

Summary Notes on the Stoke Row Road Traffic Survey

2.1 Vehicle Volumes

Weekdays - total volume

24 hr (0:00 - 24:00)	496 average	571 peak (S)
	901 average	953, peak (N)
12 hr (07:00 - 19:00)	420 average	507 peak (S)
	739 average	802, peak (N)

Weekdays - volume / hour

24 hr (0:00 - 24:00)	21 average	24 peak (S)
	38 average	40, peak (N)
12 hr (07:00 - 19:00)	35 average	42 peak (S)
	62 average	67 peak (N)

Peak time morning	07:15	69 (S)
	08:15	90 (N)

Peak time afternoon	15:00	59 (S)
	17:30	106 (N)

Weekends - volume / day

Saturday	361	73% of weekday average (S)
	740	82% of weekday average (N)
Sunday	288	58% of weekday average (S)
	596	66% of weekday average (N)

2.2 Vehicle Speed

Weekday - average speed

24 hr (0:00 - 24:00)	30.3 mph	15% > 35.4 mph (S)	
	30.3 mph	15% > 36.0 mph (N)	
12 hr (07:00 - 19:00)	30.1 mph	15% > 35.2 mph (S)	
	30.0 mph	15% > 35.7 mph (N)	
Peak time morning	26-<31mph	08:30 25 (S)	09:45 7 (N)
	31-<36mph	08:30 16 (S)	07:15 19 (N)
	36-<41 mph	07:45 7 (S)	07:15 13 (N)
Peak time afternoon	26-<31mph	16:15 26 (S)	15:45 6 (N)
	31-<36mph	18:00 24 (S)	12:00 18 (N)
	36-<41 mph	17:45 14 (S)	16:15 12 (N)

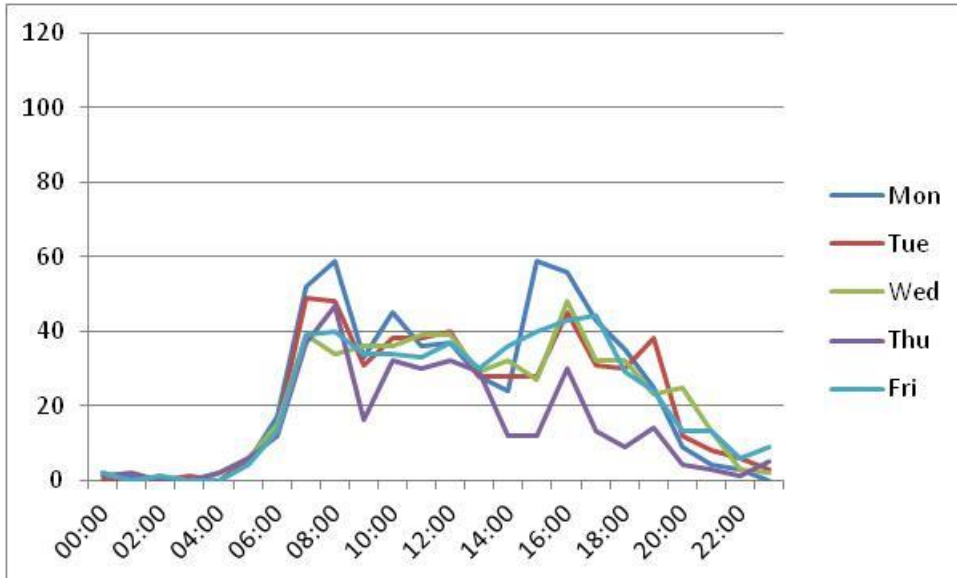
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2.3 Conclusions

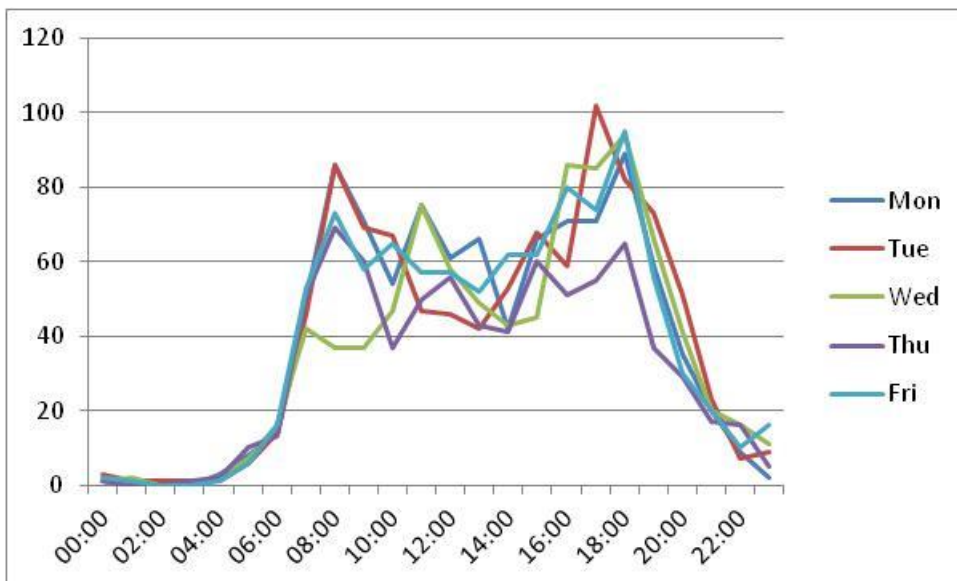
Vehicles exceeded the speed limit during all measured periods

The peak volumes on the Stoke Row Road shows there is a morning and afternoon peak but is not consistent throughout the week and there are other peaks during the day

Weekday volume - Southbound



Weekday volume - Northbound

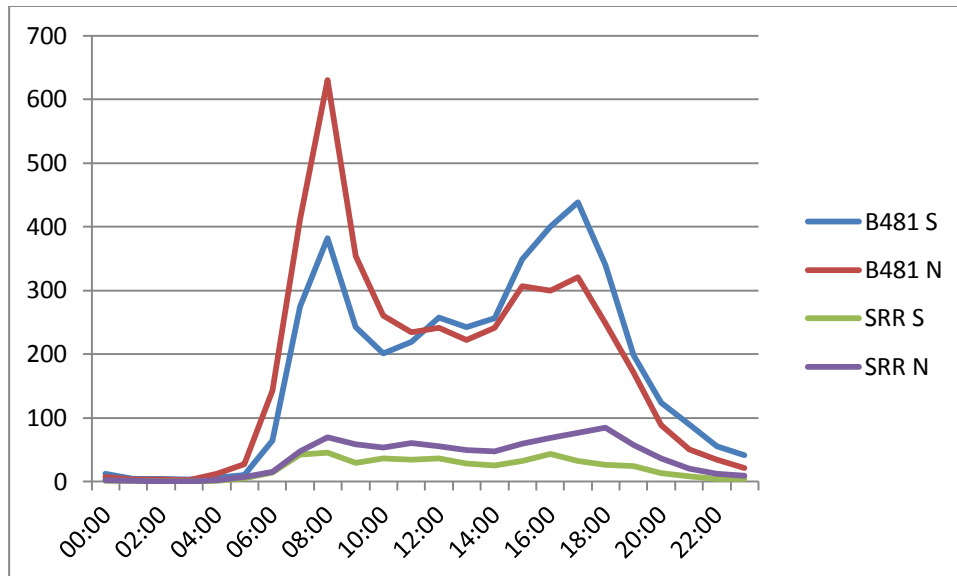


Summary Notes on the Stoke Row Road Traffic Survey

1. RELATED ISSUES

3.1 Gravel Hill Junction

Comparison of the 5 day average figures on the B481 with the Stoke Row figures shows that the Stoke Row Road traffic is substantially less than that on the B481. Although the Gravel Hill Junction is busy it shows that the main route through it is along the B481.



3.2 The Third Reading Bridge

The B481 volume figures compared to the Bolts Cross survey shows that 54% of the traffic passes through Peppard to travel northwards to Nettlebed. It is assumed that this is because the B481 is a route from Reading to the M40. It is possible that an additional bridge will increase this usage and the south Oxfordshire Villages act as a gateway to routes further north.

3.3 Sonning Common Neighbourhood Plan

138 houses represents a 9% growth in Sonning Common by 2026 which will increase the traffic movements on the B481. The updated Core Strategy due in 2016 may increase these numbers further.

Of more concern is the plan to build houses to the north of Sonning Common on sites along Reades Lane

SON 02 - 52 houses

SON15a -37 houses

SON 01 - car park for at least 100 cars

It is likely that traffic from these developments will travel north to Gallowstree Road to avoid travelling down Wood Lane onto the B481. It will then pass through the junction with Stoke Row Road. This junction has already had several injury related accidents which is likely to be affected by this increase traffic flow.