|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Site | Date | Volume | Speed data summary based on 35mph speed limit  | Comments |
| Average mph |  |
| Total  | Daily average | Overall Average mph | 85 Percentile | 50 Percentile  | Max speed /time day | % > limit | Speeder average mph  |
| Hindringham Rd (west face south) | 19/5-21/6/2020 | 10017 | 326 | 31.9 | 39.1 | 32.1 | 72 / @ 4.10 | 26-30 | 40 | **Entry gates**1st Lockdown |
| 2/11-20/11/2020 | 16952 | 917 | 26.0 | 37.6 | 28.5 | 75/@ 17.54 | 13-28 | 40 | Lockdown Nov-Dec 2020 + Tier 4 |
| 2/5-1/6/2021 | 20749 | 676 | 25.1 | 37.3 | 28.1 | 75/@ 08.20 | 10-29 | 40 | Step 3 17 May2021 |
| Langham Rd | 21/6-20/7/2020 | 11417 | 371 | 27.4 | 33.7 | 28.4 | 54/@ 20.45 | 7-9 | 39 | Release Lockdown April-Nov 20 + covid secure  |
| 21/1-20/2 2021 | 6523 | 210 | 23.2 | 33.5 | 26.6 | 57/ @ 22.25 | 4-10 | 39 | poor weather National Lockdown Jan-March 21 |
| 1/6 -2/7/2021 | 14238 | 441 | 26.1 | 32.7 | 27.5 | 54/@ 19.15 | 4-6 | 39 | Step 4 17th July 2021 extended from 22nd June 21 |
| Warham Rd (Coal Man [CM] out) or (old phone box [OPB] in) | 27/2-19/5/2020 CM] | 22470 | 333 | 23.7 | 33.4 | 25.6 | 66/@ 02.57 | 5-10 | 40 | 1st Lockdown March-May/20 |
| 22/7-22/8/20 [OPB] | 20827 | 649 | 24.8 | 32.0 | 26.1 | 57/@ 07.54 | 3-4 | 39 | No Lockdown Covid Secure |
| 20/2-23/3/2021[CM] | 9460 | 298 | 29.5 | 36.5 | 30.2 | 65/@ 23.30 | 13-18 | 40 | Lockdown ease Step 1 8th +29th March 2021 |
| Bus Shelter Front Street North or South  | 5/2-25/2/20 (S) | 19551 | 987 | 23.8 | 36.3 | 25.4 | 80/@ 17.22 | 13-23 | 40 | No Covid |
| 6/10-22/10/20 (S) | 24399 | 1458 | 22.3 | 29.9 | 23.3 | 69/@ 12.47 | 2-3 | 40 | SAM issuesNo Lockdown + Covid secure |
| 23/3-30/4/2021 (N) | 15574 | 487 | 22.8 | 28.7 | 23.2 | 93/@ 09.15 | 1 | 39 | Lockdown ease Step 2 12 April  |
| Cockthorpe | 3/9-20/9/2020 | 10836 | 582 | 26.8 | 33.7 | 27.7 | 57/@ 02.59 | 7-9 | 40 | No Lockdown + Covid secure |

**Key points**

The data has been thoroughly reviewed, to note :

* **The 85th percentile speed** is a standard to set the speed limit at a safe speed, minimising crashes and promoting uniform traffic flow along a corridor.
* 85% or all vehicles are observed to travel under free-flowing conditions past a monitored point.
* 85th percentile speed defines the speed that 85% of drivers will drive at or below under free-flowing conditions.
* Conditions that might influence could include any of the following: layout of the road, whether or not there are curbs, foliage concealing traffic signs, corners (sharp or otherwise), camber of the road, potholes and uneven surfaces, obstacles or roadside developments might influence speed of traffic entering or passing through the village.

Twenty-four months of data has been reviewed using 85th Percentile as the baseline to make comparisons by site and time of year. **The Table** demonstrates each of the five main sites between February 2020 and July 2021. The SAM is the monitoring point referred to above and is rotated at least every 30 days. You will note a substantial volume of traffic traverses the village every day. Changes in the volume of traffic at the same time of the year are noted and I would suggest are COVID or weather related.

The worrying aspect of this is that those speeding, the average mph is between 39-40mph without exception – not good despite the measures that are already in place.

The proportion of speeders varies at different sites and data not presented also shows there is no consistency as to the day of the week. But speeding occurs at either end of the day before 8am and after 5pm, however the highest speed of 93mph recorded on Front Street in March was at 09.15am -why?

It is important to note that analysis using the 85th Percentile the standard marker of the speed drivers will drive at or below the speed limit:

* At least 30% of all drivers entering the village off the Hindringham road are speeding despite a 30mph sign, the Speed Entry Gates placed in May 2021 coincidental with the first COVID Lockdown and the SAM positioned twice a year.
* Warham road, a busy through road to and from Wells with many concealed entrances including entrances to Binham Memorial Hall, Binham Priory and the Dairy farm. Whereby, the SAM is generally positioned at the west end monitoring outgoing traffic and at least once a year incoming traffic by the telephone box site.

**What are options are available to reduce the speeding of traffic through the village and improve road safety**:

1. The PC have in recent years
	1. Purchased a speed monitor (SAM) that is deployed throughout the year and data reported at each PC meeting
	2. Purchased and positioned a set of Speed Entry Gates for the Hindringham road entry May 2021.
	3. Discussed with NCC Highways on several occasions as to the best position of SAM and Speed Signage - road side signage is governed by guidelines from the Department of Transport.
2. Evidence extracted from the SAM using the 85th Percentile Standard confirms speeding within the village as presented in the accompanying Table. The Binham and Cockthorpe Parish Council should therefore consider the best way forward through consultation by:
	1. Reviewing and reporting the data which the PC Chair undertakes – see summary in attached Table July 2021
	2. Consulting NCC as to the best way forward. There is NCC guidance - Norfolk Speed Management Strategy March 2014 ( [www.norfolk.gov.uk/roads-and-transport/roads/road-safety/speed](http://www.norfolk.gov.uk/roads-and-transport/roads/road-safety/speed)) – a comprehensive clear guide as to speed management in the County in association to the Norfolk Constabulary as a starting point.
	3. Considering the following:
		* Do nothing which is not an option
		* Exploring the best way forward by considering any one or all of the following
			+ Renewal of faded roadside signs and road markings without undue proliferation
			+ Placement of additional warning signs under guidance of NCC such as ‘concealed entrances’
			+ Acquisition of solar powered speed reactive signs (similar 20mph sign on North Street, Langham)
			+ Basic maintenance of signs including removal of foliage obscuring signs especially during the summer months – PC or NCC Highways responsibility?
			+ Basic road maintenance, such as verges, hedges, potholes, drains and manholes – NCC Highways and landowners
			+ Community Speed watch exercise on all village roads +/- Police presence
			+ Traffic calming measures such as bumps, pinch pints and chicanes etc
			+ Reduce the speed through the village to 20mph

We are not alone, Langham and Hindringham have recently consider different ways forward – Hindringham have undertaken Community Speed Watch with a Police presence. In Langham, a speed limit of 20mph on North Street associated with the school has been established, and additional new speed and other road signage .

Speeding though the village is very concerning for residents and visitors alike, but at the same time it is a long-standing challenge and at times becomes overwhelming.