

12.1.1 SPEED INDICATOR DEVICE (SID)

This shows data for at least one two week period for each location. The Crouch House Road location (near the post box by Orchard Drive) only monitors speeds in one direction (out of town) but the other two locations monitor speeds in both directions (as indicated).

Location	Dates	Avge Wkday Volume	Rush Hour Volumes	Percent over limit
Swan Lane - away from	13/05 - 29/5 2022	420	46-54	32%
Swan Lane - Towards	23/04 - 05/05 2022	537	70-71	50%
Crouch House Road	30/03 - 22/04 2022	860	80-90	8%
Crouch House Road	21/06 - 05/07 2022	826	79-103	5%
Mill Hill - towards town	26/10 - 10/12 2021	5,307	446-486	24%
Mill Hill - away from town	05/11 - 19/11 2021 *	4,575	396-441	29%
* Road works for 3 days in one week				

The 85th percentile speed is defined as, “the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point.” Another way to consider this is the speed at which only 15% of traffic violate on average.

In the context of a speed sign, this is generally considered a standard tool to determine the threshold for intervention. For example, if 85% of motorists are driving within the Police Approved speed limit tolerance then speed reduction tools are unlikely to alleviate speed concerns to a perceptible degree. If 85% or more of motorists are exceeding the Police Approved speed limit tolerance and there is tangible evidence to support this, then it is reasonable that the carriageway in question may require investigation. It is also worth noting that whilst this is generally the case, there are of course other factors that could inhibit interventions, such as geometry of the carriageway, foliage, property boundaries, etc.