



### On-Line Survey Results:

The survey was available online between 2 June and 30 June 2013 (it was unavailable for a short period on 8 June). The unrestricted nature of the survey makes it useful for understanding the breadth of views and provides an indication of some of the key themes. However, the results need to be considered in the context of it not being possible to determine how statistically representative it is of the Suffolk population.

1719 respondents answered the on-line survey. The number of respondents to each question is shown in each table.

Question 1. To what extent is speeding a problem in the area where you live, on a scale of 1 to 5?	Response
1 - No problem	15% (260/1719)
2	20% (341/1719)
3	24% (420/1719)
4	23% (394/1719)
5 - Big problem	18% (304/1719)

Question 2. To what extent do you agree with the following statement: "There should be more enforcement of speed limits"?	Response
1- Strongly agree	32% (544/1703)
2	17% (295/1703)
3	22% (367/1703)
4	18% (311/1703)
5- Strongly disagree	11% (186/1703)

**Question 3. In general do you think there are certain areas where there should be more, or less, speed enforcement? (free text) 1,479 respondents included free text comments resulting in 2,783 separate comments.**

	Number of comments	Number of respondents	%
Enforcement needed in villages	688	1479	46.50%
More enforcement around schools	348	1479	23.50%
More enforcement in towns/urban areas	342	1479	23.10%
Review/change speed limits	172	1479	11.60%
Housing Estates / residential areas	164	1479	11.10%
Enforcement needed on smaller country roads	141	1479	9.50%
Pedestrian safety	126	1479	8.50%
Less enforcement on major A roads/dual carriageways	115	1479	7.80%
Enforcement should be concentrated on accident hot spots and community concerns	113	1479	7.60%
Driver Behaviour (Mobile Phone use / Anti-Social Driving /Aggressive Driving/ Lack of respect)	101	1479	6.80%

Cameras are money making or are in wrong place/wrong time	99	1479	6.70%
Enforce speed limits in all areas	74	1479	5.00%
Specific traffic calming suggestions made	54	1479	3.70%
Specific areas at specific times e.g. schools opening/closing times	50	1479	3.40%
Levels of enforcement are about right	36	1479	2.40%
More enforcement on major A Roads/dual carriageways	36	1479	2.40%
More traffic police or visible police enforcement needed	28	1479	1.90%
Enforce all 30 mph zones	26	1479	1.80%
Cyclists	21	1479	1.40%
Less enforcement overall	20	1479	1.40%
At entrances to towns / villages	15	1479	1.00%
Need to balance speeding with other priorities	14	1479	0.90%
<b>Total</b>	<b>2783</b>		

### **Question 3: Summary of main comments**

- Of the 1,479 respondents, a high proportion of those (46.5%) would support more enforcement in villages, outside schools (23.5%) and in urban/town areas (23.1%). 11.1% said the specific focus for enforcement activity should be residential areas.
- The other most significant themes arising were 11.6% of respondents suggesting speed limits are inconsistent or need review and 9.5% of respondents suggesting that a major concern was speeding on smaller country roads.
- For the 46.5% of respondents who were concerned about speeding in villages, the biggest concern was pedestrian safety. Many respondents said that straight country roads through villages cause drivers to accelerate which presented a real danger to communities, particularly where there are no footpaths or street lights. Overall, 8.5% of respondents specifically mentioned pedestrian safety should be the primary focus for where enforcement was used.
- Respondents felt that the timing of mobile speed cameras and other enforcement activity needed to be based on need (e.g. it should reflect the times when road traffic collisions are likely to occur such as at the rush hour and when country roads are used as race tracks at night).
- Key areas in town centres were described as rat runs and respondents felt that drivers used urban residential streets to avoid heavy traffic or other speed restrictions.
- While traffic calming measures were largely supported, respondents perceived a correlation between speed humps and speed limits, and the rat runs which developed in adjacent and nearby urban roads and country lanes.
- The number of traffic restrictions causes drivers frustration, causing them to accelerate as soon as they exit a restricted zone.

- There was a feeling that there are too many signs, too many different speed limits and too much roadside furniture.
- A small number of respondents would like to see more traffic calming options e.g. 'smiley faces/flashing speed checks' as these remind drivers to be aware of their speed.
- There were mixed responses regarding enforcement on major A roads and dual carriageways. Many respondents suggested there should be less emphasis on major A roads and dual carriageways such as the A14, A12 (7.6%) and more enforcement in built up areas and near schools where it is perceived there is greater risk to the community.
- A key perception was that camera vans and speed guns are used as an income generation opportunity, and not in the areas where there is strong evidence that there is a risk to vulnerable people. A number of respondents considered that the placement of cameras, guns and enforcement should be driven by evidence such as accident data or areas where concerns have been expressed by the police and local communities (7.7%), with a number of other respondents feeling that the siting of camera vans can in itself cause a road safety hazard and cause drivers to brake heavily in areas where a car would normally expect to increase speed. Generally respondents believe that the placement of camera vans and fixed cameras should be to support the safe slowing of vehicles and not primarily to act as a punitive measure.
- Respondents expressed concerns about the appropriateness of speed limits, many suggesting they needed review. It was also believed that speed limits were inconsistent. Views included:
  - Speed limits no longer bear proper relationship to the risks, volume of traffic or safety features of modern day vehicles;
  - On some stretches there are far too many variations in speed levels (A12 specifically mentioned) which simply causes confusion resulting in unsafe driving;
  - National speed limits on some winding country roads are not appropriate for the road conditions;
  - Speed levels in some areas (the Kesgrave Main Road mentioned as an example) cause drivers to use adjacent country lanes (e.g. Playford Road/Bealings) and drive too fast for the roads causing greater danger.
- A small number of respondents believe that speed limits should be enforced everywhere, on the basis that if a speed limit is considered necessary then it should be enforced.
- A number of respondents felt that selfish driving, anti-social driving, dangerous or aggressive driving (including issues such as use of mobile phones) was a key problem and that the only way to deal with this was via more visible policing and patrol, not cameras. There were however, also views expressed that drivers needed to take more care and be respectful of the law.
- Enforcement outside schools and school childrens' safety was mentioned by a large number of respondents but it was also suggested that driver behaviour could improve, and that parents were often as much to blame for causing problems outside schools as other drivers.
- Some respondents felt that enforcement activity should be targeted. For example, enforcement of 20 mph limits outside schools is essential when the school is open but at other times enforcement is not necessary. Likewise enforcement between 11pm–6am on dual carriageways when traffic volume is lower is considered unnecessary. Respondents also

suggested that enforcement should include those who are speeding excessively for the conditions/environment.

- The survey is not statistically representative; nonetheless the number of villages and roads mentioned does give some reassurance that we have received responses from all over Suffolk.

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**Question 4. Which of the following do you think are effective in dealing with speeding in your area? (Respondents were able to select more than one option.)**

Traffic calming (such as speed humps)	42.21% (666/1578)
Community speed watch programmes	33.78% (533/1578)
Speed guns	41.06% (648/1578)
Speed limits	39.42% (622/1578)
Speed cameras	42.40% (669/1578)
Other	25.16% (397/1578)

Respondents were able to add free text comments regarding the other options they believed would be effective in dealing with speeding. 397 respondents commented resulting in 578 separate comments being analysed.

<b>Category</b>	<b>Number of comments</b>	<b>Number of respondents</b>	<b>%</b>
Smiley faces/SID	156	397	<b>39.3%</b>
Police presence	110	397	<b>27.7%</b>
Engineering solutions e.g. chicanes	57	397	<b>14.4%</b>
No rumble strips/humps	37	397	<b>9.3%</b>
Better signage	34	397	<b>8.6%</b>
Better education	32	397	<b>8.1%</b>
Better enforcement	31	397	<b>7.8%</b>
Lower limits near pedestrians	23	397	<b>5.8%</b>
Fixed or mobile cameras	22	397	<b>5.5%</b>
None of the options are effective	22	397	<b>5.5%</b>
Average speed cameras	14	397	<b>3.5%</b>
Variable speed limits at varying times	12	397	<b>3.0%</b>
Speeding is not a problem	10	397	<b>2.5%</b>
Heavier fines	9	397	<b>2.3%</b>
Rumble strips/humps	7	397	<b>1.8%</b>
Name and shame drivers	2	397	<b>0.5%</b>
Total number of comments	578		