



**Traffic Audit Report A359**

**High Street, Queen Camel**

**11<sup>th</sup> May 2017**

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## 0.1 Audit Findings

(a) The 12 hour audit was conducted over the period 06.30-18.30 Thursday 11<sup>th</sup> May 2017:

Total recorded vehicle count 6,846

(b) Directional split over the timeframe 2017:

3,442 vehicles from A303 to Yeovil or 50.3%

3,404 vehicles from Yeovil to A303 or 49.7%

(c) Average hourly vehicle flow throughout the day 2017:

570 vehicles per hour

(d) Peak hours traffic flows both directions combined 2017:

750 vehicles per hour a.m. 08.00 to 09.00

796 vehicles per hour p.m. 17.00 to 18.00

(e) Traffic mix by category 2017:

Cars, car based vans and utilities	6,005 or 88%
Transits, high sides, coach/buses	717 or 10%
HGV's more than 4 wheels	100 or 1.5%
Tractors, self-propelled farm kit	12 or 0.25%
<u>Emergency services vehicles*</u>	<u>12 or 0.25%</u>
Total	6,846 or 100%

**\*One ambulance in each direction used their sirens**

(f) Traffic count comparisons between SCC 2001 and QC audit 2017:

2001 all vehicles counted	5,764
2017 all vehicles counted	6,846
<u>Change</u>	<u>+ 1,082 or 19%</u>

2001 HGV's counted	96
2017 HGV's counted	100
<u>Change</u>	<u>+ 4 or 4%</u>

## **2.0 Audit Context**

### 2.1 Why Conduct an Audit

This project was initiated by Peter Farror, the resident owner of Wren Cottage previously known as Robinsons. His rationale was that with the changes planned for the A303 dualling and future proposed developments to the south of the A303 that traffic conditions might change and without baseline figures of pre-change traffic volumes no case could be made as a basis for new thinking if that was to be the consideration.

**Peter Farror was unaware of the SCC plan or its contents prior to the QC audit**

### 2.2 The SCC HGV's Management Plan 2002

This plan addressed the issue of HGV usage of the A359 by introducing a weight restriction on vehicles using the route in and out of Yeovil from the A303. In the course of that plan's preparation, a traffic count was conducted on the A359 in September 2001 between Queen Camel and Marston Magna. This count conducted between 07.00 and 19.00 (12 hours) identified a total vehicle count of 5,764 of which 96 were HGV's. These figures compare with the 2017 count - also 12 hours but 30 minutes earlier from start and finish - of 6,846 an increase of 1,082 (19%) of which 100 were HGV's or +4%.

**See p. 19. SCC Management Plan Section 4.2 Table 2**

## **3.0 Audit Purpose, Aim and Objective**

### 3.1 Purpose

To establish the absolute number of through traffic movements as the basis for future comparison.

### 3.2 Aim

To record traffic movements for one hour periods from 06.30 to 18.30 or twelve continuous hours.

### 3.3 Objective

To record the total traffic movements L->R (far side) and L<-R (near side) identified by five vehicle groupings.

**See this document item 4.4**

## **4.0 Audit Methodology**

### 4.1 Date Chosen

The date chosen Thursday 11<sup>th</sup> May reflected a mid-week, warm weather and long daylight period of the year. The date picked was strictly random in the hope that the monitored hours would be typical of any mid-week day.

### 4.2 Place Chosen

Wren Cottage has frontage with excellent views in either direction up and down the High Street, with privately owned space to set up a table and chairs without intruding onto the footpath space beside the A359. Other properties on the High Street may have similar facilities but without the line of sight advantage offered by Wren Cottage. The speed limit past Wren Cottage is 20 MPH not 30 MPH as is the most of the High Street.

### 4.3 Timeframe

The audit was conducted from 06.30 all day until 18.30 providing a 12 hour window on the Queen Camel high street being part of the A359.

### 4.4 Vehicle Groupings Used

The classification of vehicles was defined with the unofficial assistance but consultation with representatives of the local police constabulary to see how they classify vehicle groups.

Group 1      Cars, car based small vans (Post Office, house-to-house delivery vans are typical), car based utility pick-up's (passenger cab with an open back, small private people carriers (for example charity and school owned buses) and small motor homes, caravans and motor bikes.

Group 2      This group is large and diverse, covering transit vans, high-sided delivery vans, public single decker buses, coaches, wholesaler delivery vans and small open-backed lorries used by builders. All the vehicles are identified by the fact that they have 4 wheels including some with paired double wheels at the back.

Group 3 Farm vehicles, includes tractors, self-propelled farm equipment e.g. combine harvesters, livestock and abattoir lorries and Land Rovers pulling farm trailers.

Group 4 Heavy Goods, these vehicles are all identified by the fact that unlike light vehicles, they have multiples of wheels from front to back. The group includes articulated lorries, cement and quarry product carriers. Five/six wheels each side is not uncommon.

Group 5 999 Emergency Response vehicles for the ambulance service fire brigade and police – sometimes called ‘screamers’ if using sirens.

#### 4.5 Data Recording Mechanism Used

Pre-printed A3 landscape format forms for both nearside and far side were manually compiled using roadside observation. Each passing vehicle was recorded with a line strike through a large O in the relevant vehicle grouping identified by both heading and each groups individual colour section. Sheets were collected on the hour every hour.

### **5.0 Volunteer Auditors**

#### 5.1 Volunteers Observations

The auditors were invited to submit any comments concerning the process of data collection and their observations that might inform the gathering of data for future audits.

Two auditors commented on the peak time car exhaust acidity in the air.

Some concern was also expressed at the lack of basic high street passing space and therefore the potential risk posed by any two HGV's going in opposite directions meeting in the High Street between the two traffic calming 'pinch' points.

## 5.2 List of Traffic Recorders

I would like to record the invaluable assistance of the following members of the Queen camel community who gave up their time to record vehicle movements, without which this audit would have been impossible.

John Calvert	Alan and Sue Cole
Paul and Marian Davis	Alison and Allan Drake
Pauline Farror	Mike & Morwenna Ford
Ian & Sue Gare	Bryan Norman
Bernie Peach	David Perkins
Robert Pierson	Joanna Van Kralingen

## **6.0 Other Issues**

### 6.1 Freight Usage of A359 as a Routing Option into Yeovil

In conversation with various members of the village, there appears to be a perception that overweight lorries use the A359 as shorter route option into Yeovil from the A303. The audit did not attempt to identify or classify rogue vehicles that might meet this description. However, in contemplating whether or not this might be an issue, the team were able to identify 18 legitimate purposes/reasons why HGV's and LGV's should use the A359 to make deliveries within the area between Queen Camel and Yeovil.

The list, which is by no means comprehensive, helps emphasise just how difficult a task it would be to prove overweight lorry's use of the A359 when they should not.

Brewery delivery	Feedstock delivery	Removal vans
Catering delivery	Building supplies	Milk tankers
Quarry products	Livestock vehicles	Pearce Seeds
Perry's Recycling	Sherborne Turf	Fire tenders
Wet cement delivery	Bus services	Bulk straw distributions
Heating oil delivery	School coaches	Refuse vehicles

**Appendices**

Vehicle Numbers by Time of Day and Vehicle Group

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Manual Recording Sheets shown at 50%

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