

Eccleshall Parish SIDs

This is the latest information from 2023-24.

At Traffic Management we asked a question about the effectiveness of the Southwell SID. This reports provides an answer, and also makes several recommendations.

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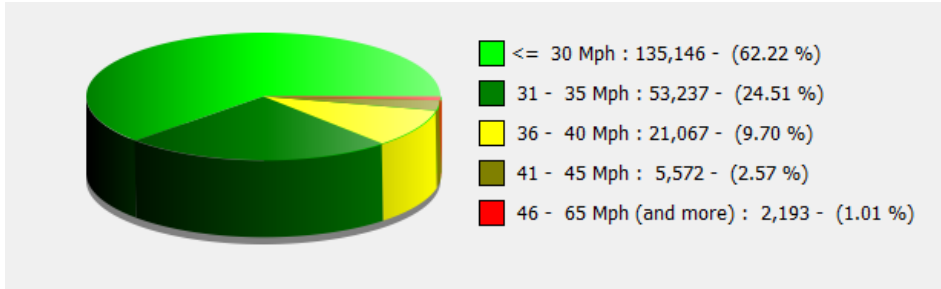
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Key Question: Southwell SID's impact on Newport Rd speeds

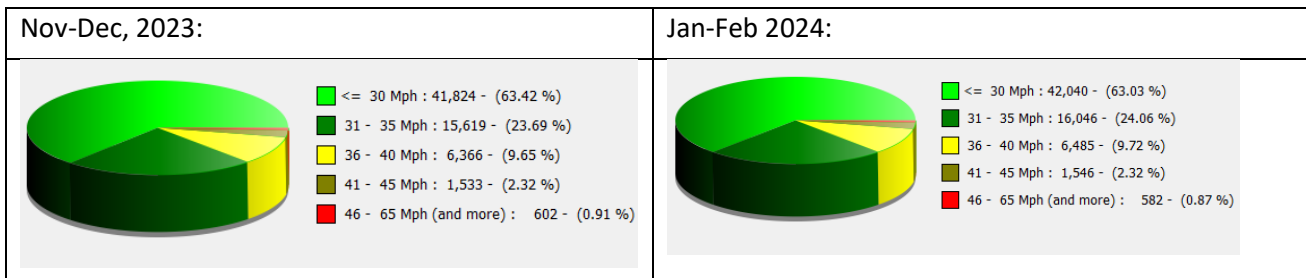
Question: In the last report we asked “Does the presence of the SID at Southwell slow down the traffic leaving Eccleshall at the top of the hill?” To answer this question, this time we compare the speed for outgoing traffic at the top of the hill at times when the SID is at Southwell (bottom of the hill) with times when it is not present at Southwell.

Average speed at Cross Butts when Southwell SID is present:

Feb-May 2024



Average speed at Cross Butts when Southwell SID is not present:

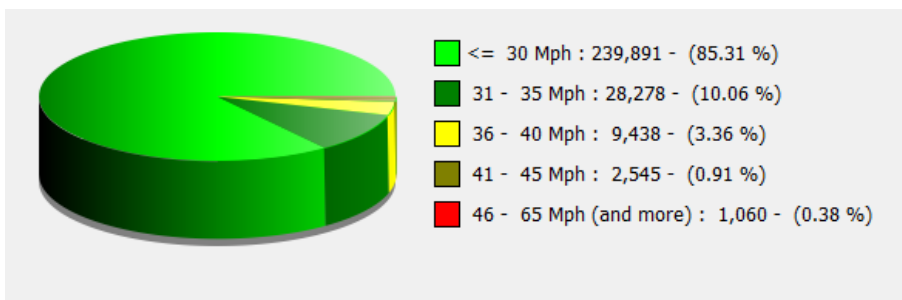
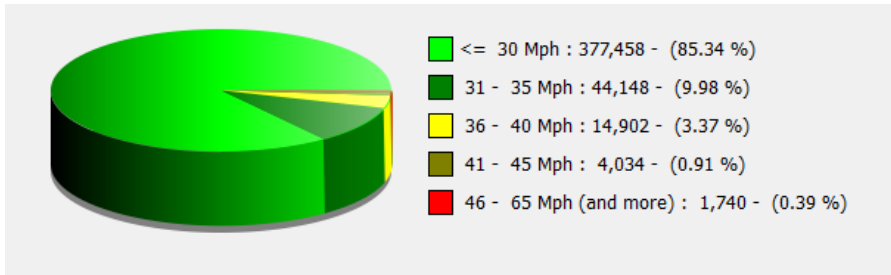


Conclusion: no. The presence of the SID at the bottom of the hill has no meaningful impact on the speed of vehicles by the time they get to the top of the hill. Compliance is about 60% in both circumstances, when vehicles are leaving town.

Newport Rd (Cross Butts)

This shows vehicles entering town, downhill, facing the SID at the Cross Butts.

Cross Butts:



Analysis:

Remarkably consist with 85% within the limit and 95% below 35mph on the approach to the town. This matches the previous data and suggests that the Newport Road/Cross Butts/Green Lane crossroads doesn't have a significant speeding problem.

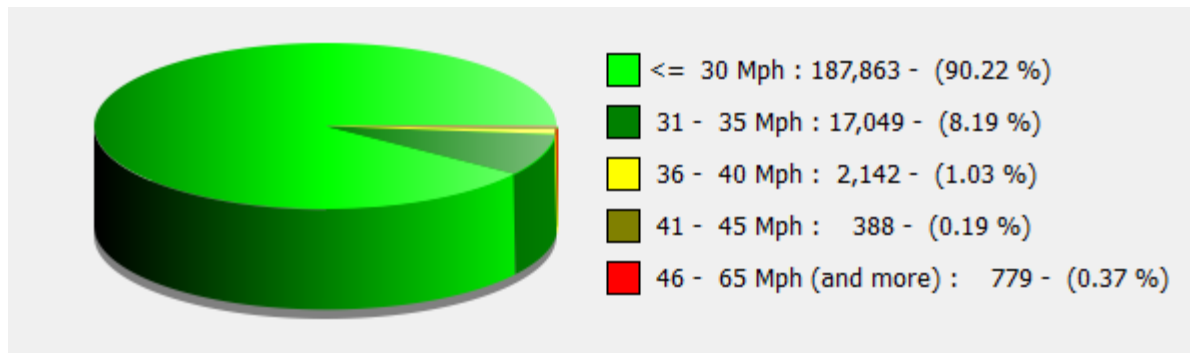
Southwell

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

incoming vehicles

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

Feb-May, 2024:

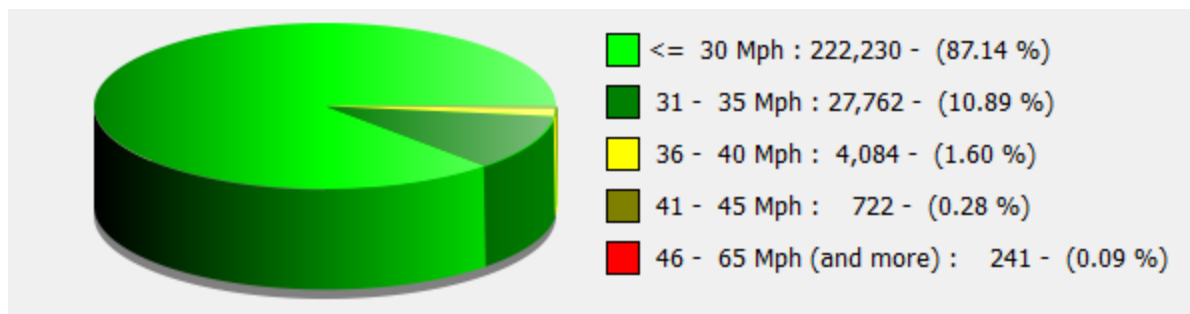


Virtually no speeding coming downhill

Outgoing vehicles

(facing SID, heading uphill)

Feb-May, 2024:

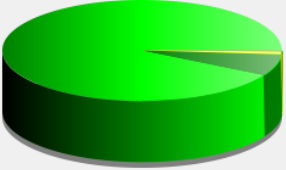
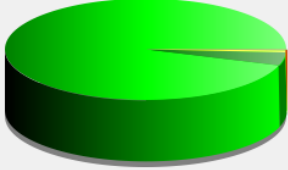


Virtually no speeding when drivers can see the SID. We have no data on whether the SID is making a difference, as it's never turned off or facing away.

Stone Road

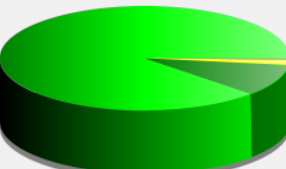
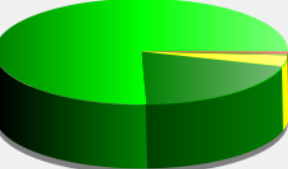
Incoming vehicles

Vehicles coming into town

facing the SID	The SID is facing the other way:
 <ul style="list-style-type: none"> ■ <= 30 Mph : 44,643 - (91.85 %) ■ 31 - 35 Mph : 3,346 - (6.88 %) ■ 36 - 40 Mph : 477 - (0.98 %) ■ 41 - 45 Mph : 96 - (0.20 %) ■ 46 - 65 Mph (and more) : 41 - (0.08 %) 	 <ul style="list-style-type: none"> ■ <= 30 Mph : 25,223 - (94.85 %) ■ 31 - 35 Mph : 1,116 - (4.20 %) ■ 36 - 40 Mph : 183 - (0.69 %) ■ 41 - 45 Mph : 51 - (0.19 %) ■ 46 - 65 Mph (and more) : 20 - (0.08 %)
Over 90% compliance, and over 98% below 35 mph	Even better compliance!

Outgoing vehicles

Vehicles leaving town

Facing the SID:	The SID is facing the other way:
 <ul style="list-style-type: none"> ■ <= 30 Mph : 32,963 - (88.06 %) ■ 31 - 35 Mph : 3,696 - (9.87 %) ■ 36 - 40 Mph : 615 - (1.64 %) ■ 41 - 45 Mph : 121 - (0.32 %) ■ 46 - 65 Mph (and more) : 39 - (0.10 %) 	 <ul style="list-style-type: none"> ■ <= 30 Mph : 42,416 - (75.54 %) ■ 31 - 35 Mph : 11,171 - (19.90 %) ■ 36 - 40 Mph : 1,932 - (3.44 %) ■ 41 - 45 Mph : 286 - (0.51 %) ■ 46 - 65 Mph (and more) : 343 - (0.61 %)
88% of vehicles keep to the speed limit, with 98% below 35 mph.	Much worse compliance, though 95% are still below 35mph.

Conclusion: The SID doesn't seem to do any good facing incoming vehicles, but it does make a significant difference when facing westwards (towards town) and faces vehicles leaving town.

Possible future action: Eliminate one of the directions and have it in the 'rotate' position (facing outgoing vehicles) more often instead.

Continue to monitor the speed of incoming vehicles to verify compliance remains above 90%.

Green Lane

Vehicles traveling East (towards Stafford Road):

Facing the SID	The SID is facing the other way:																				
<table border="1"> <tr> <td><= 30 Mph</td> <td>: 28,715 - (78.94 %)</td> </tr> <tr> <td>31 - 35 Mph</td> <td>: 5,570 - (15.31 %)</td> </tr> <tr> <td>36 - 40 Mph</td> <td>: 1,622 - (4.46 %)</td> </tr> <tr> <td>41 - 45 Mph</td> <td>: 373 - (1.03 %)</td> </tr> <tr> <td>46 - 65 Mph (and more)</td> <td>: 98 - (0.27 %)</td> </tr> </table>	<= 30 Mph	: 28,715 - (78.94 %)	31 - 35 Mph	: 5,570 - (15.31 %)	36 - 40 Mph	: 1,622 - (4.46 %)	41 - 45 Mph	: 373 - (1.03 %)	46 - 65 Mph (and more)	: 98 - (0.27 %)	<table border="1"> <tr> <td><= 30 Mph</td> <td>: 14,691 - (72.49 %)</td> </tr> <tr> <td>31 - 35 Mph</td> <td>: 4,094 - (20.20 %)</td> </tr> <tr> <td>36 - 40 Mph</td> <td>: 1,148 - (5.66 %)</td> </tr> <tr> <td>41 - 45 Mph</td> <td>: 259 - (1.28 %)</td> </tr> <tr> <td>46 - 65 Mph (and more)</td> <td>: 74 - (0.37 %)</td> </tr> </table>	<= 30 Mph	: 14,691 - (72.49 %)	31 - 35 Mph	: 4,094 - (20.20 %)	36 - 40 Mph	: 1,148 - (5.66 %)	41 - 45 Mph	: 259 - (1.28 %)	46 - 65 Mph (and more)	: 74 - (0.37 %)
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46 - 65 Mph (and more)	: 74 - (0.37 %)																				
Less than 80% compliance, with 94% below 35mph	Measurably worse, with 93% below 35mph																				

Vehicles traveling West (towards Newport Road):

Facing the SID	The SID is facing the other way:																				
<table border="1"> <tr> <td><= 30 Mph</td> <td>: 13,797 - (76.94 %)</td> </tr> <tr> <td>31 - 35 Mph</td> <td>: 3,197 - (17.83 %)</td> </tr> <tr> <td>36 - 40 Mph</td> <td>: 748 - (4.17 %)</td> </tr> <tr> <td>41 - 45 Mph</td> <td>: 125 - (0.70 %)</td> </tr> <tr> <td>46 - 65 Mph (and more)</td> <td>: 65 - (0.36 %)</td> </tr> </table>	<= 30 Mph	: 13,797 - (76.94 %)	31 - 35 Mph	: 3,197 - (17.83 %)	36 - 40 Mph	: 748 - (4.17 %)	41 - 45 Mph	: 125 - (0.70 %)	46 - 65 Mph (and more)	: 65 - (0.36 %)	<table border="1"> <tr> <td><= 30 Mph</td> <td>: 22,082 - (68.73 %)</td> </tr> <tr> <td>31 - 35 Mph</td> <td>: 7,334 - (22.83 %)</td> </tr> <tr> <td>36 - 40 Mph</td> <td>: 2,082 - (6.48 %)</td> </tr> <tr> <td>41 - 45 Mph</td> <td>: 479 - (1.49 %)</td> </tr> <tr> <td>46 - 65 Mph (and more)</td> <td>: 150 - (0.47 %)</td> </tr> </table>	<= 30 Mph	: 22,082 - (68.73 %)	31 - 35 Mph	: 7,334 - (22.83 %)	36 - 40 Mph	: 2,082 - (6.48 %)	41 - 45 Mph	: 479 - (1.49 %)	46 - 65 Mph (and more)	: 150 - (0.47 %)
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Less than 80% compliance, with 95% below 35mph	Measurably worse, with 92% below 35mph																				

Conclusion: The presence of the SID has a measurable impact.

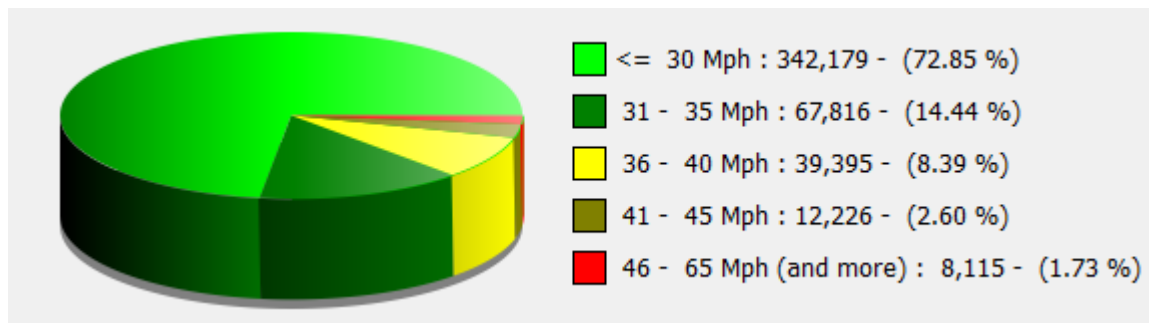
Possible future action: have the SID present here more often than currently.

Chester Road

This measures the speed of vehicles approaching town from Loggerheads.

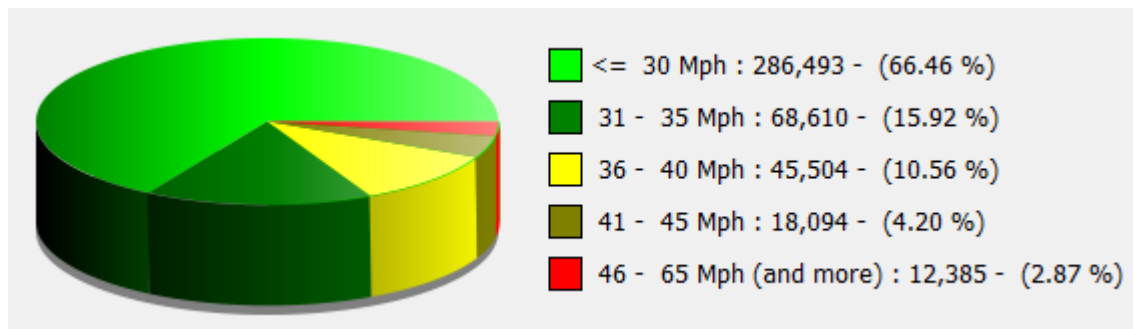
incoming vehicles

Can see SID:



Outgoing vehicles

Cannot see SID:



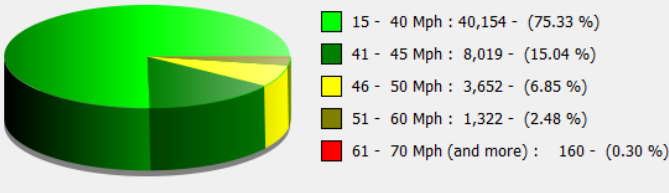
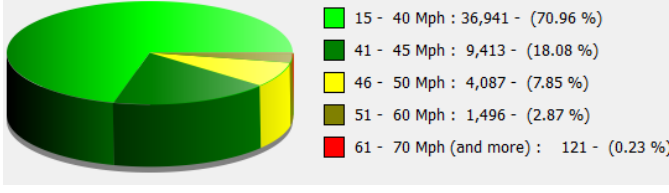
Thought: Relatively Poor compliance in both directions, alongside the Tennis courts, with only 87% below 35mps coming into town. We don't know if the SID has an impact on speed, as it's never facing the other way or turned off.

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 so it is noticed more?

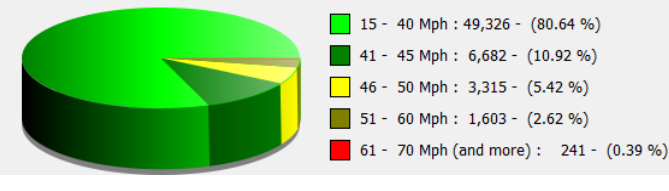
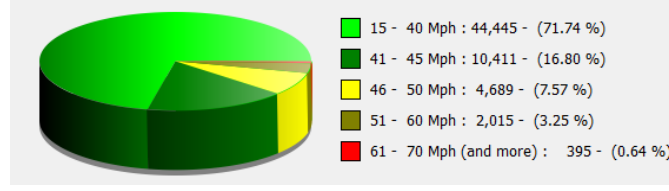
Slindon

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

North:

Incoming to Slindon, facing SID	Outgoing vehicles heading north, not facing SID
 <ul style="list-style-type: none"> 15 - 40 Mph : 40,154 - (75.33 %) 41 - 45 Mph : 8,019 - (15.04 %) 46 - 50 Mph : 3,652 - (6.85 %) 51 - 60 Mph : 1,322 - (2.48 %) 61 - 70 Mph (and more) : 160 - (0.30 %) 	 <ul style="list-style-type: none"> 15 - 40 Mph : 36,941 - (70.96 %) 41 - 45 Mph : 9,413 - (18.08 %) 46 - 50 Mph : 4,087 - (7.85 %) 51 - 60 Mph : 1,496 - (2.87 %) 61 - 70 Mph (and more) : 121 - (0.23 %)
Only 75% compliance, with 85% below 45mph	Only 70% compliance, with 88% below 45mph

South:

Incoming to Slindon, facing SID	Outgoing vehicles towards Eccleshall, not facing SID
 <ul style="list-style-type: none"> 15 - 40 Mph : 49,326 - (80.64 %) 41 - 45 Mph : 6,682 - (10.92 %) 46 - 50 Mph : 3,315 - (5.42 %) 51 - 60 Mph : 1,603 - (2.62 %) 61 - 70 Mph (and more) : 241 - (0.39 %) 	 <ul style="list-style-type: none"> 15 - 40 Mph : 44,445 - (71.74 %) 41 - 45 Mph : 10,411 - (16.80 %) 46 - 50 Mph : 4,689 - (7.57 %) 51 - 60 Mph : 2,015 - (3.25 %) 61 - 70 Mph (and more) : 395 - (0.64 %)
80% compliance, with 91% below 45mph	Only 72% compliance, with 88% below 45mph

In both cases only about 3% of vehicles travel over 50mph, but general compliance with the 40mph speed limit is not great.

There's no way to tell if the SIDs are having an impact, as they never rotate.

Possible future action: we could try having SIDs at both ends of the village at the same time, and see if that has an impact on vehicles leaving the village (by implication they would have kept to the limit through the village).

Currently we do not have enough SIDs for this (having two here at the same time would be just one roving SID for the entire rest of the parish)

Croxton

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

By Church:

Entering village, facing SID	Leaving village, can't see SID																				
<table border="1"> <tr> <td><= 30 Mph</td> <td>: 26,179 - (89.61 %)</td> </tr> <tr> <td>31 - 35 Mph</td> <td>: 2,578 - (8.82 %)</td> </tr> <tr> <td>36 - 40 Mph</td> <td>: 370 - (1.27 %)</td> </tr> <tr> <td>41 - 45 Mph</td> <td>: 74 - (0.25 %)</td> </tr> <tr> <td>46 - 65 Mph (and more)</td> <td>: 14 - (0.05 %)</td> </tr> </table>	<= 30 Mph	: 26,179 - (89.61 %)	31 - 35 Mph	: 2,578 - (8.82 %)	36 - 40 Mph	: 370 - (1.27 %)	41 - 45 Mph	: 74 - (0.25 %)	46 - 65 Mph (and more)	: 14 - (0.05 %)	<table border="1"> <tr> <td><= 30 Mph</td> <td>: 18,822 - (67.70 %)</td> </tr> <tr> <td>31 - 35 Mph</td> <td>: 6,395 - (23.00 %)</td> </tr> <tr> <td>36 - 40 Mph</td> <td>: 1,738 - (6.25 %)</td> </tr> <tr> <td>41 - 45 Mph</td> <td>: 380 - (1.37 %)</td> </tr> <tr> <td>46 - 65 Mph (and more)</td> <td>: 468 - (1.68 %)</td> </tr> </table>	<= 30 Mph	: 18,822 - (67.70 %)	31 - 35 Mph	: 6,395 - (23.00 %)	36 - 40 Mph	: 1,738 - (6.25 %)	41 - 45 Mph	: 380 - (1.37 %)	46 - 65 Mph (and more)	: 468 - (1.68 %)
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Relatively good compliance	Only 68% compliance, but with 90% below 35mph																				

Eccleshall end:

Entering village, facing SID	Leaving village, can't see SID																				
<table border="1"> <tr> <td><= 30 Mph</td> <td>: 24,696 - (73.83 %)</td> </tr> <tr> <td>31 - 35 Mph</td> <td>: 5,270 - (15.76 %)</td> </tr> <tr> <td>36 - 40 Mph</td> <td>: 2,361 - (7.06 %)</td> </tr> <tr> <td>41 - 45 Mph</td> <td>: 790 - (2.36 %)</td> </tr> <tr> <td>46 - 65 Mph (and more)</td> <td>: 332 - (0.99 %)</td> </tr> </table>	<= 30 Mph	: 24,696 - (73.83 %)	31 - 35 Mph	: 5,270 - (15.76 %)	36 - 40 Mph	: 2,361 - (7.06 %)	41 - 45 Mph	: 790 - (2.36 %)	46 - 65 Mph (and more)	: 332 - (0.99 %)	<table border="1"> <tr> <td><= 30 Mph</td> <td>: 13,886 - (41.35 %)</td> </tr> <tr> <td>31 - 35 Mph</td> <td>: 12,091 - (36.01 %)</td> </tr> <tr> <td>36 - 40 Mph</td> <td>: 5,371 - (16.00 %)</td> </tr> <tr> <td>41 - 45 Mph</td> <td>: 1,589 - (4.73 %)</td> </tr> <tr> <td>46 - 65 Mph (and more)</td> <td>: 642 - (1.91 %)</td> </tr> </table>	<= 30 Mph	: 13,886 - (41.35 %)	31 - 35 Mph	: 12,091 - (36.01 %)	36 - 40 Mph	: 5,371 - (16.00 %)	41 - 45 Mph	: 1,589 - (4.73 %)	46 - 65 Mph (and more)	: 642 - (1.91 %)
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46 - 65 Mph (and more)	: 642 - (1.91 %)																				
Only 74% compliance, with 89% below 35mph	41% compliance and only 77% below 35mph																				

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

There's no way to tell if the SIDs are having an impact, as they never rotate.

Possible Future Action: we could try having SIDs at both ends of the village at the same time, and see if that has an impact on vehicles leaving the village (by implication they would have kept to the limit through the village).

Currently we do not have enough SIDs for this (having two here at the same time would be just one roving SID for the entire rest of the parish)

Decisions:

No changes have been made to the SID configuration at this time.

Possible future actions:

- Two units move in tandem to be in Slindon at the same time, then Croxton at the same time, then repeat the cycle. This would require the purchase of a new SID, to be fair to the rest of the parish.
- Reduce Stone Rd increase Green Lane, as one of the Stone Road directions is having very little impact on speed, and we have proven that both Green Lane sites are having an impact.
 - Continue to track speed in both directions on the Stone Road, in case the situation changes.