

DEVON & CORNWALL

SPEED WATCH PROGRAMME



For further information on any of the Speed Watch Schemes please contact:

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Speed Watch Programme

Introduction

Complaints over speed form a large part of letters and calls to the organisations responsible for Road Safety across the force area. These complaints indicate that speed adversely affects safety and quality of life for many people.

How then do we address this?

The effects of speeding traffic are not just measured in collisions. Other factors that have to be taken into account are that speeding traffic intimidates pedestrians, cyclists, residents and gives rise to excessive noise, itself stressful to those living near roads. Pedestrians and cyclists often feel that the roads are too dangerous to use.

Parents are especially unwilling to allow their children to walk or cycle to school as there is a perception that roads are too dangerous due to speeding vehicles. This, in turn brings the consequence of more cars being used on the road network causing the roads to be more congested.

Have Your Say activity has established that speeding and other similar issues relating to vehicle use are of immense importance to communities right across the force area.

With Neighbourhood Policing Teams being responsible for priorities on roads with limits of 40mph and below, we need to work with our partners and develop practices to fit within the 4 E model - **Education, Enforcement, Engineering and Evaluation**.

NOTE: 20mph limits/zones are treated slightly differently and require specific evaluation on an individual basis before a decision can be reached as to whether CSW is appropriate.

The Speed Watch Programme currently consists of three schemes: **School Speed Watch (SSW)**, **Neighbourhood Speed Watch (NSW)** and **Community Speed Watch (CSW)**.

The Speed Watch programme is not the only answer, but one of the many approaches and tools that can be utilised. It sits within Education and links to Enforcement. The added benefit of Speed Watch is that it empowers both our PCSOs and the whole community in the fight to reduce speeds and anti social driving.

Community Speed Watch schemes are generated as a response to local concerns about speeding and, as such, have seen interest from predominantly rural towns/villages on well-used routes. However, it is important to expand this activity to the urban environment as well.

These areas have frequently seen local policing teams “react” to such local speeding issues with Neighbourhood and School Speed watch. However, the longer term deterrent effect of concerted community involvement and activity that epitomises CSW, may prove to maintain reductions in speed that shorter-term operations will struggle to achieve.

The following pages give a brief resume of each scheme:



COMMUNITY SPEED WATCH (CSW)



A key and highly impactful element of the Speed Watch scheme is Community Speed Watch (CSW).

This scheme steps into another relatively new area of policing, the Police Volunteer Programme (PVP).

CSW engages with the community providing the tools and ability to work with the police and have an impact on their own priorities. The Police Volunteer Programme gives this process support and structure and an arena for the police to demonstrate appreciation and value for the activity undertaken by volunteers.

The truly overt nature of CSW and the way it engages the community is a valuable tool in the drive to increase public satisfaction in the police service.

Members of the community who are interested in taking part in the CSW scheme must apply to become a PVP Volunteer and pass vetting to be able to participate.

In the first instance, the Local Policing Team needs to identify if CSW is appropriate by gathering speed data. This is to identify whether the problem is real or perceived, taking into account “quality of life” issues. To assess the situation an Officer or PCSO from the Local Policing Team should:

- Ensure the location is a 40mph speed limit or below
- Collect data to verify speeding complaint/priority or quality of life issue
 - Speed surveys – min of 4 sessions at varying times/days
 - OR
 - Enquire with local Road Casualty Reduction Officer (RCRO) whether data has previously been collected at the location or discuss the possibility of a SDR (Speed Data Recorder) being placed at the location for a week to collect data

If CSW Is An Appropriate Option:

Ideally 6 members of the community are required for a team to be established but if numbers are less discuss with the Speed Watch Co-ordinator. One member of the group must be prepared to take on the role of team co-ordinator.

A site at the location for the CSW team to monitor traffic from needs to be identified and risk assessed by a member of the LPT and approved by the local RCRO.

A Police Volunteer Programme (PVP) Support Manager needs to be identified. This can be a PCSO or a Police Officer. Request for appropriate PVP Support Manager training (a 2hr classroom session) must be made to the force PVP Coordinator by email: volunteermanagement@devonandcornwall.pnn.police.uk

The role of PVP Support Manager has been shown to be essential for the successful running of CSW teams. This person provides a focal point for liaison between CSW volunteers and the force. Retention of volunteers is best where PVP Support Managers have been most active. For further information please see: [Police Volunteer Programme \(PVP\)](#)

Having followed the appropriate process for PVP Volunteer Recruitment (see PVP link above) and vetting is complete, training of the CSW team can commence.

All CSW volunteers are trained by the Force Speed Watch Co-ordinator prior to deployment. The training is delivered locally and is generally a 2hr classroom session. This can be arranged by contacting the Force Speed Watch Co-ordinator by email csw@devonandcornwall.pnn.police.uk.

After 3 or more supervised sessions with an officer from the LPT, the CSW team are able to conduct Community Speed Watch sessions independently. Working in teams of between 2 and 4, Police Volunteers monitor traffic at risk assessed sites between 0700 and 2000 according to availability and always during daylight hours.

The person previously identified as the team co-ordinator is responsible for submitting, via email, the data collected by the CSW team. This data is then automatically imported onto the CSW Database (SWAN) which operates a 3-stage warning system (letters can be processed centrally):

- Stage 1 – letter sent by post with Speed Watch Leaflet
- Stage 2 – If within D & C Force Area – member of n/hood team hand delivers letter
- Stage 3 – No letter – report on PNC & possibly a target package set up via Traffic Intel.

Equipment required:

- Speed Monitoring Device (Genesis Handheld Radar Device)
- Hi viz waistcoats
- Counter,
CSW signs
- Clipboard, pen, forms and leaflets.

Some or all of this equipment may be available via the Force Speed Watch Co-ordinator – please enquire as to current availability. Speed Display Signs (tripod mounted) are available to teams on a rotational basis.

