

## Royal Wootton Bassett & Cricklade Community Area

### Parish Discussion

8<sup>th</sup> May 2019 – Lyneham Primary School

**Attendees:** Bob Jones – RWB&C Area Board and Cricklade Town Council (Chair), Jackie Jordan - Broad Town Parish Council, Geoff Cowling – Tockenham Parish Council, Peter Gantlett and Guy Rickett - Clyffe Pypard Parish Council, Johnathan Bourne and Michelle Temple – RW Bassett Town Council, Ray Thomas – Purton Parish Council, Mark Clarke Cricklade Town Council, Mary Champion RWB&C Area Board and RW Bassett Town Council, Mollie Groom RWB&C Area Board, Jane Vaughan – CEM.

**Apologies:** Deborah Lawrence – Purton Parish Council, Lorraine Clark – Lyneham and Bradenstoke Parish Council.

- Bob introduced the concept of having a gathering of Parish reps before future area board meetings, a forum for discussing common issues: frustrations and ideas, to receive responses to previously raised concerns and to develop joint working initiatives.
- Those people who had sent apologies had expressed an interest in being involved in future discussions.
- Everyone provided examples of their local concerns and 2 main common themes were identified:
  - Understanding the specifications for Speed Indicator Device (SID) installation and Community Speedwatch.  
**BJ and JV would obtain current criteria information for SIDs and Speedwatch and report back to the next meeting. (Information attached below appendix 1)**
  - Understanding Planning - in particular; the tension between national frameworks and local opinions, confusion about permitted development and the subjective nature of 'in the public interest' with regards to planning enforcement.  
**BJ and JV would request that a planning officer attends the next meeting to discuss these matters.**
- It was agreed that the concept of a Parish discussion before Area Board meetings was useful and should continue.
- The next discussion would take place on Wednesday 3<sup>rd</sup> July – 6pm at Cricklade Town Hall.

*Notes taken by Jane Vaughan*

Appendix 1:

## Community Speedwatch Criteria

### Overview

The Criteria for Community Speed Watch (CSW) in Wiltshire are set by Wiltshire Police.

Here is a link to the [Wiltshire Police Community Speedwatch Procedure](#) .

We have been asked by some parishes why, if they have ready and willing volunteers, they cannot simply set up a CSW team and take control of the issue themselves.

### Current Criteria

*To determine that there is a warranted speeding issue, all communities interested in Community Speed Watch must request a metro count via Wiltshire Council or a Speed Survey via Swindon Borough Council.*

*The criteria used to determine if Community Speed Watch is appropriate are:*

*In a 20mph speed limit the following criteria will be applied;*

*20 to 24mph 85<sup>th</sup> percentile = No Further Action (NFA)*

*24.1 to 38.9 mph 85<sup>th</sup> percentile = eligible for Community Speed Watch*

*Over 39mph 85<sup>th</sup> percentile = Subject to Police enforcement*

*In a 30mph speed limit the following criteria will be applied;*

*30 to 35mph 85<sup>th</sup> percentile = No Further Action (NFA)*

*35.1 to 42 mph 85<sup>th</sup> percentile = eligible for Community Speed Watch*

*Over 42 mph 85<sup>th</sup> percentile = Subject to Police enforcement*

*In a 40mph speed limit the following criteria will be applied;*

*40 to 46 mph 85<sup>th</sup> percentile = No Further Action (NFA)*

*46.1 to 50 mph 85<sup>th</sup> percentile = eligible for Community Speed Watch*

*Over 50 mph 85<sup>th</sup> percentile = Subject to Police enforcement*

*Community Speed Watch does not operate in speed limits over 40mph or in 20mph Zones.*

*The national community speed watch Policy sets out that both directions combined must be used to determine the 85<sup>th</sup> percentile. The national policy ensures that accurate speeds of the carriageways is gained.*

*If an existing team request a metro count for a road they already carry out speed checks on, they are at risk of having CSW removed, if the metro count falls outside of the CSW eligibility criteria.*

*If a road has an existing site, and the speed limit changes (up or down) the team must stop all speed checks. A three-month bedding in period is put in place and after which time, the team leader must request a new metro count to determine if there is still a speeding issue, before they can continue speed checks*

### **Implications of Raising or Lowering the Criteria**

The current criteria have been set for a number of practical and safety reasons:-

- All data collated and collected by CSW has to be processed by Wiltshire Police. The current system for processing data requires a high degree of manual intervention. Any lowering or raising of the thresholds would result in a significant increase in returns sent into the CSW office, which in turn would result in the need for additional staffing levels.  
To explain the process – when a return is received all vehicles are checked against the Police National Computer (PNC) this is a manual process and very labour intensive. We are nearly at the limit of capacity at the present time. For all the additional work and costs involved is this a good use of resource?
- Many teams share laser devices amongst three or four teams – they are able therefore to carry out watches every third or fourth week. Adding lots of new teams would either dilute the availability of devices to teams still further or necessitate buying additional devices. They cost £2500 per device.
- Serious consideration would have to be made to the minimum speed needed for a vehicle to be recorded and submitted. This limit is currently 10%+2 of the speed limit in force which is the same as the minimum limit of the 85<sup>th</sup> percentile needed to start a new team. If the detection limit was reduced, then the number of letters would increase exponentially again at extra cost.
- There could be serious Health & Safety implications by increasing the upper limit for acceptance of a team. Some people already complain that they feel unsafe walking along the side of the road due to the speed of the traffic, therefore there are safety concerns for any team conducting a watch in that area.

Information provided by Sarah Holden, Wiltshire Police.