|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 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 | 5/2-25/2/2020 (S[[1]](#footnote-1)) | 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 |
| 09/9 -22/10/2021 (S) | 33044 | 770 | 21.6 | 29.2 | 23.1 | 72 @ 14.00 | 1.2-2% | 40 | End school holidays, Maize and Beet harvest |
| 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 October 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 September 2021**

1. NCC consulted and reported at September meeting.
   1. 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.
   2. Considering the following:
      * Do nothing **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 **(progess to date in bold)**
        + Renewal of faded roadside signs and road markings without undue proliferation - **list submitted to NCC September 2021**
          - 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
        + Placement of additional warning signs under guidance of NCC such as ‘concealed entrances’ – **on hold**
        + Acquisition of solar powered speed reactive signs (similar 20mph sign on North Street, Langham) – **on hold**
        + Traffic calming measures such as bumps, pinch points and chicanes etc - **NO**

* Reduce the speed through the village to 20mph – **Binham does not have the evidence to support such a move. 20mph is can only be designated advisable.** 
  + - 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 as a condition of NNDC Planning and building The Harper.
* **Community Speed Watch exercise on all village roads +/- Police presence.**  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.
  + - * + **Met with representatives from Hindringham PC and Langham PC on 20th October to discuss joined up thinking between the three villages**
        + **Similar issues to those previously discussed by Binham PC were evident**
        + **Each village has their own particular problems.**
        + **Langham and Binham have a SAM,**
        + **Hindringham has a Community Speed Watch team and have engaged with the Police in recent months to ascertain what can be done to reduce speeding through Hindringham**
        + **Consideration of joining together to form a ‘larger’ Speed Watch team was discussed at length.**
        + **On balance and because we have considered this before, by asking for volunteers to join a Binham team and join with Langham and Hindringham would be Binham’s next step. A means to demonstrate and triangulate different of data to satisfy the Villages we have covered all options.**
        + **Steve Dye (Hindringham PC chair) is keen to attend the November PC meeting to follow up this meeting and answer any unknowns from his experience.**

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 and will consider the benefits or not of joining Hindringham’s Community Speedwatch group.**

1. Incoming from Hindringham [↑](#footnote-ref-1)