

Report on and Analysis of Maids Moreton Traffic and Speed Survey

Conducted on
10 to 22 October 2020



St Edmund's Church, Maids Moreton

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Acknowledgements

James McGavin of The Transportation Consultancy Ltd. managed to arrange for 360 TSL Ltd. to lay down a total of nine ATCs at very short notice. The damage to two ATCs was repaired very quickly by 360 TSL Ltd. and they were left in place for three extra days to ensure that we received adequate data. Having lifted the ATCs on Friday 23 October 2020, the data was downloaded over the weekend and it was delivered to us in Excel files on Monday morning 26 October 2020. Maids Moreton Parish Council appreciates greatly these efforts.

This detailed Traffic Study is the third done by Maids Moreton Parish Council since 2018. My collaborator with the first two traffic surveys, Jane Wood, is also due thanks for again providing valuable assistance in the planning phase and then later by reviewing and commenting in detail on this report and the presentation of the information.

Maid's Moreton ATC Traffic Survey 10 to 22 October 2020

Background

Traffic volumes and, particularly, people driving at speeds that are inappropriate and, at times, clearly potentially dangerous, for the road conditions have been and continue to be of major concern to MMPC and to the bulk of its parishioners. While traffic flows were determined through manual counts at peak hours around the village on 6 December 2018,¹ with a subset redetermined on 7 November and 19 December 2019,² it was agreed on 7 October 2020 to fund a comprehensive study of both traffic flows and speed using nine Automatic Traffic Counters (ATC). The locations are given in Annex 1 below. The Transportation Consultancy (ttc), Ltd was contracted to organise the ATCs, which were provided by 360 TSL Ltd. as part of the ttc contract.

The ATCs were put in place on 9 October 2020 but at two locations, Moreton Rd and Mill Lane, the pneumatic tubes were damaged shortly after installation; this damage was remedied on 12 October and the recording period extended with the ATCs being lifted on 23 October. The data therefore covers Week 1, 10 to 16 October (13 to 16 October for Moreton Rd and Mill Lane) and Week 2, 17 to 22 October. Details of any issues that affected the data are given in Annex 1 below for each location.

The data was downloaded by 360 TSL over the weekend 24/25 October into their standard Excel files and sent to PDH on Monday 26 October by ttc. Because the formulae in the standard Excel files assume that there is seven days data from each ATC, formulae used to calculate averages then had to be edited to adjust for the missing days. In the case of Moreton Rd, speed data for the two days when there was a temporary traffic control were also excluded. The figures in this report are based on adjusted data where necessary.

Traffic Flow Figures

Table 1 below summarises the ATC figures for each location on each weekday within the two one-week periods and for the two peak-hours, 0800 – 0900 and 1700 – 1800, which are the standard ones used. Figures are given for both directions at each location and for both peak-hours. "ATC" columns provide the data from this survey; "MMPC" shows data from the 2018 MMPC survey and "Croft" gives the figures for flows they produced as a background document for planning application 16/00151/AOP. The Croft figures only covered flows at some junctions and the flows along the various roads were computed from these in the report on MMPC 2018 survey.

The MMPC 2019 survey found that traffic flows had increased by 10 to 15% since the previous year; in few cases, changes were outside this range. There were generally lower traffic levels recorded by the ATCs than the MMPC 2018 survey. It is not easy to explain but this does appear to be the effect of people who were commuting to MK and further afield now working from home due to Covid-19.

In Week 2, there are some 50 less northbound vehicles on the route from the A422, Mill Lane – Main St – Towcester Rd than in Week 1, which appears due to a major reduction in traffic delivering pupils to Akeley Wood School in the mornings as the school had broken up. A similar effect after the school broke up was noted in the MMPC 2019 survey report. As Akeley Wood School operates a large number of buses and urges parents to make use of them, it is disappointing that considerable numbers appear to ignore this and to travel up Main St, often at inappropriate speeds, when children in Maid's Moreton are trying to cross to reach their primary schools on foot.

¹ Report and analysis of MM traffic survey conducted on 6 Dec 2018; Jane Wood and Patrick Hardcastle for MMPC

² Updated MM Traffic Survey 7 November and 19 December 2019; Patrick Hardcastle and Jane Wood for MMPC

Traffic Speeds

Table 2 and Table 3 below present data on traffic speeds in both directions at each location. For simplicity, this is presented as Southbound and Northbound. Southbound covers SE to SW and Northbound NW to NE. The only non-obvious location is Fosco Lane where Southbound relates to eastbound traffic and Northbound to westbound traffic.

Table 2 provides information on the average weekday speed, the 85-percentile speed and the maximum speed recorded for both directions. The 85-percentile speed means that 85% of the traffic is driving at or below this speed – and 15%, of course, is exceeding it. The right-hand column highlights the highest speed outliers for each direction at each location in each week.

Table 3 presents the average number of vehicles recorded on weekdays at each location and in both directions for the two weeks separately in speed bands. This table is not easy to follow and the data is presented graphically in Figure 1 and Figure 2. To aid comparison, the data in each speed band is shown as a percentage of the vehicles passing in each direction separately as a stacked bar totalling 100%.

The aim of these two figures is to capture the range of speeds. The black bar across each column is the speed limit, 30mph at all locations except Mill Lane, Fosco Rd and Fosco Lane. While 30mph (60mph on Mill Lane, Fosco Rd and Fosco Lane) is the speed limit, it does not follow that it is safe to drive at 30mph in all situations where it applies.

On Towcester Rd, 50% of the southbound traffic and 75% of the northbound traffic is exceeding the 30mph speed limit. In Duck Lake, 60% of the southbound traffic and 55% of the northbound traffic is exceeding the 30mph speed limit. On Moreton Rd, 25 to 30% of the traffic in both directions is exceeding the 30mph speed limit.

In Main St, which has parked cars and lacks pavements on one and at times both sides, 20 to 30% of the traffic is exceeding 25mph, and there was a significant number of vehicles exceeding the 30mph speed limit during the day, each of which is a potentially fatal accident.

On Avenue Rd, where the Maids Moreton CE [Infant] School is located, only 5% of the southbound vehicles were exceeding 30mph. In part this is because they have just turned in from Moreton Rd but there was also a vehicle parked almost permanently just east of Scott's Lane junction and close to the ATC point. Some 15% of northbound traffic was exceeding the 30mph speed limit here. In addition, there was a worrying number of vehicles driving at grossly excessive speeds, as noted in Table 2.

The speed of traffic on Towcester Rd, particularly the southbound vehicles that approach round a blind bend, is of great concern. The access point for the Scott's Farm Close development (18/01385/AOP) is about 15 metres closer to the Bycell Rd fork than the ATC. The proximity of the delimit sign (75m from the proposed access point) was emphasised by MMPC at the Development Management Committee meeting that approved this application but was ignored on the basis of advice that, as the road at that point had a 30mph limit, only 43m visibility was necessary. The speeds recorded in this survey suggest that the access will be far from safe. A proper roundabout, which forces vehicles to slow down, at the Bycell Rd fork would serve to slow vehicles in both directions on the Towcester Rd at this point and also help slow them approaching the Main St junction.

The figures from Avenue Rd suggest that traffic calming by the soon to be expanded school is also necessary, as it is in Main St. The fact that there has not been a fatality from speeding traffic through the village does not absolve responsibility for taking reasonable steps to prevent one.

It is well known that pedestrians involved in accidents with vehicles travelling at 20mph are much less likely to suffer fatal consequences than if the speed is 30mph. This fact has driven the wide and increasing demand for 20mph limits in rural villages and town suburbs. While it is accepted that there are difficulties related to both legislation and finance, Buckinghamshire appears to be well behind many other councils, including adjoining ones, in prioritising this.

Figure 3 presents the traffic flow in three speed bands. The first, up to 25mph is what one might expect were a 20mph limit in place. The second band is 25 to 35mph, the latter figure would be right on the boundary of prosecution for speeding in an area with a 30mph limit ($30 + 10\% = 33 + 2 = 35$). It is apparent that are problems with speeding well over the 30mph limit on Towcester Rd and Duck Lake in particular.

The two ATC points in Main St and the one in Avenue Rd represent areas of the village particularly vulnerable to inappropriate speeding. Main St is narrow and predominantly has no pavements or a pavement only on one side. Parked cars, particularly towards the SE end, make it effectively a narrow, single carriageway with no pavement and with properties accessing directly onto it. The parked cars create a chicane effect, giving poor visibility exacerbated by the change in levels from the flat stretch by the village hall creating a dip to the southeast.

The footpath from Hall Close reaches Main St by The Old School towards the southeast end and emerges directly onto the carriageway with very poor visibility for both pedestrians and drivers, many of the latter being unaware that this footpath is there. A little further northwest, the footpath from Scott's Lane, heavily used for foot access to the primary schools, joins Main St. It is a little more obvious than the one from Hall Close, there being textured dropped kerbs on both sides, but it is also hard for drivers unfamiliar with the layout to see. Drivers can also be surprised by vehicles or pedestrians emerging suddenly from driveways, or from between parked vehicles, directly onto the carriageway.

The local CE [Infant] School is on Avenue Rd and Buckingham Primary School in Page Hill south of Avenue Rd. Pupils from Maids Moreton accessing both schools on foot have to cross Main St and those heading to Buckingham Primary then also have to cross Avenue Rd. Their safety is of course of paramount importance.

For both these areas of Main St, the proportion of traffic exceeding 25mph is relevant. At Main St NW, 25% of the traffic exceeded 25mph but at Main St SE it was 15% in Week 1 and 18% in Week 2, after Akeley Wood School had closed for its Autumn break. It is on Main St SE that there are more parked cars, alongside the one pavement, and neither a pavement nor a grass verge on the opposite side. At Main St NW, there is a pavement on one side and a wide grass verge on the other with parked cars mostly but not always in laybys. Despite these generally good figures, the small number of vehicles exceeding the speed limit substantially, especially during the day, is a major concern.

In Avenue Rd, around 45% of the traffic was travelling at more than 25mph. Given the Maids Moreton CE [Infant] School is there and children attending Buckingham Primary School have to cross Avenue Rd to access this, there is very urgent need for effective calming.

The three ATC points situated on roads that currently have the national speed limit (60mph) applying are also critical. The Foscote Rd ATC recorded several vehicles exceeding 45mph on this narrow single carriageway, where even exceeding 30mph is inappropriate; on Foscote Lane it would be even more inappropriate. The projected routes for people from the site 16/00151/AOP to access MK, Aylesbury and beyond are: either via Walnut Drive and thence to Buckingham (very congested) using Moreton Rd or down Main St and Mill Lane for MK; or onto Foscote Rd, along Church St to Mill Lane. The latter route is already overcrowded and some will turn left and take Foscote Lane to the A422.

On Mill Lane, which has a 2.3m width limit, the ATC was deliberately sited at the point where the public footpath coming from the MM Playing Fields joins and crosses over, then runs northwards for 60m along the verge before crossing the fields to Foscoote. Vehicles approaching this point from the A422 come over a blind summit when approaching the footpath. The speeds recorded suggest that there is considerable potential for an accident at this point to any pedestrian that is not blessed with acute hearing and nimble feet. This footpath is part of the Maids Moreton Circular Walk, which is heavily used, including by family parties with children and by dog walkers.

On reaching Foscoote, the circular footpath uses Foscoote Lane and then Foscoote Rd to return to Maids Moreton. Both are narrow and on neither are there pedestrian refuges or verges suitable for easily standing aside from the carriageway to allow vehicles to pass

As well as vehicles driving at inappropriate speeds on Mill Lane, there is also an issue with vehicles that exceed the 2.3m width limit using it as a cut through, despite clear signage at both ends. Table 4 summarises the vehicle count by classes separately for each direction in both weeks. As the vehicle flows in the different categories were assessed by the ATCs without any visual triangulation it is hard to know for certain the numbers that were breaching the width limit. It is likely that at least some counted as light vehicles would be doing so and probably nearly all of those in category OGV1, which accounted for around 10% of the total traffic flow.

Of more concern, is the number of vehicles in categories OGV2 and PSV that would be of heavy weight as well as considerably wider than 2.3m. St Edmund's church has very shallow foundations and is built on a mound the retaining wall for which runs for 30 metres closely adjacent, about 90cm, to Mill Lane. The building itself at its closest point is only 9.5m away from the retaining wall. Vibration from increased vehicle passage, especially from heavy vehicles, would be severely detrimental to the Grade 1 listed fifteenth century church, which is a major historical asset for Maids Moreton.

Traffic Flow and Road Type

It is clearly evident from Table 1 below that current traffic levels are below those recorded on December 2018, likely as a result of Covid-19 restrictions changing working patterns. It is, however, interesting to look at the comparative flows along roads of different types and in different settings. The A413 between Buckingham and Towcester runs through Maids Moreton as Moreton Rd, Duck Lake and Towcester Road; the Moreton Rd ATC recorded the highest traffic flow. Figure 4 below shows the relative volume of traffic during the morning peak period of 0800 to 0900 at each of the ATC locations compared with the figure recorded at Moreton Rd, which is given a score of 100%.

Moreton Rd (100%) and Towcester Rd (90%) ATCs recorded similar volumes of traffic while Duck Lake recorded 75% of the Moreton Rd figure. Traffic recorded at Moreton Rd may divert or join at Avenue Road and Main St, which is why Duck Lake has the lowest value of the three ATC points on the A413. Main St traffic may also head north on Towcester Rd.

Mill Lane, which connects the village to the A422 between Buckingham and Milton Keynes has a width limit of 2.3m and the junction with the A422 is extremely busy at rush hours. There have been numerous accidents around this junction and a number also on Mill Lane itself, which is proposed as a major access route for traffic from the development. It already has a flow rate of 53% of that recorded on Moreton Road and is quite unsuitable to receive increased traffic from the point of view of road safety as well as in respect of the potential damage to St Edmund's church, which it passes closely.

Traffic levels along Main St are 35% (SE) and 38% (NW) of that recorded on Moreton Rd. Main St is narrow, has no or only one pavement along much of its length and as many of the houses have no off-road vehicle parking spaces, there are many cars parked on the street, making it effectively a

single carriageway road for a significant proportion of its length. The peak hour traffic flow and the speeds noted above indicate that effective traffic calming is required.

On Avenue Rd, past the Maids Moreton CE [Infant] School the traffic flow is 31% of that on Moreton Road. Again, there are often parked cars although walking to school is strongly encouraged and many children do so. Maids Moreton CE [Infant] School is on Avenue Rd and Buckingham Primary School in Page Hill, south of Avenue Rd. Pupils from Maids Moreton accessing both schools on foot have to cross Main St and those heading to Buckingham Primary then also have to cross Avenue Rd, their safety is of course of paramount importance. In Avenue Rd, around 45% of the traffic was travelling at more than 25mph. Given the Maids Moreton school is there and children attending Buckingham Primary school have to cross Avenue Rd to access this, there is very urgent need for effective calming. This can be addressed as part of the ongoing school extension work.

Annex 1 **ATC Locations**

1 Towcester Rd

On speed warning sign post, 20m SE of proposed access point to Scott's Farm Close development, 95m past the 30mph sign on A413 at village boundary. This ATC experienced no problems.

2 Main St NW

On Manor Park road name support, 40m SE of The Pightle and 30m NW of Manor Park junction. There were very few parked cars on this portion of Main St during the survey. No problems with ATC, but there was a vehicle parked on the pneumatic tubes on 14 October, figures from 0700 to 0900 ignored. Akeley Wood School closed on 16 October for a two-week break.

3 Main St SE

On telegraph pole by entrance to The Bakehouse. At this point, there were cars parked down past Shop Terrace on the NE side. SW side has no pavement making Main St effectively a narrow single carriageway without a footway at this point. No problems with ATC. Akeley Wood School closed in week 2.

4 Foscoote Rd

By gatepost on SE side of road, roughly 200m NE of 30mph limit. Single width carriageway. No problems with ATC.

5 Mill Lane

By the footpath from MM playing fields. Just past a largely blind summit coming from A422. ATC inoperable until midday on 12 October due to damaged pneumatic tube. Akeley Wood School closed in week 2.

6 Avenue Rd

By School sign, 10 SE of Scott's Lane junction. A parked vehicle was left close to the junction for much of the recording time potentially slowing traffic coming from Moreton Rd driving SE.

7 Moreton Rd

By the "Buckingham" sign. One pneumatic tube came loose on 10 October, replaced midday 12 October. BT had traffic control while laying fibre optic cable on 13 and 14 October, so only 15 and 16 October data is really useful for Week 1.

8 Duck Lake

By lamp post 2, midway between Avenue Rd and Meadowbank. No problems with ATC.

9 Foscoote Lane

By "The Old Rectory" on the Foscoote Lane, which is a very narrow single carriageway with a totally blind right-angle bend. No problems with ATC. This location was funded directly by Maids Moreton and Foscoote Action Group on behalf of both communities.

Table 1 Brief Analysis of ATC records – Traffic Flow

| Location | Southbound | | | Southbound | | | Northbound | | | Northbound | | |
|------------------------|------------|-----|-------|------------|-----|-------|------------|-----|-------|------------|-----|-------|
| | 08-09 | | | 17-18 | | | 08-09 | | | 17-18 | | |
| | ATC | MM | Croft | ATC | MM | Croft | ATC | MM | Croft | ATC | MM | Croft |
| Towcester Rd (Week 1) | 213 | 263 | 274 | 125 | 164 | 206 | 223 | 278 | 242 | 138 | 187 | 209 |
| Week 2 | 116 | | | 88 | | | 135 | | | 119 | | |
| Main St NW (Week 1) | 53 | 50 | 10 | 56 | 67 | 54 | 132 | 177 | 38 | 60 | 90 | 50 |
| Week 2 | 35 | | | 48 | | | 75 | | | 51 | | |
| Main St SE (Week 1) | 54 | 50 | 10 | 37 | 57 | 54 | 115 | 149 | 38 | 54 | 66 | 50 |
| Week 2 | 28 | | | 30 | | | 61 | | | 43 | | |
| Foscote Rd (Week 1) | 14 | 38 | 131 | 13 | 19 | 84 | 7 | 26 | 81 | 8 | 25 | 130 |
| Week 2 | 7 | | | 12 | | | 9 | | | 7 | | |
| Mill Lane (Week 1) | 100 | 108 | 98 | 52 | 70 | 56 | 157 | 206 | 62 | 97 | 149 | 117 |
| Week 2 | 54 | | | 38 | | | 100 | | | 90 | | |
| Avenue Rd (Week 1) | 72 | 115 | 77 | 53 | 49 | 100 | 80 | 104 | 202 | 75 | 95 | 86 |
| Week 2 | 57 | | | 37 | | | 75 | | | 73 | | |
| Moreton Rd (Week 1) | 268 | 287 | 378 | 263 | 269 | 167 | 217 | 282 | 213 | 232 | 204 | 188 |
| Week 2 | 210 | | | 196 | | | 170 | | | 155 | | |
| Duck Lake (Week 1) | 206 | 240 | 283 | 141 | 180 | 152 | 158 | 196 | 242 | 138 | 171 | 159 |
| Week 2 | 152 | | | 130 | | | 127 | | | 124 | | |
| Foscote Lane* (Week 1) | 3 | | | 2 | | | 2 | | | 4 | | |
| Week 2 | 3 | | | 1 | | | 0 | | | 5 | | |

Top row for each location is Week 1 – 10 to 16 October 2020. second row is Week 2 – 17 to 22 October 2020

* Foscote Lane, Westbound traffic in ATC Excel file is under Northbound, Eastbound is under Southbound in table

Table 2 Brief Analysis of ATC records – Traffic Speed Weekdays

| Location | Limit | SB | SB | NB | NB | Max speed SB | Max speed NB | Speed Outliers |
|------------------|-------|----------|--------|----------|--------|--------------|--------------|--|
| | | Av Speed | 85%ile | Av Speed | 85%ile | | | |
| Towcester Rd Wk1 | 30 | 30.4 | 35.2 | 33.2 | 38.7 | 50-55 | 55-60 | SB – 0800, 1100 to 1300, 12 to 16 Oct; NB – 1200 hour, 13 Oct; 1900 hour, 15 Oct |
| Week 2 | 30 | 30.4 | 35.4 | 33.2 | 38.9 | 55-60 | >60 | SB – 2100 hour, 22 Oct; NB, 1700 hour, 20 Oct |
| Main St NW Wk1 | 30 | 21.5 | 27.2 | 22.2 | 27.9 | 40-45 | 45-50 | SB – 1300 hour, 15 Oct, 1500 16 Oct; NB – 1100 & 1300 hours, 14 Oct |
| Week 2 | 30 | 21.6 | 27.1 | 22.0 | 27.9 | 45-50 | 45-50 | SB – 2100 Hour, 21 Oct; NB – 2000 hour, 17 Oct |
| Main St SE Wk1 | 30 | 20.3 | 24.6 | 21.3 | 25.7 | 40-45 | >55 | SB – 1500 hour, 16 Oct; NB – 1300 hour, 13 Oct also one 40 – 45 1300 hour |
| Week 2 | 30 | 20.7 | 24.9 | 21.5 | 26.3 | 40-45 | 35-40 | SB - 2100 hour; NB – 1100 hour, 20 Oct |
| Foscote Rd Wk1 | UL | 28.6 | 36.9 | 28.8 | 36.3 | 50-55 | 60-70 | SB – 1500 hour, 11 Oct; NB – 1700 hour, 13 & 14 Oct |
| Week 2 | UL | 28.3 | 36.1 | 27.9 | 36.3 | 55-60 | 55-60 | SB – 1000 hour, 22 Oct; NB – 1700 hour, 20 Oct |
| Mill Lane Wk1 | UL | 35.4 | 41.5 | 34.2 | 39.7 | 55-60 | 50-55 | SB – 0800 and 1000 hour; NB – 1100 and 1900 hours |
| Week 2 | UL | 35.1 | 41.3 | 33.5 | 39.0 | 60-70 | 55-60 | SB – 1500 hour; NB – 1900 hour |
| Avenue Rd Wk1 | 30 | 22.0 | 27.9 | 25.3 | 29.8 | 35-40 | 45-50 | SB at 1200 hour; NB - 2100 hour |
| Week 2 | 30 | 22.5 | 28.3 | 25.4 | 30.1 | 45-50 | 45-50 | SB – 1800 hour, 21 Oct; NB – 20 Oct 1600 hour 45-50, also 50-55, 0200 hour |
| Moreton Rd Wk1 | 30 | 25.3 | 32.3 | 26.1 | 32.3 | 45-50 | 50-55 | SB – 1300 & 1400 hours, 16 Oct (50-55, 0600); NB – 1800 hour, 13 Oct |
| Week 2 | 30 | 25.3 | 32.5 | 26.3 | 32.7 | 50-55 | >60 | SB – 1500 hour, 19 Oct; NB – 1600 hour, 20 Oct |
| Duck Lake Wk1 | 30 | 30.9 | 35.4 | 30.7 | 35.3 | 55-60 | >60 | SB - 55-60 1600 hour, 15 Oct, & 1700 hour, 16 Oct; NB - >60, 1600 hour, 15 Oct |
| Week 2 | 30 | 31.3 | 35.9 | 30.6 | 35.2 | >60 | >60 | SB - >60, 1200 hour, 18 Oct, NB - >60, 1200 hour, 18 Oct |
| Foscote Lane Wk1 | UL | 23.5 | 29.8 | 24.0 | 30.0 | 40-45 | 45-50 | SB – 1900, 12 Oct; NB – 1700 hour, 14 Oct |
| Week 2 | UL | 25.1 | 31.2 | 23.9 | 29.9 | 40-45 | 40-45 | SB – 1100 & 1700 hour, 20 Oct; NB – 1700, 1100, 1300 hours, 19, 20, 22 Oct |

Table 3 Weekday Traffic Speeds – Daily Average Number of Vehicles by Speed Category

| Location | Southbound | | | | | | | | | | | Northbound | | | | | | | | | | |
|------------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-----|------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|
| | mph | | | | | | | | | | | mph | | | | | | | | | | |
| | <20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 0-30 | 31+ | <20 | 20-25 | 25-30 | 30-35 | 35-40 | 40-45 | 45-50 | 50-55 | 55-60 | 0-30 | 31+ |
| Towcester Rd Wk1 | 23 | 131 | 667 | 555 | 196 | 46 | 8 | 1 | 0 | 821 | 806 | 17 | 41 | 340 | 658 | 384 | 111 | 26 | 3 | 0.4 | 398 | 1182 |
| Week 2 | 21 | 88 | 457 | 382 | 146 | 31 | 4 | 2 | 0.2 | 566 | 565 | 16 | 29 | 219 | 431 | 261 | 79 | 16 | 4 | 1.2 | 264 | 792 |
| Main St NW Wk1 | 212 | 204 | 97 | 20 | 1.6 | 0.3 | 0 | 0 | 0 | 513 | 22 | 224 | 235 | 152 | 29 | 2.9 | 0.6 | 0 | 0 | 0 | 601 | 33 |
| Week 2 | 153 | 162 | 71 | 15 | 2 | 1 | 0 | 0 | 0 | 386 | 18 | 210 | 223 | 143 | 27 | 5 | 0 | 0 | 0 | 0 | 576 | 32 |
| Main St SE Wk1 | 215 | 211 | 50 | 5.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 476 | 5.2 | 215 | 306 | 96 | 11 | 1.2 | 0.2 | 0.0 | 0.0 | 0.2 | 617 | 12.6 |
| Week 2 | 125 | 129 | 34 | 3.8 | 0.8 | 0.2 | 0.0 | 0.0 | 0.0 | 288 | 4.8 | 135 | 179 | 66 | 10 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 380 | 10.6 |
| Foscote Rd Wk1 | 15 | 17 | 27 | 31 | 16 | 7 | 0.4 | 0.2 | 0.2 | 59 | 55 | 16 | 12 | 28 | 29 | 13 | 5 | 1.0 | 1.2 | 0 | 56 | 49 |
| Week 2 | 15 | 18 | 26 | 27 | 13 | 5 | 1 | 0 | 1 | 59 | 47 | 14 | 15 | 24 | 26 | 16 | 4 | 1 | 1 | 0 | 53 | 48 |
| Mill Lane Wk1 | 3 | 15 | 80 | 217 | 222 | 107 | 26 | 7 | 1.0 | 98 | 580 | 4 | 38 | 197 | 418 | 272 | 78 | 13 | 2 | 0 | 239 | 783 |
| Week 2 | 4 | 25 | 83 | 182 | 177 | 82 | 25 | 6.3 | 1.3 | 112 | 474 | 6 | 32 | 154 | 332 | 229 | 69 | 14 | 2 | 0.3 | 192 | 646 |
| Avenue Rd Wk1 | 221 | 257 | 160 | 31 | 2 | 0.4 | 0 | 0 | 0 | 638 | 33 | 92 | 279 | 340 | 98 | 12 | 2 | 1 | 0.2 | 0 | 711 | 113 |
| Week 2 | 128 | 185 | 127 | 24 | 2 | 0.2 | 0.2 | 0 | 0 | 440 | 26 | 73 | 198 | 249 | 79 | 11 | 1.0 | 0.8 | 0 | 0 | 520 | 92 |
| Moreton Rd Wk1 | 690 | 280 | 973 | 493 | 100 | 11 | 2.5 | 1 | 0 | 1943 | 607 | 373 | 518 | 853 | 488 | 70 | 10 | 1.0 | 0 | 0 | 1744 | 569 |
| Week 2 | 664 | 194 | 826 | 475 | 91 | 12 | 0.3 | 0.3 | 0 | 1684 | 579 | 341 | 378 | 654 | 426 | 74 | 11 | 2 | 0 | 0.3 | 1373 | 513 |
| Duck Lake Wk1 | 22 | 93 | 573 | 664 | 195 | 41 | 7 | 2 | 0.6 | 688 | 910 | 25 | 66 | 568 | 555 | 172 | 36 | 6 | 0.7 | 0.3 | 659 | 770 |
| Week 2 | 15 | 55 | 556 | 691 | 210 | 49 | 8 | 2.5 | 0.0 | 626 | 960 | 18 | 49 | 557 | 552 | 172 | 33 | 5 | 2 | 0.0 | 624 | 864 |
| Foscote Lane Wk1 | 9 | 10 | 10 | 4 | 0.4 | 0.2 | 0 | 0 | 0 | 29 | 5 | 10 | 10 | 11 | 3 | 1 | 1 | 0.2 | 0 | 0 | 31 | 5 |
| Week 2 | 5 | 15 | 10 | 5 | 2 | 1 | 0 | 0 | 0 | 30 | 8 | 10 | 12 | 10 | 3 | 1 | 1 | 0 | 0 | 0 | 32 | 5 |

Table 4 Vehicle Classes on Mill Lane – 2.3m width limit*Southbound**Northbound*

| Date | Total | Light | OGV1 | OGV2 | PSV | Total | Light | OGV1 | OGV2 | PSV |
|--------------|-------|-------|------|------|-----|-------|-------|------|------|-----|
| Tue 13 Oct | 701 | 634 | 66 | 1 | 0 | 1071 | 971 | 100 | 0 | 0 |
| Wed 14 Oct | 769 | 685 | 82 | 1 | 1 | 1119 | 1021 | 98 | 0 | 0 |
| Thu 15 Oct | 744 | 665 | 78 | 0 | 1 | 1126 | 1027 | 96 | 0 | 3 |
| Fri 16 Oct | 797 | 716 | 79 | 2 | 0 | 1152 | 1037 | 113 | 2 | 0 |
| Sat 17 Oct | 604 | 566 | 38 | 0 | 0 | 760 | 712 | 47 | 0 | 1 |
| Sun 18 Oct | 517 | 492 | 25 | 0 | 0 | 613 | 586 | 27 | 0 | 0 |
| Mon 19 Oct | 616 | 541 | 72 | 0 | 3 | 864 | 781 | 81 | 1 | 1 |
| Tue 20 Oct | 585 | 527 | 58 | 0 | 0 | 923 | 826 | 97 | 0 | 0 |
| Wed 21 Oct | 577 | 537 | 40 | 0 | 0 | 918 | 831 | 85 | 0 | 2 |
| Thu 22 Oct | 611 | 564 | 47 | 0 | 0 | 949 | 832 | 115 | 0 | 2 |
| Averages | | | | | | | | | | |
| Weekdays Wk1 | 753 | 675 | 76 | 1 | 1 | 1117 | 1014 | 102 | 1 | 1 |
| Weekdays Wk2 | 597 | 542 | 54 | 0 | 1 | 914 | 818 | 95 | 0 | 1 |
| Weekend | 561 | 529 | 32 | 0 | 0 | 687 | 649 | 37 | 0 | 1 |

Vehicle Classes

Light All car type delivery vans and those of the next larger carrying capacity such as transit vans and small pick-ups

OGV1 All larger rigid vehicles with two or three axles including larger vans with double rear wheels, tractors (without trailers)

OGV2 All rigid vehicles with four or more axles and all articulated vehicles and OGV1 goods vehicles towing a caravan or trailer

PSV All public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats

Figure 1 Vehicle Speed by 5mph Bands – South, Southeast or Southwest bound

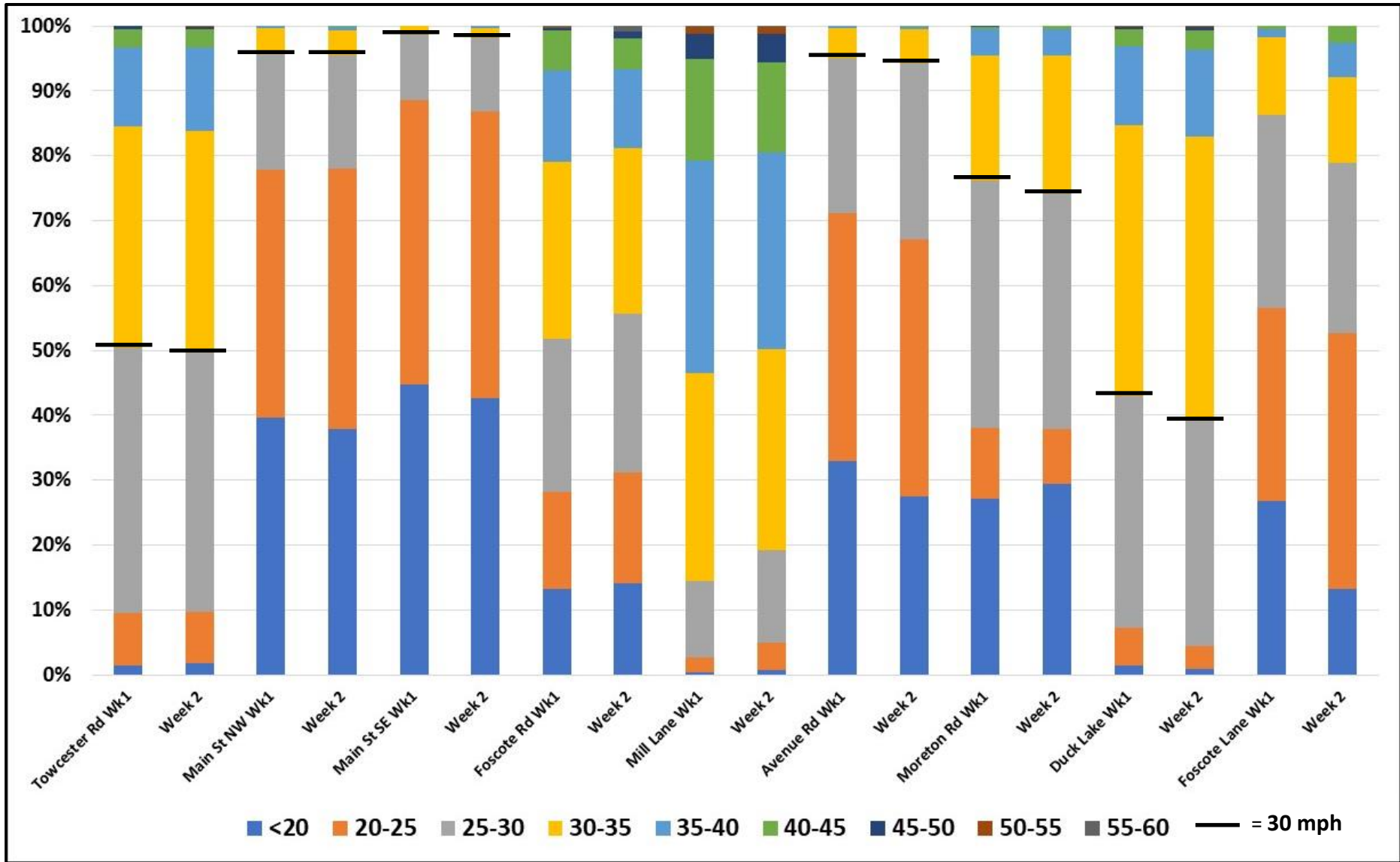


Figure 2 Vehicle Speed in 5mph Bands – North, Northeast or Northwest bound

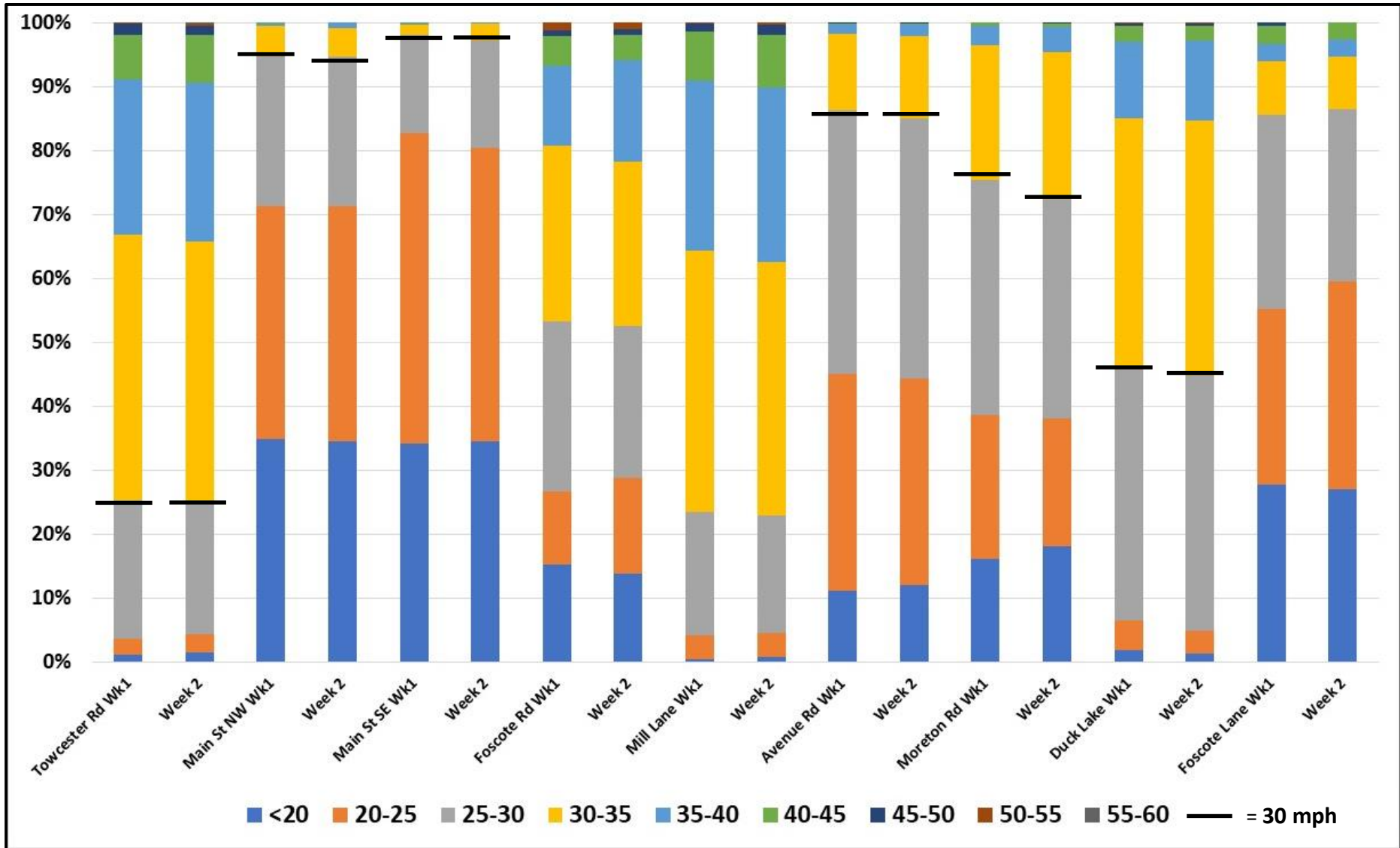


Figure 3 Total Traffic Flow in Speed Bands <25, 25 to 35 and 35+

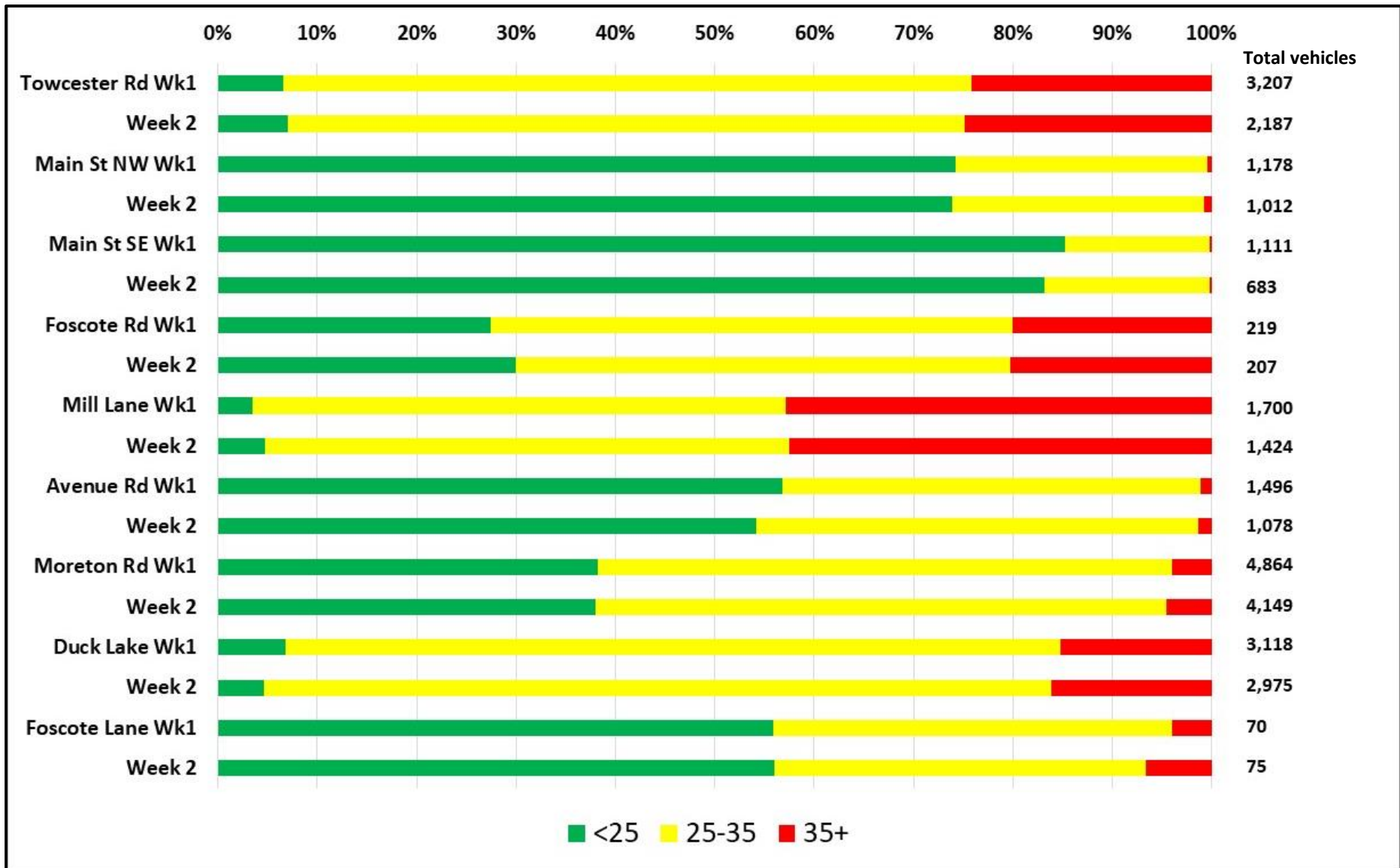


Figure 4 Total Traffic Flow in Speed Bands <20, 20 to 30 and 30+

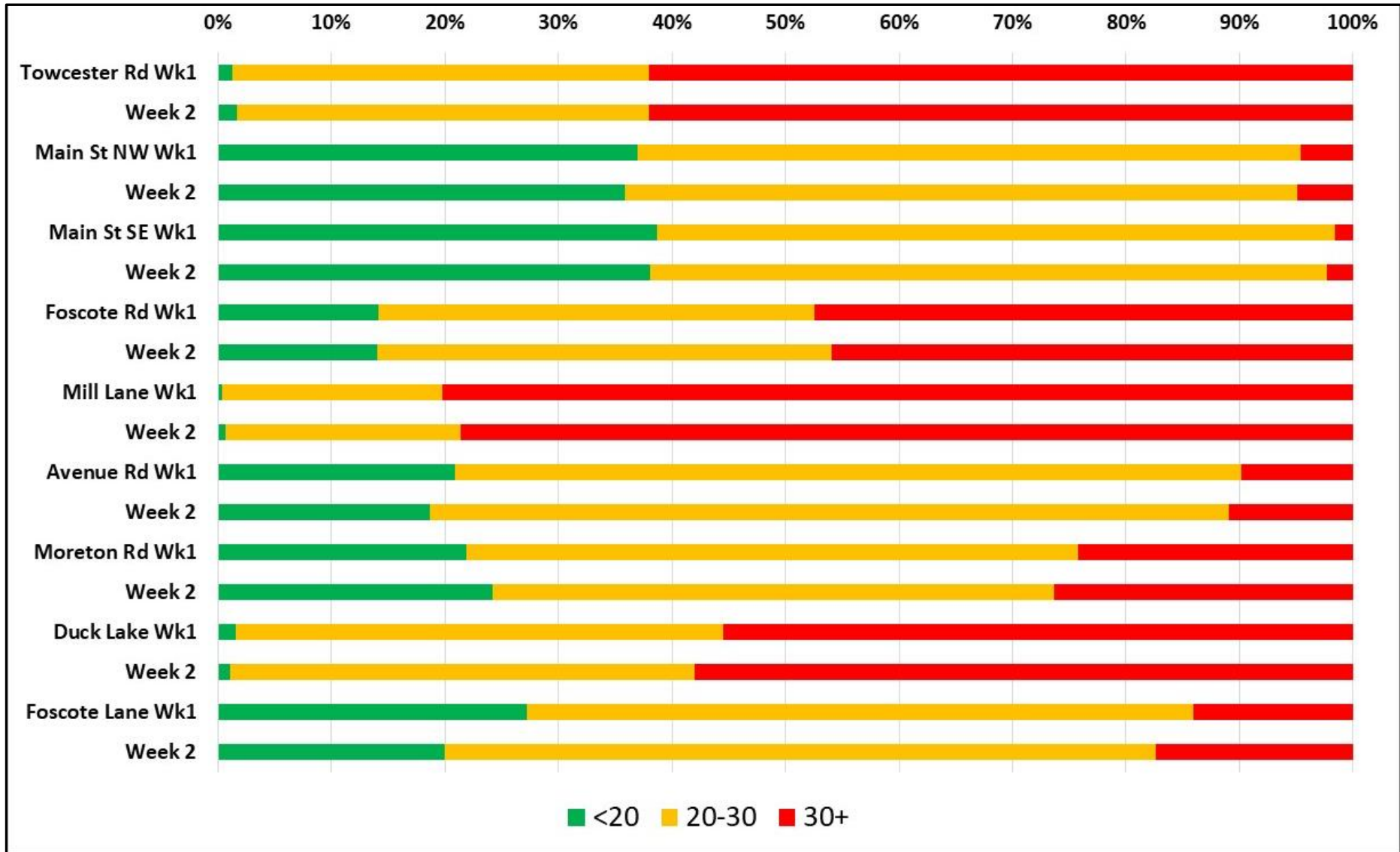


Figure 5 Traffic Flow 0800 - 0900 as % of Moreton Rd