



**Cambridgeshire
Police & Crime
Commissioner**

To: Business Co-ordination Board

From: Chief Constable

Date: 22 October 2013

SPEEDING

1. Purpose

- 1.1 The paper is intended to provide an update on the force response to speeding issues.

2. Background

- 2.1 Excessive and inappropriate speeding is one of the main contributors to avoidable collisions that result in death or serious injury. Speeding is an emotive issue for many Cambridgeshire residents and is among the most common of problems to be set as a priority for local policing teams. The force conducts daily speed checks across the county as well as enforcing fixed and average speed cameras.
- 2.2 The constabulary takes a multi layered approach to tackling speeding. From a national perspective, we adopt the principles of the National Road Policing Strategy. We work collaboratively with partners at a force and regional level to tackle casualty reduction and speeding. At a local level, each policing command works to ensure that we meet the concerns raised by residents by targeting speeding at a neighbourhood level.

3. Strategy

- 3.1 While we focus upon enforcement, this is only one element of our speeding strategy, the other areas being Education and Engineering. These are all delivered in conjunction with our partners both internal and external and we seek to make best use of resources, utilising volunteers and the Special Constabulary where possible.
- 3.2 Enforcement includes targeting the activities of local officers and the collaborated Roads Policing Unit on:
- Hotspot and core offences such as speed and drink driving,
 - Focussing upon casualty hotspots – arterial routes and disqualified drivers.
 - Specialist enforcement of large goods vehicles and passenger carrying vehicles by the commercial vehicle defect rectification scheme and Hazchem.
- 3.3 Targeting means making sure that enforcement action is directed primarily at those whose behaviour poses the greatest risk or harm, particularly to others, at identifiable locations or in identifiable circumstances. Targeting needs to take full advantage of a wide range of information sources to develop a greater understanding of what the problems are and how to resolve them, so that enforcement actions can be both focussed and prioritised.
- 3.4 Education encompasses targeting offenders by encouraging change in driver behaviour. We work in partnership with the local authorities, through a specific post of casualty reduction officer to target vulnerable groups such as new drivers, young road users, motorcyclists, cyclists, elderly persons and pedestrians through a partnership approach. This can involve liaising with motor organisations, Road Safety Officers, Safety Camera Partnerships, motor insurers and cycling groups.
- 3.5 Engineering involves working with partners to assess and determine the need for environmental measures and re-designing of roads to reduce casualties and limit the ability for people to speed, through such things as speed bumps, chicanes, width restrictions, signage etc. This is delivered through the Traffic Management Unit and the local authority.
- 3.6 The constabulary approach to speeding is delivered through a combination of constabulary resources, partnership working, including volunteers and the Special Constabulary and through the collaborative RPU and CTC Units.

4 Safety Camera Partnerships

- 4.1 The role of the Cambridgeshire and Peterborough Road Safety Partnership is to reduce casualties by targeting speeding.
- 4.2 The safety camera partnership uses speed detection devices to enforce speed limits. It also uses its camera signing to warn drivers that some areas have a history of people being killed and seriously injured and will have their speed limits enforced.

5 Community Speedwatch

- 5.1 The Speedwatch scheme is a community based initiative designed to harness public support of Neighbourhood Policing by volunteers monitoring speeds of vehicle in areas of concern to the public. It allows volunteers to get actively involved in monitoring the speed of vehicles travelling through their neighbourhood and is used in areas where speeding has been identified as a priority at quarterly neighbourhood panel meetings.
- 5.2 The scheme is run by the force alongside the Cambridgeshire and Peterborough Road Safety Partnership. It is about educating motorists in the law in relation to speeding and monitoring any trends in speeding within neighbourhoods.
- 5.3 Volunteers are trained to use speed indicator devices which display vehicle speed. The overall aim in utilising this training is that the registered owner of any vehicle seen exceeding the speed limit is sent an advisory letter from their local neighbourhood policing team, explaining that speeding is unacceptable to the local community.

6 Speed Surveys

- 6.1 Speed enforcement activity in Cambridgeshire is concentrated around areas with a proven problem of speed or a history of people being killed or seriously injured. Where an area or road is identified as having a speed problem, often as a result of being an agreed neighbourhood priority or as a result of the data collected by local Speedwatch schemes, the Neighbourhood Inspector may request a full speed survey to be carried out in the area.
- 6.2 To carry out the survey, a state of the art speed survey device is attached to suitable road furniture such as lampposts or road signs, to monitor traffic flows and vehicle speeds for, on average, a seven day period.
- 6.3 Once the survey is completed, the data is analysed and provided to the Neighbourhood Inspector to determine what further action needs to be taken, and to feed results back to the local community.

7 Collaborative Support

- 7.1 The collaborated Camera, Tickets and Collisions Unit run and maintain a series of safety cameras across the county with site locations determined through intelligence to ensure that they are targeting the most serious offenders.
- 7.2 The CTC Unit's responsibilities include the administration of speed management on the roads across the three forces, through fixed and mobile speed cameras, processing tickets for endorsable and non endorsable offences and the administration of traffic offence reports.
- 7.3 The collaborated Roads Policing Unit provides support to local policing areas and can be tasked via force daily management meetings. Within the RPU, the traffic Management Unit work with local authorities and highways authorities in relation to the engineering aspect of casualty reduction. A casualty Reduction Officer coordinates activity and responses to road safety matters, topical issues, policies and operations by liaising with partnerships and other agencies that have interests in road safety initiatives.
- 7.4 As part of the Tri-Force collaboration, steps are being undertaken to develop a consistent strategy across the three forces with regard to the management and enforcement of speed issues. Work is underway currently with a view to adopt an approach that works broadly consistently across the three forces, but which also caters for local need.

8 Enforcement Outcomes

- 8.1 Where an offence has been committed, the nature and the circumstances of the offence must be considered and depending on the circumstances, a range of outcomes can be considered:
 - Caution, warn, or take no action
 - Issue a fixed penalty notice (FPN)
 - Report for summons
- 8.2 Speeding is an offence and requires no warning signs before enforcement. Some drivers who speed at lower levels will be offered an education course rather than prosecution. Other drivers may be offered conditional fixed penalty tickets and others may be summonsed directly to a Magistrates court. The decision as to how an offence is dealt with is at the discretion of an officer.

9 Local Updates

9.1 Cambridge City

- 9.1.1 Officers use their professional judgement based on assessments of harm to govern the level of resources deployed to the issue with the results of any activity fed back to the complainant. A speed survey is sometimes commissioned if there is uncertainty about the level of speed. Speeding has also been set as a priority at City Council Area Committees and as such has been treated as a neighbourhood priority with resources allocated and a feedback report on action taken presented to the next Area Committee.
- 9.1.2 Officers from Safer Neighbourhood Teams (SNTs) frequently use their own initiative and conduct speed checks in areas which have been flagged to them personally.
- 9.1.3 Cambridge is currently in the middle of a staged 20mph project, which if implemented will see a 20mph limit on all roads in Cambridge except A & B. There is a strong expectation of enforcement built into this and a policy has been developed which is compliant with the latest ACPO guidance to manage these expectations.

9.2 East Cambridge

- 9.2.1 East Cambs has 2 speed detection Lasers and 2 officers able to train staff. All uniformed Constables are trained to use the equipment which provides resilience against speeding motorists in residential areas.
- 9.2.2 Speedwatch is supported and speed checks are carried out in areas highlighted. Speeding and wider road safety issues are discussed at every panel. Road safety has been a priority for each area for the last 2+ years so data and feedback on activity in each area has been provided at every meeting. Changes to team structures were made to better address local panel issues (including speeding) and outputs have again increased.
- 9.2.3 PCSOs are used to carry out checks in areas of concern, and although they cannot stop vehicles, a number of advisory letters have been sent to registered owners.
- 9.2.4 Where residents raise concerns regarding speeding, referrals are then made to Joint Protective Services for speed surveys. The results are then shared with community representatives who have been involved in addressing the highlighted problems.

9.3 South Cambridge

9.3.1 Officers are tasked to locations identified via:

a) Panel priorities, mainly residential 30mph areas and entry to some villages within 40mph limits. Proactive time is spent in these areas and then fed back at the following panel/council meetings. Special constable members are keen to help with this area of work as it is a process they can quickly learn and be effective in local issues to the wider community.

b) Officers own knowledge, sometimes panel priority locations are not suitable sites, such as parked cars in line of sight and bends in the road. Officer discretion is supported to target surrounding road with suitable location with the expectation that we will still be targeting the same motorists.

9.3.2 Close liaison is maintained with the speed watch volunteers and supported through PCSO deployments, who provide a visible presence at locations either with or without the speed watch teams.

9.3.3 Neighbourhood teams regularly carry out 'days of action'. These are initiatives that bring together a small team of officers to target local priorities such as speeding.

9.3.4 Developments are in hand with South Cambridgeshire District Council to develop a more strategic approach to addressing local community road safety concerns. The intention is to move away from the sole use of punitive police action to address the issue and rather to move towards the communities making use of the relaxation of legislation to seek engineering responses to their problems.

9.4 Peterborough

9.4.1 All three sectors within Peterborough, use the same mechanism to record speed concerns through the Neighbourhood Panels. A survey is conducted providing the evidence base for officers to deploy at the appropriate times to the relevant locations. Often the surveys indicate that speed is not in fact an issue but the perception is of excess speed.

- 9.4.2 Once the survey is complete it is sent to the Parish Clerk for display on the website. When an area is identified as being subject to regular speeding then Safety Camera Vans can be requested to provide enforcement activity. The details from speed checks carried out by the camera vans are sent to the sector commanders and this detail can then be shared at Neighbourhood Panels.
- 9.4.3 Officers deploy on speed checks across the sectors currently on an ad-hoc basis.
- 9.4.4 All three sectors have access to Speed Watch equipment with two of the sectors having active speed watch groups carrying out days of action supported by the Constabulary.

9.5 Fenland

- 9.5.1 Speeding complaints are received via a number of sources including "Shape Your Place", E-cops, Twitter and neighbourhood Forums.
- 9.5.2 Following receipt of speeding complaints, an assessment is made by the neighbourhood Sergeant who determines the appropriate response in the first instance. This can involve requesting the completion of a speed survey via the traffic management department or tasking a local Speedwatch Team to conduct a survey.
- 9.5.3 The data collected provides an evidence base on which to determine whether there is an identified speeding problem or a perceived one. This is fed back to the original source.
- 9.5.4 Confirmed speeding issues are included within local patrol plans. This is a document that the reactive officers use in order to know where to concentrate their activity. Speed checks will be conducted during down time, during overlapping shift times or during Operation Eclipse duties (Operation Eclipse is where the District looks at staffing levels in advance and identifies when there is flexibility to redeploy resources to complete Level One activities and patrol plans.
- 9.5.5 This activity is recorded and used in the Community Reports, to feed back at panels and report back via Social Media. They will also report back to the original complainant.

9.6 Huntingdon

- 9.6.1 Local speeding issues that emerge are dealt with at a Sector level by the local Problem Solving Teams. Enforcement activity undertaken at other locations is at the discretion of local staff.
- 9.6.2 Upon receipt of complaints a PCSO is allocated to attend and conduct speed checks. If there is on-going evidence of speeding and further action is required, the matter is referred to the Roads Policing Unit.
- 9.6.3 A Sergeant has the responsibility of dedicated area single point of contact (SPOC) for Speedwatch. Additional members of the Special Constabulary are trained with speed detection devices in the aim to use their skills to assist with enforcement alongside Speedwatch volunteers.

10 Recent Results

- 10.1 As an indication of the activity undertaken and the support provided by the collaborated RPU, the force regularly supports the national Think! Campaigns and in the recent summer campaign, a total of 825 drivers were stopped with 819 reported for excess speed.

11 Recommendation

- 11.1 It is recommended that the Board notes the report.