

Archer Survey Report.

Following a number of queries related to vehicles potentially driving over the speed limit, through Lincolnshire Road Safety Partnership (LRSP), Potterhanworth Parish Council requested an Archer Speed Survey.

The surveys commenced on the 31-Jul-2025 and continued for a full seven-day period.

The calibrated technical data recording equipment was located as follows:-

- 25073005 - B1202, Main Road.
On a telegraph pole outside the school. Analysis of the speed data showed that the average speed of vehicles was 24.8 mph in a 30 mph limit.
The speed data showed evidence that some vehicles were exceeding the speed limit at a speed that would make the drivers liable to action or prosecution by the Police.
- 25073008 - B1178, Station Road.
On a telegraph pole opposite 'Sandfield'. Analysis of the speed data showed that the average speed of vehicles was 29.3 mph in a 30 mph limit.
The speed data showed evidence that some vehicles were exceeding the speed limit at a speed that would make the drivers liable to action or prosecution by the Police.
- 25073015 - B1202, Moor Lane.
On a pole outside number 24. Analysis of the speed data showed that the average speed of vehicles was a little under 30.0 mph in a 30 mph limit.
The speed data showed evidence that a higher number of vehicles were speeding coming into the village at a speed that would make the drivers liable to action or prosecution by the Police.

LRSP also researched the collisions involving personal injury for the last 3-year period up to a data date of 31-Jul-2025 and there had been no recorded collisions at any of the survey sites.

Highways engineers have assessed the area and informed LRSP that no engineering casualty reduction measures were identified.

The Government is committed to ensuring that the process for deploying speed cameras is transparent and that cameras are only used at locations where they can make a demonstrable reduction in speed related casualties. The only form of speed enforcement that the LRSP can carry out is with the use of speed cameras; however, the site selection process must comply with the criteria set out by the Department for Transport. This criterion includes locations where there is a history of speed related injury collisions supported by evidence of a high degree of non-compliance with the speed limit. In that respect Lincolnshire Police through the LRSP adheres to the site selection criteria set out by the Department for Transport (DoT) to ensure that the process is completely transparent and that cameras are only used as a casualty reduction measure.

The results of the survey together with an analysis of the collision data show that the criteria required for either fixed or mobile speed camera enforcement is not met.

Speed cameras are only one part of Lincolnshire Police Speed Enforcement Strategy, and the details of the surveys have been shared with Lincolnshire Police for them to undertake enforcement when resourcing allows of which we have no control over.

The 85th percentile for driving is a traffic engineering concept used to set speed limits and assess safe driving behaviour. It refers to the speed at or below which 85% of drivers are observed to travel under free-flowing conditions (i.e., no congestion or enforcement influence).

In simpler terms:

If you measured the speed of 100 drivers on a road:

- The 85th fastest driver sets the 85th percentile speed.
- 15% of drivers go faster than this, and 85% go this speed or slower.

The 'SAW' refers to those drivers that would fall within the option of receiving a Speed Awareness Course instead of prosecution.