



# Community Speedwatch

## Background Explanatory Information



Whilst residential speeding is sometimes a community concern, it does not fall within our district priorities, which are based on threat, harm, opportunity and risk. That said, we do as a Neighbourhood Policing Team (NPT) assist with speed enforcement, when commitments allow, see below.

CSW is a scheme that enables members of the public to volunteer to monitor the speed of traffic passing through the area and identify vehicles which exceed the speed limit. Each scheme is run by volunteers and supported by a single point of contact (SPOC) from NPT.

CSW is not enforcement, it is education. CSW's are designed to target residential roads in the community, not commercial roads. Volunteers work during daylight hours and at times that suit them.

Hampshire Constabulary operate a tiered approach to speed enforcement, starting with education via the CSW - Tier 1, escalating through to local NPT officers - Tier 2, to Roads Policing Traffic Officers (RPU) - Tier 3, and Static and mobile camera enforcement – Tier 4.

RPU (Tier 3) do not have any resources to assist us with speed enforcement. Our mobile camera units (Tier 4) are directed to prioritise locations which have a poor history of injury collision roads. This process complies with Department of Transport Guidelines for the use of fixed and mobile cameras to enforce speed limits. RPU analyst monitor the County's injury collision history to ensure, as far

as possible, that our camera enforcement is deployed to those concern sites. We have 2 of these sites within our parishes, Kaneshill and Hamble Lane.

<b>"Tier 1" Road</b>	<b>"Tier 2" Road</b>	<b>"Tier 3" Road</b>	<b>"Tier 4" Road</b>
<b>Education</b>	<b>Enforcement</b>	<b>Enforcement</b>	<b>Enforcement</b>
Community SpeedWatch Volunteers	Neighbourhood Policing Team	Roads Policing Unit	Static & Mobile cameras

The work the CSW do to monitor the speeds, will inform and direct the NPT officers and our special constables to assist with using the laser equipment to target the high priority roads for enforcement, where speeding has been evidenced to be a problem.

The Hedge End Sector CSW has only recently been resurrected and from June this year is looking to conduct approx. 8 road side sessions a month. Our CSW covers 6 parishes, Hedge End, West End, Botley, Netley, Bursledon and Hamble. This is a strategic decision, to maximise the no of volunteers we can recruit and to keep the CSW stable and active and prevent the CSW folding, due to not having enough volunteers.

The CSW can operate on 20mph, 30mph and some 40mph roads. Each location that the sessions are conducted on, need to be risk assessed by a PC or PCSO. The risk assessment covers a variety of factors, including the area available for the roadside equipment and the volunteers, the line of sight, street lighting, parking for the volunteers, distance to the parking from the site, plus a visual check of any other potential risks and hazards. There must be a minimum of 3 volunteers present at each session and the session can run for any length of time (usually around an hour) and would be cut short if needed – i.e. weather or an unwell volunteer needing to leave, taking the total to below 3. The roadside equipment works by radar, it does

not film or take photos and none of the volunteers film or photograph any of the vehicles.

Volunteers will only make note of vehicles details, if they are observed to be travelling at or above the 'Trigger Speed' on the road being monitored. These trigger points follow the National Guidelines for speed monitoring. Trigger Speed is calculated as  $[\text{Speed Limit} + 10\% + 2]$  so for a 20mph road, vehicles travelling at 24mph and above will be noted. For a 30mph road, vehicles travelling at 35mph and above will be noted. And for 40mph roads, 46mph will be noted.

At the end of a session, the record sheets are updated into a spreadsheet and then emailed by a CSW team member to the central CSW team for data processing – this will then generate the 1<sup>st</sup> and 2<sup>nd</sup> warning education letters, which are posted out to the registered owner of the vehicle.



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