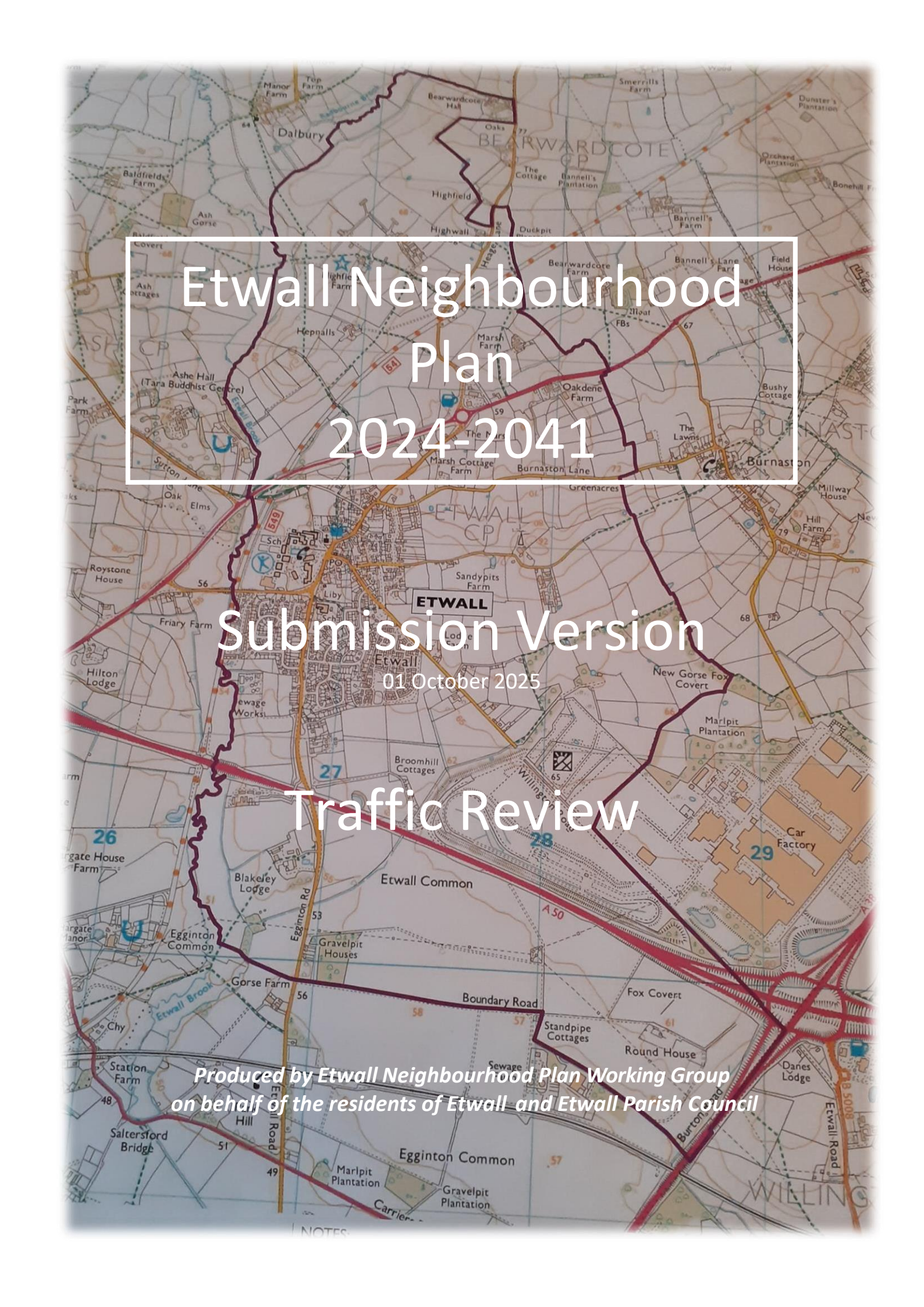




Etwall Neighbourhood Plan 2024-2041

Submission Version

01 October 2025

Traffic Review

*Produced by Etwall Neighbourhood Plan Working Group
on behalf of the residents of Etwall and Etwall Parish Council*

Etwall Traffic Review

87% of respondents to the early consultation questionnaire expressed concern about the level of traffic and inconsiderate driving / parking within the village.

Many residents felt that the village is completely overrun with cars on school days, particularly in the afternoon, due to the number of JPSA pupils collected by car.

Some residents avoid using the roads during this period due to the congestion and perceived high risk. It is unreasonable that village residents feel they cannot use their local roads.

As both the Primary School and John Port Spencer Academy are in the process of increasing their capacity, this issue must be addressed.

Other issues raised by residents included traffic speed, both within the village and on the approach roads, and parking close to the village centre.

To enable the reader to focus on specific areas of interest, this report is sub-divided into the following areas:

1. Etwall Vehicle Collision History	138
2. Congestion Around School Start / Finish Times	142
3. Impact of School Parking.....	147
4. Village Centre Parking	150
5. Speeding.....	154
6. Willington Road / Main Street Junction.....	158
7. Egginton Road Junction.....	162
8. Other Road Safety Concerns	163

1. Etwall Vehicle Collision History

The Derby and Derbyshire Road Safety Partnership aims to reduce the numbers of people killed or seriously wounded on Derbyshire roads by 33% by 2030:

- Due to limited finance being available for road improvements, priority is given to schemes that seek to achieve a reduction in recorded injury casualties.
- The historic record of vehicle collisions that result in serious injury is, therefore, the main consideration when assessing whether any proposed road modification can be justified.

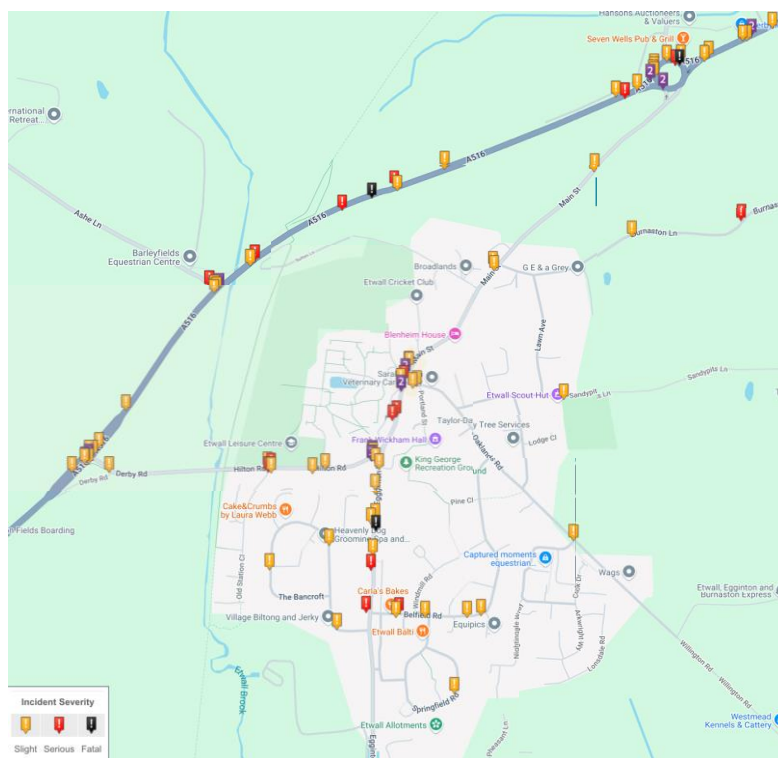
Traffic flow along Main Street, between the Spread Eagle and Egginton Road, is recorded annually and reported on <https://roadtraffic.dft.gov.uk>, count point 806070.

- The website confirms that car movement, along Main Street, increased by 22% between 2018 and 2023, total vehicle movement increased by 19% due an increase in goods vehicles of just 4%. A daily average of 5,500 vehicles now pass this count point.

Due to the significant increase in traffic, many residents perceive a high risk of vehicle collisions in the village, with the junction at Willington Road and Main Street being singled out as the highest risk.

The map, below, shows the location of all reported vehicle collisions that resulted in injury in the 25 years up to December 2023. The data was obtained from crashmap.co.uk.

The map does not include minor collisions where there is no injury.



While collisions along the A516 and at the A516 / Main Street Roundabout are shown on the map, these are excluded from the data in Table 1.1 as most of these will involve through traffic, while collisions at the A516/ Derby Road junction are included as most of these will involve vehicles entering, or leaving, Etwall.

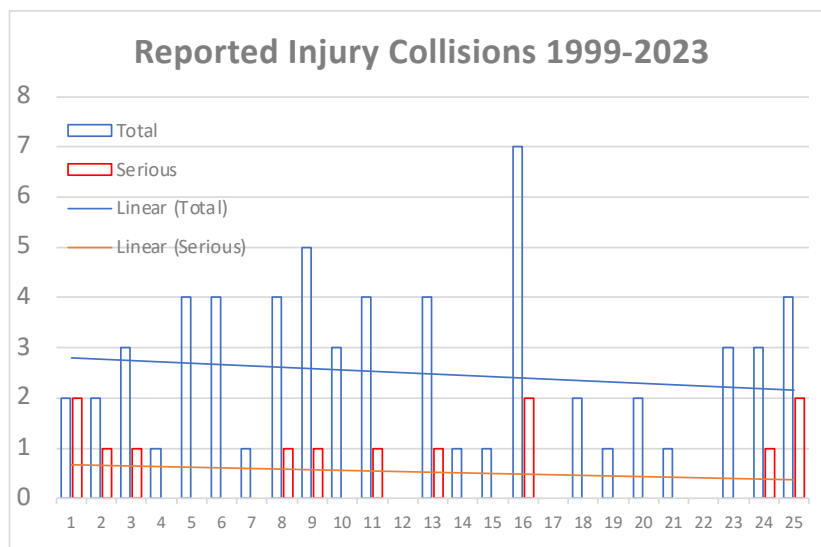
There were 62 collisions that resulted in injury in the 25 years from 1999 to 2023. Table 1.1 below includes more detail on the collisions.

Table 1.1	Vehicle Collision Data for Etwall 1999-2023	
Injury Type	No. off	Typical Injury
Slight Injury	48	Typically cuts, grazes, bruises
Serious Injury	15	Typically, trauma, broken bones
Fatality	1	(Egginton Road in 2021)
Total Collisions	62	
	Collisions involving Pedestrians & Cyclists	
Cyclist Casualty	8	
Pedestrian Casualty	15	

The junctions along Main Street are perceived as 'high risk' by residents. The data in Tables 1.2a to 1.2d confirms that, over this 25-year period there were no serious injury collisions at the Main Street / Burnaston Lane junction, three occurred at the Main Street / Willington Road junction, two at the Main Street / Egginton Road junction and two at the Old Station Close / Hilton Road junction.

On average, there has been one serious collision injury at the Willington Road junction every 8 years, and a lower incidence at the other junctions along Main Street.

The bar chart below shows the total collision injuries and serious collision injuries for each year over the 25 years. While there has been an increase in traffic over recent years, the trend lines indicate a slight reduction, over time, in both total and serious injury collisions



The reduction in vehicle movements during Covid lockdown impacted on the number of reported collisions, with no injury collisions reported in 2020, which may slightly skew the trend lines.

Over the 10 years 2014 to 2023 there were 23 reported collisions involving injury in Etwell, 4 of these occurred at the A516 / Derby Road junction and 12 at or close to the junctions along Main Street / Hilton Road, 4 of which involved serious injury. These are detailed in table 1.2a

Table 1.2a Location	Date	No of Vehicles	Casualties	Severity
Main Street / Burnaston Lane	14/02/2022	2	1	Slight
Main Street / Church Hill	22/02/2014	1	1	Slight
Main Street / Willington Road	17/03/2023	3	1	Serious
Main Street / Willington Road	16/11/2023	2	1	Serious
Main Street / Egginton Road	01/05/2018	2	1	Slight
Main Street / Egginton Road	10/02/2017	2	1	Slight
Main Street / Egginton Road	11/11/2021	2	1	Slight
Main Street / Egginton Road	24/11/2023	2	1	Slight
Hilton Road / Old Station Close	20/01/2014	1	1	Serious
Hilton Road / Old Station Close	06/06/2014	2	1	Slight
Hilton Road / Old Station Close	20/11/2014	1	1	Serious
Hilton Road / Old Station Close	10/11/2019	2	1	Slight
A516 / Derby Road	26/04/2014	2	1	Slight
A516 / Derby Road	25/09/2014	3	1	Slight
A516 / Derby Road	29/12/2014	2	1	Slight
A516 / Derby Road	27/01/2021	3	3	Slight
Willington Road	29/06/2023	1	1	Slight
Willington Road / Heathfield Avenue	07/09/2018	2	1	Slight
Belfield Road	14/11/2022	2	2	Slight
Belfield Road	28/11/2022	1	1	Serious
Egginton Road	04/10/2016	2	2	Slight

Table 1.2a Location	Date	No of Vehicles	Casualties	Severity
Egginton Road	28/09/2021	3	3	Fatal
Chestnut Grove	17/12/2016	1	1	Slight

Due to this historic low level of serious injury collisions, Etwall roads are considered 'low risk' and, therefore, do not warrant investment on road safety measures.

Other information

Abbreviated Injury Scale (AIS):

This is an anatomical-based coding system created by the Association for the Advancement of Automotive Medicine to classify and describe the severity of injuries. It represents the threat to life associated with the injury rather than the comprehensive assessment of the severity of the injury, as per Table 1.3 below.

Table 1.3		Abbreviated Injury Scale (AIS)
AIS Code	Injury	Example
1	Slight	Cuts, grazes, bruising with no or minimal medical intervention
2	Moderate	Physical injury requiring medical attention, no lasting impact
3	Serious	Physical trauma requiring immediate medical attention
4	Severe	Physical injury that causes disruption to a person's life
5	Critical	Life threatening, requiring immediate medical attention
6	Fatal	Results in Death

Collision Data 1999-2013:

For completeness, the collision data for 1999-2013 is included in Tables 1.2b to 1.2d below, each covering a 5-year period.

Table 1.2b 1999-2003	Date	Number of Vehicles	Casualties	Severity
Location				
Main Street near Marsh Farm	25/11/2002	3	3	Slight
Main Street/Willington Road	25/02/2003	1	1	Slight
Main Street	08/10/1999	1	1	Serious
Main Street / Egginton Road	21/11/2000	2	1	Slight
Main Street / Egginton Road	19/12/2003	2	1	Slight
Burnaston Lane	12/05/2000	1	1	Serious
Hilton Road	26/10/2003	1	1	Slight
Egginton Road	12/07/2003	1	1	Slight
Egginton Road	21/04/1999	2	1	Serious
Belfield Road	02/05/2001	2	1	Slight
Derby Road	01/10/2001	2	2	Slight
A516/Derby Road	19/12/2001	5	2	Serious

Table 1.2c 2004-2008	Date	Number of Vehicles	Casualties	Severity
Location				
Main Street / Burnaston Lane	25/04/2006	2	2	Slight
Main Street / Church Hill	03/09/2007	1	1	Slight
Main Street / Willington Road	06/10/2005	2	1	Slight
Main Street / Egginton Road	27/01/2004	2	1	Slight
Main Street	05/02/2006	1	1	Serious

Table 1.2c 2004-2008				
Location	Date	Number of Vehicles	Casualties	Severity
Egginton Road	28/08/2007	2	1	Serious
Chestnut Grove	09/12/2008	2	2	Slight
The Bancroft	25/10/2007	2	1	Slight
Belfield Road	29/02/2004	2	1	Slight
Belfield Road	10/10/2006	2	1	Slight
Sandypits Lane, near Scouts	24/03/2004	1	1	Slight
Burnaston Lane	06/05/2004	1	2	Slight
A516 / Derby Road	28/05/2006	2	1	Slight
A516 / Derby Road	24/12/2007	2	2	Slight
A516 / Derby Road	08/03/2007	2	2	Slight
A516 / Derby Road	23/01/2008	2	1	Slight
A516 / Derby Road	01/11/2008	2	1	Slight

Table 1.2d 2009-2013				
Location	Date	Number of Vehicles	Casualties	Severity
Main Street / Church Hill	29/11/2011	1	1	Slight
Main Street / Willington Road	09/01/2011	1	1	Slight
Main Street / Willington Road	11/09/2009	2	2	Serious
Main Street / Egginton Road	01/12/2011	1	1	Slight
Main Street / Egginton Road	19/04/2011	2	2	Serious
Egginton Road	23/05/2009	1	1	Slight
Egginton Road	14/07/2009	2	1	Slight
Springfield Road	11/02/2009	2	1	Slight
A516 / Derby Road	19/04/2013	3	1	Slight
A516 / Derby Road	09/06/2012	2	5	Slight

2. Congestion Around School Start / Finish Times

Community Aspiration: To achieve a significant reduction in cars dropping off / collecting JPSA pupils in the village and to work with the schools and appropriate Authorities to decrease reliance on cars for travel to and from the Etwall schools and introduce engineering measures that reduce the opportunity to execute reckless manoeuvres or park inconsiderately.

Derbyshire County Council has a stated objective to reduce the effects of the school run through its Sustainable Modes of travel to School Strategy. (DCC Traffic Network Management Duty Plan, page 8), this section details the extent of the issue in Etwall.

On 26 January 2024, traffic on Main Street was recorded on mobile phone, between 15:02 and 15:10. Some screenshots from that video are included to demonstrate a specific issue.

Due to the high level of activity, vehicle speeds around the village centre are well below 30mph during this peak period.

The video screenshot below demonstrates the level of conflict around the Willington Road junction shortly after 15:00.

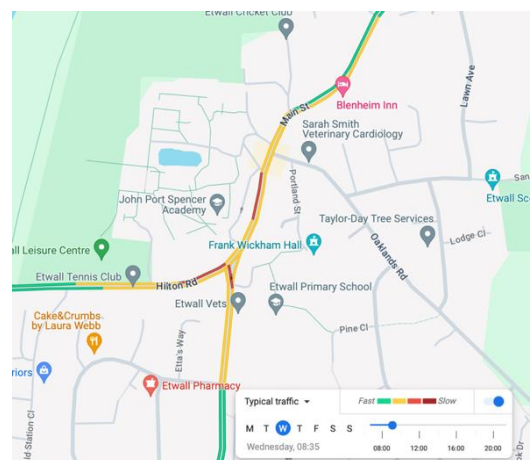


Including the bus layby, Main Street is 13 metres wide in this area and conflict can be observed as cars manoeuvre to park, move off from the kerb, do 'U' turns, turn onto / off Main Street and the Turning Circle or stop at any other point to pick up passengers. It can be seen that two cars have pulled into the bus stop, waiting to turn into the Turning Circle and are preventing the service bus from pulling out.

Some drivers park with no consideration for other road users and, sometimes, illegally. Many of the observed manoeuvres are reckless, executed in haste, sometimes without signals, a few pedestrians choose not to use the controlled crossing. This all adds to the perception, particularly for the more cautious driver, of very high risk. It is not unusual to witness near misses, both between vehicles and between vehicles and pedestrians.

The two schools in the village have different start and finish times, so traffic peaks are slightly reduced but spread over a longer period. These schools dominate the village, their activity has a negative impact for residents, but a positive impact for shops and food outlets in the village centre.

This Google Map screenshot shows the 'typical traffic layer' at 08:35 on a Wednesday morning. Main Street, Hilton Road and Egginton Road are all busy, with congestion at the Egginton Road Junction and outside JPSA.



Inconsiderate driving / parking exacerbates the traffic issues. At both the morning and afternoon peak numerous cars coming from all directions execute

'U' turns in the junction with Egginton Road, or on Main Street to return in the direction they came from.

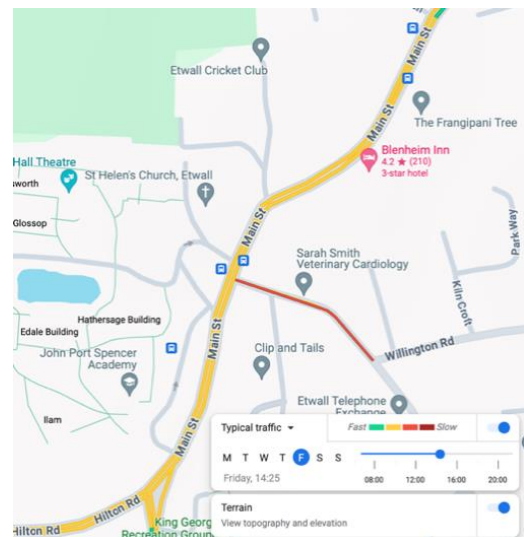
This video screenshot, taken at the Egginton Road junction at around 08:35 on a school day shows a school bus pulling out of the junction. The grey car, 'circled', had pulled out of Egginton Road ahead of the bus and stopped, blocking Main Street to traffic from Hilton, waiting for the red estate car to move off so that they could pull in to that space. After dropping passengers, the car 'U' turned back into Egginton Road.



This photo, taken opposite the Primary School at 08:40 on a school day, shows cars parked on Egginton Road. These cars park for up to 15 minutes while drivers walk with children to the Primary School gate. Some parked cars are blocking driveways.

At school finishing time, cars and mini-buses start arriving and parking in the village from 14:00 to collect JPSA pupils who finish at 15:00. As these cars start to depart more arrive to collect Primary School pupils who finish at 15:15.

The Google Map screenshot on the right shows the 'typical traffic layer' at 14:25 on a Friday. Main Street, Hilton Road and Egginton Road are already busy while on Willington Road traffic is very slow.



The volume of cars, allied with inconsiderate / illegal parking and reckless vehicle manoeuvres, causes significant conflict on the roads around the village centre.

As Main Steet and Egginton Road become choked vehicles will bypass the village centre, increasing traffic flows on other roads around the village. 'Rat Running' is common along Belfield Road, Willington Road, Lawn Avenue and Burnaston Lane.

This video screenshot shows a blue car, to the left, that had parked illegally at the kerbside on the corner of Willington Road. It pulled away as the other car (brake lights on) turned right out of the Turning Circle, causing it to carry out an emergency stop to avoid a collision.

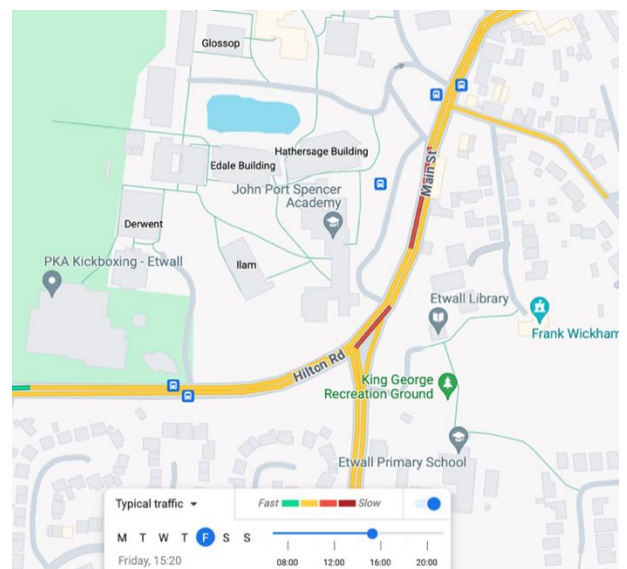


The video screenshot on the left shows two cars, circled, that have parked on the zigzags on the either side of the pedestrian crossing.

Another car, that had been parked directly on the crossing exit, can be seen moving off. In the background cars can be seen parked on both sides of Main Street.

As enforcement of parking restrictions is generally targeted at known problem areas it is important that residents report all incidents of illegal parking to the appropriate authority. A note explaining how to do this can be found on Etwall Parish Council website.

This Google Map screenshot shows the 'typical traffic layer' at 15:20 on a Friday, while many cars have left the village by this time, the roads are still busy, with congestion at the Egginton Road junction and outside JPSA.



The opportunity for drivers to park their car inconsiderately and make reckless manoeuvres could be reduced by implementation of engineering modifications, particularly along Main Street.

JPSA Access off the A516

An alternative entrance, from the A516, could remove a significant portion of the school traffic from Main Street / Hilton Road, but would not reduce traffic using Egginton Road or Willington Road.

The potential benefit was assessed by comparing traffic passing or using Main Street / Hilton Road / Egginton Road junction on 29 Aug 2024, during the school holiday to a similar survey carried out on 5th February 2024, at the morning school peak.

A 2015 survey by Confused.com revealed that 42% of commuters stay at home. or holiday, at some point during the school summer holidays, this suggests that in any week around 15% of commuters are not travelling to work. To account for this the figures for the 29 August Survey, shown in table 2.1, have been increased by 15%,

For consistency of comparison, the data for the two video surveys is shown as the equivalent vehicles per hour, in Table 2.1.

Table 2.1 Manoeuvre	School Term	School Holiday	Difference
From Main Street into Egginton Road	184	79	105
From Hilton Road into Egginton Road	127	39	91
From Egginton Road towards Village	191	118	73
From Egginton Road towards Hilton	78	39	39
Along Hilton Road towards Village	381	30	351
Along Main St towards Hilton	240	89	151
Total car movements	1201	394	857
Road Use			
Into / out of Egginton Road <>	580	276	304
Main Street / Egginton Road <>	375	197	178
Hilton Road / Egginton Road <>	205	79	126
Through Traffic Hilton Road / Main Street <>	621	118	503
Traffic towards the Village. >	572	148	424

Not all 'school traffic' will be dropping off JPSA pupils. Around 100 cars drop Primary School children, with an increasing number coming from the Mickleover direction, these cars would continue to use the village roads.

Some drivers will drop pupils off and return homewards while others will drop pupils off on their way to work, or other destination. Drivers who enter, or leave, the village along Egginton Road will continue to do so regardless of an alternative access.

During the school morning peak the equivalent of 351 additional vehicles per hour enter, and 151 leave the village centre along Hilton Road while an additional 73 cars enter Main Street from Egginton road and 105 leave the village via Egginton Road.

While a more comprehensive survey would give a more accurate figure it would appear that, potentially, up to 65% of the additional cars could avoid the village centre.

- Observation indicates that many cars drop / collect pupils close to the school gates. It is quite likely that, if Main Street were quieter, or there was any delay in getting into / out of the

alternative access, then some parents would still choose to pass through the village to drop off / collect pupils.

While accepting that some JPSA related traffic must be accommodated, 'safe streets for residents' must be prioritised above 'ease of access for JPSA traffic'.

3. Impact of School Parking

Some residents felt that cars owned by JPSA teachers / senior pupils hogged the parking spaces in the village centre.

A survey of cars parked in, and around, the village centre was carried out on 17 separate Monday mornings in 2024. These surveys were carried out between 09:00 and 10:00, when traffic movements associated with the schools had ceased and there was limited activity in the village.

Nine counts were carried out on school days between January & October and eight counts were carried out during the summer and autumn school holidays.

The study considered two areas, the village centre, and a wider area where cars associated with the two schools routinely park.

For the purpose of this exercise the Village Centre is defined as the areas included in Table 3.1. and the Wider Village is defined to include the areas in both Table 3.1 and 3.2.

Table 3.1 'Village Centre' Parking	
Roadside Parking:	
Main Street	Between the Blenheim Hotel and Pedestrian Crossing
Willington Road	Between Main Street junction and Oaklands Road
Portland Street	
Offroad Parking	
Church Hill	
Turning Circle	
Ivan Way	
Londis	Shop front and footpath
Spread Eagle	Front, side & rear carparks
17 Willington Road	Private carpark for empty shop, routinely used by residents

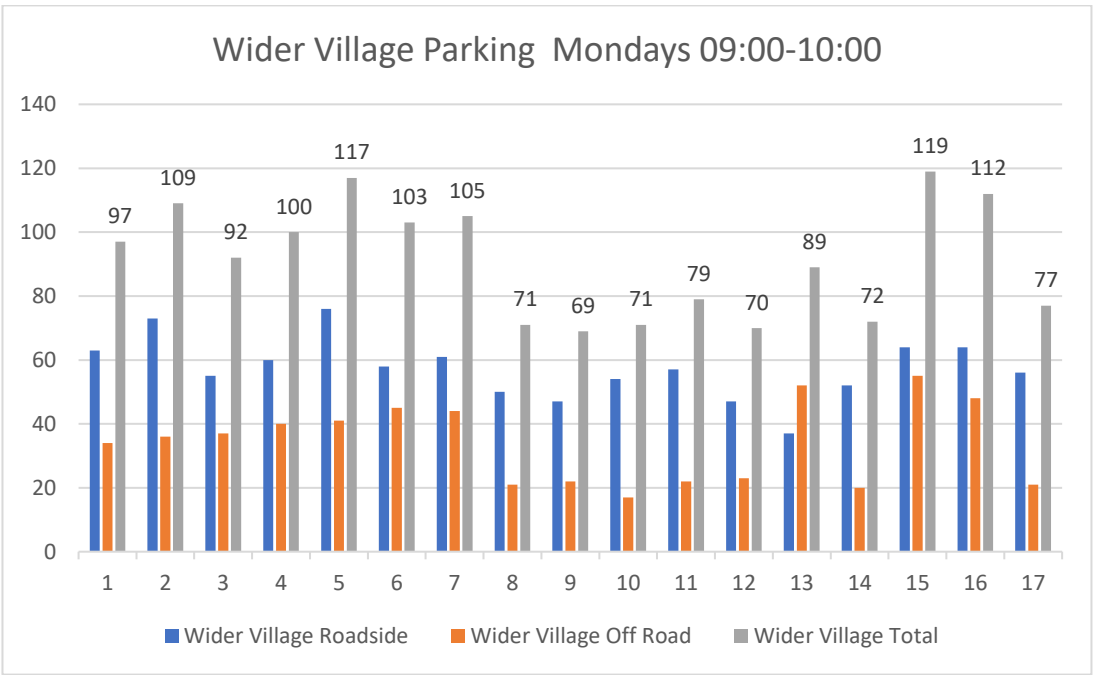
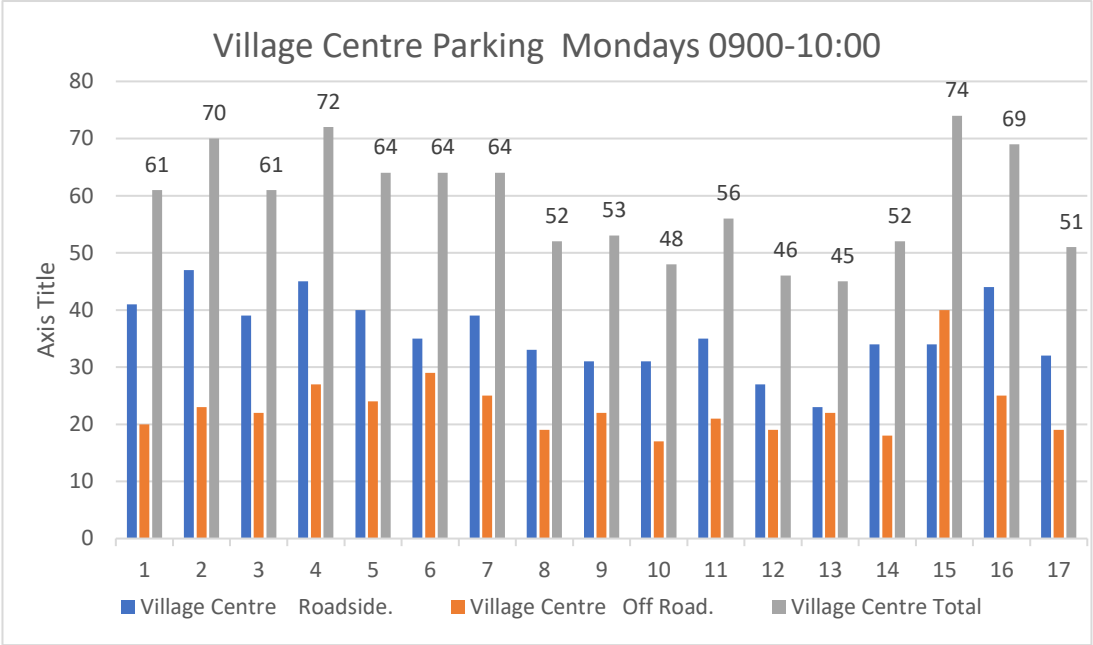
Table 3.2 'Wider Village' Parking – These locations plus those in Table 3.1	
Roadside Parking:	
Main Street	Between the Pedestrian Crossing & Leisure Centre
Willington Road	Between the junctions with Oaklands Road & Sandypits Lane
Oaklands Road	
Egginton Road	Between the junctions with Main Street & Belfield Road
Offroad Parking	
FWH Carpark	Tarmac and Gravel areas
KGRG Carpark	
Library Carpark	Including the driveway

The bar charts below show the data for the 17 surveys in chronological order.

The three 'bars' in each set, indicate 'Roadside parking', 'Offroad parking' and 'Total'.

The surveys relate to:

School days: 1 to 7 Spring and summer terms, January to July,
15 to 16 Autumn term, September & October
School Holidays: 8 to14 School summer holiday,
17 October school holiday.



The data is summarised in Table 3.3 below.

Table 3.3	Roadside			Offroad			Total		
	Min	Max	Av	Min	Max	Av	Min	Max	Av
Village Centre:									
Termtime	28	54	42	20	40	26	61	74	67

Table 3.3	Roadside			Offroad			Total		
	Min	Max	Av	Min	Max	Av	Min	Max	Av
Holiday	23	39	33	17	22	20	48	53	51
Difference	+5	+15	+9	+3	+18	+6	+13	+21	+16
Wider Village:									
Termtime	55	76	64	34	55	42	93	119	106
Holiday	37	57	50	17	52	25	69	79	73
Difference	+18	+19	+14	+17	+3	+17	+24	+40	+33

Summary

During term time the number of additional cars parked in the village centre averaged 16 (maximum 21). Due to the distance from the Primary School, it is likely that all these cars are associated with JPSA.

During term time the number of additional cars parked in the wider village averaged 33 (maximum 40).

Note: throughout this exercise the Primary School car park capacity was temporarily reduced from 22 to 12 due to civil works so, it can be expected that this figure would normally average around 23.

The maximum number of cars parked in the village centre on any school day was 74, so there were still 15-20 parking spaces available.

At the time of the surveys Church Hill was normally at 50% capacity during school holidays compared to 75% capacity during termtime.

The data also confirms that around 65% of vehicles parked in the village centre are parked at the roadside.

JPSA Cars Parking in Etwell

There are around 80 parking spaces within JPSA grounds, mostly accessed through the gate off the Turning Circle. This access gate is normally closed at 08:15, before the School Buses start arriving. Any staff arriving after gate closure have to park elsewhere. Utilisation of these parking spaces has not been monitored, but it is assumed they are 75% utilised.

The Leisure Centre car parks are extensively used by JPSA staff and pupils:

- The rear section of the East Carpark is designated for JPSA use between 07:00 and 15:00. This area is fully utilised during termtime with 32 cars routinely parked here, compared to just two or three during school holidays.
- The central section of the Leisure Centre East Carpark is fully utilised during termtime, averaging 52 cars. During school holidays an average 36 cars are parked here. indicating that around 16 JPSA staff park their cars here.
- The Leisure Centre West Carpark, tarmac area can accommodate 108 cars, and the adjacent gravelled area around 30 cars. An average of 72 cars were parked here during term time, compared to around 8 cars during the holidays, indicating that around 64 JPSA staff / pupils park their cars here.
- The total number of JPSA staff / pupils parking at the Leisure Centre averages 110.

An average 15 cars park in the JPSA Bus Park / Reception car park during term time.

On average an additional 33 cars are parked in the Wider Village during term time, with half of those, associated with JPSA, parked in the village centre.

Summary

On school days, around 200 cars associated with JPSA staff and pupils enter and park in Etwall, 8% of these parking in the village centre.

Provided that the Leisure Centre does not attract more car driving customers, there is currently capacity in the Leisure Centre West Carpark (tarmac & gravel) for a further 60 cars.

If the school expands from 2000 to 2500 pupils this is likely to lead to a proportionate 25% increase in cars entering and parking in the village.

While there is currently ample capacity for those currently parking in the village to use this carpark, it will be approaching capacity if the planned increase is fully utilised.

Primary School Cars Parking in Etwall

Around 35 cars associated with the Primary School enter and park in Etwall on a school day:

- Up to 22 are able to park within the school grounds;
- Around 6 park on KGRG carpark;
- A few park on Egginton Road;
- A few park on Main Street, opposite the junction with Egginton Road;
- A few use the FW Hall carpark.

4. Village Centre Parking

Community Aspiration: To maximise parking spaces close to the village centre while preventing inconsiderate parking around the Main Street / Willington Road junction to remove conflict with pedestrians.

Many residents commented that there are insufficient parking spaces in the village centre.

A survey of parking spaces confirms that there are around 35 marked off-road parking spaces and around 65 roadside parking spaces close to the village centre, these are detailed in tables 4.1 & 4.2.

Table 4.1	Off-Road Parking Spaces	
Location	Spaces	Comment
Church Hill*	8 marked inc. 2 disabled	Up to 16 cars park here
Spread Eagle Side*	5	
Spread Eagle Front*	3 includes 1 disabled	
Spread Eagle Rear*	7	
FWH Tarmac area	14 approximately	Not marked
FWH Gravel area	15 approximately	Not marked
Library	1 disabled	
KGRG carpark	5	Up to 9 cars park here
Leisure Centre East	97 total	57 public

Table 4.1	Off-Road Parking Spaces	
Leisure Centre West	108 + app 30 on gravel	
Chestnut Grove (shops)	7	Layby at Front
Bancroft (shops)	2	Layby at side
Main Street (Londis)*	2	Cross footpath
Sandypits Playing Fields	14 approximately	Not marked
Willington Road (Kiln Croft)	3	Layby
Turning Circle*	10 approximately	Up to 17 car park here

* There are 35 marked off-road parking spaces close to the village centre, excluding Ivan Way but including the Spread Eagle car parks, but the maximum is nearer 50 as up to 15 more can be accommodated on Church Hill and the Turning Circle.

Table 4.2 Roadside Parking Spaces	
Location	Spaces
Main Street – Blenheim Hotel to Willington Road	16 approximately
Main Street – Turning Circle to Church Hill	5 approximately
Willington Road – Main Street to Oaklands Road, shop side	17 approximately
Willington Road – Main Street to Oaklands Road, pub side	4 approximately
Willington Road – Oaklands Road to Sandypits Lane	13 approximately
Portland Street	10 approximately

There are around 65 roadside parking spaces close to the village centre, a number of which are used by businesses.

Surveys of cars parked in the village were carried out between January and November 2024, at various times of the day, weekdays / weekends.

Section 3 considered the current impact of JPSA and Etwall Primary School on car parking within the Village.

Some residents suggested that all roadside parking should be prohibited by double yellow lines. However, the main roads through Etwall are generally wide enough to accommodate roadside parking with minimal disruption to through traffic, however an Advisory Cycle Lane, marked on both sides of Main Street is completely negated by roadside parking. Furthermore, due to the limited number of off-road parking spaces, prohibiting roadside parking would have a significant negative impact on residents and businesses around the village centre, especially those who do not have access to offroad parking.

A Residents Parking Scheme would be a potential solution but, according to Derbyshire County Council Guidance, it is not practical for Etwall as such schemes require the involvement of several hundred residencies to be financially viable.

Willington Road narrows to around 6m outside Holly Farm and Sarah Smith's, some restriction could be appropriate here to reduce conflict, although prohibition would inconvenience residents while not preventing inconsiderate car drivers ignoring any restrictions. Derbyshire CC Highways reviewed this option in 2019 but it was not adopted due to negative feedback.

Monitoring vehicles parked overnight indicates that around 42 resident's vehicles are parked in the village centre overnight with around 32 of those at the roadside, see Table 4.3, around half of these spaces are vacated during the day.

Table 4.3 Overnight Parking	06:40	00:05	07:30	07:45
Roadside Parking:				
Willington Road – Oaklands Road to Sandypits Lane	7	5	7	5
Willington Road – Main Street to Oaklands Road	11	14	5	11
Portland Street	10	8	6	7
Main Street – Blenheim to Willington Road – H&B Side	4	7	6	4
Main Street – Blenheim to Willington Road – Church Side	1	0	1	1
Roadside Total	33	34	25	28
Off Road Parking:				
Willington Road – Outside No. 17 (empty shop)	2	2	2	2
Spread Eagle – Rear, Side and Front	4	5	4	4
Londis – Shop Front	1	0	1	1
Main Street – Footpath	1	1	0	0
Church Hill	1	3	3	4
Turning Circle	1	4	0	2
Off-Road Total	8	15	9	15
Total	41	49	36	43

At the 00:05 survey a few people were still inside both pubs so it is possible that this survey count was slightly inflated. The average of the 4 surveys is 42, similar to the 06:40 survey of 41, which is probably most representative.

Parking on Portland Street is mainly resident's cars, although some Spread Eagle customers park on the lower end of the street.

A selection of weekend parking surveys is included in table 4.4. For comparison, two surveys were carried out on both a Saturday & Sunday at the busier lunch & tea times.

Table 4.4	Weekend	Saturday		Sunday	
On Road Parking:		12:20	16:20	12:10	16:30
Willington Road – Oaklands Road to Sandypits Lane		7	7	7	7
Willington Road – Main Street to Oaklands Road		17	13	9	13
Portland Street		11	6	7	8
Main Street – Blenheim to Willington Road – H&B Side		11	16	10	10
Main Street – Blenheim to Willington Road – Church Side		0	2	0	0
Roadside Total		46	44	33	38
Off Road Parking:					
Willington Road – Outside No. 17 (empty shop)		2	1	2	1
Spread Eagle – Rear, Side and Front		6	11	6	12
One Stop – Shop Front		2	1	0	1
Main Street – Footpath		1	4	1	1
Church Hill		8	11	4	10
Turning Circle		3	7	1	11
Off-Road Total		22	35	14	36
Total		69	79	47	74

Note: This table includes data sets for similar times on a Saturday and Sunday on different days and weeks.

Saturday 16:20 saw the highest number of vehicles parked in the village centre, even so there were off road spaces in the Turning Circle and roadside spaces on Willington Road and between the Turning Circle and Church Hill.

The Methodist Church Minister considered that parking for their congregation was an issue. There is no off-road parking close by and observation confirms that Willington Road and Oaklands Road, close to the church is saturated with cars during services. There is no opportunity to increase parking spaces in this area so the solution may lie with the church to promote 'car share' schemes.

While the area around the village centre is busier at Saturday lunchtime than Sunday lunchtime, there is little difference in the afternoons, possibly due to a high proportion of pub customers.

The highest number of parked cars coincides with JPSA finish time when the village is over-run with cars, around 93 cars park in the village centre, whereas outside school time the highest recorded was 79, at 16:30 on a Saturday, see table 4.6.

Table 4.6 JPSA Finish Time	14:50
Roadside Parking	
Willington Road – Oaklands Road to Sandypits Lane	3
Willington Road – Main Street to Oaklands Road	13
Portland Street	8
Main Street – Blenheim to Willington Road – H&B Side	12
Main Street – Blenheim to Willington Road – Church Side	6
Roadside Total	42
Off Road Parking:	
Willington Road – No. 17 (empty shop)	2
Spread Eagle – Rear, Side and Front	11
Londis – Shop Front	1
Main Street – Footpath	1
Church Hill	20
Turning Circle	16
Off-Road Total	51
Total	93

*Note: Many more cars park in other areas of the village
Cars continue to arrive after 15:00 when cars have started to depart*

This confirms that, village centre parking is saturated around JPSA finish time but, at all other times, there are car parking spaces available in the village centre.

The perception of a shortage of parking spaces is probably due to an expectation that spaces should be available directly outside the intended destination, allied with inconsiderate parking around the village centre amenities.

Additional Car Parking:

- JPSA bus park is available for public use outside school hours and could accommodate around 21 cars.
- Frank Wickham Hall car park is well used during sports events, such as football and bowls matches and for events at the Hall. Etwall Pre-school uses the Hall in school termtime when around 4 cars are parked, with up to 15 cars at drop off / pick up time. At other times it is

under-utilised. The car park is not well signposted and the Parish Council will review this, but at around 150m from the village centre some car drivers may also feel it is too far away.

- Customers of the shops and food takeaways on Main Street / Willington Road tend to park as close to the shops as possible, often parking on the yellow lines, footpath or kerb, causing inconvenience and conflict with pedestrians while obstructing the vision of other car drivers at the junction.
- Observations indicate that a significant proportion of inconsiderately parked vehicles are associated with non-residents who divert off the A516 to visit the shop and take away food outlets.
- Two or three residents on Main Street (close to the Old Post Office) routinely park on the footpath outside their house, rather than on the road. The footpath is wide and these cars do not generally create an obstruction.

Note: The Police will intervene regarding inconsiderate parking ONLY if a parked car is actually preventing access / egress.

The Parish Council will consider whether Planters could be used to control inconsiderate footpath parking so as to ensure a safe path is maintained for pedestrians.

Roadside parking could be formalised and controlled by introduction of build outs with sheltered roadside parking. This may reduce the overall roadside spaces available but may allow a few more parking spaces to be introduced close to the amenities. This would not attract funding as a road safety measure.

5. Speeding

Community Aspiration: To work with the appropriate authorities to introduce measures that achieve a reduction in vehicle speed and adherence with speed limits.

Etwall Speed Watch Team monitored traffic along Main Street near its junction with Sutton Lane:

- Between 2022 & 2024 the Team carried out 15 one-hour monitoring sessions at various times of the day, between 10:00 and 19:30.
- The average number of vehicles recorded travelling into / out of the village was 260 per hour.
- On average 19% of all drivers exceeded 36mph with 25% of those exceeding 40mph.
- Speeding vehicles were reported to the Police who issued written warnings.
- Feedback from the Police is that only around 20% of those reported can be considered as local residents.

Traffic speed has been further quantified using data compiled by Derbyshire Constabulary software that collates speed data from blue-tooth enabled devices in moving vehicles. The sections of road for which speed data was obtained are shown in table 5.1

Table 5.1 Speed data road sections
Oaklands Road
Egginton Road - 30mph sign to Belfield Road
Egginton Road - Belfield Road to Junction with Main Street
40mph approach from A516 Roundabout to 30mph sign
Main Street - 30mph sign to Pedestrian Crossing

Table 5.1 Speed data road sections

Main Street / Hilton Road - Pedestrian Crossing to 30mph sign

40mph approach from A516 junction to 30mph sign

Data was supplied for the time periods in table 5.2

Table 5.2 Speed data time periods

	Week Average	Week Day	Week Day	All Week	All Week	All Week	Week End
From	00:00	07:00	10:00	16:00	19:00	00:00	07:00
To	24:00	09:00	16:00	19:00	23:00	04:00	19:00

Table 5.3 shows the raw data as supplied to the Working Group, in mph.

The speed data is presented as the '85th percentile speed', which means that 85% of vehicles are travelling at or below the quoted speed and 15% are travelling above the quoted speed.

Table 5.3 85th percentile speed in mph

Start	00:00	07:00	10:00	16:00	19:00	00:00	07:00
End	24:00	09:00	16:00	19:00	23:00	04:00	19:00
Days	All week	Week Day	Week Day	All week	All week	All week	Week End
Period	All Day	AM Peak	Off Peak	Peak	Evening	Night	Day
Oaklands Road	35.9	34.9	35.3	36.1	35.9	32.6	36.3
Egginton Road - 30mph sign to Belfield Road	33.5	31.2	32.3	36.4	37.5	39.3	39.3
Egginton Road - Belfield Road to Main Street	34	31.1	32.6	36.1	36.9	39.1	39.2
A516 Roundabout to 30mph sign	43.2	41.8	41.6	44	46.7	46.5	44.6
30mph sign to Pedestrian Crossing	41.2	39.1	39.7	41.1	45.3	43.7	42.9
Pedestrian Crossing to 30mph sign	35	32.6	35	35	37.4	37.4	35
30mph sign to A516 junction (Hilton)	44.9	41	43.9	46.1	51	46.1	46.2

The data confirmed that speeding is an issue on all the road sections, with speeds in the 30mph zone comparatively higher than in the 40mph zones:

- The 85th percentile traffic speed on Oaklands Road is reasonably consistent across all hours at 32.6-36.3mph, being highest during the daytime at the weekend. Data was not available for the section between Oaklands Road and Heathfield Avenue, where observation suggests speeds are higher.
- The 85th percentile traffic speed on Egginton Road is 32mph on weekdays and 39mph during the day at the weekend, the lower speed on weekdays will be due to roadside parking reducing the usable carriageway width.
- On Hilton Road / Main Street the speed is lowest during the day, on weekdays, probably due to the higher traffic volume and roadside parking

Table 5.4 shows the average 85th percentile speed for the 30mph and 40mph zones across various time periods.

Table 5.4 Average 85th percentile speed mph		
Time Period	30mph zone	40mph zone
07:00-09:00 (Weekday)	34.4	41.4
10:00-16:00 (Weekday)	35.3	42.8
16:00-19:00 (Weekday)	37.1	45.1
16:00-23:00 (All Week)	39.0	48.9
00:00-04:00 (All Week)	38.2	46.3
07:00-19:00 (Weekend)	38.4	45.4
24/7 average	36.5	44.9

This confirms that speeds are highest in the evening, when the roads are quieter, the 85th percentile average speed across the 30mph zone being 39mph, and peaking at 45mph on one section of Main Street.

Pedestrian volume is very high at school start and finish time, but the high traffic density at that time means that traffic speed in the vicinity of the schools is well below 30mph.

Some questionnaire respondents felt that a 20mph limit should be introduced while others thought that the 30mph limit is appropriate provided it is adhered to.

DfT Guidance - 'Setting local speed limits' (updated 2024), includes the following paragraphs:

- *136. It may also be appropriate to consider 20mph limits or zones in built-up village streets that are primarily residential in nature, or where pedestrian and cyclist movements are high, where there is a safety case and local support. Such limits should not, however, be considered on roads with a strategic function or where the movement of motor vehicles is the primary function.*

Derbyshire and Derby Road Safety Partnership produced a speed management protocol, which includes a ranking scheme to determine where speed control measures should be introduced, the main parameter being the number of people that have been injured due to speeding vehicles (official term: incidence of speed related collision injuries)

Relevant sections of the document are included below:

- Paragraph 1.3 states: *20mph speed limits / zones are introduced sparingly, with casualty reduction being a priority for the selection of such schemes.*
- Paragraph 1.5 states: *excessive speeds alone are unlikely to justify lowering an existing speed limit the vast majority of drivers will choose to drive at speeds they feel appropriate and unnaturally low speed limits may be ignored. Compliance could be achieved by introducing a package of traffic calming measures but, in the absence of speed related injury collision history, the expenditure would be difficult to justify.*

Department for Transport Guidance - 'Setting local speed limits' includes the following paragraph:

- *31. The following will be important factors when considering what is an appropriate speed limit:*
 - *history of collisions, including frequency, severity, types and causes*
 - *road geometry and engineering including width, sightlines, bends, junctions, accesses and safety barriers*
 - *road function (for example, strategic through traffic or local access)*
 - *composition of road users including existing and potential levels of vulnerable road users*
 - *existing traffic speeds*
 - *road environment, including level of road-side development and possible impacts on residents (for example, severance, noise or air quality)*
- *89. Successful 20mph zones and 20mph speed limits are generally self-enforcing: that is, the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance, there should be no expectation on the police to provide additional enforcement beyond their routine activity unless this has been explicitly agreed.*
- *Table 1: 20mph limits.....should not be introduced as a blanket measure, but in streets that are primarily residential and.....where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function. There should be consideration of the safety case and local support to ensure their use is appropriate.*

While Egginton Road, and possibly Main Street, could be considered as residential streets, their primary function is the movement of vehicles / through traffic. In view of this it is unlikely that these roads would be considered suitable for implementation of a 20mph limit:

- It is naive to assume that traffic will comply with the current speed limit, or a reduced speed limit, without introduction of engineering measures to remove the perception that the road is suitable for higher speeds. However, the low level of historical collision injuries does not support the case for reduced speed limits and, more importantly, this solution would probably be opposed by many residents and, therefore, is not supported by the Working Group.
- Engineering measures that reduce traffic speed at quieter times and discourage parents from collecting school children by restricting the opportunity to carry out inappropriate manoeuvres and park inconsiderately, or illegally, would be supported by the Working Group, who consider that this situation must be addressed before JPSA is allowed to expand beyond its current pupil numbers.

As of March 2025, Etwall Parish Council has instigated the implementation of Vehicle Activated Signs (VAS) at two further locations within the village. These are intended to alert drivers who are travelling above the speed limit and, hopefully, lead to a change in behaviour.

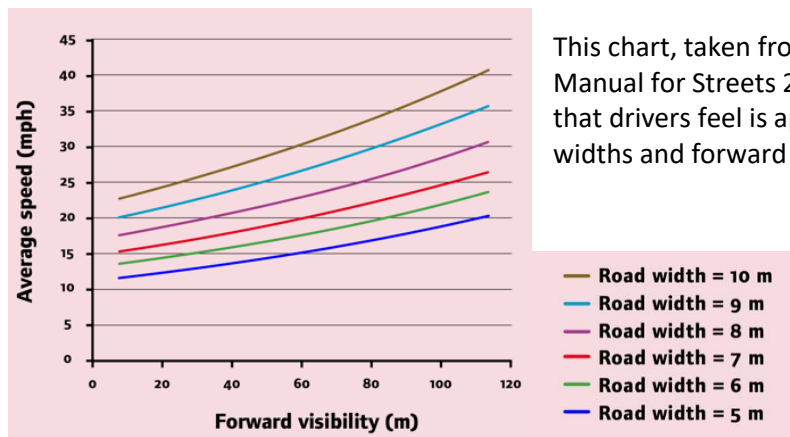
The Working Group has engaged with Derbyshire Highways Authority to ascertain what measures may be appropriate to address the speeding and traffic issues within the village.

An aspiration is to work with the Police Authority, Derbyshire Highways Authority, the Schools, the Parish Council and SDDC to implement engineering measures that address both these issues.

Main Street / Hilton Road, Carriageway Width

Approaching Etwall from the Derby direction, via the A516 roundabout, the road is 7m wide with a speed limit of 40mph. On entering Etwall the speed limit reduces to 30mph while the road widens initially to 8m and then to 10m outside the Church. It then increases further, to around 13m wide, at the bus layby (9-10m actual road width) and 10.5m after the pedestrian crossing towards Egginton Road. At the apex of the bend at the Egginton Road junction the road is 11.5m wide (including central filter lane), reducing to 9m at the Leisure Centre, before reducing back to 7m towards the bridge (road widths measured on google earth).

There is a known correlation between road width, forward vision and the speed at which drivers perceive is appropriate for that road.



On passing the pedestrian crossing, towards Hilton, outside the Spread Eagle the road is over 10m wide with forward vision, towards Egginton Road junction above 120m. The chart shows that the average speed drivers will perceive as appropriate for such a road is above 40mph.

Reducing the usable carriageway width to that more suitable to a village street would result in lower vehicle speeds, without the need for restrictive measures such as speed humps.

Government Guidance 'Design approach for Rural Roads' (A.6.3) states that the minimum width for a road that is occasionally used by buses or heavy goods vehicles is 6m, or 6.8m for roads where buses and heavy goods vehicles are likely to pass each other on a regular basis.

Heavy goods vehicles do not normally pass through the village. There are four V1 service buses per hour through Etwall and, in 2023/24, around 50 JPSA bus movements in the morning and afternoon on school days. However, due to their scheduled arrival and departure times these buses rarely pass on the road.

The Working Group would support engineering measures that reduce the perception, for drivers, that the road is suitable for speeds greater than 30mph, however funding cannot be justified based on speed related collision injuries.

6. Willington Road / Main Street Junction

Inconsiderate parking is an issue around the Willington Road junction. A significant contribution to this appears to be light commercial vehicle drivers who divert from the A516 to visit the take away food outlets, ignoring yellow lines, often parking on the pavement or directly on the junction where they create hazards for pedestrians and reduce visibility for other drivers using the junction. While

The photos below were taken at quieter times they highlight the issue of inconsiderate parking around the junction.

This photo shows a vehicle parked on the yellow lines on Willington Road, restricting vision for anyone turning out of Willington Road.



Another vehicle, towing a trailer is parked half on the footpath on Main Street.

In the photo on the right the car has parked half on the footpath close to the corner, even though it can be seen that there is at least one space on the opposite side of Willington Road, outside the Spread Eagle.



In the photo on the left the van driver has parked on the double yellow lines even though it can be seen that there are two spaces on the opposite side of Willington Road, outside the spread Eagle.

This issue may stem from a desire to park directly outside the shops / takeaway being visited, but must be addressed. It may be possible to introduce a few formal parking spaces as part of the engineering measures, if the road width is reduced to address speeding and inconsiderate parking

Not all inconsiderate drivers are visiting the shops, the photo above shows a car parked on the double yellow lines. This anti-social driver was not visiting the shops, they just assumed it was a

suitable place to park for over 40 minutes on a Friday evening. A lack of enforcement means this type of restriction has little impact.

The Government website [Roadtraffic.dft.gov.uk/manualcountpoints](https://roadtraffic.dft.gov.uk/manualcountpoints) includes a count point on Willington Road (point 809357) close to Portland Street. This count point was not included before 2019 so does not quantify the impact of the Alms Meadow development, but confirmed an increase of 5% between 2019 and 2023.

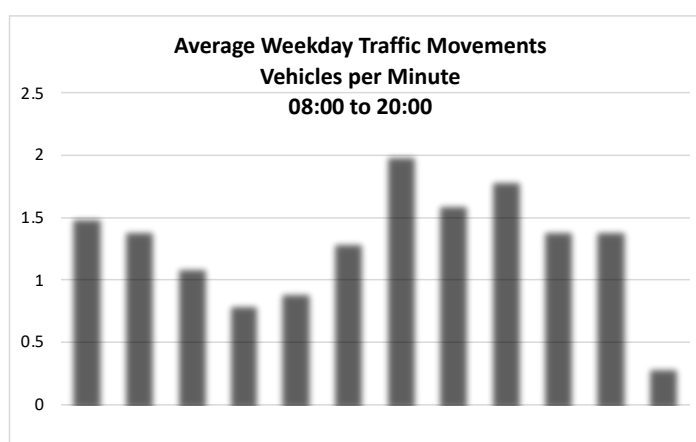
Traffic associated with the Alms Meadow development was monitored to confirm how the development has impacted on traffic along Willington Road

Between January and March 2024, 34 short traffic surveys involved counting vehicles passing Gerrards Grove, that had either turned out of Heathfield Avenue towards the village or headed away from the village to turn into Heathfield Avenue.

Each survey was of 10 minutes duration and spread over all days of the week (21 on weekdays, 13 at weekend) and spaced reasonably evenly between 07:30 to 20:00.

This chart shows the variation in traffic associated with the Alms Meadow development on an average weekday.

The busiest times were early morning and evening on weekdays and Saturday mid-day.



Vehicle movements both on weekdays and weekends averaged around 1.4 vehicles per minute, equivalent to around 84 vehicles per hour or 1,000 vehicle movements between 07:30 and 20:00. This equates to 6 vehicle movements per household per day

Few pedestrians were observed on weekdays, possibly due to most of the 'counts' being carried out in colder weather. Those observed were mostly 'dog walkers' or JPSA pupils. There was an increase in pedestrians before school start time and a peak of 30 at school finish time. In the early evening a few teenagers appeared to be walking home, having used public transport.

A number of vehicles appeared to be speeding although those who appeared to be well over the speed limit mostly continued along Willington Road beyond Heathfield Avenue.

It was observed that a significant number of vehicles leaving / heading for Heathfield Avenue turned into / or out of Belfield Road. Due to the lack of connectivity in the design of this estate those residents travelling to / from the Willington / Burton direction use Belfield Road as an access road. Similarly, when the village is congested, some cars to / from the Derby direction, will avoid the village centre by using Willington Road / Lawn Avenue/ Burnaston Lane as an access route.

Five short surveys were carried out at the Willington Road / Main Street junction, just after 09:00 on a weekday when 5 vehicles per minute use the junction, with 80% turning out of the junction, heading equally towards Derby & Hilton, the average over the 5 surveys was 3 vehicles per minute.

Cars park all along the roadside between Main Street and the junction with Oaklands Road, and the parking spaces at the side of the Spread Eagle and conflict can be observed due to vehicles parking on the junction, reversing out of the parking spaces at the side of the Spread Eagle and when cars travelling in opposite directions meet at the narrow section.

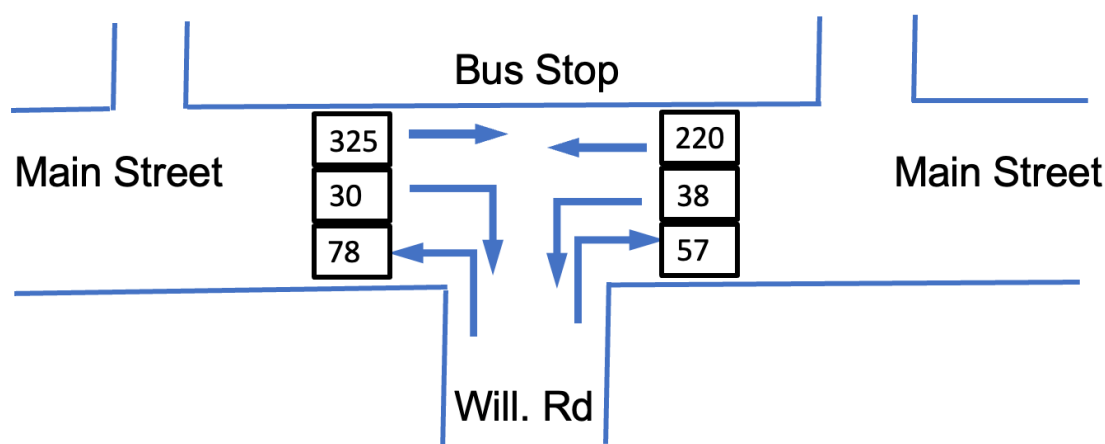
Some respondents to the initial questionnaire suggested that there should be double yellow lines along Willington Road. This would remove 17 parking spaces and impact on residents who do not have access to off road parking while, due to lack of enforcement, would be ignored by anti-social drivers. DCC Highways confirmed that parking restrictions on this section of road had been considered previously but not implemented due to local opposition.

It was also suggested that congestion could be addressed by restricting traffic flow on the section between Main Street and Oaklands Road to one-way travel. While this may resolve this issue, there is no suitable alternative route for traffic travelling in the other direction. This traffic would divert mainly onto Burnaston Lane / Lawn Avenue, which is unsuitable and inappropriate. This suggestion, therefore, is not supported by the Working Group.

Feedback received during the Consultation Period for the Pre-submission Version of the Plan suggested that Willington Road and its junction with Main Street has ample capacity. A Working Group member monitored traffic movements around this junction at the morning peak, 08:00-09:00, on 22nd September 2025. The traffic flows are impacted by the John Port Spencer Academy, and are, consequently, significantly higher than would be expected for a minor road.

The exercise found that a total 748 vehicles used, or passed the junction with 203 vehicles turning in to, or out of, Willington Road and 545 vehicles passing the junction along Main Street.

The detail traffic flow is presented in the diagram below:



During this period the pedestrian crossing lights were operated 58 times, with as few as four vehicles passing on each 'green', resulting in traffic backing up past the Willington Road junction at times.

Three school buses entered the village from the Derby direction, passing Willington Road towards the Bus Park entrance. Twelve buses departed via the turning circle towards Derby and three mini-buses parked at the bus stop to drop off before departing towards Derby. Eight buses departed via the turning circle towards Hilton.

7. Egginton Road Junction

Nineteen manual traffic surveys, of 10 minutes duration, were carried out at various times of the day and all days of the week during 2024. A further two surveys, of a slightly shorter duration were videoed using a mobile phone. This ensured the data was accurately logged during the busiest period.

Table 7.1 below includes the data for 4 manual surveys carried out in March plus the two video surveys, one carried out at the morning peak in February, the other at the same time during the school holiday.

Table 7.1	Egginton Road Junction surveys – raw data					
Type of Survey	Manual	Manual	Manual	Manual	Video	Video
Date	22-Mar	23-Mar	24-Mar	25-Mar	5-Feb	29-Aug
Day of week	Fri	Sat	Sun	Mon	Mon	Thu
Start Time	12:05	09:00	16:00	13:10	08:32	08:35
Duration	10	10	10	10	8.5	7
In Egginton Road from Village	10	10	20	21	28	8
In Egginton Road from Hilton	15	15	13	15	18	4
Out Egginton Road to Village	17	13	15	8	27	12
Out Egginton Road to Hilton	17	18	12	22	11	4
Main St towards Derby	8	5	15	11	54	3
Main St towards Hilton	12	12	15	13	34	9
From/To Hilton- U Turn	1	0	0	0	3	0
Total car movements	80	73	90	90	173	40

The data in table 7.1 above is used to calculate the data presented in Table 7.2 below.

The survey carried out on 5 February 2024, shaded in orange, was carried out at the morning school peak.

For consistency, and comparison, the data for the two shorter video surveys is adjusted, in table 7.2 below pro-rata to the 10-minute manual surveys.

Table 7.2	Egginton Road Junction Surveys					
Type of Survey	Manual	Manual	Manual	Manual	Video	Video
Date	22-Mar	23-Mar	24-Mar	25-Mar	5-Feb	29-Aug
Day	Fri	Sat	Sun	Mon	Mon	Thu
Start Time	12:32	09:00	16:00	13:10	08:32	08:35
Main St to Egginton Road	17	10	20	21	31	11
Hilton Road to Egginton Road	14	15	13	15	21	6
Egginton Road to Main Street	17	13	15	8	32	17
Egginton Road to Hilton Road	31	18	12	22	13	6
<>Up/down Egginton Road	79	56	60	66	90	40
<>Hilton Road/Main Street	18	17	30	24	104	17
Towards the Village	25	18	30	19	95	20
Out from the Village	27	22	35	34	42	15
<>Through Village	52	40	65	53	137	35
From Hilton Road	24	20	28	26	99	9

Table 7.2	Egginton Road Junction Surveys					
To Hilton Road	30	30	27	35	53	15
<> Hilton Road	54	50	55	61	152	23
Bicycles	2	2	2	2	-	-
Junction Entry Traffic	97	73	90	90	200	57
Vehicles / hour equivalent	582	438	540	540	1200	343
% Traffic on Egginton Road	81%	77%	67%	73%	48%	70%

The traffic surveys indicate that:

- During the school peak the equivalent of 1200 vehicles per hour use this junction;
- Outside school peak periods, Egginton Road carries more than 70% of the traffic using the junction;
- Traffic from Hilton towards the village increases tenfold at school peak with around half of the additional cars returning towards Hilton;

Observation confirms that, at quieter times, the junction layout allows traffic turning into Egginton Road from the village and from Egginton Road towards Hilton to do so at speed.

A compact roundabout at this junction would have several benefits including limiting traffic speed and removing the disadvantage that the busier Egginton Road traffic currently suffers.

However, due to the low incidence of serious collision related injury this type of engineering measure is unlikely to receive funding on safety grounds, therefore funding for this works will need to be sought from other areas if it is to be implemented.

8. Other Road Safety Concerns

A number of specific road safety concerns were raised during the early consultation, these are discussed individually:

- 8a Main Street / Burnaston Lane junction
- 8b Main Street / Willington Road junction
- 8c Main Street / Egginton Road junction
- 8d Main Street pedestrian crossing
- 8e Egginton Road / Access Road to Jacksons Lane
- 8f Belfield Road, public footpath from Gerrards Grove

While it is unlikely that any of these issues would attract funding on safety grounds they are included because they were raised by residents during the consultation process.

8a Main Street / Burnaston Lane Junction

The Lawnswood Avenue development has increased the number of cars and pedestrians using Burnaston Lane towards Main Street.

This photo is taken opposite the Mount, looking down Burnaston Lane to the junction with Main Street.

There is no footpath for the 45 metres between Main Street and The Mount.

The Lane is narrow and cars turning into the lane from the Derby direction invariably cross the white line increasing the risk for pedestrians.



The lane is used as a Rat Run by traffic avoiding the village centre at school finish times. A footpath is urgently needed along this section of the lane.

Derbyshire County Council Highways Department have previously investigated this issue and confirmed that the existing verges are unstable and not suitable for footpath installation. Additional land is required to accommodate a footpath, which is only likely to become an option if associated with housing development in this area.

8b Main Street / Willington Road Junction

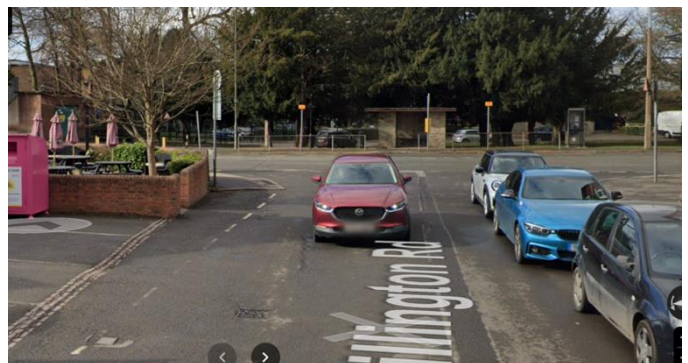
This junction has become busier, mainly due to the Alms Meadow housing development off Willington Road.

The safety at this junction is jeopardised by:

- Roadside parking on the junction - causing obstruction and reducing driver visibility;
- Off-road parking spaces on the Spread Eagle side – conflict caused by vehicles reversing out into the road;
- Parking on the footpath on Main Street – reducing driver visibility;
- The road narrowing to around 6m at the curve between Holly Farm and Sarah Smith's Cardiology.

Care would be needed in addressing these issues so as to avoid transferring more traffic onto Lawn Avenue and Belfield Road.

At the junction, Willington Road is almost 9m wide. It can be seen on the google screen shot, there is a dotted white line about 2m outside the Spread Eagle beer garden which marks the edge of the highway.



This gives a perception that there is ample width for parking on either side of the road, resulting in obstruction for other road users.

In spite of the double yellow lines on the corner, people still park there. Engineering measures will be required rather than relying on legislative enforcement. The junction could be modified to incorporate a footpath and reduce the usable road width to 7m.

Footpath 'build outs', similar to those recently installed along Ashbourne Road in Derby, could be considered, they would reduce the width of Main Street and move the 'give way' line forwards, improving driver visibility. Planters could be placed on the footpath, 0.45m, from the kerb which would help discourage illegal parking.

As with many other issues, the low incidence of serious collision injuries means that it is unlikely that funding would be forthcoming to achieve a significant improvement.

Community Aspiration: Work with the appropriate authorities to introduce engineering measures that reduce illegal / inappropriate parking around the junction and improve sight lines for road users.

8c Main Street / Egginton Road Junction

The Etwall Bypass removed the trunk road through traffic from the village, however the road layout still favours through traffic on Main Street/Hilton Road, even though Egginton Road is now busier than Main Street/ Hilton Road.

Main Street/Hilton Road is excessively wide, at 15m wide including the slip road, as it passes this junction. At school finish time around 35 JPSA pupils exit by the bus park entrance and cross the road, at its widest point, towards Egginton Road. As there is no central refuge this can be hazardous.

Due to its design, the junction normally has relatively free flowing traffic. However, at quieter times, this open aspect, and good distant vision, gives a perception that it is suitable for speeds well above 30mph. The junction layout accommodates cars turning into Egginton Road from the village and from Egginton Road towards Hilton to do so at speed.

At busy times queues form on Egginton Road as cars turning right towards the village centre wait for a gap in the through traffic on Main Street.

As Main Street is excessively wide as it passes this junction, during school time, cars park close to the junction as can be seen on this google.maps screenshot. This requires traffic from the Hilton direction to drive on the filter lane hatching intended for those turning right into Egginton Road.



At busier times this causes queues to form on Hilton Road when vehicles waiting to turn right into Egginton Road delay cars wanting to carry on along Main Street.

In addition to residents use, Egginton Road is a through route between the A516 / A50 and Willington, Repton & Burton-on-Trent.

To quantify the traffic using this junction 17 short traffic surveys were carried out, spread over weekdays and weekends (Table 8c1) with one survey carried out at morning 'school run' peak. At this peak time an average of 20 vehicles per minute use, or pass, this junction, with traffic split roughly 50/50 between Egginton Road and through traffic. Some cars, on all three roads, use the junction to 'U' turn to return along the road they came in on.

Table 8c1	Start Time of Survey						
Weekday	Day Total	1	2	3	4	5	6
Monday	6	08:30*	09:35	13:00	15:50	18:15	18:30
Tuesday	1	10:40					
Wednesday	1	09:20					
Thursday	1	07:55					
Friday	2	12:05	12:30				
Saturday	3	09:00	10:35	10:55			
Sunday	4	09:30	10:50	16:00			

* 8.5 minutes duration, all others were 10-minute duration

In table 8c2 the first 3 columns are individual counts, one before the morning peak, one at the morning peak and one after the afternoon peak. The 4th column is the weekday average, the 5th column the weekend average and the 6th the total average.

Table 8c2	Day & start time			Averages		
Traffic Direction	Thu 07:55	Mon* 08:30	Mon 15:50	Wkday Av	Wkend Av	Total Av
Into Egginton Road from Village	17	26	17	14	17	15
Into Egginton Road from Hilton	14	18	25	14	15	19
Out of Egginton Road to Village	17	27	22	14	14	14
Out of Egginton Road to Hilton	10	11	32	21	18	19
Hilton Road to Village	14	54	11	16	10	16
Village to Hilton Road	11	14	20	13	15	15
Total Traffic Movements	83	150	127	91	88	90
Equiv. Traffic movements / hr	498	1200	762	564	528	539
Traffic % using Egginton Road	70%	47%	76%	70%	69%	70%

*Note: *Because of the very high level of traffic at 08:30 on a school day, the Monday 08:30 survey was recorded on mobile phone, for 8.5 minutes, and analysed afterwards.*

Due to the high number of JPSA pupils being dropped off by car arriving from the Hilton direction, through traffic on Hilton Road / Main Street, at the morning peak is twice the average and, consequently, marginally higher than traffic using Egginton Road. At all other times traffic on Egginton Road is higher, with the overall average at 70% of all traffic.

At the morning and afternoon peak periods numerous cars can be observed executing 'U' turns in the junction to return in the direction they arrived from. This has noticeably increased as more Primary School pupils from the New House Farm development are being dropped off / collected.

Before and after the morning peak an average of 6 vehicles per minute pass, or use, the junction. In the afternoon the average is 13 per minute and in the evening 9 per minute.

At the quietest time, 09:30 on Sunday, an average of 4 vehicles per minute use the junction with 66% using Egginton Road.

As of 2023/24, 21 buses transport JPSA pupils to / from school, 6 accessing the village via Egginton Road, a maximum of 24 movements per day. Some respondents to the early consultation felt that these school buses should be diverted away from Egginton Road, entering the village via the A516, as they currently do when there is maintenance works at the railway crossing between Etwall and Egginton. However, this would increase the journey time by around 10 minutes which may discourage use of these buses. It has been noted that a 'shuttle bus' operation between JPSA and Hillton increased the total number of school buses from September 2025.

Installation of a compact roundabout, with appropriate reduction in road width on the approaches, would address many of the issues:

- Ensure that future increase in traffic has minimal impact on traffic flows;
- Ensure the road with the higher volume traffic is not disadvantaged;
- Remove the opportunity to park on the junction;
- Reduce the perception that Main St / Hilton Road is suitable for speeds over 30mph;
- Avoid the need for cars to execute 'U' turns in the junction;
- Improve pedestrian safety by introduction of a central median and informal crossing point close to JPSA bus park exit;
- potentially accommodate a dedicated 'cycle bypass lane' for cyclists travelling from the Hilton direction towards the village.

Due to the historical low incidence of serious collision injuries the cost of this type of engineering solution is not supported on safety grounds, however it would help address the issue of congestion caused by school traffic.

8d Main Street Pedestrians crossings

There are two controlled 'pelican' pedestrian crossings in the village, the busiest being outside the Spread Eagle. It is used by some residents crossing to the bus stop and JPSA pupils. Around 200 JPSA pupils use this crossing in 10 minutes at school finish time. While the peak is very short it has a significant impact on traffic movement within the village. The pedestrian 'desire line' means that many of those crossing cut the corner toward the pub.

The road is 10 metres wide at this point and the footpath on the 'pub' side of the crossing is 2.3m wide and edged by a building, a little tight for the number of users.

The traffic light cycle time is quite short, with as few as 5 vehicles passing on each cycle if the 'cross request' is continuous. This is no doubt intended to minimise the risk of impatient pedestrians not using the crossing, and is reasonably successful. Due to the excessive width of the road, cars routinely park, illegally, on the crossing zigzags to wait for passengers.

Narrowing the road in this section to create a 'pinch-point' of 6 metres, at the crossing and zig-zags, would:

- reduce the crossing distance for pedestrians

- accommodate a wider footpath on both sides of the crossing
- remove the ability for cars to park on the zig-zags
- reduce the perception that the road is suitable for speeds above 30mph.

The other controlled pedestrian crossing, close to the Leisure Centre West Carpark, is less frequently used, again, mainly by JPSA pupils.

Some cars dropping off / collecting JPSA pupils do so in the Leisure Centre West Carpark, therefore avoiding the village centre. This practice should be encouraged; however, queues form at the carpark exit as cars wait for a gap in the traffic to turn right, towards Hilton, which is likely to be a deterrent to increased use. The queue subsides only when the flow of traffic from the village centre is stopped when the crossing lights turn red as pupils use the crossing.

A resolution, such as traffic lights, is needed to address this issue and encourage more cars to use this car park as a pick-up point.

The access to the car park is quite narrow with a tight bend, making it difficult for cars entering and leaving at the same time to pass. Alteration to the entrance could be beneficial.

There is an uncontrolled pedestrian crossing between Egginton Road and the Leisure centre that is well used by JPSA pupils and those Leisure Centre users who walk from the village.

A school crossing patrol operates on Egginton Road, outside the Primary school at school start / finish times. A permanent 'pelican' controlled crossing would be beneficial, however, DCC Highways Department report that the cost is not justified based on potential use and historical low level of serious injury collisions.

8e Egginton Road 50/30mph location.

The access road to the old Egginton Road and Jacksons Lane is currently outside the village 30mph speed limit area.

The Nook housing development, off Jacksons Lane, has increased the traffic using this junction.

Residents have commented that the 30mph zone should be extended beyond the access road.

DCC Highways Department have commented that this suggestion could be supported, but that the associated cost may not be justified on safety grounds.

8f Belfield Road – Public Footpath

Some residents, living to the east of the village, including the Alms Meadow development off Willington Road, use the public footpath between Willington Road and Belfield Road to walk children to school, crossing Belfield Road to walk down Pine Close towards the Primary School.

During early consultation some residents felt that a guardrail should be installed at the Belfield Road end of the Public Footpath to avoid the risk of children running out onto Belfield Road, which respondents perceived as a busy road.

Pedestrian and traffic movements were surveyed at Primary School start time to quantify the extent of the issue, see Tables 8f1 & 8f2.

The photo on the right is taken looking up Belfield Road with the footpath emerging from the right

The footpath has a downward slope toward Belfield Road of around 1 in 25 and emerges opposite the centre of Pine Close, causing pedestrians crossing to Pine Close to do so at an angle toward the footpath on the left of the photo.



This photo, taken from Pine Close, shows the Public Footpath emerging onto Belfield Road.

The footpath aligns with the centre of Pine Close requiring pedestrians to cross Belfield Road at an angle.

Surveys were carried out on three occasions between 08:30 & 09:00, with both pedestrian and vehicle movements being recorded.

A daily average of 103 people crossed Belfield Road between the Public Footpath and Pine Close, of which around 82 were in the direction of the Primary School.

Table 8f1 Belfield Road Traffic	
Pedestrians	Number
Adults	32
Young Children	40
Older Children (JPSA)	8
Pushchairs	2

By 09:00, around 20 adults, returning from the school, had re-crossed Belfield Road, from Pine Close, to use the Public Footpath.



Table 8f2 Belfield Road Traffic - vehicles	
Manoeuvre	Vehicles
Through traffic - Up Belfield Road towards Willington Road	18 (2)
Through traffic - Down Belfield Road towards Egginton Road	23 (2)
Cars driven up Belfield Road turning left into Pine Close	4
Cars driven down Belfield Road turning right into Pine Close	8
Cars turning out of Pine Close to go down Belfield Road	3
Cars turning out of Pine Close to go up Belfield Road	8

The figures in (brackets) are cars included as 'through' traffic that stopped to drop children off without diverting off Belfield Road.

Between 08:30 and 09:00 a total of 64 (average just over 2 per minute) vehicle movements were recorded on Belfield Road, of which 25 were directly associated with Primary School Pupils being dropped off at school.

An average of 11 cars parked in Pine Close while children were dropped off. Once Pine Close became congested 2 or 3 cars parked on Belfield Road, or on the footpath at the corner. Cars are normally parked for several minutes as most drivers walk with the children to the school gate.

DCC Highways Department were asked to consider this option in 2021 and determined that the location is not suitable, furthermore the cost cannot be justified due to there being no history of collision related injuries.