



COMMUNITY SPEED WATCH

'Delivering Safe, Satisfied and Confident Communities'

Dear _____,

Thank you for your interest in Community Speed Watch (CSW). I enclose an easy to follow flow chart of how speeding issues are formally identified and the course of action that could follow once the data has been analysed.

If your parish has been identified as an area suitable for CSW you will find enclosed a flow chart showing the implementation process of setting up a scheme.

There are a few points I need to raise which need to be taken into consideration when deciding on the whole process and it is important that you familiarise yourselves with these when deciding upon your preferred course of action.

1. In the event that a community want to operate a CSW on a stretch of road currently part of a Community Concern Camera Site (CCCS) then that CCCS would have to be decommissioned. This would mean removing camera signs and deleting details from the web pages and of course non attendance of the Camera road safety Partnership vehicle.
2. In the event that CSW in that parish later collapses the CCCS would not be automatically reinstated. The parish would then be placed on the waiting list and the road would once again have to meet the criteria for safety camera enforcement.
3. In the case of CORE SITES (serious history of collision involving fatalities and serious injury), the Camera Safety Partnership would have priority and it would be unlikely that the cameras would be withdrawn. Therefore CSW cannot operate on roads covered by or immediately adjacent to a Core safety camera site. The only circumstances that I could envisage the decommissioning a Core mobile site in favour of CSW would be, if as the result of safety camera enforcement, over 3 or more years there had not been a single injury collision. In that case consideration might be given for suspending mobile enforcement, monitoring the collisions and if necessary returning to enforcement. In such a case CSW would have to be suspended.

4. Trained local Beat Officers can still attend and will, on request of the parishes, carry out local monitoring and enforcement when necessary. These checks can be negotiated between the parish council and the local Officers and will be balanced against other Policing priorities. This will ensure that community concerns are addressed in respect of all Policing matters.
5. Areas of speed concern must be raised through your local Community Area Board or Community Area Partnership of which all Parish and County Councillors will be aware. This will prevent the flood of requests to the local Police, allowing the allocation of resources to be fair and balanced according to the needs of the community.
6. It is important that those public spirited members of the community commit themselves once trained to supporting CSW. They must be willing to carry out their duties in accordance with the training provided to them, and this will be at no cost to the individual. The individual will be responsible for keeping the local Parish Council and Police informed of their findings. Trained persons if acting in line with their training will be covered by Police insurance as a Police Volunteer; this will not cover them driving any vehicles. Further details will be provided when necessary.

I do hope that having read through this information you will have found it of some benefit. If you wish to raise any questions then please do not hesitate to contact me at martin.alvis@wiltshire.pnn.police.uk . I would ask, however, that this is not used as a short cut to requesting CSW and that these request are channelled through the correct lines as outline above.

Yours sincerely,

PS 12 Martin Alvis

Neighbourhood Policing Sergeant for Wootton Bassett, Malmesbury & Cricklade

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🌐 Visit the new and improved website www.wiltshire.police.uk

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