

# Overview of results of Langham Community Speed Watch



Carried out between 25.04.22 and 08.05.22



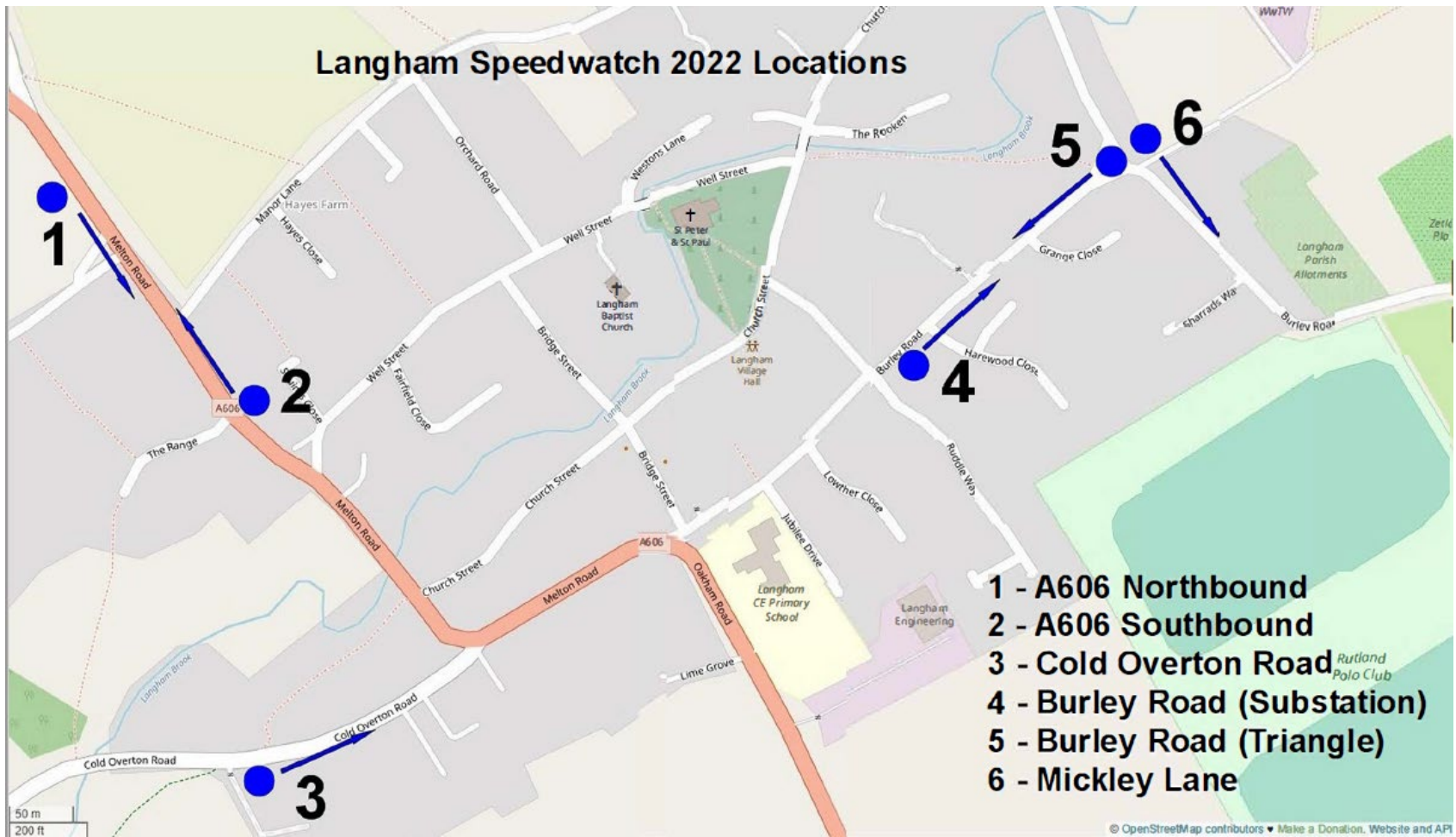
# INTRODUCTION

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- **Community Speed Watch (CSW) is a well-established process in the UK, where local communities, with the guidance, training and support of the police, monitor vehicle speeds in their community and report the result to the police.**
- **Langham Parish Council (LPC) was successful this year in its application to carry out a CSW in Langham.**
- **LPC therefore asked for volunteers, resulting in 17 volunteers being trained for the CSW. There were two events a day, each lasting an hour and requiring three volunteers, during the two weeks of operation.**
- **This document shows the data obtained from the CSW.**

# INTRODUCTION

- The Langham CSW operated 28 sessions, each of 1 hour, initially at six locations in Langham, at various times between 7:30 am and 6 pm.
- The initial six locations were:



# INTRODUCTION

The initial Timetable was:

## Langham Community Speed Watch schedule

Monday 25th April	Tuesday 26th April	Wednesday 27th April	Thursday 28th April	Friday 29th April	Saturday 30th April	Sunday 1st May
08:00 TO 09:00	07:45 TO 08:30	08:00 TO 09:00	10:30 TO 11:30	13:00 TO 14:00	09:00 TO 10:00	10:00 TO 11:00
A606 SOUTHBOUND	MICKLEY LANE	A606 SOUTHBOUND	A606 SOUTHBOUND	BURLEY RD Triangle	A606 SOUTHBOUND	A606 NORTHBOUND
17:00 TO 18:00	12:00 TO 13:00	16:00 TO 17:00	16:30 TO 17:30	16:30 TO 17:30	14:-00 TO 15:00	16:00 TO 17:00
A606 NORTHBOUND	BURLEY RD Sub Sta	A606 NORTHBOUND	COLD OVERTON RD	A606 NORTHBOUND	COLD OVERTON RD	A606 SOUTHBOUND
Monday 2nd May	Tuesday 3rd May	Wednesday 4th May	Thursday 5th May	Friday 6th May	Saturday 7th May	Sunday 8th May
07:30 TO 08:30	08:00 TO 09:00	14:00 TO 15:00	07:30 TO 08:30	11:00 TO 12:00	13:00 TO 14:00	11:00 TO 12:00
MICKLEY LANE	A606 NORTHBOUND	COLD OVERTON RD	A606 SOUTHBOUND	COLD OVERTON RD	A606 NORTHBOUND	A606 NORTHBOUND
17:00 to 18:00	12:00 TO 13:00	16:30 TO 17:30	16:30 TO 17:30	17:00 TO 18:00	16:30 TO 17:30	16:00 TO 17:00
A606 NORTHBOUND	BURLEY RD Sub Sta	A606 NORTHBOUND	MICKLEY LANE	BURLEY RD Sub Sta	BURLEY RD Triangle	MICKLEY LANE

## Revised schedule for second week

Monday 2nd May	Tuesday 3rd May	Wednesday 4th May	Thursday 5th May	Friday 6th May	Saturday 7th May	Sunday 8th May
08:30 TO 09:30	08:00 TO 09:00	14:00 TO 15:00	07:30 TO 08:30	11:00 TO 12:00	13:00 TO 14:00	11:00 TO 12:00
BURLEY RD Triangle	A606 NORTHBOUND	A606 SOUTHBOUND	A606 SOUTHBOUND	A606 NORTHBOUND	A606 NORTHBOUND	A606 NORTHBOUND
17:00 to 18:00	12:00 TO 13:00	16:30 TO 17:30	16:30 TO 17:30	17:00 TO 18:00	16:30 TO 17:30	16:00 TO 17:00
A606 NORTHBOUND	A606 SOUTHBOUND	A606 NORTHBOUND	A606 NORTHBOUND	BURLEY RD Sub Sta	A606 SOUTHBOUND	MICKLEY LANE

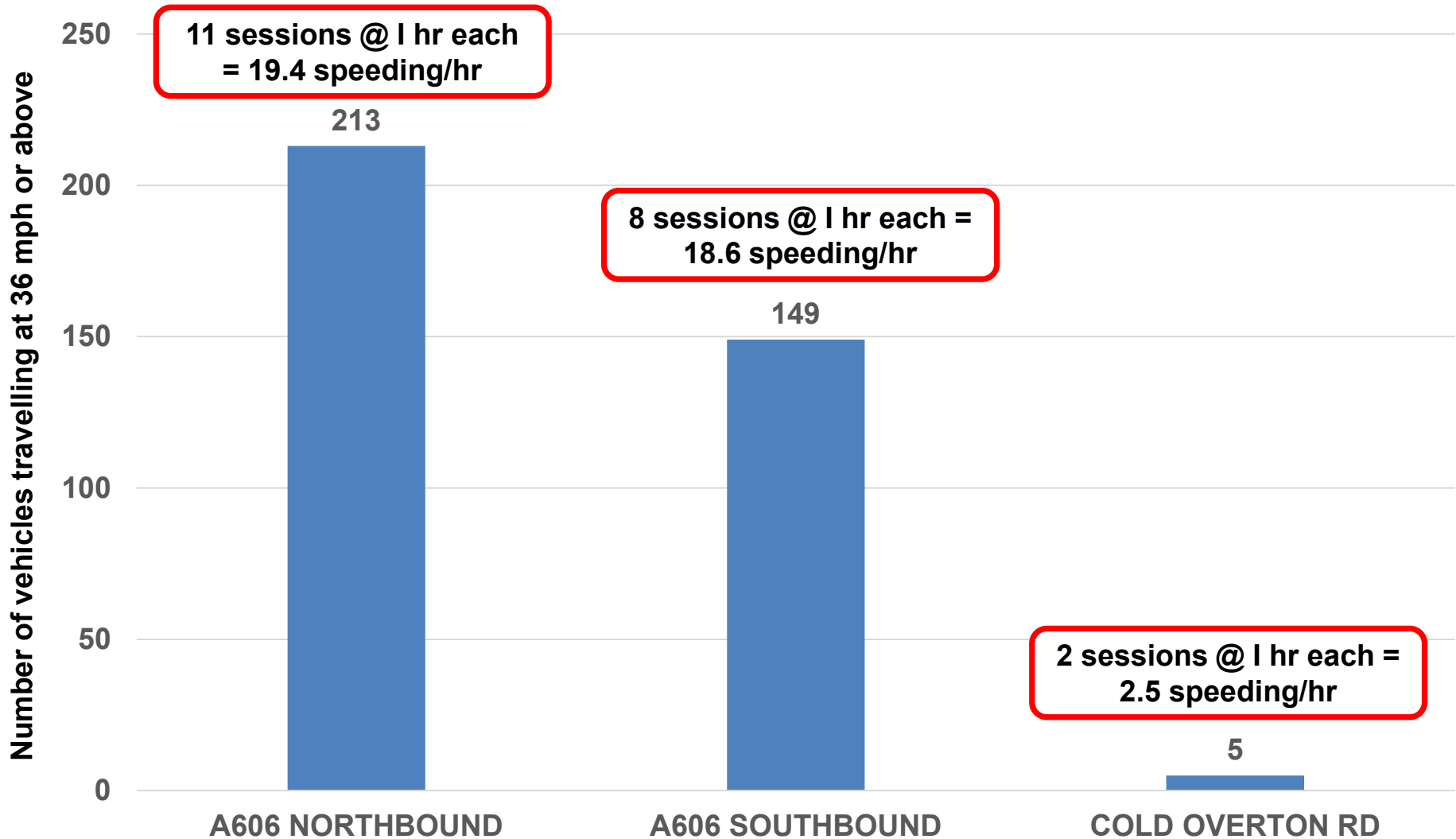
# RESULTS

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- Experience gained during the first week of operation showed that the sites at Cold Overton Road, Burley Road (Triangle), Burley Road (Substation) and Mickley Lane were unsatisfactory. It was clear that, for a variety of reasons, the true speed of the traffic could not be measured. In Cold Overton Road, it would be worth measuring traffic speed in the opposite direction i.e. entering Langham.
- The events at these sites were therefore reduced, with nearly all the remaining sessions in the second week being carried out on the A606 both Northbound and Southbound at the northern end of the village.
- “Speeding” was defined by the police as 36 mph or above (10% plus 3 mph above the speed limit of 30 mph). Vehicles travelling between 31 and 35 mph inclusive – of which there were a large number - were therefore not recorded.
- During just 28 hours of the CSW, a total of 367 vehicles were recorded as having been travelling at 36 mph or above. 213 of these were on the A606 Northbound going north out of the village, 149 were on the A606 Southbound from the Whissendine junction into Langham, and 5 were on Cold Overton Road, travelling south-west out of the village towards Cold Overton.
- This data is analysed in more detail in the subsequent pages.

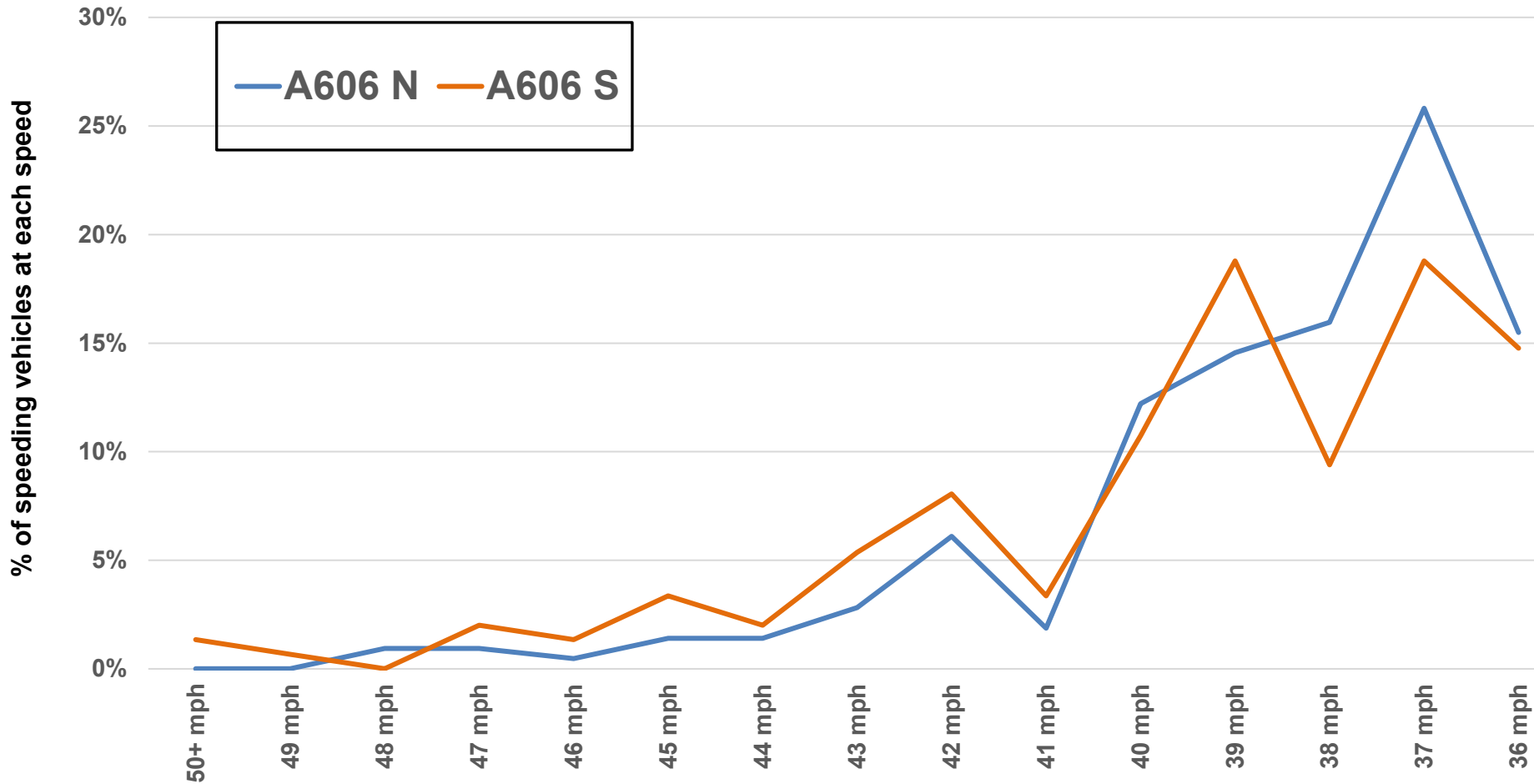
# Effect of Location – number of vehicles speeding by location

Number of vehicles speeding, by location



# Effect of Location – speed of speeding vehicles

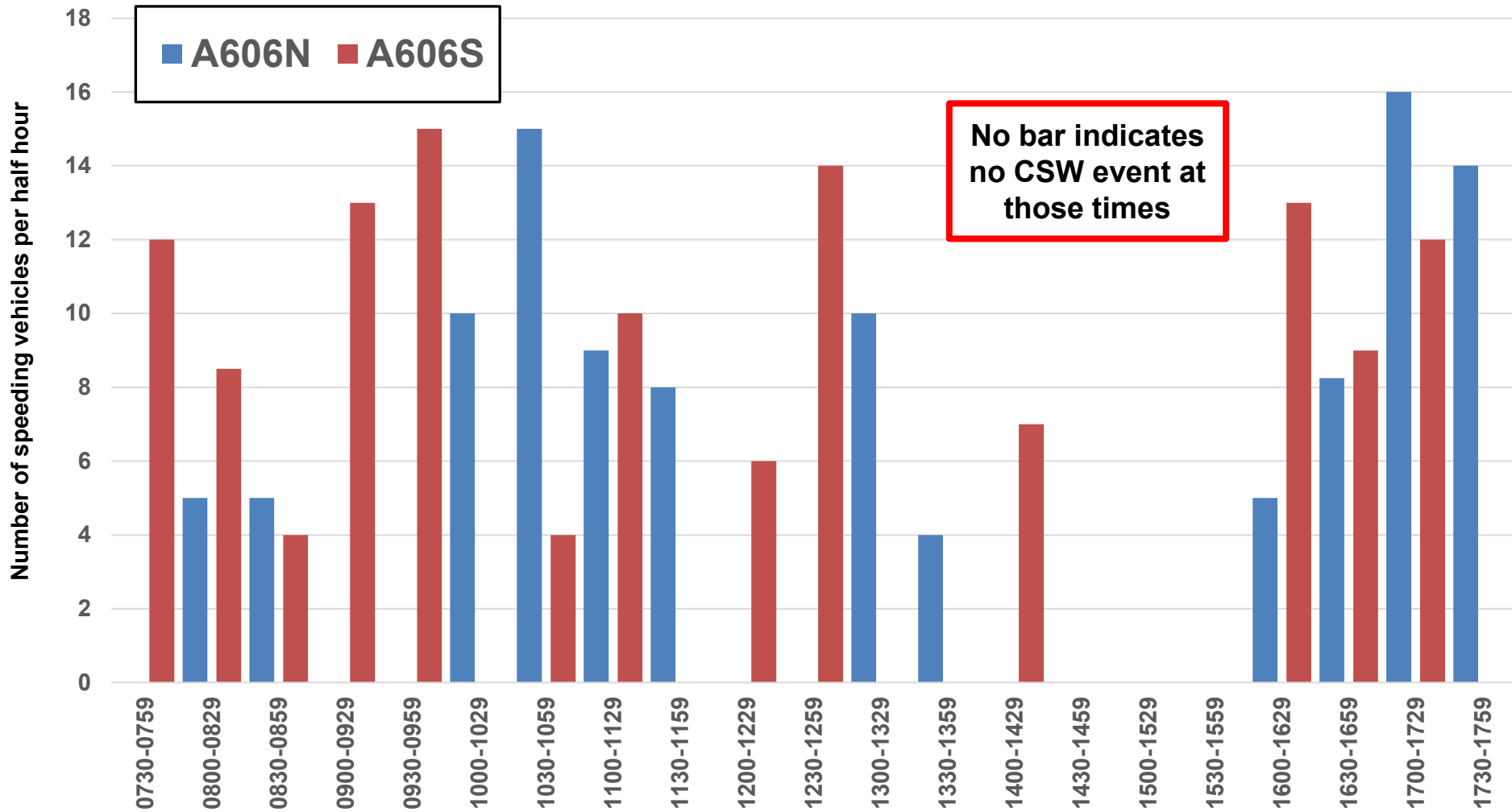
## Percentage of speeding vehicles at each speed, by location



**Note: this graph does NOT show “percentage of all traffic that is speeding”, but “percentage of speeding vehicles travelling at each 1 mph speed group”**

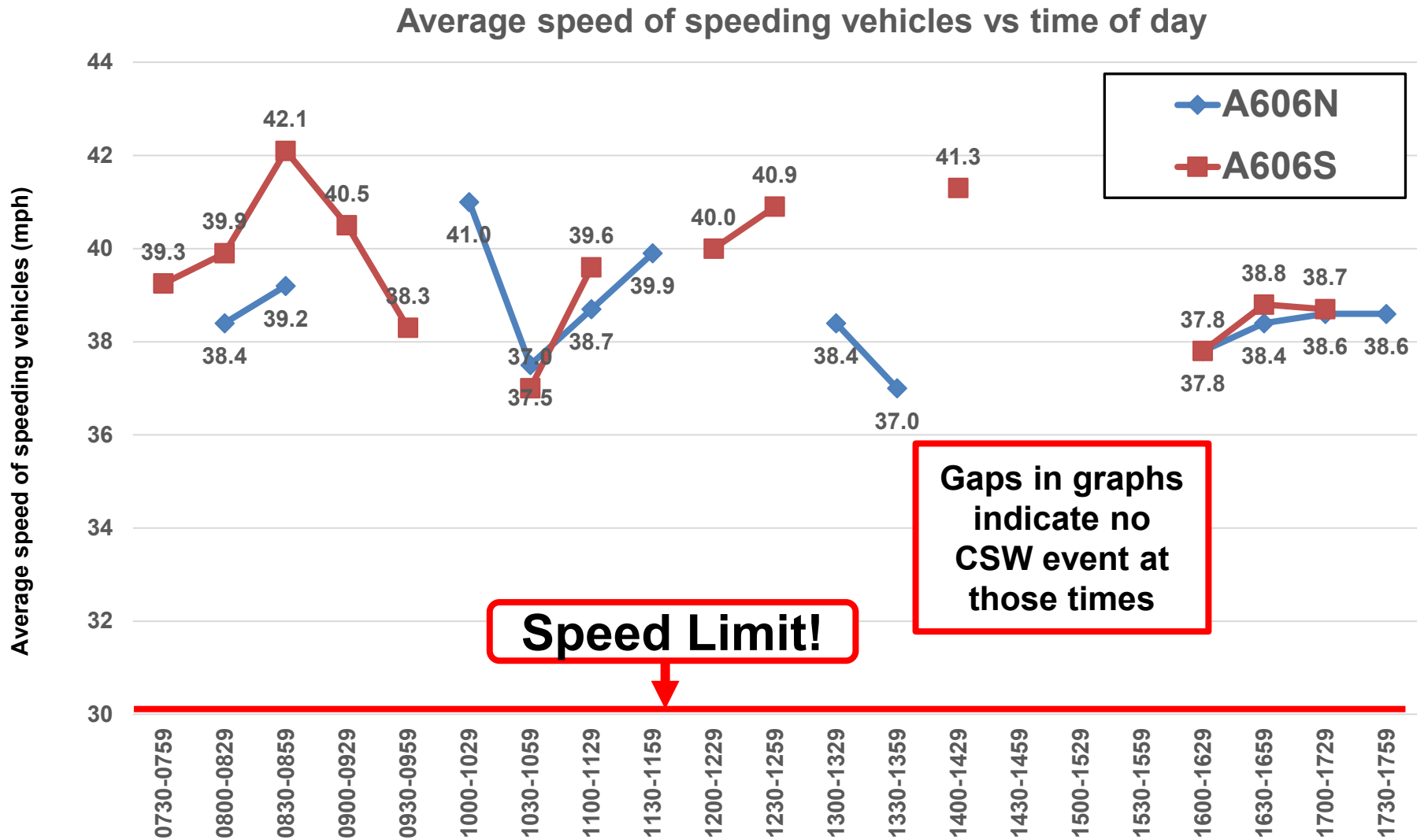
# Effect of Time of Day on number of speeding vehicles

## Number of speeding vehicles per event by time of day



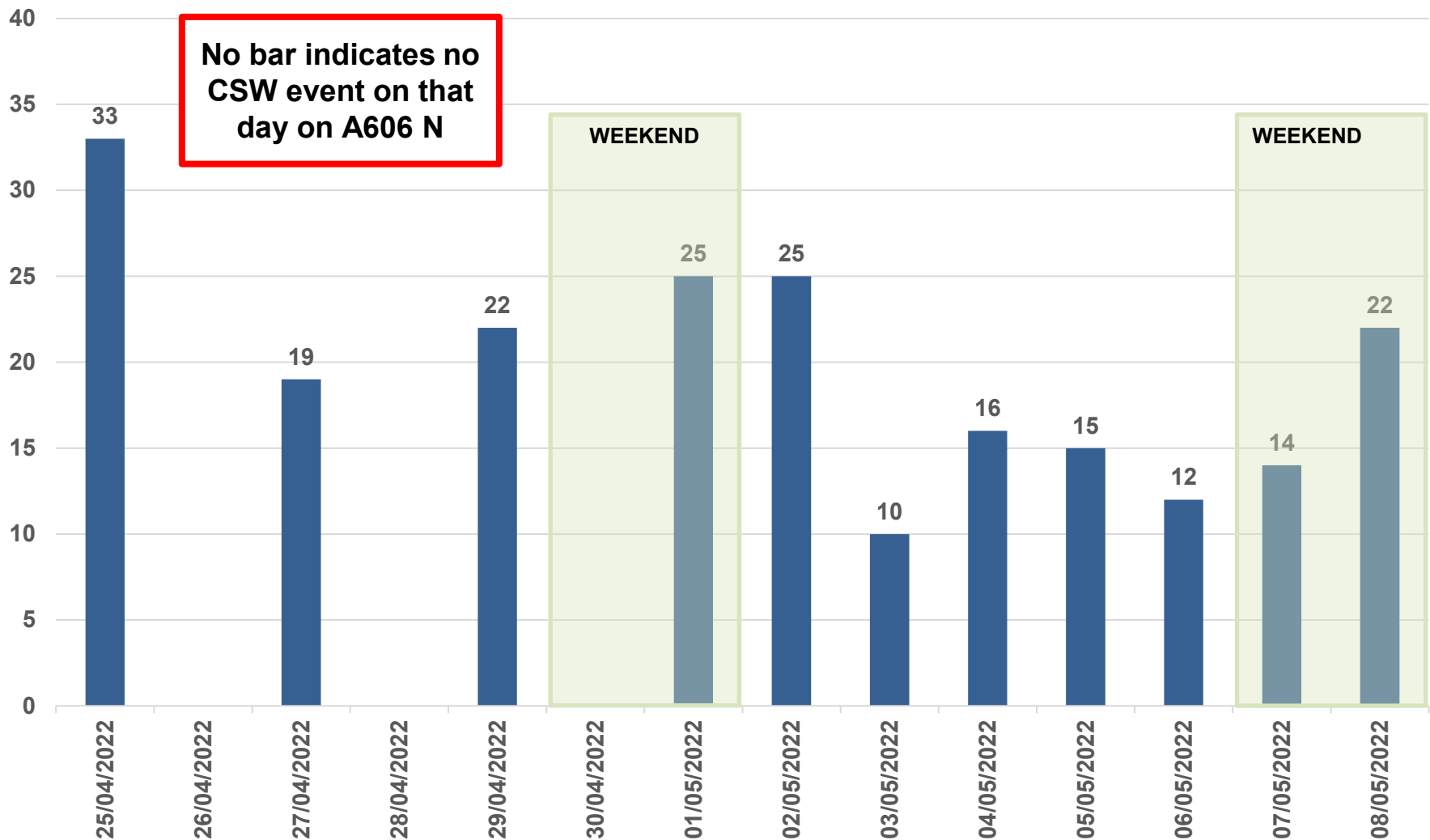


# Effect of Time of Day on Average Speed



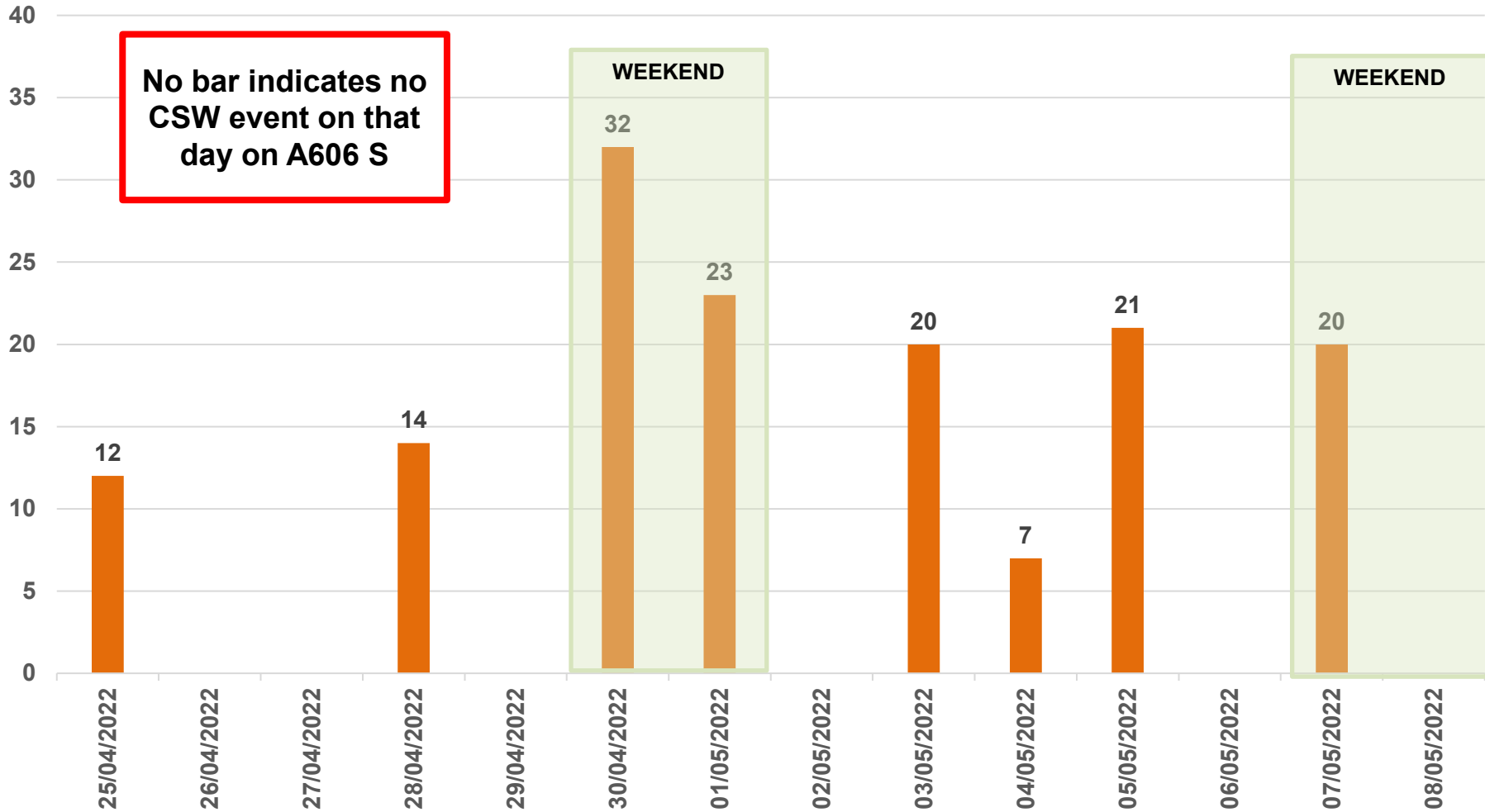
# Effect of day of week on vehicle speeding at each location

## A606 Northbound - Number of vehicles speeding by date



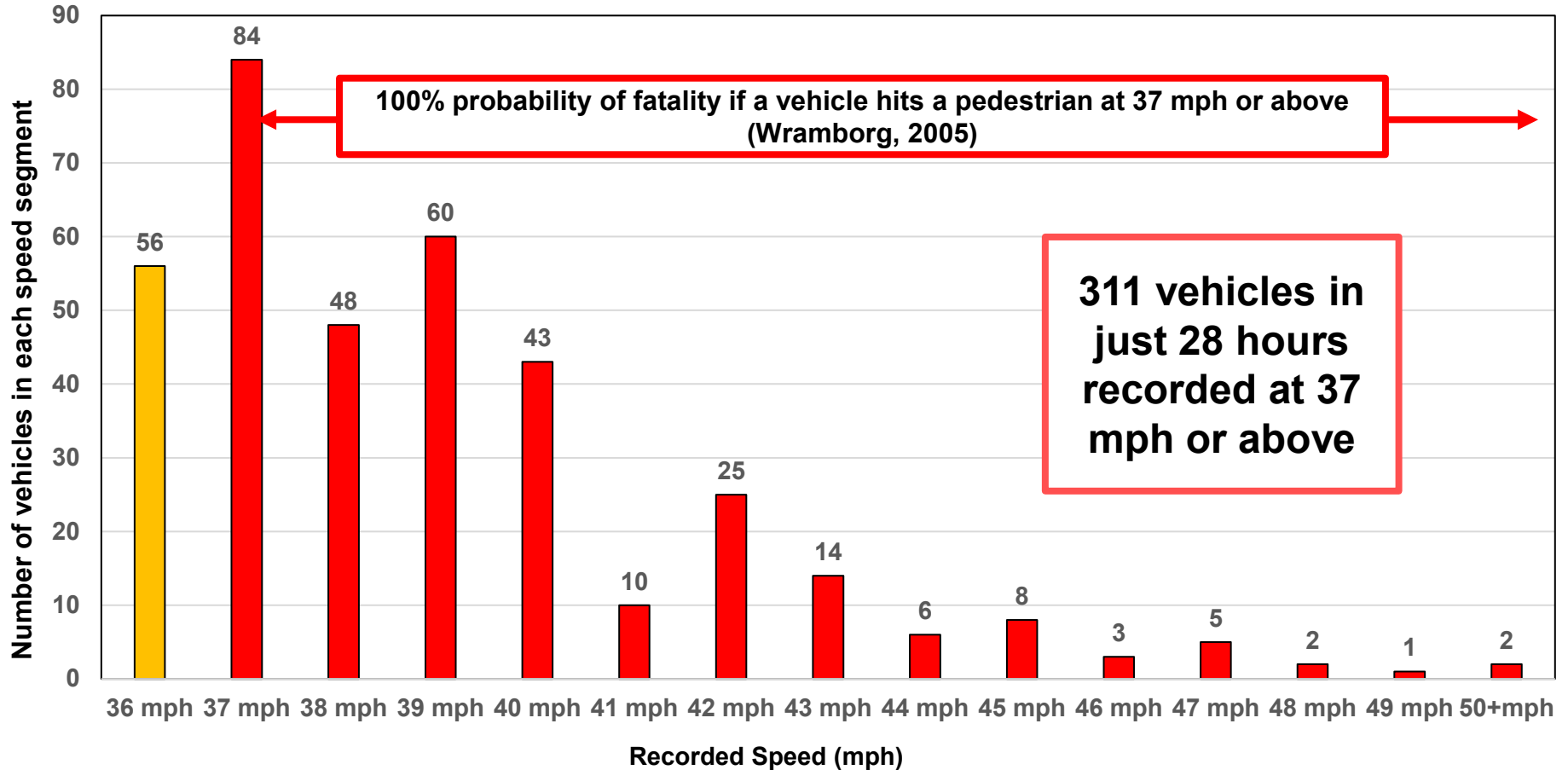
# Effect of day of week on vehicle speeding at each location

## A606 Southbound Number of vehicles speeding by date



# Total number of vehicles speeding during Langham CSW

The CSW in Langham found most vehicles that were speeding were travelling at dangerously high speeds





## Analysis - Total number of vehicles speeding during Langham CSW

- The highest speed recorded during the 28 CSW sessions was 53 mph on the A606 Southbound at 9:03 am on Saturday 30<sup>th</sup> April.
- Whilst this is good for a soundbite, the much more important and relevant factor for Langham residents is that 85% of the speeding vehicles were travelling at a speed which is predicted to be lethal to a pedestrian if struck (see Appendix 1).



## Appendix 1 – why not exceeding **30 mph** in Langham is so important

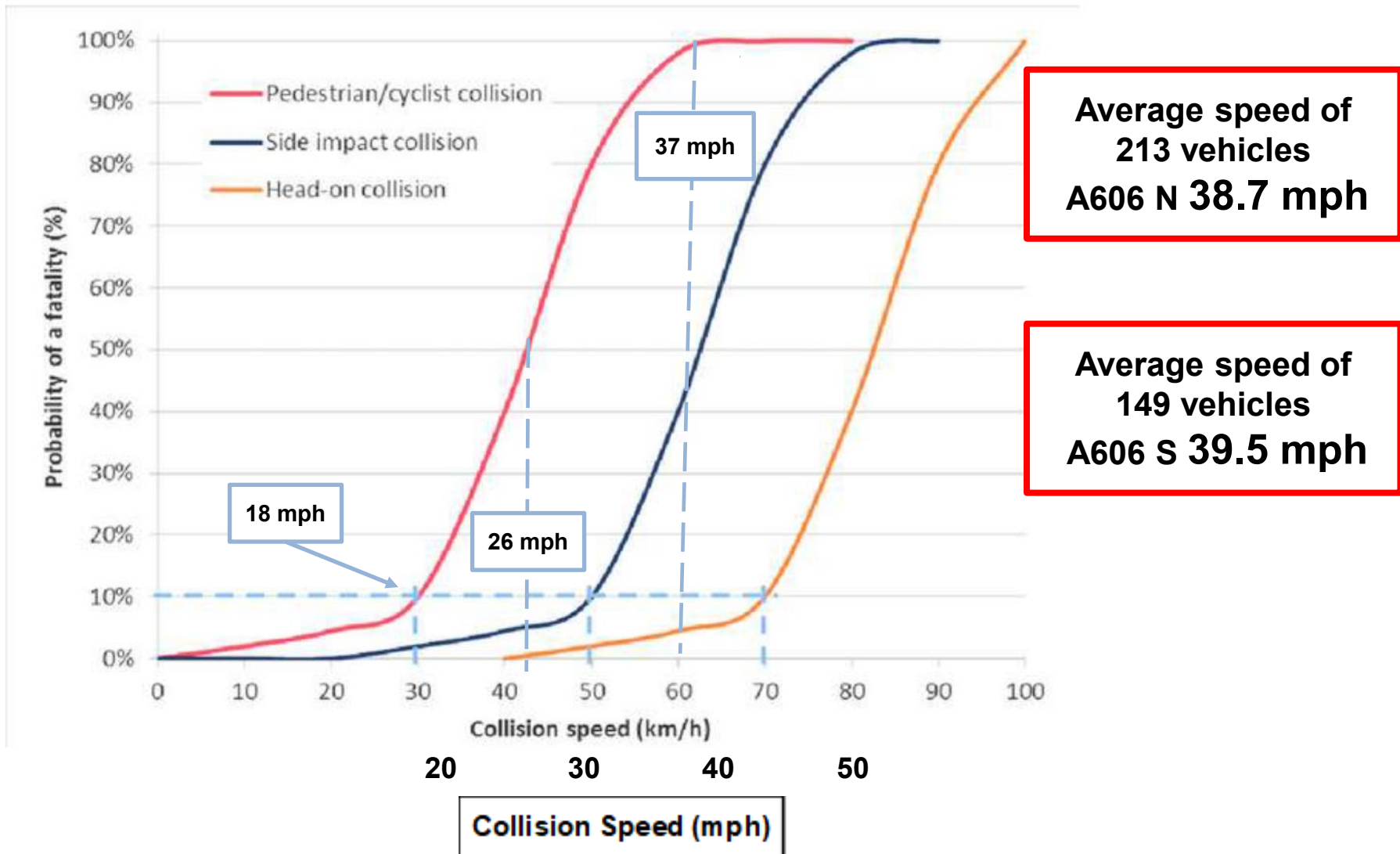
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### Why is speed so important in pedestrian accidents? (Data from ROSPA)

- On 20mph roads, 81% of car drivers exceed the speed limit and 44% exceed 25mph.
- On 30 mph roads in built-up areas, 53% of car drivers exceed 30 mph and 19% exceed 35 mph.
- Around two-thirds of ALL crashes in which people are killed or injured occur on roads with a speed limit of 30 mph or less.
- The main concern within Langham about vehicles speeding appears to be about pedestrians, particularly school children, being hit by a vehicle.
- The standard reference work on pedestrian/vehicle collisions was published by Wrangborg in 2005 and is still in use today. The speed/fatality predictions are indicative only, as there are so many variables in every pedestrian/vehicle impact. It indicates (see graph on next page) that the lowest speed for a predicted 100% fatality in a vehicle/pedestrian accident is just 37 mph.

# Appendix 1 – why not exceeding 30 mph in Langham is so important

Figure 1: Wrangborg's speed model, showing probability of a fatality by collision speed (km/h)



## Appendix 1 – why not exceeding **30 mph** in Langham is so important

Wrangborg is also supported by the laws of physics:

- At 37 mph, a vehicle has **1.5 times** the kinetic energy of the same vehicle at 30 mph.
- At 42 mph a vehicle has **twice** the kinetic energy of the same vehicle at 30 mph.
- At 53 mph (the maximum speed recorded during the CSW) a vehicle has **over three times** the kinetic energy of the same vehicle at 30 mph.
- In this context, kinetic energy pretty much equates to the amount of damage done if a vehicle hits something (human, building, another vehicle).
- Over the two weeks, the average speed of the 213 vehicles recorded as speeding Northbound was 38.7 mph and for the 149 vehicles Southbound it was 39.5 mph.





## Final Thoughts

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- **There will be no solution to speeding on the A606 through Langham, or indeed anywhere else in the UK, until '35 in a 30 limit' becomes socially unacceptable, just as smoking in public has become socially unacceptable in our lifetime. Achieving this change in social attitudes is not within the power of LPC or RCC, and maybe not even the government.**
- **What is within the power of those organisations is to build bypasses, which was indeed government policy about a decade ago.**