

Eccleshall Parish SIDs

This is the latest information from Sep 2025 to Apr 2026.

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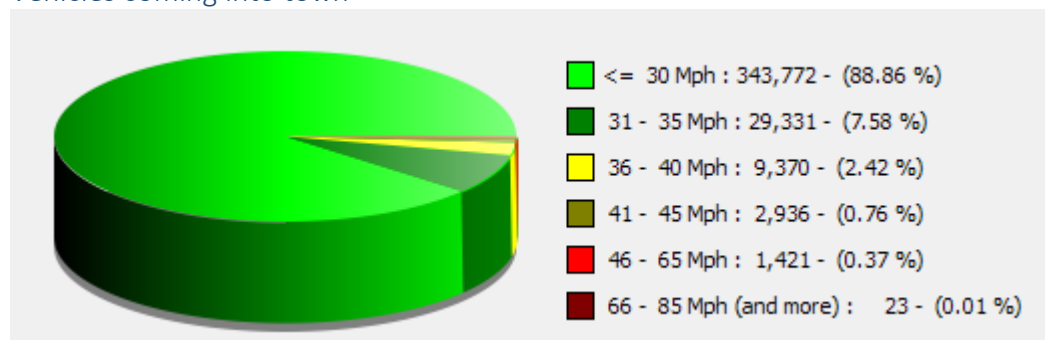
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Data collected and analysis by Cllr Ant Reid.

Newport Road

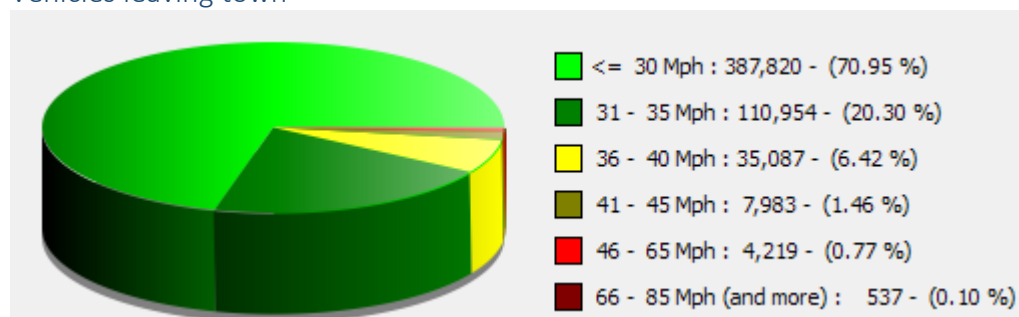
Sep 2025-Apr 2026

Vehicles coming into town



This isn't bad, at a highly visible crossroad for pedestrian access: 89% already at 30mph, with over 96% under 35mph. Still, in 7 months over a thousand cars going more than 46mph and 23 going more than 66...? Into town? Seems like a lot.

Vehicles leaving town



Predictably worse than vehicles coming into town, but still over 90% under 35mph.

We could do deeper analysis on the times of day/night when most speeding occurs, to help us understand the risk. At school drop-off or pick-up times, a school crossing guard might be beneficial.

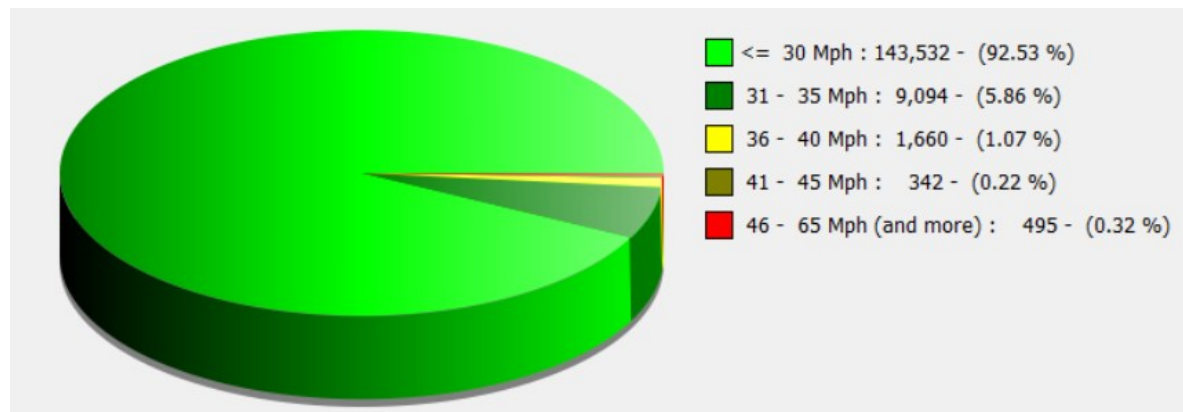
Southwell

Sep-Nov, 2026

This measures the speed of vehicles at the bottom of the Newport Rd.

incoming vehicles

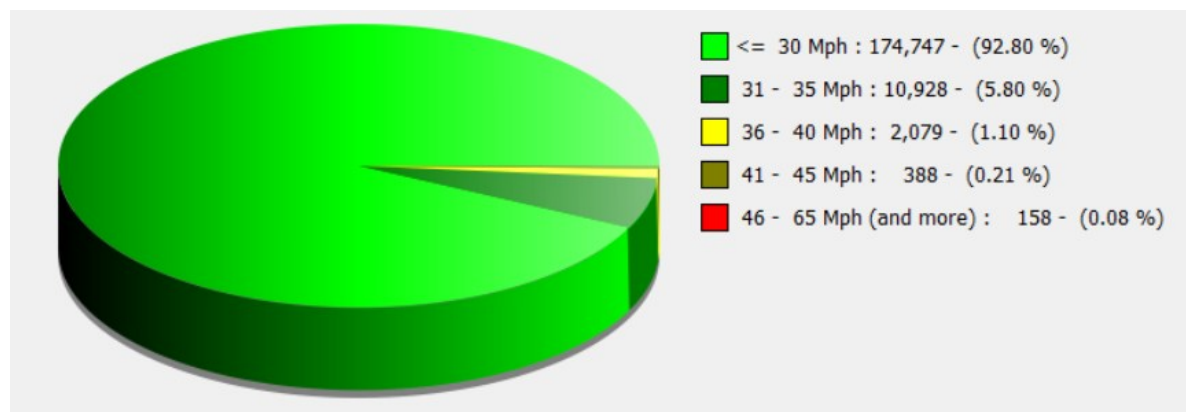
(coming into town, cannot see SID, heading downhill)



Virtually no speeding coming downhill

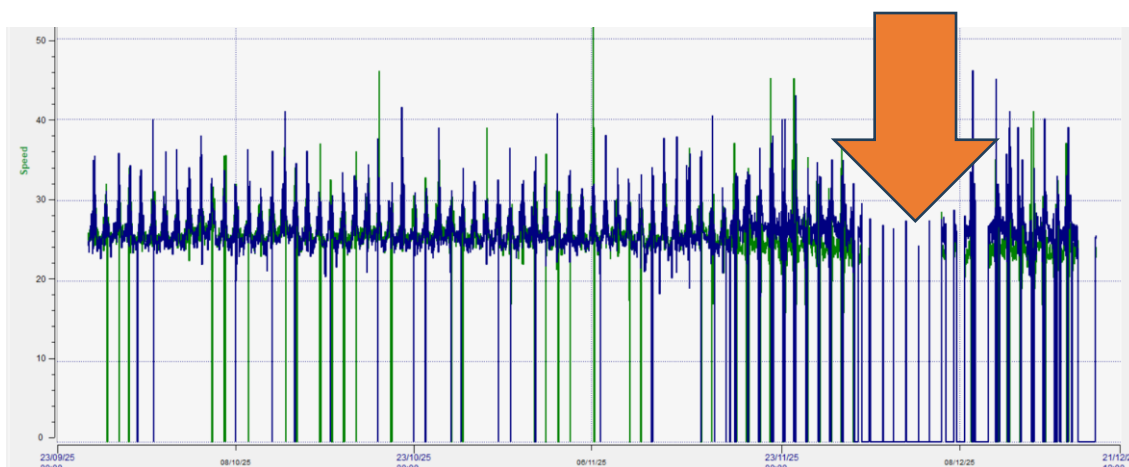
Outgoing vehicles

(facing SID, heading uphill)



Virtually no speeding when drivers can see the SID. We have no data on whether the SID is making a difference, as it's never turned off or facing away.

Note: data was erratic in wintertime – there are several days where minimal data was collected:

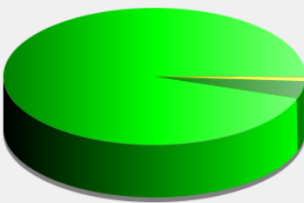
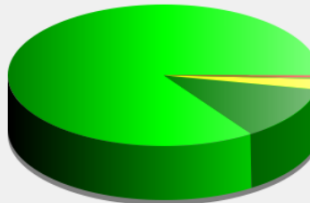


Between Dec 2-6 we should expect 480 half-hourly data sets, but we only have 10 sets. Through observation this may be because the solar panel is partially blocked from the sun when very low. This data gap repeated on Dec 9-10. Weather was “dull, drizzly, and generally murky” on these dates. Possible action is that we do not use the Southwell site Nov-Jan, or adjust the panel direction to face the morning sun only.

Stone Road

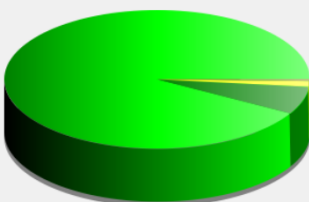
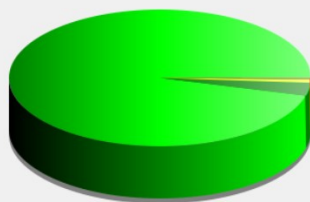
Incoming vehicles

Vehicles coming into town

facing the SID	The SID is facing the other way:																														
 <table><tr><td>≤ 30 Mph</td><td>19,335</td><td>(94.80 %)</td></tr><tr><td>31 - 35 Mph</td><td>836</td><td>(4.10 %)</td></tr><tr><td>36 - 40 Mph</td><td>187</td><td>(0.92 %)</td></tr><tr><td>41 - 45 Mph</td><td>32</td><td>(0.16 %)</td></tr><tr><td>46 - 65 Mph (and more)</td><td>5</td><td>(0.02 %)</td></tr></table>	≤ 30 Mph	19,335	(94.80 %)	31 - 35 Mph	836	(4.10 %)	36 - 40 Mph	187	(0.92 %)	41 - 45 Mph	32	(0.16 %)	46 - 65 Mph (and more)	5	(0.02 %)	 <table><tr><td>≤ 30 Mph</td><td>20,368</td><td>(84.46 %)</td></tr><tr><td>31 - 35 Mph</td><td>2,969</td><td>(12.31 %)</td></tr><tr><td>36 - 40 Mph</td><td>584</td><td>(2.42 %)</td></tr><tr><td>41 - 45 Mph</td><td>88</td><td>(0.36 %)</td></tr><tr><td>46 - 65 Mph (and more)</td><td>106</td><td>(0.44 %)</td></tr></table>	≤ 30 Mph	20,368	(84.46 %)	31 - 35 Mph	2,969	(12.31 %)	36 - 40 Mph	584	(2.42 %)	41 - 45 Mph	88	(0.36 %)	46 - 65 Mph (and more)	106	(0.44 %)
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Over 90% compliance, with 98% below 35 mph	Still good compliance, with 96% below 35mph																														

Outgoing vehicles

Vehicles leaving town

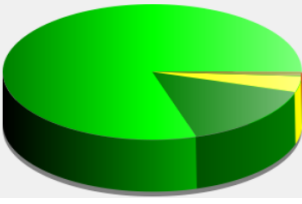
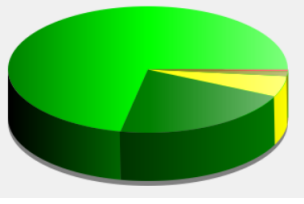
Facing the SID:	The SID is facing the other way:																				
 <table><tr><td>≤ 30 Mph</td><td>: 22,483 - (91.80 %)</td></tr><tr><td>31 - 35 Mph</td><td>: 1,584 - (6.47 %)</td></tr><tr><td>36 - 40 Mph</td><td>: 330 - (1.35 %)</td></tr><tr><td>41 - 45 Mph</td><td>: 69 - (0.28 %)</td></tr><tr><td>46 - 65 Mph (and more)</td><td>: 25 - (0.10 %)</td></tr></table>	≤ 30 Mph	: 22,483 - (91.80 %)	31 - 35 Mph	: 1,584 - (6.47 %)	36 - 40 Mph	: 330 - (1.35 %)	41 - 45 Mph	: 69 - (0.28 %)	46 - 65 Mph (and more)	: 25 - (0.10 %)	 <table><tr><td>≤ 30 Mph</td><td>: 18,684 - (95.82 %)</td></tr><tr><td>31 - 35 Mph</td><td>: 596 - (3.06 %)</td></tr><tr><td>36 - 40 Mph</td><td>: 151 - (0.77 %)</td></tr><tr><td>41 - 45 Mph</td><td>: 41 - (0.21 %)</td></tr><tr><td>46 - 65 Mph (and more)</td><td>: 28 - (0.14 %)</td></tr></table>	≤ 30 Mph	: 18,684 - (95.82 %)	31 - 35 Mph	: 596 - (3.06 %)	36 - 40 Mph	: 151 - (0.77 %)	41 - 45 Mph	: 41 - (0.21 %)	46 - 65 Mph (and more)	: 28 - (0.14 %)
≤ 30 Mph	: 22,483 - (91.80 %)																				
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41 - 45 Mph	: 41 - (0.21 %)																				
46 - 65 Mph (and more)	: 28 - (0.14 %)																				
92% compliance, with 98% below 35 mph.	Still good compliance, with 99% below 35mph.																				

Conclusion: The SID doesn't seem make any difference – sometimes speeds are better or worse but the presence of the SID seems to not correlate (look at other reports to see there's no real trend).

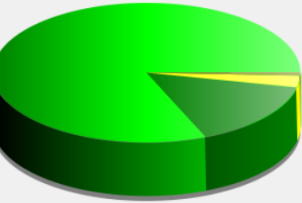
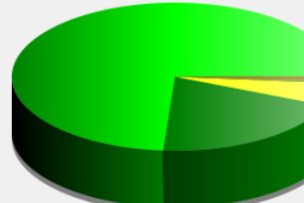
Suggestion: Stone Road could be de-prioritised if a different locations benefits more clearly from a SID in operation.

Green Lane

Vehicles traveling East (towards Stafford Road):

Facing the SID	The SID is facing the other way:
 <= 30 Mph : 12,826 - (79.77 %) 31 - 35 Mph : 2,479 - (15.42 %) 36 - 40 Mph : 615 - (3.82 %) 41 - 45 Mph : 119 - (0.74 %) 46 - 65 Mph (and more) : 40 - (0.25 %)	 <= 30 Mph : 9,912 - (71.87 %) 31 - 35 Mph : 2,917 - (21.15 %) 36 - 40 Mph : 734 - (5.32 %) 41 - 45 Mph : 162 - (1.17 %) 46 - 65 Mph (and more) : 67 - (0.49 %)
Less than 80% compliance, with 95% below 35mph	Slightly worse, but with 93% still below 35mph

Vehicles traveling West (towards Newport Road):

Facing the SID	The SID is facing the other way:
 <= 30 Mph : 12,745 - (81.29 %) 31 - 35 Mph : 2,400 - (15.31 %) 36 - 40 Mph : 427 - (2.72 %) 41 - 45 Mph : 81 - (0.52 %) 46 - 65 Mph (and more) : 25 - (0.16 %)	 <= 30 Mph : 13,378 - (73.86 %) 31 - 35 Mph : 3,586 - (19.80 %) 36 - 40 Mph : 903 - (4.99 %) 41 - 45 Mph : 187 - (1.03 %) 46 - 65 Mph (and more) : 59 - (0.33 %)
81% compliance, with 97% below 35mph	Slightly worse, but with 93% still below 35mph

Conclusion: The presence of the SID has a measurable impact. +6% and +10% compliance with the SID present.

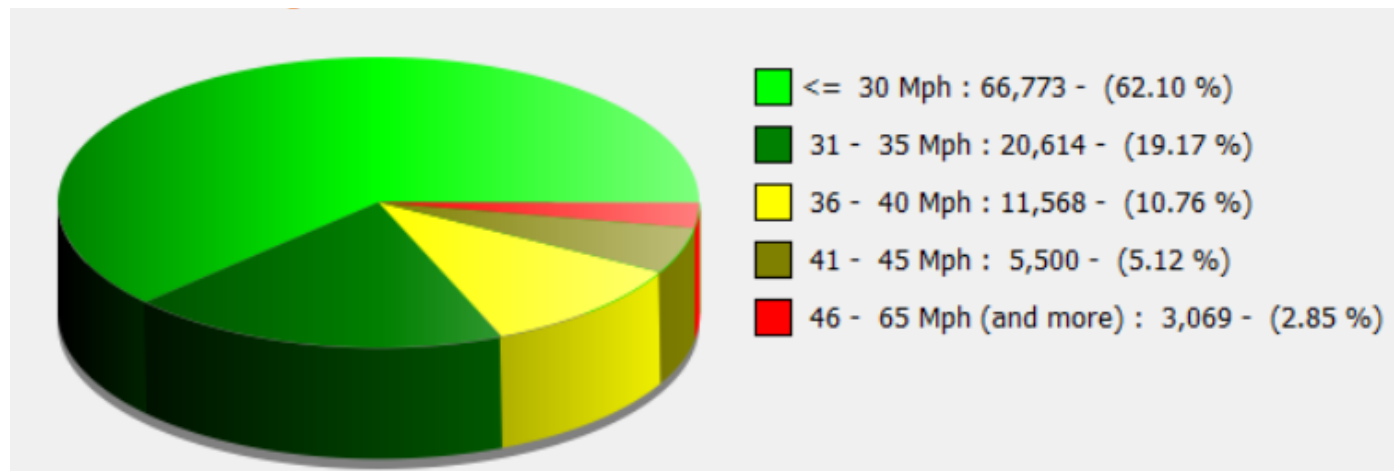
Chester Road

Sep-Dec 2025

This measures the speed of vehicles approaching town from Loggerheads.

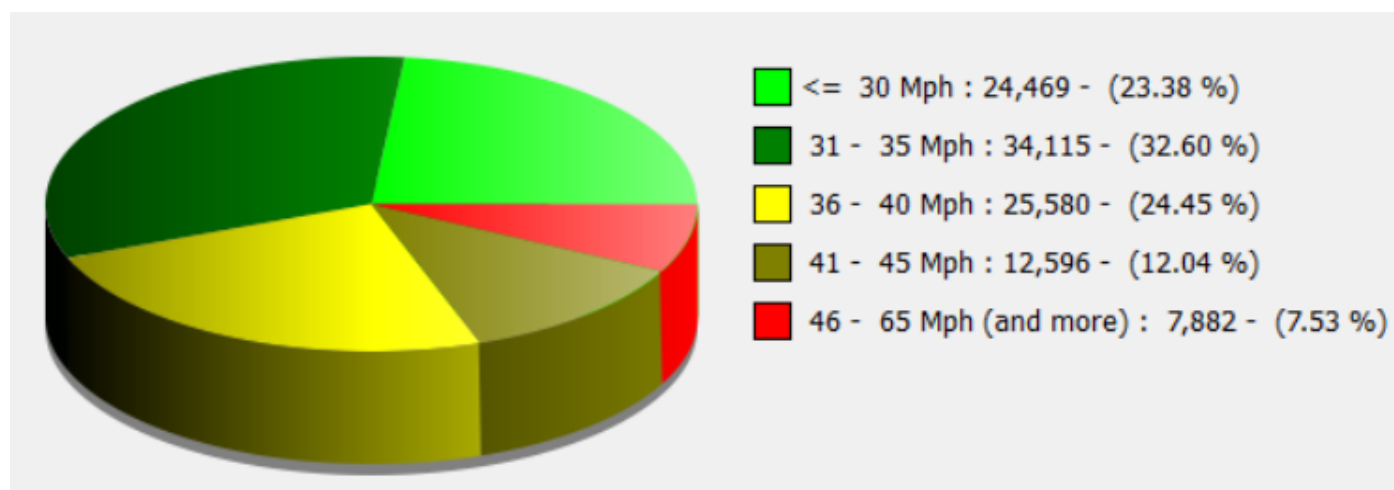
incoming vehicles

Can see SID:



Outgoing vehicles

Cannot see SID:



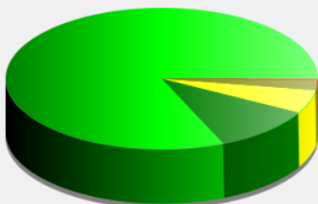
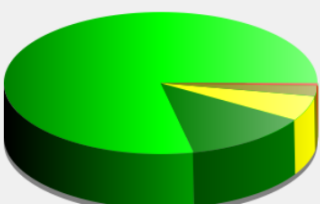
Thought: Relatively Poor compliance in both directions, alongside the Tennis courts, with only 82% below 35mph coming into town. We don't know if the SID has an impact on speed, as it's never facing the other way or turned off.

Possible future action: Experiment: turn off the SID display for one month and have it continue to record speeds invisibly, see if there is a difference. Or change the message and see if it is noticed more?

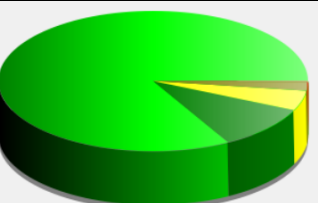
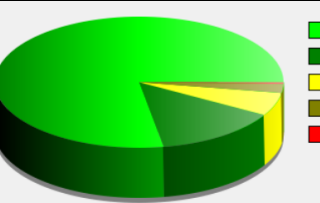
Slindon:

Two positions, never rotated, always facing vehicles coming into the village, with a 40mph limit

North: Oct-Dec, 2026

Incoming to Slindon, facing SID	Outgoing vehicles heading north, not facing SID
 15 - 40 Mph : 28,360 - (81.48 %) 41 - 45 Mph : 3,669 - (10.54 %) 46 - 50 Mph : 1,880 - (5.40 %) 51 - 60 Mph : 783 - (2.25 %) 61 - 70 Mph (and more) : 112 - (0.32 %)	 15 - 40 Mph : 28,685 - (78.38 %) 41 - 45 Mph : 4,742 - (12.96 %) 46 - 50 Mph : 2,092 - (5.72 %) 51 - 60 Mph : 871 - (2.38 %) 61 - 70 Mph (and more) : 209 - (0.57 %)
81% compliance, with 92% below 45mph	78% compliance, with 91% below 45mph

South: Oct 2025-Apr 2026

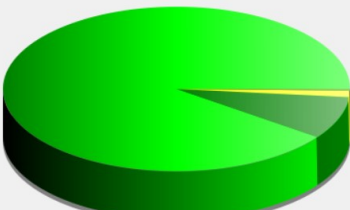
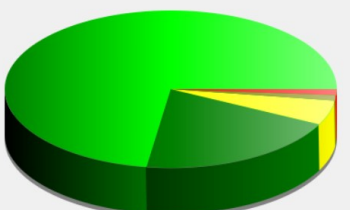
Incoming to Slindon, facing SID	Outgoing vehicles towards Eccleshall, not facing SID
 15 - 40 Mph : 152,796 - (83.06 %) 41 - 45 Mph : 18,643 - (10.13 %) 46 - 50 Mph : 8,490 - (4.62 %) 51 - 60 Mph : 3,584 - (1.95 %) 61 - 70 Mph (and more) : 448 - (0.24 %)	 15 - 40 Mph : 150,322 - (77.72 %) 41 - 45 Mph : 27,028 - (13.97 %) 46 - 50 Mph : 11,031 - (5.70 %) 51 - 60 Mph : 4,296 - (2.22 %) 61 - 70 Mph (and more) : 739 - (0.38 %)
83% compliance, with 93% below 45mph	78% compliance, with 92% below 45mph

In both cases less than 3% of vehicles travel over 50mph, and general compliance with the 40mph speed limit is better than I previous reports but not as good as in town.

Croxton

Two positions, never rotated, always facing vehicles coming into the village, with a 30mph limit

By Church, Dec 2025 – Mar 2026:

Entering village, facing SID	Leaving village, can't see SID																				
 <table><tr><td><= 30 Mph</td><td>: 75,662 - (90.04 %)</td></tr><tr><td>31 - 35 Mph</td><td>: 7,032 - (8.37 %)</td></tr><tr><td>36 - 40 Mph</td><td>: 1,082 - (1.29 %)</td></tr><tr><td>41 - 45 Mph</td><td>: 210 - (0.25 %)</td></tr><tr><td>46 - 65 Mph (and more)</td><td>: 41 - (0.05 %)</td></tr></table>	<= 30 Mph	: 75,662 - (90.04 %)	31 - 35 Mph	: 7,032 - (8.37 %)	36 - 40 Mph	: 1,082 - (1.29 %)	41 - 45 Mph	: 210 - (0.25 %)	46 - 65 Mph (and more)	: 41 - (0.05 %)	 <table><tr><td><= 30 Mph</td><td>: 60,283 - (72.69 %)</td></tr><tr><td>31 - 35 Mph</td><td>: 16,528 - (19.93 %)</td></tr><tr><td>36 - 40 Mph</td><td>: 4,191 - (5.05 %)</td></tr><tr><td>41 - 45 Mph</td><td>: 908 - (1.09 %)</td></tr><tr><td>46 - 65 Mph (and more)</td><td>: 1,025 - (1.24 %)</td></tr></table>	<= 30 Mph	: 60,283 - (72.69 %)	31 - 35 Mph	: 16,528 - (19.93 %)	36 - 40 Mph	: 4,191 - (5.05 %)	41 - 45 Mph	: 908 - (1.09 %)	46 - 65 Mph (and more)	: 1,025 - (1.24 %)
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41 - 45 Mph	: 908 - (1.09 %)																				
46 - 65 Mph (and more)	: 1,025 - (1.24 %)																				
Relatively good compliance	Only 73% compliance, but with 92% below 35mph																				

Eccleshall end: Nov-Dec 2025

Entering village, facing SID	Leaving village, can't see SID																														
<table><tr><td><= 30 Mph</td><td>27,811</td><td>(75.66 %)</td></tr><tr><td>31 - 35 Mph</td><td>5,579</td><td>(15.18 %)</td></tr><tr><td>36 - 40 Mph</td><td>2,280</td><td>(6.20 %)</td></tr><tr><td>41 - 45 Mph</td><td>761</td><td>(2.07 %)</td></tr><tr><td>46 - 65 Mph (and more)</td><td>329</td><td>(0.89 %)</td></tr></table>	<= 30 Mph	27,811	(75.66 %)	31 - 35 Mph	5,579	(15.18 %)	36 - 40 Mph	2,280	(6.20 %)	41 - 45 Mph	761	(2.07 %)	46 - 65 Mph (and more)	329	(0.89 %)	<table><tr><td><= 30 Mph</td><td>15,441</td><td>(42.29 %)</td></tr><tr><td>31 - 35 Mph</td><td>13,305</td><td>(36.44 %)</td></tr><tr><td>36 - 40 Mph</td><td>5,609</td><td>(15.36 %)</td></tr><tr><td>41 - 45 Mph</td><td>1,586</td><td>(4.34 %)</td></tr><tr><td>46 - 65 Mph (and more)</td><td>570</td><td>(1.56 %)</td></tr></table>	<= 30 Mph	15,441	(42.29 %)	31 - 35 Mph	13,305	(36.44 %)	36 - 40 Mph	5,609	(15.36 %)	41 - 45 Mph	1,586	(4.34 %)	46 - 65 Mph (and more)	570	(1.56 %)
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46 - 65 Mph (and more)	570	(1.56 %)																													
Only 76% compliance, with 91% below 35mph	42% compliance and only 79% below 35mph																														

In both cases compliance is markedly lower than in Eccleshall locations, with eastward traffic (towards Eccleshall) particularly poor.