



## Suckley Parish

### BACKGROUND

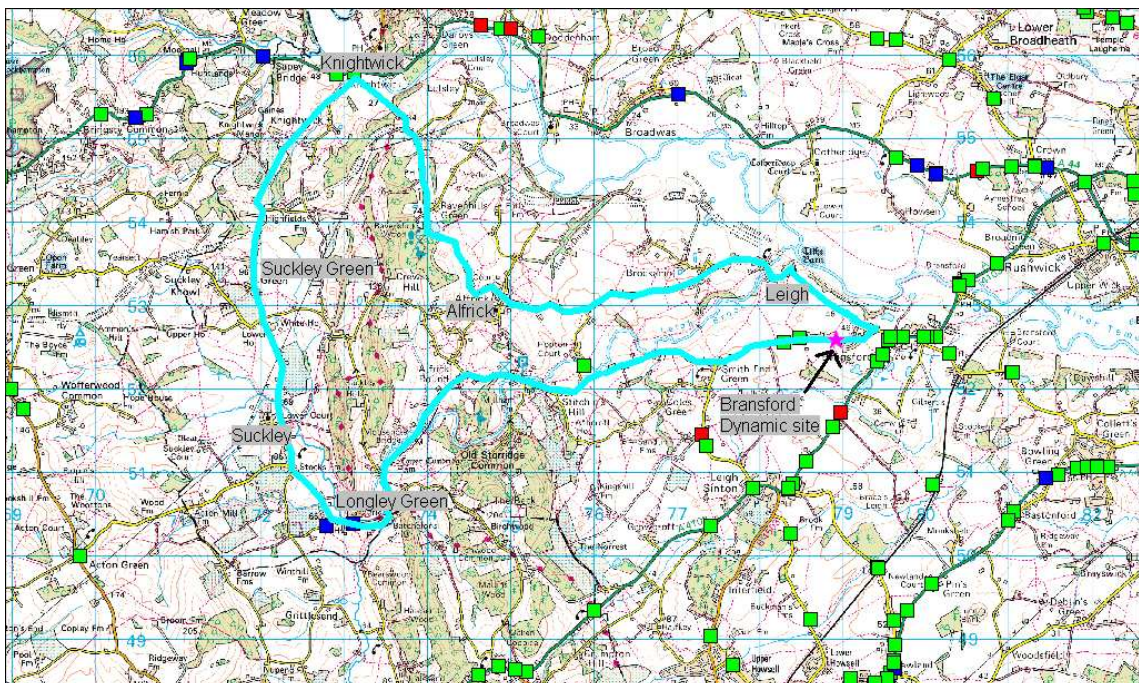
In March 2011, Safer Roads Partnership received an email from Diana Taylor Clerk to Suckley Parish Council raising concerns of speeding traffic along Knightwick Road in Suckley past the village hall and the T junction to the local primary school and church, then up to White House Cross Roads.

Furthermore, Leigh, Alfrick and Longley Green have also expressed concerns about speeding traffic and all areas have concerns about heavy goods vehicles passing through the area. Unfortunately, the Safer Roads Partnership has no formal way of collecting data on vehicle types in this area.

Safer Roads Partnership has currently got a dynamic enforcement site in Bransford which appears to be at the start point of a geographical loop (Figure 1).

This report will show analysis of all areas to show the feasibility of making this area a Community Concern or Dynamic Enforcement Site.

Figure 1: Juxtapositions of surrounding village areas and Bransford Dynamic enforcement site



Speed data were collected during May 2011 from Leigh and Longley Green. This report will ascertain the speed of travelling traffic, the volume of traffic and investigate the number of reported Killed or Serious Injured collisions and casualties along with any damage only collisions reported to the Police.

These data analysed and assessed to see if criteria are met for consideration as Community Concern or Dynamic Enforcement Site.

## INFORMATION SOURCES

Collision and casualty information has been taken from AccsMap which is updated monthly from the Police Collision Database.

Speed information has been taken from the speed boxes deployed at the sites illustrated in Figures 2a and 2b. The reason the speed data was only collected from the two sites, is because existing data already exists from the dynamic enforcement site at Suckley Road, Bransford, and looking at the configuration of the network, taking speed data from points at the beginning of the loop; Leigh, then Longley Green in the middle, and Bransford data at the end. Bringing this information together, gives an indication of the speeding behaviour of traffic.

Figure 2a: Locations of speed data box in Leigh.

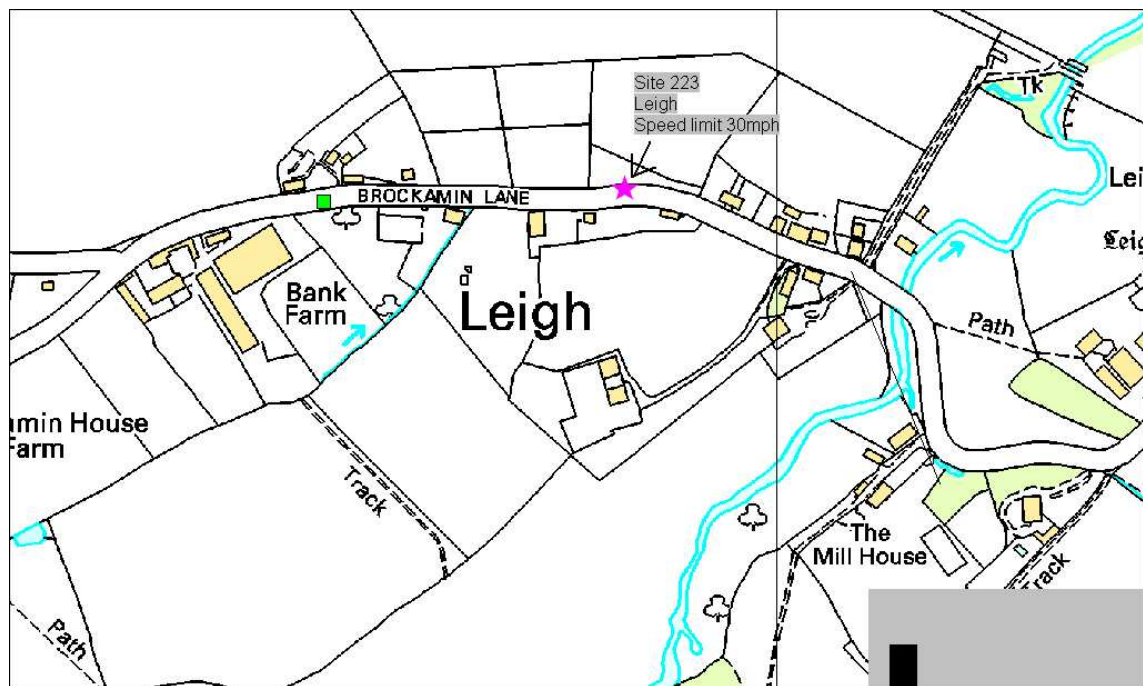
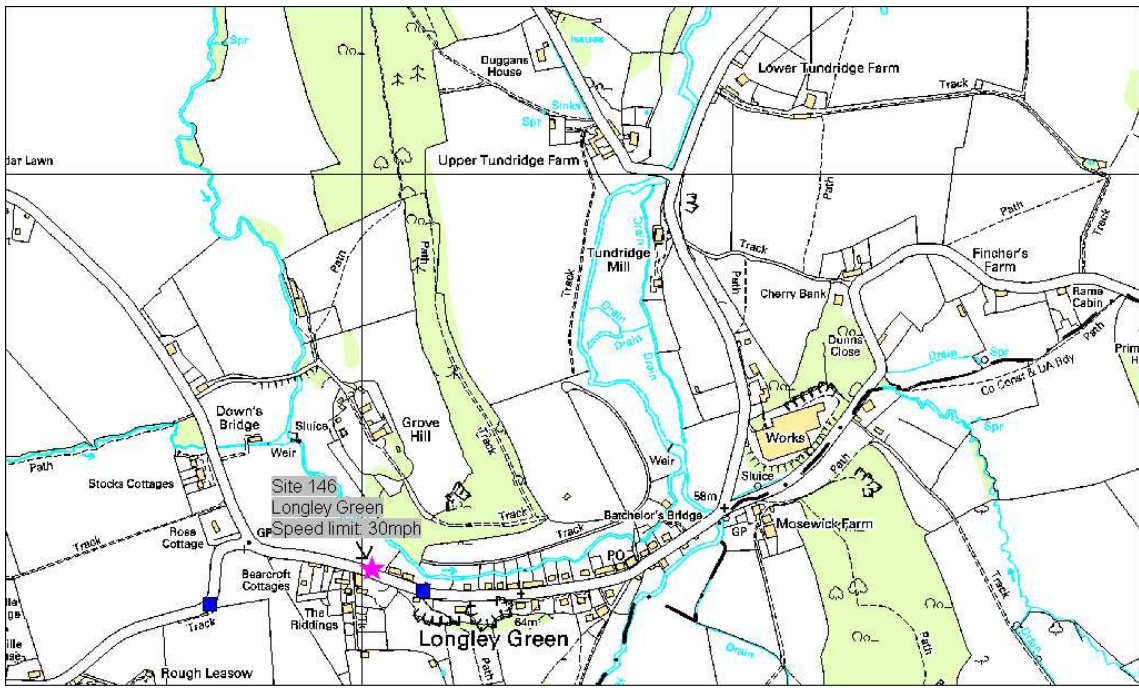


Figure 2b: Locations of speed data box in Longley Green.



**Note to the reader**

To determine the speed of vehicles travelling on a road we use the industry standard of the 85<sup>th</sup> percentile speed.

This is the speed that 85% of vehicles travel at or below. For example an 85<sup>th</sup> percentile speed of 40mph shows that 85% of vehicles travel at or below 40mph. This statistic can also be reversed and shows that 15% of vehicles travel at or higher than 40mph.

The results of the speed data collection from Leigh show the following:

Travelling towards Alfrick

- The 85<sup>th</sup> percentile speed is 35.3mph, slightly above the 35mph required for speed enforcement
- 45.2% of vehicles are exceeding the 30mph speed limit
- There is a mean (average) speed of 30.6mph
- 7 day average volume of traffic 477 vehicles

Travelling towards Bransford

- The 85<sup>th</sup> percentile speed is 35.7mph, slightly above the 35mph required for speed enforcement

PROTECT – COMMUNITY CONCERN

- 47.9% of vehicles are exceeding the 30mph speed limit
- There is a mean (average) speed of 30.3mph
- 7 day average volume of traffic 501 vehicles

Taking both directions together this gives an average of both ways with an 85<sup>th</sup> percentile of 35.6mph, this is slightly above the 35mph for enforcement with an average seven day volume of 978.

The results of the speed data collection from Longley Green show the following:

Travelling towards Worcester

- The 85<sup>th</sup> percentile speed is 31.4mph, below the 35mph required for speed enforcement
- 16.5% of vehicles are exceeding the 30mph speed limit
- There is a mean (average) speed of 27.6mph
- 7 day average volume of traffic 210 vehicles

Travelling towards Suckley

- The 85<sup>th</sup> percentile speed is 32.6mph, below the 35mph required for speed enforcement
- 21.5% of vehicles are exceeding the 30mph speed limit
- There is a mean (average) speed of 27.3mph
- 7 day average volume of traffic 236 vehicles

Taking both of these together, the average for both ways is 32.6mph which is below the 35mph required for enforcement with an average seven day volume of 446.

**RESULTS – PERSONAL INJURY COLLISIONS**

Data were collected for the most recent 36 month period, this being 01 June 2008 to 31<sup>st</sup> May 2011 encompassing the area shown in Figure 1.

Date	Cas.	Sev.	Cyclists	Pedestrian	Children	OAPs	Vis.	Manv.	Road Cond.	Time
03/12/2008	1	Serious	0	0	0	1	Light	No turn	Frost/Ice	1313
18/12/2008	2	Slight	0	0	0	0	Light	No turn	Dry	948
07/06/2009	1	Slight	0	0	0	1	Light	No turn	Wet/Damp	920
13/06/2009	1	Serious	0	1	0	0	Dark	No turn	Dry	100
18/11/2009	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	1420
24/09/2010	1	Slight	0	0	0	1	Light	No turn	Dry	935
29/03/2011	1	Slight	0	0	0	0	Dark	No turn	Dry	2300
31/05/2011	1	Slight	0	0	0	0	Light	No turn	Dry	1505
<b>8</b>	<b>9</b>		<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>				

The blue line in Figure 1 represents the road, which measures 2.3km long. Along this route are 8 collisions; 2 serious and 6 slight.

Collisions points:

Nature of collision	No. of collisions	KSI point score	Total collisions points
Serious	2	3	6
Slight	6	1	6
Total	8		12

(Source: AccsMap at Safer Roads Partnership)

As per government guidelines<sup>1</sup>, the number of collisions points for KSI for this area is 2.6 KSI/km, and Personal Injury Collisions is 2.6 PIC/Km.

Damage only collisions (source: OIS West Mercia Police):

Suckley	4
Alfrick	8
Leigh	34

## SUMMARY

The data shows a number of things about this area. Although there is not an apparent speeding issue, although the speeding traffic is slightly high in Leigh, the volume of traffic is very low. It is then surprising that the KSI collision points are high, as are the damage only collisions.

Although the KSI per kilometre is 2.6 KSI/km, for a mobile enforcement site, the PIC is low at 2.6 PIC/km which falls short of the 4PIC/Km required for the mobile enforcement.

There is presently a dynamic enforcement site in Bransford and with co-operation with the Local Policing Team, although the criteria are not met for Community Concern or Core enforcement, there is concern enough to be able to supplement the existing enforcement strategy of the Local Policing Team.

**Helen Roberts**  
**Performance Analyst**  
**Safer Roads Partnership**  
**21<sup>st</sup> June 2011**

## Update 27<sup>th</sup> June 2011

Figure 1 shows the location of the dynamic enforcement site on Suckley Road, Bransford which was launched in February 2011. The 85<sup>th</sup> percentile was measured in September 2010 as 38.5mph, with 61% of vehicles exceeding the speed limit. Since the enforcement activity began in February 2011, the speeds have significantly decreased.

<sup>1</sup> [http://www.speedcameras.org/speed\\_cameras\\_guidelines.htm](http://www.speedcameras.org/speed_cameras_guidelines.htm)

Speed data was taken again in March 2011 which showed a drop in the 85<sup>th</sup> percentile of over 11% bringing the speeds down to 34.1mph, which is below the enforceable limit, and a decrease of nearly 33% in the amount of vehicles exceeding the speed limit.

Due to the decrease in speeds, the Safer Roads Partnership intends to exit from the site, with regular speed box deployment over the following 6 months to ensure speeds do not increase again.

This information will be shared with the Local Policing Team for them to work into their operational strategy to continue with their own speed enforcement when required.

**Helen Roberts**  
**Performance Analyst**  
**Safer Roads Partnership**  
**27<sup>th</sup> June 2011**