

Road Safety Update

Community Speedwatch

With sustained messaging over the summer we now have a team of seven local residents who have volunteered for Community Speedwatch. Initial contact has been made with all those who have expressed an interest and the relevant application and monitoring forms supplied by Suffolk Police have been forwarded to group members.

Further guidance from Suffolk Police on setting up a Community Speedwatch groups is attached as **Appendix A**.

An initial meeting has been arranged for Tuesday 3rd December at 6:00pm (Pavilion, Wickhambrook MSC) and group members invited. Cheryl Claydon from the Community Policing team will be joining the meeting to answer any questions.

Powers: Local Government and Rating Act 1997, s.31 - Power to spend money on crime detection and prevention measures in the council's area.

Funding: Initial room hire of Pavilion, MSC (£10/hour)

The clerk recently participated in two Suffolk Highways online forum facilitated by SALC:

- Highways Forum – Flooding and Drainage; and
- Highways Forum – The highways maintenance programme

And presentations from these meetings are attached as Appendices B and C respectively

Setting up a Community Speed Watch

Any community can be considered for a Community Speed Watch scheme. Originally it was envisaged CSW would be better suited to villages and rural areas rather than towns, however some Towns have joined the scheme and are working well. Smaller communities could link together with others to get enough volunteers. Make sure you involve your local Council if you haven't already as their support will be vital.

Coordinator and Volunteers

There should be a minimum of six volunteers in the scheme, each willing to contribute a couple of hours a month. Small communities who are unable to reach this figure are encouraged to link with other interested local councils and groups, with a view to joining together for a wider-area scheme and sharing the equipment.

Volunteers must be over 18 years of age and will be subject to a vetting procedure. Volunteers who do not wish to be involved in speed monitoring may assist with administrative support and each scheme must include at least one person who can do administration. Some volunteers may, of course, be able to do both. Each team will need to have a designated co-ordinator. The co-ordinator is responsible for the equipment and ensuring the administration is done.

Training and Vetting

Training for volunteers will include paperwork, codes of conduct, use of the equipment and health and safety issues. This is broken in to two parts, an online training presentation to cover the paperwork and legalities and a practical session to cover using the device, roadside safety and recording information. This practical training may be cascaded to new volunteers by scheme members, but direct approval must be given by the Community Speed Watch team following vetting. New members must sign two copies of the agreement to state they will abide by the scheme Codes of Conduct; one copy being sent to the Community Speed Watch Administrator. All team members will be asked to sign an annual Health & Safety sheet which will be issued to the coordinator, to confirm they have refreshed their knowledge on the Code of Conduct and Health & Safety issues by reading handbook or watching the online training presentation on an annual basis.

Community Speed Watch Sites

Every Community Speed Watch location used for monitoring traffic is chosen by the community. Each site will be risk assessed, which will include the safe positioning for the signs used during a monitoring session. Once evaluated and approved the Community Speed Watch Administrator will issue a site code.

The personal safety of volunteers is a primary consideration. We want you to work as a team to monitor safely. All sites will have been chosen to comply with the following conditions:

- Safe for volunteers to operate at
- Able to safely accommodate equipment, including safe positioning of CSW signs
- Good visibility to motorists to maximise educational impact and reduce the risk of sudden reactions

If these principles cannot be adhered to then a location is not suitable for deployment and will not be approved by Suffolk Community Speed Watch.

Equipment Care

The Speedwatch Team must agree to look after any equipment issued and keep it in good condition. The cost of training volunteers, risk assessing potential sites and ongoing administration is borne by Suffolk Community Speed Watch (through Suffolk Constabulary).

There must be one person, namely the coordinator, to take responsibility for all of the equipment and the reflective jackets and signs must be kept in a clean serviceable condition. Any costs to the Constabulary to repair or replace the equipment will be claimed from the scheme insurance. Radar maintenance issues will be covered during the Radar input.

If you would like to proceed with an application we follow a three-step process

Step 1

- I will send you the required applications forms. These should be completed by yourself and all the volunteers. Once completed these are sent back to me electronically or by post.
- One volunteers will take on the role of coordinator. The Coordinator is my point of contact when the group is up and running. The Coordinator is expected to have computer access and knowledge of how to attach a word and excel format attachment. Other Coordinator responsibilities include storing the equipment safely, rotas for the team and sending in the speed monitoring session returns.
- The application forms will be processed through the vetting checks and once the results are known I will contact the coordinator to inform them and move on to the next stage.

Step 2

- Your local Community Engagement Officer will contact the coordinator and arrange a mutually convenient date and time to meet with them to carry out the risk assessments for the sites the team wish to monitor.
- Once we have agreed on the sites, I will notify the co-ordinator of the site details and numbers.
- The team can monitor 20mph limit (not zones) or 30mph roads only.

Step 3

- I will send the coordinator a link for the online training presentation which everyone is expected to watch.
- Our volunteer trainers will then ask the coordinator to speak with the other members of the team and come up with dates on which the members could attend the practical training. The training can be held anytime convenient to all if it is in daylight. Training takes place on the roadside and volunteers should be mindful of this with the weather conditions.
- The training takes about 1 hour and all the members should stay for the duration so that they are trained fully.
- Once the training has been completed the equipment is handed over to the coordinator and the team is free to set its own schedule of monitoring. I will then keep in contact with the coordinator from time to time.

Hope this helps and if you have any further questions then please do not hesitate to contact me. I have also attached the speed watch booklet should anybody require further details before committing.



SUFFOLK CONSTABULARY

SPEEDING GUIDANCE

[Speeding within our Communities](#)

Most communities will have some roads where they have concerns around speeding motorists. This is an inherent problem with drivers and their personal ability to stick to the limits. From time to time, we have all slipped up and crept over the limit and sadly this can have consequences. Our job is to work together to look at solutions, be that better signage, road design changes, Community Speed Watch or Enforcement.

Below is a guide to a variety of things that need to be considered and will hopefully answer some of your questions.

Signage, Road Faults & Changes

The road layout and signage is a matter for Suffolk County Council Highways team (or the Highways agency on certain roads). If you feel there needs to be a change for safety reasons, or to replace broken signage, this needs to be reported via their website:

<https://www.suffolk.gov.uk/roads-and-transport/>

This will allow you to answer questions about the area and road so the enquiry is directed to the right organisation and department.

You can also discuss road design changes including any considerations for a limit change with your County Councillor who would be best placed to discuss this and take it forward on your behalf.

Community Speed Watch

CSW is a scheme where members of the Community are trained in the use of a hand-held speed gun, they work in teams of 3 and conduct roadside monitoring. Any car that is over the prosecution limit is recorded and details are passed to the police. Warning letters are sent for the first and second offence and a police officer is allocated to visit the person if they continue to persistently speed or they're over 50mph in a 30 limit.

A community will need a minimum of 6 volunteers to apply to join the scheme and have the support of the Parish or Town Council. For further information, please visit the Suffolk Constabulary Website <https://www.suffolk.police.uk/services/watch-schemes>



SUFFOLK CONSTABULARY

SPEEDING GUIDANCE

Implementation of 20 mph limits and zones

Many parish and town councils have taken the decision to request certain roads to be changed from a 30mph to 20mph limit. Sometimes this can have unintended consequences so it is important for everyone to understand the difference in limits and what they mean.

20mph – Zone

This is a section of road that is set at 20mph, it must be accompanied by sufficient traffic calming measures to force the traffic to slow to this level. This may be in road design with chicanes, speed humps, strategic parking or other obstacles. 20 zones generally do not carry a traffic regulation order that gives police powers to enforce. Without repeater “20” signs, the zone is legally unenforceable, but the measures in place should generally prevent speeding.

20mph – Limit

This section of road must be accompanied by 20mph repeater signs throughout the whole stretch. These limits do not require traffic calming measures but must look and feel like a 20. It is not acceptable to simply change 30mph signs to 20's without other road modifications, signage or landscaping.

Section 11.3 of the National Police Chiefs Council policy on Speed Enforcement says *“The Police Service has to ensure all resources are used effectively in responding to community priorities. They should use intelligence on levels and locations of offending to identify persistent and high harm speeding offenders and target their enforcement in all speed limits; however, in those where the drivers awareness is lowered due to the omission of measures to manage speed there will be no routine enforcement, only that necessary to eliminate persistent high harm speeding motorists”*. Other references in the policy refer to the need for additional measures being in place to make a limit look and feel like the marked speed.

It is important for police to assess any data provided and make a professional judgement what if any action to take. As an example, a person monitored (perhaps via a SID or Speed Detection Radar - SDR) speeding at 50mph in a 20mph limit at 3am when there is no one else around and the road causes no hazards, is much less likely to be considered a high harm speeder than someone doing the same at 8.30am when children are going to school along a narrow pavement and into the school on that road. This doesn't make doing it any less illegal, but it is a calculation of risk around police deployment.

The issue with any 20 is that the police will not routinely enforce these and the SafeCam team will not deploy to 20's either. This isn't necessarily a problem if the Community understand this before their limit is changed. As a very general rule, people tend not to exceed limits by more than 10mph, so this would mean that a marked 20, people will generally not exceed 30. This may therefore have the desired effect of reducing speeds from a marked 30 where people may go up to 40.

This is a matter for local councils to decide in conjunction with Suffolk County Council Highways who implement changes, this document is designed to give you a brief overview of the policing position.



SUFFOLK CONSTABULARY

SPEEDING GUIDANCE

Enforcement options

Our Camera Safety Team (SafeCam) work very hard around the County in order to reduce collisions on our roads through Road Safety campaigns and enforcement. We have Camera vans which are positioned around the County each day and are very visible, and we also have Community Speeding officers (CSO) who drive smaller vans and operate on foot using a Tripod for their cameras. The CSO's can use sites where the camera vans can not be parked due to the site limitations and have been very useful since their introduction.

Each locality (geographical areas of the County) has at least one Community Police Officer (CPO). This is a Police Constable who is responsible for engaging with their community in a variety of ways and they are also responsible for facilitating information to the right teams about speeding as well as supporting Community Speed Watch. Our CPO's are all trained on the use of the Speed Gun and can (where their duties permit) conduct speed enforcement themselves. They can also arrange for the local Safer Neighbourhood Team (SNT) to do this.

How to progress a Speeding matter in your Community

Firstly, we need to understand the issue more and whether this is a perception issue or a real issue. We don't say that taking anything away from how it makes a Community feel but, we can all feel a vehicle is traveling either faster or slower than it is in reality. There are lots of factors which contribute to this including the road layout, the proximity of buildings, footpath width, foliage etc.

If you have a problem that you would like to be investigated, this can be reported direct to your Community Police Officer or the Safer Neighbourhood Team. They will use their local knowledge to establish if work has previously been done on the site referred to. They may also attend in person and conduct some roadside checks to get a flavour of the behaviour of drivers. This is difficult as we are often told we should be there at a different time or on a different day. So, if the officer feels it is worthy of further investigation, they will first contact the Safety Camera team to find out if they have any data recorded for this site. If they have done this check in past 2-3 years, we consider this to be recent data and they will work from that. If it is older or hasn't been done, arrangements will be made for a Speed Detection Radar (SDR) device to be deployed in the area (SDR's will not currently be deployed in 20's). This will record the speed of every single vehicle over a 7 day period, the time the passed it and their direction of travel. This data is what guides the deployment of the Safety Camera team and helps Police officers on the ground to understand what problems they need to target as a priority.

Please see the next page for the data.

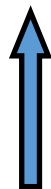


SUFFOLK CONSTABULARY

SPEEDING GUIDANCE

The Summary Data we receive looks like this:

Site Title	B1385 Lowestoft Corton Road outside No 96 0n LP A64		
Channel	Combined	Channel 1 From Corton	Channel 2 From Yarmouth Road
Average Speed	31.5	30.3	32.7
85th Percentile	38	36	39
Standard Deviation	7.4	7.2	7.4
Total Number Of Vehicles	17689	8977	8712
Speed Limit	30	30	30
Number Over Speed Limit	10329	4336	5993
Percentage Over Speed Limit	58.4	48.3	68.8
NPCC	35	35	35
Number Over At Or NPCC	5270	1970	3300
Percentage At Or Over NPCC	29.8	21.9	37.9



It is the “Percentage at or Over NPCC” that we use to work from. A formula is used about the number of vehicles over the prosecution limit per hour is calculated to decide whether the site is added to the Camera van deployment list.

For information, the National Police Chiefs Council (NPCC) guidance on speed enforcement prosecution levels is 10% + 1mph. This means for a 30mph limit, you can allow 3mph for driver error (10%) and 1mph for speedometer error meaning anything travelling up to and including 34mph would not be prosecuted. The prosecution level for a 30mph limit is therefore 35mph as listed above.

If the non-compliance rate is over 10%, the Safer Neighbourhood Team and Community Police officers will make professional judgments as to how frequently they may need to attend to enforce the site whether or not it is added to the Camera van list.

As a general rule, roads with a non-compliance under 10% will not attract regular attention. Officers will review the nature of the road and volume of traffic when considering this and any other contributing factors.



SUFFOLK CONSTABULARY

SPEEDING GUIDANCE

Police Officer Deployment Guide

Speed Limit	Non-Compliance	Responsible Team
40 / 50 / 60 / 70	Variable	RAPT / SafeCam
30	0-10%	Generally not enforced as a matter of routine but there is SNT / CPT Discretion
30	10%+	SNT / CPT
20	Not checked except to target "High Harm speeding"	SNT / CPT

SafeCam Deployment Guide (30-70mph)

Site Coding	Non-Compliance Rate (Average)	Deployment Rate
Green	11-49 Vehicles Per Hour	Once every 6 weeks
Amber	50-99 Vehicles Per Hour	Once a Month
Red	100+ Vehicles Per Hour	Twice a Month

RAPT = Roads and Armed Policing Team (Previously known as Traffic or Firearms officers)

SafeCam = Safety Camera Team

SNT = Safer Neighbourhood Team (Community officers)

CPT = Community Policing Team (Police officers located in the 9 localities around the County)



SUFFOLK CONSTABULARY SPEEDING GUIDANCE

Community Assistance

Safety of everyone in the Community is a matter for everyone. As a Council, you can help to promote good road safety as well as showing your support for Community Speed Watch and where appropriate the use of SID's. It is also helpful to enforcement activities to ensure that speed limit signage is clean, unobstructed and visible. Before enforcement is conducted, we have to check this, sadly we don't have time to cut back bushes etc so anything you can do with this locally is much appreciated by us.

A Speed Indication Device (SID) is a good way of reminding drivers that they are speeding and thanking them when they're not. There are a variety of SID's available on the market including the ones with smiling faces and flashing speeds. These can be a costly option and need someone locally to move and maintain them, but they have been shown to have a positive impact on drivers behaviour. The Police can not be involved in the purchase, usage or management of SID's but are happy to be sent data in a usable format (a summary table or graphs) for use in our intelligence gathering and deployment decision making.

Process for Speeding Complaints

