|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 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 22nd June |
| 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 |
| 02/07-10/8/2021[CM] | 23078 | 579 | 27.8 | 35.1 | 29.1 | 69@15.05 | 10-13 | 40 | Step 4 No restrictions  Egmere Rye (03/07/21) |
| 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 | 2-4 | 40 | SAM issues  No Lockdown + Covid secure |
| 23/3-30/4/2021 (N) | 15574 | 487 | 22.8 | 28.7 | 23.2 | 93@ 09.15 | 0.8-1.4 | 39 | Lockdown ease Step 2 12 April |
| Cockthorpe | 03/9-20/9/2020 | 10836 | 582 | 26.8 | 33.7 | 27.7 | 57@ 02.59 | 7-9 | 40 | No Lockdown + Covid secure |
| 09/08-6/09/2021 | 13125 | 423 | 26.8 | 32.9 | 27.4 | 60@14.15 | 5-7 | 40 | August Holidays  No lockdown |

**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 September 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 patterns of volume and speeding are not dissimilar when sites are compared during the allocated time by week and biannually. Speeding overall occurs at either end of the day before 8am and after 5pm, Those breaking the speed limit are generally between 39-40mph without exception – not good despite the measures that are already in place.

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.

**Follow up since July 2021**

Consulting NCC was considered to be 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.

* 1. Considering the following:
     + Do nothing which is not an option
     + 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.
     + Explore 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

**The NCC Highways Engineer North 1 met with Liz Brady and Liz Brown on 17th August,** his comments post meeting are below:

Thank you for yours and Liz’s time yesterday.  It was good to meet and discuss various issues.

During the meeting you raised the following problems:

Faded signs

Foliage blocking signs

Faded SLOWs on the road surface.

I had a ~~quick~~  slow drive around the village after the meeting and agree there several signs and markings as stated.  I will arrange for the highway inspector to take a more detailed look and programme works as necessary.

With regard to Priory Crescent and Leeders Pightle there are no requirements for further signage at these locations.

We also discussed the real, or perceived, problem of speeding traffic through the village.  Having looked at the summary of the SAM2 report[[1]](#footnote-1) it does not appear that there is much of a problem all though I do accept there will be the occasional driver who does far exceed the posted limit. I explained that with speeding it generally tends to be local people or people who drive the road on a regular basis that actually speed, it isn’t normally drivers new to the area.  Hence additional signage will have very little or no affect.  The possibility of physical measures was raised but these are not suited to a rural village location.  Chicanes or similar may prove difficult for the very large farm machinery in the area and speed humps cause more problems than they cure.  Increased breaking and acceleration either side of speed humps leads to increased noise and exhaust gas pollution.  Plus there may be vibration if adjacent to a property.

I would therefore recommend considering forming a Community Speedwatch group, and/or, using the SAM2 data to request police enforcement at times when speeding appears to be worst.  This is usually when local people are going to/from work or taking children to/from school.

Best wishes

Steve

**Steve White, Highway Engineer, North 1**

We are not alone, Langham and Hindringham have recently consider different ways forward .

* Hindringham have undertaken Community Speed Watch with a Police presence. The PC chair has indicated that they would be pleased if we were to join them.
* Langham, a speed limit of 20mph on North Street associated with the school has been established, and additional new speed and other road signage has been provided.

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.

The PC will continue to monitor and work on issues raised as well as consider the benefits or not of joining Hindringham’s Community Speedwatch group.

1. July 2021 report to PC [↑](#footnote-ref-1)