
- Rigid and Articulated trucks represent around 2% of traffic volume i.e. ~100-130/day.
- **NOTE** – the classification derived from the ATC surveys indicates ~5% Rigid/Articulated vehicles. However, as this technique relies on axle spacing and time, classification can be less accurate resulting in a higher proportion of goods vehicles that are light goods (Light Goods Vehicles – LGV) or medium goods (Medium Goods Vehicles – MGV) vehicles being classed as larger or heavy goods vehicles. Taking this into consideration indicates that less than ~0.5% are larger rigid/articulated vehicles and the remaining ~4.5% are LGV/MGV's.

Summary of Findings

- Looking at the 3 routes that feed the village of Breadsall it is clear that the Croft Lane and Brookside Routes are the busiest.
- The Croft Lane route is busiest with Moor Road being the quietest.
- The main route through the village appears to be via Croft Lane and Brookside Road with the loss or addition of vehicles from the Moor Road route, depending on direction of travel.
- Overall larger goods vehicle composition is around 2% of traffic volume on all of the routes. This compares closely to other villages for example :-
 - Brassington - ~2%
 - Melbourne - ~2%
 - Findern ~1%
 - Wirksworth ~4%
 - Eckington ~2%
- Comparisons are difficult to make due to the unique nature of villages, proximity to major roads and centres of economic activity etc.