

Tysoe Traffic Survey December 2021

Summary

Warwickshire County Council won the contract to provide a traffic survey for the Parish of Tysoe in the final quarter of 2021. The contract was for the supply of radar based sensor devices and data based on a 15 minute collection time to provide good 'granularity' of data through the day for 7 days without the use of cables across the road which probably alter driver behaviour. This was not supplied. What were supplied are hourly data and the use of cables in place of radar sensors. No data was received with regards to the vehicle type so it is not possible to separate the quantity of heavy vehicles and delivery vans from domestic transport.

In general there is not a speed problem in the parish except probably on Oxhill Road and Shenington Road but the 85th percentile calculation would not support this conclusion.

The main volume of traffic is north-South from the centre of Middle Tysoe and peaks at school times as expected. The other main through route appears to be from Shenington Road to Oxhill Road. Parking measures along Main Street between these two roads should be considered.

Because the road past the school experiences high volumes of traffic at Drop-off and Pick-up times, addition safety measure should be considered for this location.

Traffic calming measures such as chicanes used in some villages have been suggested as a means of speed attenuation measures; this survey does not highlight a need for this, and, would cause considerable problems for buses and tractor/trailers and other large vehicles.

Conclusions:

- On this evidence we do not appear to have a specific speeding problem although the survey was conducted using visible cross carriageway cables.
- We do have a congestion problem but this seems to be concentrated around school drop-off and pick-up times.
- We may have specific parking/congestion problems - Park Rowe, outside the surgery etc.
- A radical solution to the Sandpits Road issue, especially in light of the pending Cameron Homes development, might be to make it a no-through road, blocked off at Oxhill.
- Traffic calming or speed prevention measures would not be justified or warranted.
- We should now agree some specific actions to mitigate the specific congestion/parking issues and, perhaps give some thought to managing the school congestion issues such as an awareness campaign with the school as a child safety issue.

Measurement Stations

Five measurement stations were specified as;

- Shenington Road in the 30mph zone
- Lower Tysoe between Badgers Lane and Lane End 40mph zone
- Main Street Middle Tysoe between Peacock Lane and the old butchers 30mph zone
- Oxhill Road 30mph zone
- Tysoe Road Lower Tysoe close to Brown Beams 40mph zone

Graphed data reduction is shown at the end of this paper.

Discussion

Traffic Speed

The “85th percentile”¹ speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions). It’s typically associated with the setting of speed limits, and (more controversially) often used as an argument against lowering them, or enforcing limits. From the data supplied it would seem that there is a limited speeding issue in the village except for Oxhill Road and possibly Shenington Road.

Shenington Road

The 85th percentile value for Shenington Road ‘All Directions’ is approximately 28mph and is a standard metric used to determine speed limit observance. Just over 6% of recorded speeds were over 33mph with a maximum of 37mph.

Oxhill Road

A similar situation was recorded for Oxhill Road with an 85th percentile of 27mph despite 18 recordings of speeds above this value with a maximum of 42mph.

Traffic Volume

Not unexpectedly, the main flow of traffic through the village is North - South/South - North peaking at 08:00 to 0900 and 15:00 to 16:00 at around 1,100/5 working days = 220 vehicles per hour. This volume of traffic at these times is less south of Peacock Lane through the centre of Middle Tysoe at around 700/5 working days = 140 vehicle movements per hour. This would suggest because of the times that the main amount of traffic is for school drop-off and pick-up and from outside of the village to the north.

The data might also indicate that a main route is via Shenington Road onto Oxhill Road both with a peak flow around 400 vehicles per hour throughout the day during the working week. If this indeed is a through route, anti-congestion measures might be worth looking along Main Street between Shenington Road and Oxhill Road. An example might be parking management.

Sandpits Road

Sandpits Road was not included in the survey but measures such as a one way system in the direction from the centre of Middle Tysoe towards Oxhill road should be considered with the prospect of 30+ houses possibly to be developed on the land off sandpits Road.

Tysoe School

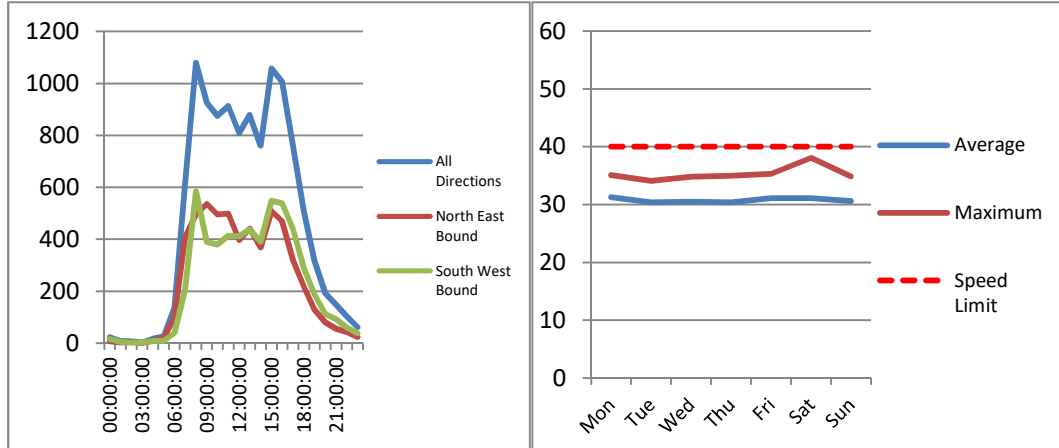
The data shows that at school drop-off and collection times the volume of traffic on Main Street is some 220 vehicles per hour with around 140 vehicle movements past the junction of Saddledon Street and Main Street. Here car parking is a major concern as drivers park regardless of obstruction or proximity to junctions. Outside the school zig-zag yellow lines on one side of the street offer some safety but only on one side. Installation of zig-zag lines on both sides of the road at this dangerous bend should be considered especially as the junction with Peacock Lane is a concern especially with illegal parking at the Well Head Seats.

Notes:

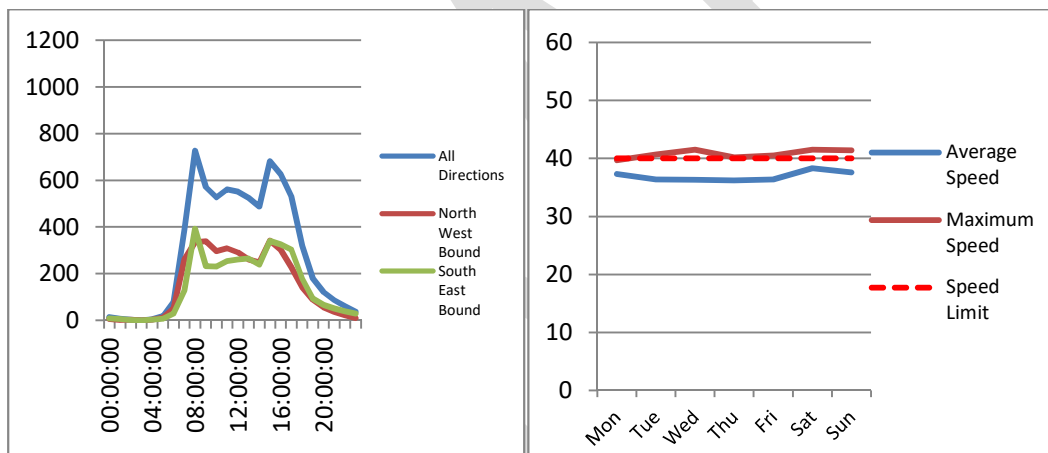
- 1 The 85th percentile is calculated by Multiplying 0.85 by the number of results in the study and 0.5 added and the nearest integer taken. For example;
If a study includes 300 car speeds, multiply 300 by 0.85 to get 255 and add 0.5 to get 255.5, round up to the integer.
The data is ordered slowest to fastest and the 256 slowest speeds are taken. The slowest speed is added to the 256th speed and the sum divided by 2. This is the 85th percentile.

Graphed data from the five measurement stations.

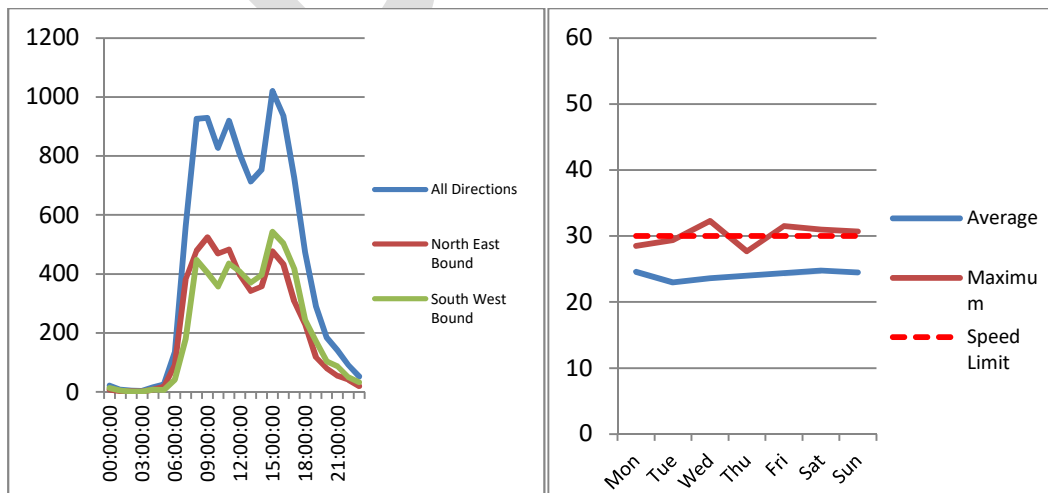
Lower Tysoe Wednesday December 1 2021 to Wednesday December 8 2021



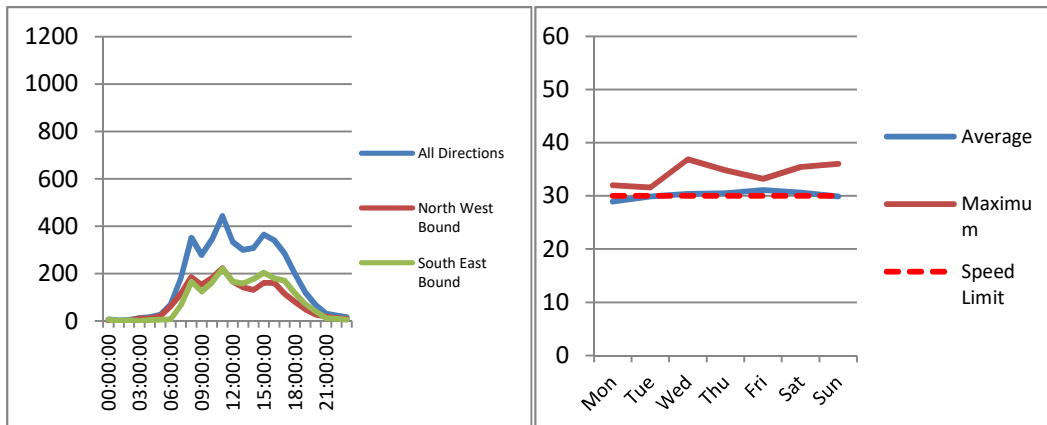
Tysoe Road Lower Tysoe Wednesday December 1 2021 to Wednesday December 8 2021



Main Street Middle Tysoe Wednesday December 1 2021 to Wednesday December 8 2021



Shenington Road Tysoe Wednesday December 1 2021 to Wednesday December 8 2021



Oxhill Road Tysoe Wednesday December 1 2021 to Wednesday December 8 2021

