

Devon County Council Traffic Management Fact Sheet

**SPEED COMPLIANCE ACTION REVIEW FORUM  
(SCARF)**



## Devon County Council Traffic Management Team Fact Sheets

# TMT- 01- Speed Compliance Action Review Forum (SCARF)

### Introduction

Devon County Council (DCC) and Devon and Cornwall Constabulary (D&CC) regularly receive complaints regarding vehicle speed. To avoid duplication and to provide a co-ordinated response, DCC and the Police have developed a joint procedure to allow the concerns to be assessed in a consistent manner.

This process is called the Speed Compliance Action Review Forum or SCARF. SCARF makes use of data held by DCC, D&CC and the Peninsula Safety Camera Partnership (SCP) to ensure that assessment of complaints is evidence based.

SCARF keeps records of its investigations and will not normally re-consider complaints that have already been assessed until a three year period has elapsed.

### Method used for Speed Analysis

The mean or average speed and the 85<sup>th</sup>ile speed (the speed at which 85% of drivers travel at or below) are used to determine if there is a speeding issue and the appropriate intervention level.

National Police Chief's Council (NPCC) guidelines are that enforcement may be appropriate where the mean speed is in excess of the Speed Limit or where the 85<sup>th</sup>ile speed exceeds the speed limit by 10%+ 2mph.

e.g. In a 30mph Speed Limit, a mean speed of 30mph would normally be expected to have an 85<sup>th</sup>ile speed of no greater than 35mph.

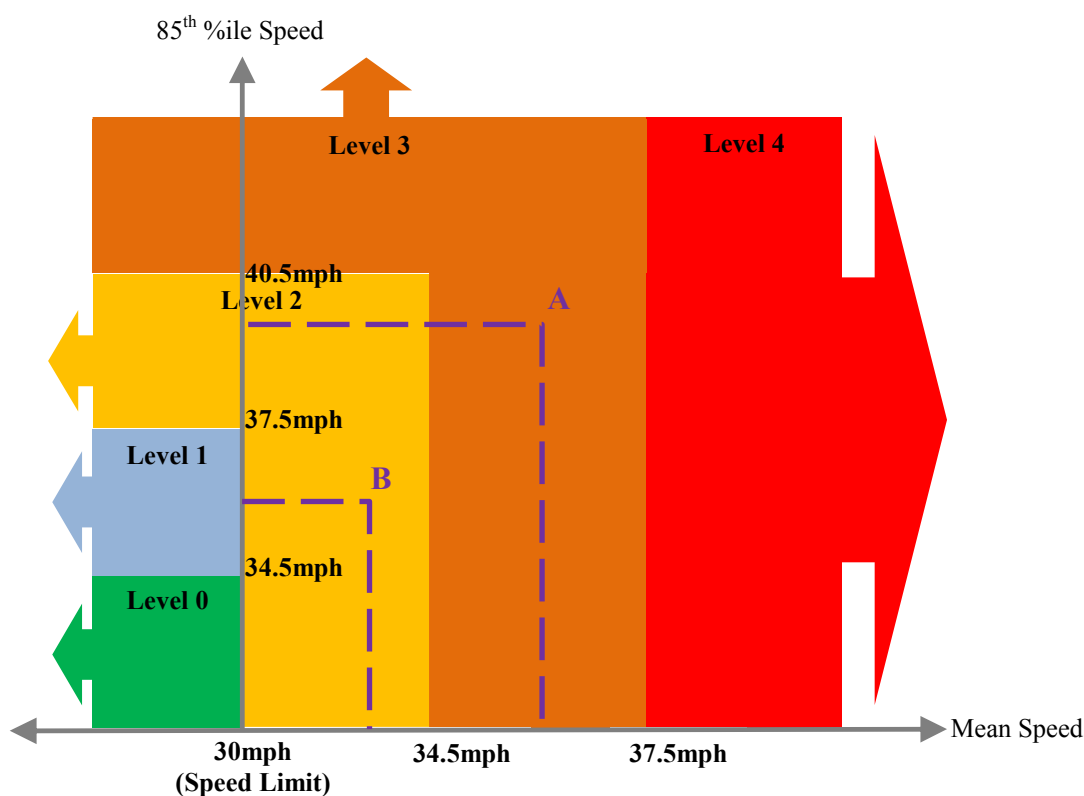
The relationship between the Speed Limit, Mean Speed and the 85<sup>th</sup>ile Speed is considered by the SCARF team and outcomes recommended based on their assessment.

### SCARF Outcomes

The 5 potential outcomes from SCARF are shown below:

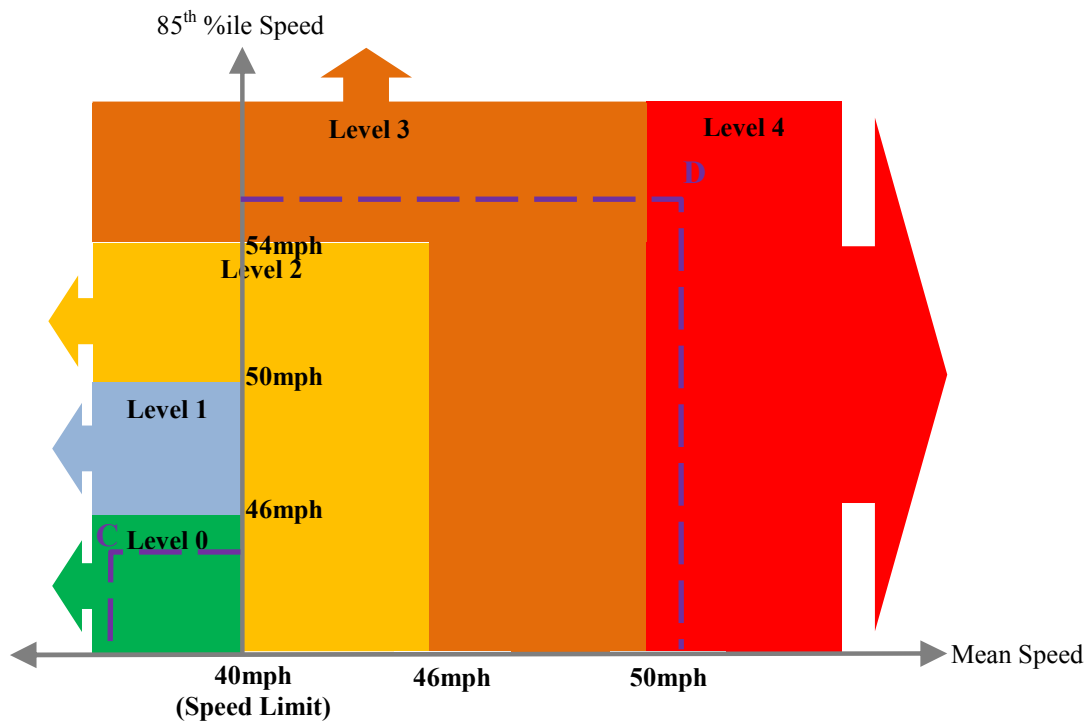
Level 0	No Action or Speed Indicator Device (SID) Deployment.	Mean Speed does not exceed the Speed Limit or 85 <sup>th</sup> ile Speed is not more than 15% above the Speed Limit.
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Level 1	SID Deployment with Police support &/or Community Speed Watch. If 85 <sup>th</sup> ile above NPCC threshold – consider VAS	Mean Speed does not exceed the Speed Limit but 85 <sup>th</sup> ile Speed is between 15% and 25% above the Speed Limit.
Level 2	Occasional Police or SCP Enforcement, suitable for an Educational Initiative eg. Police Speed Gun or Mobile Vehicle Activated Sign (VAS) deployment	Mean Speed less than 15% above the Speed Limit or 85 <sup>th</sup> ile Speed between 25% and 35% above the speed Limit.
Level 3	Regular Police Enforcement and Review Signing consider Mobile VAS (See TMT-02- Vehicle Activated Signs)	Mean Speed greater than 15% above Speed Limit or 85 <sup>th</sup> ile Speed is greater than 35% above the Speed Limit
Level 4	Suitable for SCP Mobile Camera Enforcement or Engineered Solution	Mean Speed greater than 25% above the Speed Limit



### 30mph Speed Limit

- At point A above the Mean Speed is 36mph and the 85<sup>th</sup>ile speed is 39.5mph. This would indicate Intervention Level 3 which is Regular Police Enforcement and a Review of Signing
- At Point B above the Mean Speed is 33mph and the 85<sup>th</sup>ile speed is 36mph. This would indicate Intervention Level 2 which is Occasional Police or SCP Enforcement, suitable for an Educational Initiative.



### 40mph Speed Limit

- At point C above the Mean Speed is 37mph and the 85<sup>th</sup>%ile speed is 44.5mph. This would indicate Intervention Level 0 which is No Action or Speed Indicator Device Deployment.
- At Point D above the Mean Speed is 50.5 mph and the 85<sup>th</sup>%ile speed is 55mph. This would indicate Intervention Level 4 which is suitable for SCP Mobile Camera Enforcement or Engineered Solution such as traffic calming.

NOTE : When recorded speeds fall substantially outside of the guidelines this could indicate that the speed limit is either set at the wrong level or that Enforcement, Engineering or Education, Training and Publicity are required.

### 20mph Speed Limits and Zones

20mph Speed limits and Zones have been permitted by Law in the UK since 1990.

**20mph Speed Limits** are appropriate on roads where the character of the road dictates that average speeds are already low (below 24mph). Police enforcement should not normally be required

**20mph Zones** should be introduced where the road network has been engineered (Traffic Calmed) to ensure that drivers do not exceed 20mph. Similar to 20mph Speed Limits, Police Enforcement should not normally be required.

In situations where a 20mph Zone may have been installed without Traffic Calming the SCARF team can recommend interventions tailored to the individual location. This may include Community Speed Watch if volunteers are available to set up a group in the area. (see **TMT – 03 – Community Speed Watch**).

Police enforcement may be undertaken where local intelligence can identify specific vehicles and times when speeding offences are taking place.

## **Speed Data Collection**

Methods of Speed Data Collection are described below:-

### **Hand Held Surveys (Speed Gun)**

Data is recorded by DCC or Police on receipt of a speed complaint. The SCARF team will assess this data and decide if deployment of a Speed Detection Radar Device (SDR) can be justified.

Hand Held survey's are carried out in daylight within normal working hours. A maximum of 100 vehicles in each direction is recommended on heavily used roads. However, 25 vehicles in each direction will be sufficient on lightly trafficked roads.

### **Speed Detection Radar Devices**

These are deployed by DCC and D&CC to record Traffic Volumes and Vehicle Speeds. The units are usually deployed on Lamp Columns and operate for 24 Hours a day over 1 or 2 weeks. SDR Surveys Results can take up to three months to become available after the survey has been completed. Deployment of an SDR costs DCC approx. £150 per week.

### **Safety Camera Partnership.**

Limited speed data is available from the SCP who will use SDR equipment similar to DCC.

## **Collision Data Record**

DCC holds Collision Data provided by D&CC. The last 5 year period is usually considered representative. Basic Collision data can be viewed by members of the public via the link below.

<http://www.devoncctraffweb.co.uk/public/collisionmap.html>

The SCARF process is appropriate to assess sites where the community has concerns over inappropriate speed. These would not usually include sites where a significant number of injury collisions have occurred.

Locations with a casualty record of 4 or more injury collisions in 3 years are investigated through the DCC's annual Casualty Severity Reduction Review (CSR). The review considers collision sites across Devon and may recommend an engineering response to address the collision problem.

## **SCARF Responsibilities**

**DCC Neighbourhood Highways Team's** record all the requests on the SCARF Database which hold records of all previous requests and actions undertaken.

**DCC Safer Travel Officers** provide Education, Training and Publicity (ETP) support and advice and assist with correspondence.

**DCC Traffic Management Team** Advice on Policy, Engineering and fund VAS deployment

**Police** – Provide support and advice for enforcement, coordination with SCP, Speed Watch and also the coordination of Police requests and traffic data.

**Devon County Council Traffic Management Team**