

# Traffic Speed Report at Harpur Hill Road, Buxton, Derbyshire.

**CKG Consultancy Limited**  
**Crossfield House**  
**16 Hawthorn Road**  
**Chapel-en-le-Frith**  
**Derbyshire**  
**SK23 0XU**  
**February 2008**



## **Introduction**

CKG Consultancy Limited was commissioned by Powrie-Smith, Chartered Architects to undertake a survey to provide spot speed readings along Harpur Hill Road, Buxton, Derbyshire for submission to Derbyshire County Council Highways Department.

The survey was undertaken on Friday 25<sup>th</sup> January 2008 between the hours of 11.45 a.m. and 1.15 p.m. The weather was dry, sunny, but with moderate to heavy wind. The road surface was dry.

## **Methodology**

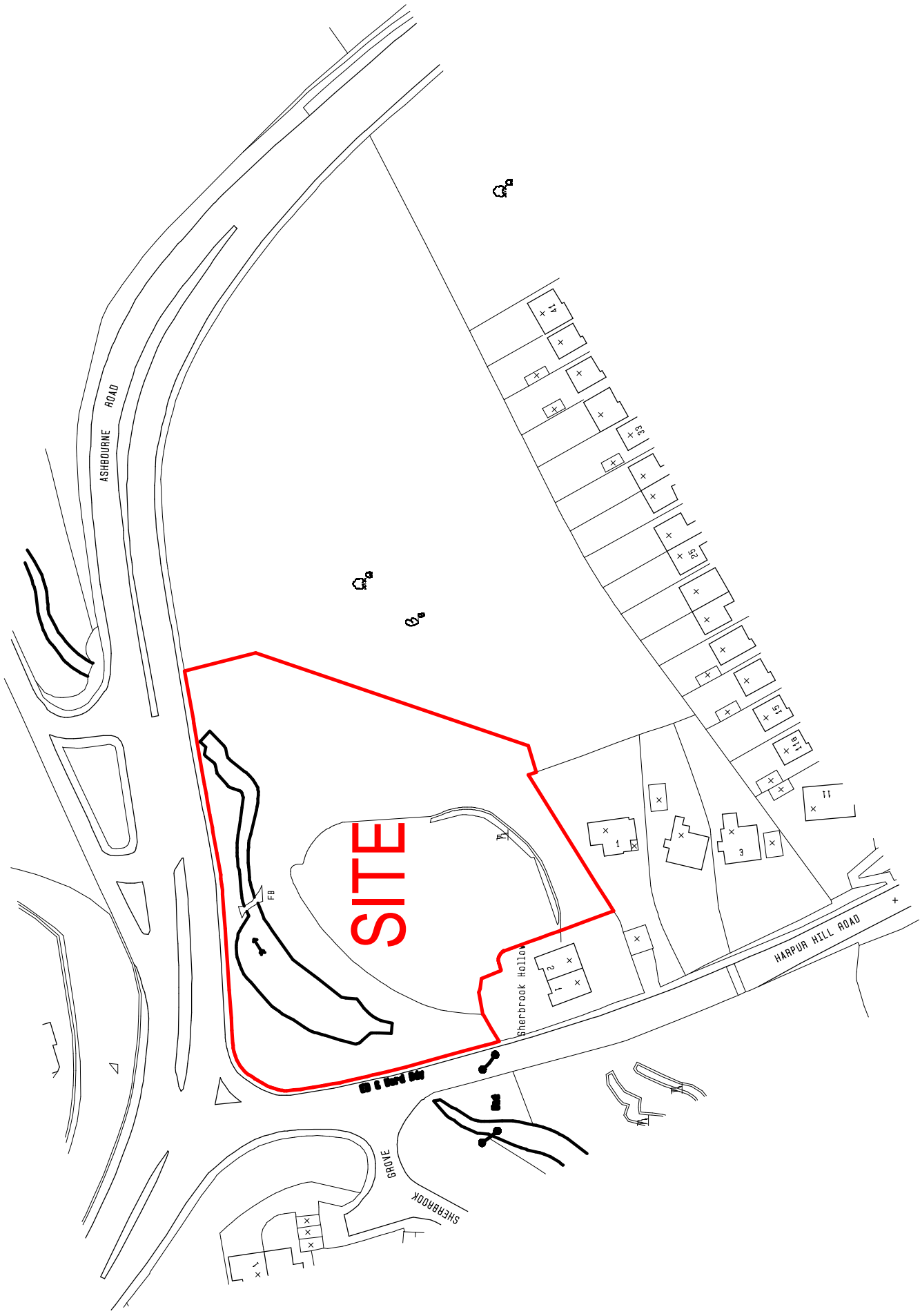
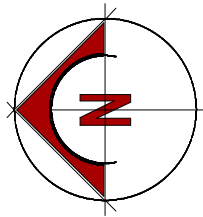
The data was collected using a radar speed recording device and the survey was undertaken in accordance with TA2281.

## **Terminology**

**Spot speed** - is the instantaneous vehicle speed measured at a point. Spot speeds are measured using devices such as radar speed meters or inductive loops.

**Free flow** - there is no generally accepted definition of this term. However, it may be stated that in free flow conditions headways and lateral displacements are usually so large as to ensure that drivers are in no way prevented, by the close proximity of other vehicles, from driving at the speed of their own choice. These conditions cannot be measured precisely and so it must be a subjective judgement as to whether or not traffic is in a free flow condition.

## **Site Location Plan**



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**Amor**  
**developments Ltd**

PROPOSED HOUSING DEVELOPMENT,  
HARPUR HILL ROAD,  
BUXTON,  
DERBYSHIRE, SK17 9NB.

PLANNING PROPOSAL  
LOCATION PLAN

Date	Sheet	Scale
NOVEMBER 2007	A3	1:1250
Fig. No.	Rev.	Drawn
2007-1502-06	-	RG

**SAMMONS**  
**Architectural**  
LIMITED

Chartered Institute of  
Architectural Technologists

10 Cawdry Buildings, Fountain Street, Leek, ST13 6JP  
Telephone + Fax 01538 386002  
E-mail: sammonsktd@aol.com

This drawing is copyright. Do not scale.  
All dimensions must be checked prior to commencement.

## **Location Photographs**



**Northbound approach to site access**



**Southbound approach to site access**

## Survey Results

### Northbound

Harpur Hill Road, Buxton, Derbyshire - Speed Survey				
Reading				
23			Friday 25 January 2008	
22				
26			Start Time	11.45
22			End Time	13.15
23				
23			Weather Conditions	Dry, moderate to heavy wind
23			Road conditions	Dry
22				
24			<b>Summary</b>	
23			<b>Sum</b>	2565
27			<b>Mean</b>	25.65
25			<b>Standard Deviation</b>	1.903611666
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23			<b>85%ile</b>	<b>27.55361167</b>
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<b>Total</b>	2565
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## Southbound

Harpur Hill Road, Buxton, Derbyshire - Speed Survey			
Reading			
18		Friday 25 January 2008	
21			
22		Start Time	11.45
27		End Time	13.15
22			
24		Weather Conditions	Dry, moderate to heavy wind
22		Road conditions	Dry
25			
21		<b>Summary</b>	
24		<b>Sum</b>	2283
22		<b>Mean</b>	22.83
24		<b>Standard Deviation</b>	2.03035052
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23		<b>85%ile</b>	<b>24.86035052</b>
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<b>Total</b>	2283
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## Two-Way

Harpur Hill Road, Buxton, Derbyshire - Speed Survey			
Reading			
23		Friday 25 January 2008	
22			
26		Start Time	11.45
22		End Time	13.15
23			
23		Weather Conditions	Dry, moderate to heavy wind
23		Road conditions	Dry
22			
24		<b>Summary</b>	
23		<b>Sum</b>	4848
27		<b>Mean</b>	24.24
25		<b>Standard Deviation</b>	2.41902011
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23		<b>85%ile</b>	26.65902011
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Total	4848
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## **Conclusions**

The nature and characteristics of Harpur Hill Road is a relatively narrow road, 6.6 metres carriageway in parts, which serves residential dwellings, a small Business Park, and the road forms part of a local bus service route.

The only a footway runs along the eastern side the carriageway.

The topography of the highway rises in gradient from the North to the South (See Location Photographs).

Traffic calming features are located along Harpur Hill Road, which have been constructed as Road Cushions. These are located south of Sherbrook Hollow and appear to be spaced too far apart (width across the carriageway) to have an effect upon vehicle speeds. Small vehicles, (i.e. cars, can travel between the cushions without travelling over them).

The survey was undertaken on Friday 25<sup>th</sup> January 2008 between the hours of 11.45 a.m. and 1.15 p.m. The weather was dry, sunny, but with moderate to heavy wind. The road surface was dry.

During the survey period, spot speeds of 100 vehicles were recorded in either direction (Northbound and Southbound). When growthed up, the road would generate approximately 3200 vehicles (Two-Way) in a 24 hour period.

The quickest speed collected was 30mph and the slowest being 17mph.

There were no vehicles parked near to the proposed access. It was noted that should vehicles park along this section of the route, speeds would be lower than collected.