

Speed Indicator Display (SID) Data Summary for July 2025 Meeting

At the beginning of June both signs were rotated to face the opposite direction than they were in May. Roadworks were reintroduced near St Marks which has impacted data (first table), but astonishingly almost 40% of vehicles still broke the speed limit. The data from the sign outside Wilderness Wood show that over 60%+ of vehicles broke the speed limit.

A272 Westbound (by St Mark's Church) June 2025

Range	0-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65+	Totals
Vehicles	10684	30903	21445	4570	386	27	3	2	0	0	68020
%	15.71	45.43	31.53	6.72	0.57	0.04	0.00	0.00	0.00	0.00	100.00
All vehicles: Over 30 mph = 38.86% and over 35 mph = 7.33%											
Working Days	9035	24396	16434	3472	309	18	2	0	0	0	53666
%	16.84	45.46	30.62	6.47	0.58	0.03	0.00	0.00	0.00	0.00	100.00
Working Days: Over 30 mph = 37.71% and over 35 mph = 7.08%											
W/E & B/H	1649	6507	5011	1098	77	9	1	2	0	0	14354
%	11.49	45.33	34.91	7.65	0.54	0.06	0.01	0.01	0.00	0.00	100.00
Weekends and Bank Holidays: Over 30 mph = 43.18% and over 35 mph = 8.27%											

Time of Day Analysis – Vehicles Travelling 30 mph or more in June 2025

Time Range	00.00 to 03.00	03.00 to 06.00	06.00 to 09.00	09.00 to 12.00	12.00 to 15.00	15.00 to 18.00	18.00 to 21.00	21.00 to 24.00
Vehicles over 30 mph	281	979	6,281	4,622	4,695	5,283	3,322	968
% of all in 3 hour slot	57.58	72.20	43.15	32.14	35.97	35.84	47.11	47.40

A272 Eastbound (by Wilderness Wood) June 2025

Range	0-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65+	Totals
Vehicles	12538	27368	30780	15507	5413	1242	302	66	13	2	93231
%	13.45	29.36	33.01	16.63	5.81	1.33	0.32	0.07	0.01	0.00	100.00
All vehicles: Over 30 mph = 57.20% and over 35 mph = 24.18%											
Working Days	10098	22097	24183	11848	4074	907	211	47	9	2	73476
%	13.74	30.07	32.91	16.12	5.54	1.23	0.29	0.06	0.01	0.00	100.00
Working Days: Over 30 mph = 56.18% and over 35 mph = 23.27%											
W/E & B/H	2440	5271	6597	3659	1339	335	91	19	4	0	19755
%	12.35	26.68	33.39	18.52	6.78	1.70	0.46	0.10	0.02	0.00	100.00
Weekends and Bank Holidays: Over 30 mph = 60.97% and over 35 mph = 27.57%											

Time of Day Analysis – Vehicles Travelling 30 mph or more in June 2025

Time Range	00.00 to 03.00	03.00 to 06.00	06.00 to 09.00	09.00 to 12.00	12.00 to 15.00	15.00 to 18.00	18.00 to 21.00	21.00 to 24.00
Vehicles over 30 mph	687	694	7,926	9,557	10,186	12,907	8,411	2,957
% of all in 3 hour slot	77.10	83.01	60.76	53.75	54.69	53.50	62.68	65.58

The note below was circulated to Councillors before the June meeting. It is represented here to ascertain whether the Parish Council is content with the proposed approach.

“Request by Local Resident for an additional SID site on School Lane

At the meeting of HDPC on 6th May 2025 it was agreed that I should provide additional information for consideration at the June meeting (the original report is attached as annex A).

Feedback from the May meeting was given to the resident who first raised the concern; their response was:

“With regard to your update, we completely understand the issues that you identify in the placement of any SID and we do recognise that there is probably no quick fix. However, the notion of considering the extension of the 30mph limit further north is something xxxxx and I have spoken of as a positive move quite apart from enabling siting of a SID and for the following reasons;

A. As you suggest the new community centre on HDPF will surely increase traffic in and out and not least the pedestrian flow along School Lane, the speed of traffic at that point is not compatible with that increased use.

B. Our various friends living in Stocklands Lane tell us that they do not ever use the exit onto the junction with Hastingford Lane and Five Chimneys as the traffic speeds so fast from the North and it is a ‘blind’ junction. All traffic we are told, from that area travels South to access via Waghorns Lane into School Lane. Indeed this seems to be borne out because one rarely sees a vehicle exiting from Stocklands at that point.

Therefore it may be that although it may take longer to effect it would be a better safety strategy for the village?

Whichever is decided by HDPC we are fully supportive and look forward to hearing from you in due course.”

As the resident suggests it would be sensible for HDPC to wait until the outcomes of the New Community Centre and any consequent changes to the speed zones on School Lane are known. For example, if the 30 mph zone is extended north to the crossroads with Five Chimneys Lane and Stockland Lane (searching.crispier.brushing) then a SID could be positioned adjacent to the entrance to the Playing Field where currently there is a derestriction sign (flank.scanning.demanding).

I recommend the HDPC to keep this matter under review and to discuss the possibility of extending the 30 mph zone on School Lane at the next SLR meeting in the autumn.

Peter Weston for 10th June 2025 Parish Council Meeting

Copy of the report to HDPC at the 6th May 2025 meeting:

A local resident has raised concerns over the speed of vehicles leaving and entering the village on School Lane around the School House area.

The resident has suggested that one of our SIDs might be located at suspend.lampost.feasting which is a small grassy area outside the entrance to 9-16 School Lane and located 117m south of the speed derestriction signs. According to the advice received from Steve O'Connell (Community Speedwatch Officer) a SID "should be at least 150m back from the change of speed limit".

To comply with this advice the SID would need to be located outside 8 School Lane, 30m north of the Post Box, opposite the south end of a layby and very close to where there is currently a 'Remember 30 mph' sign. There is, as far as I can see, no obvious place for a NAL socket at this point.

This would place the sign a minimum of 75m south of School House and may therefore have limited impact on driver behaviour at the section of road of concern. It is thus difficult to see not only where a NAL socket could be effectively located but also how the considerable initial and on-going expenditure required could be justified. **BUT**, given that the area of concern adjacent to School House is close to the entrance to the Playing Field it is a matter that the Parish Council may wish to consider in more detail."