

Analysis of Traffic Passing the Old Post Office over a 12 Month Period

The Parish Council purchased a Black Cat monitoring device in 2021 and started monitoring the traffic flowing along Main Street opposite the Old Post Office in June that year. Each monitoring session covered a week and sessions were repeated every month over the period of a year, excluding December.

It was noted that there was more traffic leaving the village heading towards Beckley than that entering from Beckley. It was also noted that the volume and speed of speeding traffic leaving the village was greater than that entering.

Further monitoring sessions were conducted at the other end of the village, outside Two Hoots, starting in November 2021 over a period of a week on a monthly basis. Again, it was noted that there was more traffic volume leaving the village than entering the village. There was also a bigger disparity in the volume of speeding vehicles entering the village with those leaving the village.

It should be noted that the monitoring point here is collocated with that of the Vehicle Activated Sign (VAS) for speeders. The VAS is having an effect on reducing the speed of vehicles entering the village from Rye.

It is apparent that vehicles are speeding up before they reach the derestriction signs at both ends of the village. A monitoring point in the middle of the village proved elusive to identify until one was found at the end of Brickfields in the Beckley direction where the footpath is between Main Street and School Lane.

This point is in the proximity of the junction of the Maltings with Main Street and the bollards in the middle of Main Street at the school crossing. These have the effect of slowing down traffic upon the approach to these locations but it speeds up again once passed these points.

The monitoring at Brickfields shows that the volumes and speed of speeding vehicles is largely the same in both directions.

Table 1 shows the percentage increase in the volume of traffic, based upon the minimum traffic flow recorded, for each month, passing the Old Post Office over a year.

Dates	% Towards Rye	% Towards Beckley	Remarks
15-01-22 to 21-01-22	0	0	Minimum volume
11-02-22 to 17-02-22	7.8	4.8	
11-03-22 to 17-03-22	4.9	2.8	
18-04-22 to 24-04-22	19.7	19.7	
01-05-22 to 07-05-22	15.5	15.2	Bank holiday
23-06-21 to 30-06-21	19.4	16.9	
18-07-21 to 24-07-21	47.7	54.6	
05-08-21 to 11-08-21	23.0	24.9	
25-08-21 to 31-08-21	29.0	35.1	Bank holiday
13-09-21 to 19-09-21	19.6	20.8	
08-10-21 to 14-10-21	10.2	7.6	
08-11-21 to 14-11-21	6.0	4.6	

Figure 1 Percentage increase in traffic volume based upon the minimum flow recorded

Further analysis of the data was carried out on this data for different vehicle types, based upon the length of the vehicle, over the year period. The percentage variation of the traffic volume, percentage of vehicles recorded speeding and the speed at or below which 85% of the traffic volume was travelling.

Tables 2 and 3 show the results of this analysis for each direction of travel.

Towards Rye			
Vehicle Type	% Total volume	% Speeding	85% Speed mph
Bike / cycles / scooters	3.6 – 8.4	34 - 38	33 - 34
Car / small vans	86 - 88	45 - 54	33 - 35
Large Vans	5 - 7	41 - 53	34 - 35
Lorries	1.4 – 1.8	34 - 42	32 - 33
Articulated lorries	0.5 – 0.6	25 - 42	32 - 33
All types	100	44 - 53	33 - 35

Figure 2 Percentage variations in volume / speeding vehicles & 85% volume speed towards Rye

Towards Beckley			
Vehicle Type	% Total volume	% Speeding	85% Speed mph
Bike / cycles / scooters	2.3 – 3.7	43 - 49	34 - 35
Car / small vans	65 - 75	53 - 65	34 - 36
Large Vans	19 - 28	56 - 68	35 - 37
Lorries	1.8 – 2.5	41 - 56	33 - 35
Articulated lorries	0.6 - 1	33 - 44	32 - 34
All types	100	53 - 64	34 - 36

Figure 3 Percentage variations in volume / speeding vehicles & 85% volume speed towards Beckley

Analysis of Traffic Along Main Street During July 2022

With the introduction of the third monitoring point in the middle of the village it is possible to determine if the volume of speeding traffic and its speed varies as it passes through the village and is shown in Figures 4 and 5.

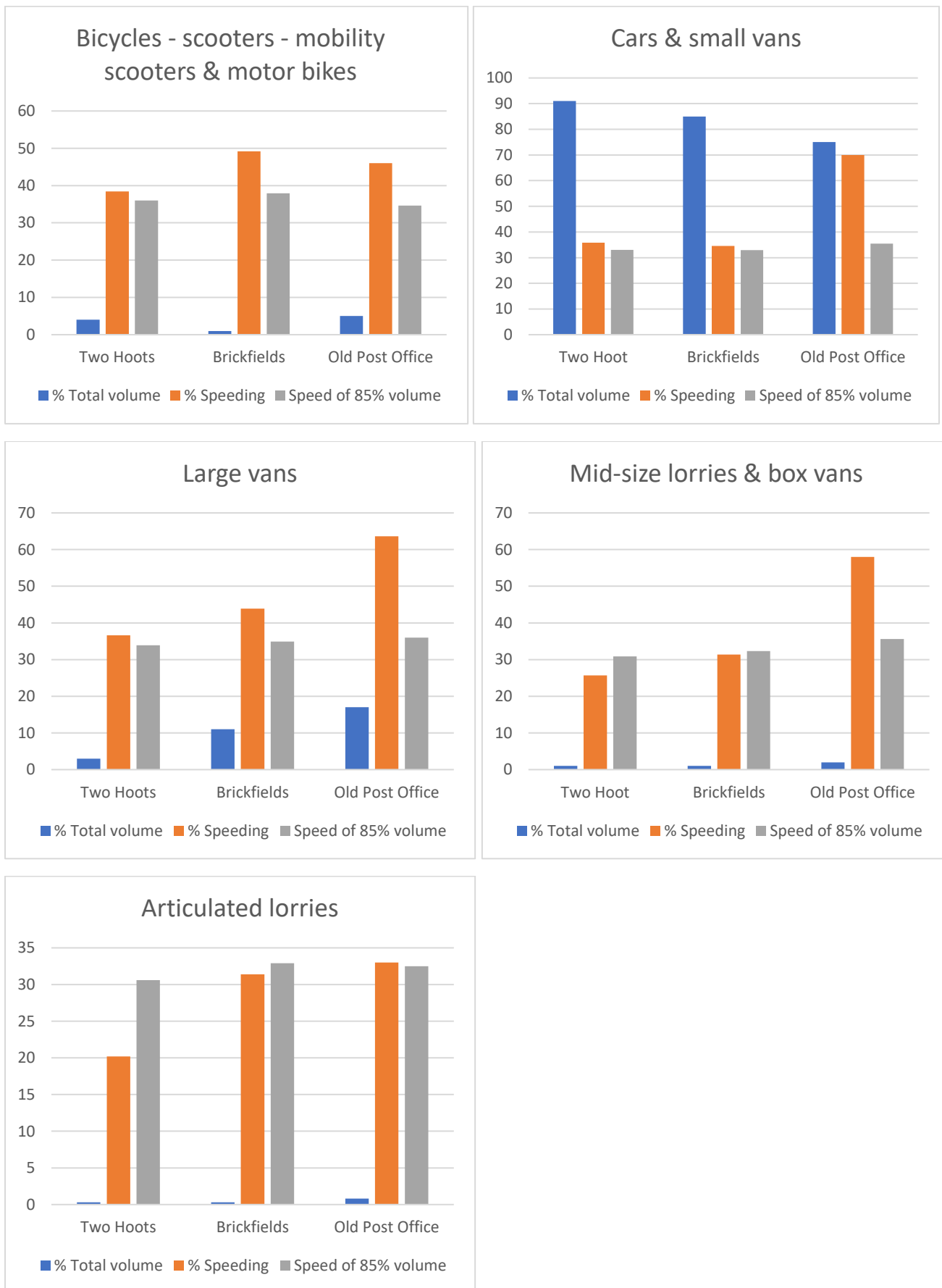


Figure 4 Analysis by vehicle type for traffic heading towards Beckley

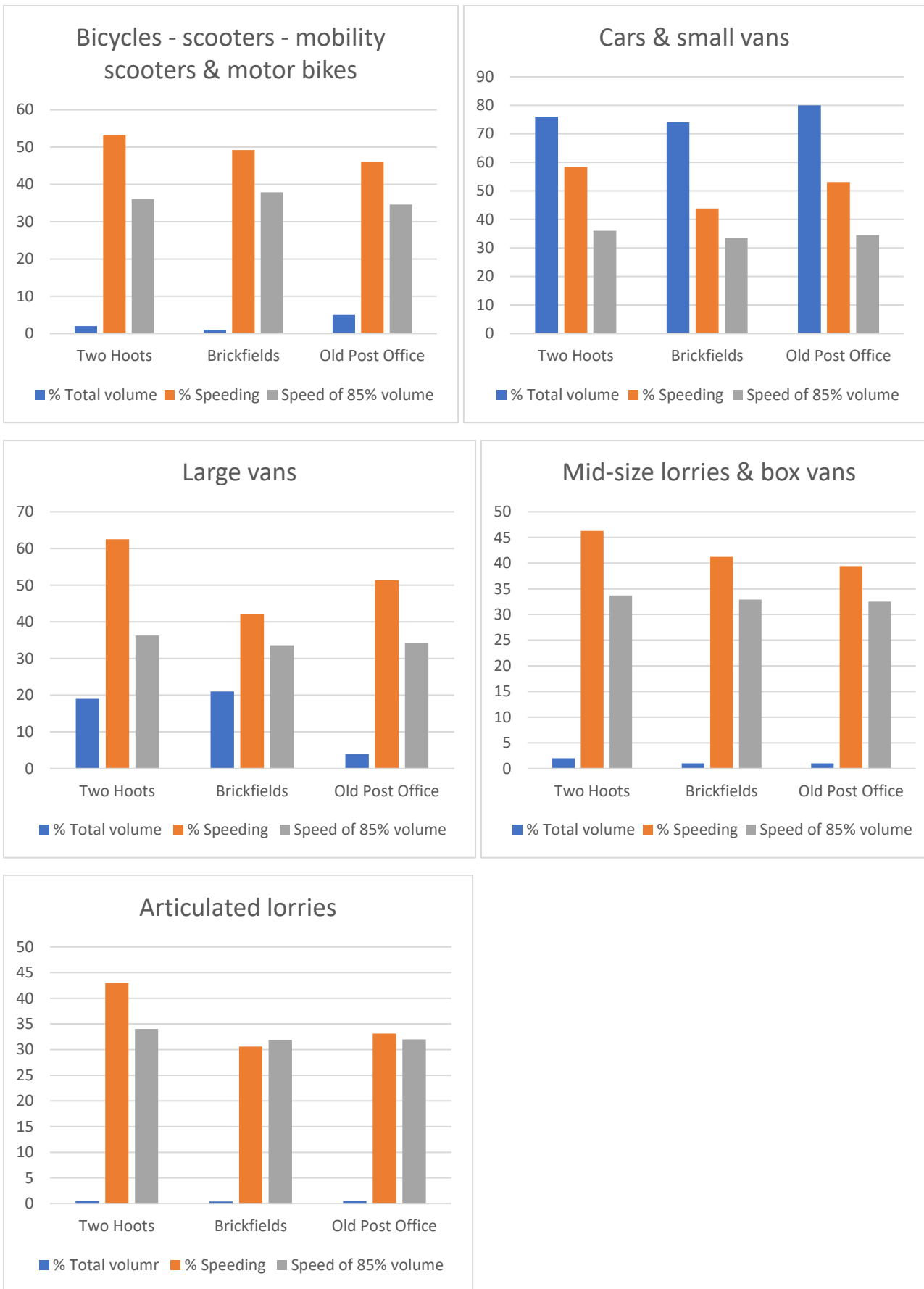


Figure 5 Analysis by vehicle type for traffic heading towards Rye

Figures 4 and 5 give a breakdown by vehicle type of: the percentage of the total volume represented by the different types of vehicles, the percentage that is speeding, and the speed at or below which 85% of volume are travelling for each of the three monitoring points and in each direction of travel.

The assumptions being made when comparing data from one monitoring location with another is that over a week the general traffic flow is the same from one week to the next. The variation in the percentage of the volume for a specified vehicle type shows that this is not true for the three-week monitoring period required to collect all the data.

For traffic from Rye to Beckley, passing monitoring points Two Hoots, Brickfields and Old Post Office; it will be noticed that with the exception of bikes and scooters there is an increase in the percentage of speeding vehicles as they pass the various monitoring points with a slight variation in speed.

For vehicles travelling from Beckley to Rye again with the exception of bikes and scooters that there is a drop in the percentage of speeders as they pass Brickfields but increase as it passes Two Hoots, with a corresponding change in speed. Traffic flowing in this direction are having to slow down for vehicles turning into the Maltings and narrowing of Main Street due to the school crossing bollards.

There may be a similar effect for traffic travelling the other way but they speed up again after passing the junction and the monitoring point.