



Automatic number plate recognition camera project (ANPR)

Suffolk County Council in partnership with the Police and Crime Commissioner and the Constabulary (the Suffolk Roadsafe Partnership), will be trialling the use of Automatic Number Plate Recognition (ANPR) cameras to tackle speeding hot spots across the county. This pilot which is funded from SCC's 2020 fund will run for 2 years. The cameras will be used to help detect and deter speeding offences that have been highlighted in towns and villages, and educate drivers on the importance of road safety.

An ANPR camera will be installed at a site where it has been identified by a local council, with support from their county councillor, that there is a problem with speeding and/or rat-running on roads with a 20 or 30mph speed limit. The devices will be moved between sites and will remain in situ for up to one week per site. There is the option of extending this period if needed.

An ANPR device identifies a speeding vehicle by capturing an image of the number plate of the vehicle. Data will then be shared with the Police and the County Council. The County Council will write to the owner of the vehicle on behalf of both parties explaining that their vehicle has been registered as speeding. Repeat offences at a particular location could prompt the deployment of SafeCam (the Police's enforcement team) and the issuing of fines to those who breach the speed limit.

The Suffolk Roadsafe Partnership has worked with local people for many years to tackle concerns about speeding. We have developed an approach which offers both enforcement (including fixed, mobile and average speed cameras) and education (including Community Speedwatch, Temporary Vehicle-activated signs and Speed Indicator Devices) to deal with the concerns of communities. Information can be found at the [Partnership website](#)

How will the ANPR scheme work?

Step 1: Selecting sites

ANPR will be installed at sites where:

- 1) Councillors in towns and parishes are concerned about speeding and have completed a **site suitability form** (see below) for each site and/or have commissioned speed surveys that demonstrate that there is a problem, and have received the support of their County Councillor,
- 2) SCC's Temporary Vehicle-activated signs (TVAS) is deemed ineffective in reducing speeds,
- 3) It is not possible to find Parish Speed Indicator Device (SiD) volunteers (or if they cannot operate at times of concern),

OR

- 4) There is evidence of "rat running".

The sites will be assessed by the ANPR project officer and a traffic engineer. If the site is an existing SID or TVAS location, then an ANPR device can be installed. If it is a new site, a post will need to be installed. It is anticipated that eventually there will be up to 100 sites.

Step 2: ANPR in operation

An ANPR device will remain in situ for up to one week per site. (ANPR devices are “power hungry” and if there is a high number of speeders, then the battery may quickly run down). The ANPR project officer will visit the site, remove the device and download and analyse the data.

Step 3: Educating speeding drivers

Drivers of vehicles that exceed an agreed threshold will receive a letter badged with SCC and Suffolk Constabulary.

Data will also be forwarded to the Police about drivers who have received more than two letters in 12 months. The Police, resource permitting, will contact the drivers directly.

Step 4: Improving speed enforcement

The macro-data identifying sites and times where and when drivers regularly exceed the speed limit will be forwarded to the SafeCam team to aid the deployment of Community Enforcement Officers (CEO). The CEO will carry out enforcement, and offenders will be caught and prosecuted or offered an alternative to prosecution.

What will the impact of ANPR be?

Over time it is hoped that there will be

- fewer speeding infringements,
- a reduction in complaints from local communities,
- an improvement in quality of life for residents and
- a reduction in accidents.

The success of the scheme will be measured after 24 months and will be evaluated fully. If the pilot proves to be successful then it is anticipated that Suffolk Roadsafe partners will consider extending the pilot on a permanent basis. If the pilot is unsuccessful, then the Council may consider donating the equipment to the Police for use by the SafeCam team.

FREQUENTLY ASKED QUESTIONS – ANPR

QUESTION	ANSWER
Requests/General	
If drivers are seen to be exceeding the speed limit, will they be prosecuted?	The ANPRs are used for educational purposes, not enforcement. Drivers will not be prosecuted.
As a resident, I am concerned about speeding, can I request an ANPR?	SCC will only consider requests from an organisation (or elected representative). Please express your concern to your local Parish or Town Councillors or County Councillor and propose this option.
Can an ANPR be used in a 20mph or 40mph limit?	ANPRs can generally only be used within 30mph or 20mph restricted areas; the increased risk of working with potentially higher traffic speeds within a 40mph area is not considered acceptable. However, the SCC owned TVAS can be deployed in 40 mph restricted areas by our Contractor

	with additional safety measures.
Will the ANPR device be used with a SID?	During the first year of the project, it is anticipated that the ANPR will be trialled on its own, and also in combination with a SID either installed alongside each other or with the SID some distance in advance of the ANPR. This is a pilot project and we will evaluate it and make the system as effective as possible.
Assessments	
What happens if SCC rejects the site requested?	SCC will state its reason for rejection against the stated criteria, but it should be obvious when working through the checklists if a site is suitable.
Is there an appeal process?	It is hoped that the local council can identify an alternative site, however it will always be possible that there is no suitable site from which an ANPR can be operated.
Site specific	
What happens if there is not a suitable post for the ANPR to be attached to?	Using an existing sign post is preferred. SCC will determine if an existing post is tall enough and replace if necessary. Alternatively, SCC will install new posts where required.
How many sites can a local council request for assessment?	There is no limit to the number of site requests that a local council can submit, however SCC has had many requests for ANPR and it is unlikely that more than one site will be considered per town or village.
What happens if an ANPR or post gets damaged?	The damage should be reported directly to SafetyandSpeedManagement@suffolkhighways.org . The post will be replaced free of charge within 14 weeks, in recognition of the work being done by the local community.
The site is within a conservation area, will that be an issue?	Generally, SCC standard traffic sign posts are grey however in Conservation Areas, we will endeavour to erect black posts. It is important to complete the appropriate box in the proforma.
Will SIDs record speed data?	Some SIDs record data and a Parish or Town Council may decide to incorporate this in their specification when considering purchasing a SID. SCC has access to data from its own recording equipment and does not require or accept data from Parish or Town Council owned SIDs.
How long will an ANPR be left at one location?	The volume of traffic and speeds determine the operating time of the ANPR device. It is intended that the ANPR remains in place for at least a week, however on busy roads this may not be possible.
Why does it take so long to approve a site and install a post?	Once SCC receives an application for a site to be assessed the process will begin. It may be the case that SCC has to contact a local council to discuss the suitability of a site or to find an alternative location. This will generally be done by email/phone to avoid site visits. SCC will then produce a job pack for the site. The job packs need to contain site plans,

	CDM checklists and underground utility plans to ensure the safe erection of the poles. It will need a period of time to produce these and then, once the works are ordered the contractor has up to 14 weeks to carry out the works – this time is needed to order materials, schedule the site works, sort out the traffic management and obtain any permits to operate on the highway.
ANPR activity	
How will I find out what the impact of the ANPR deployment has been?	The ANPR will produce a simple report which will provide a breakdown of traffic speeds over the period of the deployment, with details of how many letters have been issued, whether the SNT has been informed about regular speeders and a summary of the information sent to the Police SafeCam Team to aid their deployment.
How often will the ANPR be deployed at an agreed site?	The ANPR will be deployed most frequently at sites where there is evidence of persistent or high-speeders and at other sites on an ad hoc basis.
Permission	
Do I need to seek permission from residents?	If the site has an existing post that is being used for SID/TVAS, you do not need to seek permission from residents to use ANPR on that post. If there is no post currently at the site/the post has not been used for SID/TVAS, you will need to seek permission from residents. You only need to seek permission from the household that the post sits directly outside of.

March 2021

ANPR SITE SUITABILITY CHECKLIST: A separate form is required for each site proposed.

N.B. Applications will only be accepted from Councillors with written evidence of residents' approval. (Form to be mailed to: SafetyandSpeedManagement@suffolkhighways.org)

Location	
Parish / Town	
Road Name / Number	
Description of location	
OS Grid Reference https://gridreferencefinder.com	
Photographs / Images (If possible, provide imagery or link to online imagery to aid site identification)	

General site details		
Is the site within a 30mph speed limit?	Yes	No
Will the ANPR be visible to an approaching vehicle from 100m?	Yes	No
At 100m away, is the speed limit still 30mph?	Yes	No
For the entire distance that the ANPR can be seen is the road free of junctions and driveways?	Yes	No
Will the ANPR be on the same side of the road as approaching traffic?	Yes	No
Is there suitable off-road parking at or near the location to enable the ANPR to be installed safely and without obstructing the carriageway?	Yes	No
In the summer is tree or hedgerow growth likely to obscure the ANPR	Yes	No
Do local residents approve of the location? (Letter attached as evidence)	Yes	No
Is the location in a Conservation Area?	Yes	No

Specific site details		
Is there an existing traffic sign pole at the site (this is preferred)?	Yes	No
Is the existing pole tall enough to mount the ANPR with the existing sign?	Yes	No
If the pole is by a footpath can the ANPR be mounted to allow at least 2.3m clearance between the ground and the bottom of the device?	Yes	No
Is the ground at the site firm and level?	Yes	No
Is there sufficient room at the site to allow safe access and 0.5m clearance from the edge of the ANPR to passing traffic?	Yes	No

Form completed by:		
Name:	Signature:	Date
Position:		
Address and Email:		

Authorisation for or on behalf of Suffolk County Council by:			
Name:		Signature:	Date
Position:			

Draft resident letter

Dear _____,

_____ Council wishes to seek permission from Suffolk County Council to erect a post at _____ so that an Automatic Numberplate Recognition (ANPR) device can be temporarily installed.

Details of the ANPR scheme can be found at www.suffolkroadsafe.com

Can you please indicate whether you?

- a) Are happy for a post to be erected at XXXXX (location) so that a speed indicator device can be attached to it temporarily?
- b) Would like more information and a meeting with a representative of the Parish Council to discuss further?

or

- c) Are unhappy with the proposal and would not want a post at this location?

SCC will not consider a location if a resident is unhappy with the proposed siting of post.

Yours

Name
Job role

Critical issues to be considered by ANPR officer when assessing sites:

1. Ideally 100m clear sight line, wholly within 30 mph limit but not at junctions or on roads with high densities of driveways, where the ANPR may obscure or distract traffic.
2. A minimum distance of 80m will be accepted but it has to be sufficiently within the speed limit to not catch those who are still braking as they enter the restriction.
3. No significant distractions, such as bends, crossings, junctions, high density of roadside development etc.
4. No existing features that would or would have potential to interfere with the sight line such as road signs or vegetation, unless, in the case of the latter, they can keep it cut back.
5. The proposed location must provide 0.5m lateral clearance of the device to avoid it being struck by an HGV mirror
6. The ground should be reasonably wide and flat to work at safely.
7. The ANPR should ideally be sited on the near side of the road.
8. There must be suitable off-road parking area available for the officer to replace/install a device if required, protected by parked vehicle).
9. Using an existing sign pole is preferred; Suffolk CC will determine if one is tall enough to give correct mounting height and replace if necessary.
10. If a new post, a suitable sign should already be present for when the ANPR is not in use to avoid leaving a bare pole; the Kill Your Speed "campaign" poster will be used.
11. ANPRs should not be attached to street lighting columns, telephone or electricity poles.
12. On a verge, the lower edge of the ANPR should be between 1.3 – 1.5m above the adjacent carriageway; if over pavements 2.1m is acceptable but 2.3m preferable. However, if routes are used by cyclists it may be necessary to provide 2.5m clearance.
13. Support must be obtained from residents adjacent to the site.

There will always be the odd occasion that SCC determines that a site is not suitable but we hope this will be a rarity and the reason for rejection will be made clear.