

Chearsley Village

Traffic Report 2020



October 2020

1. Background:

This report summarises the key results from two traffic surveys organised by Chearsley Parish Council:

- Thursday 23rd July
- Thursday 24th September 2020

The objective was to update some original survey work undertaken in 2016, which measured the number of HGVs travelling through the village, including the routes taken when entering and exiting the village

It was decided to extend the scope of the 2020 research to include a count of all private cars as well as the various categories of commercial vehicles, to give a comprehensive picture of all traffic flows through the village, including the proportion of vehicle journeys with a destination within the village itself.

2. Methodology

The overall survey was divided into two distinct parts:

A. Commercial Vehicle Survey (CVS):

To record the various types of commercial vehicles and the routes taken through the village. The types of vehicles recorded included HGVs (Heavy Goods Vehicles), LCVs (Light Commercial Vehicles), Farm Vehicles and Public Vehicles, such as buses, police cars, ambulances and so on.

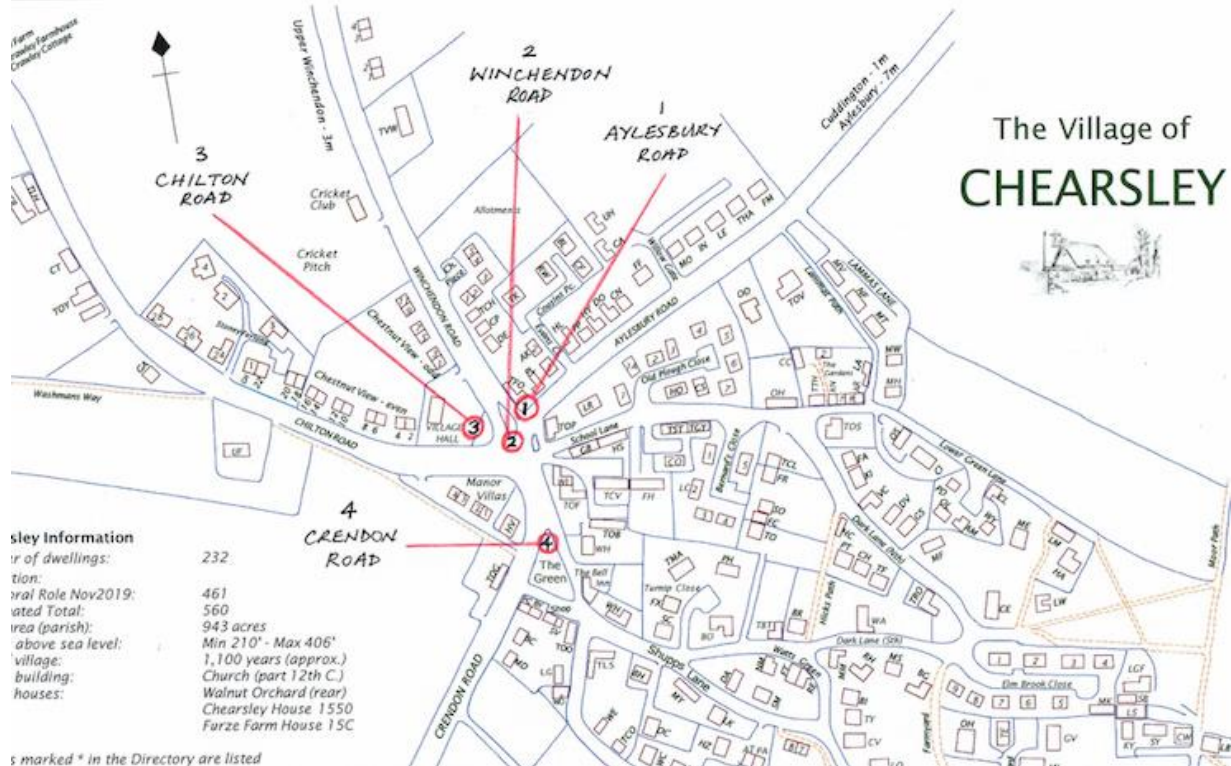
B. Traffic Count (TC):

The routes taken by all the main categories of vehicles, including private cars.

The data recording was completed by 40 volunteers within two hour 'slots' - running through the day from 8am to 6pm.

In both surveys, the entry road and exit road taken by all vehicles was registered by data recorders, who were based at four key locations around the centre of the village, enabling an unobstructed view of the point of entry and exit for the vehicles being recorded.

TRAFFIC SURVEY DATA REGISTRATION LOCATIONS



3. Results:

The surveys provided a wealth of information, which enable a comprehensive view of the traffic flows through the village for all the main categories of vehicles.

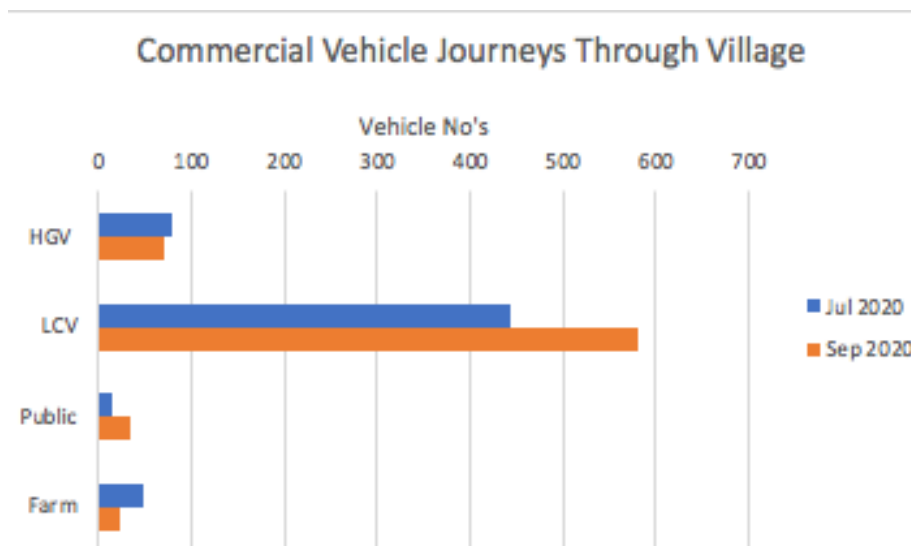
The following paragraphs summarise the key findings.

If more detailed information is required, contact should be made to Chearsley Parish Council (John Howard – jnh@dbmc.co.uk).

4. Commercial Vehicles:

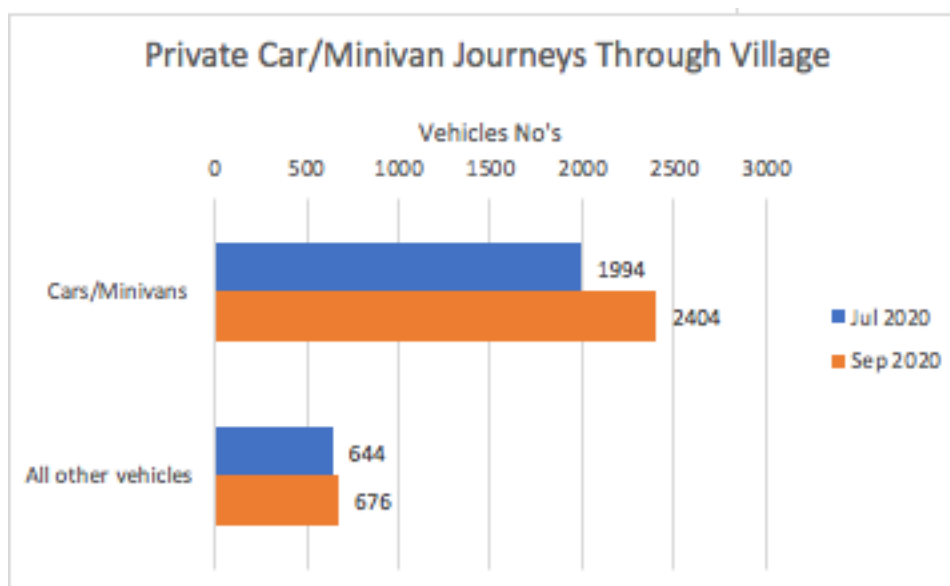
Comparing the results of the September survey with the July survey, the headlines from the Commercial Vehicle Survey were as follows:

- The September survey showed a decline in the total number of Heavy Goods Vehicles (HGVs >3.5 tonnes) journeys through the village from that of July, from 80 to 69. These figures compare with 110 HGV journeys recorded in the 2016 surveys, and the lower figure this year may be accounted for by the fact that both surveys took place in months immediately following 'lockdown', while some economic restrictions were still in place
- The number of journeys carried out by Light Commercial Vehicles (LCVs <3.5 tonnes) rose sharply from 442 in July to 581 journeys in September
- The September survey saw a reduction in farm vehicles but an increase in journeys by public service vehicles



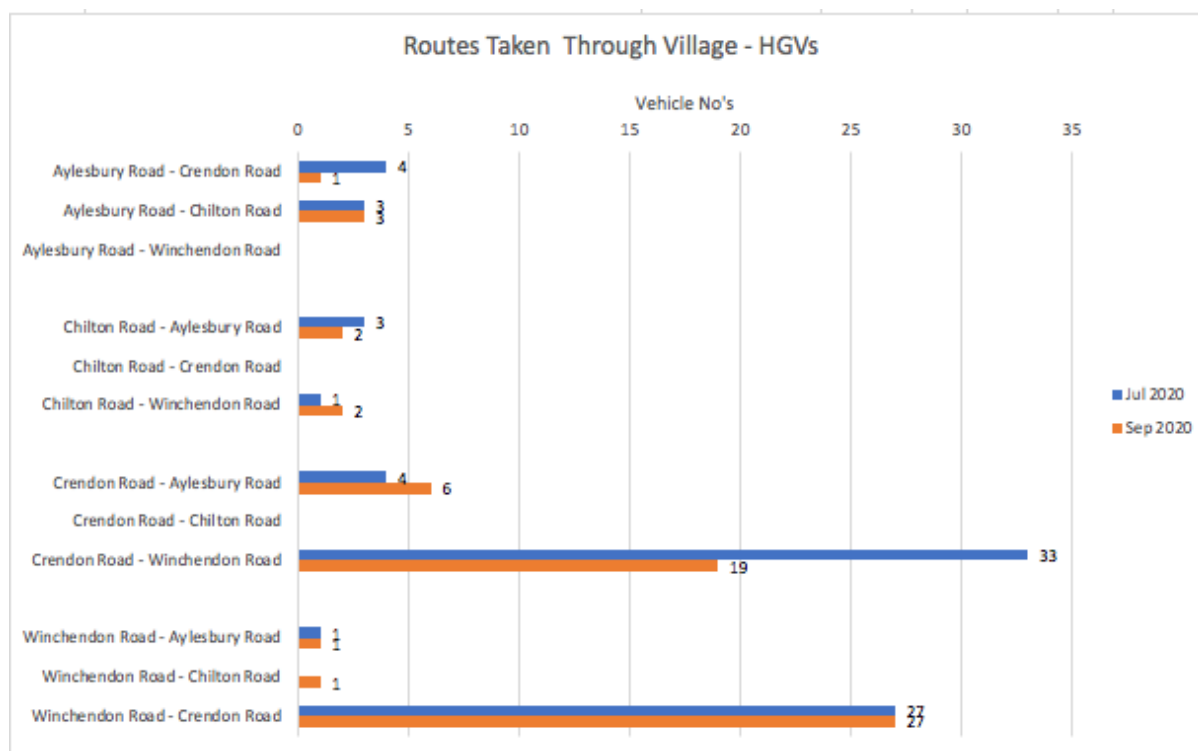
5. Private Vehicles:

The September Traffic Count showed a strong growth in private, non-commercial vehicle journeys, principally cars and minivans, rising from 1,994 to 2,404 journeys – averaging just over 240 per hour, and accounting for around three quarters of all vehicle journeys through the village.



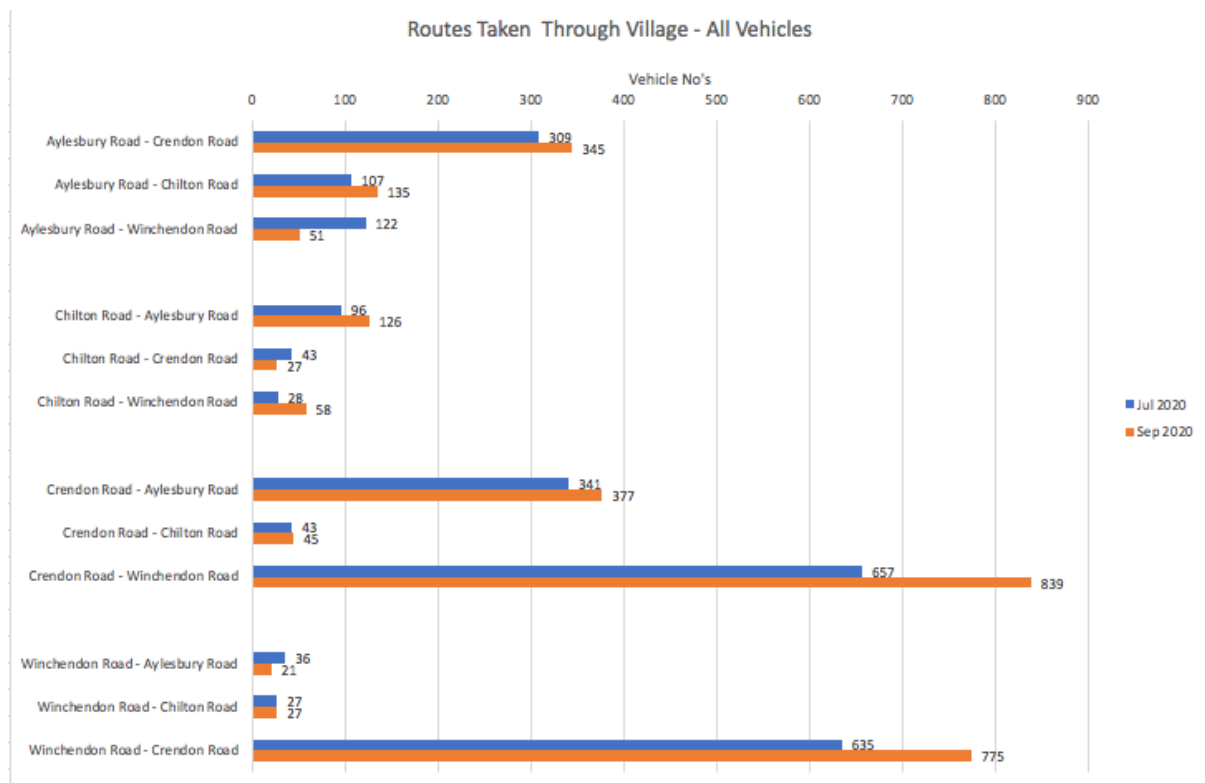
6. Busiest Routes:

The combination of vehicle entry and exit data confirms the significance of the Crendon Road/Winchendon Road and Winchendon Road/Crendon Road as the main routes taken by HGVs, accounting for a total of 60 or 80% of HGV journeys through the village.



Less than 5% of HGV journeys were to a 'village destination' in both surveys.

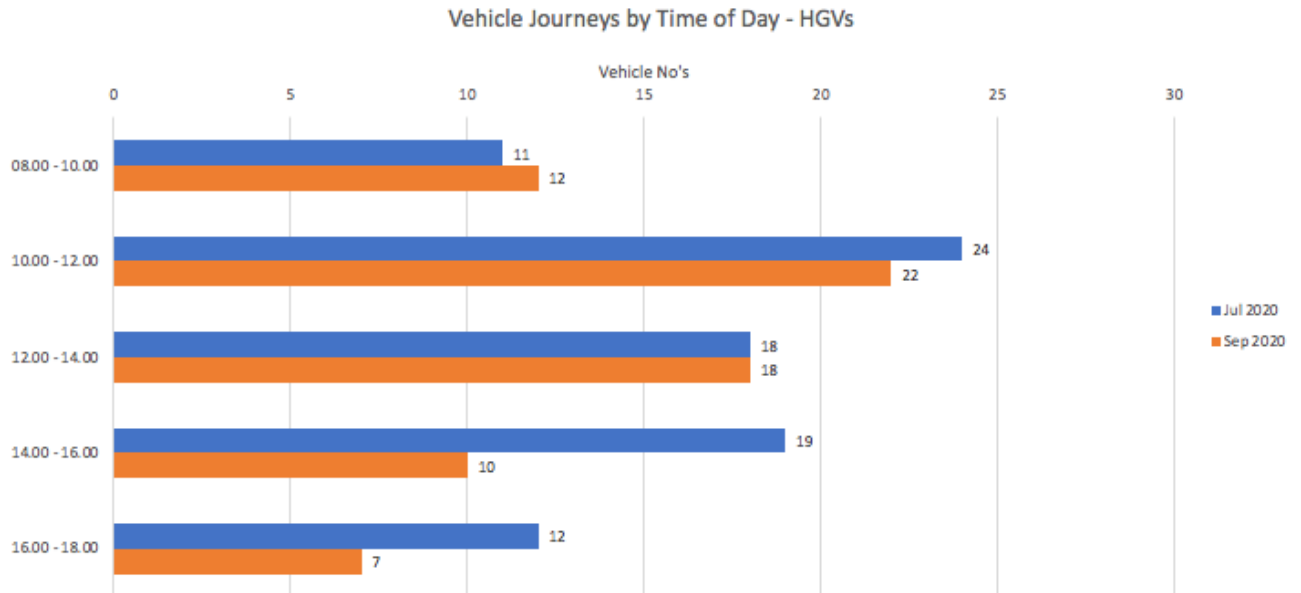
If one looks at the flow of all vehicles including private cars and vans, the Crendon Road/Winchendon Road and Winchendon Road/Crendon Road routes are less dominant but still account for over 50% of all journeys taken. These are followed by the Aylesbury Road/Crendon Road and the Crendon Road/ Aylesbury Road routes accounting for around a quarter of all journeys taken.



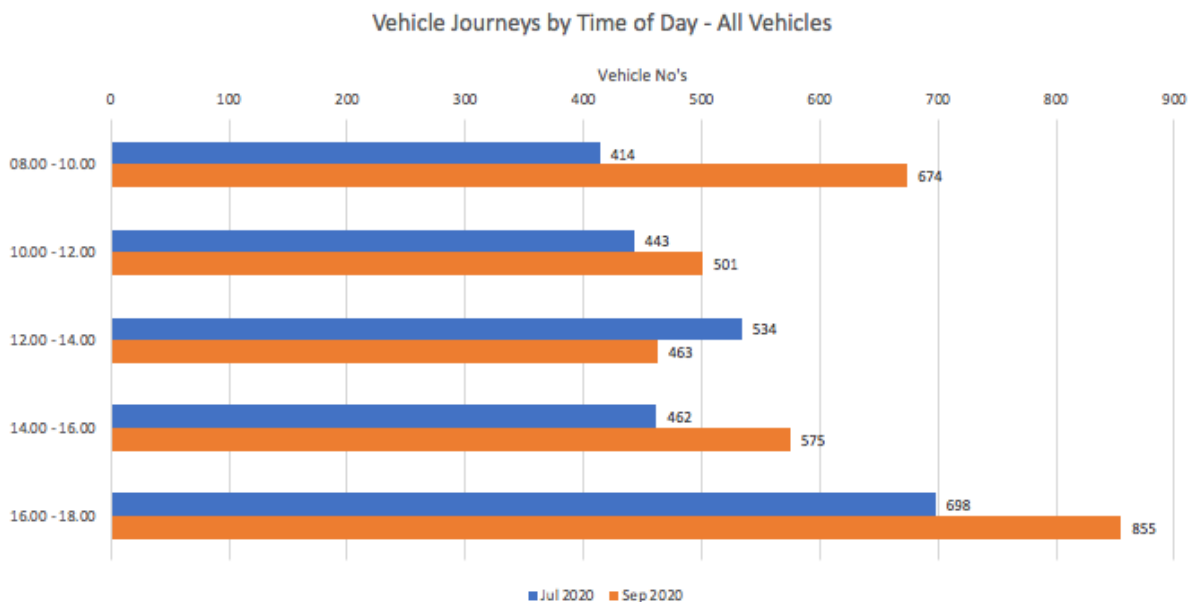
Around 10% of journeys taken by all vehicles were to a 'village destination', with School Lane accounting for 47% of access to the village lanes, followed by the two roads around the Village Green – past The Bell (32%) and past Chearsley Village Stores (21%)

7. Time of Day:

The records show that higher numbers of HGVs passed through the village away from the 'rush hours' – 08.00 to 10.00 and 16.00 to 18.00.



In the July survey, the total number of vehicle journeys were lower during the morning 'rush hour' compared to other periods during the day, especially during the evening 'rush hour'. In September, the numbers appeared to reflect a more normal situation with higher numbers of journeys at both ends of the day.



Although the survey took place during the main 'working' hours' of the day, it should be mentioned that traffic was already at significant levels, both before the first recording session commenced (at 08.00) and following completion of the final session (at 18.00)

8. HGV Contractors:

Chearsley Village was identified among 'freight hotspots' in the 'Buckinghamshire County Council Freight Strategy 2018 – 2036' (published in June 2018), with a reference that Chearsley and Cuddington are used as 'rat runs' for commercial vehicles, as they attempt 'short cuts' between the A418 and the A41, using minor 'C' roads, rather than the more suitable 'A' and 'B' trunk roads.

To try and put some figures on this, a list of the identified owners/contractors of the HGVs recorded travelling through the village was compiled as part of the survey. The results are shown in the Appendix.

An analysis was carried out subsequently to identify which of the vehicles was operated by a 'Local' haulage business, perhaps making deliveries in the immediate area and therefore for whom driving through Chearsley Village represented a reasonable choice of route, as opposed to other haulers, located outside the Local area, using an apparently convenient but wholly unsuitable minor roads route as part of a longer distance journey.

For the purposes of this analysis, a 'Local' business was defined as being located with a triangle formed by the three roads A41 (near Bicester/Aylesbury), A418 (Aylesbury/Thame) and B4011 (Thame/near Bicester). Locations actually within Aylesbury or Thame were not counted as Local

The results were:

Local	3
Non-Local	34
Not identifiable	6

It is reasonable to conclude therefore that the 34 'Non-Local' vehicles either started or ended their journey at a non-local location. What cannot be concluded is whether or not the other end of their journey was local or if they were just passing through. However, given the size of many of these vehicles, it might reasonably be supposed that many were using the route through Chearsley as a 'rat run', as noted above

9. Summary:

- There was a small reduction of HGV journeys through the village in September but a significant increase in journeys by LCVs and private cars/vans compared to July
- The Crendon and Winchendon Roads remain by far the busiest routes through the village and only 5% of HGV journeys and around 10% of all vehicle journeys ended in a 'village destination'.
- September saw a return to heavier traffic levels during 'rush hour' periods at both ends of the day.
- Most HGV traffic through the village is operated by 'non-local' companies

Appendix: Identified Owners/Contractors of HGV Vehicles (Source: Commercial Vehicle Survey 24th September 2020)

Vehicles from the following companies were recorded as passing through the village during the survey. In total there were 43 different companies recorded, in the great majority of cases only one vehicle per company.

Arla	Highway M
ASM Recycling	Hippo
Bibby	Geoff Hobbs
Blackford Hire	KJ Transport
BOC	Knights of Old
The Box Factory	John Lewis
Bucks Recycling	AW Mobbs
Certas Energy	D&G Noble
Chilworth Timber	Notley Barn
Clark Contracting	Putnam & Son
Crucial Trader	Rotopress
C.Dowdy	Thyssen Krup
Duynie	Transporting Cars
Enigma	UK Packaging
Enterprise	Universal
Fedex	UPS Delivery
Food Trader	George Varney Bulk
Frontier/Dray	Waterdene
Gilmores Salt	Watson
GLW Foods	Weddell Swift
Haugh Lane Horse	Widdowson
Helpful Hiring	

A subsequent analysis was carried out to identify which of these companies had a 'Local' operating base. 'Local' was defined as being located with a triangle formed by three roads: the A41 (near Bicester/Aylesbury), the A418 (Aylesbury/Thame) and the B4011 (Thame/near Bicester). Locations actually within Aylesbury or Thame were not counted as Local, nor was Westcott Business Park that is accessed from the A41.

The results were:

Local: 3

Non-Local: 34

Not identifiable: 6

Thanks to all our volunteers.....

Anne Adams, Anthony Adams, Derek Allen, Peter Allen, Jennie Atkins, Nic Brown, Anne Burnett, Ed Cahill, Richard Day, Julian George, Mark Gillis, Nicola Harrison, Jim Harrison, Geoff Hogbin, Ian Houseman, John Howard, Mike Heybrook, Lyndon Jones, John Lewis, Tim Morbey, Geoff Olding, Pauline Parkes, Ann Persson, David Patrick Brown, Richard Phillips, Philip Rawlings, Tony Saunders, Tara Scates, Mike Stephens, Ingrid Thorstad, Fenella Tillier, Andy Wight, Julia Witcher, Alyson Wright, Keith Wright.



..... and a special thank you to Geoff Olding for all his work in analysing the data records

Photo Gallery



Photographs taken 'on the day' by Fenella Tillier