

# Over Peover Neighbourhood Plan Traffic Census Results and Analysis



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## Introduction

The results of the Neighbourhood Plan survey indicated that the most disliked aspect of living in the Parish was the speed and volume of traffic passing through it. The Neighbourhood Plan Steering Group have responded to this and commissioned a study on what can be done to improve the situation of traffic and associated parking. To support this study the Steering Group have conducted a traffic census, with assistance by some local residents, of the traffic at both the morning and evening peak periods. The acquired data is reported in this document together with some basic analysis. It is recognized that the census does not meet the requirements of Cheshire East Highways in terms of duration during the day or number of days covered but it does provide an indication of typical traffic flows.

The census was conducted on Tuesday 13<sup>th</sup> November between the hours of 0800 and 0930 in the morning and between 1630 and 1800 in the late afternoon. The date was chosen to be a typical midweek working day which was not in the school holidays. The times were chosen to be the busiest periods when the residents of the Village are most likely to be travelling. The weather on the day was clear and dry.



## Methodology



The main issue identified is the traffic passing along Stocks Lane at both morning and evening peak periods. Stocks Lane runs from the Junction with the A50 at the west end to the Primary School at the east end where it then becomes Wellbank Lane. At the western end is the entrance to Radbroke Hall, the location of Barclays Bank Technology Centre which houses some 3500 staff.

Three sites or nodes were identified to monitor traffic flows and these are indicated in the figure above. At each site the roads were labelled A to C or A to D and traffic was counted coming from each direction and where it exited the site. In addition separate counts were made for vehicle type – Cars, Vans/LGV's, HGV's, PSV's, Agricultural Vehicles, Motorcycles and Bicycles. Finally, the counts were conducted in 15 minute intervals from 0800 to 0930 and from 1600 to 1730.

Each site is shown in greater detail below.



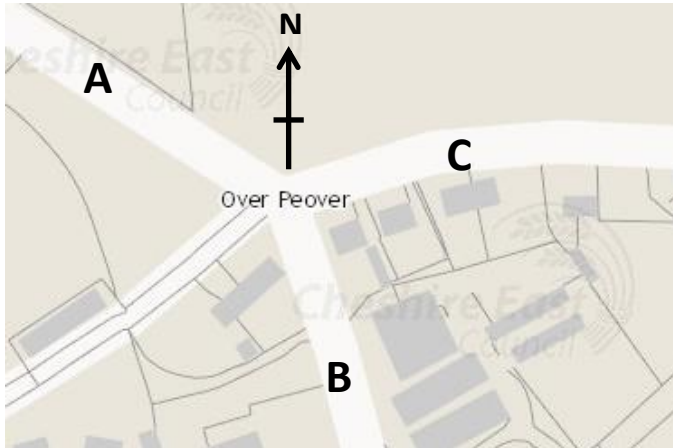
### Site 1 – Primary School

A is Chelford Lane

B is Stocks Lane

C is Clay Lane

D is Wellbank Lane

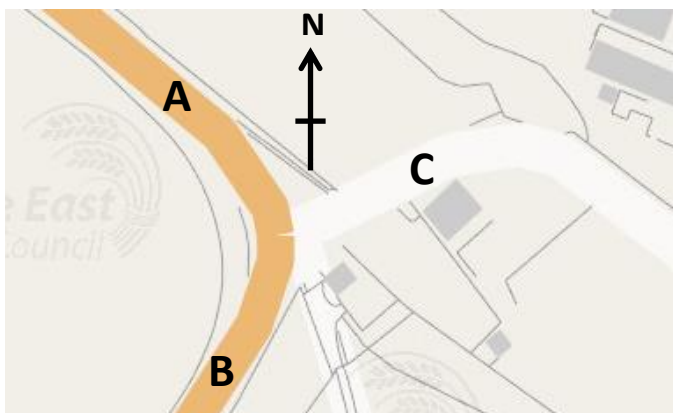


### Site 2 – Four Lane Ends

A is Stocks Lane towards the A50

B is Grotto Lane

C is Stocks Lane towards the School



### Site 3 – A50 Junction

A is the A50 towards Knutsford

B is the A50 towards Holmes Chapel

C is Stocks Lane towards Over Peover

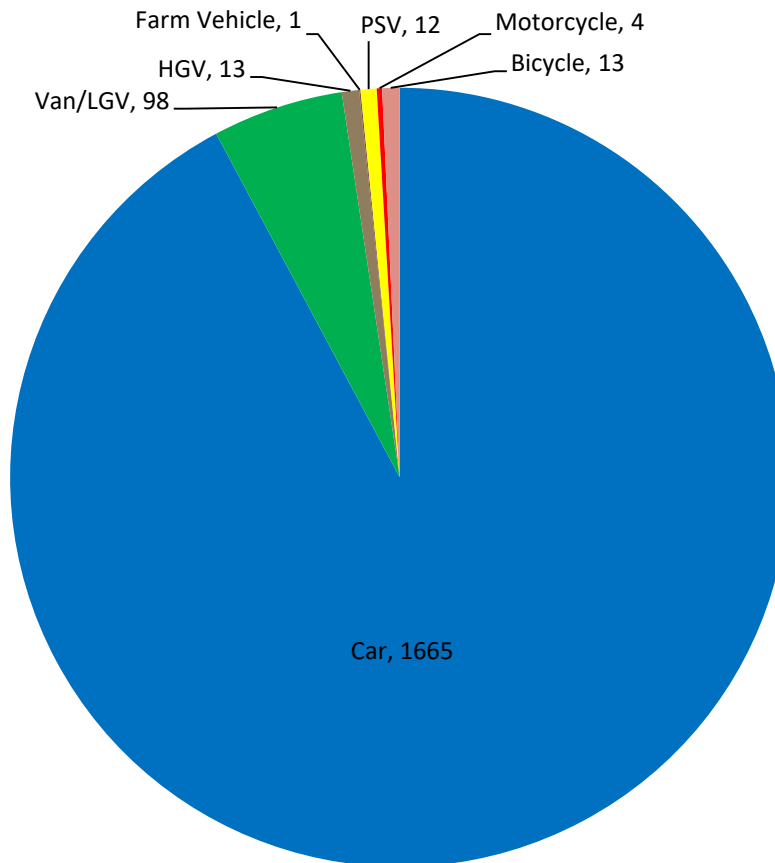
Records of the counts are in the Appendix.

From the raw data it can be calculated that for example, the number of vehicles entering Stocks Lane from the A50 is the sum of those on route A to C and B to C, at site 3. If no vehicles turn off or enter then the same number of vehicles would be seen at Site 2 coming from direction A. The difference between Site 2 and Site 3 is therefore those vehicles entering or leaving premises in between. Likewise, monitoring at Site 1 allows for the calculation of vehicles that are largely using Stocks Lane or Chelford Lane as a through route or accounting for the small number of residents cars entering or leaving the housing between Sites 1 and 2.

## Analysis

### Vehicle types

Of all the vehicle types that entered Stocks Lane in the morning monitoring period at any of the 3 sites the distribution was:



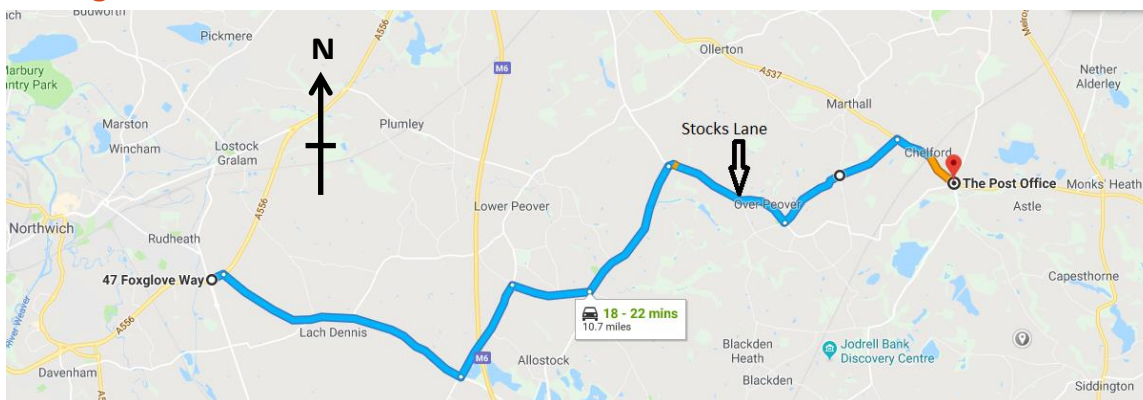
The total number of vehicles entering Stocks Lane during the morning period was 1806 of which over 90% were cars. In the afternoon period, the number entering Stocks Lane was 498 but the distribution was similar to the morning. This large difference in numbers is due entirely to the tidal flow of cars into Radbroke Hall in the morning and out again in the late afternoon.

At the junction with the A50 a total of nearly 2500 vehicle movements were recorded in the morning period and 2200 movements in the afternoon period.

### Sources of cars

Of all the cars entering Stocks Lane in the morning; 77% entered at the west end from the A50, 16% from the east end at the Primary School and 8% from Grotto Lane mid-way along Stocks Lane. In the afternoon period; 47% entered at the west end from the A50, 34% from the east end at the Primary School and 19% from Grotto Lane.

### Through traffic



Stocks Lane provides a realistic through route for those travelling between the Northwich area and towns such as Macclesfield, Wilmslow and Alderley Edge as shown on the map above.

By counting the vehicles entering Site 2 (Four Lane Ends) from the A50 direction and leaving Stocks Lane by the Primary School it is possible to estimate how many vehicles use Stocks Lane as an eastbound through route. Likewise the reverse is true to estimate westbound through traffic.

The figures show that in the morning period approximately 200 vehicles passed through eastbound and another 200 vehicles passed through westbound.

### Traffic going to Radbroke Hall

Barclays Bank Technology Centre at Radbroke Hall is a major employer with about 3500 – 3800 staff which amounts to five or six times the population of the Parish in which it is located. Barclay's own traffic survey in 2016 identified that 82% of staff travel to work in single occupancy vehicles. The site has two entrances; a main entrance on Stocks Lane and a staff only entrance off the A50. In addition, about 200 agency staff use a car park on a neighbouring tomato farm on Stocks Lane.

From analysis of the figures over 1000 vehicles entered the Radbroke Hall site or the neighbouring Tomato Farm site during the morning period from the A50. Another 200+ vehicles entered the sites from the east passing through the Village of Over Peover.

### Other observations

From the survey there was a noticeable lack of cyclists with less than a dozen recorded during the survey times. This contrasts sharply with residents observations of large numbers of cyclists that use the lanes through and around the Village at weekends and during the daytime. It is clear that leisure cycling in the area is popular but commuting at busy times by bicycle is not.

There was also a noticeable lack of farm vehicles recorded. This may be due to the time of year but also to farmers avoiding the busy periods on the roads. Residents concerns over farm vehicles have been more about the size of the vehicles, the speed they travel at and that the drivers have been frequently observed to be using mobile phones.





## Conclusions

There is a considerable amount of traffic passing through the Village of Over Peover at morning and afternoon peak periods. At each end of the day approximately 600 vehicles pass through the Village along Stocks Lane. These are made up of 200 going to or coming from the Radbroke Hall site and 200 eastbound and 200 westbound passing through the Village commuting between the various towns to the west and east of the Village.

In the vicinity of the Primary School this represents a significant hazard when many cars are parked dropping off young children.

At the junction with the A50 the volume of traffic at peak periods is considerable and has been the site of several accidents in recent years. It also provides significant difficulty to local residents trying to emerge from Stocks Lane onto the A50 northbound against a seemingly endless stream of traffic (>1000 vehicles in 90 minutes) waiting to turn into Stocks Lane from the Holmes Chapel direction.





**Site 2 – Four Lane Ends near the Village Hall**

MORNING																																																									
Time Period	0800 - 0815						0815 - 0830						0830 - 0845						0845 - 0900						0900 - 0915						0915 - 0930																										
Vehicle Type	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle															
Route																																																									
A to B	30	3	1					18	2			1			9	3							16							9	1						8	1	1					1	1												
A to C	52	13	2		1			28	4		1				31	2	1						41	3	1		3			19	2	2					17	1	1					1													
B to A	21	1						28							18	1					1		24						1	17							1	8																			
B to C	4							5							4								2	1						1							1																				
C to A	65	2	1		3		2	63	1	1					31		1						55	3		1	1			31		1		1			20	2													1						
C to B							2								3								2														2																				
AFTERNOON																																																									
Time Period	1630 - 1645						1645 - 1700						1700 - 1715						1715 - 1730						1730 - 1745						1745 - 1800																										
Vehicle Type	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle															
Route																																																									
A to B	19	2						11	1						9								20							17	1						3	16																			
A to C	55	3			1			36	1						55	3				1			51	2			1			55	2						28	2																			
B to A	11	1					1	9				1			12								14							17	1						15																				
B to C								1							2															2																											
C to A	23				1			18	4		1				23	2	1						22	2			1			25	1						28														1						
C to B							2								1								5														4																				

**Site 3 – Junction of Stocks Lane / A50 by The Whipping Stocks Inn**

MORNING																																																		
Time Period	0800 - 0815						0815 - 0830						0830 - 0845						0845 - 0900						0900 - 0915						0915 - 0930																			
Vehicle Type	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle								
Route																																																		
A to B	42	9	2					39	4	1		1			26	8	3						28	1						33	6	1					25	4	4					1						
A to C	82	4			1			68	4			1	2		63	2	1		2		1		66	1				2	2	40	4	1		1	1	1	34	6				1	1							
B to A	123	10				1		133	3			1			94	1							104	5		1		2		70	1			1	1	1	47	2												
B to C	165	15	1			1		203	10	2			1		152	13	1		2				161	8	1		1			128	7	1					112	12	3											
C to A	18	3	1					20	1			1			22	3			1				24	2			1			19	1	1		1			14	3	1		1									
C to B	10	1			1			19		1					10	1			2				14	1						18	1	1		1			3	1		1										
AFTERNOON																																																		
Time Period	1630 - 1645						1645 - 1700						1700 - 1715						1715 - 1730						1730 - 1745						1745 - 1800																			
Vehicle Type	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle	Car	Van/LGV	HGV	Farm Vehicle	PSV	Motorcycle	Bicycle								
Route																																																		
A to B	95	24	2					94	12						119	2			1	3			115	8						105	6						100	7												
A to C	23	2						21	1			1			20	1			1				21	1			2			17	4					1	18					1								
B to A	43	30	1					45	8						54	6	1						51	4	1		1			44	2	2					69	5	1	1										
B to C	20	4	1					13	1	1					17	2							16	1			1			16					1		10													
C to A	76	1			1			80	5				1		76	7			1	2	1		82	3			2	1		65	2					2	59													
C to B	77	1		1		1		71	7		2			1	73	2		2					60	6					1	72	3			1			44	1												