

Oakley Traffic Information Survey

Sponsored by Bakers Recovery

Report number 4
Survey location - The Drive
July 2019
Revision number



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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.



1 Survey methodology

This survey was made using an MSID Counter device, known as OTIS (Oakley Traffic Information Surveyor), mounted on lamp post no 7 (GPS 51°14.634' N, 001° 10.693' W) near the junction of Oak Close and The Drive in Oakley.

The Drive runs through a residential area having a mixture of detached bungalows and houses. With several roads leading off it as shown in the map, figure 2, it is one of the main routes into and out of the centre of the village. The majority of the road is straight with very good sight lines. It is not a bus route.



Figure 1: showing OTIS on lamp post number xx

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.

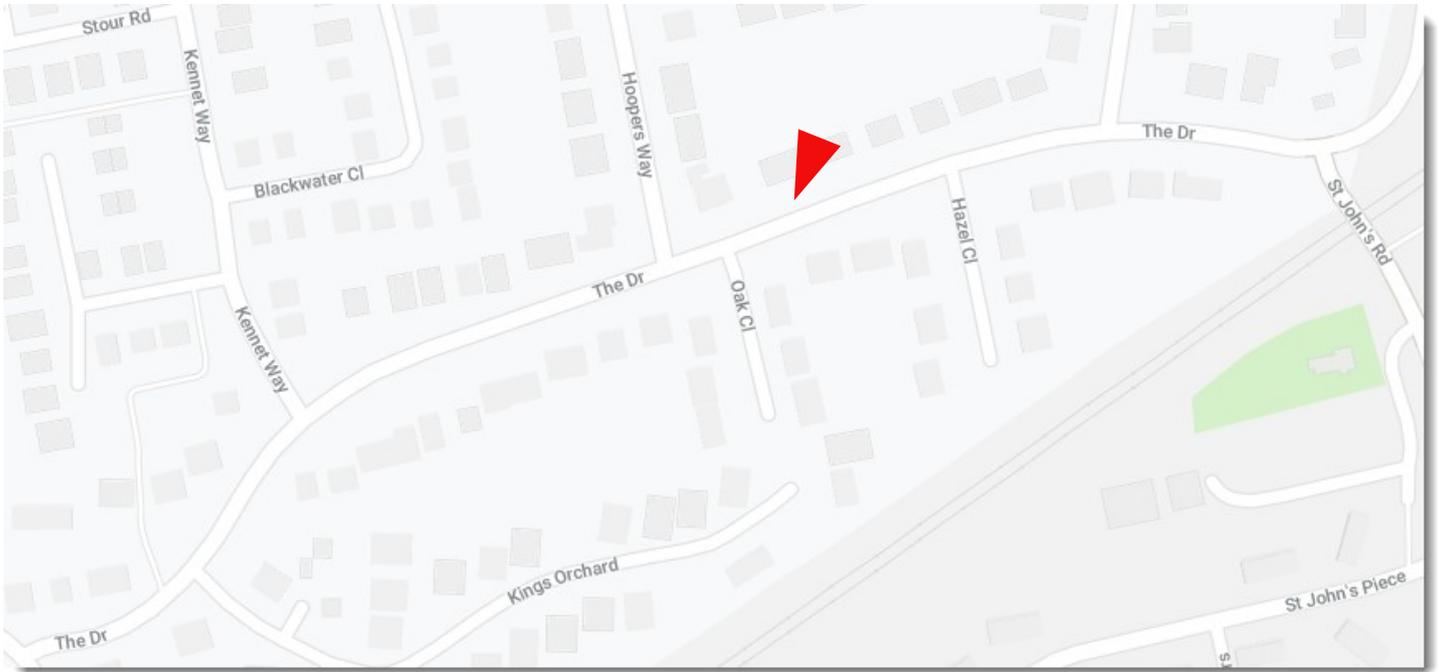


Figure 2: showing OTIS' position in The Drive

2 Survey results

2.1 Summary

The number of vehicles passing the survey point was roughly the same each week with a total of just over 25,000 vehicles being counted over the three-week period.

As expected, the majority of the traffic using the drive is cars and vans with a combined total of just over 90% of the traffic as shown in figure 3.

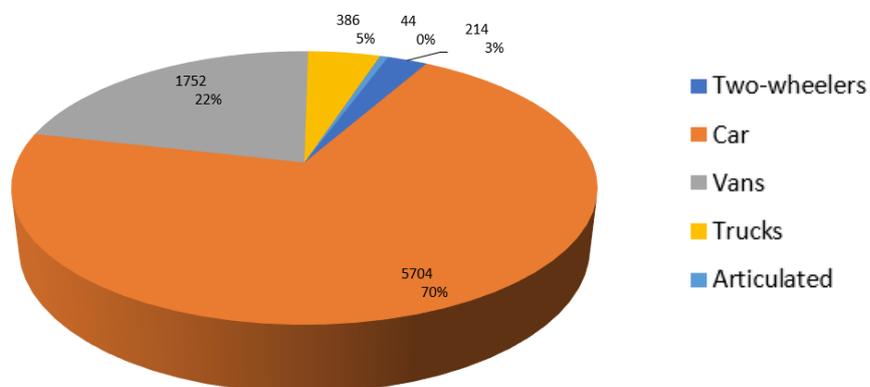


Figure 3: typical vehicle distribution by type



Speeding is an issue with around 40% of the vehicles passing survey point exceeding the speed limit. At no time did the proportion of speeding vehicles fall below 30%. Table 1 shows a summary of vehicle types and maximum speeds.

	31 st June to 6 th July		6 th to 13 th July		13 th to 20 th July	
	Count	Max speed	Count	Max speed	Count	Max speed
2 wheelers	217	43	214	49	202	61
Cars	6001	59	5704	55	6060	59
Vans	1890	61	1752	50	1635	47
Rigid HGV	460	43	386	51	438	55
Artic HGV	73	36	44	40	64	37
Total	8641	41.08%	8100	39.32%	8399	39.79%

Table 1: summary of vehicle numbers and their maximum speeds

In weeks one and three the maximum speed of a vehicle was 61 miles an hour, and the slightly slower at 55 miles an hour in week two. This is clearly unacceptable in a residential area.

A more detailed view of the speeding in The Drive can be seen by looking at table 2 where the day has been split into 14 time slots. What is disturbing is the very high number speeding vehicles all through the day and the speed at which they are travelling. Speeds in the low 40s are very common. This is downright dangerous.



Time	31 st June - 6 th July		6 th - 13 th July		13 th - 20 th July	
	% speeding	Max speed	% speeding	Max speed	% speeding	Max speed
00:01 – 07:00	49.28%	49mph	42.31%	46mph	41.74%	59mph
07:01 – 08:00	51.77%	44mph	43.88%	49mph	44.57%	52mph
08:01 - 09:00	43.52%	47mph	37.80%	46mph	42.59%	46mph
09:01 - 10:00	36.98%	47mph	33.94%	47mph	43.40%	48mph
10:01 – 11:00	42.51%	53mph	31.76%	44mph	39.97%	61mph
11:01 – 12:00	33.82%	50mph	38.91%	52mph	35.14%	52mph
12:01 – 13:00	36.81%	55mph	35.87%	43mph	36.81%	45mph
13:01 – 14:00	30.07%	57mph	44.71%	47mph	38.10%	46mph
14:01 – 15:00	36.09%	61mph	36.12	53mph	40.20%	49mph
15:01 – 16:00	34.85%	57mph	31.60%	51mph	36.75%	51mph
16:01 – 17:00	39.66%	48mph	36.68%	55mph	37.28%	59mph
17:01 – 18:00	46.28%	49mph	42.90%	48mph	44.26%	57mph
18:01 – 19:00	49.10%	46mph	39.88%	47mph	46.21%	46mph
19:01 – 20:00	46.38%	47mph	39.83%	46mph	40.28%	55mph
20:01 – 23:59	38.38%	57mph	33.41%	51mph	31.34%	53mph

Table 2: percentage of speeding vehicles and their maximum speed by time slot

2.2 Week 1 – 31st June to 6th July

Traffic travelling along Hill Road towards St John's Road is shown in table 3 in 5mph blocks. In the week, just over 4000 vehicles moved in this direction and 40% were travelling above the speed limit. Table 4 shows traffic moving towards Hill Road and shows a slightly higher number of vehicle movements of which 41% were travelling above the speed limit.



Speed mph	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
15 or less	36	34	12	5	1	88
16 – 20	17	75	17	10	1	120
21 – 25	6	347	89	34	1	477
26 – 30	4	1405	284	99	9	1801
31 – 35	4	954	253	70	0	1281
36 – 40	2	243	58	16	1	320
41 – 45	1	36	17	0	0	54
46 – 50	0	8	2	0	0	10
Over 50		0	1	0	0	1
Total	70	3102	733	234	13	4152

Table 3: breakdown of vehicle speeds by type travelling towards St John's Road

Speed mph	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
15 or less	114	74	16	6	4	214
16 – 20	18	50	30	17	5	120
21 – 25	1	328	164	56	20	569
26 – 30	9	1135	456	75	27	1702
31 – 35	0	915	359	47	3	1324
36 – 40	5	312	110	24	1	452
41 – 45	0	56	15	1	0	72
46 – 50	0	19	6	0	0	25
Over 50	0	8	1	0	0	9
Total	147	2897	1157	226	60	4487

Table 4: breakdown of vehicle speeds by type travelling towards Hill Road

2.3 Week 2 – 6th July to 13th July

The second week shows a very similar pattern to the first week with a slightly smaller number of vehicle movements. At 37% there were slightly fewer vehicles exceeding the speed limit travelling towards St John's road. Table 5 shows the breakdown of vehicles in 5mph slots. The number of vehicles travelling towards Hill Road was slightly higher and just over 41% were exceeding the speed limit as shown in table 6.



Speed mph	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
Speed mph	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
15 or less	106	68	10	6	3	193
16 – 20	26	42	34	11	2	115
21 – 25	1	301	142	48	8	500
26 – 30	6	1107	455	74	11	1653
31 – 35	2	888	335	46	6	1277
36 – 40	2	249	71	13	2	337
41 – 45	1	60	16	4	0	81
46 – 50	1	9	5	0	0	15
Over 50	0	4	0	1	0	5
Total	145	2728	1068	203	32	4176

Table 6: breakdown of vehicle speed by type travelling towards Hill Road

2.4 Week 3 – 13th July to 20th July

The pattern for week three is very similar to both weeks 1 and 2. Some 36% of vehicles were exceeding the speed limit when travelling towards Hill Road as shown in table 7. For vehicles travelling towards St John's Road the number of speeding vehicles with just over 42% as shown in table 8.

Speed mph	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
15 or less	51	42	6	6	1	106
16 – 20	20	88	14	9	0	131
21 – 25	5	423	84	27	4	543
26 – 30	7	1440	258	79	8	1792
31 – 35	6	846	209	66	0	1127
36 – 40	1	215	48	19	1	284
41 – 45	0	37	13	0	0	50
46 – 50	0	8	1	0	0	9
Over 50	0	5	0	1	0	6
Total	90	3104	633	207	14	4048

Table 7: breakdown of vehicle speed by type travelling towards Hill Road



Speed mph	2 wheeler	Car	Van	Rigid HGV	Artic HGV	Total
15 or less	87	50	19	11	5	172
16 – 20	11	63	24	9	6	113
21 – 25	3	317	125	42	22	509
26 – 30	4	1161	434	80	12	1691
31 – 35	2	970	290	64	5	1331
36 – 40	1	315	92	15	0	423
41 – 45	3	67	14	7	0	91
46 – 50	0	10	4	3	0	17
Over 50	1	3	0	0	0	4
Total	112	2956	1002	231	50	4351

Table 8: breakdown of vehicle speed by type travelling towards St John's Road

3 Conclusions and recommendations

The clear sight lines and impression of space created by the grass verges makes The Drive an easy place to drive vehicles fast. It is therefore not surprising that speeding vehicles are being recorded in high numbers. What is frightening is the high speed many vehicles are travelling at. It is very clear that some form of driver education about the dangers of speeding needs to be done. We need to treat speeding in the same way that drink-driving was publicised and made socially unacceptable.

Through liaison with the police it may be possible to get the speed van to monitor speed and speeding drivers. The very clear sight lines mean drivers will get a very early indication that the van is there and will moderate their speed.

Unfortunately, there has been no coordinator for community speedwatch so no speed watch sessions have been run in The Drive for many months. We know from previous experience that speedwatch sessions do have a very clear moderating effect on drivers actions.

A final recommendation is that a mobile speed indication device is obtained which can be mounted on a lamp post and easily moved to any site in the village. All this needs to do is to warn drivers when they are speeding so that they are aware of the error of their driving.



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.

5 Acknowledgements

Figure 2 is 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 – 31st June to 6th July – vc060719.27 and vc060719.28
- week 2 – 6^h- 13th July -vc130719.29 and vc130719.31



- week 3 – 13th– 20th July – vc200719.31 and vc200719.32

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

9 Revision history

Date	Revision no	Detail	Author
31/7/2019	1	Initial draft.	Stephen Harding

