

# Oakley Traffic Information Survey

Sponsored by Bakers Recovery

Report number 5  
Survey location - Fox Lane  
August 2019  
Revision number 1



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Copies of this report can be downloaded from Oakley and Deane's Parish Council website.

<http://www.oakleydeane-pc.gov.uk/community/oakley-deane-parish-council-6507/speed-monitoring/>

Alternatively, e-mail [hwp.odpc@gmx.com](mailto:hwp.odpc@gmx.com).



## 1 Survey methodology

This survey was made using an MSID Counter device, known as OTIS (Oakley Traffic Information Surveyor), mounted on lamp post no 5 (GPS 51° 15.300' N, 001° 10.587' W) in Fox Lane, Oakley.

Fox Lane is one of the major routes into and out of the village and is heavily used by all types of traffic but with private cars making up just over 50% of the traffic as shown in figure 1.

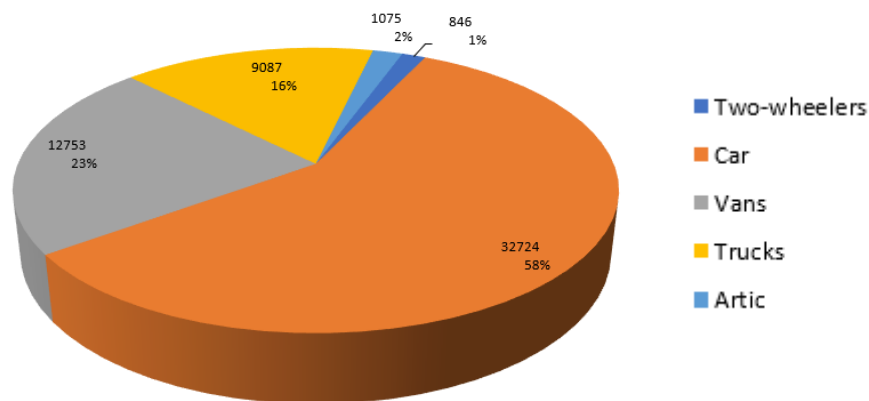


Figure 1: typical vehicle distribution by type

At its northern end, Fox Lane joins the B3400: at its southern end Fox Lane slopes gently downhill ending at Pack Lane Crossroads. Visibility is excellent from end-to-end with a wide grass verge on the eastern side and a tarmacked footway with drop kerbs giving access to dwellings on the western side.



Figure 2: Fox Lane looking north from Pack Lane Crossroads



At peak times, traffic at the northern end forms a lengthy queue as it tries to access the very busy B3400. At weekends, the northern end of Fox Lane becomes congested with parked vehicles from the users of Newfound sports facility where there is inadequate parking.

The MSID Counter uses a radar beam to detect and measure the vehicle's speed, length (which is used to determine vehicle type), direction of travel and separation gap between vehicles. A date/time stamp is added to each vehicle record. Every vehicle passing the survey point is recorded.

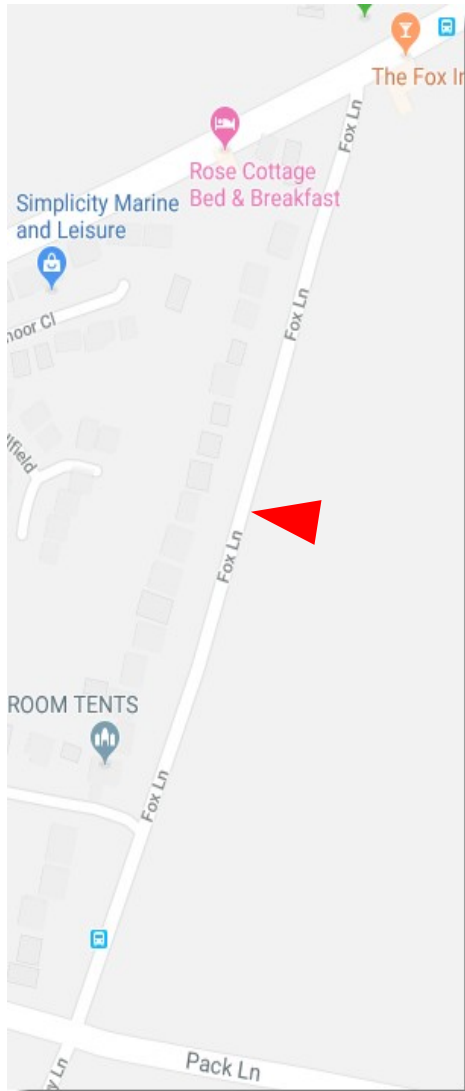


Figure 3: showing OTIS' position in Fox Lane



Figure 4: satellite view of Fox Lane







*Figure 5: OTIS on lamp post no 5 in Fox Lane*

## 2 Survey results

### 2.1 Summary

During the three-week survey, a total of 94095 vehicle movements was recorded. There was a considerable variation in the number of vehicle movements for each of the three weeks as can be



seen in table 1 which shows a summary of vehicle types and their maximum speeds for each of the three weeks. The percentage of vehicle speeding was fairly consistent across the three weeks even though there was considerable variation vehicle count. Again, speeding is clearly an issue.

	3 <sup>rd</sup> to 10 <sup>th</sup> August		11 <sup>th</sup> to 17 <sup>th</sup> August		18 <sup>th</sup> to 24 <sup>th</sup> August	
	Count	Max speed	Count	Max speed	Count	Max speed
2 wheelers	368	61	310	49	380	52
Cars	25253	59	21638	59	24999	63
Vans	3475	59	4694	54	6081	55
Rigid HGV	1374	61	1466	48	1933	50
Artic HGV	658	40	531	58	935	55
Total	<b>31128</b>		<b>28639</b>		<b>34328</b>	
% speeding		23.81%%		29.27%		25.63%%

*Table 1: summary of vehicle numbers and their maximum speeds*

A more detailed view of speeding in Fox Lane can be seen by looking at table 2 where the day has been split into 14 timeslots.

	3 <sup>rd</sup> to 10 <sup>th</sup> August		10 <sup>th</sup> to 17 <sup>th</sup> August		17 <sup>th</sup> to 24 <sup>th</sup> August	
Time	% speeding	Max speed	% speeding	Max speed	% speeding	Max speed
00:00 to 07:00	48.21%	59mph	48.96%	59mph	47.60%	57mph
07:01 to 08:00	24.98%	52mph	32.73%	57mph	29.38%	63mph
08:01 to 09:00	21.33%	50mph	23.31%	50mph	24.85%	57mph
09:01 to 10:00	21.99%	55mph	21.86%	58mph	22.99%	53mph
10:01 to 11:00	20.44%	61mph	19.63%	59mph	20.73%	45mph
11:01 to 12:00	20.19%	52mph	22.10%	54mph	20.57%	44mph
12:01 to 13:00	21.76%	55mph	22.94%	55mph	19.99%	52mph
13:01 to 14:00	20.37%	57mph	23.40%	57mph	23.15%	48mph
14:01 to 15:00	20.30%	61mph	21.40%	59mph	22.63%	47mph
15:01 to 16:00	20.41%	57mph	25.16%	57mph	25.50%	49mph
16:01 to 17:00	21.61%	59mph	21.14%	59mph	20.11%	48mph
17:01 to 18:00	24.60%	57mph	24.50%	57mph	21.70%	53mph
18:01 to 19:00	25.63%	48mph	28.63%	52mph	25.58%	52mph
19:01 to 23:59	26.52%	57mph	28.37%	59mph	24.21%	55mph

*Table 2: percentage of speeding vehicles and their maximum speed by timeslot*

The highest percentage of speeders is in the early morning timeslot from midnight to 7 o'clock. Throughout the rest of the day the percentage of speeders remains roughly the same but speeds



attained by vehicles vary significantly with a high of 63mph. The speeding vehicles make it very difficult for the residents of Fox Lane to leave their properties and join the road especially at the northern end where queueing traffic is quite common.

## 2.2 Week 1 – 3<sup>rd</sup> to 10<sup>th</sup> August

Traffic travelling southwards down the hill from the Fox towards Pack Lane crossroads is shown in table 3 in 5mph blocks.

MPH	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
15 or less	34	46	16	10	6	<b>112</b>
16 – 20	52	195	32	25	23	<b>327</b>
21 – 25	26	4018	525	185	229	<b>4983</b>
26 – 30	38	6133	1108	398	238	<b>7915</b>
31 – 35	13	1799	391	159	48	<b>2410</b>
36 – 40	1	312	81	36	3	<b>433</b>
41 – 45	0	52	14	5	0	<b>71</b>
46 – 50	1	8	4	2	0	<b>15</b>
Over 50	1	4	1	0	0	<b>6</b>
<b>Total</b>	<b>166</b>	<b>12567</b>	<b>2172</b>	<b>820</b>	<b>547</b>	<b>16272</b>

*Table 3: breakdown of vehicle speeds by type travelling south towards Pack Lane Crossroads*

Table 4 shows traffic travelling northwards uphill from Pack Lane crossroads towards the B3400 again in 5mph blocks.

MPH	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
15 or less	81	86	15	8	1	<b>191</b>
16 – 20	16	244	37	45	10	<b>352</b>
21 – 25	23	3016	289	208	56	<b>3592</b>
26 – 30	38	5413	544	210	40	<b>6245</b>
31 – 35	29	2839	321	72	4	<b>3265</b>
36 – 40	9	860	78	10	0	<b>957</b>
41 – 45	4	182	17	1	0	<b>204</b>
46 – 50	1	35	2	0	0	<b>38</b>
Over 50	1	11	0	0	0	<b>12</b>
<b>Total</b>	<b>202</b>	<b>12686</b>	<b>1303</b>	<b>554</b>	<b>111</b>	<b>14856</b>

*Table 4: breakdown of vehicle speeds by type travelling north towards the B3400*

The tables show that just under 1500 vehicles more travelled south into the village then travelled north out. Most speeding is in the range of 31mph to 40mph.



### 2.3 Week 2 – 10<sup>th</sup> to 17<sup>th</sup> August

The second week shows a very similar vehicle movement pattern to the first week but with a slightly lower number of vehicles. Table 5 shows the number of vehicles travelling south from the B3400 towards Pack Lane crossroads.

MPH	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
15 or less	51	39	8	5	1	<b>104</b>
16 – 20	39	143	33	20	15	<b>250</b>
21 – 25	19	3281	767	185	180	<b>4432</b>
26 – 30	33	5186	1432	421	202	<b>7274</b>
31 – 35	3	1518	494	230	57	<b>2302</b>
36 – 40	4	264	127	48	2	<b>445</b>
41 – 45	0	61	18	10	1	<b>90</b>
46 – 50	0	6	2	3	0	<b>11</b>
Over 50	0	7	1	0	1	<b>9</b>
<b>Total</b>	<b>149</b>	<b>10505</b>	<b>2882</b>	<b>922</b>	<b>459</b>	<b>14917</b>

*Table 5: breakdown of vehicle speeds by type travelling south towards Pack Lane Crossroads*

Table 6 shows the number of vehicles travelling north from Pack Lane Crossroads towards the B3400.

MPH	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
15 or less	81	65	9	6	1	<b>162</b>
16 – 20	6	171	21	34	9	<b>241</b>
21 – 25	17	2495	387	166	40	<b>3105</b>
26 – 30	28	4678	780	230	16	<b>5732</b>
31 – 35	19	2672	454	83	5	<b>3233</b>
36 – 40	7	820	124	22	1	<b>974</b>
41 – 45	1	173	30	3	0	<b>207</b>
46 – 50	2	47	6	0	0	<b>55</b>
Over 50	0	12	1	0	0	<b>13</b>
<b>Total</b>	<b>161</b>	<b>11133</b>	<b>1812</b>	<b>544</b>	<b>72</b>	<b>13722</b>

*Table 6: breakdown of vehicle speeds by type travelling north towards the B3400*

Again more vehicles entered the village from the B3400 than left and most speeding vehicles were in the range of 30 to 40 mph.





## 2.4 Week 3 – 17<sup>th</sup> to 24<sup>th</sup> August

In this final week of the survey, number of vehicles counted was very close to the number of vehicles in week one. Table 7 shows the number of vehicles travelling south towards Pack Lane Crossroads.

MPH	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
15 or less	50	42	10	14	10	<b>126</b>
16 – 20	57	185	51	40	33	<b>366</b>
21 – 25	27	3657	974	272	271	<b>5201</b>
26 – 30	45	5876	1926	572	313	<b>8732</b>
31 – 35	14	1726	621	243	96	<b>2700</b>
36 – 40	2	321	142	57	3	<b>525</b>
41 – 45	0	76	27	17	0	<b>120</b>
46 – 50	1	11	8	5	0	<b>25</b>
Over 50	0	3	4	0	1	<b>8</b>
<b>Total</b>	<b>196</b>	<b>11897</b>	<b>3763</b>	<b>1220</b>	<b>727</b>	<b>17803</b>

*Table 7: breakdown of vehicle speeds by type travelling south towards Pack Lane Crossroads*

Table 8 shows the number of vehicles travelling North from pack Lane crossroads towards the B3400.

MPH	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
15 or less	96	105	13	16	4	<b>234</b>
16 – 20	10	249	54	52	14	<b>379</b>
21 – 25	26	3000	537	233	99	<b>3895</b>
26 – 30	30	5577	1002	266	86	<b>6961</b>
31 – 35	13	2993	553	119	4	<b>3682</b>
36 – 40	7	918	131	18	1	<b>1075</b>
41 – 45	0	209	25	9	0	<b>243</b>
46 – 50	1	34	3	0	0	<b>38</b>
Over 50	1	17	0	0	0	<b>18</b>
<b>Total</b>	<b>184</b>	<b>13102</b>	<b>2318</b>	<b>713</b>	<b>208</b>	<b>16525</b>

*Table 8: breakdown of vehicle speeds by type travelling north towards the B3400*



### 3 Conclusions and recommendations

This report once again highlights the issue of speeding in the village although it is not quite as severe as identified in Report 4<sup>1</sup> for The Drive. With around a quarter of drivers speeding this is still completely unacceptable as is a vehicle travelling at 63 miles an hour. At this speed it will cover just over 92 feet in a second or around 30m. This is equivalent to 2½ double-decker bus lengths in the blink of an eye! A pedestrian stepping off the pavement in front of such a speeding vehicle would almost certainly be killed. Drivers need to be very aware of their responsibilities in built-up and restricted areas. With modern cars so easy to drive, quick to accelerate and responsive to braking it is all too easy to be lulled into a false sense of security. Speeding is unacceptable and must be stopped by being made socially unacceptable.

Drivers need to be made more aware of their speed. Community speedwatch was a considerably good force for educating drivers about speeding in the village but unfortunately since December 2018 there has not been a speed watch co-ordinator to run the scheme. If you are interested in becoming a speed watch co-ordinator please contact the Parish Clerk who will be happy to supply full details.

One way of making drivers aware of their speed would be for the Parish Council to purchase a portable speed monitoring device that can be attached to a lamp post and moved around the village spending a week at a location. By telling our drivers their speed and warning them when going too fast this could have a considerable moderating effect on traffic speeds. A second way of alerting drivers to the speed limit would be to paint repeater speed limit figures on the road surface. However, the effectiveness of this method of warning drivers of their speed seems to fade fairly rapidly as drivers become used to seeing the signs and they get worn away by constant vehicle passage over them.

As an enforcement issue, the police speed camera car could be deployed to catch speeding drivers, but given the pressure on police resources, we are unlikely to see this vehicle in the village on a regular basis.

### 4 Comments and suggestions

Your comments on this report are very welcome as are any suggestions you may have for improving Oakley's traffic management. Please send them to [hwp.odpc@gmx.com](mailto:hwp.odpc@gmx.com).

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1 See OTIS report 4 which can be viewed on the Parish Council web site <http://www.oakleydeane-pc.gov.uk/community/oakley-deane-parish-council-6507/speed-monitoring/>. Copies can also be obtained by e-mailing [hwp.odpc@gmx.com](mailto:hwp.odpc@gmx.com).



## 5 Acknowledgements

Figures 3 and 4 are derived from Google Maps.

Thanks to Bakers Recovery of Oakley for sponsoring Oakley's traffic surveys.

## 6 MSID Counter set up parameters

Default setting parameters for the MSID Counter are as follows:

Mounting height – lower edge of the MSID Counter device is approximately 2.25m from ground level.

Distance from near kerb – approximately 1m

Measurement parameters (manufacturer's default):

	Bicycle/motor cycle	Car	Large van	Rigid HGV/bus	Artic HGV
Physical length	<2.5m	<5.2m	<9m	<12m	>12m
Measurement length on-coming traffic					
	<250	<450	<650	<870	>870
Measurement length departing traffic					
	<290	<500	<750	<850	>850

Table 9: set up parameters used in OTIS

## 7 Laser measuring device

Model Tracklife MLR01 serial number K024-UKAKKOB167547-FBA40

## 8 Data sources

The following files were used to provide data for this report:

- Week 1 – 3<sup>rd</sup> to 10<sup>th</sup> August, vc100819.33 and vc100819.34
- Week 2 – 10<sup>th</sup> to 17<sup>th</sup> August, vc170819.35 and vc170819.36
- Week 3 – 17<sup>th</sup> to 24<sup>th</sup> August, vc310819.37 and vc310819.38

Data was extracted from the files using the app Viagraph 5 supplied by Via Traffic Controlling, the manufacturer of the M-SID II device.



## 9 Revision history

Date	Revision no	Detail	Author
3182019	1	Initial draft.	Stephen Harding

