

SPEED INDICATOR DEVICE (SID) REPORT - DARSHAM

14 June to 11 July 2022

The following figures are for a four-week period, from 14 June to 11 July 2022. The SID is in a new location, measuring eastbound traffic on The Street just before Priory Lane.

DESCRIPTION	NUMBER	% OF TOTAL	NOTES
Total number of vehicles recorded by SID travelling east on The Street, beyond Priory Lane	8433	N/A	<i>At the SID's previous location further west on The Street, closer to the A12, just over 15,000 vehicles were recorded in a four-week period. This would suggest that roughly 45% of vehicles entering Darsham from the A12 turn right into Fox Lane, turn left into Greenside or Millfields, park somewhere on The Street between the donkey field and the Village Hall, or turn left into Cheyney Green / Village Hall.</i>
Total number of vehicles within the speed limit (30 mph)	8308	98.5%	<i>75% of vehicles were recorded at travelling within the speed limit at the previous location (up 23.5%).</i>
Total number of vehicles exceeding the speed limit (30 mph)	125	1.5%	<i>25% of vehicles (3793) were recorded at travelling above the speed limit at the previous location (down 24%).</i>
Total number of vehicles exceeding 35 mph	9	0.1%	<i>Compared to 827 vehicles at the previous location (down 5%).</i>
Total number of vehicles exceeding 40 mph	0	0%	<i>Compared to 137 vehicles at the previous location.</i>
Total number of vehicles exceeding 45 mph	0	0%	<i>Compared to 24 vehicles at the previous location.</i>
Total number of vehicles exceeding 50 mph	0	0%	<i>Compared to 7 vehicles at the previous location.</i>
Total number of vehicles travelling below 24 mph	6970	82.6%	<i>The mean speed of vehicles is well below 24 mph, meaning that we meet one of the criteria for reducing the speed limit to 20 mph.</i>

Trends and observations

- Compliance with the speed limit is much better at the SID's new location.
- The difference in the volume of vehicles between the two locations is an indicator of the impact of three new developments and a thriving pub at the western end of the village. We could tentatively estimate that these have cumulatively increased the volume of traffic by around 40%.
- Based on this data we meet the criteria for a reduction in the speed limit to 20 mph – **more overleaf**.

POTENTIAL FOR REDUCTION IN SPEED LIMIT TO 20 MPH

The most recent SID data from the new location proves that the necessary number of criteria under section 3.3 of Suffolk County Council's "20mph Speed Limit Policy Criteria" are now met, and we have a case for requesting a reduction in the speed limit or the introduction of a 20mph zone:

3.3 Locations will then only be considered for 20 mph limits or zones if two out of three of the following criteria are met:

1. current mean speeds are at or below 24 mph; ✓
2. there is a depth of residential development and evidence of pedestrian and cyclist movements within the area; ✓
3. there is a record of injury accidents (based on police accident data) within the area within the last five years. ✗

Is there support?

- There appears to be strong support for some form of speed reduction in Darsham. If necessary, we could evidence this with an informal vote/referendum.

What do we want to achieve?

- Let's be realistic... Darsham does not have a serious speeding problem, and we cannot expect everyone to be travelling at 20mph. However, a 20mph limit/zone *would* encourage people to reduce their speed, which would have numerous benefits:
 - o **Walkers and cyclists would feel safer**, especially now that the village is getting much busier
 - o **Reduction in road noise**, which is important for those living closest to the affected road(s) now that traffic volumes have increased
 - o **Reduction in local emissions**, better for health and the environment

Police enforcement?

Questions have been raised over police enforcement in 20mph zones. But **is** this what we want to achieve? We have never sought to have our current 30mph limit enforced. I believe that we should pursue a policy of **speed reduction** in order to take advantage of the other benefits that this provides. Nevertheless, should enforcement become relevant, the Association of Chief Police Officers has recently re-iterated the fact that 20mph speed limits are enforceable and, where the limit is clearly marked (i.e. meets signage regulations), any offenders may be prosecuted. The police have also developed the option of speed awareness courses for those exceeding 24mph in a 20mph limit.

"Speed limit" or "Speed zone"?

- A speed **zone** typically covers an area that includes several roads. It would require start and end signs to show where the zone begins and ends, as well as painted roundels on the road and/or repeater signs (the small speed signs on short posts) around every 50 metres/yards throughout the zone. This could be problematic in terms of positioning the repeater signs and is therefore more costly.
E.g. – The Street (from Fox Lane to Fairfields), Priory Lane, and Fox Lane as far as the entrance to the nature reserve.
- A speed **limit** generally covers a stretch of a single road. It requires start and end signs, and generally only **one** roundel or repeater sign, depending on the length of road that the limit applies to. This is the cheaper option and potentially easier to implement.
E.g. – a defined stretch of The Street and possibly a stretch of Fox Lane.

Funding and next steps?

If we wish to pursue this, we can either apply for council funding, or self-fund the scheme through CIL money. I feel it would be a very worthwhile investment as the village is only getting busier, both in terms of pedestrians and vehicles ... **prevention is better than cure**, and we should not wait for an accident to happen.

If we proceed to submit a formal application, I believe we have a strong case as we meet the criteria and we can potentially agree to self-fund this. I would therefore hope that the process would be relatively quick to implement.