Stretton on Dunsmore
PARISH COUNCIL

Traffic Survey Data Summary 2026

Introduction

A traffic survey was commissioned by Stretton on Dunsmore Parish Council in late summer 2026. The survey was carried out by "Traffic Survey Partners" for a full week between the 12th and 18th September 2026. Data sets for each of the eight locations in the village are available publicly for interrogation but the surveyor does not furnish a written analysis or summary.

This document is an attempt to visualise and summarise the survey data into practical observations about traffic flows, speeds, volumes and patterns in late 2026. It is necessarily a snapshot and observations should be revisited for additional fact checking before decisions are made based upon any assumptions made herein.

Scope

Locations

Eight locations were chosen to monitor traffic-

- Three sites on the Fosse Way; at the entrance to the village from Princethorpe, at the entrance to the village from the Memorial Roundabout and at the top of Bartlett Hill adjacent to the Rugby Lane junction
- Knob Hill
- School lane adjacent to the School.
- Church Hill/Fineacre Lane
- Plott Lane adjacent to the recreation area
- School Lane just north of the village green

These sites represent both the points at which traffic can enter the village environment and also points at which concerns have been raised by residents in the past. They also correlate to the locations of the previous traffic survey carried out in 2020.

Data sets

Data is available for each of the sites separately for traffic flowing in each direction. The data includes a count by 15 minute interval, individual speed, vehicle classification (bicycle to heavy goods vehicle), average and maximum speed at each point.

The surveyor also reports graphs of traffic speed and volume by day and time of day.

Considerations

Public concern expressed prior to the survey focusses mainly on inappropriate speed and whilst that is legitimate the data should be considered as a whole. There are inevitably maximum speeds recorded for individual rogue vehicles. In statistical terms these are outliers (as are super slow recorded vehicles) and, whilst significant, should not be given undue importance unless they occur repetitively.

It is also true that mean average speed across all measured vehicles does not represent the actual experience of pedestrians or other road users. For this reason the survey reports not only average speed but also the 85th percentile speed. This is the speed below which 85% of all traffic was recorded and gives a much better representation of the 'feel' of traffic speed.

The date of the survey was chosen to be free of Bank Holidays, to be in term time and not peak holiday season but may of course not be representative of the entire annual pattern. The previous survey of 2020 was carried out in the third week of January.

During the week of the survey the School Lane site had some unattended road works in place and traffic cones to one side of the carriageway potentially leading to single direction traffic at any particular moment in time. The village centre site was adjacent to private building works which similarly had an obstructive effect on traffic. Neither condition is likely to have affected vehicle counts but may have had an impact upon speed measurements.

Analysis and Commentary

Fosse Way

Southbound

Approximately 1850 vehicles enter the village from the A45 each weekday with 1400 (24% fewer) at weekends. 85th percentile speed at this point is fairly constant at 36mph on all days of the week suggesting that traffic volume does not affect speed at this point.

The high speeds recorded suggest that the traffic calming measure (mono-chicane) is not particularly effective[1].

When measured at the top of the hill, adjacent to Rugby Lane, the traffic volumes on the Fosse Way have dropped by approximately 450 vehicles per day on both weekdays and weekends suggesting that volume either reaches its destination or turns onto Brookside. The 85th Percentile speed is 34mph in a 30mph limit.

When measured at the bottom of Bartlett Hill adjacent to Frankton Lane Garage traffic volumes remain unchanged but the 85th percentile speed has increased by 9mph to 43mph suggesting that the descent and sight of open road ahead lead to a change in behaviour. This section is still within the 30mph speed limit.

Traffic volumes vary during the day. There is little traffic overnight. Volumes start to increase around 6am and reach a peak just before 8am with 50% peak volume being maintained steadily until 6pm when it declines rapidly. Afternoon 'School run' volumes provide only a small (10%) increase.

[1] It has been separately suggested that the chicane at this point actually leads to higher speeds being recorded as, in free flow, motorists increase speed to pass before oncoming traffic.

Northbound

Fosse way traffic measured at the entrance to the village from Princethorpe show approximately 2850 vehicles per day on weekdays and 1600 (44% fewer) at weekends. It is apparent that significantly more traffic traverses northbound through the area than southbound.

The 85th percentile speed on this entrance to the village (100m inside the 30mph limit) are high at 42/43mph but drop to 33mph at the top of Bartlett Hill where housing and street furniture is more apparent. It is a possibility that motorists (especially drivers of heavy vehicles) are reluctant to reduce momentum at the foot of a visible steep incline.

Traffic volumes are reduced between the entrance to the village and the top of the hill suggesting that around 200 vehicles a day take the turning into the village adjacent to the Paddocks.

Traffic volumes then increase between the junction with Rugby Ln and the further monitoring point northbound to the A45 suggesting that 620 vehicles per day join from the village itself. The 85th percentile speed has increased on leaving the village (and the 30mph zone) to 39mph

Knob Hill

The survey point on Knob Hill was located between the junction with the Paddocks and Brookside. Northbound is downhill. Southbound is uphill.

Approximately 320 vehicles travel down the hill on weekdays dropping to 120 or so at weekends. During the week around 60 of these join from the Fosse way with 360 arising from the Paddocks or the Knob Hill Rugby Lane direction. The 85th percentile speed down the hill (30mph zone) is around 18mph during the week and 16mph at weekends.

Approximately 260 vehicles a day travel southbound up the hill on a weekday and 150 at weekends with a 85th percentile speed of 21 mph. These figures suggest that traffic travels faster up the hill that down.

Fineacre Lane (Church Hill)

The survey point was located close to the Church main gate. Eastbound traffic is into the village and down the hill. Westbound traffic is out of the village and up the hill.

Approximately 88 vehicles a day (70 on weekend days) travel into the village. Slightly more (93) travel up the hill and/or out of the village each day (50 on weekend days)

Church Hill is narrow and often has cars parked on the shoulders which reduce visibility. The roadway on the hill narrows as it passes between the cottages and village hall at the bottom. Local residents have raised concerns about speeding and requested a 20mph zone. At the time of the survey the 85th percentile speed down the hill was 22mph. The 85th percentile speed up the hill and out of the village was measured at 24mph.

Plott Lane

The survey point was located on Plott Lane just inside the 30mph zone and adjacent to the recreation ground. This is the point at which the lane transitions from single carriageway with passing places to being wide enough for two vehicles side by side. Local residents have long complained about the speed of traffic on this section. Specifically traffic entering the village.

Westbound traffic is counted as that leaving the village. Eastbound traffic is that travelling towards the village centre.

Approximately 280 vehicles enter the village at this point each weekday (150 a day on weekends) with significantly smaller volumes (190) leaving the village in the same time periods. This is somewhat counterintuitive as local residents often consider the westbound route to be a 'rat run' to escape the village towards the Banbury Road. Whilst that may happen on occasion it did not occur within the scope of the survey.

85th percentile speeds for westbound traffic exiting the village were measured at 29mph (30mph zone). 85th percentile speeds for eastbound traffic entering the village were similarly around 29mph.

Traffic flow patterns are steady during daylight hours. Some variance may be seen due to the low total volumes but no distinct time of day signatures emerge.

School Lane (adjacent to School)

The survey point was located on School Lane just as the built-up village transitions to open fields. The lane is wide enough for two vehicles to pass but will often have cars parked on the shoulders. It is known to be particularly busy at school drop off and pick up times. The survey point is well within the 30mph zone. Traffic leaving the village is Northbound. Traffic entering the village is southbound.

Approximately 460 vehicles travel southbound past this point on each weekday with less than 50% of that volume (210) at weekends. Frequency profiling shows that the volume is significantly distorted towards the 7:15-9:00am and 2:45-6:00pm weekday bands.

The southbound 85th percentile speed is 32mph during the week and slightly higher at 33mph during the weekend. (30mph zone)

Traffic travelling northbound and leaving the village has a slightly different profile. The daily volume is slightly less at 400 per weekday but an average of 200 at weekends. 85th percentile speeds out of the village are 35mph during the week and at the weekend (30mph zone)

School Lane (Centre of village)

The survey point is located in the centre of the village after the junction of Plott and School lanes. It primarily gives an indication of the traffic flowing through the centre of the village and past the village green. The survey point is located between a sharp bend and a section of road with no footway. Visibility is limited and cars are often parked at the kerbside.

Northbound traffic is away from the green towards Plott Lane. Southbound traffic is towards the Oak and Black Dog.

Southbound traffic amounts to 700 vehicles a day during the week and 330 at weekends. The 85th percentile speeds were measured at just under 20mph (30mph zone)

Northbound traffic leaving the village centre has a lower volume. 560 vehicles a day during the working week and 280 at weekends. The 85th percentile speed leaving the village is slightly higher at 21mph (30mph zone)

Volume profiling is spread fairly evenly during business hours. No significant peaks emerge.

Comparison with 2020 survey

There are dangers in direct comparisons with previous surveys not least because the time of year was different but in general the survey does not reveal a worsening picture through most of the village. A tabular, side by side, comparison is given as Figure 1 located at the end of this document. The key takeaway being that vehicle speeds on the Fosse at Bartlett Hill (adjacent to Rugby Lane) have increased slightly and, adjacent to Frankton Lane, remain significantly in excess of the signed speed limit at that point. Traffic along School Lane (into the village) has increased in volume

Compliance with speed limits

Figure 2 shows the total vehicle count during the survey period and the percentage of vehicles exceeding the signed speed limit (plus 5mph) as well as the actual count. A significant number of vehicles on the Fosse Way exceed the speed limit both at entry to the village and on leaving. The speeds measured at the top of Bartlett Hill are reduced but still high. Excessive speed adjacent to Frankton Lane is the most significant data point in the study.

Figure 2 also contains an analysis of vehicle type divided into vans or smaller and larger heavy goods vehicles. The raw data contains information of a more granular form but is not heavily studied here. Delivery and waste collection vehicles will feature in the HGV column as well as transient traffic.

Summary

The Fosse Way is the busiest road in the village and has in excess of 60% more northbound traffic than southbound. Approximately 4500 vehicles use the Fosse through the village each weekday.

The number of vehicles entering the village from the North does not correlate to the number leaving to the South in the same period indicating that they either originate, or find their destination, in the village. A similar pattern applies to traffic entering from the South.

More vehicles enter the village via Plott Lane and School Lane than leave by that route. There is a net flow of approximately 150 vehicles per day from the north and eastern sides of the village, through the centre and out via Brookside to the Fosse.

Vehicles do not generally exceed the signed speed limit on the narrower lanes and in the centre of the village. They do frequently exceed the signed speed limit on the Fosse way and School Lane.

Figure 1

Comparison of weekday volume and 85th percentile speeds between 2020 and 2026

No.	Location	Direction	2020		2026		% change	
			Volume	Speed (mph)[2]	Volume	Speed (mph)[2]	Volume	Speed (mph)
6	Fosse (A45 end)	To A45	3340	40	2996	39	-10%	-3%
		From A45	1850	38	1886	36	2%	-6%
5	Fosse (Rugby Ln)	From Princethorpe	2780	29	2373	33	-15%	14%
		To Princethorpe	1550	30	1430	34	-8%	13%
8	Fosse (Frankton Ln)	From Princethorpe	2840	42	2603	42	-9%	0%
		To Princethorpe	1750	43	1549	43	-11%	0%
7	Knob Hill	Down	420	26	313	18	-25%	-30%
		Up	275	28	261	21	-5%	-25%
3	Church Hill	Down	80	24	88	22	10%	-9%
		Up	85	25	93	24	9%	-4%
1	Plott Ln	Into village	290	-	280	29	-3%	-
		Out of village	220	-	190	29	-14%	-
4	School Ln	Into village	380	35	463	32	22%	-9%
		Out of village	370	37	400	35	8%	-5%
2	Village Centre	From School Ln	660	18	709	20	7%	11%
		To School Ln	580	19	560	21	-3%	11%

[2] 85th percentile speed

Figure 2

Total vehicle count by type and compliance with speed limits

No.	Location	Direction	Total Measured Vehicles	Vans and smaller[3]	Larger Vehicles[4]	> Speed limit +5mph	
						Count	%
6	Fosse (A45 end)	To A45	18686	18506	180	7168	38.36
		From A45	12219	11999	220	2342	19.17
5	Fosse (Bartlett Hill)	From Princethorpe	9293	9043	250	996	10.72
		To Princethorpe	14844	14640	204	1450	9.77
8	Fosse (Frankton Ln)	From Princethorpe	16202	15910	292	6433	39.70
		To Princethorpe	9968	9661	307	5422	54.39
7	Knob Hill	Down	1886	1852	34	1	0.05
		Up	1623	1610	13	6	0.37
3	Church Hill	Down	577	570	7	0	0
		Up	567	562	5	1	0.18
1	Plott Ln	Into village	1704	1673	31	28	1.64
		Out of village	1159	1139	20	16	1.38
4	School Ln	Into village	2761	2735	26	235	8.51
		Out of village	2419	2393	26	339	14.01
2	Village Centre	From School Ln	4206	4189	17	1	0.02
		To School Ln	3350	3326	24	0	0

[3] ARX class 1-4
[4] ARX class 5-13

Figure 3

ARX classification of vehicle type

Class		Axles	Description	Dominant Vehicle	Aggregate
MC	1	2	Very Short - Bicycle or Motorcycle		1 (Light)
SV	2	2	Short - Sedan, Wagon, 4WD, Utility, Light Van		
SVT	3	3, 4 or 5	Short Towing - Trailer, Caravan, Boat, etc.		
TB2	4	2	Two axle truck or Bus		2 (Medium)
TB3	5	3	Three axle truck or Bus		
T4	6	>3	Four axle truck		
ART3	7	3	Three axle articulated vehicle or Rigid vehicle and trailer		3 (Heavy)
ART4	8	4	Four axle articulated vehicle or Rigid vehicle and trailer		
ART5	9	5	Five axle articulated vehicle or Rigid vehicle and trailer		
ART6	10	>=6	Six (or more) axle articulated vehicle or Rigid vehicle and trailer		
BD	11	>6	B-Double or Heavy truck and trailer		
DRT	12	>6	Double or triple road train or Heavy truck and two (or more) trailers		