
Bownham Park Rodborough Residents Association Ltd.

Dear Residents,

The issue of traffic speed around the Park has been discussed several times over the years, but there has not been consensus on whether this is a significant issue or what, if any, action should be taken.

In the last Newsletter I mentioned that we had been able to borrow a Speed Indicator Device (**SID**) from Rodborough Parish Council, and you may have seen this when it was here in March. It was hoped that this would be able to provide us with some data about the volumes and speeds of vehicles around the Park to inform the debate and enable a decision.

SID was sited in two different locations, on the south hill (opposite no 71) and on the north hill (near no 19) - in both cases facing the traffic coming down the hill. SID does not capture the registration details of the vehicle but measures the vehicle speed of traffic coming towards it down the hill where the driver sees the speed displayed in red or green. It also measures the speed of vehicles driving up the hill away from SID (in these cases the speed is not displayed).

We have now received the data from both locations and the key points are set out in the table below:

Location	Dates	Direction	Vehicle Count (total)	Average vehicles per day	Average Speed	Max speed recorded	% Speed Violations
'south hill'	14-27 Feb	Downhill	311	24	15	28	6%
		Uphill	307	23	15	26	5%
'north hill'	27 Feb-7 March	Downhill	127	16	16	32	13%
		Uphill	138	17	17	30	23%

We discussed the results at the most recent BPRRA Council meeting and our summary was:

- The overall traffic levels around the Park are low;
- There are no examples of ridiculous speeds, the highest measured was 32mph;
- The number of violations (speeds over 20mph) is relatively low, but there are more when the driver does not see the camera e.g., going uphill on the northern side. On the southern side there were builders' vans parked on, or at the top, of the hill during this period, so that was likely to have reduced speeds: and
- It appeared that the frequency of violations (speeds of 25-30) did reduce towards the end of the time period which suggest that it had an impact on behaviour.

The results were discussed at the recent BPRRA Council meeting and the conclusion reached was that because we now had some evidence to show that the overall level of speeding was quite low, we would *not* be recommending taking further action e.g., traffic calming, signs or buying our own SID. Also, some of these measures have potential downsides or costs which are not justified by the scale of the issue.

It was also noted that whilst the data did not capture number plates, the vehicles that were speeding (based on the observations of Council members and comments received from other residents) whether it was delivery vans, or *some residents*, they were unlikely to change behaviours unless the measures resulted in some type of enforcement action*.

If you have any comments regarding this, please contact me or any one of the Council members,

Regards,

Tim Love, Chair, BPRRAL.
On behalf of BPRRAL Council

*There has been some interesting commentary in 'The Commoner' periodical magazine, detailing the results of speed monitoring activity, some of which is quite positive and shows speeds in some locations were lower than local residents' perceptions, but also that where the enforcement cameras did capture vehicle registrations, and the worst offending drivers were sent warning letters by the police, some drivers still did not change their driving habits.

