

Landulph Parish Neighbourhood Development Plan

Road Traffic Survey

November 2016

Landulph Parish Neighbourhood Development Plan:

Traffic Survey.

Introduction:

This survey was undertaken following comments about traffic issues by residents taking part in focus groups and attending an information and consultation Open Day. These comments suggested a perception by residents about the volume of traffic in the Parish which might lead to issues about congestion if further development were to take place in the Parish.

To facilitate an objective discussion of these perceptions it was decided to gather some evidence of the actual volume of traffic and the frequency of congestion incidents.

It was agreed that a small group of volunteers would undertake a small scale traffic survey.

Method:

Two pieces of work were undertaken. The first was to measure the volume of traffic passing a given point during a twelve hour period from 7.30 am to 7.30 pm. The point chosen was the cross roads where the road from the A388 and going to Landulph Parish Church intersects with the road from Cargreen going toward the A388 by way of HATT.

Choice of this point meant that:

- (a) a substantial proportion of the traffic movements in the Parish pass this point giving a good indication of volume.
- (b) because the school is on one corner of the intersection it attracts a considerable amount of traffic twice a day
- (c) the intersection enabled the survey to record direction of traffic flows.

Thus a rota of volunteers were able to make a complete record of traffic movements and direction of travel over a twelve hour period.

The second piece of work sought to record congestion incidents in a section of road thought to be particularly prone to congestion. The piece of road concerned was that running from the entrance to the solar park through the narrow winding section up the hill to the group of trees at the top. This stretch of road could be observed from just inside the solar park: by kind permission of the owners. Again observations were taken over the same twelve hour period.

The incidents to be observed and recorded were those which involved several vehicles which had come to a standstill through travelling in opposite directions. To resolve the problem necessitated some degree of reversing causing some delay. The reason for the congestion, that is which vehicle was at fault, also to be recorded.

Outcome:

The volume survey revealed that during the twelve hour day some 866 vehicle movements took place at the cross road. The survey listed the time of each movement and the direction of travel.

The Traffic Survey Volume Chart (see later) shows the number of vehicles passing the observation point at 15 minute intervals.

The highest number of movements took place in two half hour periods :

8.45 am to 9.15 am a total of 72 movements

2.45 pm to 3.15 pm a total of 65 movements

These are the times when children are arriving or departing from school.

Apart from the above movements there are 13 occasions when traffic movements exceed 20 in 15 minute interval . All other 15 minute intervals show less than 20 movements, some a good deal less. For most movements the time taken to pass the observation point was no more than a few seconds.

The traffic congestion survey recorded 26 incidents on the chosen section of the road over the twelve hour period. All the incidents save two, took place between 11.00 am and 5.00 pm. None of the incidents were particularly serious or caused long delays. It should be noted that the survey viewed only one section of road. For example other sections such as that between the section viewed and Stockadon Barns, are also subject to potential congestion as are sections of the road through Ellbridge.

The incidents which were recorded, were always caused by vehicles coming in one direction failing to wait for traffic coming in the other direction. Whether this was due to a lack of knowledge about passing places and the need for caution or lack of visibility or other reasons is impossible to know.

Traffic Survey: volume chart

