

Charmouth Parish Council



**Highways Sub-committee
Playing Fields, Cemetery and Street Management Committee**

Traffic Survey Report

Issue C

Executive Summary

This report provides a summary analysis of the traffic speed survey undertaken by Dorset County Council for Charmouth Parish Council in May 2016.

The refined data suggest that in general motorists comply with the speed restrictions, although there are significant variations across the day. Excess speed is most noticeable during the morning rush hour peak and silent hours, when volumes are low and therefore higher speeds, appear to the drivers, to be possible.

This report does not suggest any recommendations as any recommendation to be proposed to the Parish Council will be the result of discussions within Highway Sub-Committee of the Playing Fields, Cemetery and Street Management Committee.

There appears to be an error in the data set as provided by Dorset County Council in that the data indicates that over the seven day period over 3,000 more vehicles left the village than entered the village.

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1 Background

There has been growing concern about traffic levels and the speed of some vehicles driving along The Street, through Charmouth and Lower Sea Lane whilst traveling to and from the school and the beach.

In the past approaches have been made to Dorset Police and Dorset County Council (DCC), as the highway authority, for speed restriction to be imposed along Lower Sea Lane as concern has been raised to the Parish Council from the public.

At the Charmouth Parish Council's Council meeting held on 17th May 2016 following a proposal from the Playing Fields, Cemetery and Street Management Committee the Council agreed to expend £500 with DCC for four, one week traffic surveys.

2 Introduction and Scope

2.1 Introduction

This report provides an analysis of the refined data produced by DCC relating to four survey sites.

The survey conducted at each site was over a period of seven days in the latter part of May 2016.

2.2 Scope

The scope of this report is limited to a statistical analysis of the refined data. The report provides conclusions based on the refined data.

This survey does not provide any recommendations.

3 The Survey

The survey was conducted at the following locations within Charmouth. All surveys were conducted over the seven day period 30th May 2016 to 5th June 2016:

- a) Axminster Road (just northwest of the junction with Nutcombe Terrace) road classification and number C87 (DCC survey site number 3009) (see Figure 1 [on page 6]);

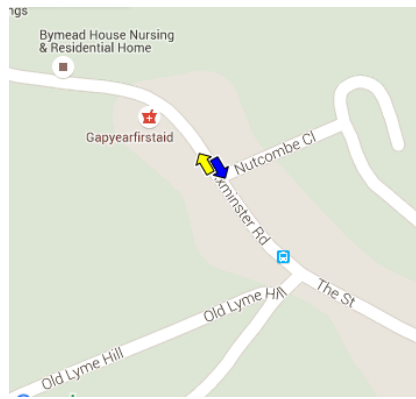


Figure 1

- b) Lower Sea Lane (just north of the junction with Meadow Lane) road classification and number C131 (DCC survey site number 3010) (See Figure 2 [below]) ;

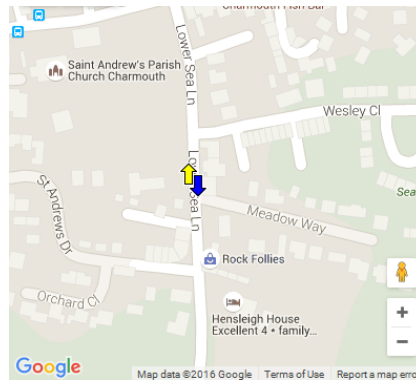


Figure 2

- c) The Street (outside The Royal Oak Public House) road classification and number C87; (DCC survey site number 3011) (see Figure 3 [below]); and

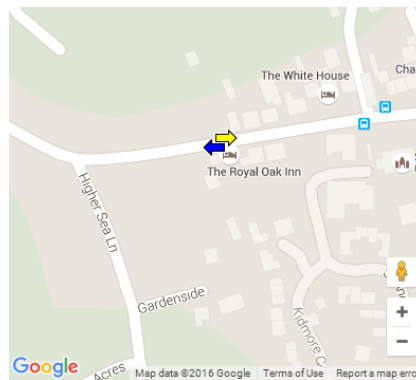


Figure 3

- d) The Street (near the bridge over the Wootton Stream) Road Classification and number C87; (DCC survey site number 3012 (see Figure 4 [on page 7]));



Figure 4

4 Refined Data Speed Ranges

The speed ranges provided in the DCC survey report provides refined data in the following speed ranges:

- a) Less than 1.9mph
- b) 1.9 to 9.9mph
- c) 9.9 to 14.9mph
- d) 14.9 to 19.9mph
- e) 19.9 to 24.9mph
- f) 24.9 to 29.8mph
- g) 29.8 to 34.8mph
- h) 34.8 to 39.8mph
- i) 39.8 to 44.7mph
- j) 44.7 to 49.7mph
- k) 49.7 to 55.3mph
- l) More than 55.3mph

In terms of speed enforcement the advice to Commissioners of Police and Chief Constables from the Association of Chief Police Officers of England, Wales and Northern Ireland¹ (ACPO) is that speed enforcement through the criminal justice system should only be considered for the speeds indicated in the second column of Table 1 (on page 8).²

¹ The Association of Chief Police Officers of England, Wales and Northern Ireland was replaced by National Police Chiefs' Council (NPCC) on 1st April 2015. The advice issued by ACPO in 2013 is extant.

² ACPO *Speed Enforcement Policy Guidelines 2011-2015: Joining Forces for Safer Roads*

Table 1

Speed Limit	Minimum Speed at which Prosecutions may be Considered
20 mph	≥ 24 mph ³
30 mph	≥ 35 mph
40 mph	≥ 46 mph
50 mph	≥ 57 mph
60 mph	≥ 68 mph
70 mph	≥ 79 mph

The rationale that underpins the advice from the ACPO advice is based on two factors, these being:

- (a) The Road Vehicles (Construction and Use) Regulations 1986 requires speedometers to be calibrated to an error of not greater than 10%⁴; and
- (b) Police speed measuring systems are tested within a maximum measurement inaccuracy of ± 2 mph for speeds up to 66 mph and $\pm 3\%$ above 66 mph.

5 Data

5.1 Information Provided in the Reports

Refined data provided in the 'automatic traffic count' includes:

- a) Traffic volumes, hour by hour through each day;
- b) Vehicle lengths, hour by hour through each day; and
- c) Vehicle speed, hour by hour through each day;
- d) Mean either for hourly periods of the day or for periods of the day (i.e. 07:00 – 19:00; 06:00 -22:00; 06:00 – 24:00; and 00:00 – 24:00)

5.2 Refined Data

The data provided by DCC is 'refined' in that it is not the raw data but a detailed summary. For example the vehicle speed data from the DCC survey monitoring equipment is record in their report as the number of vehicles within a time period of an hour within a particular vehicle speed range as opposed to the time of each vehicle and its speed. e.g. 25 vehicles with a speed of between 20-25mph during the time period 11:00 to 11:59 on Tuesday 31st May 2016.

³ \geq Equal or greater than

⁴ Although this issue is not acknowledged in the ACPO guidelines. ACPO maintains a view that any driver who exceeds the speed limit plus the measuring inaccuracy of the police speed measuring system (e.g. 32 mph in a 30 mph speed limit) is at risk of prosecution (see section 9.4 of the guidelines). However, the Crown Prosecution Service (CPS) will abandon any prosecution where the defendant indicates he or she intends to enter a plea of not guilty, because of the statutory position of The Road Vehicles (Construction and Use) Regulations 1986

6 Results

6.1 Introduction

In the appendices there are selected pages from the DCC survey report. This section provides the results of the analysis of the refined data.

6.2 Axminster Road near Nutcombe Close Survey Site

The refined data reveals:

6.2.1 South Eastbound to Village Centre Seven Day Period

Table 2 (below) provides a consolidated seven day survey of the survey site at Axminster Road towards Charmouth.

Table 2 – Axminster Road towards Charmouth

Time	Speed Range				Percentage Vehicles	
	0-30 mph	30-35 mph	> 35 mph	Total	> 30 & > 35 mph	> 35mph
00:00	3	1	0	4	25%	0%
01:00	1	0	0	1	0%	0%
02:00	0	0	0	0		
03:00	0	0	0	0		
04:00	0	0	0	0		
05:00	2	1	0	3	33%	0%
06:00	9	2	0	11	18%	0%
07:00	24	6	2	32	25%	6%
08:00	47	12	2	61	23%	3%
09:00	101	13	1	115	12%	1%
10:00	158	17	2	177	11%	1%
11:00	188	21	2	211	11%	1%
12:00	160	19	1	180	11%	1%
13:00	134	23	2	159	16%	1%
14:00	137	19	1	157	13%	1%
15:00	139	24	2	165	16%	1%
16:00	134	26	2	162	17%	1%
17:00	121	21	1	143	15%	1%
18:00	87	20	4	111	22%	4%
19:00	66	15	2	83	20%	2%
20:00	45	9	1	55	18%	2%
21:00	32	5	1	38	16%	3%
22:00	18	5	2	25	28%	8%
23:00	6	2	1	9	33%	11%

The survey results show that across the day 15% of vehicle had a speed in excess of 30 mph, but only 2% were above 35mph. The refined data reveals that one vehicle was travelling in the speed range of greater than 55.3mph on Bank Holiday Monday 30th May between 10 and 11am. The most significant period for excess speed is either the rush hour peaks (7 to 9am and 6pm to 7pm)

7pm) or between in the late night period (9pm to 12 midnight). The mean speed was 26.4 mph⁵ for the whole day over the seven day period.

Figure 1 (on page 6) is a chart that shows the relationship between excess speed and traffic volume. This chart shows that when there are higher volumes of traffic the amount of excess speed is reduced.

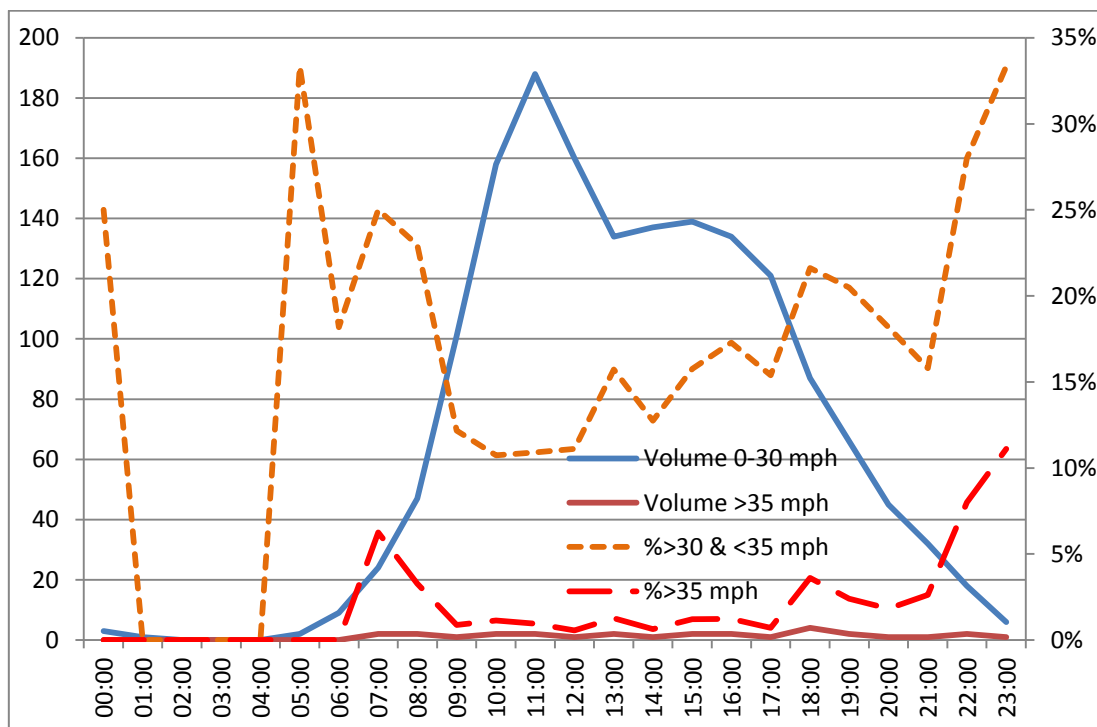


Figure 5 – Axminster Road to Village – Traffic Volume against Excess Speed

6.2.2 North Western bound to Lyme Regis Seven Day Period

Table 3 (on page 11) provides a consolidated seven day survey of the survey site at Axminster Road towards Lyme Regis.

The survey results show that across the day 11% of vehicle had a speed in excess of 30 mph, but only 1.27% of all vehicles were above 35mph. The refined data reveals that one vehicle was travelling in the speed range of between 39.8-44.7mph on Friday 5th June between 9 and 10am. The most significant period for excess speed is either the morning rush hour peaks (5 to 9am) or during the silent hours period (10pm to 2am). The mean speed was 25.8 mph for the whole day over the seven day period.

Figure 6 (on page 11) is a chart that shows the relationship between excess speed and traffic volume. This chart shows again that when there are higher volumes of traffic the amount of excess speed is reduced.

⁵ From Report No. 3009, Sheet: 'Speed__7 Day'; Cell no. P121.

Table 3 – Axminster Road to Lyme Regis

Time	Speed Range			Total	Percentage Vehicles	
	0-30 mph	30-35 mph	> 35 mph		> 30 & < 35 mph	> 35 mph
00:00	3	1	0	4	25%	0%
01:00	2	1	1	4	25%	25%
02:00	0	0	0	0		
03:00	0	0	0	0		
04:00	1	1	0	2	50%	0%
05:00	4	2	1	7	29%	14%
06:00	13	5	2	20	25%	10%
07:00	33	16	3	52	31%	6%
08:00	66	17	3	86	20%	3%
09:00	129	20	1	150	13%	1%
10:00	203	16	1	220	7%	0%
11:00	217	17	1	235	7%	0%
12:00	201	14	1	216	6%	0%
13:00	182	18	1	201	9%	0%
14:00	190	17	2	209	8%	1%
15:00	189	18	2	209	9%	1%
16:00	182	20	1	203	10%	0%
17:00	164	23	2	189	12%	1%
18:00	116	18	2	136	13%	1%
19:00	84	17	2	103	17%	2%
20:00	53	9	1	63	14%	2%
21:00	35	7	1	43	16%	2%
22:00	18	6	1	25	24%	4%
23:00	7	2	1	10	20%	10%

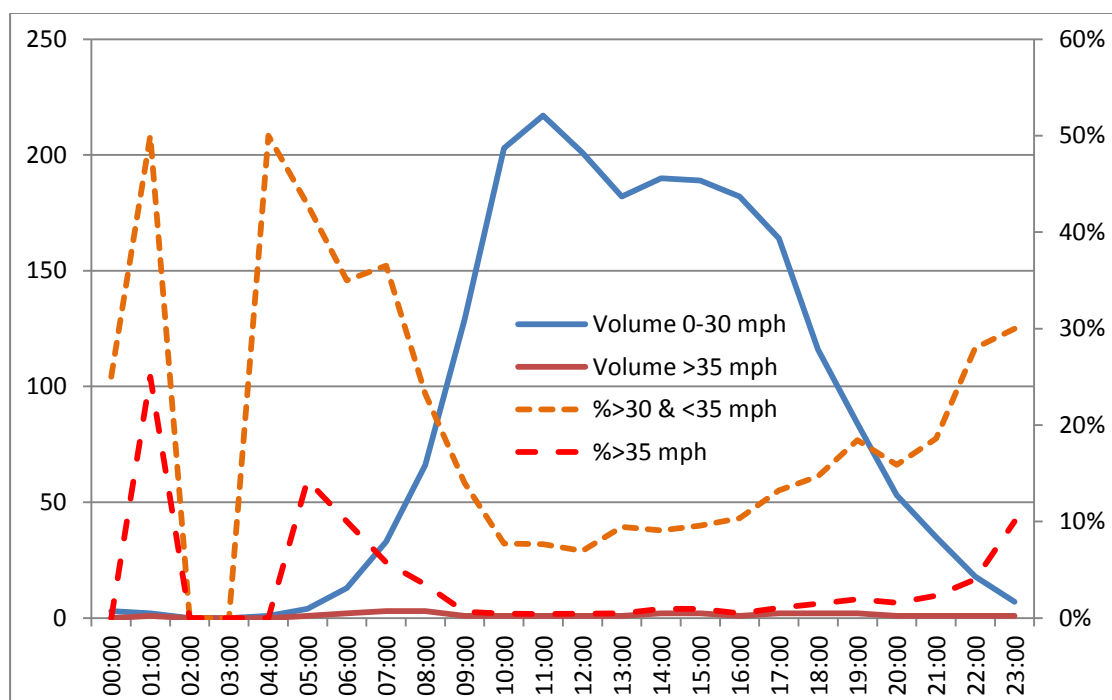


Figure 6 – Axminster Road to Lyme Regis – Traffic Volume against Excess Speed

6.3 Lower Sea Lane (north of the junction with Meadow Lane) Survey Site

6.3.1 Lower Sea Lane towards the Foreshore Seven Day Period

Table 4 (below) provides a consolidated seven day survey of the survey site at Lower Sea Lane towards the Foreshore.

The survey results show that across the day 2.4% of vehicle had a speed in excess of 30 mph and 0% of all vehicles were above 35mph. The most significant period for excess speed is either the morning rush hour peaks (7 to 9am) or during the silent hours' period (11pm to 1am). The mean speed was 21.1 mph for the whole day over the seven day period.

Table 4 – Lower Sea Lane to Foreshore

Time	Speed Range			Total	Percentage Vehicles	
	0-30 mph	30-35 mph	> 35 mph		> 30 & < 35 mph	> 35mph
00:00	1	1	0	2	50%	0%
01:00	1	0	0	1	0%	0%
02:00	1	0	0	1	0%	0%
03:00	1	0	0	1	0%	0%
04:00	0	0	0	0	0%	0%
05:00	0	0	0	0	0%	0%
06:00	5	0	0	5	0%	0%
07:00	20	3	0	23	13%	0%
08:00	32	3	0	35	9%	0%
09:00	50	2	0	52	4%	0%
10:00	63	2	0	65	3%	0%
11:00	79	1	0	80	1%	0%
12:00	115	2	0	117	2%	0%
13:00	131	2	0	133	2%	0%
14:00	147	1	0	148	1%	0%
15:00	147	2	0	149	1%	0%
16:00	164	3	0	167	2%	0%
17:00	139	2	0	141	1%	0%
18:00	94	2	0	96	2%	0%
19:00	60	3	0	63	5%	0%
20:00	42	2	0	44	5%	0%
21:00	20	1	0	21	5%	0%
22:00	12	0	0	12	0%	0%
23:00	3	1	0	9	33%	0%

Figure 7 (on page 13) is a chart that shows the relationship between excess speed and traffic volume. This chart shows again that when there are higher volumes of traffic the amount of excess speed is reduced.

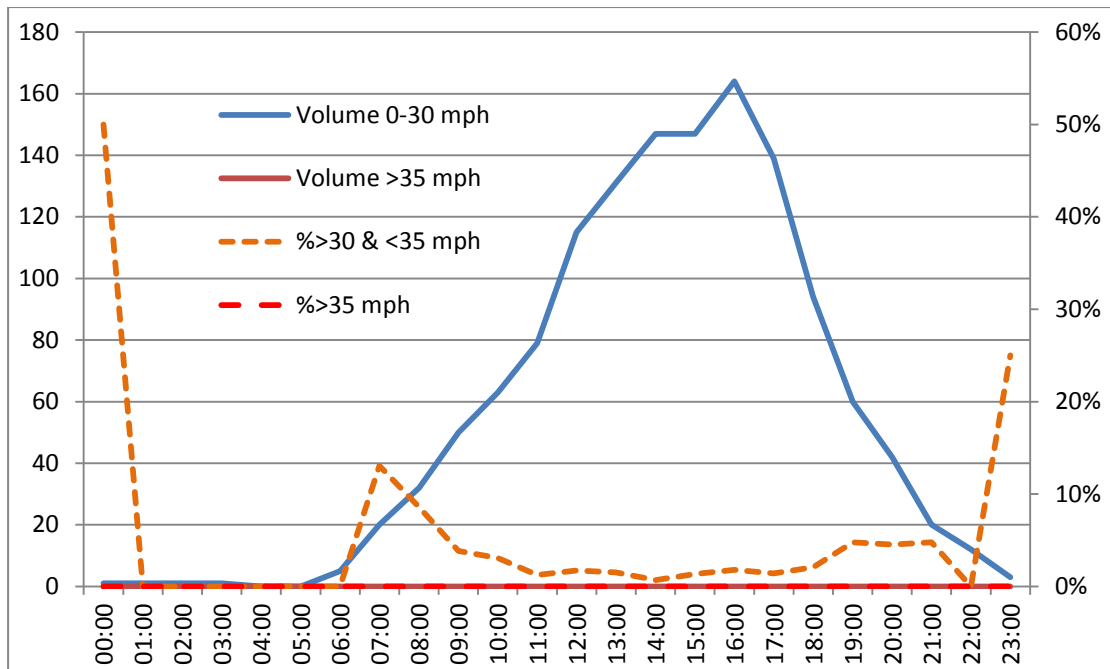


Figure 7 – Lower Sea Lane to Foreshore – Traffic Volume against Excess Speed

6.3.2 Lower Sea Lane towards the Village Centre Seven Day Period

Table 5 (on page 14) provides a consolidated seven day survey of the survey site at Lower Sea Lane towards the village centre.

The survey results show that across the day 2.1% of vehicle had a speed in excess of 30 mph and 0% of all vehicles were above 35mph. The most significant period for excess speed is either the early morning (5 to 7am) or during the silent hours' period (10pm to 1am) when the vehicle volumes are low. The mean speed was 20.1 mph for the whole day over the seven day period.

Figure 8 (on page 14) is a chart that shows the relationship between excess speed and traffic volume. This chart shows again that when there are higher volumes of traffic the amount of excess speed is reduced.

Table 5 – Lower Sea Lane to the Village Centre

Time	Speed Range			Total	Percentage Vehicles	
	0-30 mph	30-35 mph	> 35 mph		> 30 & < 35 mph	≥ 35mph
00:00	1	1	0	2	50%	0%
01:00	0	0	0	0		
02:00	1	0	0	1	0%	0%
03:00	0	0	0	0		
04:00	0	0	0	0	0%	0%
05:00	2	0	0	2	0%	0%
06:00	4	1	0	5	20%	0%
07:00	15	2	0	17	12%	0%
08:00	37	1	0	38	3%	0%
09:00	76	2	0	78	3%	0%
10:00	135	2	0	137	1%	0%
11:00	170	2	0	172	1%	0%
12:00	160	2	0	162	1%	0%
13:00	133	1	0	134	1%	0%
14:00	117	0	0	117	0%	0%
15:00	107	1	0	108	1%	0%
16:00	84	1	0	85	1%	0%
17:00	74	2	0	76	3%	0%
18:00	61	2	0	63	3%	0%
19:00	47	2	0	49	4%	0%
20:00	34	2	0	36	6%	0%
21:00	15	1	0	16	6%	0%
22:00	11	2	0	13	15%	0%
23:00	2	0	0	9	33%	0.000%

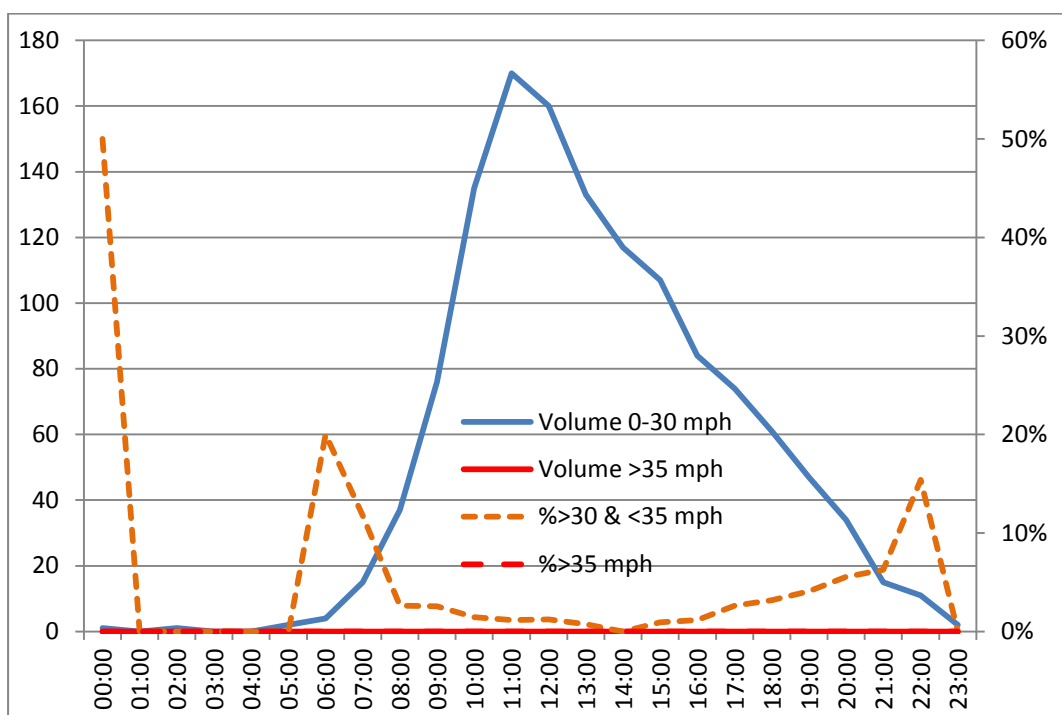


Figure 8 – Lower Sea Lane to Village – Traffic Volume against Excess Speed

6.4 The Street (near The Royal Oak Public House) Survey Site

6.4.1 The Street (The Royal Oak) towards the Village Centre Seven Day Period

Table 6 (below) provides a consolidated seven day survey of the survey site at The Street towards the Village Centre.

The survey results show that across the day 6% of vehicle had a speed in excess of 30 mph and 1.1% of all vehicles were above 35mph. The most significant period for excess speed is either the morning rush hour peaks (7 to 9am) or during the silent hours period (11pm to 1am). The mean speed was 20.5 mph for the whole day over the seven day period.

Figure 9 (on page 16) is a chart that shows the relationship between excess speed and traffic volume. This chart shows again that when there are higher volumes of traffic the amount of excess speed is reduced.

Table 6 – The Street to Village Centre

Time	Speed Range				Percentage Vehicles	
	0-30mph	30-35mph	≥ 35mph	Total	% > 30 & < 35 mph	% ≥ 35 mph
00:00	2	1	0	3	33%	0%
01:00	1	1	0	2	50%	0%
02:00	0	0	0	0		
03:00	0	0	0	0		
04:00	2	0	0	2	0%	0%
05:00	2	2	0	4	50%	0%
06:00	9	3	1	13	31%	8%
07:00	30	8	4	42	29%	10%
08:00	58	8	2	68	15%	3%
09:00	109	5	1	115	5%	1%
10:00	158	3	0	161	2%	0%
11:00	166	3	0	169	2%	0%
12:00	145	5	1	151	4%	1%
13:00	159	6	1	166	4%	1%
14:00	160	5	1	166	4%	1%
15:00	165	7	1	173	5%	1%
16:00	168	5	1	174	3%	1%
17:00	159	6	1	166	4%	1%
18:00	112	7	1	120	7%	1%
19:00	80	5	1	86	7%	1%
20:00	47	6	2	55	15%	4%
21:00	29	4	1	34	15%	3%
22:00	19	3	1	23	17%	4%
23:00	5	1	1	7	29%	14%

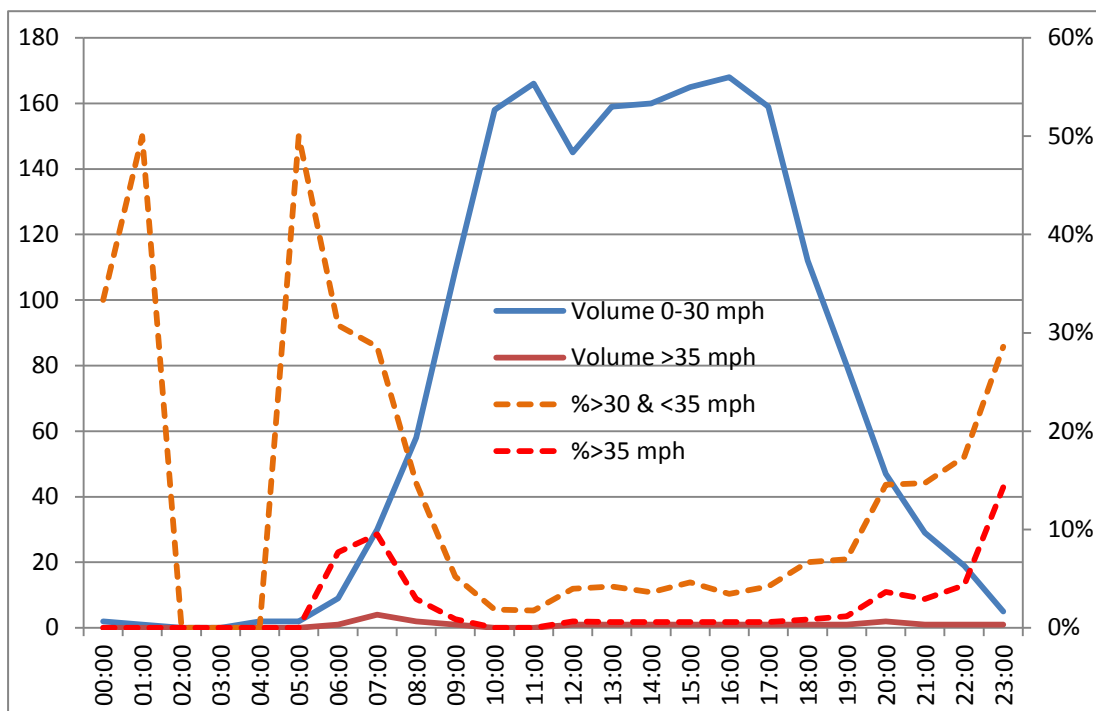


Figure 9 – The Street to Village Centre – Traffic Volume against Excess Speed

6.4.2 The Street (The Royal Oak) towards Higher Sea Lane Seven Day Period

Table 7 (on page 17) provides a consolidated seven day survey of the survey site at The Street towards Higher Sea Lane.

The survey results show that across the day 1.8% of vehicle had a speed in excess of 30 mph and 0.25% of all vehicles were above 35mph. The most significant period for excess speed is either the morning rush hour peaks (7 to 8am) or during the silent hours period (11pm to 1am). The mean speed was 18.1 mph for the whole day over the seven day period.

Figure 10 (on page 17) is a chart that shows the relationship between excess speed and traffic volume. This chart shows again that when there are higher volumes of traffic the amount of excess speed is reduced.

Table 7 – The Street towards High Sea Lane

Time	Speed Range				Percentage Vehicles	
	0-30mph	30-35mph	≥ 35mph	Total	% ≥ 30 & < 35mph	% ≥ 35 mph
00:00	3	1	1	5	40%	20%
01:00	2	0	0	2	0%	0%
02:00	1	0	0	1	0%	0%
03:00	0	0	0	0		
04:00	0	0	0	0		
05:00	3	1	0	4	25%	0%
06:00	10	2	0	12	17%	0%
07:00	32	4	0	36	11%	0%
08:00	68	3	0	71	4%	0%
09:00	127	1	1	129	2%	1%
10:00	193	2	0	195	1%	0%
11:00	217	1	1	219	1%	0%
12:00	164	1	0	165	1%	0%
13:00	161	1	1	163	1%	1%
14:00	156	1	0	157	1%	0%
15:00	163	1	0	164	1%	0%
16:00	161	1	0	162	1%	0%
17:00	151	1	0	152	1%	0%
18:00	119	2	0	121	2%	0%
19:00	86	1	0	87	1%	0%
20:00	55	2	0	57	4%	0%
21:00	37	2	0	39	5%	0%
22:00	21	1	1	23	9%	4%
23:00	7	1	0	8	13%	0%

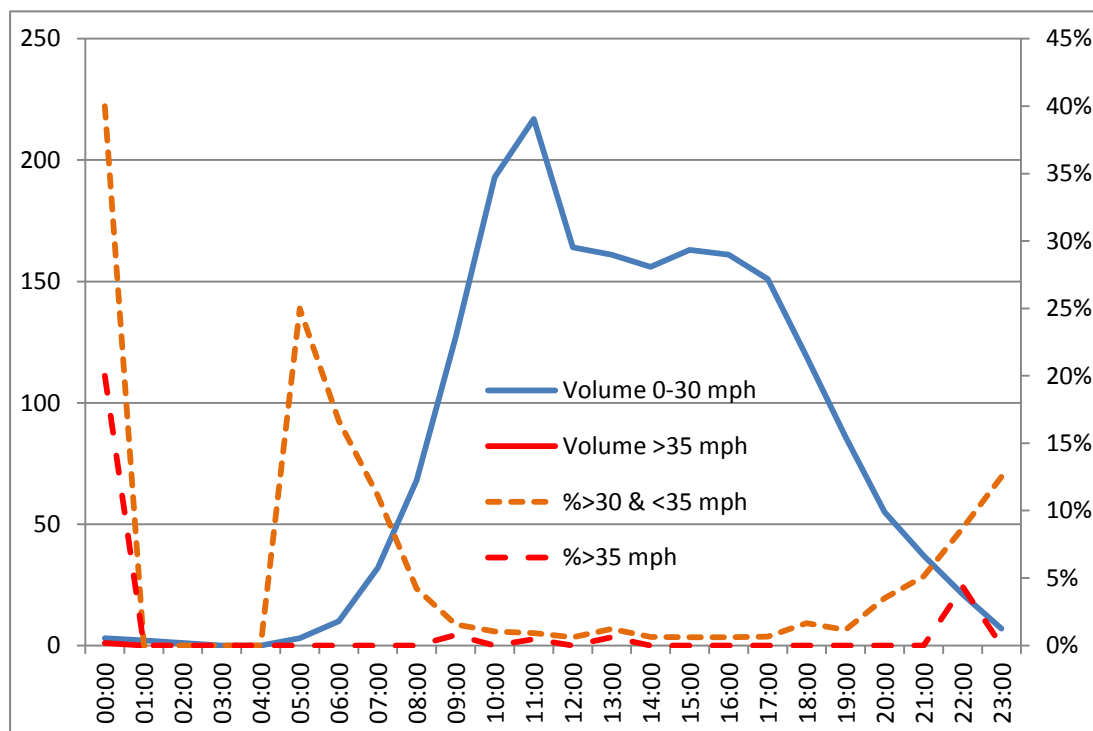


Figure 10 - The Street to Higher Sea Lane – Traffic Volume against Excess Speed

6.5 The Street (near Bridge Road) Survey Site

6.5.1 The Street (Bridge Road) towards the Wootton Stream Bridge Seven Day Period

Table 8 (below) provides a consolidated seven day survey of the survey site at The Street) near Bridge Road towards the Wootton Stream Bridge.

The survey results show that across the day 4% of vehicle had a speed in excess of 30 mph and 0.3% of all vehicles were above 35mph. The most significant period for excess speed is either the morning rush hour peaks (7 to 9am) or during the silent hours period (11pm to 1am). The mean speed was 21.8 mph for the whole day over the seven day period.

Figure 11(on page 19) is a chart that shows the relationship between excess speed and traffic volume. This chart shows again that when there are higher volumes of traffic the amount of excess speed is reduced.

Table 8 - The Street towards the Wootton Stream Bridge

Time	Speed Range			Total	Percentage Vehicles	
	0-30mph	30-35mph	≥35mph		% ≥ 30 & <35mph	% ≥ 35mph
00:00	4	1	0	5	20%	0%
01:00	0	0	0	0		
02:00	1	0	0	1	0%	0%
03:00	0	0	0	0		
04:00	0	0	0	0		
05:00	2	1	0	3	33%	0%
06:00	10	2	1	13	23%	8%
07:00	30	6	0	36	17%	0%
08:00	56	5	0	61	8%	0%
09:00	107	4	0	111	4%	0%
10:00	154	2	0	156	1%	0%
11:00	146	4	0	150	3%	0%
12:00	149	4	0	153	3%	0%
13:00	140	5	1	146	4%	1%
14:00	144	5	0	149	3%	0%
15:00	148	3	1	152	3%	1%
16:00	147	7	0	154	5%	0%
17:00	130	6	1	137	5%	1%
18:00	101	5	0	106	5%	0%
19:00	75	3	1	79	5%	1%
20:00	44	2	0	46	4%	0%
21:00	28	1	0	29	3%	0%
22:00	13	1	0	14	7%	0%
23:00	3	1	0	4	25%	0%

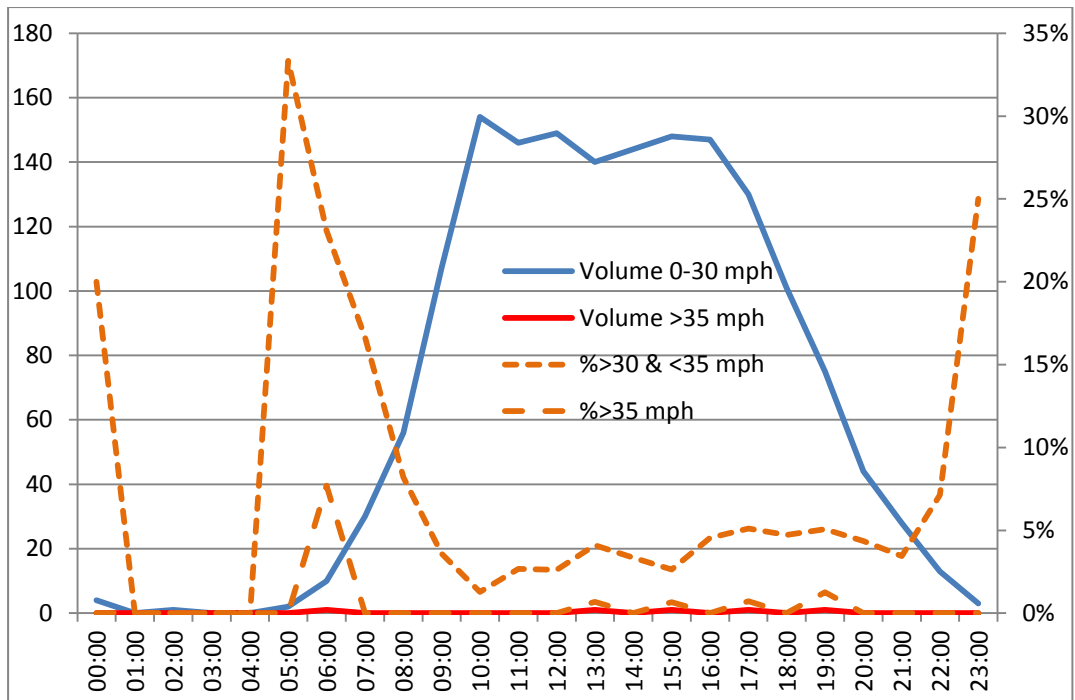


Figure 11 – The Street towards the Bridge – Traffic Volume against Excess Speed

6.5.2 The Street (Bridge Road) towards the Village Centre Seven Day Period

Table 8 (on page 18) provides a consolidated seven day survey of the survey site at The Street) near Bridge Road towards the village Centre.

The survey results show that across the day 7% of vehicle had a speed in excess of 30 mph and 1% of all vehicles were above 35mph. The most significant period for excess speed is either the morning rush hour peaks (5 to 8am) or during the silent hours period (11pm to 1am). The mean speed was 22.4 mph for the whole day over the seven day period.

Figure 12 (on page 20) is a chart that shows the relationship between excess speed and traffic volume. This chart shows again that when there are higher volumes of traffic the amount of excess speed is reduced.

Table 9 – The Street (near Bridge Street) towards the Village

Time	Speed Range				Percentage Vehicles	
	0-30mph	30-35mph	≥35mph	Total	% > 30 & < 35 mph	% ≥ 35 mph
00:00	4	0	0	4	0%	0%
01:00	0	0	0	0		
02:00	0	0	0	0		
03:00	0	0	0	0		
04:00	0	0	0	0		
05:00	1	0	1	2	50%	50%
06:00	7	2	1	10	30%	10%
07:00	19	4	1	24	21%	4%
08:00	50	9	1	60	17%	2%
09:00	104	9	1	114	9%	1%
10:00	160	7	0	167	4%	0%
11:00	194	5	0	199	3%	0%
12:00	181	7	1	189	4%	1%
13:00	153	7	1	161	5%	1%
14:00	131	7	1	139	6%	1%
15:00	139	7	1	147	5%	1%
16:00	127	6	0	133	5%	0%
17:00	119	9	1	129	8%	1%
18:00	89	6	1	96	7%	1%
19:00	58	5	1	64	9%	2%
20:00	38	5	1	44	14%	2%
21:00	19	2	1	22	14%	5%
22:00	11	3	1	15	27%	7%
23:00	3	1	2	6	50%	33%

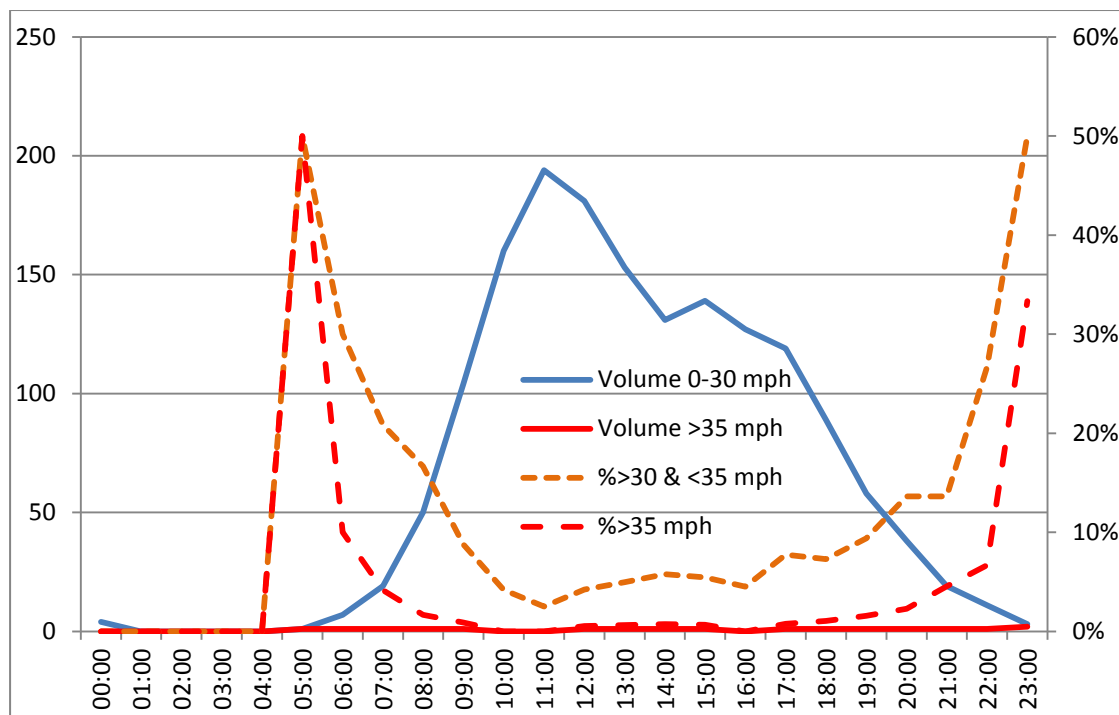


Figure 12 – The Street (near the Wootton Stream) towards the Village

6.6 Dataset Error

There appears to be a data set error in that the total number of vehicle entering Charmouth does not equal the number leaving the village.

The total number of car entering the village is as follows:

Table 10

Entry Point	Volume
Axminster Road – Southeast to Village ⁶	13,408
The Steer (near Bridge Road) to Village ⁷	12,096
Total Entering Charmouth over Period	25,504

Table 11

Exit Point	Volume
Axminster Road ⁸ towards Lyme Regis	16,815
The Street (near Bridge Road) Eastbound ⁹	12,034
Total Exiting Charmouth over Period	28,849

The difference between the volume of vehicles entering and leaving the village over the seven day period is 3,345, an apparent difference of almost 12%

This suggests that there is data missing from the data set provided.

A similar data set test in Lower Sea Lane revealed only a small difference of 330 or only 3%

⁶ From Report No. '3009'; Sheet: 'Volume'; Cells K92:K115

⁷ From Report No. '3012'; Sheet: 'Volume'; Cells K92:K115

⁸ From Report No. '3009'; Sheet: 'Volume'; Cells K54:K77

⁹ From Report No. '3012'; Sheet: 'Volume'; Cells K53:K76