



# SUFFOLK CONSTABULARY

## SPEEDING GUIDANCE

### Speeding within our Communities

Most communities will have some roads where they have concerns around speeding motorists. This is an inherent problem with drivers and their personal ability to stick to the limits. From time to time, we have all slipped up and crept over the limit and sadly this can have consequences. Our job is to work together to look at solutions, be that better signage, road design changes, Community Speed Watch or Enforcement.

Below is a guide to a variety of things that need to be considered and will hopefully answer some of your questions.

#### *Signage, Road Faults & Changes*

The road layout and signage is a matter for Suffolk County Council Highways team (or the Highways agency on certain roads). If you feel there needs to be a change for safety reasons, or to replace broken signage, this needs to be reported via their website:

<https://www.suffolk.gov.uk/roads-and-transport/>

This will allow you to answer questions about the area and road so the enquiry is directed to the right organisation and department.

You can also discuss road design changes including any considerations for a limit change with your County Councillor who would be best placed to discuss this and take it forward on your behalf.

#### *Community Speed Watch*

CSW is a scheme where members of the Community are trained in the use of a hand-held speed gun, they work in teams of 3 and conduct roadside monitoring. Any car that is over the prosecution limit is recorded and details are passed to the police. Warning letters are sent for the first and second offence and a police officer is allocated to visit the person if they continue to persistently speed or they're over 50mph in a 30 limit.

A community will need a minimum of 6 volunteers to apply to join the scheme and have the support of the Parish or Town Council. The CSW leaflet is attached. We currently have some delays in getting new teams running due to COVID restrictions but we are working to resolve these. For further information, please visit the Suffolk Constabulary Website <https://www.suffolk.police.uk/services/watch-schemes>



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### Implementation of 20 mph limits and zones

Many parish and town councils have taken the decision to request certain roads to be changed from a 30mph to 20mph limit. Sometimes this can have unintended consequences so it is important for everyone to understand the difference in limits and what they mean.

#### *20mph – Zone*

This is a section of road that is set at 20mph, it must be accompanied by sufficient traffic calming measures to force the traffic to slow to this level. This may be in road design with chicanes, speed humps, strategic parking or other obstacles. 20 zones generally do not carry a traffic regulation order that gives police powers to enforce. Without repeater “20” signs, the zone is legally unenforceable, but the measures in place should generally prevent speeding.

#### *20mph – Limit*

This section of road must be accompanied by 20mph repeater signs throughout the whole stretch. These limits do not require traffic calming measures but must look and feel like a 20. It is not acceptable to simply change 30mph signs to 20’s without other road modifications, signage or landscaping.

Section 11.3 of the National Police Chiefs Council policy on Speed Enforcement says *“The Police Service has to ensure all resources are used effectively in responding to community priorities. They should use intelligence on levels and locations of offending to identify persistent and high harm speeding offenders and target their enforcement in all speed limits; however, in those where the drivers awareness is lowered due to the omission of measures to manage speed there will be no routine enforcement, only that necessary to eliminate persistent high harm speeding motorists”*. Other references in the policy refer to the need for additional measures being in place to make a limit look and feel like the marked speed.

It is important for police to assess any data provided and make a professional judgement what if any action to take. As an example, a person monitored (perhaps via a SID or Speed Detection Radar - SDR) speeding at 50mph in a 20mph limit at 3am when there is no one else around and the road causes no hazards, is much less likely to be considered a high harm speeder than someone doing the same at 8.30am when children are going to school along a narrow pavement and into the school on that road. This doesn’t make doing it any less illegal, but it is a calculation of risk around police deployment.

The issue with any 20 is that the police will not routinely enforce these and the SafeCam team will not deploy to 20’s either. This isn’t necessarily a problem if the Community understand this before their limit is changed. As a very general rule, people tend not to exceed limits by more than 10mph, so this would mean that a marked 20, people will generally not exceed 30. This may therefore have the desired effect of reducing speeds from a marked 30 where people may go up to 40.

This is a matter for local councils to decide in conjunction with Suffolk County Council Highways who implement changes, this document is designed to give you a brief overview of the policing position.



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### *Enforcement options*

Our Camera Safety Team (SafeCam) work very hard around the County in order to reduce collisions on our roads through Road Safety campaigns and enforcement. We have Camera vans which are positioned around the County each day and are very visible, and we also have Community Speeding officers (CSO) who drive smaller vans and operate on foot using a Tripod for their cameras. The CSO's can use sites where the camera vans can not be parked due to the site limitations and have been very useful since their introduction.

Each locality (geographical areas of the County) has at least one Community Engagement Officer (CEO). This is a Police Constable who is responsible for engaging with their community in a variety of ways and they are also responsible for facilitating information to the right teams about speeding as well as supporting Community Speed Watch. Our CEO's are all trained on the use of the Speed Gun and can (where their duties permit) conduct speed enforcement themselves. They can also arrange for the local Safer Neighbourhood Team (SNT) to do this.

### How to progress a Speeding matter in your Community

Firstly, we need to understand the issue more and whether this is a perception issue or a real issue. We don't say that taking anything away from how it makes a Community feel but, we can all feel a vehicle is travelling either faster or slower than it is in reality. There are lots of factors which contribute to this including the road layout, the proximity of buildings, footpath width, foliage etc.

If you have a problem that you would like to be investigated, this can be reported direct to your Community Engagement Officer or the Safer Neighbourhood Team. They will use their local knowledge to establish if work has previously been done on the site referred to. They may also attend in person and conduct some roadside checks to get a flavour of the behaviour of drivers. This is difficult as we are often told we should be there at a different time or on a different day. So, if the officer feels it is worthy of further investigation, they will first contact the Safety Camera team to find out if they have any data recorded for this site. If they have done this check in past 2-3 years, we consider this to be recent data and they will work from that. If it is older or hasn't been done, arrangements will be made for a Speed Detection Radar (SDR) device to be deployed in the area (SDR's will not currently be deployed in 20's). This will record the speed of every single vehicle over a 7 day period, the time the passed it and their direction of travel. This data is what guides the deployment of the Safety Camera team and helps Police officers on the ground to understand what problems they need to target as a priority.

Please see the next page for the data.

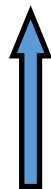


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The Summary Data we receive looks like this:

Site Title	B1385 Lowestoft Corton Road outside No 96 0n LP A64		
Channel	Combined	Channel 1 From Corton	Channel 2 From Yarmouth Road
Average Speed	31.5	30.3	32.7
85th Percentile	38	36	39
Standard Deviation	7.4	7.2	7.4
Total Number Of Vehicles	17689	8977	8712
<b>Speed Limit</b>	30	30	30
Number Over Speed Limit	10329	4336	5993
Percentage Over Speed Limit	58.4	48.3	68.8
<b>NPCC</b>	35	35	35
Number Over At Or NPCC	5270	1970	3300
Percentage At Or Over NPCC	29.8	21.9	37.9



It is the “Percentage at or Over NPCC” that we use to work from. A formula is used about the number of vehicles over the prosecution limit per hour is calculated to decide whether the site is added to the Camera van deployment list.

For information, the National Police Chiefs Council (NPCC) guidance on speed enforcement prosecution levels is 10% + 1mph. This means for a 30mph limit, you can allow 3mph for driver error (10%) and 1mph for speedometer error meaning anything travelling up to and including 34mph would not be prosecuted. The prosecution level for a 30mph limit is therefore 35mph as listed above.

If the non-compliance rate is over 10%, the Safer Neighbourhood Team and Community Engagement officers will make professional judgements as to how frequently they may need to attend to enforce the site whether or not it is added to the Camera van list.

As a general rule, roads with a non-compliance under 10% will not attract regular attention. Officers will review the nature of the road and volume of traffic when considering this and any other contributing factors.



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### Police Officer Deployment Guide

Speed Limit	Non-Compliance	Responsible Team
40 / 50 / 60 / 70	Variable	RAPT / SafeCam
30	0-10%	Generally not enforced as a matter of routine but there is SNT / CEO Discretion
30	10%+	SNT / CEO
20	Not checked except to target "High Harm speeding"	SNT / CEO

### SafeCam Deployment Guide (30-70mph)

Site Coding	Non-Compliance Rate (Average)	Deployment Rate
Green	11-49 Vehicles Per Hour	Once every 6 weeks
Amber	50-99 Vehicles Per Hour	Once a Month
Red	100+ Vehicles Per Hour	Twice a Month

RAPT = Roads and Armed Policing Team (Previously known as Traffic or Firearms officers)

SafeCam = Safety Camera Team

SNT = Safer Neighbourhood Team (Community officers)

CEO = Community Engagement Officer (Police officers located in the 9 localities around the County)



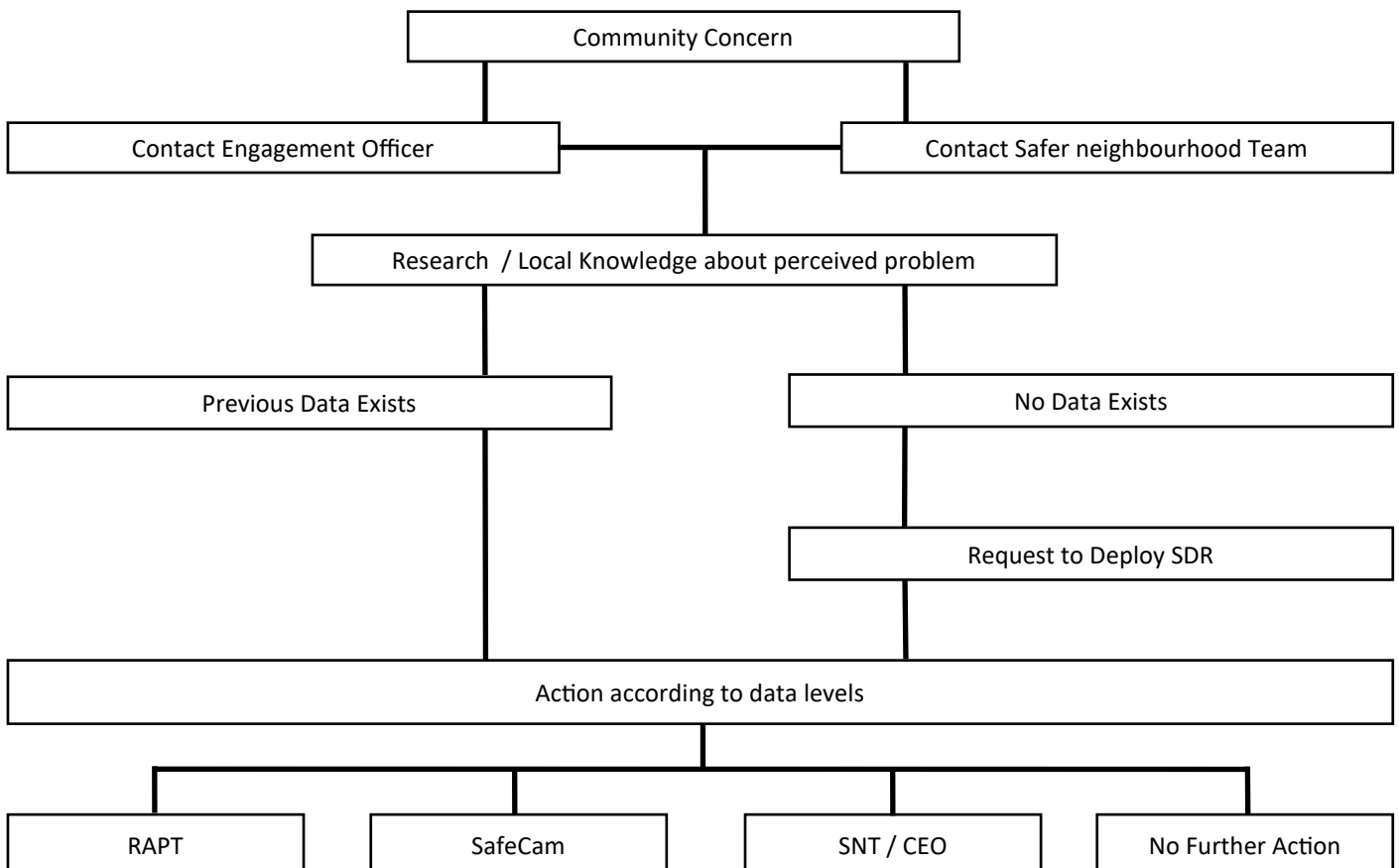
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## Community Assistance

Safety of everyone in the Community is a matter for everyone. As a Council, you can help to promote good road safety as well as showing your support for Community Speed Watch and where appropriate the use of SID's. It is also helpful to enforcement activities to ensure that speed limit signage is clean, unobstructed and visible. Before enforcement is conducted, we have to check this, sadly we don't have time to cut back bushes etc so anything you can do with this locally is much appreciated by us.

A Speed Indication Device (SID) is a good way of reminding drivers that they are speeding and thanking them when they're not. There are a variety of SID's available on the market including the ones with smiling faces and flashing speeds. These can be a costly option and need someone locally to move and maintain them, but they have been shown to have a positive impact on drivers behaviour. The Police can not be involved in the purchase, usage or management of SID's but are happy to be sent data in a usable format (a summary table or graphs) for use in our intelligence gathering and deployment decision making.

## Process for Speeding Complaints





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### Police Contacts

Locality	Community Engagement Officer	Safer Neighbourhood Team
Lowestoft	CEOlowestoft@suffolk.pnn.police.uk	lowestoft.snt@suffolk.pnn.police.uk
		beccles.snt@suffolk.pnn.police.uk
Halesworth	CEOhalesworth@suffolk.pnn.police.uk	Halesworth.SNT@suffolk.pnn.police.uk
		Leiston.SNT@suffolk.pnn.police.uk
		Eye.SNT@suffolk.pnn.police.uk
Ipswich East, Woodbridge & Felixstowe	CEOipeastfelixwood@suffolk.pnn.police.uk	Woodbridge.snt@suffolk.pnn.police.uk
		Felixstowe.snt@suffolk.pnn.police.uk
		IpswichEast.SNT@suffolk.pnn.police.uk
Ipswich Central	CEOipcentral@suffolk.pnn.police.uk	IpswichCentral.Snt@suffolk.pnn.police.uk
Ipswich West & Hadleigh	CEOipwesthadleigh@suffolk.pnn.police.uk	ipswichwest.snt@suffolk.pnn.police.uk
		hadleigh.snt@suffolk.pnn.police.uk
Stowmarket	CEOstowmarket@suffolk.pnn.police.uk	stowmarket.snt@suffolk.pnn.police.uk
Bury St Edmunds	CEOburystedmunds@suffolk.pnn.police.uk	SNTBuryStEdmunds@suffolk.pnn.police.uk
Mildenhall	CEOmildenhall@suffolk.pnn.police.uk	Mildenhall.Snt@suffolk.pnn.police.uk
		newmarket.snt@suffolk.pnn.police.uk
		brandon.snt@suffolk.pnn.police.uk
Sudbury & Haverhill	CEOsudburyhaverhill@suffolk.pnn.police.uk	sudbury.snt@suffolk.pnn.police.uk
		haverhill.snt@suffolk.pnn.police.uk