

# Public Document Pack



## NOTICE OF MEETING

- Date and Time** Friday, 6th October, 2017 at 1.30 pm
- Place** Ashburton Hall, Elizabeth II Court, The Castle, Winchester
- Enquiries to** [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk)

## FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast by the press and members of the public.

## AGENDA

**1. APOLOGIES FOR ABSENCE**

**2. DECLARATIONS OF INTEREST**

To enable Members to declare to the meeting any disclosable pecuniary interest they may have in any matter on the agenda for the meeting, where that interest is not already entered in their appointing authority's register of interests, and any other pecuniary or personal interests in any such matter that Members may wish to consider disclosing.

**3. QUESTIONS AND DEPUTATIONS**

To receive any questions or deputations in line with Rule 31 and 31A of the Panel's Rules of Procedure.

**4. RURAL CRIME - RESPONSE FROM THE POLICE AND CRIME COMMISSIONER (Pages 3 - 8)**

To consider a paper outlining the Police and Crime Commissioner's response to the recommendations of the Police and Crime Panel on 'Rural Crime'.

**5. THE IMPACT OF TRAFFIC-RELATED CRIME AND NUISANCE WITHIN COMMUNITIES (Pages 9 - 250)**

This proactive scrutiny session will allow the Panel to scrutinise and support the Police and Crime Commissioner (PCC) in his intention to prevent and tackle traffic-related crime and nuisance, to improve road safety across Hampshire and the Isle of Wight.

This scrutiny will consider how the PCC is listening to and engaging partners, community associations and members of the public across the two counties in enhancing current prevention measures and review how effectively the PCC is holding the Chief Constable to account for policing community concerns related to traffic crime and disturbance.

The scope for this session is attached as Appendix One. Written evidence has been received and is attached as Appendix Two. The Panel will hear oral evidence from the below stakeholders:

- a) Office of the Police and Crime Commissioner
- b) Hampshire Constabulary
- c) Hampshire County Council
- d) To be confirmed

## **ABOUT THIS AGENDA:**

**This agenda is also available on the ‘Hampshire Police and Crime Panel’ website ([www.hants.gov.uk/hampshire-pcp](http://www.hants.gov.uk/hampshire-pcp)) and can be provided, on request from 01962 847336 or [members.services@hants.gov.uk](mailto:members.services@hants.gov.uk), in alternative versions (such as large print, Braille or audio) and in alternative languages.**

## **ABOUT THIS MEETING:**

**The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please call the telephone number/use the e-mail address above in advance of the meeting so that we can help.**

Appointed Members of the Police and Crime Panel attending this meeting qualify for travelling expenses in accordance with their Council’s ‘Member’s Allowances Scheme’, as set out in the agreed Police and Crime Panel Arrangements.



**POLICE & CRIME  
COMMISSIONER**

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# RESPONSE TO

Hampshire Police and Crime Panel's

## **Rural Crime**

## **Recommendations**

From

Mr Michael Lane

Police and Crime Commissioner

<b>Enquiries To</b>	Richard Andrews - Acting Head of Governance and Policy  Police and Crime Commissioner for Hampshire, St. George's Chambers, St. George's Street, Winchester, Hampshire, SO23 8AJ - <a href="http://www.hampshire-pcc.gov.uk">www.hampshire-pcc.gov.uk</a> - Tel: 01962 871595
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Police and Crime Commissioner's response to Police and Crime Panel recommendations:

**a. That the Commissioner should seek opportunities for greater engagement with rural communities both directly, and through consideration of how information can be disseminated through local town and parish councils. Consideration should be given to encouraging two-way conversation, to enable responses and concerns to be relayed back to the OPCC, and utilising innovative approaches to reach into the heart of rural communities. The Commissioner should also ensure that, as much is practicable, information is accessible to those without, or with limited access to online mediums, to encourage wider awareness and understanding of the Commissioner's efforts to keep rural communities safer.**

The Commissioner recognises the excellent work done by town and parish councils across Hampshire, Isle of Wight, Portsmouth and Southampton, and sees them as important partners in both helping to communicate his safer agenda to a wider audience, but also as a knowledgeable source of local information, primarily through their local Community Safety Partnerships. To support this, closer association will be sought with the Hampshire Association of Local Councils (HALC) and the Isle of Wight Association of Parish and Town Councils (IWALC) to utilise existing communication channels, responding to the feedback that came from the Rural Communities Matter conferences.

The Commissioner will continue to attend rural engagement events throughout the year, targeting events that enable him to reach the maximum number of residents as possible and for them to engage with him and his team.

Hampshire Constabulary also had a number of established communications channels that can be utilised, such as the Hampshire Alert system and Rural Times, the Constabulary magazine in which the Commissioner has a regular feature. A review of the effectiveness of these channels will be taking place to ensure the maximum impact from these opportunities is being utilised.

Of equal importance is the need to influence the technological barriers. This was a common complaint raised during the Rural Communities Matter conference, and although outside of the Commissioner's remit, further research will be done to understand the challenges. Where appropriate, he will lobby Central Government for additional funding to be released to local authorities for projects such as the Hampshire Superfast Broadband scheme, and assist in signposting residents to such schemes to improve their digital connectivity.

Reaching out to offline communities is a challenge for all public sector organisations, and there are a number of reasons for this. The Commissioner will work with partners to understand what further opportunities could be available.

**b. That the Commissioner should, through his role in holding the Chief Constable to account, seek to enhance the perception of the policing response to crimes reported within rural communities, working with local residents to manage their expectations of outcomes and to ensure appropriate feedback following the report of crime. One of the intentions of this activity should be, through increasing confidence in policing outcomes, to increase the level of reporting of rural crimes.**

The Commissioner is grateful for the recognition of the panel for Hampshire Constabulary's work to reassure residents of their dedication to address rural crime, including seeking to secure continuity of PSCO's placed within rural communities and through adapting their approach to crimes in rural areas which have a greater impact than those in urban conurbations, such as non-dwelling burglary.

Through his regular meetings with the Chief Constable, he will continue to challenge the Constabulary to provide support to officers so they can communicate with confidence with the public, such as why and how different crime types are responded to, and how the public can prevent themselves as much as possible from becoming a victim of crime in the first place.

The Commissioner will also encourage the Chief Constable and her team to continue the work being undertaken to improve the knowledge and understanding of officers and staff about crime in rural settings, and to explore solutions such as a knowledge bank of short articles and videos about specific topics, enabling officers to familiarise themselves with an issue before responding to a non-emergency incident.

**c. That the Commissioner should review with the Constabulary the effectiveness of the 101 service in Hampshire and the IOW, ensuring that both qualitative and quantitative measures are in place. The new self-evident app and the customer management system, being introduced by Hampshire Constabulary later this year, should also be evaluated jointly in order to ensure that residents reporting non-emergency rural crime are receiving an effective and appropriate policing response.**

As a service that receives more than one million calls a year, and is the first point of contact the public will have with the police in the vast majority of cases, the effectiveness of the 101 service is under constant review by the Commissioner.

A rolling programme of training and development is in place for force control room and force enquiry centre staff, including a specialist session on rural issues delivered by the force lead for rural policing.

Qualitative analysis of calls is a costly exercise because it is labour intensive. It is however recognised that, in order to maintain service standards, dip sampling is good practice to ensure calls are being dealt with as efficiently and effectively as possible, leading to the right outcome being provided at the first contact. Such dip sampling has been done in the past for calls classed as being from a rural area, and the Commissioner will encourage the Chief Constable to continue such practice in the future as part of business as usual.

In conjunction with his counterpart in Thames Valley, the Commissioner has agreed to fund a new Contact Management System for Thames Valley Police and Hampshire Constabulary that will be in place by early 2018. The system will contain a knowledge base which is configurable and controlled by the Constabulary. This will provide concise information to call handlers to ensure they have knowledge of rural crime and can relate to reports from and more specific to rural communities. There will also be a direct link with database of firearms licence holders.

Police officers and staff working in rural communities will have the ability to identify local crime patterns and other issues that are affecting their local area within the system. That information will be immediately available to call handlers when a new crime or incident is reported and will inform the decision on the most appropriate response.

Staff will have information presented on previous crime in any location so will immediately be able to recognise repeat victims or locations where crime is reoccurring. It will also include functionality to allow online crime reports to be made and prioritised equally with voice calls, making it possible for photos or other evidence to be attached by the person making the report.

There will be a formal benefits monitoring regime post implementation, and the work to review and confirm the baseline for the benefits, as well as the metrics to be measured, is in progress.

**d. That the Commissioner works with the Constabulary to encourage them to develop innovative approaches in delivering a 'visible policing presence' and greater interaction with local communities, within budgetary constraints, which will both provide greater reassurance to residents and deter criminal activity within the rural communities of Hampshire and the IOW.**

The Commissioner regularly hears from all sectors of the community that the visibility of policing is something they wish to see improved, as a uniformed presence provides reassurance and a deterrent. Police Community Support Officers (PCSOs) are frequently cited as being an excellent links between communities and the police, helping to address low level community issues. It is however a reality of modern policing that the nature of crime is changing, and the way the majority of the public engage with the force and how police officers respond to crime has moved forward in the past decade.

Having said that, the Commissioner is keen to encourage the Constabulary to continue to develop innovative ways to remain connected with the communities it serves. To that end, he has requested the Chief Constable produces a rural crime engagement strategy, setting out how the Constabulary seeks to respond to issues raised by rural communities to ensure the service received is not detriment to that delivered in urban areas.

The Commissioner is also encouraging the Constabulary to work in partnership with local communities to develop community solutions, engaging other relevant stakeholders, leading to jointly owned actions that are of benefit to all residents and organisations.

**e. That the Commissioner should continue to develop and lead partnership working with other organisations that have a shared interest in addressing rural crime. A focus for such partnerships should be delivering a holistic approach to help communities keep themselves safe from rural crime and to provide clear prevention advice.**

No single agency or individual is responsible for making rural communities safer. As the only directly-elected official to cover Hampshire, Isle of Wight, Portsmouth and Southampton, the most effective use of the Commissioner's scope of influence is to bring together partners with a common interest at a Hampshire force area level. This can then be used as a mechanism to empower local partners to deliver objectives in the most appropriate way for their communities. To that end, the Commissioner will continue to engage in existing rural partnerships and offer support and input where he can use his influence to best effect.

**f. Following the recent 'Rural Communities Matter' conferences, the Commissioner should ensure that any actions agreed are addressed in a timely manner, to provide reassurance to residents that their concerns are being listened to, and that agreed outcomes are transferred to the new rural crime strategy.**

**g. In developing the new rural crime strategy, the Panel would encourage the Commissioner to address the key concerns raised through the Panel's review, ensuring that the strategy outlines measurable outcomes. Once a new definition of rural crime is agreed nationally, the Panel would also suggest that the Commissioner reviews the new rural crime strategy to ensure that it is fit for purpose within the new definition, and makes any revisions as required.**

#### **Response to recommendations f & g**

The Rural Communities Matters conferences were an excellent opportunity to collate the qualitative views of selected rural stakeholders from across the force area, and these have already been used to bring focus to the work of the Constabulary. There were areas of common feedback that not only relate to rural crime but are suggestions that would improve the self-sustainability of rural communities as a whole. The feedback has been captured in a single document, which is in the process of being reviewed and, if achievable, will be included as priorities in a new Communities Strategy. While there will be a specific section on rural communities, some of the conference feedback may also be applicable to other communities. Once published, the priorities in the strategy will be communicated to conference attendees and the wider rural community, utilising channels referred to elsewhere in this response.

The responsibility for producing a specific rural crime strategy will sit with Hampshire Constabulary and be a target for them in the Communities Strategy. The report of the Police and Crime Panel will be a source document when conducting the research phase of the strategy development.

Through the Chief Constable, the Commissioner will ask the Constabulary to remain engaged in the national debate about the definition of rural crime so that it is an early adopter of any changes that will be required to related processes.

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## Police and Crime Panel: Proactive Scrutiny 2017/18

### The impact of traffic related crime and nuisance within communities

Following public consultation, the Police and Crime Commissioner (PCC) launched his Police and Crime Plan in December 2016, within which he set out his key priorities for delivery to 2021. Road safety is mentioned as one of three key public concerns outlined by the PCC within his Plan, and through it the PCC has demonstrated his intention to protect existing measures which keep the public safe, whilst seeking innovation in preventing and tackling these issues.

**Definition:** The Panel's scrutiny will focus upon the traffic related crime and nuisance which is causing the greatest concern within the communities of Hampshire and the Isle of Wight, and will also consider elements relating to road safety. Evidence to previous scrutiny sessions has in particular highlighted concerns regarding:

- Speeding
- Anti Social behaviour linked with the use of a motor vehicle
- Theft of property from motor vehicles
- Animal casualties within rural areas through reckless driving

The Road Traffic Act 1988 contains provision for all the main motoring offences. Further information on the provisions of the Act can be found online:

<http://www.legislation.gov.uk/ukpga/1988/52>

**Aims:** Through holding an evidence-gathering session the Panel aims to scrutinise and support the PCC in his intention to prevent and tackle traffic related crime and nuisance, to improve road safety across Hampshire and the Isle of Wight. This scrutiny will consider how the PCC is listening to and engaging partners, community associations and members of the public across the two counties in enhancing current prevention measures and review how effectively the PCC is holding the Chief Constable to account for policing community concerns related to traffic crime and disturbance.

The Panel seeks to add value to efforts to prevent and tackle traffic crime and nuisance by providing feedback to the PCC on where improvements can be made, identifying any opportunities to enhance the policing approach, as well as making suggestions on how partner agencies may be better engaged to enhance current road safety measures.

**Scope:** The session will invite written evidence from a range of stakeholders who may be able to assist the Panel with their proactive scrutiny.

The review will operate at a strategic level, and collate and analyse information that stakeholders will be expected to produce. Several stakeholders will be invited to provide oral evidence based on the level of information that can usefully be provided to the Panel.

The Panel will analyse the evidence provided in order to identify recommendation areas for action to the PCC.

## **1. Key Stakeholders:**

### Oral Evidence

(To be determined by plan working group)

### Written Evidence:

Age UK Hampshire

Age UK IOW

Basingstoke Motor Club

Brake (Road Safety Charity)

Crimestoppers

Crown Prosecution Service

District and Borough Councils

Farnborough District Motor Club

Hampshire and IOW CRC

Hampshire and Isle of Wight Community Safety Partnerships

Hampshire Association of Local Councils (HALC)

Hampshire Constabulary

Hampshire County Council

Hampshire Fire and Rescue Service

Hampshire Neighborhood Watch Association

Hants & Berks Motor Club

Highways England

Isle of Wight Association of Local Councils (IWALC)

Isle of Wight Council

Isle of Wight Neighbourhood Watch Association

Isle of Wight NHS Trust

Local Magistrates Bench

Ministry of Justice

National Probation Service

NOMS

Police and Crime Commissioner for Hampshire and the IOW

Portsmouth City Council

Road Peace (national charity for road crash victims)

Road Safety Foundation

Solent Advanced Motorcyclists

Solent Healthcare NHS Trust

South Central Ambulance Service NHS Foundation Trust

South East Coast Ambulance Service NHS Foundation Trust

South Shires Bikers Motor Cycle Club

Southampton & District Motorcycle Club

Southampton City Council

Southern Health NHS Foundation Trust  
Southsea Motor Club  
Town and Parish Councils  
Verderers of the New Forest  
Victim Support  
Youth Offending Teams

## 2. Key Questions

The key questions of the proactive scrutiny are:

- How well has the PCC, through holding the Chief Constable to account, ensured an effective policing response to community concerns related to traffic crime and disturbance?
- How are the Commissioner and his office engaging with local partners, community groups and members of the public to enhance current prevention measures for traffic crime and nuisance to improve road safety?
- What are the key priorities which need to be considered by the PCC to reduce and prevent traffic nuisance within the communities Hampshire and the Isle of Wight?
- What best practice exists which could also be considered by the PCC in his approach to enhancing the approach to tackling and preventing traffic crime and nuisance to keep roads safer across Hampshire and the IOW?

In order to answer the key questions, the following will be asked of selected stakeholders:

- 1) Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?
- 2) How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?
- 3) How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?
- 4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?

- 5) What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?
- 6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?
- 7) Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?

### **3. Approach:**

- Invite the key stakeholders listed at 1 to respond to (some or all of) the key questions listed at 2. Provide four weeks for written responses.
- Provide a webpage for the review, giving access to information about the timescales, publishing relevant documents etc and to provide a channel through which the public can make comment.
- Identify key witnesses to attend oral evidence session (afternoon of 6 October 2017).

### **4. Outcome**

The Panel will go into private session after they have held their oral evidence session in order to formulate and agree recommendations to the Commissioner. The outcomes will be published on the Panel's website.

## Hampshire Police and Crime Panel

### 'The impact of traffic related crime and nuisance within communities' Proactive Scrutiny - Evidence

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## **Comments from Members of the Public**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

I am aware that the police have increased their policing of traffic on the New Forest to include dawn and dusk which are the key danger times for RTCs concerning Commoners' stock. Nevertheless, the more you can do the better. People are speeding across the Forest all of the time. There should also be greater publicity for the prosecution of offenders who do collide with the animals and more investigation of the circumstances of a collision, rather than just accepting people's word that the 'animal just ran out into the road from nowhere'. It's not just speed that kills the animals, it's the failure to keep a proper lookout.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

I appreciate the fact that the police work in conjunction with the Verderers and other agencies to reduce traffic collisions on the New Forest. Once again there should be more publicity about these efforts – The Lymington Times does not have much reach beyond the South of the Forest and it is the commuters on the edges of the Forest that we particularly need to reach. I was pleased to hear that there is going to be some engagement with businesses in those areas to make them more aware of the risk to stock.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

I'm pleased to hear that the police are communicating with the New Forest Roads Campaign (Facebook page) as well as the usual authorities. Social media is the way to go even if it is resisted by the more traditional organisations that are involved with the Forest. In previous years list of people caught speeding used to be reported in the local newspaper. Perhaps that could be done through social media too.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

I don't know the answer to this.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

More publicity which is aimed at changing peoples' understanding and attitudes particularly through social media. Higher levels of investigation and prosecution where appropriate.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

It is difficult to know what impact formal measures through the Road Traffic Reduction Group are having c/f The New Forest Roads Campaign.

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- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Not very effective within the New Forest.

Help reduce the number of stock deaths in the New Forest, and the speeding on 'rat runs'

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Work with the verderers and with the Haulage companies using the Downton tip to reduce speeding heavy lorries within the Forest boundary

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Not seen any traffic related messages from the PCC



- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Not sure our Parish council know about this.

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It is heartbreaking to observe so many grass pavement edges in our wonderful town ruined by vehicles parking on the pavement and never see a fixed penalty notice attached to their windscreens

Worse is the same happening on narrow pavements necessitating pushing prams, pushchairs and wheelchairs out into the traffic because the pavement is blocked. Why are vehicles allowed precedence over walking pedestrians? Dorset and other Police are enforcing a 1.5m distance when passing a cyclist but what about pushing a baby in what should be their safe haven of a pavement. I have also observed police cars parked on pavements .

Talking of police cars, why is it acceptable for Police Officers to operate their handheld (yes ok attached to their tunic) radio when driving when motorists are rightly prosecuted for doing the same with a mobile telephone?

Final gripes, again over parking relates to never, ever seeing an enforcement notice to motorists parking on the wrong side after dark, or within the defined confines of a junction, and trailers and caravans parked unattached without lights after dark, all of which are traffic offences. Nitpicking?, maybe but lack of enforcement penalises the few motorists who obey the law and once these laws are not enforced it leads to more important laws being disregarded.

Speeding, tailgating and ratrunning - too exasperated to even start - unless you request my views!!!!!!!

Am I a grumpy old man, yes, but one whose occupation before retirement involved driving 65,000 miles per year, cars, hgv, and trailers so I probably have much more experience than many police officers and transport planners after driving for over 50 years.

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As a resident of Lymington for the past six years I would like to highlight two issues:

1) The speed at which other vehicles drive through the New Forest within the cattle grids (therefore, endangering wildlife). I drive according to the speed limit - and sensibly slower when animals are near the verges - I am frequently overtaken; pretty sure it's not the tourists but locals who are blasé about driving in the Forest.

2) Random and pointless acts of vandalism to cars in and around Lymington by teenagers out too late and unsupervised; furthermore, these vandals are regularly named and shamed (on FB) although don't appear to desist in their anti-social behaviour.

I have to say, from my own experience, I don't think I've seen a visible police presence in or around Lymington.

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- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Community Speedwatch gets a lot of bad coverage on certain community social media groups. I think that they do help to reduce speeding, but need clear support to raise their profile online. Maybe some of those that openly criticise online & advocate speeding should receive an official visit! A Community Speedwatch scheme on the unfenced New Forest roads, should also be considered in association with the Verderers & Commoners Defence Association.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Make far greater use of private vehicle dash cams, encourage their use & make it easier to submit footage. We have cameras in both of our vehicles & often catch offenders on film. Most are minor, but have had the odd more serious offence which I have wanted to submit to the police. I have Emailed & asked for advice, but didn't receive a reply.

This is a huge untapped resource, not only for traffic offences, but also any vehicles driven near crime area will catch offenders in the area on film either driving or on foot. Hit & run vehicles will be filmed before & after, fly tippers full & empty. Obviously, this does take a certain amount of technical knowledge to recover any useful footage, but there must be a way to overcome this, even if as a last resort, people could send a memory card by post if they can't online. This must be worth considering as a free resource of information.

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- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

In view of cuts in resources and manpower I'm pretty sure the police do the best they can!

I don't really see communities being any safer without adequate numbers of front line police.

Personally theft, robbery, (property and possessions trashed/taken), muggings, attacks, (especially ACID attacks) concern me a lot more than traffic nuisance (whatever this is?).

Anyway enough said and not what you want to hear, please accept apologies.

7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

My proactive scrutiny regards how much this review may have cost? Appears to be another tick box/seen be doing exercise!

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Hello I live in rownhams and work in rownhams the police do nothing about speeding on rownhams lane in rownhams the last speed check was in may

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1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

I live in the New Forest and have been amazed, shocked, horrified and disgusted at the number of animal deaths on the roads of the New Forest. Much of this is caused by speeding and careless driving. Despite huge public outcry, there is very little policing of the roads of the New Forest and it seems that those with the power to do something about it are failing miserably.

I value the life of every animal as highly as I do the life of every human. Each time I hear of a pony, donkey or cow being killed by dangerous driving on the roads of the New Forest, it is as awful and impacting to me as the death of a child under similar circumstances would be. These deaths happen at a rate of 1 or 2 a week.

I can't believe I live in a country where regular weekly death by dangerous driving in a small area is considered acceptable and not worth taking action over.

I am aware that there is some speed monitoring on the roads of the open New Forest but it is considerably too little. I want a massive increase in this activity. I also want the forest to be patrolled by unmarked cars targeting dangerous drivers, not just speeding drivers.

2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this*

*has within communities? Can you identify any opportunities for further partnership working in the future?*

I am not convinced by partnerships. Every time something happens in this country, representatives stand before cameras and list who they are working with as if they expect a round of applause for achieving co-operation with another body. I find it unconvincing, to say the least. I don't care who you work with – I just want the job to get done.

3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Not at all. If anything, there is a serious lack of response to the problem of dangerous driving on the roads of the New Forest.

4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

With police resources cut back to the skeleton crew that it is, community speed watch is the only solution other than getting a properly resources police service.

5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

I am aware that there is some speed monitoring on the roads of the open New Forest but it is considerably too little. I want a massive increase in this activity. I also want the forest to be patrolled by unmarked cars targeting dangerous drivers, not just speeding drivers.

I observe dangerous driving on the roads of the New Forest every day. If I can see it, then so could traffic police – if they were here!

**The speed limit in the open roads of the New Forest (I.e outside villages) should be reduced from 40mph to 30mph. This won't stop all the reckless drivers, but it will reduce the problem.**

6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

It would be worth looking at the approach in the Netherlands:

- 1) <https://www.drive-alive.co.uk/driving/driving-in-netherlands.htm>
  - 2) <http://www.itsinternational.com/categories/enforcement/features/extra-enforcement-key-to-cutting-road-casualties-in-the-netherlands/>
  - 3) <http://www.speedingeurope.com/netherlands/>
- 

1. I believe the current policing provision in response to community concerns related to traffic crime and nuisance within Hampshire is good.
  2. I do not know who the “partners” are mentioned in this question and therefore cannot comment.
  3. There has been no communication within our Parish (Ashley Parish Meeting) either to the Parish or to residents individually. Any communications to Parish Chairmans via email would be a useful way of communicating. If the PCC want issues to be circulated to residents, it would only take one email to the Chairman who could then distribute locally. This would take up minimum amount of time for the PCC and have maximum impact locally.
  4. I believe the Community SpeedWatch Scheme works well and effectively. I suppose one way of evaluating its success is by the increasing/decreasing numbers of speeding fines locally to the SpeedWatch areas.
  5. I believe the roads in Hampshire are generally safe - but this is purely a personal view - I don't have the accident figures to evaluate objectively.
  6. Not really no, apart from the mobile speed units in sensitive speed areas
- 

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

I don't know what the current policing provision is apart from speed cameras along the A30, and Griffin Way South at certain times. I personally think there is too much speeding on our roads and I appreciate seeing police out with their speed guns to catch the culprits. I know this is an unpopular view with some other residents of Hook.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

The PCC is non-existent as far as I am concerned.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

I don't even know who the PCC is, let alone what his interaction has been. So I cannot comment on this. As far as I am concerned the PCC is invisible.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

As far as I'm aware there has been no Community Speed Watch Scheme for several years.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Higher police visibility as a deterrent.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Sorry No!

- 
- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

In January 2017, Community Speedwatch (CSW) groups were banned by Hampshire police from monitoring 40 mph roads which had been monitored by CSW groups for 6 years. Various reasons were given for this ban depending on who you talked to: safety of CSW volunteers yet no accidents could be identified; poor recording by CSW volunteers on 40 mph roads keeping but this didn't stand up to scrutiny; or, finally, police resources being overloaded by data from CSW groups.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in*

*improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

CSW groups were promised that there would be a review which would take 6 months. No results of this review have been notified to CSW groups assuming the review is completed nor has there been any notification of a delay of the review. The conclusion one has to draw is that the review is fictitious and the PCC & Chief Constable expect CSW groups to forget about it.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

CSW groups effectiveness has been severely diminished by the speed monitoring being limited to 30 mph roads. Parish Councils throughout the county have spent council tax payers money on speed monitoring devices which are now being underused. The PCC needs to restore CSW speed monitoring with immediate effect.

For CSW groups in the New Forest area are particularly concerned about the contribution speed makes to animal deaths on the Forest's roads. At 40 mph hitting a pony, cow or donkey is fatal to the animal. CSW groups know from experience that a significant proportion of drivers exceed the speed limit making this problem even worse.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Restoring the CSW speed monitoring of 40mph roads. No other police authority in the country has placed this restriction on its CSW groups.

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I read with dismay the recent changes to the penalties imposed for speeding. Without doubt the punishments no longer fit the crime, especially for young newly qualified drivers.

The focus should be more on people using mobile phones and specifically those texting. There is no excuse, yet every time I go out I witness scores of drivers still transgressing. If you catch people, hit them really hard. I have a mobile which will connect to my car system by Bluetooth hence hands free, yet I will only use it if I am picking up people from somewhere. I never text.

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## TRAFFIC PLANNING

- Speeding

There is a particular issue with Speeding in New Rd Wootton Bridge PO33. Along a 320 meter stretch of this road is a 10mph speed limit imposed by Traffic Order in 1950 due to the parlous state of the road and the effect of ever increasing traffic. This has been exacerbated by construction and servicing traffic for PGL (Little Canada). The police have refused to enforce this limit despite a metro count which showed 94% of traffic including coaches and lorries breaching this limit. There is also no Police support for the community in requesting island roads to emplace traffic calming measures. There have been many close calls along this stretch and there is a risk to children

- Anti-Social behaviour linked with the use of a motor vehicle

Vehicles being politely requested to reduce their speed often results in abusive and aggressive behaviour towards members of the public and the police will not support them.

- Theft of property from motor vehicles

Nil Comment

- Animal casualties within rural areas through reckless driving.

Drivers not obeying the pass wide and slow law when going passed animals. There have been injuries to both animals, in particular horses and riders because of this.

Additionally, some of the new road surfaces laid are too slippery for horses to ride on. This has resulted in fatalities. A horse died on the Military Road, Isle of Wight due to the slippery road surface.

1. *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*
2. *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*
3. *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*
4. *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*
5. *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*



6. *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*
7. *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Re 1, 2 & 3 Difficult to judge

Re 4 Good use of 20 mph areas.

Re 5. Prosecute drivers who park on pavements, park contra-flow and park forwards in off-road parking driveways ( necessitating reversing onto road).

Re 6 Limited use of give way signs where cyclepaths cross roads Poor example of this use below:

Use STOP lines and STOP signs on residential roads where cycle paths cross to encourage use of said cycle paths by children etc. eg. estate behind skateboard park in

Cowes, some crossings have 'Give way' signs but only on one direction of approach to cyclepath. laughable! (which links two sides of residential area to primary schools and health centre).

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What a disgraceful waste of time and effort.

Isn't this what the police should be doing anyway.

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1. *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

We here in the New Forest Park have not seen so much PCC response in the last few months, and this has been reflected by the large number of animal deaths we have seen recently in the forest. In addition to this there are known hot spots for these fatalities, but you do nothing, and as we cannot have CCTV etc. nothing effectively is done. On the long term, simply deploying the speed van only catches people; it is only a short term fix, to gain monies for the coffers.

2. *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

The PCC and his office, did work with their partners in the past year, but recently this interface seems to have dropped off, as noted above.

- 3. How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Since the Verderer's ceased paying for the speed enforcement van, we have not seen this deployed in these areas. This needs to be re-introduced as it was a short term deterrent that did have results, not necessarily changing the attitudes of the local speeding community.

- 4. How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

The Community Speed Watch scheme, is a good idea, but due to the restrictions imposed on where, when etc. Its effects are watered down, not being able to carry out the monitoring on roads of over 30 MPH, if this was resolved it could help with the limitations of the speed enforcement vehicle, by targeting the hot spots as above.

- 5. What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

To listen to the communities, as they know the areas better than you do.

- 6. Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

None that have not been tried on a long term basis, to show good results that could be used to provide information to justify full time enforcement or overall speed reductions to reduce accidents or nuisance crimes.

- 7. Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

If the PCC were to spend time with the policing groups in the effected areas he could gain first hand knowledge relating to how this affects these communities, to see how important these issues are to the residents etc.

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**To; whom it concerns****Re; 'The impact of traffic related crime and nuisance within communities' Proactive Scrutiny.**

Here is my submission; evidence to the PCP's proactive scrutiny session, which will review whether the current approach taken to tackle traffic related crime and nuisance within Hampshire and the Isle of Wight<sup>1</sup> is making roads and communities safer.

- 1)** *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

The current policing provision is not effective enough, the Speed Detection van needs to operate on a weekly basis in the New Forest National Park or should it be called the New Forest Nature Reserve? **Would you drive through a Safari park at and over 40mph?** Why do drivers frequently drive in excess of this speed limit in an area where animals roam free? Perhaps the signage is not BIG enough or CLEAR enough? In the New Forest Park I am over taken daily by people traveling in excess of the maximum speed limit, and there is little the police seem do about it. There are not enough Police on Patrol and a Speed Detection Van operating a minimum of one day a week in the New Forest National Park would be a HUGE Benefit to the Safety of the Public, Tourists, Walkers, Cyclist, Horse Riders, Groups of Children i.e. Duke of Edinburgh and National Citizenship schemes, Guides and Scout groups etc. who all would like to consider that roads in a National Park would be extra safe.

- 2)** *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

I cannot see evidence that the PCC and his office have taken this matter seriously, apart from this response request. (Why don't you publish the request in local papers? You may find you get a bigger response!). The only initiative was that of the Verderers Court, who paid for the Speed Detection van to operate for a year in the New Forest National Park., the number of recorded speeders was at an extraordinary high level, which justifies the need for this level of service to continue.

- i. Why does the PCC and his office not support the Community Speed Watch operation on 40 mph roads in the New Forest National Park? Why is this opportunity not being developed as a partnership? Until this is operation you cannot say you work with the community to tackle key concerns.

- 3)** *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

The PCC did not attend the main event of the New Forest Show on the 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> August therefore he failed to take the opportunity to communicate with local residents, there was a PCC stand but not the man himself. The PCC fails to support the operation of the Community Speed Watch on the 40 mph road in the New Forest National Park.

- 4)** *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Community Speed Watch is an education not an enforcement, it serves as a polite reminder to stay within the speed limit. It improves the quality of life for local people, cyclists and horse riders and the animals that have right of way in the New Forest National Park. Community Speed watch allows local people to participate in the safety of the roads in their community. The success of this as you should know is evaluated by the number of motorists reported to the Police exceeding the speed limit at the sessions. The PCC can enhance this by attending a Community Speed Watch session once in a while, and ask the Police to allow Community Speed to operate on 40 mph roads in the New Forest National Park. There is constant speeding on New Forest roads along with animal accidents, and little police presence due to the lack of Police officers available, to enforce speed limits and patrol the area, police stations are closing and cut backs in spending, therefore Community Speed Watch play a big part in reminding motorists to stay within the speed limit.

- 5)** *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

The speed limit notice painted on the road with a circle round it, is a good reminder.

The Police do very little on the roads when the 'Wiggles' type Sportive Cycling Events take place, with excess of 800+ participants in each event. They cycle more than two abreast and in bunches as well as single file. It is an individual timed event against the clock,(essentially a race,) I have not seen police monitoring these events, therefore it can be seen there is little interest in road safety.

Suggestions;

- 1.) Provide more Police officers in plain or marked vehicles, to patrol the areas, provide a second speed detection van for Hampshire and the Isle of Wight?
- 2.) Police presence on cycle event days in the New Forest National Park please, for the safety of all road users, cyclists, horse riders, walkers and motorists.
- 3.) Support for Community Speed Watch to operate on 40 mph roads in the New Forest National Park.
- 4.) Review speed limits on 40 mph roads in the New Forest National Park, is it appropriate that smaller roads with bends and animals on the road is safe to travel at a maximum of 40 mph? i.e. Beaulieu to Bucklers Hard to St Leonards cottages, to East End at 40 mph. A National Cycle network route/road, route 2, Mill Lane, Brockenhurst, Hampshire, which is a narrow road with bends, is it safe to do 40 mph round those or is 30 mph a safer speed limit?
- 5.) Promote 30 mph maximum, between dusk and dawn on the New Forest National Park Roads.
- 6.) Much BIGGER and Clearer Road Signage at the Main entrances to the New Forest Park.
- 7) The road signs need a yearly clean.

- 6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?

Yes the Speed Watch van when it is in operation works well, and Community Speed watch SID, also when letters are sent out to speeding motorists, that serves as a reminder to keep within the limit. The 'painted' speed limit on the road also serves as a reminder. More signs stating Animals on the Road or Animals have the Right of Way.

- 7) Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?

I have attached a copy of two letters to the Chief Constable of Hampshire Police Force, I still await a reply! Please read them.

For the attention of Chief Constable Olivier Pinkney

**Re: Community Speed Watch – 40 mph roads**

With regards to Community Speed Watch and the Speed Indicator Devices (SID) operating in the New Forest, Hampshire. Currently New Forest Community Speed Watch (NF CSW) are only allowed to operate in the 30 mph zones, approved by the Police Force of the area.

There is a considerable concern by residents of the New Forest and surrounding areas and the visiting tourists concerning the speed of vehicles on the New Forest roads. Please see cuttings taken from the local newspaper for the last three weeks, I could take a cutting every single week of the year! So strong are the views of people on this issue, your support and showing concern would be well appreciated by these people. Please do ask the local Police, you will find it is a top issue in the New Forest.

You are currently considering allowing the CSW to operate on the 40 mph roads, PLEASE at least allow New Forest CSW to operate on the 40 mph roads in the New Forest. We not only have the public but also animals to consider, a good number of cyclists, walkers and youth groups orienteering and crossing roads, including the Duke of Edinburgh Award scheme, Marathons, Triathlons etc. In a National Park Drivers need to be highly aware of their Speed, and CSW serve to be that reminder, being highly visible at the side of the road, with hopefully a smiling SID face.

New Forest Community Speed Watch have the support of the Queens Court Verderers, The Commoners Defence Association, I have not asked the National Park Authority personally, but I see no reason for them not to support the CSW scheme.

The Chief Crime Commissioner, did state at a Parish Council meeting the NF CSW was overloading the system. However NF CSW volunteers, with Security Clearance would be willing to support the Police Force to process letters to the registered keepers of the vehicles, or any other assistance we can lend on this, so as not to overload the work of the Police Force.

The verges are wide on the New Forest, CSW volunteers will be well away from the edge of the road, wearing personal protection equipment, there is no increase in risk, above that of the 30 mph roads.

There is a pressing Social Need, CSW serves to protect public safety, it protects the rights and freedoms of the members of the public, organised groups and also the Nature of the New Forest Park. CSW improves quality of Life Please support the NF CSW operation on 40 mph roads.

Do you Chief Constable have any valid reason not so support the Community Speed Watch operate on 40 mph roads? Your response is requested.

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### Need to review Forest's roads

SIR — Having seen the dreadful picture of the dead Shetland pony and her foal on the front page of last week's A&T, I would like to suggest that Hampshire County Council head up a review of safety on the Forest roads.

For a start, if the speed limit was lowered from 40mph to 30mph it would make a useful contribution to a reduction in the slaughter of animals, which can be close to 100 in a bad year.

The roads should also be fitted with repeater 30mph flashing road signs at suitable locations to warn motorists if they are speeding.

All pinch points, particularly those on the approach to Brockenhurst, should have priority signs. I understand that, due to their absence, there have been a number of road accidents giving rise to thousands of pounds of avoidable damage to vehicles, and probably injuries to the occupants, due to the presence of the Brockenhurst pinch points.

Far more roadside notices need to be installed advising

motorists who to contact if there is an accident involving a collision with any animal.

I would also point out that the proportion of road to Forest is very small, and much could be done to increase the safety and enjoyment of everyone in the area, with little effect on its visual appeal.

Anthony Pasmore, in his New Forest Notes, made a laud reference to the lack of a Lyndhurst by-pass which is urgently required, particularly during the summer months when young and old alike can be made to sweat it out for an interminable amount of time in long queues of vehicles trying to enter Lyndhurst during very hot weather.

Without strong intervention, improvements are not going to happen under the present management, because in the eyes of those in authority the safety of people and animals is a distant priority to how the Forest looks.

Robert Wotton  
Ringwood Road,  
Bransgore.

19<sup>th</sup> May  
2017

### Call for a Forest 30mph limit

SIR — I saw the terrible picture of the pony and foal dead last week from a hit and run and felt I should write to say that a solution could be reducing the speed limit across the New Forest to 30mph.

This could result in people deciding not to go into the New Forest but instead using other main roads to get to their destination as it would be too slow for them. Hopefully, it would then reduce the numbers of cars and encourage only those people who want to drive slowly and enjoy the wonderful experience of the New Forest. Then perhaps we would see far fewer accidents with the livestock on the Forest.

Something has to be done to stop all these deaths.

Yvonne Paddy  
Address supplied

12 May  
2017

### Appeal to drivers' selfish instincts

SIR — With regard to collisions with animals in general and in particular the Shetland mare and foal on the Lynton to Hatchet Pond road, my thinking is that the solutions offered nearly always focus on the animals and the damage and suffering caused to them by the motorist.

A radical change in thought is needed which focuses on the motorists and the damage to their cars and injury they may incur in a collision. This, I acknowledge, may seem to be appealing to selfish instincts but if a driver is faced with the possibility of extensive damage to their new BMW or severe injury to themselves and their passengers, it might just resonate.

In practical terms instead of expecting the motorist to be shocked when a dead animal is seen by the roadside why not try having on show a car involved in such an accident with its broken windscreen and crumpled front end? The legend on a board over the vehicle could simply say 'This can happen to you and your car if you hit an animal'.

All the motorists see at the moment is the animal with 'Agiter aware' on its flanks for a few hours; the car has either managed to be driven off or has been hastily recovered. Leave it there (or a substitute) with 'Police aware' on its roof for a few weeks. I hope the verderers may try it or something similar. Call it 'shock and awe' if you like, but given the present efforts are not working the change of focus might just work. In addition, leaflets and other information sources about the Forest could take the same approach.

Graham Smith  
Marryat Road,  
New Milton.

2<sup>nd</sup> June  
2017

PTO

# Pony's agony inspires poster campaign

**Calls for extra warning signs on Forest roads**

BY MICHELLE RAY

A HARD-HITTING poster warning drivers about hit-and-run animal accidents in the New Forest has been released by the Verderers as national park authority members called for more warning signs to reduce the toll.

The poster (pictured right), which is being distributed to shops, businesses and garages, highlights the reward of up to 1,000 for information leading to the successful prosecution of drivers who do not report animal accidents.

It features Brock Brocade who, shortly before the accident in November, had been turned out to enjoy her retirement by Brockthurst commoneers Trudy Nimmam and James Young, following a successful showing and reading career.

The following morning the bay pony was involved in a hit-and-run, she was found with two broken legs by a local resident who called the agister who put her pony down.

An emotional discussion

ensued at the national park authority's meeting last Thursday after chief executive Alison Barnes recalled the "distressing" incident.

Vice-chairman Edward Heron said: "I think we can all understand that accidents can happen, but we hope that people driving along can minimise the risk by slowing down and waiting until they can see."

"I cannot fathom people who somehow can leave an animal like that to die slowly in pain. It's an unconscionable act - be a grown up and accept responsibility for it."

"As a national park we need to put more pressure on the police to see that they are doing all they can to find and prosecute the people involved in hit-and-runs, and to look at the legislation that's available to see if those that behave in this despicable way can be prosecuted."

David Harrison said in view of the increase in animal accidents there was a strong case for Hampshire County Council to put up temporary warning signs in areas of high risk.

"I would like to see a plastering of temporary signage that gets the message over to drivers that they have to slow down and watch out for animals," he said.

Petey Jackman, who is also a

commoneer, agreed and said more signs should be put up telling people not to feed the ponies because it entices them to the roads.

"I cannot begin to think about how I would feel if one of my mares was the victim of a hit-and-run," she said. "A many pronged approach is required with multi agencies to do as many things as we can to avoid the animals being hit."

"In the summer I see countless visitors to the Forest stop their cars on the road to feed and pet the ponies but what happens is when it's winter and food gets scarce they come onto the road, which does nothing to help them."

"They are almost setting themselves up to get hit."

Mrs Jackman added: "I think we need more signs to say feeding of the animals is not allowed - we need to do everything we can."

NPA chairman Oliver Crosthwaite-Eyre said he agreed "wholeheartedly".

Ken Thornber said: "The day of a 30-mile-per-hour blanket ban in the Forest draws ever closer."

"There will be a multi-faceted solution to reduce animal accidents to an acceptable level - if there is such a thing."

"And maybe the day of, horror of horrors, fencing in animals, draws ever nearer."

Mr Thornber added: "I think we should have a multi-agency approach and we've got to cement a conference for when we can look at this and say to our partners 'what are we going to do'."

"This toll on our roads is unacceptable and, but for the grace of God, we could have accidents resulting in the fatality of humans."

"We need to get ahead of the game and look at a co-ordinated approach on many aspects of life in the Forest if we are to do anything about reducing this unacceptable toll."

George Bisson stated that drivers needed to be reminded

and educated about

Latest Accident

In the latest and most reported to the Verderers nut mare had to be put down after she was injured near Bursley golf course on January 17th at a brown mare was reported at Crows Nest Thursday at 9pm. Of the 17 accidents reported during the year, 10 were reported by agisters.

Hampshire Constabulary  
Southern Support & Training Headquarters  
Hamble Lane  
Southampton  
Hampshire  
SO31 4TS

For the attention of Chief Constable Olivier Pinkney

**Re: Community Speed Watch – 40 mph Roads – New Forest.**

With regards to my letter dated 5<sup>th</sup> June 2017, a copy is enclosed. I have not had the courtesy of your requested response, to the question at the bottom of the page of that letter. I appreciate you are kept busy in your role, I do hope to at least receive an acknowledgement of these letters, if its only to say you will respond, say within the next four weeks.

As I stated in my last letter, every week there is one or more articles concerning Road Safety in the New Forest, attached are the cuttings from the local newspaper for the last three weeks, including this fourth week. I do hope you have the time to read the articles and appreciate the concern of the people.

I respectfully look forward to receiving your response.

Yours sincerely

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# Drive carefully to protect our binmen, ask councils

A WARNING has been issued to motorists about the dangers of driving recklessly around bin lorries.

Councils across Hampshire have appealed to motorists to drive more carefully and keep waste collection crew safe.

An estimated 30,000 incidents of dangerous driving around refuse vehicles is recorded in the UK each month. The new campaign run by Project Integra, made up of Hampshire County Council, Southampton and Portsmouth City Councils, Hampshire's 11 district and borough councils, and Veolia, urges motorists to consider the consequences of hazardous road manoeuvres.

Chris Noble, head of Project Integra (PI) and a member of

PI's Common Approach to Safety and Health (CASH) group, said: "Reckless drivers not only put the collection crews at risk, but also pedestrians, other road users and the drivers themselves.

"It's sad to hear that many bin crews have come to expect having to dodge dangerous drivers as part of their job. It is one of the reasons why many collection vehicles are now fitted with 360-degree cameras which can record instances of dangerous driving. This can be sent to Hampshire Police to pursue prosecutions."

Mr Noble said waste collection times and routes are carefully planned to avoid heavy traffic. "So if you know they are going to be in your area that day, please

leave extra time for your journey, drive carefully and pass any bin lorries you see safely," he said.

"Waste collectors will make every effort to let traffic pass when safe and practical to do so."

A 12-week study recently conducted by Project Integra partner, Eastleigh Borough Council, found that 102 cars were seen with two wheels on the pavement to get around a bin lorry, while 28 were seen with all four wheels off the road. This is not only illegal but also dangerous for pedestrians as well as crews.

## New Forest animal accidents

Eleven animal accidents reported to the verderers last week, a pony was hit on the B3054 at 10.35pm on Friday but nothing was found. On Saturday, a foal was

involved in a hit and run collision at 11.30 am on Rhinefield Road, Brockenhurst, but it could not be located either.

23/6/17

# Animal hit-and-run information reward boosted to £5,000

THE verderers are offering a substantially increased £5,000 reward for anyone providing information leading to the conviction of hit-and-run drivers who injure or kill New Forest livestock.

The move follows a series of high profile fatalities this year which have included incidents on the B3054 and Linwood Road when several ponies and cattle were left dead and injured by drivers who failed to report them.

The hit-and-run reward scheme previously offered up to £1,000, but a cash injection from the New Forest Pony Breeding and Cattle Society, the Commons' Defence Association and International charity World Horse Welfare has resulted in the five-fold hike.

Speaking at this Wednesday's Verderers' Court, Official Verderer Lord Manners announced the reward will take effect immediately and be offered in connection with any incident occurring from January 1st 2017.

He said: "In order to encourage people to report drivers responsible for hit-and-run RTAs involv-

ing Forest stock, we are increasing the maximum reward.

"This is a good moment to remind everyone who drives on the unfenced roads within the New Forest that animals have right of way."

He continued: "I would also like to take this opportunity to remind all drivers of the provisions of the Highway Code relating to speed limits, namely that the speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions.

"Driving at speeds too fast for the road and traffic conditions is dangerous. We believe that if drivers slow down as they approach animals grazing on the verge and move over a little as they pass, a significant reduction in the number of accidents would result."

Lord Manners also outlined some of the measures undertaken by the verderers, Forestry Commission and Hampshire County Council to reduce animal accidents, including the regular cut-

Continued on page 2

# Disruption and safety concerns over latest Wiggle mass Forest cycle ride

A MAJOR cycling event organiser has come under fire from New Forest councillors angered to hear over 1,000 riders are due to pass through Bashley tomorrow (Saturday).

Speaking at Monday's full town council meeting, Cllr Steve Clarke expressed his dismay at having only found out about the Brewhin Dolphin New Forest Summer Sportive run by UK Cycling

to mark the school's 25th anniversary. See full story page 27 (Photo: Steve West)

Events (UKCE) in an email from Burley Villa School of Riding owner, Phil Cremer. Cllr Clarke predicted major disruption would ensue as the 45-mile 'short' route of the Wiggle event will include the B3055 Sney Road, the Bashley roundabout and the B3058 Bashley Common Road. A recent meeting of the town council's planning committee, which Cllr Clarke chairs,

heard safety concerns had prompted Mr Cremer to cancel his stable's regular Saturday morning ride. Responding to the criticism, UKCE stressed it always strives to ensure local authorities were informed of its events with plenty of notice and apologised this had not been the case on this occasion. Accusations by Cllr Clarke's

Continued on page 2

### Cyclist (12) unhurt after hit-and-run

9 June 2017

A HIT-AND-RUN driver is being sought after a young cyclist was knocked off his bike in a collision with a car at Sway.

The 12-year-old boy had been riding along Pitmore Lane when the back wheel of his bicycle was clipped by a car, which failed to stop, around 3.50pm on Tuesday.

A Hampshire Police spokeswoman said the youngster was not injured.

Anyone with information should contact the force on 101, quoting crime reference number 44170214215, or call Crimestoppers on 0800 555 111.

### Firefighters help

### Pony put down after accident

9/6/17

TWO ponies were involved in accidents on New Forest roads last Friday.

A chestnut mare ran into the back of a car at 4.10pm on the B3078 at Brook. The driver reported the incident, but the pony had to be destroyed after suffering a severely broken leg.

Earlier on the same day, an incident involving a vehicle hitting a brown filly on at 11.15am St Leonard's Road, Beaulieu was witnessed by a member of the public, who later reported it to the authorities.

Agisters were able to find the pony and ascertain it was unharmed.

These latest incidents bring the total number of animals killed on New Forest roads so far this year to 20, compared to 15 at the same point in 2016.

# Letter

Email news@adt.press  
Post 66 Old Milton Ro

## Forest 'locals' need to learn

If I turn her out there is a 50% chance she will be involved in an RTA and be put down.

Few of the Forest community realise that the majority of Forest residents have almost no real understanding of the Forest.

Actions to reduce animal accidents centre on speeding drivers. While I share the anger directed at these despicable individuals, who have no respect for the Forest, they are only part of the problem. In more than 50 years of driving on the Forest, it is often the people who consider themselves careful and considerate drivers who create the most dangerous situations.

After slowing almost to a stop verges. It is not enough to keep to the speed limit, to drive safely drivers must above all be aware.

Be aware that the animals have right of way.

Be aware that ponies have their own tracks, handed down from mares to foals.

Be aware that ponies and cattle do not recognise the danger from cars and light commercials.

Be aware that ponies and cattle are not humans in a different shape, they have different senses to humans. Their world is very different from ours. They do not think logically and live in the moment.

Be aware that ponies and cattle do not share our ability to judge speed. Speeds of 40 mph and above are outside a pony's experience.

It is often said that professional drivers are more careful. Don't make me laugh! Hardly a week goes by when I am not tagged across Hill Top, one of the black spots, by a driver of an HGV. Perhaps even more worrying are the reports of local youngsters learning to drive, being told by their instructors to keep up with the traffic when they tried to slow down for ponies. How can we ever expect to solve the problem when the accredited driving instructors do not understand the special conduct needed to drive safely on the Forest?

It is their desire to "save the Forest" is by taking measures which effectively destroy the Forest they claim to support.

C. J. Aldhous  
Monks Walk,  
Dibden Parlieu.

# A DAY IN THE LIFE OF AN AGISTER

BY CHARLOTTA

license concentration, as my youngsters try and wiggle their way backwards out of the holding pen, unsure as to why they are suddenly being constrained.

Unperturbed, Jonathan works quickly and methodically with the confidence of someone who has been doing this for over 30 years.

In the middle of dealing with a particular stropky steer, the phone rings and Jonathan instantly leaves what he's doing to answer — this time it is from the Forestry Commission's central switchboard.

They've had a call from a member of the public about a donkey in Beaulieu who appears to be slightly lame. Although Beaulieu is not on his patch, Jonathan's position of head agister means that he gets a lot of calls anyway.

He explains that fellow agister Robert Maton is the person to ring, but says they should get back to him if they can't get hold of Robert. Just as we're climbing into the car to go and see what's happened, Robert calls and says he is there. The donkey probably has an abscess but is not proving easy to catch — it seems to be heading towards the village so they are hoping to get it there, where there are fewer places to run.

Jonathan explains: "We get a lot of calls from members of the public with concerns about a certain animal. It's often helpful, as we obviously can't be everywhere, but people have to appreciate the reality that these are feral animals and if there is an issue, it's not as simple as walking up with a head collar and catching the pony or donkey."

"Sometimes you do more harm than good chasing an animal, particularly if it's lame, so we have to weigh up a lot of different factors."

Jonathan soon turns back to the work in hand, as the cattle that have been marked are let straight out onto the open Forest that lies just behind the farm. It's an amazing sight to see them canter off, clearly delighted at their freedom and fresh grass.

It is approaching lunchtime and we head off towards the verderers' office in Lyndhurst.

Jonathan has had a call from a commoner who saw someone feeding large buckets of carrots to ponies on the open Forest.

The commoner tried to politely explain why it wasn't a good idea but got short shrift, and has taken the vehicle details of the individual. Jonathan is hoping that the verderers can pass the details on to the police, as feeding the ponies is technically a breach of both county council and verderers' byelaws.

Jonathan explains that it's a pervasive problem: "People don't realise, they think they're being kind feeding the ponies, but it attracts them to roads and puts them at greater risk of an accident. Large amounts of apples, carrots or grass cuttings can also cause colic and lead to the poor animal dying a painful death."

"People should also remember that they are essentially feral animals who are often not well-handled, so we can't guarantee the safety of people who feed them, especially when ponies fight over food."

While in the office, he picks up some numbers to update the variable road signs on the notorious Roger Penny Way, which show the number of animal accidents so far this year — 35.

As we drive towards the signs, our conversation inevitably turns to these accidents and what can be done about an issue that receives a lot of attention in the public domain.

Responding to some of the more inflammatory comments made in recent years, Jonathan is unequivocal: "No commoner, no matter whether you do it as a hobby or as part of your work as a farmer, wants that call from the agister telling them their animal has been killed in a road accident."

"Commoners are proud of their animals, which often represent generations of breeding and careful selection. They run on the Forest as part of a long history and commoning is a tradition that is vital to the maintenance of the Forest — without the ponies,

the ecosystem just wouldn't work."

Asked whether over the years he has got used to putting fatally injured animals to sleep, he says: "After 27 years, there is an element of it being part of the job — the worst bit is picking up the phone to call the commoner and let them know."

"It's so frustrating that we are still dealing with this — we are so very lucky to live in such a special place, surely it's not beyond the wit of man to drive with sufficient care that they can stop if an animal comes into the road."

He added: "Nobody sets off to kill an animal, but when you come over those cattle grids, you are entering the animals' land. You wouldn't drive quickly around Longleat or another safari park would you, knocking over all the lions and monkeys? So why do it in the Forest?"

"I don't see why we should kowtow to cars, when they came along long after animals had the right to graze the Forest."

We also talk about the other pressures now being faced by the Forest, which has seen increasing numbers of tourists flock in recent years, attracted by good transport links and the proximity to London.

Jonathan admits that this is something that weighs on his mind: "We have a finite resource and it is coming under a lot of pressure these days."

"I think personally that we are going to have to look at eventually channelling tourists to certain areas, and therefore protecting others."

"A joined-up approach is needed, where all agencies — the NPA, Forestry Commission, Natural England and the verderers — work together to decide on projects that will help protect the Forest."

Another issue that has emerged in recent years is that of overgrazing. A generous EU subsidy scheme has incentivised increasing numbers of farmers to keep cattle in particular on the open Forest, resulting in some 5,000 cattle having been marked



and (below), outside the verderers' office.

the past year, doubling the numbers in the space of 10 years. The entire subsidy regime will be up for discussion with Brexit looming, but Jonathan isn't especially concerned.

He says: "I see leaving the EU in opportunity for us to take back some control and look at how farming is going to have to become self-sustaining — how we as an island will have to be self-sustaining."

We do need some central government support, however, to make sure that farming doesn't impact the environment negatively."

He adds: "There is some money to be made in beef farming, but it's hard work."

We break off as Jonathan gets another call, this time from a farmer wanting to pick his brains but moving some cattle and tuberculosis tests that will be necessary.

It seems that Jonathan is a fountain of knowledge on just about every area of ponies and their rearing, and his affable, friendly manner makes him a natural magnet for fellow commoners to seek advice and



### Hampshire Police and Crime Panel (PCP)

#### 'The impact of traffic related crime and nuisance within communities' Proactive Scrutiny

Thank you for taking the time to submit evidence to the PCP's proactive scrutiny session, which will review whether the current approach taken to tackle traffic related crime and nuisance within Hampshire and the Isle of Wight is making roads and communities safer.

You are welcome to use this document as a basis for your response, or submit a separate document if you prefer.

- 1) How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach? *POLICE NEED TO BE MUCH MORE VISIBLE, - ON FOOT AND IN POLICE CARS.*

- 2) How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?  
*THE MONITORING OF SPEEDING IS VERY MUCH ABSENT. THE OCCASIONAL OBVIOUS POLICE SPEED CHECK VAN IS INSUFFICIENT. MORE DISCRETE SPEED DETECTION IS NECESSARY - BOTH BY POLICE AND CAMERAS.*

- 3) How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?

*QUITE GOOD*

- 4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?

*WE ARE GRATEFUL FOR THE SUPPORT FROM THE PCC, HOWEVER THE CSW IS ONLY A GESTURE, HOWEVER MANY CARS (LOCAL) KNOW WHEN CSW OPERATES - OUTSIDE HOURS THE PROBLEM ESCALATES.*

- 5) What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?

MORE VISIBLE POLICE .

- 6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?

NOT SURE .

- 7) Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?

MORE RANDOM SPEED CHECKS  
IN A VARIETY OF AREAS — WE KNOW THE (ONLY) TWO  
LOCATIONS THAT THE POLICE USE .

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## Hampshire Police and Crime Panel (PCP)

### 'The impact of traffic related crime and nuisance within communities' Proactive Scrutiny

Thank you for taking the time to submit evidence to the PCP's proactive scrutiny session, which will review whether the current approach taken to tackle traffic related crime and nuisance within Hampshire and the Isle of Wight is making roads and communities safer.

You are welcome to use this document as a basis for your response, or submit a separate document if you prefer.

- 1) How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach? *I live in Pillyer.*

*It is a concern that in the course of the day + evening, I rarely, if ever, see a Policeman on patrol, or in a car. I would feel more comfortable with a bigger presence.*

- 2) How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?

*I am happy with most traffic controls, except that we feel traffic is too fast through Pillyer village (where animals roam). I would like some traffic calming in the village, or limits of 25 mph.*

- 3) How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?

*OK*

- 4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?

*Not very effectively. Mandatory lower speed limits are needed in Pillyer / Bull Hill and/or traffic calming*

- 5) What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?

More cameras + traffic police

- 6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?

Wide, raised speed humps in road to rear of Pennington.  
40mph reduced limit on main road to Southampton from  
Totton.

- 7) Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?

Widen cycle paths across New Forest Heath and surrounding  
Blanchien, to protect cyclists / animals from speeding  
drivers

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**Hampshire Police and Crime Panel (PCP)**

**'The impact of traffic related crime and nuisance within communities' Proactive  
Scrutiny**

Thank you for taking the time to submit evidence to the PCP's proactive scrutiny session, which will review whether the current approach taken to tackle traffic related crime and nuisance within Hampshire and the Isle of Wight is making roads and communities safer.

You are welcome to use this document as a basis for your response, or submit a separate document if you prefer.

**Name of Organisation (if applicable):** COWES TOWN COUNCILOR

- 1) How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?

**TRAFFIC CRIME RESPONSE IS VERY GOOD. TRAFFIC NUISANCE IN COWES  
COULD BE IMPROVED REGARDING CYCLISTS WHO SHOOT DOWN SHOOTERS  
HILL GOING THROUGH A NO ENTRY SIGN PRESENTING A HAZARD TO  
PEDESTRIANS. THE IWC WILL NOT ALLOW THE COUNCIL TO PUT UP ADDITIONAL  
SIGNAGE. THEREFORE A GREATER POLICING PRESENCE IS REQUIRED (OR  
POLICE PRESSURE ON IWC.**

- 2) How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?

**SEE (1) ABOVE**

- 3) How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?

**USE THE LIBRARY TO PULLICISE THE STEPS YOU ARE ALREADY TAKING  
AND ASK FOR SUGGESTIONS FOR IMPROVEMENT**



- 4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?

**VERY EFFECTIVE INDEED. DRIVERS SEE US AND SLOW DOWN. THE VISUAL SPEED EQUIPMENT IS BULKY AND AWKWARD TO SET UP AND TAKE DOWN. A FAR BETTER SOLUTION WOULD BE TO HAVE ELECTRONIC SPEED HAND HELD MONITORS, AND THE POLICE SHOULD ENHANCE THE SCHEME WITH GRANTS TOWARDS THE PURCHASE OF THESE UNITS**

- 5) What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?

**POSTERS DISPLAYED APPROACHING KNOWN BLACK SPOTS**

- 6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?

**HAVE A DRIVER AWARENESS CAMPAIGN. OFTEN TRAFFIC RELATED CRIME AND NUISANCE CAN BE AVOIDED.**

- 7) Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?

**NO**

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Is there a possibility that something could be done with respect to the speed of the traffic in South East road in Sholing. The stretch of road between the Spike Islander Public House and its junction with Middle Road becomes a veritable race track, noisy high powered motor bikes and cars speed along this road without fear of any retribution. Vehicles are permitted to park both sides of the road which compounds the problem as no one wishes to give way to allow others through. In school term time this is a through route for children walking to school. It is also a drop off point for parents and a parking place for teachers. Is

there no traffic calming measures that could be introduced I did communicate this problem to my local MP but unfortunately it did not even provoke a reply.

---

All my comments relate to Question 1 of the Questionnaire.

We live opposite the junction of North End Lane and Garrison Hill on the A32 at the top of Droxford High Street. Our post code is <POSTCODE>. We live 450 yards inside the 30mph area at the north end of the village but almost every vehicle is doing at least 50mph as they pass our house. It seems to be well known that there are no speed cameras in Droxford and so people blatantly break the speed limit. We believe that installing a fixed speed camera at the north end of Droxford would have a dramatic effect on speeding.

The use of North End Lane by heavy goods vehicles should be banned. Recently we witnessed a French double trailer presumably using his sat-nav to get to the coast trying to turn onto the A32 from North End Lane and having to make several attempts to make the turn.

We have also noticed that there are many more heavy goods vehicles driving down the A32 and through Droxford village than used to be the case. We have witnessed several occasions when these vehicles meet at the narrow point outside the Old Bakery on the High Street and one has to stop and let the other through because of the narrowness of the road. They should be discouraged from driving through the village.

Droxford continues to be plagued by large numbers of bikers who totally ignore the 30mph speed limit as they drive through the village. They start coming around 6.00am at weekends in the summer, presumably to avoid the police, and many of them have disabled their silencers. We have seen bikes doing 60mph or more as they race each other through the village.

It is probably impossible to fix now but the A32 should never have been designated an A Road in the stretch between the West Meon crossroads and Wickham. The road is narrow, windy and dangerous. If it were a re-designated a B Road the police would then be able to introduce many traffic-calming measures, including at both ends of Droxford Village.

---

1. *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

With respect to reporting incidents relating to vehicle related crimes there is no confidence in the action taken (or not) by the police. It is perceived as a 'victimless crime' and therefore falls to the back or over the edge of the priority list. There is little point in reporting as no further action is seen to be taken.

2. *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Noticed - nothing.

3. *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Not well at all. Our road is not suitable for the speed the majority of vehicles take.

My husband was hit and injured by a car outside our house. We were given the choice for the driver to be taken to court or attend a 'driver awareness course' which was deemed to be just as serious. With hindsight court would have been the better option.

4. *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Investigate areas where problems arise due to poor lane marking for example the Folly Roundabout and improve.

5. *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

6. *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Use of local Facebook sites. There are many reports of idiotic driving, nuisance, near misses, tail-gating etc and act upon them. Minimal cost, minimal personnel, maximum results as the public provides the evidence. Feedback on result

7. *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Fine people who park without thought for others...on school zig zags, blocking the pavement, using disabled bays without a badge

A persistent problem, for more than 20 years now, is speeding motorcycles on **Wednesday evenings** and **Sunday mornings**.

Living, as I do, on the High Street, <Address>, this is the point of the highest velocity, just before they crest the hill, going north, or have to brake, going south. I am sure speeds exceed the national speed limit, never mind 30mph!

My perception is that the police have completely failed to address this, or if they claim they have, they have been completely ineffective!

Some would say the police fail to address this because they might catch too many of their own!

One day someone will die, either due to a vehicle exiting North End Lane, or, in a minute, a vehicle exiting the ill thought through access to Nos. 1 – 8 Garrison Hill, opening directly onto the A32 on the crest of the hill.

Mark my words, whoever approved this new Garrison Hill access, will have blood on their hands another day.

---

1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

It is evident listening to traffic from where I live (SP10) that measures to stop driver exceeding the speed limit and driving aggressively have had no effect. Drivers can be heard in the early hours of the morning racing in high gear around the town. Drivers are frequently observed racing through the roundabouts around the ring roads.

2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

As above I have not seen any improvement to the situation.

3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

I have called the 101 number on numerous occasions but have had no follow up.

4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

As above I have not seen any improvement to the situation.

5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

A study of what has been deployed at a national level to address these problems. Identify what works and deploy it. Asking the public for solutions is a waste of time they are not the experts.

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1. Traffic Related Crime and Nuisance

- Speeding vehicles of all types along the A32 through the village in Droxford. It is positively dangerous to try to cross the road in the village, particularly at rush hours, school pick-up, and at weekends. That no one has been killed yet is surprising since approximately 20% of traffic ignores the 30 limit.
- The A32 is both narrow and winding and totally suited to being an A road in the twenty first century given the size of the vehicles which use it. Large articulated vehicles use it because of it's designation, and there is visible evidence of damage to buildings as a result.
- The noise emanating for motor cycle exhausts can be both piercing and prolonged. I suspect that modified exhausts emit noise way above permitted limits
- Inconsiderate parking by village residents - often on hatched areas which are intended to discourage parking - presents difficulties if Emergency vehicles require access to roads off the A32. As we are an ageing village, this could be critical to someone's survival in the near future

## 2. Answers to Key Questions

- The current policing provision in response to the above is non-existent, but these issues call for concerted action by the PCC in directing the priorities of the Police. Surely we don't have to wait until someone is killed before any action is taken in the village to reduce traffic speeds.
- There have been no attempts to tackle traffic nuisance. There is no crossing either suggested or planned for Droxford, and not even a Community Speed-watch. Any attempts to catch speeding vehicles are consigned to the long straight stretch south of the village where there is little risk to life and limb.
- The PCC has not communicated to local residents at all about any of these issues
- Priorities should be to reduce both speed and noise. It is my understanding that technology exists to address both of these issues, but that it has not been deployed

These are all very local issues, but they detract significantly from the quality of life here in the village, as well as affecting residents' safety.

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speaking personally my main gripes are; 1, is my speedometer slow or can one apply for a "doesn't mean me" ticket ?

2, parking on verges &/or on both sides of the roads, making access for emergency vehicles difficult if not impossible 3, parking across corners, limiting visibility 4, the yellow lines outside my property are worn away by cars parking on them

All the above are against the law but I have yet to see any enforcement

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- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

The PCC can support initiatives such as Community Speed Watch.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Vehicles Speeding is on the increase, as people believe they can get away with increased speed due to the Police Force being stretched to its limit, in other words fewer Police on the roads. Partnerships such as Community Speed Watch assist local communities and promote safer roads, drivers reminded to stay within speed limits. Safe 40 mph zones should be included in this. A review of speed limits on Country Roads is needed for the safety of Cyclists, Horse riders and Walkers, 30mph.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

This survey is a good start, otherwise I have not noticed any other interest in road safety from the PCC. Perhaps support could be shown by attending a Community Speed Watch Session and inform the local paper, so it gets promoted and reminded to drives to mind their speed.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

It could be more effective if Community Speed Watch was allowed to operate on safe 40 mph roads. The role of Community Speed Watch is evaluated by progress overtime by operation of the SID and hopefully a reduction in speeding offenders. The PCC could support the need to reassess speed limits on Country Roads between Villages.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

A large proportion of bad drivers on Motorways cut across from the two outside lanes directly over the inside lane to go up a slip-road, this area needs Policing.

Considerably a bigger presence of Police with speed guns, Speed Vans and Community Speed Watch, in particular in the New Forest National Park and on Country roads between Villages, where there is a high number of Cyclists, Pedestrians and Animals on the Roads Day and Night! Promote 30mph at Night in the New Forest National Park.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

See my answer to question 5. Increase Money for the Police Force.

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

**Attached: Road users requiring extra care (204 to 225)**

**These Governing Rules in particular apply to National Parks, including The New Forest National Park. Please look at the Green Sign below, it would be fitting at the Main Entrances to the New Forest Park, just before the Cattle Grids, (BIG Signs at least 800w x 1000 tall.)**

<https://www.gov.uk/guidance/the-highway-code/road-users-requiring-extra-care-204-to-225>

The Highway Code rules for road users requiring extra care, including pedestrians, motorcyclists and cyclists, other road users and other vehicles.

Other road users (rules 214 to 218)

**Rule 214. Animals. When passing animals, drive slowly.** Give them plenty of room and be ready to stop. Do not scare animals by sounding your horn, revving your engine or accelerating rapidly once you have passed them. Look out for animals being led, driven or ridden on the road and take extra care. Keep your speed down at bends and on narrow country roads. If a road is blocked by a herd of animals, stop and switch off your engine until they have left the road. Watch out for animals on unfenced roads.

**Rule 215. Horse riders and horse-drawn vehicles.** Be particularly careful of horse riders and horse-drawn vehicles especially when overtaking. Always pass wide and slowly. Horse riders are often children, so take extra care and remember riders may ride in double file when escorting a young or inexperienced horse or rider. Look out for horse riders' and horse drivers' signals and heed a request to slow down or stop. Take great care and treat all horses as a potential hazard; they can be unpredictable, despite the efforts of their rider/driver.

**Rule 218. Home Zones and Quiet Lanes.** These are places where people could be using the whole of the road for a range of **activities such as** children playing or for a community event. **You should drive slowly and carefully and be prepared to stop to allow people (add; and Animals) extra time to make space for you to pass them in safety.**

**Activities in the New Forest include;** Cycle Events, Marathons, Duke of Edinburgh Scheme, Hikers, Horse Riders, Dog Walkers, Vehicles slowing for Animals on the Road Day & Night.



### Community Speed Watch

With regard to the New Forest National Park, Community Speed Watch are currently only permitted by the Police to operate on 30 mph roads.

**Community Speed Watch would like to operate on 40 mph road in the New Forest National Park.**

The Safety of the Volunteers is foremost in thoughts of the Police I believe. When operating in a 30mph zone from a pavement, it could be said the average width of a pavement is 5' or 1.5m, the verge/non-paved area can be wider.

On the main 'B' roads in the New Forest Park the Verges are a great deal larger, as all the vegetation is cut back from the roads to allow the animals approaching or at the side of the road to be seen.

To demonstrate a safe operating distance for the volunteers the picture below shows one person standing 12' or 3.6m from the road edge, three people in PPE would be highly visible.



There is usually a small ditch between the road and 12' in from the road, at that distance from the roadside in the New Forest National Park, as seen in the picture. There is also room to move further away from the road, if indeed any vehicle may accidentally leave a straight road at that point. Surely this is a safe distance to operate in a 40 mph zone. The SID can be located at a position that a Police Officer is satisfied with, while the volunteers are still close enough at 12' or 3.6m to take down the details of the vehicle.

Let us remember this is a reminder to Drivers of Vehicles, not an Enforcement.



Any Conflict with the Speed Van being out on the same road, at the same time as Community Speed Watch can be avoided by good communication. Community Speed Watch informs the Police when and which location they are going to operate in.



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## **Feedback on the impact of traffic related crime and nuisance within the communities of Hampshire and the Isle of Wight**

Thank you for the opportunity to comment about these issues.

My responses to the key questions are:

### **1. How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?**

1.1. Whatever community concerns there may be is not made obviously public, other than high profile 'gripes' (usually) about things such as spending on traffic calming measures (e.g. along several roads recently in Alton), their effectiveness, necessity or otherwise, the costs involved and the value for money.

1.1.1. However, my personal viewpoint, based on daily observation, is that with these traffic calming measures in mind, a very large proportion of drivers pay little or no attention to the 20mph limits, perhaps decelerate slightly at speed humps then accelerate quickly afterwards, often to noticeably over 30mph, never mind 20mph; I suggest that there is very little point in putting all these measures in place if they are

not enforced – there should be police enforcement of these traffic rules, with frequent random speed checks etc.

1.1.2. Also based on almost daily observation, I routinely still see drivers talking on hand-held mobile phones or operating their phones at the steering wheel or on their laps. Despite the high-level coverage of the dangers of this, it is still highly prevalent. How to enforce this law should be addressed.

1.2. There is always concern about the level of on-street, on-pavement and frequently obstructive or thoughtless parking. Vehicles are often parked on pavements and if not blocking pedestrian progress completely then certainly blocking progress for users of walking aids, wheelchairs, mobility scooters, pushchairs/buggies/prams, for whom 'walking in the road' might be impossible (e.g. if there are no dropped kerbs) or dangerous. Vehicles are also routinely parked up to and across give-way lines at junctions, opposite junctions, across cycle lanes, and on green verges, thereby reducing visibility, forcing turning vehicles into the middle of the road or the opposite carriageway. This is, to me, noticeable especially around Victoria Road, Alton (pavement, corner, and give-way line parking) and along Greenfields Avenue area (parking opposite junctions and on green verges). Alton town centre suffers badly from people stopping 'only for a minute' in illegal or inappropriate places – pavements, double-yellow lines, corners, bus stops, disabled parking areas, etc..

1.2.1. I am not aware of any of these issues being addressed at all by the police, council, or anyone, and yet they cause a continuous low-level problem that is certainly, in my experience, steadily getting worse.

1.2.2. I am aware that at times Alton has had a visiting traffic warden, although this was highly infrequent and some locals seemed to know when s/he was around and altered their anti-social parking habits when necessary. I have not seen a traffic warden in town for months.

**2. How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?**

2.1. See above. I am not aware of any action that has been effective, although I would very much appreciate being told otherwise.

**3. How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?**

3.1. Other than occasional 'promotional' pieces in the local newspaper relating to the PCC, I am not aware of any communication with the general public.

3.1.1. Perhaps well-publicised community forums, with particular focus issues being dealt with (such as traffic, vehicle crime and parking) – held in a central, fully accessible venue in each significant population centre in the region and at a time when most people could possibly attend should they wish to do so.

**4. How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?**

4.1. I do not know about the effectiveness of the Community SpeedWatch Scheme. My hunch is that it is probably viewed by less local people as a nuisance, possibly as ‘local busy-bodies playing policemen’.

4.1.1. Speed is only one issue, of course, and possibly the result of drivers being held up or delayed by other aspects of the problem. This is a multi-faceted problem which will take years and many departments working together to address – not simply the PCC and law enforcement. See point 7.

4.1.2. The PCC could perhaps enhance community based road safety schemes by knocking heads together to design out some of the predictable problems – see more general comments below, point 7 *continued* ...

**5. What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?**

5.1. Publicly and consistently deal with many of the low-level problems:

5.1.1. Anti-social or illegal parking;

5.1.2. Speeding within 20mph and 30mph areas; there is very little point in one department or budget spending lots of money on traffic calming measures and reducing speed limits when these are routinely ignored and not enforced;

5.1.3. Poorly maintained or uninsured or untaxed vehicles, or vehicles without an MOT certificate; this should include vehicles that are clearly highly polluting or overly noisy;

5.1.4. Discourteous, aggressive, anti-social driving and behaviour;

5.1.5. Possibly ‘dumped’ vehicles – including vehicles ‘rotting’ in people’s gardens (which whilst not illegal, I guess, are preventing another vehicle being parked off-road). Encourage people to use garages as garages – which should also reduce some crime.

5.2. Enhancing the awareness of other road and pavement users of their responsibilities – including cyclists, horseriders, motorcyclists, wheelchair users, pedestrians.

5.3. Consider setting up a 101-equivalent phone number to report minor issues relating to traffic, parking, vehicle crime, vehicle vandalism, un-roadworthy vehicles, anti-socially noisy vehicles, etc. – and following these up.

5.4. Liaising with other departments to ensure the better design of all sorts of projects with a view to reducing the need for on-street parking, or even the need for people to own so many vehicles. Many of the problems arise from there being too many vehicles.

5.5. Liaising with EHDC (in the case of Alton) to encourage the use of public car parks, and ensure that these are well secured (e.g. by monitored CCTV) and lit.

5.5.1. In Alton recently the car park charges have been suddenly and significantly increased – and this is bound to exacerbate many of the problems I have mentioned, as well as affect negatively the prosperity of the town which is already obviously struggling.

5.5.2. This also applies to the car park at the railway station. Many of the cars parked badly or illegally in the Victoria Road area are, I strongly suspect, left there whilst the driver catches the train. This has on occasion, I believe (albeit I was aware of this some time ago) resulted in some cars being vandalised, possibly by local people aggrieved by the selfish, inconsiderate parking.

**6. Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?**

6.1. I would suggest that mobile speed-checks and vehicle road-worthiness checks are helpful and should be increased. See comments under point 5, above.

6.2. I would also suggest that increasing and highly visible checks on the tax and insurance status of vehicles and drivers could be beneficial.

**7. Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?**

7.1. Interdepartmental working, and involvement with central government, will be necessary to begin to address many of these issues over the longer term future. The problem is multi-faceted and dots need to be joined:

7.1.1. Housing is now so dense, and the number of vehicles demanded by a household so high, that excessive onstreet and unhelpful parking is effectively designed in.

7.1.2. Town centre and railway station parking is expensive, and sometimes too limited.

7.1.3. Local shops are inadequate, so people drive to edge-of-town supermarkets or to another town. Frequently, such supermarkets are designed obviously with drivers in mind and whilst they are notionally ‘multi-mode accessible’ they are frequently

very hard to get to for pedestrians, bus users and disabled people. Aldi in Alton is a fine example of this problem. This problem has been designed in.

7.1.4. Public transport is getting worse year on year, thereby reducing demand, resulting in further cuts – vicious circle. More people rely even more on their cars; those without cars increasingly suffer.

7.1.5. Schools generate huge amounts of traffic, as the 'school run' has become the norm for many. Centralising schools, particularly secondary schools, might be more financially efficient by a very narrow measure, but is not socially efficient and has many knock-effects that are often negative but not taken into account.

7.1.6. Alton, for example, is undergoing a massive expansion of housing. Point 7.1.1. pertains – but also it is obvious that Alton is not also developing sufficient, varied, decent quality employment opportunities – so a large proportion of incomers will be commuting, and mainly by car due to the reasons already outlined.

7.1.7. Investment, either public or private, in leisure options for the town's population has been non-existent for years. People will go elsewhere to relax. They will drive if at all possible. Traffic, parking, vehicle-focused problems and crime will increase.

7.2. This ever-increasing need for people to have (multiple) cars is getting worse and is being designed in – perhaps not consciously, but by not enough joined-up thinking going on locally, regionally, nationally. It is not sustainable by any measure and will lead to increasing vehicle-related problems, including crime. Influence this to improve the situation for subsequent generations.

Further to your invitation to submit suggestions regarding Traffic crime in Hampshire I state below some ideas in respect to Droxford and the Meon Valley.

1. **Motor Cycle Emissions** The most prevalent traffic problem in the Meon Valley and specifically Droxford is the unacceptable sound emitted from motor cycles. This noise is way above the noise standards set for motor cars and cannot be tolerated. Due to the geography of the area the A32 between Wickham and Alton is formed in a Valley and therefore any sound made is amplified. Motor cycles can be heard for miles, and especially when accelerating out of the speed limits. On some occasions, usually a Wednesday summer's evening or Sunday, many hundreds of vehicles travel in convoy travelling 2 to 3 abreast which is itself against the Highway Code. It is not only extremely difficult to be outside during this time, but can be inconvenient and distracting to other motorists. Cars would not be accepted on our roads with the sound emissions.

Why are the sound levels not measurable. Why cannot an on the spot fine be introduced to deter further misdemeanours. Obviously silencers are being replaced before and after MOT testing so that the riders can illegally enjoy the loudness of their machines. Why can these machines be tested and taken off the road until made road worthy.

2. **Parking.** There is very little parking in the square in Droxford and due to many houses having no attached parking facilities this overflows onto every corner and more importantly pavement. Additional off road parking together with additional signage/road markings is required to ensure free passage for cars and pedestrians using the roads and pavements to the village. Many children use the roads to and from school together with elderly residents who should not need to go into the road when cars are parked precariously on corners and pavements. Together with the speeding vehicles through, what is a very narrow part of the village, will be the cause of accidents and is very hazardous. A crossing of some sort could be installed which would also involve motorist not only slowing down, but adhering to the Highway Code in respect to parking near a crossing.

3. **Visibility of Police Presence.** Very rarely is there a police presence in the village. This alone would benefit the area, not just to be of assistance, but to show that the police are **there**. This would help to deter motoring offences and burglary from vehicles and homes. A randomly timed display would deter these criminals and give peace of mind.

I do hope these comments and suggestions will be considered and help to achieve the reduction in crime rates and noise pollution problems.

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In response to your survey form re: The Impact of Traffic Related Crime and Nuisance within Communities' Project Scrutiny, my reply is detailed below:-

I have been involved with Lyndhurst Community Speedwatch for the last 4 to 5 years. In that time we have covered both Main Roads and Forest Roads which are subject to 30mph and 40mph speed limits. It is, therefore, very frustrating to be told it is not safe for us to operate on roads which have 40mph speed limits. One of the main issues in our location is the number of accidents involving animals which, primarily, take place on roads with 40mph speed limits.

It would appear that it is only Hampshire where this restriction now applies. I know that Wiltshire and Dorset do not have this ruling. The sites we operate from have all been sanctioned by the Police Authority long before this rule came in. I suggest, therefore, that this is more to do with administration than safety or other reason. In the past a member of the Speedwatch Team loaded the information and dispatched the relevant letters but since the system changed the Police staff can no longer cope, so why not look at ways to revert to the earlier method. We have been promised a review relating to the ban on 40mph roads for the last 8 months but nothing has happened. The fact is, it is no more dangerous for us to operate in a 40mph zone than it is in a 30mph area as drivers will speed equally on both types of roads and it was considered safe for us for us to do so in the years running up to this strange decision. A curb on our activities such as this does little for morale amongst our groups and sometimes we wonder if, in the PCC's eyes, we have much value.

It has been reported in the local press recently that youngsters have been causing anti-social problems on motor cycles, particularly around Millbrook in Southampton and other areas. Whilst carrying out Speedwatch duties we have noticed the types of motorcycles used by the youngsters tend to have the rear number plated fitted horizontally on the rear

mudguard, this means they are impossible to be recognised by us, police or speed cameras. Surely this does not meet with construction and use specifications or VOSA requirements.

I look forward to hearing the results of this review.

- 
- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

This is the first opportunity we have seen to express any views, other than taking the initiative ourselves. We saw a letter in the local paper from the chairman of the pcp. This is probably not the best method of communication. Possible communication mediums could include: with any council letter (community charge?), school/college notices, workplace emails/notices, local radio/TV, a few posters around the town?

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Alton has seen several new 20mph zones in a response to speeding in parts of the town. I am not sure how this was decided, or who was involved in the process, but it is a failure. Speeding has not been reduced in our experience (regularly walking to/from the town). The blatant ignoring of speed limits, around much of the town, is much worse than it was in Amersham. The new zones seem never to have been policed at all. The regular use of radar signs showing the speed of a vehicle and it's VRN would be a useful way to change habits, before more drastic measures (which probably are now needed). It is not helped by the fact that most residential roads retain 30 mph limits, which seem to indicate a lack of any 'joined-up' thinking regarding speed management and road safety in Alton. Is it not possible for local road safety planning and enforcement to have a community representative in each town/rural area?

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

We are not aware of any previous attempts for involving residents. We have attended a few events related to town planning etc since we arrived here. In most cases it has seemed that the views of Alton residents were totally ignored!



- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

In Alton we are unaware of any use of this scheme. There are several locations where it could be used to good effect. As noted above, it probably needs a local representative to facilitate this.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

No real opinion on this.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

No

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

No

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Rural speeding on back lanes – or dangerous driving which often result in verbal abuse and threats from drivers to pedestrians - every morning at approx 08.05 I hear Motorcycle pass my house through the village – which sounds like it is caning it .....in a 30mph zone- I can still hear it as it opens up along the stretch of road into Bordon- is anyone bothered ? Only when he kills himself and someone else.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

The PCC is pointless and the money on this Office should be passed to the CC to allocate to frontline police officers and resource. It doesn't communicate anything in our village....

Listen to the village communities – speed watch isn't the answer actually having someone doing spot checks in Hot spots reported by Village communities is what is needed to deter the nuisance .

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

rural villages are plagued by vehicle entering our villages and environment to perpetrate rural crime ( burglaries , poaching , speeding ) or – Sat Nav Crime where LGV are quite clearly on the wrong road for the type of vehicle ( *weight limits not enforced* )

increased use of Cycling on rural roads – large packs often obstruct or do not give way to 4 wheeled vehicles .

Cycle racing on the A3 and A31 – is it monitored by Hants Pol , HCC – great to see the sport but are the events well managed to reduce incident rates ?

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Speed watch is a nice idea but how are you measuring if it is effective in prevention of speed nuisance?

Do you bench mark its achievements? (What *where the results before and after each scheme*) How?

Currently I see a group of people collecting information – to be passed on to over stretched staff to send out letters – has it 'actually' cut crime (*speeding*)? Has it reduce accident rates or road deaths? Nuisance, what affect? Has it provided other information which has lead to arrests etc.

I see it being used by the Police, as an appeaser to village communities to make them feel they are being effective at reducing speeding/ or road deaths - it is only effective when in use (which *is adhoc*) ... one scheme I see has no real aim other than to report people doing more than 20mph – is this a reasonable use of a cash strapped police force when rural crime is on the rise and there are goals set by the scheme or achieved ? You don't report back on the success rate?

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Improved traffic schemes in rural areas, physical improvements to the roads, making sure signage is prominent and visible – enforcement of weight limits

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Not aware of any

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Get a visible presence into the village to either walk or cycle through the occupied stretches and talk to the locals you will find out so much more if you stop and look

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1. *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

I have an observation that there are insufficient police officers on the streets, visible and acting as a deterrent to support the local community. I see lots more unmarked police cars these days, but not enough on the street presence.

2. *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

I would like to see some facts and figures with trends to answer the question. It is my suspicion though that as the perception is that the Police are under-resourced and offenders are not prosecuted that there is no point in reporting crimes. Produce a very simple reporting app where the work is done at the back end and is not hard for the user or they will not bother. Publish all operational statistics monthly so they can be independently audited and commented upon.

3. *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Personally I have seen no specific evidence.

4. *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be*

*evaluated and what role could the PCC play in enhancing community based road safety schemes?*

I think it is too complicated and subject to too many out-dated rules. I have seen an app on a normal smart phone that can track a cars speed, then by using ANPR one could automatically send a simple warning letter, text or email to the car owner. No special training required, one does not need lots of H&S assessments, and allow use in >30 mph zones etc. If more people were “spotted” and informed then they may slow down.

5. *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

More police on the streets and not behind desks and wheels. Get to know the community. Publish accurate and auditable information.

6. *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

I like the 20 mph zones and they should be made compulsory around all schools and nurseries. Ban overtaking buses, especially near schools. Make cyclists use cycle lanes where the public has paid for them, and put in lots more. Cath and actually prosecute offenders. It is surely an indictment of the management that the number of crimes committed versus how many are actually prosecuted – with over 70% classed as no further action before even any investigation.

7. *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Publish the results to social media groups that are active in the community. Talk to the people that are paying the wages. Allocate more police cars to staff and let them use them for private travel so there are more on the road acting as a deterrent.

I live in Gosport, the one issue that affects us on a daily basis is speeding. We live on Beechcroft Road sadly it is used as a rat run, the speed some drivers and motor cyclist speed down the road is an accident waiting to happen. But that speed is slow compared to that on Anglesey Rd. We have complained on numerous times to the police and our local councillor. As might be expected nothing has been done. When my wife last contacted the police she was told somebody would be in touch a month later guess what, no contact. It is only a matter of time before somebody is killed.

The police need to take speeding seriously and fall up on their promises.

Please find attached my response to the survey.

I am extremely concerned with the cut in the number of road traffic police officers in Hampshire and the impact this is having on our local community where many issues are not addressed due to lack of resources.

Speeding, in particular, is a community safety issue that is particularly suffering from lack of enforcement. The PCC needs to engage on a much more local basis to ensure residents concerns are addressed.

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Very ineffective, the lack of road traffic officers is appalling – our lives are blighted by speeding, anti-social driving and dangerous driving – when these issues are raised we are advised that there is a lack of resource to effectively tackle the problem. We have had a speed monitoring in our road and confirmed that it did warrant speed enforcement action, but that would be as and when officers were available – this has never happened.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Not well at all - There is no evidence that traffic nuisance is being tackled – I see dangerous driving by pimped up cars in my area nearly every day, we are all woken by vehicles with very loud exhausts racing round the local roads in a loop – again we are told lack of resource to attend.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

As far as I am aware I have seen no communication from the PCC to try and understand the traffic issues that affect our local community. The PCC should engage directly with Parish Councils who receive the most reports and request from residents for help with traffic issues, they are already linked in with their local communities and have mechanisms such as regular newsletters and websites that could be used gather information on a very local basis.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be*

*evaluated and what role could the PCC play in enhancing community based road safety schemes?*

We have had trouble getting volunteers involved – our roads are very fast and unsafe with very few places to monitor the speeding. The success can only be evaluated by surveying the local community before and then after the scheme has been up and running to see if residents has witnessed a noticeable drop in speeding – you also have the automatic speed recording cables to put in place across the road to collect the data. The PCC can enhance community based schemes by providing more traffic officers to provide the training and also follow up with active speed traps in the areas identified by the local community.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Support for more physical vertical traffic calming such as raised junction platforms – these become self-enforcing for speed limits without the need for an officer to be present – the police should put more pressure on county councils to invest in these schemes.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

As detailed above – permanent traffic calming or ‘sleeping policeman’ as they were once called are effective – they are like having a police officer permanently based within the community.

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Traffic speeds blight our everyday lives, residents feel it is so unsafe to walk that they always drive down our road, we have a huge issue with school traffic, parents drive because they don’t feel safe walking with a narrow pavement on one side only and speeding traffic, we can’t park outside our houses as our cars are damaged and we live in fear of them being written off. This impacts on many more residents lives than some of the other issues where resources are spent – for example thefts from vehicles – if residents leave their cars unlocked or leave valuable items on show then they must bear some of the blame for it themselves, residents have no control on slowing speeding traffic or stopping anti-social driving – this is where more police resources need to be targeted.

I have just received this invitation to engage with the PCP and help the PCC to assess the issue of speeding on our roads.

I note that this is one of the top 3 public concerns in relation to policing.

It is always in the top 3 concerns in every public consultation that I have seen from Local Councils and the police.

My role is as chairman of the BDAPTC which represents 53 parish and town councils the Basingstoke area.

I have also been actively involved in the Community Speed Watch programme since the police took over responsibility from HCC in 2011. I sit on the police county CSW consultative group , and started the Basingstoke group of 20 CSW schemes with help from Inspector Paul Pressley .

**The management of speed on our roads is not a simple liability on the police.**

Education and influence on driving behaviour is as much a national policy today as wearing seat belts or drink driving was in the past.

Many partners are working on reducing the speed of traffic particularly in areas where there are pedestrians and cyclists sharing the same roads.

All of these partners need to work together to address this vital area of road safety.

**Please will you arrange to bring all these parties together so that we can use all our limited resources together in an efficient and productive partnership.**

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- 1. How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

I do not feel that the police are effective at dealing with antisocial motorbike noise in the Meon Valley esoepecially on the A32. It appears that speed cameras, when used are not targeted when motorbikes are most active (ie Wednesday pm and weekends). Rainy week days mornings are not of any use!

- 2. How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

There have been meetings with local villages and there was some suggestion that there would be an average speed camera system introduced but this has obviously

been shelved due to funding cuts. The main problem is how to prevent the noise of the bikes – a car driver would easily be cautioned about this and would not pass an MOT – can someone explain to me why motorbikes can continually get away with it.

3. *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

See 2 above.

4. *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

See 1 above.

5. *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Enforcement of the law!

6. *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Unfortunately not! There are obviously not enough traffic police to tackle it. There also needs to be Government legislation to prevent motorbikes being allowed to make such antisocial noise, in the same way that cars are!

7. *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Good Luck!

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- 1) How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?

POOR.

1. Remove the insane restriction that stops our effective CSW (Community Speedwatch) teams operating on 40mph Limit roads – the vast majority of accidents (animal and other) within the New Forest Perambulation take place on 40mph roads.
2. Provide more, visible, uniform patrols on the majority of roadways.

- 2) How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?

POOR

PCC has only once sought input from councils, parishioners and residents of the New Forest and then completely ignored our input.

- 3) How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?

Not

Listen to us – all transmit and no receive is not communication.

- 4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be
-

evaluated and what role could the PCC play in enhancing community based road safety schemes?

CSW has been a great educational tool, it is now un-necessarily emasculated in H&IOW by being constrained to roads below 40mph – pathetically, ridiculously de-motifying.

- 5) What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?

More active visible patrols, more discussion with local councils = who actually do know what they are talking about.

- 6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?

Yes (closed question).

- 7) Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?

No (closed question).

- *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

The duty of all of us is to try to reduce the risk of serious injury or damage to property. We are very good at picking up the pieces afterwards but not so good at prevention.

In Hursley Parish we have recently carried out a survey as part of a Parish Planning Process. We have approximately 1,000 inhabitants (including about 225 children under 18). We received 260 responses from 222 households out of 370 (60%).

From the survey there are a very high proportion of concerns about the A3090 in connection with speed and volume, and other junctions elsewhere in the parish.

There was little mentioned in the survey responses concerning crime. Like everywhere else Hursley parish suffers from crime from time to time but it is not a 'major' issue raised by our residents (and we are most grateful for the work of the Police in this respect).

**Village** - The speed limit through the village is 30mph and most (not quantifiable) vehicles exceed this at some point as they travel through the 30mph zone. There is no policing of this other than an occasional police speed van at inappropriate times (ie non rush hour and not after dark). The A3090 is a 'County Distributor Road' and a secondary route for overheight and overweight loads. The biggest number of speeding vehicles are commercial, farming sub-contractors, buses, HGV's, refuse trucks, Romsey 'Ace' liftaway trucks etc

The volume is difficult to do anything about unless its designation is changed but the village would like the flow to be more managed but without intrusive road calming which can cause additional noise and pollution. ie there is a desire for the traffic to 'flow' but with the addition of some form of 'unnoficial' crossing point (not a xebra, pelican, Toucan or other animal derived crossing point, controlled or un-controlled)

**Port Lane as it approaches Hursly Village** - The speed changes from 60 to 30 immediately prior to a small residential area known as Keble Close. There have been several incidents of speeding traffic and near misses in this area. There should be more advanced signage and a gradual reduction from 60 with a 40 zone before here.

**A3090/Enmill Lane Junction** - Now reduced to 40mph but remains of concern to the residents of Pitt.

**Poles Lane** - Of high concern to local residents as the speed limit of 60mph is usually breached.

**B3032 through Ladwell** - 40mph but very narrow and very dangerous making it almost impassable to pedestrians and cyclists.

**Kilham Lane** - north end of the lane is extremely narrow and traffic uses this as a cut through to the Royal Winchester Golf Club - The club should be asked to raise this with their members on a regular basis.

**Standon** - This is a 60mph zone which is innappropriately high and there have been several accidents along this stretch which has a blind bend and two junctions along it, it should be reduced to 40mph.

To try to answer the question, when we do raise an issue with our local policing team they are always very helpful and strive to resolve the issue and prevent a recurrence. The main concern we have is with road policing and we would be very happy to discuss this further.

- *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Not at all.

As explained above we would welcome an opportunity to learn how better to tackle speeding

- *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

<PERSONAL DETAILS> I am a new member of the Hursley Parish Council. The PCC has not communicated well with us to understand traffic speeding offences and we would welcome further discussions.

- *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

We tried one of these a few years ago and it failed. We would welcome further discussions.

- *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Village average speed cameras.

Certain selected road calming measures.

Better notification to the bodies mentioned in response to the first question.

- *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Yes - Village average speed cameras, particularly where the Village is on an A road  
We already have a 30mph limit following the initiative a couple of years ago of Hampshire's 30 project roll-out, now we look to have it enforced.

- *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Yes - Come and talk to us and tell us what works elsewhere -ie a sharing of knowledge and methods from other parts of the County

Other comments - I would confirm the danger of the 3090 as it comes into Standon and especially by the junction with Farley Mount Rd. Always an accident waiting to happen and as we have mentioned many times before a limit of 40mph would be very sensible. In terms of crime at this end of the Parish, it used to be very bad at and around Farley Mount itself but in fairness to the Police they have increased their presence here over the last few years and the situation has improved. Fly tipping is , as always, a big problem but I am not sure the police themselves have the resources to deal with this and we are now dealing ourselves on behalf of Hampshire council to try to get some convictions.

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- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Noise from SOME Motorbike's particularly on Wednesday evening and Sundays is disgraceful.

Speeding is one issue but impossible for the Police to tackle effectively – but that is not the problem. Noise is a function of speed and exhaust effectiveness. Some bikes even at low speed, make an horrendous noise. Most riders are law abiding and conscientious. There is a small minority however whose exhaust systems must generate noise about the legal limit even at low speed. This can surely be checked either by road side checks or whilst setting of from popular bike car parks. Fines or impounding of bikes would soon solve this problem – is it being done????

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

See above – the Police are tackling the wrong problem following a “no win” strategy

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

We do not want communication – we want action

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

It is not, and will not, deter noisy motor bike's

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- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Sadly, my rural village of Oakhanger has been subjected to constant speeding traffic and overweight commercial vehicle abuse for a number of years. There have been 4 road traffic accident deaths in or around our village in the last 4 years. We are situated in and around Shortheath Common which is an SSI and an SAC. Despite the fact goods vehicles have a supposed 7.7- ton limit, we still get artics down here and the haunches on the common are getting ruined and the common being eroded into. HCC are involved in trying to arrange calming but that's not going to stop the constant abuse. HCC won't invest the money as they keep telling us anything they implement will not be policed and Hants police are not doing anything either despite getting constant complaints. So, to answer your question, current policing is totally ineffective with only the odd run by a police car.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Again being honest I don't know of any work going on, so I personally feel the PCC and his office is invisible to us.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

I have received no communication.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Here in Oakhanger we are just undergoing training. We have 14 volunteers and hope to commence in Septemeber.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Enforce the law on the roads. Consistently fine speeders, work with HCC to police calming solutions implemented by them, monitor commercial traffic for weight abuse and overweight traffic blatantly breaking the law.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

No

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

In Oakhanger we formed Oakhanger Residents Traffic Group. We represent the village of 250 people and have successfully lobbied HCC for calming measures. We now have their ear and plans are progressing. Unfortunately, the end game will still be lacking. However, without the aid of Councillor Mark Kemp-Gee, Alton Rural, we would have got nowhere. During our lobbying, I personally was responsible for collecting road traffic incidents experience by our villagers over the last year. Some of those are below. - <Names removed>

- i. Subjected to a RTA when her car was hit by a car veering on our own driveway to avoid another oncoming car because a. he was doing in excess of 40mph in a 30 zone and b. the road is very narrow and blind. It cannot sustain two vans going past each other let alone speeding cars!
- ii. A speeding white van ran her off the road in Oakhanger, smashing her wing mirror causing damage which cost her £630 to fix.
- iii. Forced to swerve into a ditch to avoid a speeding van on a collision course to him as the van driver was on the phone not watching. The van clipped his wing mirror but carried on driving, leaving him stranded in the ditch.
- iv. Chased and subjected to verbal abuse and threats of violence after he waved at a speeding car in the village. The car stopped, the driver got out and started chasing him down.

There are multiple incidents of abuse, broken wing mirrors, threats of violence etc. The above are just 4 of many.

All of the above were reported to the police.

The last thing I would like to share is the sadness of the village as a whole. Over the last year we have lost dozens of deer, badger, small mammals in the village and the common road. We now have no Muntjac deer left on the common, very few Fallow and Roe deer left. The villagers used to feed them but they are all gone to traffic. The playground by our village green is hardly used. There is no footpath nearby and children can't walk to it for fear of speeding traffic on the road.

There was an article in the Portsmouth News on 10 August saying that people were invited to give their views on roads policing. Here are mine.

Whilst I appreciate that there have been huge cuts in police numbers and those left are thin on the ground, I am concerned that because this fact is well known to the public, some people feel they can do what they like irrespective of the fact they are breaking the law, as the chances of them being caught are very low. In particular:

**Speeding, both on the motorways and in towns and cities** – I live in a 20 mph zone in Portsmouth and despite the valiant efforts of the local Speedwatch teams, most people drive well above 20 mph. When driving on motorways and other roads I am frequently overtaken by cars exceeding the speed limit.

**Misuse of one-way streets** – I live on a one-way street and there is another one-way street directly opposite. I have lost count of the number of times I have seen vehicles (including bicycles, buses and lorries) going the wrong way on these roads. This is despite 'No Entry' signs and road markings. In my car, I narrowly missed being crushed by a large van coming the wrong way down the street and was very shaken by this.

**Cycling on pavements** – the door to my apartment building opens directly on to the pavement and a number of times I have been nearly mown down by a cyclist on the pavement. Also, anyone cycling on the pavement is liable to be hit by a car exiting from our underground car park as we have to cross the pavement to access the road, it is impossible to see what is on the pavement to the right or left before the car is actually on the pavement. Cycling on non-shared pavements is very common in Portsmouth by thoughtless individuals who have no regard for pedestrians or 'No Cycling' signs.

I appreciate that we can't have a policeman on street corner and really do not know what the solution is. Maybe, larger road signs, better driver education, higher fines, more publicity that the above behaviours are not acceptable and that lawbreakers, if caught will be prosecuted.

Thank you for the opportunity to express my views.



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- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Very concerned that there is no action being taken regarding the anti social behaviour of motorbikes on A roads in particular A32 (however I understand this to be a problem elsewhere in the county as well).

The noise - commencing every morning from 600am (especially Sundays and evenings after work especially Wednesday which is a meeting night for a certain business on A32 ) is a nuisance and causes much distress to local people and businesses

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

I have no knowledge of any action being taken. I see no speed cameras, no community speed groups being advertised and wanting volunteers (only seen this once in Newtown in 5 years), no signage (expect for cars to "Think Bike" which is ironic.

We have no updates locally, however this does not mean there is no action, just that local people are unaware. Could facebook update us? Even if to reassure us that you are aware of the noise issue as well as the speed issue

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

This is the first opportunity I am aware of to have my say

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Speed is not the main issue – motorcycle noise (modified exhausts) and poor driving, overtaking dangerously etc as well as generally poor road awareness and intimidating behaviour. This does not seem to be taken seriously.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Compound fines for speed and noise

ie stop bikes with speed guns and if noise is deliberate - ie modified exhaust - , double the fine / double the points and communicate this to all local "bike friendly" businesses so they can advise their "clients"

Please speak to local businesses on A32. These businesses encourage the "crowd mentality" and open at anti social hours to let these groups meet and then drive extremely loudly up and down our A roads causing havoc for other drivers and noise for residents. No social conscience from these businesses which is a real shame for the local communities

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Not that I am aware of but I would assume speed cameras with compound fines will help along with comms about the consequences to deter the motorcyclists .

Would be helpful if the THINK BIKE signs were more appropriately worded ie

BIKERS THINK  
THINK FINE  
FAST BIKE, FAST FINE  
NOISY BIKE, LARGE FINE

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Welcome to stay in the village on a Sunday sunny morning and try to sleep with the noise at 6am

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1)How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?

*Please provide more speed check on the New Forest*

2) How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?

*Can only speak regarding the New Forest. Speed checks have picked up many speeding (mainly local) New Forest road users. Further speed checks please.*

3) How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?

*When emailed we have had responses, which was reassuring - so please continue this level of reply to communication. I would like the PCC to visit a New Forest Commoner to see their stock, visit a RTA which has resulted in the loss of stock and talk in detail to the New Forest Agisters re their daily life challenges.*

4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?

*It has been very effective as numbers reflect level of speeding on the New Forest.*

*We need more Community Speedwatch officers on the New Forest please.*

5) What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?

*More speed checks on the New Forest please*

6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?

*As previous answers given - speed checks on the New Forest work - please can we have more?*

7) Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?

*We would like to have more support if we record via a dashcam footage of speeding/dangerous overtaking*

I am a resident of Barton Stacey and have lived here for the past 21 years. I welcome the opportunity to provide feedback on speeding through this Village which lies between the A303 and A30 roads. The speed of the traffic through the Village has increased significantly to the extent that it has become a serious problem. This is well noted by the Parish Council as well as our local County Council and Test Valley Borough Councillors.

Recently a Speed Matrix has been carried out at the Southern end of The Street (the main road through the Village which has no pavement on either side of the road but does have a Permissive Pathway which in effect increases the problem). The average speeds recorded were over 42mph going North and over 34mph going South.

It was agreed at the July 2017 Parish Council Meeting that a Community Speedwatch Scheme for the Village in conjunction with the neighbouring Village of Longparish should be investigated as a matter of urgency. It is understood that this educational scheme would be the first tier response to the speeding issue especially as letters would be automatically generated to offenders and then if the problem persists, it can be escalated to the next tier i.e enforcement by the Police Neighbourhood Teams.

I feel strongly that the PCC and his office could take a more visible interest in the speeding problem which is high on the list of priorities of the residents of this Village where the speed limit of 30mph is continually disregarded by drivers of cars, vans, lorries and motorbikes.

It is to be hoped that the Community Speedwatch Scheme will be activated as soon as possible with the active support of the PCC before there is a fatal accident.

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I understand that you are requesting feedback regarding road issues. My concerns are about:

1. Speeding motorcyclists on the Isle of Wight, especially at weekends
2. Vehicles going at above the 40 mph speed limit on the Newport to Ryde road
3. Dangers for pedestrians in trying to cross this busy road
4. Failure of the IOW Council to provide a crossing outside the road leading to Quarr Abbey
5. Failure of that Council to provide pavements and pedestrian routes on certain other IOW roads
6. Being told by a 101 spokesperson that "motorists need to get from A to B"
7. Being told by her that the IOW has only two traffic police personnel

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Bad parking in Niton

Just some examples of illegal parking in the village in the last six months.

The author provided photos of anti-social parking, which have not been published due to numberplate confidentiality

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1. *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

I have no idea but after living near to the A32 for 36 years I can only state that the behaviour of drivers ' particularly those of motorcyclists has become increasingly more dangerous. I can only assume that the policing of traffic had become dysfunctional primarily because of funding and the inability to treat groups of motorists in an even handed mannered. I

2. *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Can't comment as I have seen no evidence of either party working together and certainly no impact within this local community.

3. *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

I refer you to the answer at 2

4. *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Nothing that has been done so far has been effective . The frequency of police camera vans may have encourage the vast proportion of law abiding drivers to reduce their speeds (slightly) to the legal limits as we are all ware that many local residents have been caught. I'm not excusing this but don't regard most of these drivers as dangerous or offensive and I would state that all in my immediate family have clean driving records, so I've no axe to grind. However when it come to motorcyclists the situation has changed over recent years. There are now a lot more of them and the A32 is plagued by these increasing numbers especially on a Wednesday and weekends especially when the weather is good. The camera vans are quite often not about during the peak periods but often appear when it's raining, when the motorbike riders stay at home! When they are there the riders usually are aware of the camera vans presence (social networking?) and drive to take their presence into account. There is also the question of noise which is unbelievably loud during periods of sustained hard acceleration. Its clear listening to the bikes that speeds in excess of 100 mph are commonplace. If I modified my car to produce

a similar sound I'd be off the road within days!!! You have done nothing to reduce the motorcyclists speed, a significant proportion are simply out of control and do as they wish! I pity the, walkers, cyclists, horse riders and more so the local residents that have to live with it. You can't evaluate an approach that clearly hasn't worked.

5. *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Firstly your proposal is flawed, how do you hope to achieve anything with the current legislation and funding regimes. Surely your function is to protect local residents and road users and this is clearly not happening on the A32. Have you seen a motorcyclist on one wheel? I have on several occasions. Are you aware that motorcycles can be made a lot noisier by taking out the exhausts baffles-it takes just a few seconds. The following changes should be made 1) IDENTIFICATION OF MOTORCYCLES AND THEIR RIDERS-Return of a front number plate and a individual bar code on helmets registered to the rider. 2) MORE ROAD SIDES CHECKS-many machines cannot be complying with current noise regulations and they should be removed from the road. 3) MORE COVERT, MOVEABLE SPEED CHECKS-there nothing wrong in catching people breaking the law, giving no warning of cameras and concealing them isn't entrapment, just good sense! 4) STRICTER MOT TEST FOR ALL MOTORBIKES- a simple way to prevent noise is to ensure they are all well silenced even if it means this is done retrospectively. 5) SUITABLE PENALTIES FOR DANGEROUS DRIVING-pulling a wheelie should be treated with automatic disqualification.

5. *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

No I assume the situation is just as bad at other local points where such groups congregate.

6. *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic.*

I think I've said enough but I'd be happy to drive an unmarked car (free of charge) up and down the A32 to provide camera evidence of what some motorcyclist get up to. The only thing I can't understand is why that's not happening now, its all just so commonplace!

We live parallel to the A32 in Brewers Lane, West Tisted.

The problem of noise and speed of the motorbikes along the A32 between Hedge Corner (A 32 x C18 intersection) and The Angel Hotel on the A32 has been raised over many years at West Tisted Parish Meetings.

The police attending refer us to VOSA.

I quote from VOSA website:

**' it's illegal to modify and exhaust system to make a vehicle noisier.....'**

which is pretty straightforward- this is almost certainly being done - but on the figures does not result in any significant Police action - but it also goes on to say:

**' The police can also take action if your vehicle's silencer doesn't work in the way it was designed or if you're driving in a way that creates too much noise'**

This is being completely ignored by the police - bikers are continuously driving in a way as to make excessive noise - this is quite deliberate, remarkably perpetuated by mature family men who would not consider behaving in that way near their own homes.

Not only is noise a problem but also speed - on 2 occasions this week leaving Farringdon in the 40mph limit (at 40mph) I was overtaken by 2 bikers doing at least 50% over the limit and on the stretch of the A32 parallel to Brewers Lane is common place for that to happen.

When the problem is so serious that Privett householders who are so affected by noise of motor bikes both from the A272 and A32 (Yes both sides of their property) are planning to sell their home as a result at very considerable cost you can understand the human cost involved. This noise is causing very considerable stress and annoyance over a wide area.

The situation is both out of control due the the unwillingness of the Police to take appropriate action over many years, with ever increasing numbers the nuisance increases.

This leisure activity should take place on the track not public highway.

In an age when more and more attention is being paid to the environment to permit this to continue least of all within a National Park shows a complete lack of will by the authorities.

I hope that action will be taken to control both noise and speed.

I have been involved with Community Speedwatch in the New Forest since 2011 and in that time we have had 3 Chief Constables, 3 Chief Superintendents (in charge of Speedwatch) 2 PCC's and all the original local police officers (3) and PCSO's (3) have either retired or moved on. The latest PSCO is very supportive of Community Speedwatch but he is the exception according to other Community Speedwatch groups.

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

How can the current policing provision be effective as Force personnel have reduced in numbers and the numbers of Traffic Police Officers have been reduced by 30%. Even the police safety camera van is now part funded by the New Forest Verderers!

One area the police and the PCC should concentrate on is getting the revenue created from the Fixed Penalty Notices for Speeding to pay for Speed Cameras, Average Speed Cameras, Safety Camera van, SID's/SLR's, Traffic Calming and other safety equipment for the area where the offences were committed rather than the revenue produced going to central government. At present the Local Authority has to pay for Safety equipment and only running costs can be paid for from the FPN any surplus goes to Central Government which is not logical or fair.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

I'm not sure that the PCC has tackled traffic nuisance and the Highways/Hampshire County Council has not been seen to be active. Unless there are fatalities they will not address the speeding issues even to the extent of the recent deaths of 2 girls on a notorious road (Gosport Lane) where speeding occurs on a daily basis "These were the wrong kind of Deaths" was reported to have been said.

Maybe to increase the reduced numbers of traffic police, suitably vetted and trained volunteers/Specials can assist the police in carrying out roadside speed checks, perhaps by operating the speed monitoring equipment?

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

I attended the recent Rural Crime Conference in Minstead back in February, where the PCC infamously stated "that Community Speedwatch was overloading the police resources" The majority theme running throughout the conference was that the police needed the help of the public and volunteers and them to be involved, yet the PCC still made that statement!! I have met the PCC at the 999 Emergency Services Event at Beaulieu in May and although he denied making the "Overloading" statement he did say that he would support Community Speedwatch with the agreement of the police. However I have not seen any evidence of this "support" whereas the previous PCC funded Community Speedwatch to the tune of at least £135,000 and publicly stated that Community Speedwatch needed to have "More Teeth" and he also indicated ways of how that could happen but unfortunately he was unable to follow this through as he failed to re-elected.



I also thought that the local monthly "Police Beat Surgeries" are the way that the public can voice their concerns and these should be passed on to the PCC, rather than these type of questionnaires?

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

I do believe that Community Speedwatch is effective in my area as we have a police presence on occasions.

I think the figures speak for themselves in that in 2016 we surveyed over 9000 vehicles and 600 drivers received letters and of that 600 only 11 drivers received a second letter and no drivers were recorded as speeding for a 3<sup>rd</sup> time, of the 600 drivers that received letters, 140 were assumed to be commercial vehicles.

This year (2017) we have already surveyed over 9000 vehicles and we still have 3 months to go but we still haven't had a vehicle recorded as speeding for a 3<sup>rd</sup> time!

Unlike other areas where they are constantly recording speeding vehicles for a 3<sup>rd</sup>, 4<sup>th</sup> or even 5<sup>th</sup> time!

I feel that you have answered your own question by asking how effective CSW is and then going on to say how can the success be evaluated?

Put some more resources/funds into the admin side or allow CSW volunteers process the data as they used to!

Give CSW some more teeth as the previous PCC wanted to do!

Let CSW operate on 40 mph roads as they used to do or persuade the LA/Highways to reduce the speed limit on 40 mph roads to 30 mph in the New Forest?

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Obviously more police resources would be the answer but this is not going to happen! Take notice of data recorded by Community Speedwatch? The original idea of Community Speedwatch was to educate the motorist of their speed and provide data to determine whether a road needed police enforcement and the possibility of a reduction in the speed limit or traffic calming measures to be introduced!

Speaking about the New Forest, every week there are reports of animal deaths caused by vehicles as livestock is allowed to roam freely on unfenced roads but the Speedwatch hierarchy decide to ban Community Speedwatch from operating on 40 mph roads which

are where most animal incidents occur. Their rationale for this ban has varied from: Unsafe for Volunteers, Incorrect data being recorded because of the increase in speeds and then because we were overloading the system. We did operate on 40 mph roads for 6 years without any safety incident and all sites were vetted/risk assessed by the police. Only one new CSW group were recording incorrect data and they probably did this on a 30 mph road as well and the police did not attend their sites with the volunteers to help them or correct them. Finally the “overloading” is because CSW has become a victim of its own success and because of a change to the way data was processed they are reluctant to let CSW volunteers help as they did so successfully in the first 4 years of CSW.

Because of many questions being raised by volunteers about the 40 mph ban the then Chief Supt announced that he would undertake a 6 month review of the ban but he has now retired and we are now in the 9 month of the review!!

So please allow CSW to operate on 40 mph roads as they successfully used to do to reduce animal deaths. I note that Lord Manners of the New Forest Verderers has invited the PCC to attend a Verderers Court to address the meeting to provide some thoughts on how to reduce animal deaths in the New Forest. Wouldn't that be a good time to announce the reintroduction of CSW operating on 40 mph roads?

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Hampshire is the only county in the UK that does not allow CSW to operate on 40 mph roads but in Dartmoor, which has a similar habitat to the New Forest they are allowed to operate on 40 mph roads. So removing the 40 mph ban would be a good start?

Also, although CSW is supposed to be Educational and not Enforcement, when a vehicle has been recorded by CSW the vehicle details are checked by a Police National Computer operator which will show all the relevant details including: Tax, MoT, disqualified driver etc. and nothing is processed from this information being produced because it's time consuming, one would assume but if it did it would show that by speeding there are other consequences?

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

6 years of data and statistics produced by the CSW volunteers over hundreds of hours that the CSW hierarchy appear to ignore?

It would give more respect to the CSW volunteers if there was a police presence a little more often to show that we are not a group of disgruntled pensioners with nothing better to do, that we do care about our villages and road safety.

CSW is an initiative between the community, LA and the police but we feel that as a community our voices/concerns are not being taken seriously!

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I would like to draw the Panel's attention to the traffic on the B3035 (Corhampton to Bishops' Waltham) Road where some cars, but more particularly, motor bikes regularly exceed the speed limit on the stretch that runs by the side of Corhampton Golf Club to the Corhampton roundabout.

I would also draw the Panel's attention to the sight lines at the entrance to Millside. When attempting to exit Millside onto the A32, the sight lines to the right are such that one has to go forward, almost onto the A32, in order to see the traffic coming from the roundabout. It is an accident waiting to happen.

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I am responding in a private capacity to the PCP request for comments on road safety related issues.

I am a parish councillor, resident and work in, the rural parish of Herriard in the Borough of Basingstoke.

The village of Herriard is situated along both sides of the A339, which is used by motorbikes for speeding and rallies regularly on Wednesday evenings and Sunday mornings every week in summer and intermittently at other times. We have a problem with the very dangerous issues of motorbikes speeding, including overtaking across white lines. In addition a number of the bikes have had silencers removed and these appear to be often those vehicles disregarding the other traffic regulations.

Several years ago following parish lobbying, speed limits were introduced on the A339 and in the village lanes.

We are very grateful for these and they have undoubtedly helped the issues of car speeding and nuisance.

However a significant number if not a majority of the motorbikes using this road simply ignore the regulations,

Our requests for actions in person, by email and at various meetings have met a thoroughly ineffectual response from both the police and commissioner.

Neither party will take responsibility for moving this forward. Excuses have included :

- Resourcing issues around traffic management
- The police are trying the softly softly educational approach by getting to know the bikers – it is not working
- "It's not safe to try and stop motor bikes"
- You cannot see the rear number plate so speed camera pictures are difficult to enforce on bikes.
- "We are not sure what else can be done."

More police cars have been put on the road at certain times but unless they are there Wednesday evenings and Sunday mornings it's not going to be very effective.

The two actions the police could take are:

- Check all motorbikes at the pubs and places they stop at and if found non compliant impound or destroy.
- Have speed cameras out at the times the bikes are here with someone stopping bikes further down the road.

Therefore answering your questions in relation to this motorbike safety problem.

1. How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Very poor. Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach? The PCC could require the Police to enforce the traffic regulations on bikers more effectively
2. How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Not well. Can you identify any opportunities for further partnership working in the future? The PCC could require the Police to enforce the traffic regulations on bikers more effectively
3. How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Not well. Can you suggest how the PCC could improve his interaction with local communities in the future? The PCC needs to require the Police to enforce the traffic regulations on bikers more effectively
4. How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? Not sure How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes? Not sure
5. What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight? Not sure
6. Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas? Introduction of speed limits has helped our village and ongoing improvements to this such as village and support for other features to reduce speed would be welcomed.
7. Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic? Not sure

If I can provide further information I would be pleased to do so.

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- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

We are aware of the cutbacks forced upon our police service and try to take this in to account but we do not see our police enforcing speed restrictions on our roads which were not built to accommodate the lorries, cars and buses now using them. No one wants to be caught speeding so when the police set up temporary speed traps other drivers attempt to warn them. I have been told most of the speed cameras in the area are not active! I wish I could make a suggestion to help!

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Regrettably we do not see traffic nuisance being tackled, speed is a problem on the Isle of Wight. We have family in Jersey and visit quite frequently. A lot of their rural, single lane roads are limited to 15 mph and most of the Island is maximum 40 mph. I am in favour of lowering the speed limit but understand from Island Roads that they do not believe reducing speed limits to be appropriate.

This is the reply I have had from them in attempting to get the 30mph limit moved from just past the Morrisons Roundabout near Lake to further towards Apse Heath where there is an accessible footpath

“The introduction of a reduced speed limit is not considered appropriate here due to the semi-rural nature of the highway environment at this location which has a level of roadside development that is much lower than would reasonably be expected for a 30mph restriction. When combined with recorded speed data, it is Island Roads’ view that additional measures would be needed to ensure a reasonable level of compliance with a 30mph speed limit. This would require further modifications to the highway, such as “build-outs” and other traffic calming measures, and these would be expensive to install. Given the limited budget available to the Isle of Wight Council, funds have to be prioritised towards highway schemes which are likely to provide the most benefit to the greatest number of highway users. Therefore, whilst we acknowledge the points you have raised we are unable to commit substantial public funds in this instance to assist a relatively small number of private residents with pedestrian access to their properties.

And

I understand that this is probably not the response you had hoped for but I trust you will appreciate the reasons why we are unable to assist further with your request. However, I am looking into the possibility of installing a “pedestrians in the road” warning sign and if this is feasible it will be implemented in due course.

I would personally question the accuracy of the speed data and would invite any official to stand on the bank in our garden and watch the traffic speed past at what I believe is well over the current limit of 40 mph. The 40 mph limit which currently starts just past Morrisons roundabout is close to a blind bend and an incline. Most traffic increases its speed approaching that bend where there is a bus stop each side of the road and pavement on only one. After the bus stop there is no pavement on the roadside but a footpath on the raised bank the other side of Cheverton Shute which cannot be accessed by the residents living on Newport Road or the holiday makers staying at Ninham Farm.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Not well at all, it is only by reading the posts of Nextdoor Newchurch that I have been made aware of the PCC “concerns”

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

I am not aware of the Community SpeedWatch Scheme so obviously I cannot determine whether it is having an affect, this needs to be made more public. I have just goggled this and learned it is only applicable to 20 mph and 30 mph zones. I believe a lot of residents on the Isle of Wight and in particular in this area are unhappy about the speed limits currently in place.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

In my opinion speed limits in the rural and semi rural areas should be prioritised. We often hear motor bikes travelling at excessive speeds (we think along Ventnor Road, Apse Heath) and see them fly past our driveway. The speed limits imposed in most rural and semi rural areas are not suitable for our narrow roads which now accommodate hgv’s delivering to supermarkets, double deckers buses, motor bikes, bicycles and pedestrians as well as the ever increasing number of cars which seem to be getting wider and wider!

I have observed pedestrians tucking themselves into the hedges and banks in order to avoid passing traffic being too close to them. I have also observed car drivers overtaking bicycles in an extremely dangerous fashion, not allowing them sufficient room.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

No – bur see comment about Jersey

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

I am also attached an email I sent to Island Roads last year and their reply. Whilst I appreciate it is not their duty to provide as with a way of getting out of our drive I believe they should be aware that there are pedestrians having to use a road on which road traffic users do not comply with the current speed limit which we believe should be reduced.

*Email to Island Roads: Not published as it contains reference to specific individual. Provided in confidential copy to Members.*

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I live in Cliffdale Gardens in Cosham, Portsmouth which is a park home mobile home site.

Sited above us on Portsdown Hill is a car parking viewpoint which has a burger van sited in the car park. We as residents constantly have motorcycles that sit up in the car park at night just revving and revving their engines, this is at bedtime. Numerous nights last week the revving went on for almost an hour.

We as residents have this issue constantly. I realise that you do not have the manpower to police this area and i do not expect this of you, but, i think it would be a good idea for a sign to be placed in the car park reminding these nuisance motobikers that they are within a residential area.

Once they revved their bikes over and over they then seem to speed down the hill along London Road, turn around and speed back up the hill.

This really is an issue that i think needs attention.

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- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

I would like to highlight the particular problem of inappropriate parking and how such antisocial behaviour can impact upon communities. The current policing provision is woefully inadequate. Having contacted our local police regarding inappropriate parking, the response belied the considered lack of importance given to this subject yet not appreciating that it is the single biggest frustration between residents and can destroy a community.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

I would like to see a local police person discuss antisocial parking with individual residents when nuisance parking has been brought to attention.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Pick a popular time such as 3 to 8 pm and knock on the doors of communities where the parking is clearly shocking.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*
- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Run workshops at actual locations marking out with temporary spray paint the most dangerous and antisocial areas where drivers park.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

No successful approaches but that could change if a person in uniform were to specifically state where areas of dangerous parking were.

- 
- 1) *How effective do you feel the current policing provision is in response to community*



*concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

I am referring to antisocial and dangerous road use of a32 wickham to west meon hut, by motorcyclists. The policing of this is non existant despite the concerns raised by local residents groups. Improving the current approach would include visibility and some attempt to monitor illegal exhaust systems in motorbikes.

*2) How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

The current methods appear ineffective since illegal exhaust systems on motorbikes and anti social riding (intimidating groups, overtaking when unsafe, exsevvively loud and frightening acceleration) have not improved.

*3) How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Providing reports on measures carried out.

*4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

N/a not aware this exists on a32

*5) What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Vehicle checks, and unmarked police cars. Bikers are well aware thru Facebook etc of where speed traps are.

*6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Yes. I have heard of the success of a scheme in Wales where there have been successful prosecutions from evidence provided by members of the public using dash cams. I am certain this would be well supported by local residents. I am not sure if illegal noise levels could be proved but anti social and dangerous driving could, and the noise and dangerous riding tend to go hand in hand.

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- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Am not aware of the current policing policy.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Am not aware of work carried out to tackle speed and other issues. Feel that more appropriate signage might possibly help.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Very little.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Although I think that this scheme is a good idea I do feel that due to the (necessarily) high visibility of participants that it could affect the way that data is collected as drivers will slow down for hi-vis clothing.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Signage: I live in a villiage where the entry sign is 50mph! After that it shortlyit goes to 30mph. More speed cameras and traps as motorists speed along roads with blind bends without knowledge or thought of what is around the corner.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Increased police activity monitoring speeds along roads where limits are frequently infringed.

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Recently I went on a speed awareness course which was one of the most useful things I have ever attended. If these made a mandatory part of passing the driving test and that people were aware of the effects of speeding it might possibly help to avoid some of the accidents we have here on the Isle of Wight.

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- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

I don't believe it is very effective on the Isle of Wight. Since the last two remaining Road Policing Unit officers were withdrawn from the IoW, the public perception that the law regulating traffic offences is not strongly enforced on the Island seems to have been reinforced. More than anywhere else I have lived in southern England, the notion that 'the car is king' is rife on the Isle of Wight, and there is little political will on the Island to rein in the significant number of errant and antisocial motorists.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

I think the PCC and the IoW Council could work more closely on problems where there is a dual responsibility to tackle them. For example, there are an increasing number of abandoned vehicles in certain areas of the Island. Yet, the Police on the IoW apparently admit to turning a blind eye to vehicles they know from their in-car technology to be untaxed and uninsured, because they maintain there are so many on the Island, they don't have the resources to deal with the problem.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

A PCSO sometimes attends our local Parish Council meetings. So many of the issues raised by local residents are within the province of law enforcement; so I think the

involvement of the local police with the work of town and parish councils should be more strongly encouraged.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

We have tried to introduce a Community SpeedWatch scheme in our village (Alverstone) about 2 years ago. Although a couple of PCSOs came to visit our home, they never followed it up. I gained the impression that they didn't like getting involved in any work that might be perceived as 'anti car'.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Taking residents' complaints of traffic nuisance – particularly speeding and pavement parking – more seriously. Assisting residents to put pressure on local councillors, particularly when the latter appear to be reluctant to act in any way that would appear to curtail the dominance and undermine the interests of the motoring community.

1. *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

The current policing provision has not been noticeable. I live in Droxford, a small rural community which unfortunately has the A32 running straight through the middle of it. **In view of the fatality on the A32 just outside of Droxford on 23 August 2017**, it is time that a solution is found for the dangerous traffic situation in and around this village. There is a high number of elderly residents in the village. Residents are forced to walk in the road as there is little pavement provision along the high street (A32), nor along the side streets which are single track roads, but these side streets are used daily as a rat run by a large volume of commuters from outside the village. These commuters should be forced to use the main road up to Corhampton. There are no pavements along these side roads either, so again residents have no choice but to walk in the road. There are often horses and riders along the narrow side streets. In addition to this there is a primary school off of the crossroads of Police Station Lane/Union Lane, and so the traffic is increased during term time by parents taking their children to school. At these crossroads there is a school crossing patrol. With the speed that some of the drivers travel at this point I am very surprised that a child hasn't been killed.

Being a rural community, we have no mains drainage, nor mains gas, and so these single track side roads are often blocked while cesspits are being emptied, oil/gas is being delivered etc. I have personally witnessed on many occasions the abuse that these delivery drivers receive from commuters who have been inconvenienced because they are trying to cut through these side streets instead of using the main A32.

Although the speed limit through the village is 30 mph, lorries and coaches, not to mention cars frequently thunder through the village at speeds far in excess of this. The A32 is seen by motorcyclists as a race track, adding the nuisance of the sheer volume of noise created by their machines to an already dangerous stretch of road. Again, with reference to the side roads (in particular Police Station Lane/Union Lane and North End Lane) commuting drivers frequently exceed the speed limit of 30 mph.

I have witnessed damage to properties caused by speeding drivers;

a neighbour's wall has been hit and damaged too many times to count;

another neighbour had his Victorian railings ripped from his front wall by an HGV undertaking a mysterious manoeuvre;

my husband's van was hit by a speeding vehicle;

I have narrowly avoided being hit by a passing vehicle on several occasions while walking to/from my house.

2. *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

I am not aware of any of the measures that the PCC and partners have taken, nor any solutions they have sought.

The PCC or representatives should hold an open meeting with the residents of Droxford to allow the residents to voice their concerns.

3. *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

No communication as far as I am aware.

I believe the residents of Droxford would welcome a forum for their concerns to be raised. A meeting with the PCC and local residents in the village hall in Droxford would be a good starting point, possibly with advance notice so that questions and concerns can be submitted to allow everyone to air their views unimpeded.

4. *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Absolutely no effect whatsoever – in fact I wasn't aware any such thing even existed. Speed limits alone have no impact on people driving too fast – there needs to be clear and effective penalties and more physical preventative measures to tackle the problem.

Please see my response above in point 1 regarding the speed of traffic through the village of Droxford, and the dangers this poses to the residents and their properties.

5. What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?

Again my comments refer to the village of Droxford in particular, but I am certain that many surrounding villages in the Meon Valley experience the same problems.

My suggestions:

- At the very least a speed camera on the A32 on approaching the village from both directions.
- Along the side roads, such as Police Station Lane/Union Lane and North End Road, speed bumps would help.
- Crossing provision between Park Lane and the Village Square. There is a school crossing patrol here also.
- At the junction of Police Station Lane with the A32, there should be a 'No Right Turn' so drivers can only turn left when exiting Police Station Lane, and then a 'No Left Turn' for drivers coming from Fareham trying to turn left into Police Station Lane. This will encourage non-local traffic to use the main A32 up to Corhampton roundabout, instead of cutting through a single track road.
- A traffic survey of the village needs to be commissioned so that the very real problems we face become visible.  
There is a fire station in Union Lane, so any traffic improvement measures will need to take this into account.

6. Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?

Not aware of any

7. Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?

Nothing further.

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live in Privett, on Filmore Hill, <Address> and I have been here since 1985. In that time we have experienced an unprecedented increase in noise from both the A32 and A272 from bikes, and made worse upon the Little Chef at the bottom of the hill becoming a bikers cafe. They descend in their hundreds on Wednesday and Friday evenings and every weekend and bank holiday, and it sounds like Brans Hatch in my garden, and that is no exaggeration. I am now a widow and will want to move eventually, but know from neighbours down the road that it took them much longer to find a buyer because of this incessant noise pollution.

If these bikers were coming to enjoy the peace and pleasure of the countryside one might forgive them, but all they want to do is race along the roads here at speeds that exceed the national limits, use the cafe, and then race off again. Bearing in mind that we are within the South Downs National Park, surely the peace and safety of residents should be paramount? Indeed, it is very risky exiting from any road in Privett onto the A32 or A272. I know that the Hampshire and IOW Air ambulance have to attend to accidents in the GU34 area more than anywhere else.

You would only have to spend a short time at the garage by the West Meon Hut to see numerous bikes with huge exhausts that make a ridiculous amount of terrifying noise. I know many people this area are fed up with the situation, but it seems we are powerless to do anything about it.

How can this problem be addressed? It is becoming steadily worse with every passing year.

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## Use and abuse of the A32

I have lived within sight and sound of the A32 in the Meon Valley for 28 years.

The A32 is one of the longest north-south roads in the South Downs National Park. It passes through the "Doomsday villages" of Wickham, Droxford, Corhampton, Meonstoke, Warnford and beyond. It roughly follows the course of the celebrated River Meon chalk stream. It passes one of the oldest churches in Hampshire at Corhampton and one of the largest living Yews in the country. In Meonstoke it passes directly over an existing excavation which is thought to be a Third Century Roman Temple.

The road passes between the notable and ancient Winchester Hill Fort and the Beacon Hill. It is crossed by the nationally recognised South Downs Way route enjoyed by walkers, horse riders and cyclists.

Being about ten miles from any substantial town, it is one of the remotest parts of what remains of rural Hampshire. At times it is one of the last remaining areas of peace and

tranquillity easily accessible to those seeking quiet recreation and a break from the noise and rush of town life. It offers low level of light pollution and the chance to observe some of the wonderment of the night sky.

For many years it was a very popular route for cycle races. I understand that being about 15 miles from Gosport, it provided an ideal destination for Gosport Cycling Club on Sunday mornings.

In short, it ought to be a treasured asset of the Hampshire heritage.

Tragically, it is not, it is one of the most dangerous roads in the country.<sup>1</sup>

A situation has been allowed to develop where particularly motorcyclists but also other assorted “speed-freaks” have identified the A32 as a road where the authorities appear to have abandoned efforts to enforce compliance with either speed restrictions or vehicle construction and use regulations.

Accordingly, if you have purchased a 190mph superbike and removed all your exhaust baffles, your best place to explore its speed potential is the A32 in the South Downs National Park. On the odd occasion that a speed-trap is on-site you can be assured that word will spread instantly and you can adjust your speed for a few hundred yards before opening the throttle wide.

Egregious acts of law breaking occur on the A32 on such a predictable, consistent and persistent basis that most locals have learned to live with fact and to assume that nothing can or will be done. Complaints have been registered for more than fifteen years according to the Parish Council and no significant improvement has been detected.

Sadly as recently as last week on 24<sup>th</sup> August, an innocent back-seat passenger was killed in an apparently speed related accident on the A32 south of Droxford where, it is understood, one driver was arrested.

I have to say that in a country famed for its sense of justice and the rule-of-law that I find it astonishing and very disconcerting that one section of road users is permitted to so dominate the environment that it renders it unsafe and unpleasant for all other users.

I would have imagined that it offended the professional pride of the law enforcement authorities. There ought to be an embarrassment somewhere that a road under their nominal control is apparently out of control. Those responsible for providing a safe and secure environment for all users have signally failed.

What is perhaps most tragic is that there are many signs that other users are anxious to use the road and would do so in greater numbers if it could be made safer.

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<sup>1</sup> <http://www.portsmouth.co.uk/news/revealed-the-hampshire-road-branded-one-of-uk-s-deadliest-1-8069282>



Increasingly larger numbers of brave cyclists are using the road and groups of walkers are often seen heading from their accommodation towards the A32, presumably unaware of how unpleasant, noisy and dangerous that road in fact is.

One of the saddest sights I recall was seeing a group of school children wearing reflective tabards at Droxford school apparently receiving cycle training instruction. My immediate reaction was that no one in their right mind would allow a child onto the A32 and anyone in Droxford wishing to cycle must, of necessity interact with it because it passes through the village.

In time presumably the utter folly of selling 190mph motorcycles in a country with a maximum speed limit of 70mph will dawn on the authorities. Also the shameful failure to enforce construction and use regulations will, it is hoped, be addressed since presumably those riders with non-compliant exhaust systems will have lied to their insurers about unlawful "modifications" as will the weak and feeble MOT system. But more importantly what is required is a massive change in attitude by those allowed to use a motorcycle on public roads.

When that day dawns the dreadful environmental damage which is being done to the South Downs National Park and Hampshire's precious heritage will be moderated.

I would like to further elaborate on the matter of:

## Motorcycle Noise

Objecting to the noise of motorcycles is not just the belly-aching of backwoodsmen, kill-joy villagers who don't like being awoken at first light every Sunday.

This was powerfully brought home to me when I was enjoying lunch with my family in Winchester last week.

My conversation was interrupted by a loud Harley-Davidson entering The Square. The rider crossed in front of the Museum to park next to the Museum in the Cathedral Grounds.

It appeared to me that he had replaced his exhaust on his 2016 registration motorcycle with something from Vance & Hines intended only for competition use.

In passing in front of the Museum his exhaust had been within inches of a young baby in a stroller.

As the rider dismounted he removed his heavy helmet AND HIS EAR PLUGS!

He was clearly aware of the need to protect his ears but totally unconcerned about the potential for damage which he was inflicting on others.

The human ear has evolved over thousands of years into a delicate and sensitive instrument capable of detecting a mother's voice in a crowd and later, perhaps, to be

sensitive enough to detect prey on a hunt. Until about 200 years ago and the start of the Industrial Revolution, the human ear had little noise above human conversation to cope with.

We now know so much more about the delicacy of the ear and the fact that once damaged, it is largely irreversible. Widespread irreversible harm has been done through ignorance about noise induced hearing loss in the last century and many older people are suffering the consequences of their employment, their love of loud music or their hobbies like shooting.

In the light of that growing knowledge, controls have been placed on many sources of noise including that of motorcycles. This is for the benefit of everyone. When a motorcycle is delivered with a factory-fitted silencer it will have been through compliance testing and the output will be known.

As soon as an owner interferes with or replaces that silencer **no one has any clear idea what that noise output might be.** It could be anything and no one can assess accurately what level of exposure is considered safe.

It is for this reason that I believe that the authorities should strike very hard against the selfish, cruel and very damaging practice of tampering with exhausts.

That baby has the hope and expectation of living perhaps 100 years. Nothing in evolution will have prepared his/her ears for the impact of that Harley-Davidson. No one knows what, if any, damage was done by that brief very loud exposure. But what if it had been two, or four or twenty Harleys all with their own preferred level of noise? The sound pressure wave would have been immensely magnified.

Consider, also, the impact on those working for many hours where large numbers of motorcyclists gather such as a cafe – what is the total cumulative noise exposure? Who can tell whether it is safe or acceptable when the noise output of the machines has been increased in an uncontrolled and unknowable fashion.

As one of many, many people who are afflicted with tinnitus, I implore the authorities to take noise seriously and to take strong action against the reckless and selfish but common practice of tampering with exhaust silencers.

Thank you for reading.

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### BHPCC Proactive Security Session

As a resident of Bramdean who has written to the Parish Council on a number of occasions about speeding in Wood Lane, I have been advised by the Parish Council that I can respond as an individual to the Hampshire Police and Crime Panel's forthcoming proactive scrutiny session. I have downloaded your response form but, as I am unfamiliar

with a number of the questions, I am listing a number of proposals that may help you in your work.

First, as background, I have lived in Rose Cottage, Wood Lane since 1999 and, since then, there has been a steady build-up of traffic utilising the road such that it has become a 'rat run' between the A272 and A31. Coupled with this build-up, however, there has been a disturbing increase in the speed at which many vehicles drive through the village. While there is a 30 mph speed limit through the village, plus roundels and road markings stating 30 mph organized recently by the Parish Council, much of the passing traffic ignores, and is often well in excess of, that limit. It is, however, ironic that mobile camera vans are deployed on the A272 on the outskirts of the village where there are few houses, whereas the centre of the village has more houses and, therefore, people - but no speed monitoring.

I suggest, therefore, you may wish to consider the following options:

- a. Setting a 20 mph speed limit in all villages in Hampshire and the Isle of Wight. This limit has already been set in Winchester City Centre and should be extended to villages.
- b. Introducing traffic calming measures in areas where speeding is a known concern
- c. Increasing the fines for speeding based on a means test
- d. Setting a graduated scale of fines such that speeding in built up areas and villages attract a higher penalty than, for instance, speeding on major roads or motorways
- e. Establishing a level at which speeding well above the speed limit automatically results in one year's disqualification from driving in addition to a fine. For instance, 50 mph in a 30 mph zone
- f. Review the speed limit signs throughout the county and eliminate situations whereby, for instance:
  - On the A272 between the perimeters of Bramdean and Hinton Ampner, a distance of about 2½ miles, the speed limit goes from 60 – 30 – 40 – 50 – 30 – 40 – 60
  - Unnumbered or unclassified roads have speed limits reflecting the width or perspective of the road. The road leading from the edge of Bramdean to the A31 is a lane with no pavement and has blind bends; there are cyclists, people walking dogs and riders on horses. Yet, the speed limit is 60 mph!
- g. Set a 30 mph limit on roads not classed as A or B, ie unnumbered or unclassified roads outside built up areas in particular
- h. Carry out speed checks in the centre of villages using speed guns and, equally important, provide the local constabulary with funding to purchase this equipment.

Lack of funding for a speed gun prevents the local constabulary from carrying out speed checks in Bramdean

- i. Change the law whereby speed camera signs can only be erected on A and B class roads. This is a ridiculous law, as the use, or possibility, of being caught speeding by a speed camera is a strong deterrent. Indeed, it is noticeable that traffic passing through Bishops Sutton, where there are speed camera signs, slows down to the 30 mph limit whereas in the centre of Bramdean, where there are only roundels and road markings, speeding is prevalent.

There are probably many more measures that could be taken to reduce speeding, but I suspect that lack of funding and manpower precludes their introduction. The law has, for instance, recognized that the use of a mobile phone while driving is a criminal offence attracting severe punishment and, while speeding may not be in the same class, speeding in built up areas in particular needs to be revisited and the signage, enforcement and penalties adjusted accordingly.

I hope that the above suggestions are useful for your Proactive Security Session.

I am copying this letter to Bramdean Parish Council who have been most helpful in addressing the speeding problem in Wood Lane.

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I set up Titchfield Speedwatch Team about 4 years ago.

I managed to persuade about 16 people from the village to participate and I was greatly helped by the Police Team from the ci-devant Police Office at Park Gate and particularly by PC <Officer Name>. We were supported by our Titchfield County Councillor <Councillor name> who provided most of the funding from his Budget to purchase the Speedwatch Kit which we shared with Warsash.

The members were all local and retired but some were also doing other Community Work. The aim was to use a minimum of 3 but preferably 4 to man a site for one hour. We initially identified the following roads as suitable which were approved by our supporting police - Bridge St, Coach Hill, Posbrook Lane, Common Lane and St Margarets Lane. From initial observation we came to the conclusion that the sensible times were the morning and evening rush hours. We forwarded our results to Park Gate. Once a month we sent in an analysis of our results and these indicated definite patterns and also showed the the percentage of speeding vehicles remained virtually constant throughout the three years we operated both for the level of those up to 40 and those going faster. From these we tried to persuade the Higher Police authorities to use the Road Policing Unit on St Margarets Lane and Posbroke Lane where figures of 20% were the norm and the levels of traffic were high.

We received abuse both visual and verbal which we showed on the log sheets - one was from a Police Officer in plain clothes.

Our efforts remained unsupported by Police at Higher Levels.

Our Member of Parliament came to observe our efforts on one occasion and was appalled at the speeding.

We came to the conclusion that Higher Levels were uninterested in our efforts. We were told we were there to 'Educate'. We only saw signs of a Police van on about half a dozen occasions over the 3 years and then not at the times we had recommended from our results.

We lost members through death and disillusionment and I was down to less than half the original team. A poll of the members showed they thought we were unsupported at Police Management Level, the law was NOT being enforced so what was the point of elderly citizens getting cold and sometimes wet to no purpose. We abandoned our efforts last autumn.

I tried bothering Higher Authority but did not usually receive a reply.

Our Conclusions:-

Speed Watch will not work unless motorists are made to see action by the Police consequent as a result of Speedwatch.

An Officer in plain clothes should join a team aperiodically to become genuinely aware of the nugatory unsupported efforts of a team.

Teams should be issued with a hand held camera. Vehicles speeding in convoy cannot be successfully logged and hence our figures are less than the true statistics; hence the problem is in reality worse than recorded.

The fact that prosecutions are not possible using our records and drivers are aware of this means we are toothless. The theory that we are there "to educate" is pie in the sky and frankly an insult!

*TITCHFIELD SPEED WATCH: "AVERAGED" STATISTICS FOR ALL HOURLY SESSIONS CONDUCTED DURING THE PERIOD JUNE 2013 TO JULY 2016*

<b>'Cumulative'</b> data measurement	Coach Hill	Common Lane	Posbrook Lane	St. Margaret's Lane
Number of hourly sessions conducted	17 (0)*	25 (0)*	42 (1)*	43 (0)*
Percentage of cars speeding (35mph or greater) **	2.6%	3.7%	<b>12.2%</b> (Up 1%)	<b>10.4%</b>

Average number of cars speeding per hourly session	7	10	<b>24</b> (Up 4.3%)	<b>31 #</b>
Average speed of offenders	36.2mph	37.1mph	37.9mph (No change)	37.4mph
Percentage of cars doing 40mph or more	0.3%	0.5%	<b>3.2%</b> (No change)	<b>1.8%</b>
Average of the 'Maximum speed' recorded in each hourly session	39.43mph	41.0mph	<b>45.3mph</b> (No change)	<b>44.6mph</b>

\* Figures in brackets indicate number of sessions conducted this month.

\*\* Based on the total number of cars counted over the entire period.

# St Margaret's Lane has an average of 55-60% more traffic than Posbrook Lane, which is part of the reason for the higher figure.

1. One session was conducted this month in Posbrook Lane on Friday 8<sup>th</sup> July from 1630-1730. 32 vehicles (16.9%) were recorded speeding out of 189, with 10 recorded at 40 mph or greater. The fastest was 46 mph. A further 13 vehicles were travelling immediately behind a speeding vehicle but could not be recorded. If they could have been then the true number exceeding the speed limit would be 45 (24%). Fareham's MP, Suella Fernandes, observed this session and subsequently wrote that *"she was fascinated by the useful work we all do and amazed at the speed of some of the traffic! Do continue the excellent operation as I am sure it is beneficial"*. We only wish it were so.

2. One final session in Posbrook Lane is planned currently for 12<sup>th</sup> August. The Titchfield Speed Watch group will then disband, as a huge amount of volunteer effort over the past three and a half years has achieved no measurable improvement in the speeding problem on the above four roads, particularly on the dangerous rat run of St. Margaret's and Posbrook Lanes.

- 
- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

I can't comment on effectiveness, but in my area – <Postcode> – more signs are needed to alert delivery drivers to the dangers on driving on country roads – as they are rushing to deliver they do not always realise that a small winding country road needs to be driven differently from a big highway. I have had too many close calls with delivery drivers – esp. worrying when my infant son is in the car with me.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

unknown

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Continue to ask for our comments – as per this form.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

It is not successful – I think more signs are needed to make drivers slow down when they are driving on narrow winding lanes. – There are many of these lanes in my area and the number of delivery drivers have increased – these drivers are not familiar with the dangers of the lanes.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

As above – fine heavily for littering!

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

unknown

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Thank you for all that you have already done.

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*4) How effective do you feel the SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing based road safety schemes?*

I jointly run the SpeedWatch scheme in my Community which has a 20mph speed limit. When the scheme was set up we believed that speeding was one of the factors that most affects the quality of life in our community and other communities in Hampshire and the Isle of Wight. However, given the support provided by the Police since setting up the scheme I am not convinced that they (the Police) believe it to be a big priority.

Our Speed\Watch group has been up & running for 18 months now and consists of 16 volunteers. The roads in this relatively new development were adopted just over 12 months ago. The SpeedWatch team have been able to undertake SpeedWatch sessions over the last 12 months.

I have found the slow Police response time to train an additional 4 volunteers to join the SpeedWatch team later in the year as very unsatisfactory – the new volunteers were very keen to be able to get out and undertake SpeedWatch with our fairly active group, but it took the Police 4 months and a lot of telephone & email chasing for them to arrange a suitable training session to complete the necessary H&S training to enable them to join the rest of the team. This has definitely lead to apathy on the part of both the new and existing volunteers.

I have been disappointed with the general lack of timely responses to my email queries or telephone queries to the Police / PCSO and would request a better communication channel and more timely response timescale to queries and telephone calls.

Whilst we were waiting for the roads to be adopted in the neighbourhood we placed the SpeedWatch camera at various locations around the development to gather intelligence on the volume of traffic on the roads and the number of cars that were speeding. The data that was gathered over a 3 month period provided incredible insight in to what was happening in the area and demonstrated Speeding more than 20 mph is a significant issue in our Community,

Below is an example of just one week's analysis at one location:

	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
<b>Total number of vehicles</b>	622	837	847	853	840	862	766
<b>21mph +</b>	455 (73%)	646 (77%)	667 (79%)	47%	647 (77%)	643 (75%)	550 (72%)



<b>24 mph +</b>	244 (39%)	412 (49%)	419 (49%)	19%	384 (46%)	400 (46%)	345 (45%)
<b>Worst recorded speed</b>	51mph	38mph	37mph	52mph	44mph	40mph	44mpjh

This data clearly shows that the Community has a significant speeding problem – with 76% of vehicles travelling at 21mph+ and 47% travelling at 24mph+. The worst recorded speeds are 51 & 52 mph in a 20 mph, close to a school ... which is an accident just waiting to happen.

The analysis that we have done clearly suggests that the issue of speeding sits mainly with the local residents and we have then been able to raise awareness through our facebook pages which reaches nearly 2/3rds of the population of the Community. This fulfils the education part of SpeedWatch.

We have got credible statistical evidence of speeding at certain points in the day at various locations around the development, yet there is absolutely no appetite from the Police to attend to undertake even just 1 hour of enforcement. A few minutes of enforcement in our Community would have an incredible impact on the speeding behaviour of the residents and would help with the education piece as we would ensure that the Police activity was fully publicised on our facebook media pages & also publicise in newsletters & even local press to show that the Police was working in partnership with the SpeedWatch team to help make the roads in our Community a safer place.

When we undertake SpeedWatch we make the statistics publicly available for the group on our Community facebook pages, without referring specifically to vehicle registration numbers of the cars that are recorded travelling 24mph+. This helps with the education piece of SpeedWatch.

**30 speeders recorded & reported to  
Local police following a 3 hour  
SpeedWatch session this morning**  
Thursday 10 August 2017

**The statistics**

**134 vehicles** in total in 3 hours  
**55 (41%)** travelling at 21 mph+  
**30 (22%)** travelling at 24 mph+

**Worst recorded speed – 31 mph by 2 vehicles**

We have undertaken 11 official SpeedWatch sessions over the last 12 months

Here are the results

August 2016	3 sessions
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September 2016	4 sessions
May 2017	3 sessions
June 2017	1 session

337 speeders have been recorded to the Police for travelling 24 mph+ during 11 SpeedWatch sessions.

We have been able to ascertain the volume of first time offenders, second time offenders and third time offenders +.

Despite the incredible statistical evidence of speeding there is absolutely no appetite from the Police to attend to undertake even just 1 hour of enforcement. It has been just a complete 'no'. How disappointing as 20mph speed limits are legally enforceable and drivers exceeding the limits can be dealt with in the same way as 30mph, 40mph etc.

I thoroughly believe that just one hour (or even 30 minutes) spent in our Community would have a profound effect on speeding. With the lack of support from the Police the volunteers are now questioning the effectiveness of SpeedWatch in the Community and many of them no longer want to support the scheme as they don't believe that it is worth it. Unfortunately, the lack of interest by the Police has caused apathy in the volunteers and we are therefore not as active as we could be.

I believe that across Hampshire there are over 1,000 SpeedWatch volunteers and therefore there has been a significant level of capital investment but a large proportion of the schemes have become inactive because of the lack of interest and lack of support from the Police. This is so disappointing, given that the volunteers are just that, volunteers – and they could make a massive impact in their communities if the Police made a concerted effort to support across those groups who actively request their support.

I believe the communication channel between the Police and the SpeedWatch groups is very poor and this must be something that should be recognised and improved. Active communication and interest shown by the Police could revive the failing attitude towards SpeedWatch by volunteers.

An example of where communication would be useful - We have not been informed about the number of Police visits, especially in cases where a driver has been recorded three times or more. We have a driver who has been recorded at the same location and the same time over five separate SpeedWatch sessions. I would question how quickly the initial and second letter were issued. I would question when (or if) a Police visit had been made after the third recording. The fact that the driver has been recorded five times now would indicate the ineffectiveness of SpeedWatch without proper Police support & intervention. It is clear that he / she has not been made aware of his / her error and the education piece has failed. When I contacted the Police to find out what they were doing to

contact this person who had been recorded 5 times, the standard response that I got was that they were trying to catch the driver and were setting up surveillance to do that. The fact that that the driver was recorded in the same place, at the same time over five separate SpeedWatch sessions is all the information that is needed for the Police to come to undertake enforcement.

I would question the value that the Police put on the data that is provided by SpeedWatch schemes, especially in cases where speed was significantly excessive – eg travelling at 55 mph in a 20 mph in the morning, close by a school, demonstrates irresponsibility by the driver and should warrant more than just a letter. What actions are the Police undertaking where the clear evidence overwhelmingly suggests a significant potential accident waiting to happen? Is there any data / stories that could be published to confirm a proactive approach by the Police?

I would question how quickly the letters are sent to drivers of cars that are recorded speeding 24mph+. Is there any data that could be published as I would question the value & impact of receiving a letter, unless it was a very short time after being recorded as speeding 24mph+

I would question how quickly a Police visit is arranged after someone is recorded speeding three times or more. Is there any data that could be published to confirm performance by the Police in this aspect?

It would be useful to see the statistical review of the overall effectiveness of SpeedWatch partnership with Hampshire Police. I have not seen any correspondence or evidence that shows that all the effort (and many hours of volunteer time) is worthwhile.

It would also be useful to see the statistics of the number of cars that have been recorded in one SpeedWatch area that have then been recorded in another SpeedWatch area within Hampshire. Is this data available? If not, why not?

It would be useful if the Police could improve feedback – sending out a regular newsletter with updates, statistics, good news stories, initiatives to improve etc.

It would be useful if the Police could provide data on whether drivers are local or from outside Hampshire – We were led to believe that someone had been recruited to provide reports from the 'Dome' system which would provide feedback alongside other useful information. I have yet to see any data that is worthwhile.

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**THIS IS AN UPDATE TO AN EARLIER SUBMISSION TO TAKE ACCOUNT OF SIGNIFICANT NEW EVIDENCE OF THE UNSAFE NATURE OF TRAFFIC ON THE A32 RUNNING THROUGH THE MEON VALLEY**

MY FEEDBACK IS AS A RESIDENT OF MEONSTOKE ON THE A32  
IN RELATION TO MOTORBIKE SPEEDING & NOISE

AND OTHER TRAFFIC HAZARDS  
THROUGH THE VILLAGES OF  
EXTON (IN THE NORTH), CORHAMPTON, MEONSTOKE & DROXFORD

Thank you for taking the time to submit evidence to the PCP's proactive scrutiny session, which will review whether the current approach taken to tackle traffic related crime and nuisance within Hampshire and the Isle of Wight is making roads and communities safer.

You are welcome to use this document as a basis for your response, or submit a separate document if you prefer.

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**MY RESPONSE**

First of all you will see from this google search how much motorbike nuisance is a concern to the Meon Valley / A32 villages -

[https://www.google.co.uk/search?rlz=1C1GGRV\\_enGB751GB751&biw=1536&bih=798&q=a32+motorbike+nuisance&oq=a32+motorbike+nuisance&gs\\_l=psy-ab.3...82714.99386.0.99778.43.37.6.0.0.0.156.2639.30j5.35.0....0...1.1.64.psy-ab..2.31.2009...0j46j35i39k1j0i131k1j0i67k1j0i46k1j0i22i30k1j33i160k1j0i13i30k1j33i21k1.oxFU301amDE](https://www.google.co.uk/search?rlz=1C1GGRV_enGB751GB751&biw=1536&bih=798&q=a32+motorbike+nuisance&oq=a32+motorbike+nuisance&gs_l=psy-ab.3...82714.99386.0.99778.43.37.6.0.0.0.156.2639.30j5.35.0....0...1.1.64.psy-ab..2.31.2009...0j46j35i39k1j0i131k1j0i67k1j0i46k1j0i22i30k1j33i160k1j0i13i30k1j33i21k1.oxFU301amDE)

**A32 assessed as the fifth most dangerous road in the country**

You will also be aware of recent evidence of the unsafe nature of the A32 - July 2017, published in September 2017. This evidence, confirming my/our concerns, first came to my attention through articles in the Hampshire Chronicle published in September 2017

- "Deathtrap' Hampshire road named one of UK's most dangerous after woman dies"  
[http://www.hampshirechronicle.co.uk/news/15512438.39\\_Deathtrap\\_39\\_Hampshire\\_road\\_named\\_one\\_of\\_UK\\_39\\_s\\_most\\_dangerous\\_after\\_woman\\_dies/](http://www.hampshirechronicle.co.uk/news/15512438.39_Deathtrap_39_Hampshire_road_named_one_of_UK_39_s_most_dangerous_after_woman_dies/)
- "Serious crash shuts A32 in Droxford"  
[http://www.hampshirechronicle.co.uk/news/15517608.PHOTOS\\_Tractor\\_runs\\_over\\_sports\\_car\\_in\\_serious\\_crash\\_on\\_Hampshire\\_road/](http://www.hampshirechronicle.co.uk/news/15517608.PHOTOS_Tractor_runs_over_sports_car_in_serious_crash_on_Hampshire_road/)

These articles refer to two pieces of evidence

- An investigation by vehicle tracking system Quartix named the A32 through the Meon Valley and North Fareham as the fifth most dangerous in the country.  
<https://www.quartix.net/news/research-quartix-says-speed-limit-26-high-dangerous-roads/#more-3251>
- Hampshire Constabulary says there were 15 collisions on the A32 last year, and seven in the first six months of this year.

This second article highlights a danger that is specific to rural roads – large numbers of ever-larger and faster farm vehicles and hedge-cutting tractors (the latter often on contract to Hampshire County Council, I think) and similar vehicles during the Summer/harvest season.

Running from early in the morning to late at night and at speed - they work in very tight, between-storms, windows.

They are often driven by young, inexperienced, drivers, and in some cases, possibly only need a normal car licence and may not have previously driven larger and more complex farm vehicles.

- 
- 1) How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?

-----  
**My response**

**Ineffective**

- no obvious improvement since the concerns of our community were first raised maybe 10 years ago
- See reference to evidence above

**Cooperation**

- Widen scope of cooperation to include Hampshire County Council Highways (and other agencies that will help and not slow down action)
- .. and to include members/representatives of the local community

**To**

- Build in traffic calming measures – such as that at West Meon (further north) and other rural villages
- Introduce lower speed limits (& enforce them)
- Provide car parking for the village shop – Meonstoke Post Office & Stores (corner of A32/Warnford Road and Allens Lane)

**And (without waiting for the above)**

**Other actions**

**Run a campaign to address the nuisance (speeding & noise)**

- Not just a one-week campaign, but an ongoing one

**Communicate**

- Make sure riders know there is a campaign in place, seek their cooperation, and inform them that you will follow through on the actions of the campaign
- Engage the motorcyclists, at, & via the staff at, Loomey's café (junction of A272), the motorcycle dealer on the A32 at Farringdon, Alton Station Café, The Bucks Head pub in Meonstoke and other favourite local gathering points
- Invite representatives of the local community to take part, with you, in meetings with the bikers.
- Supplement with communications via leaflets, social media, online biking forums, local, regional & national biking organisations etc.
- Make it clear what the 'traffic nuisance' law (speeding & noise) is and also what powers you have to prevent/prosecute offenders; and what sanctions could potentially be applied
- Ask the bikers to cooperate in the campaign and to be sensitive to the needs of local people.

**Prevention & Prosecution**

- Place enforcement cameras/sound monitoring devices in the most effective places on the A32 (I and others can advise on this)
- Encourage local people to help with this activity through 'community SpeedWatch' activity
- At the most auspicious times including 07:00 on a Sunday morning in the summer
- Take visible (& repeatable) action against any offenders
- Publicise these actions & outcomes to the biking community (using communications channels suggested above) and to the local community; again using communication channels similar to those above (I can help you identify local communication channels)

- 
- 2) How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?
- 

**My response**

See answers to Q1) above

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- 3) How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?

-----  
**My response**  
**NOT WELL**

- I am not aware of any communication (before this consultation) from the PCC
- I am aware of one communication from the police; at an annual parish meeting held about 3 years ago. A police officer (neighbourhood?) said the police wanted to do something about the nuisance, but did not have the resources or agreement with local landowners (for locating mobile speed cameras)  
This was attended by about 40 residents of our immediate PC; out of a population of about 900
- There are a number of good channels of communication using Parish Magazine, social media, meetings etc. I could advise on these

- 4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?

-----  
**My response**  
**NOT AT ALL**

- We do not use it
- Only a handful of people are aware of it (Archers' listeners!)
- When I suggested it to the PC, I was advised that the PC had discussed it, but not agreed to adopting it - because it was felt that too many local people would be caught (what!!)

- 5) What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?

-----  
**My response**  
**PREVENTION & PROSECUTION**

- Place enforcement cameras/sound monitoring devices in the most effective places on the A32 (I and others can advise on this)
- Encourage local people to help with this activity through 'community SpeedWatch' activity
- At the most auspicious times including 07:00 on a Sunday morning in the summer
- Take visible (& repeatable) action against any offenders
- Publicise these actions & outcomes to the biking community (using communications channels suggested above) and to the local community; again using communication channels similar to those above (I can help you with this)
- In respect of the danger from farm vehicles, I would suggest that additional on-road driver training be offered to new/younger drivers,

- 6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?

-----

**My response**

What's interesting is that there does not seem to be any/many campaigns focused on rural on-road motorbike nuisance & crime that have been run/researched and evaluated

I have found these

- South Yorkshire police tackling on-road motorbike nuisance/crime – [www.southyorks.police.uk/local-police/doncaster-west/priorities/anti-social-behaviour/drug-dealing/nuisance-motorbikes](http://www.southyorks.police.uk/local-police/doncaster-west/priorities/anti-social-behaviour/drug-dealing/nuisance-motorbikes)

(A PDF version accompanied the first version of my submission)

- Warwickshire County Council – Report Nuisance Motorbikes (on- and off-road)campaign <https://www.warwickshire.gov.uk/nuisancemotorcycles>

and

- 'The Archers' (BBC Radio 4) Ambridge Community SpeedWatch – 'we are not alone' <https://www.facebook.com/BBCTheArchers/posts/1450857058311807>

and

There seems to be an increasing amount of interest in the problem as illustrated by these google searches

[www.google.co.uk/search?rlz=1C1GGRV\\_enGB751GB751&biw=1536&bih=798&q=motorbike+nuisance+police+campaigns&oq=motorbike+nuisance+police+campaigns&gs\\_l=psy-ab.3...34539.36954.0.37153.10.10.0.0.0.135.757.7j2.9.0....0...1.1.64.psy-ab..1.7.611...33i160k1j33i21k1.Xzk-bvLWGQA](http://www.google.co.uk/search?rlz=1C1GGRV_enGB751GB751&biw=1536&bih=798&q=motorbike+nuisance+police+campaigns&oq=motorbike+nuisance+police+campaigns&gs_l=psy-ab.3...34539.36954.0.37153.10.10.0.0.0.135.757.7j2.9.0....0...1.1.64.psy-ab..1.7.611...33i160k1j33i21k1.Xzk-bvLWGQA)

and

[www.google.co.uk/search?rlz=1C1GGRV\\_enGB751GB751&biw=1540&bih=742&q=rural+traffic+dangers+police+campaigns&oq=rural+traffic+dangers+police+campaigns&gs\\_l=psy-ab.3...4716.16933.0.17246.24.24.0.0.0.115.1814.22j2.24.0....0...1.1.64.psy-ab..2.0.0.fD4iOMXowD](http://www.google.co.uk/search?rlz=1C1GGRV_enGB751GB751&biw=1540&bih=742&q=rural+traffic+dangers+police+campaigns&oq=rural+traffic+dangers+police+campaigns&gs_l=psy-ab.3...4716.16933.0.17246.24.24.0.0.0.115.1814.22j2.24.0....0...1.1.64.psy-ab..2.0.0.fD4iOMXowD)

- 7) Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?

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**My response**

Take it seriously & with urgency

Encouragement – this is important & do-able

Please contact me if you feel I can help

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<Name>

A resident, parent, grandparent and community person living in Meonstoke near the A32 in rural East Hampshire

04/09/2017

Anti Social Behaviour/Drug Dealing/Nuisance Motorbikes | South Yorkshire Police



<http://www.southyorks.police.uk/local-police/doncaster-west/priorities/anti-social-behaviour/drug-dealing/nuisance-motorbikes>

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### Anti Social Behaviour/Drug Dealing/Nuisance Motorbikes

[Bamsley CCTV](#)  
[Doncaster CCTV](#)  
[Rotherham CCTV](#)  
[Sheffield CCTV](#)

#### Affected location:

Auckland Road, Mexborough

#### Date priority was agreed/renewed:

Thursday, 4 April, 2013

#### Action taken:

- 04.04.13 - At this evenings PACT Meeting it was agreed that Auckland Road would now become a PACT Priority due to Anti social behaviour, drug dealing and nuisance motorbikes in the area. Littering in this area is also a problem. The Safer Neighbourhood Team are going to carry out regular patrols of the area and link in with the Council to try to combat these issues.
- 05.04.13 - Regular patrols carried out on Auckland Road by PCSO's during their tour of duty 8am x 4pm. Incident reported regarding loud music coming from one of the properties, this was passed to Environmental Health for their attention.
- 08.04.13 - Regular patrols carried out by PCSO's together with a survey of every property on the Street to establish the views of the residents regarding the current issues.
- 12.04.13 - Foot patrols conducted of Auckland Road by PCSO's throughout their tour of duty 2pm x midnight.
- 14.04.13 - A Motorbike Operation took place in Mexborough today between 8am x 5pm by Officers from the Safer Neighbourhood Team. Three bikes were seized and several warning notices issued.
- 17.04.13 - Regular foot patrols carried out of Auckland Road and surrounding area by PCSO's between 8am x 4pm.
- 19.04.13 - Foot and mobile patrols conducted of Auckland Road by PCSO's between the hours of 2pm and midnight.
- 21.04.13 - Incident reported regarding criminal damage on the Street. One female was detained for the incident. Regular patrols also carried out by local SNT officers throughout their tour of duty 8am x 4pm.
- 24.04.13 - Regular mobile and foot patrols carried out on Auckland Road. No issues of note at this time.
- 26.04.13 - Patrols conducted of Auckland by PCSO's throughout their tour of duty 2pm - midnight. These patrols were carried out at regular intervals.
- 29.04.13 - Regular directed patrols carried out of Auckland Road and surrounding area by officers from the local SNT. No incidents reported at this time.
- 01.05.13 - Patrols carried out on Auckland Road by PC's and PCSO's from the local Safer Neighbourhood Team. Visits made to specific properties in the area regarding ongoing issues.
- 02.05.13 - At this evening's PACT Meeting it was agreed that this would remain on as a priority for a further month. The meeting was well attended with over 20 residents in attendance. Residents from Auckland Road attended the meeting who said that the area had been much better since the last meeting.
- 05.05.13 - Reports of a nuisance motorbike in the Auckland Road area. The Neighbourhood Response Team attended on this occasion and no bike was seen or heard in the area at this time.
- 11.05.13 - Resident from Auckland Road reporting a group of people attempting to gain entry to a particular property on Auckland Road. They are banging on the door and shouting very loudly. Police attended this incident but it was all quiet on their arrival.
- 11.05.13 - A further call from a resident on Auckland Road saying that a group of youths are playing on the scaffolding at the top of the Street and attempting to remove it. Police attended, and the youths had already left the area.
- 15.05.13 - A resident from Auckland Road reporting a car driving around the area erratically. Caller last saw the car at 5.30pm. They are revving the car at the bottom of the Street and then speeding up and doing a fast turn at the top of the road and speeding down the road. The exhaust on the vehicle sounds modified. The Neighbourhood Response Team attended at 6.16pm whereupon the vehicle had left the area. Passing attention would be given to the area and a call made to the complainant to see if any further details could be gained.





04/09/2017

Anti Social Behaviour/Drug Dealing/Nuisance Motorbikes | South Yorkshire Police

- 17.05.13 - Regular directed mobile and foot patrols carried out on Auckland Road by local Safer Neighbourhood Team Officers throughout their tour of duty 2pm x 11pm - no incident at this time.
- 19.05.13 - A Motorbike Operation took place today in Mexborough and surrounding villages. No bikes seized on this occasion but the area was patrolled extensively by cars, on foot and quad bike.
- 22.05.13 - Patrols conducted of Auckland Road and surrounding area throughout tour of duty 2pm x 11pm. All quiet at this time.
- 26.05.13 - Call from a resident on Auckland Road saying he thinks he has just witnessed a burglary. A car has driven up the Road and there appears to be a group loading items in the car. Police attended the incident, incident closed.
- 01.06.13 - Regular patrols carried out by PCSO's during their tour of duty 8am x 5pm. No issues of note at this time.
- 03.06.13 - Call from a resident saying that there is male threatening to kill another male with a spade. Police attended and spoke to both males who appear to have had some sort of altercation - all is quiet on police arrival.  
Another call from a resident on Auckland Road saying there is a fight taking place which is linked to the above call. Police attended again, noone wanted to put any complaint in, so the incident was closed.
- 05.06.13 - Since the last PACT Meeting one resident on Auckland Road has been served an Eviction Notice by St Leger Homes.
- 13.06.13 - During the month of May the Neighbourhood Response Team made 6 patrols of the area and 2 engagements with residents. At this evening's PACT meeting it was agreed that this would remain as a priority for a further month. The meeting was well attended with over 25+ residents in attendance along with members from DMBC.
- 15.06.13 - Regular directed mobile and foot patrols carried out on Auckland Road by PCSO's - no incidents of note at this time.
- 19.06.13 - Patrols carried out of Auckland Road and surrounding area by PCSO's .
- 21.06.13 - Regular patrols conducted of Auckland Road by PCSO's during their tour of duty 2pm x midnight.
- 26.06.13 - Patrols carried out of Auckland Road by local SNT officers.
- 29.06.13 - Resident from Auckland Road calling to report a bull terrier dog which has been acting viciously. SNT made aware of the problem and the owners of the dog will be spoken to.
- 01.07.13 - Regular patrols conducted of Auckland Road by local SNT officers during their tour of duty 2pm x midnight.
- 06.07.13 - Patrols conducted by PCSO's - no incidents of note at this time.
- 10.07.13 - Operation Arrow took place today in Mexborough where a number of Warrants were carried out on properties. Three warrants were executed in the Mexborough area which resulted in 5 being arrested and an amount of cash and cannabis seized. Patrols and door knocks carried out on Auckland Road by St Leger Homes.
- 11.07.13 - At this evening's PACT Meeting it was agreed that Auckland Road would be kept on as a priority for a further month. The meeting was well attended by 20+ residents and our colleagues from DMBC.
- 14.07.13 - Call from a resident reporting nuisance motorbikes riding up and down Auckland Road every 10 minutes. Caller states that they are racing up Auckland Road and he is afraid that someone is going to get hurt. Police attended and a full area search was carried out but to no gain.
- 16.07.13 - Resident from Auckland Road reporting that a large red balloon that was alight has floated into her garden. Caller states she had to rush out with a hose pipe to put the balloon out. This is the first time this has happened. The caller was advised that this was probably an accident and if the same thing happened again to let the Police know.
- 19.07.13 - Regular patrols conducted of Auckland Road by PCSO's during their tour of duty 2pm x midnight.
- 23.07.13 - Incident reported by a resident on Auckland Road saying that a group of youths were in the Street shouting. The Neighbourhood Response Team attended the incident and carried out a full search of the area, but no youths were seen at this time.
- 26.07.13 - Regular directed patrols carried out on Auckland Road and surrounding area - no incidents of note at this time.
- 29.07.13 - Patrols of Auckland Road carried out by PCSO's from the local SNT throughout their tour of duty 2pm x 11pm.
- 02.08.13 - Regular foot and mobile patrols carried out of Auckland Road by PCSO's throughout their shift 2pm x midnight. No issues.
- 04.08.13 - Foot and mobile patrols conducted of Auckland Road and surrounding area by PCSO's during their tour of duty 2pm x 11pm. No incidents of note during this time.
- 08.08.13 - Patrols conducted of Auckland Road and surrounding area by PCSO's.
- 15.08.13 - At this evening's PACT Meeting it was agreed that due to only 2 incidents being reported since the last meeting, Auckland Road would now be taken off as a PACT priority, this was agreed by the majority.

**Status:**

Archived

**SNT:**

04/09/2017

Anti Social Behaviour/Drug Dealing/Nuisance Motorbikes | South Yorkshire Police

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1. Speeding.
2. Antisocial motor vehicle use
3. Theft from vehicles

### **SPEEDING and ANTISOCIAL VEHICLE USE**

I would suggest that the problem with speed limits is that there are too many, some of which are unreasonable and then the lack of any at all, unfathomable.

Examples:

- a) Four Marks **A31** is a wide road with wide pavements. It is subject to 30mph speed limit?
- b) **B3047** through the Worthies to Winchester. This road is half the width of the one above and is subject in places to 30 or 40 mph speed limits throughout its length. This is confusing for the motorists. Surely the speed limit could be consistent? on this type of road. Perhaps 40 mph would be reasonable with the geography of the road left to dictate a lower speed where necessary?
- c) **C ROADS**. The many single track country lanes with no speed limit at all! Subject to the national speed limit of 60 mph? The reasons given for this is that the geography of the road dictates the speed, and it cannot be policed. I and many others have found that the geography of the road may dictate the speed of a motor vehicle but it takes no account of the possibility of vulnerable road users. A 30 mph speed limit across the County on this type of road would ensure that one could survive a vehicle impact. These roads are not policed for speed in any case. Surely a lower speed limit not policed would be better than the national speed limit not policed? The point is that these minor country lanes, which were bridleways before they were tarmaced to assist vehicle movement during

WW2, are more suited to recreational use by cyclists, walkers, horse riders and mobility scooters; in other words sustainable transport modes. A 30 mph speed limit would encourage use by vulnerable road users with many advantages in general.

- i. Increase in physical activity will reduce obesity
- ii. Children could cycle or walk to school without the fear of being injured by a motor vehicle.
- iii. Less road kill in this rural setting.
- iv. Links between the villages
- v. Much less road maintenance required with a change of priority
- vii Less pollution from vehicle emissions

I have always wondered why the village 30 scheme ended on the minor C class roads a few yards from the 30mph, instead of the nearest Junction with a B or A class road?

I hope this is useful to you during your deliberations on how improvements can be made. What I can tell you is that people who live and work in the countryside feel used and abused on a daily basis for being cut up by vehicles while driving their tractors etc, and too concerned for their personal safety to use the C roads for walking, cycling, horse riding and particularly in a mobility scooter.

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Your current system is rubbish - where is mobile cctv and camera technology ? You should know by now that fixed camera traps are known and flagged on sat nav etc. Ive seen no lights moped riders etc at night on back roads. Police will never catch them its very rare to see a police car late night on back roads. Speeding - where are mobile average speed monitors ? People are speeding late night no problem - police arent there late night. Street lights - assuming they are not just for show - 6 street lights near me have been not working since april. Police have driven round there at night but not reported street lights out - Im assuming that if they had seen vehicle lights out they might have stopped driver. Especially with modern street lighting one light is illuminating both sides of the road - so effectively one modern light out is equivalent to 2 old (both sides of street poles). Noisy cars etc - again wheres the tech - linking a camera with a microphone for excessive sound ? If councils cant afford police then why arent they moving to easily moved cctv ?

**Councillor Peirs Bateman, Gosport Borough Council**

- 1) *Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

Answer: I cannot comment on how well the PCC works with the Chief Constable, but it is very evident that, for a long time, policing provision and response to these natures of community concern are not only perceived as ineffective but in the great majority of cases (of which I become aware) are ineffective. I draw on my conversations with people from all levels and walks of life, both within Gosport and through Hampshire generally, for my view.

It follows that improvement, both to provision and (in consequence) to response, could be improved across the whole spectrum of Policing activity.

- 2) *How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?*

Answer: I am not aware, and nor are those I have spoken to across the board in relation to this Survey, of any 'engagement' with partners or anyone else to tackle and reduce traffic nuisance – save for a particular phase in early 2017, initiated by Gosport Borough Council, when Police, Gosport Council and DVLA, working in partnership, undertook an effective blitz against a number of owners relative to illegally parked and uninsured vehicles within Gosport borough.

There is enormous opportunity for effective operations in the future by the Police, including in partnership with Councils and other Agencies where appropriate, but I may be forgiven for anticipating that this will simply not happen – there are insufficient numbers within Police service to sustain a constant level of presence and response as would be necessary.

- 3) *How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?*

Answer: If the PCC has a need to 'better understand their (*local residents*) concerns around traffic crime', then one must ask where on earth the PCC's office has been in these past years!

In any event, there is no need for PCC to 'communicate with local residents' about their concerns – he has only to attend Councillors in full Council meetings or Councillors via other forums, for them to be able to tell him what their residents

concerns are. A major source of concern will be, as in the case of the whole spectrum of policing, lack of police presence on roads and in the streets, and poor experience in relation to response.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?*

Answer: I do not have any statistics to draw on concerning deterrent value.

- 5) *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Answer: The priority must surely be for a substantially increased police presence on roads and in our streets 24/7, not just for visual effect, but for enduring impact obtained through follow up to miscreants homes where not able to be dealt with at the relevant time. It need not lead to increased paperwork on follow-up, so often just a few firm words of warning will be sufficient to bring people back on to the tracks.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Answer: See section 2.

- 7) *Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?*

Answer:

- a. I don't think one can treat traffic related crime and nuisance in isolation from all other natures of non-violent lower level crime. I believe the cause at the root of most such crime and nuisance is the absence of 'mindfulness' coupled with a disregard for 'the law' based on the perception that one is not going to 'get caught' in any event.
- b. Some grow out of that attitude, as they grow up and 'mindfulness' develops in the individual, but for others the habit becomes addictive up to a point where more serious crime becomes attractive (and often profitable). From reliable sources within the Police service (Hampshire) I am informed that 'crime' continues on the rise – and that neither plain clothes nor uniformed branch can cope. Nothing new there, of course, but it is logical that as the chances of 'getting caught' diminish, the more people will continue 'the habit' of low level criminality (whether in or out

- of a car), and yet more will acquire ambitions for higher level crime since the risks are tolerably low and thus crime does pay!
- c. I appreciate that no Police service, however well staffed, will eliminate crime or nuisance. However, I think we have gone past the midnight hour on the issue of numbers of police on the ground. Intelligent targeting, and use of technology, are excellent tools in the box, but these cannot be a substitute for community policing that is seen to have a sustained and meaningful presence on road and street, and a response that is prompt and coupled with follow-up that gives reasoned and acceptable 'closure' to each case (even if follow-up cannot deliver a positive result).
  - d. It is a sad fact that so many resident feel the Police service has become isolated from the community. They see police so rarely, a growing number cannot even get through on the 101 number, and so many don't even bother reporting loss or stolen property – unless to obtain a 'report number' for insurance purposes. There is an increasing loss of confidence in the Service, and that is a dangerous situation for any civilised society to be in.
  - e. Nero reportedly fiddled while Rome burned. I would hope that the PCC, acting together with all other PCCs, would instead decide to advise the Home Office that it is not a question of whether we can afford to increase the numbers of the Service in England and Wales – but that we cannot afford not to!

Whilst I can do nothing other than support this initiative, I have to say that it does seem like a good deal of work, to simply identify what is already a crystal clear issue.

We in the UK are tremendously prescriptive; we have rules and laws for just about everything. What we do not have however, is the means, or in some cases the tools to enforce them.

I have been trying for many weeks now to get answers to a couple of questions. These have been direct questions, seeking direct answers and I am sorry to say I have had virtually no response. Save for a note that the Police Commander was going on leave but a representative would respond? I rather suspect the Chief has long since returned from leave and yet still there are no answers, or at least not to me.

In basic terms, we have enough Criminal/Traffic laws to cover every single issue. The bottom line however is that the chances of a realistic percentage of offences being prosecuted such that people take note of the rules are all but zero. Indeed you have to be a particularly cavalier or stupid individual and actually commit your offence blatantly in front of officers for there to be any hope of prosecution, and even then you might not be brought to book.

I fully appreciate that the PCC and the PCP have a much wider area and remit to consider and on that basis, of course such initiatives as the one set out in this letter are of considerable value. I know that those engaged in the work are dedicated to the cause of reducing crime across the region. However, I am concerned about our little part of that region and if the response time to my narrow line of enquiry is anything to go by, I think that it will be a long way down the track before anything other than consultation documents are produced.

The painful reality is that in England and Wales, we have seen the Police stripped of funding to a degree that has made policing in the way that I always understood it when growing up, all but impossible to achieve, we have prioritised some areas, but we have reduced the numbers of officers to a level that cannot cope with the sort of crime which affects our citizens the most.

If you want to see crime, then stand beside any road in Gosport for an hour or so, take a couple of pens with you because you will be scrawling down number plates of vehicles where the driver is on the phone (usually texting?) from the minute you start. Or of course those speeding, smoking with kids in the car. You will be very busy indeed.

Why do people do it? Not a difficult one really, because the chance of being brought to book is minimal.

In my own campaign regarding the BRT track, there are camera's all over the track, police



cars go down it from time to time, once the first few people had walked along it with no consequence, a few more got wind of it, then more and now it is a daily if not sometimes hourly event.

Private vehicles have gone down the track, often by accident the first time, perhaps they saw the cameras and waited anxiously for a couple of weeks for a ticket to come through, but when none did, and they hear of others doing it, they did it/do it again and again.

The same is true for generation smart phone, we know that in the new era many people cannot exist more than a few seconds without gazing at their devices, this can be seen anywhere on the high street, it is now commonplace in the car or truck and of course on the bicycle.

So, and whilst I recognise the need for a broader understanding for the region as a whole, may I ask that we please look into a local initiative in conjunction with the Police, to identify what laws are utterly toothless and therefore have no chance of ever being enforced or even attempted to be by the Police, and those that have some consequence and which can be enforced.

Where we are deficient in terms of enforceability and consequence for the offender, can we please look to address the matter by way of by laws that are simple and effective that can be enforced by police and that will have a direct impact.

This is something that Gosport Conservatives can do for the people of the Borough, yes it will upset a hand full, but it will be welcomed by the vast majority and more important than any of those considerations, I have no doubt that it will drastically reduce the chances of death and injury.

### **Councillor Fran Carpenter**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of*

*Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Would like permanent, dedicated police officer/s to tackle speeding in the New Forest to help protect the animals. Particularly at night.

It would be useful if police could monitor the speed on more roads where there is a perception of 30mph and 40mph speeding, as requested by Speedwatch groups, to back up the work that Speedwatch do. Whilst Speedwatch is useful, some drivers do not take the volunteers seriously.

- 2) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

See above. Would like to see police with 'hairdryers' working with SW volunteers from time to time so public take it more seriously.

- 3) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

More emphasis and time spent on stopping animal road accidents. At night particularly, but not exclusively.

- 4) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

It would be good if police speed traps could be set up in liaison with SW or local councillors, on roads with a perceived problem by residents.

- 5) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

I would like to see 20mph speed limits (timed flashing signs?) on all roads where there are schools.

**Councillor Mark Kemp-Gee**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of*

*Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

- The diminishing of road traffic patrol and speed enforcement in the rural villages in this Division – Alton Rural – of Hampshire County Council is very noticeable.
- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*
- Not noticeable. And needs to be addressed; for instance, we urgently need to work with Farringdon Parish Council / Newton Vallance Parish Council on controlling speeding motorcyclists along the A32. Primarily supporting me, the County Councillor in pressing to extend the 40 MPH speed limit from Farringdon along the A32 in a southerly direction to well past the Newton Vallance cross roads and this then needs to be enforced. This is a matter of great urgency.
- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*
- It is welcomed that the Police Commander and / or Officers attend the Annual Parish Meetings where traffic, rather than crime, is always uppermost.
- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*
- Fairly effective but they complain that, inevitably the system creaks a bit.
- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*
- More patrols, more enforcement.
- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

- No.
- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*
- Please note points under para 2!

**Councillor Venetia Rowland**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

The current provision is inadequate in rural locations such as Sherfield on Loddon and Bramley. There needs to be more visible policing of our rural communities. The manning of 101 crime reporting needs to be significantly improved as in most cases residents are advising that the number is unmanned or they don't get appropriate response to their concerns.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

The current provision is inadequate in rural locations such as Sherfield on Loddon and Bramley. The only traffic "enforcement" is the volunteer Speedwatch, which due to limitations of equipment and volunteers is sporadic in its approach. Both communities regularly have drivers speeding at 50 miles in a 30 mile zone. Repeated requests for 20 in the centre of village communities near schools, shops etc have gone unheeded by Hampshire Highways and the Police.

We would like to see Hampshire Highways and the Police to work with the Parish Councils to either contribute or implements speed indicators in areas of concern.

In fact the Borough councillors (or which I am one for Sherfield on Loddon and Bramley) and the Parish Council (of which I am Chair of Sherfield on Loddon) have not been approached at all to my knowledge to ascertain face to face our issues and potential solutions. Again this clearly demonstrates a lack of community engagement.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

There has been no communication from the PCC, there has been no outreach programme to engage with residents, Parish councils or Borough Councillors for Sherfield on Loddon and Bramley saving this survey.

To engage with a community it would mean the PCC to actually visit the community, either through a face to face engagement/outreach programme and to actually implement schemes that residents request – within reason. Very simple things can make a huge amount of difference. For example by Ponds that are on either side of a village road why can't a 20 mile zone be put in place rather than a 30mph? Children run from side to side to feed ducks as well as ducks crossing.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

The only traffic “enforcement” is the volunteer Speedwatch, which due to limitations of equipment and volunteers is sporadic in its approach. This has very little effect on the behaviour of drivers as there is an awareness that this initiative takes time to actually issue a speeding offence. It would be better to have speed indicators coupled with Speedwatch and irregular actual Police Traffic Speed enforcements.

The repeated abusive comments and behaviour that Volunteers have to endure has a detrimental effect on the ability to recruit new members. And coupled with the time that equipment is available means that most volunteers tend to be semi-retired or retired members of the community.

Implementing 20mph limits within village environments would be a significantly better approach with Speed indicator devices installed.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Implementing 20mph limits within village environments would be a significantly better approach with Speed indicator devices installed.

Shorten the process of Speedwatch speeding penalties in the process. Caught twice and a ticket is issued.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Implementing 20mph limits within village environments would be a significantly better approach with Speed indicator devices installed. I am unaware of any other best practices which can assist in Bramley and Sherfield on Loddon

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

I would like to see more positive engagement in the community by the PCSO and the PCC. Not just questionnaires but actual outreach programmes and a visible presence in the community of PCSO officers. Neither seems to be happening today!

**East Hampshire District Council (Community Safety Team response)**

- 1) Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

We are aware of the ongoing efforts of schemes such as Community Speedwatch. A proactive approach is taken in areas within the district and where possible results are shared with partners at our community tasking and coordinating groups, of which Hampshire Constabulary are a partner. Local communities are happy to be involved in the Speed Watch Scheme but have difficulty in funding the equipment needed. Perhaps a grant scheme could be made available by PCC.

We occasionally receive reports via our tasking process of speeding/noisy motorcycles utilising the districts rural roads during the summer months. Details of any coordinated approach across the county to deal with this issue would be welcome.

- 2) *How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?*

We run several tasking meetings that encompass partners from different agencies and community representatives. The opportunity for engaging individuals at these meetings would always be welcome.

- 3) *How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?*

We regularly see the local policing teams carrying out survey work within their local communities and so an opportunity for the public to make the constabulary aware of such issues is available. Perhaps a specific set of questions regarding traffic crime could be made available for public comment.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?*

Please see response to question 1. An evaluation of the scheme across Hampshire would be welcome as it would give us more of an insight in to its effectiveness. Perhaps surveying those who have been identified through the scheme could be considered.

- 5) *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*



A structured approach to tackling motorcycle nuisance and green laneing with consideration to the promotion of casualty reduction on prolific roads and networks.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

We are aware of examples locally where a Section 59 warning notice has been used to good affect for anti social driving.

### **Fareham Community Safety Partnership**

- 1) *Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

Fareham sees an annual increase in influx of travellers in the summer months, including traffic related nuisance, crime and anti-social behaviour.. We appreciate the

partnership working between council, partners and police. We would however appreciate the Panel looking into extra resource in the summer months.

- 2) *How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?*

Opportunities for joint funding bids related to this area of crime would be appreciated.

- 3) *How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?*

We are grateful for the opportunity to respond to this scrutiny panel response and would encourage further opportunities to respond.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?*

Community Speedwatch schemes work well and we are indebted to the volunteers that given up their time. A consistent approach and joined up working between these volunteers and Roads Policing Teams and NPTs is required.

- 5) *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

More resource required to tackle anti-social driving and speeding. Awareness raising for young people when driving mopeds. Fire Service courses have been cut and we would welcome funding and resource to reinstate these.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

The trap car has been a successful police resource in relation to a rising issue of theft from motor vehicles. Detached youth teams are also seem as a success to engage with young people in reaction grounds driving and causing noise and anti-social behaviour..

- 7) *Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?*

No thank you

**Havant Council (Community Safety Partnership)**

- 1) *Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

The responses to nuisance motor cycles can vary so some consistency of approach would potentially improve public confidence

- 2) *How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?*

Local Police report that speeding in the area is of concern to residents as is the nuisance caused by the anti social use of motor cycles

We are aware of community speed watch schemes that are operating in the Havant area that are funded by the Police and Crime Commissioner.

We are also aware of Police activity to tackle uninsured and nuisance motor bikes.

Both of these initiatives have been welcomed and indeed received good local press coverage.

- 3) *How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?*

Having checked the Police and Crime Commissioner's website it is not clear just where this issue sits amongst other priorities

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?*

Local publicity and social media would indicate that the scheme raises awareness of speeding. It is not clear how effective this is in reducing road traffic casualties

- 5) *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Crime prevention and casualty reduction advice perhaps some more analysis of hot spot areas for crime and casualties to raise awareness locally.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

No sorry

7) *Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?*

No sorry

### **IOW Community Safety Partnership**

*1 Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

Traffic issues do have a great deal of public interest and is regularly covered in local or social media. It is always difficult to assess whether the policing provision is effective as traffic crime and nuisance requires a multi-agency response to tackle. Perhaps some more specific engagement on this subject may be beneficial.

- 2 *How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?*

The PCCC carried out a crime survey to gain engagement on identifying priorities for the crime plan. Although this had limited attendance and it was not specific on traffic nuisance.

- 3 *How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?*

The PCC has attended the IOW to consult with local communities on fairer funding, the crime plan and also rural crime. But how much communication was with residents I am unaware of.

The IOW CSP attends the PCCC Alliance quarterly meeting where issues could be raised.

- 4 *How effective do you feel the Community Speed Watch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?*

- Newport Police Station holds the equipment which can be used by voluntary groups on the Island.
- In other Force areas resources have been provided to train local groups/ Parish Councils and allocate equipment to clusters of communities to manage the scheme themselves.

Although this can be an effective deterrent the number of schemes are small & historically recruitment of volunteers can be an issue.

- 5 *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

- Motorcycles – recent research by Swinton Insurance found the road from Shanklin to Ventnor (A3055) is one of the most dangerous for motorcycles in the South East.
- Speeding – the 2017 CSP Strategic assessment carried out a community survey where those who said they didn't feel safe stated speeding as one

of the reasons.

- Road safety awareness in schools for young drivers and motor cyclists.
- Parking and transportation options for schools
- Support for current successful initiatives which have a proven track record such as Head on & Child Pedestrian Training

6 *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

- Motorcycle safety campaigns in Bedfordshire, Cambridgeshire and Hertfordshire
- Speed watch initiatives run by Parish Councils in Cambridgeshire. (There is Police managed Speed watch equipment on the Island)
- Road Safety awareness for young motor cyclists in Lewisham,
- IWFRS Child Pedestrian Training for year 1 & Year 4 pupils.
- IWFRS Head On initiative for year 10/11 pupils
- IWFRS Older Driver Appraisal Scheme
- Isle of Wight Road Safety Forum – an avenue for all local Road safety issues to be discussed with our wider partners

7 *Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?*

A request to support the excellent calibre of Road Safety Training delivered to IOW residents by IWFRS & partners

### **Winchester City Council / Community Safety Partnership**

1) *Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

Police led PACT meetings are held across the district and they provide the police with an opportunity to deliver against local community issues of concern. Speeding traffic, ASB related driving and requests for traffic calming measures are often the topic of conversation e.g. nuisance motor bikes on the A32 etc. (speed and noise from exhausts).

The limited police resource makes it difficult to put in place traffic operation's that are reactive to concerns in a timely fashion. This shows itself in a variety of ways; for example if someone complains about obstruction of their driveway or has another type of access issue and there are no formal restrictions on the highway, the perpetrator can be issued with a Fixed Penalty Notice by the police. However reports suggest they those complaints are not always dealt with in this way because police call handlers are of the understanding that only the local authority can prevent obstruction by providing formal parking restrictions (waiting restrictions like double yellow lines enforced by Civil Enforcement Officers). This option is a long and resource intensive process and is not appropriate for 'one off' issues. Understandably it can be very frustrating from the public perspective.

- 2) *How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?*

This is often an issue that is dealt with at a very local level by officers as core business which makes it difficult to pinpoint specific engagement opportunities delivered by the PCC's and his office.

The PCC and his Office may wish to take the lead in encouraging a greater degree of liaison between the Hampshire County Council (HCC/highway authority), Police and Local Authorities. The City Council is aware that the County and Police do meet to discuss traffic issues. However it would appear that as HCC is the highway authority those liaison meetings go ahead without the relevant district representation which is certainly the case in Winchester.

- 3) *How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?*

The City Council is not familiar with the methods of communication used by the PCC for this specific topic. However CSP's are encouraged to share priorities/emerging local issues with the PCC at the Community Safety Alliance meetings so this is a useful tool for seeking support.

The communication flow about this topic appears to be limited and perhaps is an area that needs a wider and more collaborative approach.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?*



Community SpeedWatch is currently being run in Winchester City, Bishops Waltham, Swanmore, Twyford and Colden Common, Itchen Stoke, Alresford, Curdridge, Denmead, Soberton and Newtown.

Without a formal evaluation of the schemes, which involves all those that are current and those no longer operating, it is difficult to measure their success. However it has been suggested that anyone pointing a radar/speed device at oncoming traffic is likely to encourage a reduction in speed (even if it is for that moment in time). Again, those who receive letters may be reminded to think about the consequences of speeding and slow down in future.

In terms of evidencing success - A reduction in RTI's/RTC's is probably the most likely measure if it can be linked to speed.

Schemes are very reliant on volunteers once the police have assisted communities in introduce schemes. It may be beneficial therefore for the OPCC to facilitate a full evaluation of schemes across Hampshire and the Isle of Wight to try and identify what barriers exist to maintaining schemes and what makes some schemes more sustainable than others.

In addition the PCC could support the promotion of schemes more widely and publicise any evaluation results, which may ultimately lead to more volunteers being identified and further areas signing up.

5) *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

- Encouraging Hampshire Constabulary to maintain the current status of the roads policing unit as the service appears to be diminishing year on year.
- Promoting the work of the roads policing unit in order to address public perception e.g. the City Council receives a number of complaints regarding speeding issues and that is largely due to a public perception that the police do not tend to prioritise the enforcement of speed limits across the district.
- Ensuring greater collaboration between agencies at both strategic and operational levels e.g. Safe Drive Stay Alive has delivered road safety to over 200,000 students since its first performances in 2006. Safe Drive Stay Alive is a high impact production, produced by a road safety partnership including Thames Valley and Hampshire Police, local councils and emergency services. Hampshire Fire and Rescue Service are key partners of these local events, providing key support and speakers throughout. We would hope the PCC could support the promotion of this safety event within 6 form colleges and universities, historically this event has not had fully supported attendance from Winchester.

6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

- Most of the Winchester City Council Car Parks have achieved Parkmark Safer Parking Standard which is a scheme owned by the National Police Chief's Council (NPCC) which was formerly known as the Association of Chief Police Officers (ACPO).
- Winchester has a CCTV network that covers the City and surrounding areas which allows police requests for evidence footage or the camera's can be taken over from Netley HQ if appropriate.
- Community Forum's are often a source of information that the Community Safety Partnership can act upon.
- There is a monthly multi-agency Offender, Victim And Location (OVAL) meeting which adopts a partnership approach to tackling issues related to ASB e.g. operations have been put in place in rural areas to tackle those who reportedly perform doughnuts around local roundabouts.

7) *Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?*

WCC has representation at the Casualty Reduction Partnership which focuses on locations in Hampshire where road traffic collisions have resulted in fatalities or serious injuries. The group meets to discuss the implementation of low cost measures to try and reduce the number and severity of traffic collisions occurring. The police provide the data for the meetings and historically this has been a successful approach. However the police resource has diminished over the years with police staff rather than police officers attending meetings. Local police officers have much larger areas to cover and as a result can no longer provide the monitoring (on site surveys) which they used to be able to offer the group.

### **Baughurst Community SpeedWatch**

This has been answered in a limited context from our experiences managing a local CSW team with support from Baughurst Parish Council. This response reflects the rural nature of our community which is fortunately not plagued with some of the worst horrors of vehicle crime and nuisance. However, in common with other communities we suffer from speed related crime and associated nuisance impacts, resulting in elevated risk to all road users, particularly the many more vulnerable user groups that frequent the local lanes and do not benefit from the safety of dedicated footways.

- 1) How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

We believe the response is currently inadequate and provides much room for improvement.

- Improved clarity of process for CSW is required. Whilst initial training for volunteers is given, there is no central reference “manual” for volunteers, CSW co-ordinators etc. resulting in differing approaches and the missed opportunity to benefit from shared best practice – e.g. alignment of CSW activities with national road safety schemes, Project EDWARD etc.
  - Police priorities are understandably focused on prevention of crime and road safety, whereas council highways policy is now clearly led by responding to casualty statistics. Hampshire CC’s “Future Traffic Management Policy” clearly indicates that suggested improvements to reduce perceived risks to road users will be ignored until such time as actual casualty incidents have occurred. Whilst budgets are not infinite and priorities must be set, many casualty incidents are quite random events and cannot be tackled by only focusing on specific locations. It is our belief that strategy outcomes must deliver wide ranging *preventative* safety approaches which tackle behaviours of all road users, physical highway and signage condition, education and local (sometimes transient) hazards. This requires improved coordination between Police, local communities, county highways and HCC’s delegated highways agents, i.e. borough councils.
  - In focusing on responding to casualty locations, a bigger requirement appears to be being missed in which a national strategy is needed to make speeding as socially unacceptable in the same way as drink driving. By significantly tightening enforcement of speeding, and improving driver education via better police management and support of CSW schemes, the road risk and nuisance that arises from speeding can be substantially and permanently diminished. Speeding “a little bit” is not victimless – it forces vulnerable groups off the road and into cars themselves, causing a loss of amenity, mobility, health etc. We frequently hear residents tell us how they won’t let their children cycle on the roads, or they themselves do not walk on the roads now for fear of being hit.
- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*
- As above, we feel that the nuisance of traffic speed and volume is largely ignored in favour of other targets deemed more pressing within published policy.
  - Some £135k was invested by the previous PCC to support establishment of CSW teams and procure speed indicator devices etc. We feel that proper evaluation of the benefits of this investment should be undertaken to identify lessons learnt with respect to: selection of SID equipment; data acquisition and analysis; recruitment, training, management and retention of volunteers etc.
- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in*

*improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

- It is unclear that there has been any direct communication with the community at all other than via generic invitations to have an input.
  - It would be helpful to be consulted on a range of suggested possible actions so that the community can provide input into the validity and practicality of each proposed solution. We are not seeing any proposals proactively brought forward in relation to traffic crime and nuisance.
- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*
- Unclear – need to see proper statistical analysis by police – and share this with CSW teams.
  - There is a feeling among volunteers that it is of limited effectiveness – temporary (clearly not all drivers slow down even when volunteers are visibly present on the road side!) and only working on some drivers. We are aware of some drivers incurring 4<sup>th</sup> or 5<sup>th</sup> offences.
  - Letters have limited impact. Police visits however do appear to have real impact on drivers.
  - The impact of letters could be improved by including a clear statement of the possible range of penalties that the driver would have faced for their specific speeding offence had this been an enforcement rather than an educational communication.
  - Improved equipment for CSW would yield additional data / insight and improve accuracy of data collection. Automatic recording of number plates, speed, time etc. would be invaluable and make it easier to carry out CSW deployments in poorer weather conditions. Indeed, there is merit in deploying static “automatic CSW” stations in order to collate useful data for analysis. Baughurst CSW currently only has volunteers able to undertake 2-3 deployments per month, each of 90 minutes. This is inadequate to derive any meaningful statistical analysis. Only the police have the oversight of data necessary to draw meaningful conclusions as to the effectiveness of the scheme. Any such analysis undertaken thus far has not been shared with CSW teams, and should be considered a real opportunity to engage better with volunteers.
- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

- Far better partnership working to deliver improved road safety through enforcement, engineering and education.
- Need to see concrete actions to reduce nuisance from speed (noise, impact on residents, impact on vulnerable road user groups, fear etc.). Unclear that CSW or other actions are currently delivering this. We believe this is best achieved in the longer term by more rigidly enforcing speed and tackling the apparent social acceptability of low-level speeding.
- Transparent reporting of success in achieving reductions in casualties against target is required, along with details of the baseline used against which performance is measured and the boundary of measurement. This should be a combined reporting process between the police and HCC highways to ensure consistency of reporting. Existing publicly available data does not readily translate to performance against KPIs due to different police and Highways geographic areas and exclusions (such as trunk roads or cities like Southampton) which vary between different reports. Our own comparison using HCC's own KSI reduction stats suggests KSI numbers have increased 13% between 2010-2015 alone, compared to Hants' stated target of 20% reduction by 2020 (national target 40% reduction in KSI) (<https://www.hants.gov.uk/transport/roadsafety/casualtystats> )

Year	Fatal	Serious	KSI
2010	31	530	561
2011	35	634	669
2012	24	573	597
2013	42	581	623
2014	30	648	678
2015	22	610	632

This all suggests Hants is performing very poorly in reducing serious casualties, and further analysis of data by road user shows cyclist deaths in the county have increased over 100% between 2005 and 2015. We have been unable thus far to find readily available documents details how the police and highways authorities are specifically addressing casualty reduction, especially of vulnerable road users where KSI figures show worrying adverse performance. We would like to see such analysis of performance against KPIs, and a comparison with other regions to show how Hants performance trends against others.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*
- None specifically in Hants spring to mind.
  - In general, highways engineering solutions to improve streetscape for all road users and discourage speed are to be commended.

- Likewise, appropriate planting on roadsides to visually narrow roads can be successful in reducing speeds, though potentially to the detriment of visibility.

7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

- As discussed above it is considered essential that the Police must instigate proper partnership with the other bodies with responsibilities in this area to achieve joint goals with respect to vehicle crime, nuisance and casualty rates.
- We request clarification of Hants Police policy on enforcement of 20mph limits. Whilst not applicable in Baughurst, there is considerable public confusion and a mind-set among some motorists that 20mph limits will not be enforced. See the following ACPO guidance, and subsequent local press.

<http://www.roadsafetygb.org.uk/news/2709.html> (March 2013)

<https://www.martintod.org.uk/2014/10/24/will-20-mph-be-enforced-in-winchester-heres-the-answer/> (Oct 2014).

There is an expectation that 20mph limits will be engineered to ensure motorists do not exceed 20mph, but this is clearly not possible in some locations in which case the public need to understand that enforcement is an option.

### **Chineham SpeedWatch**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

More police presence during roadside speedwatch operations, greater inter-reaction between the police and CSW volunteers.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Please see above

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

As above

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Here in Chineham we haven't seen a PC or PCSO at any of our roadside operations for many months, it seems that speedwatch is such a low priority that they simply can't be bothered to attend despite being sent a list of dates

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

More traffic calming measures – NOT speed humps but “build-outs” or “pinch points”

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

No!

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

See 4 & 5 above

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**Community SpeedWatch Boldre**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Not very. Police resources are too limited and although traffic crime is very visible and high priority for many people, the priority for the police seems to be low. One example of positive police support was the police presence at the Volunteer Fair in Lyndhurst earlier this year.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

I haven't seen much active cooperation from the PCC and his office, nor any sign of innovative solutions.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

I would assume the PCC has access to the latest research findings on traffic calming. It would be helpful if his office could make this available to community volunteers, and also to local newspapers. High profile reports on speeding and efforts to combat it could be regularly supplied to local newspapers and websites.

We would like more support for Community Speedwatch. But Community Speedwatch can only do so much; we operate the SID only for a few hours a month, primarily due to a shortage of volunteers. So the PCC should put his weight behind more permanent traffic calming solutions. These would ultimately free up policing time.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Community Speedwatch seems to be effective in raising awareness of speed limits, but it has no real teeth for people who will toss a letter from the police straight into the bin. On the other side the PCC could help to improve feedback from police to the CSW teams on the ground. This is patchy at best – in the 3 years the Boldre team has been operating, we have never had any feedback on whether and how many letters have been sent out to offenders we have recorded. We would also appreciate some police presence at our speedwatch sessions.

We could operate more sessions every month if the police would agree to 2 volunteers instead of 3.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Permanent traffic calming measures and average-speed camera systems are the only real answer. There is a lot of useful experience to draw from in other European countries on how changes to road design can reduce speeding. More publicity to change driver's perception that it is OK to speed along even narrow country roads without pavements.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Dorset is more proactive. France and Germany have invested heavily in changing road layouts applying results from research into driver psychology and perception. Speed limits in the UK are too high. Germany enforces 30 kilometres/hour in built-up areas and through villages and 20 kilometres/hour past schools, old age homes and hospitals.

### **Curdrige Speedwatch**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Ineffective.

The PCC could reinstate the ability for Community Speedwatch to operate in 40mph roads. Despite requests via Curdrige Parish Council and our local PACT meetings, no answer has yet been given as to why permission was granted for us to conduct SpeedWatch on a road in our village and then rescinded.

A community concern which has been completely ignored.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Poorly. See comments above

Motorcycles are exempt from Speedwatch and their speed and noise are a major nuisance in our village. We understand the reasons that Community SpeedWatch groups are unable to record speeding motorcycles but the police seem to have made no effort to deter their speeding on the B3035 or A334 despite many complaints from residents.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

PCC has not communicated with us at all and failed to acknowledge our concerns when expressed whilst we have been at Netley.

Surely as the PCC is elected, it is his duty to listen to the concerns of the electorate?

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

The Community Speedwatch is very effective in our village but should be allowed to operate on 40mph village roads. Why is it not?

Promotion of Speedwatch to other communities.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Speed limits in all residential areas in villages should be reduced to 30mph.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

We believe that plain clothed police motorcyclists ride in with the nuisance motorcyclists to observe and advise. This should be increased throughout the Meon Valley.

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

A review of all speeds limits in the area and the removal of anomalies.

### **Fair Oak and Horton Heath Speedwatch Team**

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

As the Team Co-ordinator of a Community Speedwatch Scheme (Fair Oak and Horton Heath) I speak from personal experience, and would say in reply to the question that the Scheme is effective in deterring motorists from exceeding speed limits. My evidence is by observation. The scheme has the same effect as a speed camera. Motorists will slow down as they pass, but as soon as they are out of sight, their speed increases.

### **Four Marks and Medstead Speedwatch**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Support local Speedwatch Groups by providing funding to purchase equipment and then ensuring a Uniformed Police presence on occasions to reinforce the effort to reduce speed and potential crime using ANPR.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Find partners willing to support the introduction of Speed Cameras in specific local areas where the initial cost would easily be recuperated from those who regularly exceed the limit.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

We have had no communication locally and would welcome a group meeting with like-minded Speedwatch and Streetwatch Coordinators to advise on local issues

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

It would good to feel that our work is both appreciated and having an effect but without a local Uniformed Police presence now and again and better liaison between the local volunteers and the local beat officer, traffic unit and camera van there appears to be no significant reduction in those who exceed our recording limit.

The team of volunteers within Four Marks and Medstead regularly record motorists exceeding 34mph with some well above 45mph in a 30mph area. We would welcome being advised upon those that have been visited as part of the escalation process.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

More use of technology to monitor and record those who commit traffic violations, which we appreciate costs money but could be reduced with enhanced partnerships with other like-minded companies.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

The use of Speed Limit Repeater signs that are moved around our village has an initial effect on drivers but when no action is taken then they are ignored. Better coordination between local areas like Four Marks with the Camera Van partnership upon which roads to monitor occasionally would have an impact within the village and potential reduce traffic crime and nuisance. We the locals know the problems areas but feel we get little support in tackling the traffic offenders.

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Find a suitable partner to provide camera equipment that will generate the funds to repay for the initial outlay.

Find better ways of communicating with local areas on policing matters on a more regular basis

### **Hordle Community SpeedWatch**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

In Hordle Parish we have been operating the Community Speedwatch for two years now. We are out at least twice a week throughout the Parish which covers Tiptoe, Hordle and Everton. In this time we have only had three occasions when we have had a PCSO come out to join us. He is kept fully up-dated with our programme and copied in on our information to the 101 desk prior to an outing. In the past we have been told that a Police speed camera van cannot do an area where CSW is operating, is this true. It seems that although we are identifying roads with a speeding problem there is no back up to help us support our cause. We are also told that the officers are very busy and being taken to work in other areas. Maybe more staff required!

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this*



*has within communities? Can you identify any opportunities for further partnership working in the future?*

Not at all – at least we felt supported by his predecessor. We are told that nothing can be done unless a fatality happens – surely this is too late. Closer working with HCC over road issues instead of passing the buck may help.

3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

There has been no communication within our Parish for CSW – unlike his predecessor who visited us to discuss the way forward. There needs to be a method of giving feedback that reassures the volunteers and enables them to feel positive about their work. They have all volunteered to do this because of a concern over the traffic issues which do not seem to be being addressed in any other way.

The numbers of Speed Indicator Device (SID) have increased over recent years and it is a drain on the Parish Councils budgets. Maybe some support in this direction for the PC's would be useful.

4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

I believe that there is some educational advantage in our CSW operating on our roads in the Parish. We have the Data to support some decreases on certain roads but in other areas it is still showing high on the scale. These drivers are 'chancers' and it would appear that they hope we are not out at the time they go past or that they see us in time to brake.

5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

One priority should be to have more pinch points on country lanes/roads. I realise that this would be a Highways issue but if supported by the PCC could have a difference. The use of camera vans/temporary speed signs, to saturate an area for a short period to make people think twice before speeding. Also the ongoing support with uniform officers for the CSW.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

In Hampshire we are not allowed to operate on a 40 mph road. Other counties allow their CSW to go out on 40 mph roads. Also to allow us to have two volunteers out on a session to enable us to spread our resources further.

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Only to cross reference our data to prove our worth.

### **Hordle/Everton Community SpeedWatch**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

It appears to rely on communities rather than policing

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

I am only aware of speedwatch, concerns over other issues have not been followed up such as use of access only roads as short cuts due to lack of officers and priority

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in*

*improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Other than radio appearances where the pcc didn't know which police stations were going to be closed and another criticising speedwatch for creating work for the police I am not aware of any communication.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

I have no figures to show whether it is effective. The Pcc could try supporting schemes and engaging to find out whether we help decrease speeding! At present we are very much seen as "catching" rather than deterring and usual comments are "you can't prosecute me" and the police seem to have little capability to give us feedback and support. We have also been restricted to where we can operate, often being left with non viable sites in areas without an issue. When we started there was much more common sense applied, we seem to be being restricted more and more as if the Police are trying to limit our efforts.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

More officers to support csww and signs for areas where we operate. If the sites used by us also occasionally had a camera too it would reinforce the speed limit in built up urban areas. Priority should be urban settlements rather than across the forest.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Thames valley and Wiltshire have community speedwatch signs. Thames Valley do a corrugated plastic version and Wiltshire have signs similar to hants but must be cheaper as they are more numerous. At the moment we are only a deterrent for an hour every 3 weeks at each location or for those who remember they saw us previously. Signs would really improve our effectiveness, I always double check my speed when I see a speedwatch sign elsewhere. These are too expensive in hants for residents associations or parish council. Police or council support is needed, either free thames valley style signs or subsidised ones. Why waste such a good opportunity to multiply the good work done free of charge by volunteers? Signs are twice the cost of other community initiatives, we have volunteers to attach them if they were affordable or there were grants. I have yet to see a hants sign anywhere in the county, what a shocking missed opportunity typical of

mismanagement and a failure to support community volunteers, lets have something back in return for what we do.....

### **Minstead Community SpeedWatch**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Our group has good communication with our regular officer, <PSCO Name> PCSO.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Community Speedwatch on 40 mph roads in The New Forest.

Drivers (Lymington Times) have shunted ponies off the road with their cars, or driven deliberately into ponies being led by their owners from their field. The New Forest is unique and drivers are simply not bothering to pass wide and slow for animals and walkers.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

We already have good communication with our regular officer, <PCSO name> PCSO.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

The Forestry Commission or The National Park Authority, it appears, do not approve of permanent signage. However, a regular check of speed in rural areas, particularly with those having livestock on the road, as well as children on bikes and ponies and walkers, that is moveable or temporary and has a good communication with the police, as does our group, can surely be beneficial? But as yet, we are not allowed to do Community Speedwatch in The New Forest area where the speed limit is 40mph.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

To allow Community Speedwatch groups to work on roads with a speed limit of 40mph. Many New Forest roads have a 40mph limit. Many drivers do not take into consideration blind bends when speeding on The New Forest or through its villages at 30mph. It takes a short time to reach The Forest from, say, Basingstoke or London, but many drivers, including local drivers and vans, see an “empty” road ahead and drive fast through The New Forest, unaware of children and families or livestock behaviours.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Regular meetings with our officer have proved helpful. In other counties/areas one can carry out Community Speedwatch in areas of a 40mph limit.

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

It is imperative to drive slowly around The New Forest. One would not herd sheep through Piccadilly.

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4. *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

I would like to mention about the ludicrous ban on CSW operating on 40 mph roads. Our Strategic Partners who are our contact for CSW promised a review of 6 months over this ban and we are 8 months in and still no answer. Also they said the ban was because of our safety, yet CSW did it for the previous 6 years without any issues, then they said it was because of inaccurate data recording, but that was only specific group. Finally, they (PCC) said, it was because we were “overloading” the police with data, which is really their problem, because the new system doesn’t allow us to help. But really, that is their problem and for them to solve. Also every other county in England has CSW groups operating on 40 mph roads with the support of the police bar Hampshire & IoW. Every week you hear of animal deaths in the New Forest and yet we are still not allowed to operate on 40 mph roads.

5. *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

I would definitely like to see the CSW being able to operate in 40 mph limits. Speed and animal deaths are directly related.

I also feel that there is not enough deterrent to deter Drink Driving. Countless weddings etc take place at commercial rents, with no provision for a Park & Ride by the Organiser, which then means everyone over their drink limit is driving off into the pitch black Forest. They are the worst offenders when it comes to animal deaths, as they are definitely not calling the Police after an accident for fear of being breathalysed and losing their licence. So I feel there should be a Police presence to stop and breathalyse known venues for rent for weddings etc, where alcohol is being served. I myself witnessed people drinking till 2330 at a private wedding party at the Minstead Study Centre last year, then proceeded swaying to their cars and driving off into the dark. My thinking is that since these organised events are known to the Council in advance, there needs to be better communication between the two, so that the Police can pro-actively stop drink drives. Once that is known, people will think twice about getting into their car when drunk and it might also then encourage organisers to provide a Park & Ride outside of the New Forest. It is heart breaking to find ponies with broken legs in the mornings, knowing they most likely have been there all night. Most decent people will report an accident, but drink drivers don’t and

as their accident usually occurs when parties/pubs by law must finish their music about 2330, this is where most drink driving accidents occur, leaving the ponies in extreme pain all night, till they are found in the morning.

I don't feel that Not Having Enough Resources is a reasonable excuse not to hunt the drink drivers down and so pro-actively prevent deaths.

### **New Milton Community SpeedWatch Team**

1. *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

The New Milton CSW team have requested the Police attend our Speedwatch Sessions to give the exercise greater impact on many occasions, but this has not been forthcoming. We accept that Local SNT Teams are busy but believe this would add further gravitas to the monthly sessions we operate as Volunteers. The previous Chief Constable did in fact attend one of our Roadside CSW Sessions which was useful both in terms of local press promotion and indeed the morale of the CSW Volunteers.

2. *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

We have seen no evidence of Partnership Working. There is a complete lack of interaction between the Roads Policing Unit and the Local SNT. For example, one of volunteers was personally asked for information about the New Milton hot spots by the Roads Policing Unit and was invited to spend the morning with them but they

failed to inform him of when and where they were going to be operating. Attempts to further partnership working fall on stony ground generally.

3. *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

There is a complete lack of interaction between the PCC, our Community Speedwatch Team and indeed with Local Residents. One of our volunteers is also the Chairman of The New Milton Residents' Association. He has requested on several occasions for the PCC and the Chief Constable to come and speak with the RA either in Committee or at one of our General Meetings. **There have been no responses or even Acknowledgements to the several requests.** This is unlike the previous PCC and Chief Constable – both of whom visited the RA on a couple of occasions during their tenure. We believe similar invitations have been issued by our Town Council, with similar lack of response.

4. *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

We believe that the CSW Scheme is very effective in attempting to bring down the levels of speed in and around New Milton. We are hampered by a lack of volunteers which has limited our ability to stage an effective number of sessions. We are attempting to change this and increase our base of volunteers. The PCC must get much more involved at a local level.

5. *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Make a serious attempt to reduce the problem of speeding. As a first step, remove restrictions on Community SpeedWatch groups in and around the New Forest preventing them from surveying 40 mph roads. Hampshire is the only county that does not allow this, and yet the majority of fatalities occur on 40 mph roads.

Secondly, remove the restriction that states we must have at least 3 volunteers on a Community SpeedWatch session. This is unnecessary. At many locations we can operate perfectly well with 2 volunteers. The restriction unnecessarily limits the amount of coverage we are able to provide over the winter months and during holiday periods.

6. *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*



None that I can document at this time.

7. *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Some feedback from the Police on the Statistics of the New Milton Speedwatch exercise is required. We have repeatedly requested information on the numbers of letters etc that have been sent out to Offenders following them being recorded by New Milton CSW.

Like many of the interactions with Hampshire Constabulary – **the reaction has been silence and a total lack of feedback.**

**GENERAL NOTE :**

We would like to add that this lack of two-way communications and interaction is not restricted to the Community Speedwatch Exercise. One of our volunteers is also the Area Coordinator for Neighbourhood Watch in New Milton, with some 30 Street Schemes in operation and has also experienced a complete lack of interaction with Hampshire Constabulary at all levels. It appears from his perspective, that Hampshire Constabulary does not want to encourage “extra eyes and ears” from the NHW Schemes. **This is an intolerable situation.**

**Old Portsmouth Community SpeedWatch team**

Many thanks for enabling the Old Portsmouth Community SpeedWatch team to contribute evidence for consideration resulting from data collated from our regular CSW exercises over the last few years. Please see our team responses in the attached document.

- 1) How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?

*Policing provision is negligible. The RPU and some of our local neighbourhood police team members have repeatedly refused to accept that speeding is a problem in our neighbourhood and appear to have ignored the well-researched and analysed evidence that we have submitted to them. Encouragingly, one or two officers have privately acknowledged that CSW teams cannot solve this problem on their own.*

*Yes, the PCC and his staff need to work with residents to recognise and consider the evidence presented by the community regarding the speeding dangers in our neighbourhood.*

- 2) How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?

*We welcome the PCC's initiative in this area but we are unaware of anything that has been done in the past. The local community perceives that Hampshire Police and Portsmouth City Council (the highways authority) are equally prone to denying that there is a problem with speeding in our residential streets and then, when presented with evidence that speeding is widespread and inherently dangerous, are too ready to shift the responsibility for dealing with the problem onto the other. We would be most appreciative if the PCC would use his considerable influence to bring the local authority and police teams together to work with the community to find a cost effective and sustainable solution.*

- 3) How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?

*Unfortunately, this is the first time that we have been aware of the PCC's concerns on this matter. We welcome the proactivity of the Strategic Partnership Co-ordinators to involve us, but we are equally surprised and disappointed that there has been no publicity via our neighbourhood police team, local authority or ward councillors, even though speeding and lack of Road Safety have been and remain major issues of concern at our Neighbourhood Forums for many years.*

*We suggest that the PCC establish a mailing list of community bodies concerned with road safety, independent of Hampshire Constabulary.*

- 4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?

*CSW is one of many methods of deterring motorists from exceeding speed limits. Our CSW team has been widely praised by Hampshire Police as being the best run and most active CSW team in the area. It is therefore disappointing that the Chief Constable and RPU have refused to listen to our experience and concerns.*

*Part of our commitment to safer roads is to analyse the effectiveness of our CSW monitoring. This is separate to the reports that are submitted to Hampshire Police for input and follow up with letters to drivers and so this initiative complies with the requirement to maintain confidentiality. Our CSW team analyses the results of each session, noting date, time of day, location and the number of vehicles in different speed brackets: <= 20 mph, 21-24 mph, and 25+ mph to match ACPO <sup>1</sup> guidelines and the CPS <sup>2</sup> Speed Enforcement guidance.*

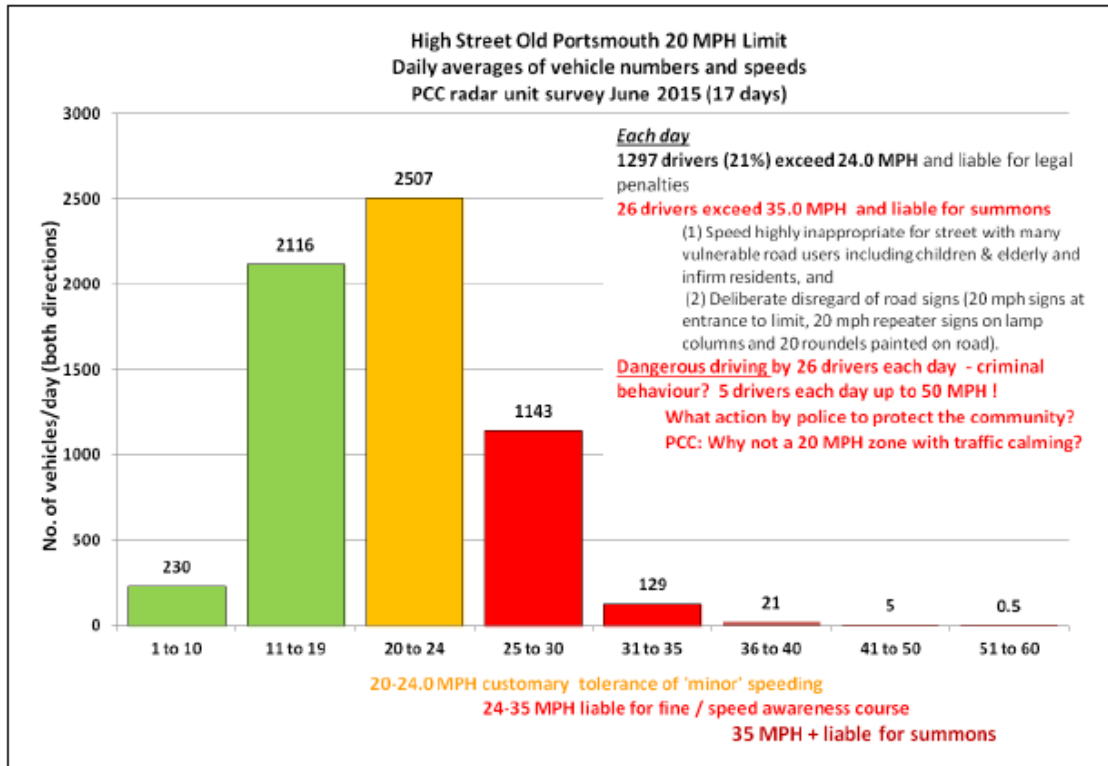
*We have included four diagrams: **Figure 1** is the analysis of the 2015 Portsmouth City Council survey showing the numbers and percentages of drivers exceeding the 20 mph speed limit. **Figures 2 and 3** show the analysis of CSW data in 2016 comparing speedwatch operations in the same location on morning rush hours. Figure 2 shows the average numbers and proportions of vehicle speeds and Figure 3 is a stacked bar chart showing the proportions of drivers breaking the speed limit on separate days.*

<sup>1</sup> ACPO Speed Enforcement Policy Guidelines 2011-2015 Joining Forces for Safer Roads

<sup>2</sup> [http://www.cps.gov.uk/legal/p\\_to\\_r/road\\_traffic\\_offences\\_guidance\\_on\\_fixed\\_penalty\\_notices/#speed](http://www.cps.gov.uk/legal/p_to_r/road_traffic_offences_guidance_on_fixed_penalty_notices/#speed)

### A. How prevalent is speeding?

The most recent comprehensive Portsmouth City Council radar unit traffic survey taken over 17 days in 2015 showed a high proportion of drivers flouting the law.

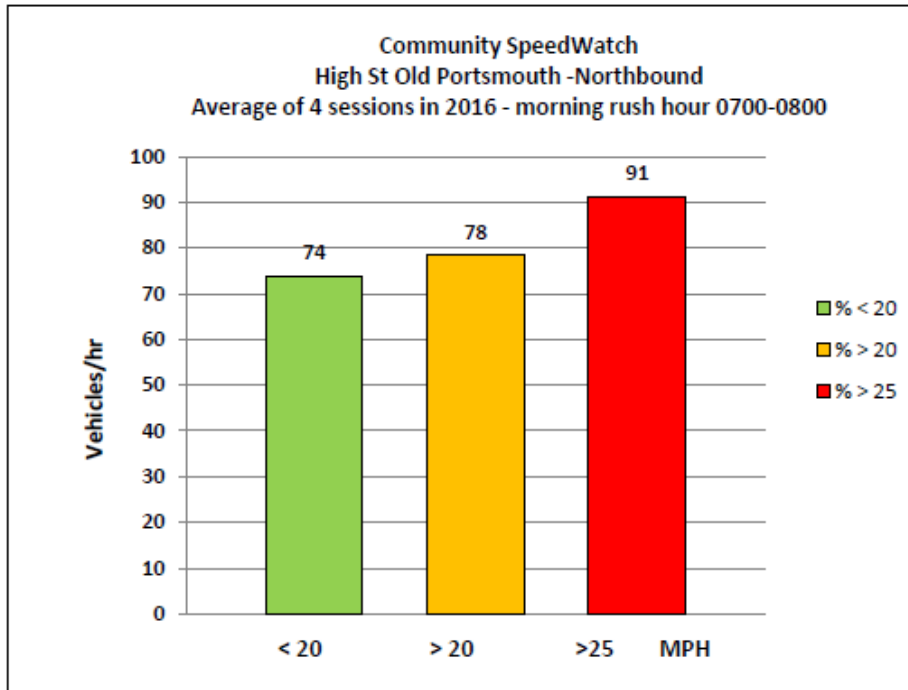


**Figure 1: 2015 radar unit survey of speeding vehicles in High Street Old Portsmouth**

- Almost 62% of drivers (average 3804 each day) exceeded the 20 mph speed limit.
- Over 21% of drivers (average 1297 each day) exceeded the 24 mph CPS enforcement threshold and would have been liable for legal penalties. Of these:
  - 26 drivers each day exceeded 35 mph and would have been liable for a summons.
  - 5 drivers each day are the worst offending in the band 41-50 mph and there is the occasional driver exceeding 50 mph - in a 20 mph limit!

Despite these alarming statistics, our local police refuse to consider speeding as offences committed in the neighbourhood. The sergeant who led our St. Thomas Neighbourhood Police Team in 2016 declared that "The Roads Policing team will target speeding in areas where it is prevalent and dangerous. Old Portsmouth does not fall into this category". Residents are overwhelmingly of the view that speeding is prevalent and dangerous, so police assertions contrary to the evidence risk losing the public support and confidence that the police need.

Our CSW team recorded similar worrying statistics in 2016:

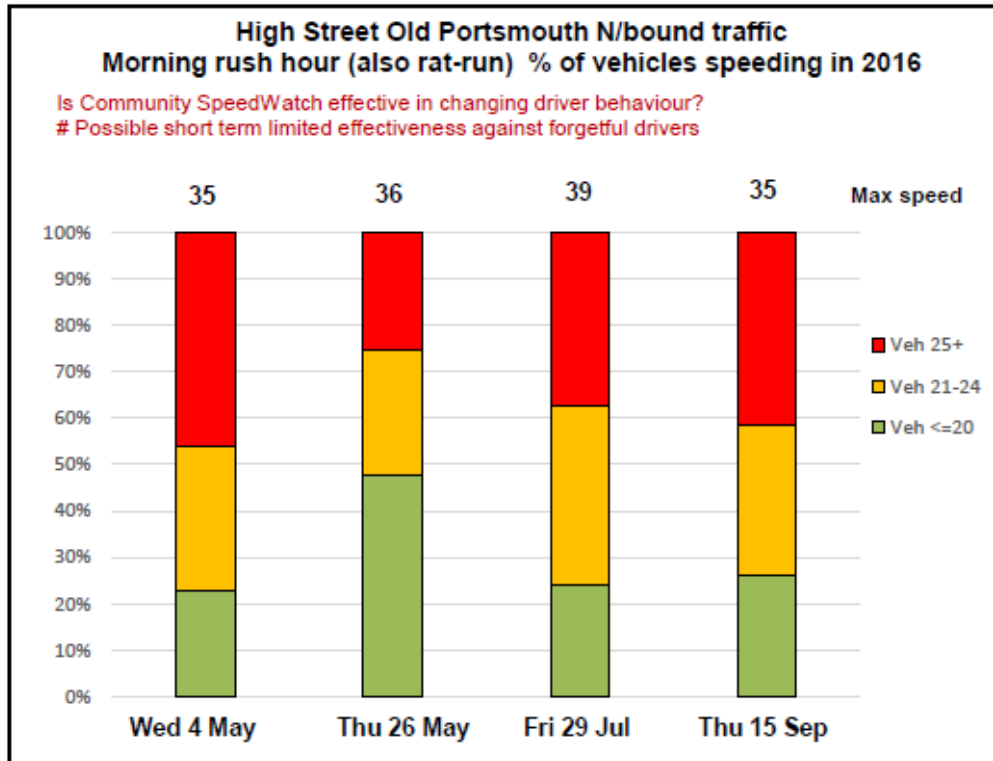


**Figure 2: analysis of CSW operations – numbers and proportions of vehicle speeds**

- The worst location and time for speeding is in High Street during the morning rush hour when traffic is heading north to exit the city.
- Despite these being overt operations with SID equipment, CSW volunteers have recorded up to 77% of drivers exceeding the speed limit between 0700 and 0800, with an average of more than 40% of vehicles exceeding the 24 mph CPS enforcement threshold.
- We have recorded vehicles that have been faster than the maximum 40mph that can be displayed by the SID equipment.

### B. Is Community SpeedWatch effective in changing driver behaviour?

We have also assessed the medium-term effectiveness of CSW operations by comparing 4 operations in 2016 in the same location and comparable times (all weekday morning rush hour) using a stacked bar chart.



**Figure 3: High Street Old Portsmouth N/bound traffic morning rush hour: % of vehicles speeding.**

Recognising that the data set is smaller than ideal, the initial conclusions are:

- There was an improvement between 4 May and 26 May, indicating that CSW may have short term limited effectiveness against forgetful drivers.
- The slight worsening of speeding between 29 July and 15 September indicates that CSW has no medium-term effectiveness against deliberately speeding drivers who can act with near-impunity, confident that the police will not be present to take any monitoring or enforcement. CSW teams operating for one hour every fortnight cannot provide effective control of widespread wilful speeding committed with disregard for other highway users, especially vulnerable road users such as pedestrians.
- The OP CSW team will continue to analyse its operations and refine the assessment of the effectiveness (or otherwise) of its endeavours.

### C. Which are the most effective methods of controlling driver speeds?

**Figure 4** is our own evaluation of the advantages and limitations of different methods of controlling driver speed using a customary Red-Amber-Green (RAG) visualisation method. In this case a four-colour scale has been used. A positive factor is marked green, a middle or neutral factor is yellow or amber and a negative factor is red. Such assessments are largely subjective. Although quantitative information can be used, the underlying ranking is still qualitative. Simple visual interpolation e.g. how many greens and reds in each column give a rapid comparison of the different methods.

	20 MPH limit	20 MPH zone	Zebra crossing	PCC SDR	PCC VAS	Speed cameras	Police Enforcement patrol car/radar gun	Police Enforcement mobile camera van	Community SpeedWatch
<b>Criteria</b>									
<b>Vehicles</b>									
Visual warning to drivers	yes	yes	yes	no	yes	some	yes	some	yes
Physically slows vehicles	no	yes	yes	no	no	no	no	no	no
Count all vehicles	no	no	no	yes	most	no	no	yes	some
Identify number of speeders	no	no	no	yes	most	yes	no	yes	some
Identify VRN of speeders	no	no	no	no	no	yes	few	yes	some
<b>Time</b>									
24 / 7	yes	yes	yes	yes	yes	yes	no	no	no
outside core hours 0900-1730	yes	yes	yes	yes	yes	yes	no	maybe	daylight
Permanent/med/short/vshort term	Perm	Perm	Perm	Short	Short	Perm	Vshort	Vshort	Vshort
<b>Outcome</b>									
Written warning	no	no	no	no	no	no	no	no	some
Verbal warning	no	no	no	no	no	no	yes	no	no
Fine/prosecution	no	no	no	no	no	yes	yes	yes	no
<b>Costs</b>									
Infrastructure/equipment	Low	Med	Low	V Low	V Low	High	V High	V High	Low
Operation	None	None	None	Low	Low	Med	V High	High	None
<b>Public support</b>									
Pedestrians and cyclists	high	high	high	high	high	high	high	high	high
Responsible drivers	high	high	high	high	high	high	high	high	high
Irresponsible drivers	low	low	low	low	low	low	low	low	low

Good
Fair
Little
None

The conclusions of this basic assessment are:

- No one method is completely effective.
- CSW is visible and enjoys high levels of public support from responsible road users. It is an inefficient method: constrained by limited coverage (our vigorous group manages about 1 hour every fortnight, about 0.3% coverage) and further reduced by the mandated slow and error-prone recording method. Some drivers brake sharply when they see the SID only to accelerate defiantly as soon as they have passed the SID. Despite these major limitations, the RPU stated to the community that CSW is "the ideal tool to manage speed" and the NPT praise the CSW team for doing a great job. Neither the RPU nor the NPT have given any basis of how they measure the effectiveness of CSW teams nor present any analysis to justify these claims.



- *RPU enforcement teams are manpower-intensive and constrained by high costs and limited coverage.*
- *A police mobile camera van would be most effective for temporary enforcement.*
- *VAS have limited effectiveness - some drivers ignore them, confident that they won't get caught. We have photographs to illustrate drivers accelerating past VAS.*
- *Physical traffic calming is necessary for permanent speed control e.g. road engineering and pedestrian crossings.*
- *The table illustrates that no single method of controlling speed is effective and a combination of measures is needed to deliver improved road safety.*
- *This preliminary assessment is offered to all road safety professionals as a starting point for informed and constructive discussions about the most effective means of controlling excessive and dangerous speeds*

*The Old Portsmouth CSW team would be delighted to present its methodology, including planning, operations and analysis, to other CSW groups to work towards a community of best practice. It would be very welcome if the PCC could work with CSW and community groups to give publicity to these community-led initiatives.*

- 5) What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?

*There is a need to bring together the police, local authorities, national road safety organisations and local community groups to work together to find workable, sustainable solutions and discourage local authorities from passing the buck.*

*Road safety initiatives over the years have made the offences of driving without a seatbelt and drink-driving socially unacceptable. We commend police efforts nationally to curb illegal mobile phone use while driving and we suggest that a national campaign to make speeding as unacceptable as drink-driving would be a very positive move.*

- 6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?

*The **Figure 4** RAG assessment indicates that the most affordable, lasting and low maintenance means of controlling driver speeding is through road engineering measures such as speed cushions. It is surprising that the RPU do not appear to have considered this.*

*The RPU have suggested instead using VAS and community led publicity events which have limited effect. It might be useful to ask the RPU how they have assessed the success of such initiatives around the county and any quantitative evidence they have to support this.*

- 7) Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?

*A. The OP CSW team are heartened by this initiative from PCC. In this short response, we have been unable to elaborate on all the statements made but would be very happy to be invited to give evidence to the Hampshire PCP's scrutiny session.*

*B. The CSW team's effectiveness is constrained by the laborious and error-prone method of manual record taking that can be done only in daylight hours. Permitting Automatic Number Plate Recognition (ANPR) capability in Speed Indicator Display (SID) equipment would make CSW operations much simpler and more effective. Nowadays, private car park operators are able to use ANPR and have access to the DVLA database to verify vehicle details for enforcement of fines. It would be appreciated if the PCC would use his position to ask why the police are apparently opposed to using ANPR for CSW.*

*C. Our team has suggested that the police should trial the use of speed camera vans in the urban environment. On a weekday morning for 4 hours in High Street Old Portsmouth a speed camera van might record up to 330 drivers exceeding 24 mph including 15 drivers exceeding 35 mph and deserving of a summons. The response from the police has been 'it is not policy'. In this era of funding cuts, constrained resources and all parts of government being encouraged to seek innovative solutions, it is suggested that the RPU explain in detail why it will not consider this innovative suggestion.*

## **Conclusions**

*Drawing on 2 years' experience we have concluded that CSW makes a worthwhile contribution to the range of methods available to the Safer Roads Partnership, but by itself, CSW is largely ineffective as a means of controlling speeding. Therefore, the RPU's statement that "the Community Speedwatch is the ideal tool to manage speed"<sup>33</sup> lacks credibility.*

*The local community recognises that cuts in police funding and resources has severely constrained the ability of the police to take action against speeding drivers. We do not make unrealistic demands for manpower-intensive and expensive police enforcement which, constrained by overtime limits and operating outside morning rush hours, provides even less effective coverage than CSW. However, we do expect the police to meet us and be prepared to engage in constructive and meaningful dialogue to identify the most*

<sup>33</sup> Hampshire Police Traffic Management Office reply to Friends of Old Portsmouth Association 25 April 17

*effective and affordable ways of controlling driver speed and making our streets safer. Figure 4 indicates that the best long-term solution might be physical modifications to convert our residential roads from 20 mph limits into 20 mph zones. Police participation in our dialogue with our local authority would be most welcome and the PCC's influence to persuade the RPU and our NPT to join in the discussion would be greatly appreciated.*

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**Pilley Village SpeedWatch**

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

We operate the speedwatch system in our village. I don't know whether the PCC supports what we do as we get no feedback from anyone. The North of the forest beat provide a newsletter in which they mention the monthly speedwatch results and how many letters are sent out to motorists exceeding the limit. I would feel our efforts were more appreciated if our area could receive something similar, a report to the Speedwatch co ordinator for our village, if nothing else.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

When we are able run our Speedwatch regularly several times during the week we have the SID, we do notice a reduction in the overall speed of the traffic through the village. Unfortunately as we are a small village and we need 3 volunteers for each Session, we often find that difficult to achieve, as this week, and can only run one Session. It would be helpful if we could run the speedwatch with 2 volunteers when 3 are not available, as we could run more sessions during our week with SID

**Selborne SpeedWatch**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Selborne has a considerable traffic problem. There are two aspects that warrant action. One is speed – the road is narrow and the pavements are not very wide and often only on one side of the road. The 20mph speed limit is required for safety, but, as our stats show, it is frequently ignored, We know from our work that top speeds are going up and we are especially concerned about speed outside the school when the children are trying to cross – hence our recent walk to school day. The second is the considerable number of overweight HGVs that come through the village illegally putting everyone at risk. There are stats available to show specifically the speeds that we are dealing with as a team – so we are not whingers, we get out and do something – BUT we need Police action as well. Apart from speed cameras in the 30 mph limit there is precious little other action being taken.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Please see the above answer. As for partnership – we are doing our bit as one of the most active teams – come on match our commitment.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

I don't have a problem about communication as a Speedwatch co-ordinator.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Speedwatch needs much more back up from the Police where a problem can be identified from our stats. We are only a deterrent when we are out and a letter is not enough to deter speeders. We are an active team what more can we do?

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Backing up S/W teams where there are stats to show a considerable problem. In Alton town centre there are now speed reduction measures in place - can the Police support such measures in Selborne too?

**Soberton Community SpeedWatch**

- 1) How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of

Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?

*1/10 The current provision is totally ineffective because the growing volume of speeding traffic is, in real terms, ungovernable. There is no effective reduction in either speeders, noise polluters or the growing disrespect of drivers to the rules of the roads or other people in general. A key area where the PCC can help is to set published measurable targets. These measures should be agreed with communities and be transparently jointly managed.*

- 2) How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?

*0/10 The community has seen zero improvement to reduce traffic nuisance. If improvements have been made there has been no communication with respect to either speed and noise pollution with any measurable data to backup claims. There is an opportunity for the PCC to be transparent with the community by showing them what measures are being put in place and the results of those measures.*

- 3) How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?

*0/10 There has been no (direct) communication between either the PCC or PCP and the parish. The PCC and PCP neither provides or delivers any pro active actions, the relationship is totally reactive. Emails requesting support are not answered and when they are, are accompanied by apology for late response.*

- 4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?

*2/10 Evidence over the last 16 months has shown that the 'Education' element of speed watch is very limited at best – based on the percentage of speeding traffic despite an extremely active CSW group. The attitude of some regular drivers has also deteriorated as a consequence of CSW monitoring resulting in a growth in verbal abuse to the volunteers. Whilst those involved in CSW have suggested that they are now more careful about obeying the speed limit generally, it is clear that those who feel the limit is optional only reduce their speed when they see a team in action. The PCC/PCP should be more pro active in looking at road layouts and not waiting for fatalities before deeming*

*roads/areas are worthy of concern. At the moment the PCP consider our area not to be of concern due to the lack of fatal accidents. Over the 16 month period the CSW has been operating there has been no reduction in the percentage of speeders.*

- 5) What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?

*Newtown (PO17) has a specific road layout that puts residents in danger. From the south the road is mainly straight and traffic appear use 'the Newtown Straight' as a raceway. We have recorded speeds in excess of 50mph through the village (and these are when the camera is in place and CSW team visible). The evidence is signage and reliance on personal discipline does not work. Priority should be given to the introduction of physical barriers to speed (pinch points) as these have a direct effect in forcing speeding traffic to slow. We have an inherent defect in that the road layout encourages speed through a residential area. Although this para is specifically about Newtown the sentiments are relevant throughout Hampshire and the Isle of Wight.*

- 6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?

*Currently there is neither the physical resources (police men and women) to govern our roads or funds to put in places technical solutions like speed cameras (if there is why are we are we put in a dangerous position re speeding traffic?).*

*As drivers, and concerned residents, we have experienced speed reductions in neighbouring villages (e.g. Clanfield, Hambledon) due to the introduction of physical road barriers. On a local level, it is evident that due to house building in Church Road, long term parking of building vehicles has forced traffic to slow. When the vehicles are not there at weekends we have observed an increase in speeding traffic due to the opening of the road.*

- 7) Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?

*Apart from the raw local CSW data provide you, and your own traffic monitoring data, it is difficult to know what additional information we can provide as you have not scoped what actions or measures you are going to, or can, take. Actively looking at this topic (proactive scrutiny) is not going to address the concerns of communities – practical actions to reduce speed and noise pollution is what communities require, together with transparent targets and measures. What are the actions, if any, the PCC/PCP intend to take?*

*From a CSW perspective we would like to see:*



- *Action groups like ours should be trained and set up in more locations, equipment should be shared or sold between groups to lessen the financial constraints*
- *Based on the results, police and councils should conduct permanent traffic monitoring over a set period, say two weeks. If the authority's don't intend to use the data we collect in an active manner then that must be legally and morally wrong*
- *If both sets of figures suggest a problem does exist solutions **must** be discussed and works programmed to address the problem.*
- *Media should be used across the spectrum, especially with young children being made to understand that the car can be and is a lethal weapon. ( As we've seen in London, Barcelona, Stockholm etc).*
- *After a successful Speedwatch campaign the equipment should be made available at a reasonable cost to encourage future schemes.*

### **South of Buster SpeedWatch**

4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

The Speedwatch itself does go some way towards reducing speeding. However, for the South of Butser there are two roads that all too often record very high numbers of speeders with many exceeding 40mph. indeed exceeding 50mph is not an uncommon occurrence.

A while ago now we did have the support of a Specials officer who was notified of the results from each session SOB SW made. He then would if we requested and/or he felt action was justified, go to that location around a time that our session had operated and conduct police speeding checks with a hand-held speed checking device.

Tickets and warnings were issued and the effects were observed in the reduction in speeding for long periods.

Today there is not any such police support available and the consequence is that whilst hopefully, the letters sent out and the police visits to "Local offenders" does have some effect.

The absence today of the police direct action is very noticeable in that the high-speed speeders are regularly recorded.

The scheme lacks real teeth today because the police activity is no longer there.

### **Sway Community SpeedWatch**

*1. How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

In our parish, such policing appears to be non-existent. We constantly request PCSO presence at Community SpeedWatch sessions and have requested police speed checks at Arnewood Bridge road all to no avail.

*2. How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Hampshire County Council makes no attempt to seek solutions to speeding issues. We have been told that HCC will not put any money into any speed reduction measures unless there are fatalities on the roads in question.

*3. How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

The only communication I have had with the PCC was when he told me in the presence of several other Community SpeedWatch volunteers that "Community SpeedWatch is overloading the system". This was hardly likely to encourage active involvement in improving road safety within our local community.

I suggest that the PCC could improve his interaction with local communities by taking a leaf out of his predecessor's book. Continue match funding new Community SpeedWatch schemes, look into the possibility of using Community SpeedWatch information to decide whether or not to offer speed awareness courses in lieu of points on licenses when sentencing for speeding offences, and look into the possibility of cross-border cooperation with police authorities in adjacent counties so that personal visits to repeat offenders and those caught at high speed can be made in those adjacent areas.

*4. How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Sway Community SpeedWatch have been conducting traffic surveys for over 3 years. As well as reporting more than 7,000 speeding vehicles to the police resulting in the issuing of around 5,000 warnings, we have also collected highly detailed statistics on speeding during our 400+ hours of surveys. This information has been submitted in the form of monthly reports to Sway Parish Council ever since September 2014, and since January 2016 these reports have also been fed back to the police support HQ at Netley and published on the Sway Parish Council website at [www.sway-pc.gov.uk/csw](http://www.sway-pc.gov.uk/csw).

All this has been collected from our roadside records, from monthly feedback

from police support HQ and using the data collected by the Speed Indication Device.

44% of all those vehicles we have monitored exceed the 30 mph speed limit, and 18% exceed the reporting threshold of 35 mph. 9% of the letters sent since DOME was implemented were letter 2 and 2% have been escalated as having been caught 3 or more times in a 12 month period. This suggests that around 90% of those who receive letter 1 and 80% of those who receive a letter 2 do not reoffend within the following 12 months. This is proof positive that Community SpeedWatch is highly effective at educating those we catch.

However since we continue to record large numbers every month, clearly our presence by itself does not necessarily discourage people from speeding in the first place. Analysis of local social media suggests that there is a perception that Community SpeedWatch is simply a group of disgruntled pensioners with little else to do. Occasional uniformed police presence at our SpeedWatch sessions might go a long way to demonstrate that we are officially sanctioned and hence would allow us to make more of a difference.

Our prime objective is to permanently reduce speeding within the parish of Sway. We have made a difference, but Community SpeedWatch on its own is again not enough. Different roads require different additional measures. At Pitmore Lane North, speeding has halved since we began in 2014. We believe this is partly due to the location being on the open forest where there has been intense publicity about animal casualties. At Durnstown where we were recently instructed to move to a point higher up the B3055 so as to be seen from a much greater distance, speeding has again halved. This suggests that a highly visible flashing Speed Limit Reminder permanently located there may well be sufficient to achieve a more permanent reduction. Arnewood Bridge Road speeding has reduced from its peak of over 35% in 2015, to around 20% now. This is encouraging but means far too many people still speed. More measures are needed here and we would suggest another flashing SLR could well work. Pitmore Lane South has seen speeding remain at around 25%. Traffic calming with pinch points or chicanes may well be needed here. Similarly Brighton Road has seen speeding stay at around 15% and more physical measures may be appropriate.

The above demonstrates one of the most valuable benefits of Community SpeedWatch. Being out there collecting data throughout the year means that we can make informed recommendations as to appropriate extra measures. Frustratingly nobody appears to want to listen to us! Please tell the PCC that the data we collect must be given due attention and help inform the highways authority on appropriate measures to improve road safety before there are fatalities.

In summary Community SpeedWatch **is** highly valuable and effective. We have proved it and reported it time and again, however it is not sufficient on its own. We must have proper support with occasional uniform police presence and from the highways authority. Without this, our effectiveness is limited to just those occasions when we are actively out there.

So please. Tell the PCC to listen to us instead of assuming we are just putting a burden on police resources. We have years of expertise and detailed knowledge of the local speeding problems. Stop ignoring us or worse still treating us as if we were a problem rather than part of a solution. All our reports and analyses are online at [www.sway-pc.gov.uk/csw](http://www.sway-pc.gov.uk/csw) and we would be happy to provide even more of the data that we have collected over the past 3 years.

*5. What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Make a serious attempt to reduce the problem of speeding. As a first step, remove restrictions on Community SpeedWatch groups in and around the New Forest preventing them from surveying 40 mph roads. Hampshire is the only county that does not allow this, and yet the majority of fatalities occur on 40 mph roads. But maybe ponies, donkeys, cattle, sheep and pigs are simply not important to the PCC?

Secondly, remove the restriction that states we must have at least 3 volunteers on a Community SpeedWatch session. This is unnecessary. At many locations we can operate perfectly well with 2 volunteers. The restriction unnecessarily limits the amount of coverage we are able to provide over the winter months and during holiday periods.

*6. Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Dartmoor allow Community SpeedWatch over their open moorland areas which are 40 mph zones. Why not us? Other counties allow SpeedWatch with just 2 volunteers present. Why not us?

There is also a Community SpeedWatch online organisation that provides services to SpeedWatch groups in Kent and Sussex. Their system enables cross border cooperation between forces when it comes to paying visits to persistent or serious offenders. Hampshire has no means of cooperating with Dorset or Wiltshire in this respect hence any persistent speeders are simply not appropriately targeted.

*7. Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

Masses of statistics gathered across 400 hours of Community SpeedWatch sessions. See answer to question 4 above.

**Boldre Parish Council**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

More personnel and vehicle patrols needed.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

More High Visibility police personnel in all areas not just towns and villages but on rural roads as well.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Very well thank you.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

As a CSW volunteer I applaud the support we have received from the PCC. We are definitely having an effect on driver behaviour in our area of the New Forest.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

More hivy police presence!

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Whenever there is a chance for Police officers to get on evening TV after an incident this should be encouraged. Especially if an officer in uniform can take part. The public like to know there are PCs out there and the bad guys don't like that at all.

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

It is imperative that the profile of the police and policing is elevated in the public's perception of security. More time should be spent on PR.

**Corhampton & Meonstoke Parish Council and Droxford Parish Council together with  
Exton Parish Meeting**

*Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

The PCC does not engage meaningfully with local councils. The consultation was published in August when many parishes do not hold a council meeting due to holidays.



Roads policing is not sufficiently locally based to recognise the problems at community level.

*How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?*

Not effective at all. Apart from one meeting with a vague agenda in December last year we have not been involved.

*How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?*

The PCC does not appear concerned by traffic issues. His response to the particular problems on the A 32 is that drivers have a right to use the road. Of course they do but within legal limits and the anti-social driving exhibited all too often includes excessive speeding, stunts, dangerous manoeuvres and illegal noise levels. It is these latter problems that the community want prevented and enforced against. Apart from enforcement regarding illegal exhaust systems there are other methods which could be used to tackle such anti-social behaviour which may require changes to Government legislation.

*How effective do you feel the Community Speed Watch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating?*

Not relevant for this problem as A roads are excluded from the scheme.

*What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Use technology to keep a step ahead of criminal and anti-social behavior.  
*Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

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*How effective do you feel the Community Speed Watch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating?*

Not relevant for this problem as A roads are excluded from the scheme.

*What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Use technology to keep a step ahead of criminal and anti-social behavior.  
Meaningful engagement with other agencies to enable a consistent and more cost effective course of action.

*Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Yes - West Sussex for example uses unmarked motorcycle patrols - this approach was also successfully when used on the A32 few years ago.

Road design is also important and there are many examples of speed reduction methods operating in other countries.

*Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?*

There are two main issues concerning the A32 – excessive vehicle speeding and noise pollution.

The safety implications of anti-social driving in a popular national park are obvious but seem to be ignored. We believe that if the same behaviour was occurring in a built-up area it would be dealt with.

Of course all traffic makes noise but it is inescapable that motorcycles, and in particular those sporting illegal exhaust systems which can be easily identified but which the police do not enforce against, create significant noise pollution. Given the popularity of the route for motorcycles the noise is often constant and greatly distresses residents and people visiting the national park for recreation.

Several of the MV parishes act together to tackle the specific problems on the A32 and any members will be pleased to assist the Panel further.

*Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

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speeding, stunts, dangerous manoeuvres and illegal noise levels. It is these latter problems that the community want prevented and enforced against.

Apart from enforcement regarding illegal exhaust systems there are other methods which could be used to tackle such anti-social behaviour which may require changes to Government legislation.

*How effective do you feel the Community Speed Watch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating?*

Not relevant for this problem as A roads are excluded from the scheme.

*What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Use technology to keep a step ahead of criminal and anti-social behavior. Meaningful engagement with other agencies to enable a consistent and more cost effective course of action.

*Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

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Several of the MV parishes act together to tackle the specific problems on the A32 and any members will be pleased to assist the Panel further.

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“Whilst West Meon Parish Council has been unable to meet to draft a response, I would like to add my name in support of the letter from Corhampton, Meonstoke and Droxford PC's together with Exton Parish Meeting. Principally, my concern is the lack of democratic engagement by the current PCC on the matter of motor bike speed and noise and policing of this. Despite a meeting held earlier in his incumbency, the PCC has not responded to emails regarding the matter nor that requesting financial data on the cost of the average speed cameras as determined by his predecessor-sent to Mr Lane in May 2017.

It is important to stress that residents in the Meon valley are now considering direct action and civil disobedience regarding the lack of engagement by the PCC and Hampshire Road Policing Unit.”

### **Hursley Village Community Association**

Attached are a few documents that we hope might be of some use during the traffic crime and associated nuisance meeting.

Although we had an active CSW team, it eventually closed due to the unrealistic nature of reporting and the limited effect, i.e. fine when a team was on the ground but back to normal after that. As the time the Hursley CSW team were involved with a SpeedSpike trial, I have linked the SpeedSpike presentation and data, which in the team's view was the ideal solution for those of who live with the speeding traffic on a daily basis.

We really do not want to have a fatality in our village and appreciate all efforts to empower the community to make a difference.

<https://www.dropbox.com/s/g2hn0tiduv7ya2k/CSW%20APM%20SpeedSpike%20Presentation%20-%202013%20May%202013-%20FINAL.pptx?dl=0>



### Hursley Community SpeedWatch

#### 3M SpeedSpike Trail UPDATE REPORT 14<sup>th</sup> January 2013

Between **19th November and 14th December (26 days)** **7188** vehicles were detected by the average speed camera in Hursley as travelling in excess of the 30mph speed limit.

The camera only covered on carriageway (vehicles travelling SW), and was working for just over **62%** of the time.

Of the **7188** vehicles:

**971** of the **7188** were travelling at **35mph - 42mph** and would have been offered a DAT course (Speed Awareness Scheme Course).

**50** of the **7188** were travelling at **43mph - 52mph** and would have been offered a conditional offer

**3** of the **7188** were travelling in excess of **53mph** and would have been prosecuted.

In addition, **11** vehicles were caught exceeding **35mph** on four or more occasions and could potentially have been banned.

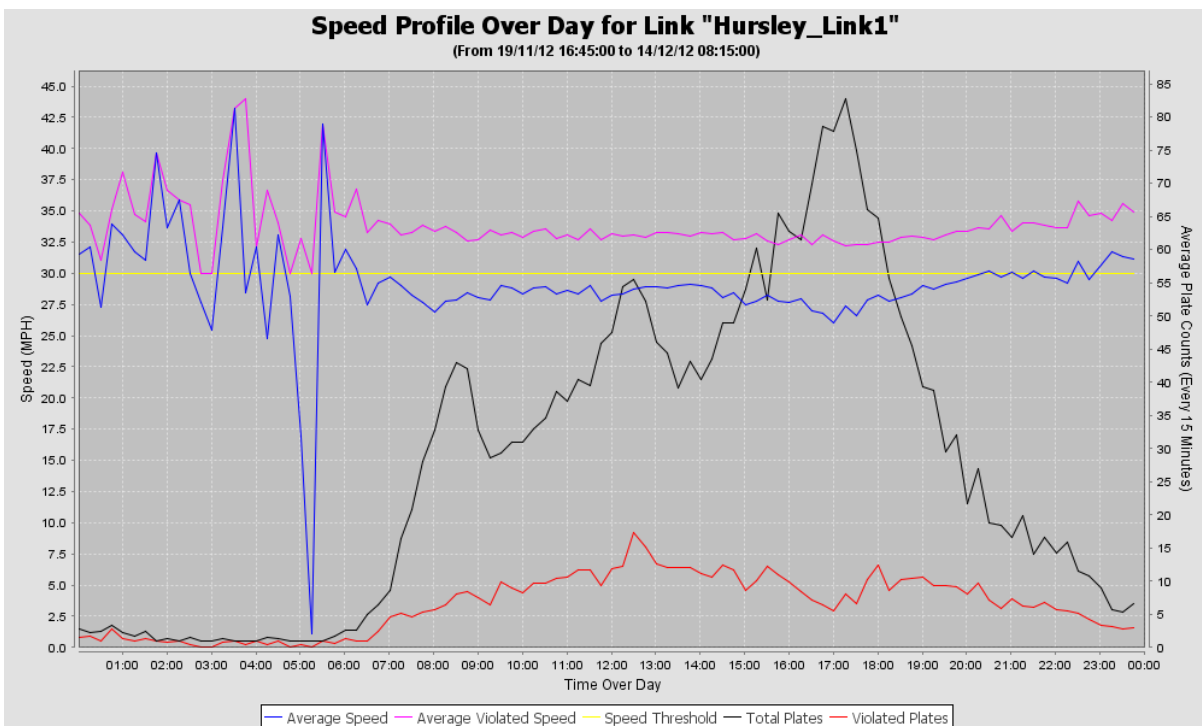
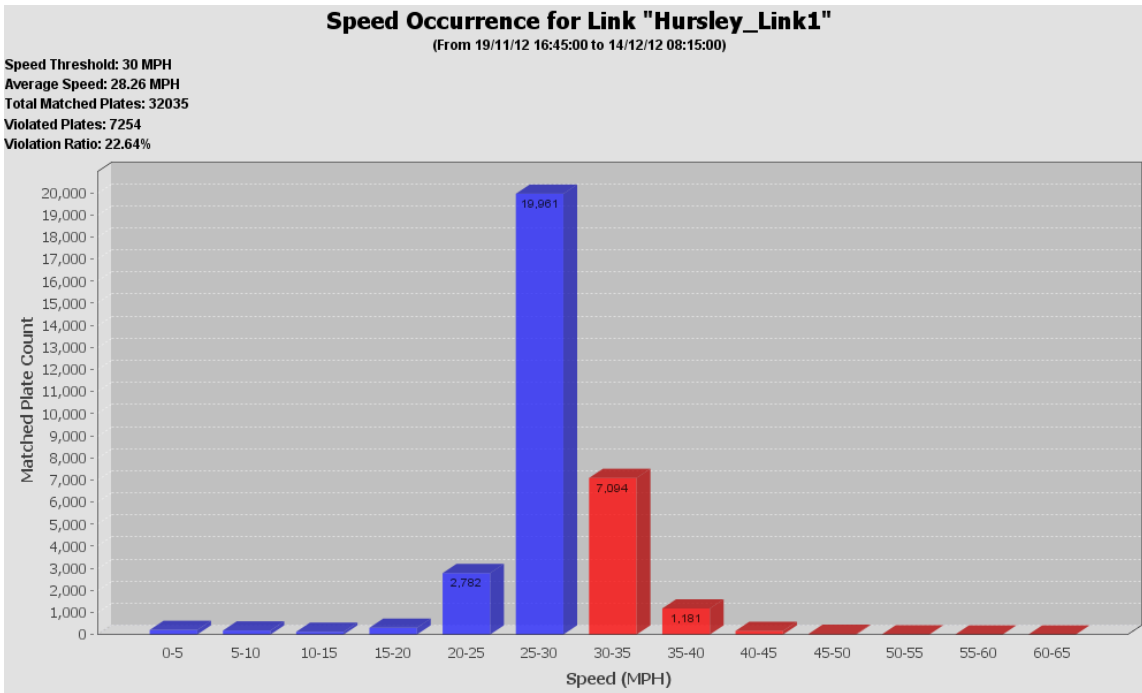
The highest speed recorded was **60mph**, which as a privately owned vehicle and this has been tasked to Road Policing Unit (RPU).

To date, the Safer Roads Unit has sent **65** letters to the keepers of the vehicles travelling at the highest speeds.

I would expect that when we receive the data for the remainder of the trial we will end up sending around **200** letters in total.

**WE NEED TO TAKE SOME ACTION.**

HPC will have to approach the appropriate people and correct channels if they wish to look at this system or a similar system as a solution to their local problem. HC have set guidelines and parameters to which dictate, when and where enforcement systems, are installed or enforced and at the present time Hursley doesn't meet this criteria.









### Features

- UK Home Office Type Approved (HOTA)
- Formerly known as the Speedspike camera
- Independently time-locked using GPS time (primary) with high stability crystal oscillator driven real-time clock (secondary)
- Approximately 10,000 evidential records may be stored locally
- Site to site (any lane to any lane)
- 24/7 operation for enforcement of speeds of 20 mph and above

### Benefits

- Reliable, long-term operation in a variety of operating environments
- Generate full violation record
- Cost effective enforcement



## An automated “distance over time” speed enforcement solution

### Overview

The 3M™ Average Speed Camera System is a Home Office Type Approved (HOTA) solution, suitable for deployment in several speed enforcement applications including, but not limited to:

- Speed enforcement to ensure speed limit compliance
- Speed enforcement to help minimise congestion
- Urban speed enforcement, to eliminate side street rat-runs
- Traffic calming to reduce carbon emissions
- Speed enforcement in school and residential areas

This system utilises dual cameras (IR and colour) and requires the use of a separate server and 3.5G connection. Each system server is configured with the site-IDs, camera-IDs of the deployed cameras along with the distance and enforcement speed between sites. There is a common enforcement speed applied to all enforcement lengths within a system (site-A to site-B and site-B to site-A). Capable of enforcing all speed limits of 20mph and above.

The 3M Average Speed Camera System computes the average speed of every vehicle detected at every site and compares this with the enforcement speed. If a violator is detected, the authenticated and encrypted images of the vehicle passing the linked sites are pulled from each camera for evidential records. A combined violation record is then generated. The record comprises of the camera site-IDs, enforcement link details, measured speed and time of violation, as well as the previous images. The entire violation record is then authenticated and encrypted and is written to a CD.



## 3M™ Average Speed Camera System

### Specifications

Dimensions (LxWxH)	426mm x 260mm x 205mm (including hood & Garmin)
Weight	7.8kgs (including hood & Garmin) 5.7 kgs
Full Resolution	IR Channel: 1,392 x 512 pixels Colour Overview Channel: 720 x 288 pixels
Field Rate	50 field/second
Power Consumption	35W, 48Vdc
Operating System	Embedded Linux
Operating Temperature	-40°C to +60°C
Illumination	Effective range: up to 28.9 meters

**Warranty, Limited Remedy, and Disclaimer:** Many factors beyond 3M's control and uniquely within user's knowledge and control can affect the use and performance of a 3M product in a particular application. User is solely responsible for evaluating the 3M product and determining whether it is fit for a particular purpose and suitable for user's method of application. Unless a different warranty is specifically stated on the applicable 3M product packaging, product literature, terms of sale or software license agreement, 3M warrants that (i) the 3M product will be free from substantial defects in material and workmanship under normal use and service, wear and tear excepted, for twelve (12) months from the date of shipment, and (ii) for software products, for twelve (12) months from the date of shipment, the software will materially perform the functions described in the accompanying documentation. **3M MAKES NO OTHER WARRANTIES OR CONDITIONS, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OR CONDITION OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR ANY IMPLIED WARRANTY OR CONDITION ARISING OUT OF A COURSE OF DEALING, CUSTOM OR USAGE OF TRADE.** If the 3M product does not conform to this warranty, then the sole and exclusive remedy is, at 3M's option, repair or replacement of the 3M product or refund of the purchase price.

**Limitation of Liability:** Except where prohibited by law, 3M will not be liable for any loss or damage arising from the 3M product, whether direct, indirect, special, incidental or consequential, regardless of the legal theory asserted, including warranty, contract, negligence or strict liability.



**Traffic Safety and Security Division  
3M United Kingdom plc**

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Cain Road, Bracknell  
Berkshire RG12 8HT  
Phone: 0800 0329597  
Email: uktraffic@mmm.com  
www.3m.co.uk/anpr

19057  
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75-0302-4140-2  
Sept 2014

**Hyde Parish Council**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

We feel that our local problems are not being addressed because of the lack of police officers in the Fordingbridge area. This Parish is in a rural area of the New Forest and we have problems with theft from cars, anti-social behaviour such as off-roading cars and motor bikes on Forest tracks and car park areas and late night speeding. The danger to people and livestock and the damage to the Forest and commons concerns and upsets our residents. Livestock is also injured in daylight for example in July a vehicle hit and drove over a donkey foal and did not stop this was outside the village primary school just before the children came out in at the end of school.

We would like to see more frequent patrols and mounted police around the Forest.

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Hyde Parish Council has had no contact with the P.C.C so councillors are unable to comment on its effectiveness.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

As above, any information available to us is via the PCC website.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

We do not have a Community Speed Watch so we are unable to comment.

- 5) *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

We support maximum fines, court action and loss of licences for drivers who commit traffic crimes and offences and more publicity so that consequences are well known.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

The Parish Council has noted the effect of the Speed Police van on the B3078 in reducing speeding, it is seen as a deterrent, we would like to see support for this initiative continue. We are also aware of the New Forest N.P development of the principle of shared space/roads which encourages people to respect other users; we support this as the narrow lanes in our parish host local people - many of whom are elderly, local traffic, visitors, walkers, cyclists and adapted cycles pulling buggies holding one or two young children (from a neighbouring holiday camp), horse riders and ponies with traps.

- 7) *Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?*

*We have concerns that urban areas are given high priority due to the number of residents and we would hope that rural areas are also closely scrutinised. Our question is – are the traffic related crime problems the same in rural areas as in urban or should there be separate strategies for the two different areas?*

**Kings Somborne Parish Council**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Not very effective at all especially in controlling boy racers, bikers and the speed on local estate roads and the A3057 which runs through King's Somborne village centre

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

No idea at Parish level but suspect minimal effort expended as we suspect from information received from others who have attended a PCC presentation that this area is not a priority

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

No communication at local level. Why not set up road shows to illustrate the dangers of speed, examples of nuisance and more to the point what is being done to mitigate? There is nothing more effective than a crashed vehicle on the roadside to concentrate a driver's thinking with a sign saying '3 dead here on (date)', for example

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Very effective initiative; we have a very active Community Speedwatch group in King's Somborne eg 51 speeding drivers reported in a 3 month period despite their trying to slow down when the hi-viz jackets were noticed! However, the scheme is becoming overly burdensome with the amount of detailed information required and the expertise on vehicle make recognition required. Surely the registration number and vehicle colour ought to be sufficient to identify the vehicle?

The effort expended by the PCC should be enhanced and every encouragement given to capitalise upon the willingness of volunteers to help make our roads safer. Budget cuts should not be allowed to minimalise the importance of this initiative.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Invest in more ANPR static cameras to provide better coverage across the county to allow for more effective tracking of offending vehicles

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

No other than Community Speedwatch

- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

No – and we understand the need for careful consideration of any initiative involving funding but it is a sadly believed conception that nothing will be done to mitigate a problem/area unless there is at least one death

- 1) *Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

We do not feel the PCC has responded to community concerns on traffic crime and nuisance at all well.

Traffic crime and nuisance are frequently raised by our parishioners. Specific areas of concern are:

**Speeding** – Minstead has many 40 mph forest roads. The C17 from Stoney Cross to Lyndhurst is a particular problem. There have been two fatalities in the past few years and animal accidents. As our active Speedwatch volunteers are not allowed to operate on 40 mph roads they can do nothing about this, and the police camera van visits are infrequent. We need more camera van visits, and the Speedwatch team to be able operate in 40 mph zones.

**Rat Runs** - The increased use of satnavs and smart phone apps has resulted in significant increases in the number of drivers using un-official 'rat run' bypasses. There is one particularly bad route between the A337 Cadnam to Lyndhurst and the A35 via Mill Lane and Blackwater Road. This route has a section of single track road which is unsuitable for large vehicles and those with trailers. During the tourist season it is often gridlocked. This causes significant nuisance to those who live there and would make emergency vehicle access difficult. We have had little success in trying to solve this. Our local PC and PCSO have done all they can to help but they cannot be everywhere. Unsuitable vehicles on a minor road are not likely to justify a 999 call, and reporting it via 101 seems to be a time consuming token gesture. Hampshire County Council is not interested as the route does not have a record of death or serious injury. If the PCC wishes to address this nuisance then he should encourage HCC to consider signage improvements in such situations, encourage satnav companies to show when roads are unsuitable for certain vehicles as this is a nationwide problem, and ensure that all HGVs use satnavs that show when a road is unsuitable.

**Parking** – We understand that parking is not usually a problem for the police. However, when it creates a dangerous situation we feel it should be. In Minstead village centre during the peak holiday season road users (including pedestrians, cyclists, and horse riders) are often forced to use the wrong side of the road with poor visibility. This could also have consequences for emergency vehicles should they need access. Recent cuts in funding for all public bodies potentially involved mean that is almost totally ignored. We believe the PCC should look to co-operate with other public bodies to develop a joined up approach to this issue and reduce the significant danger and nuisance that it causes.

- 2) *How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?*

We have not seen the PCC being effective in this area. See our answer to Question 1) for possible improvements.

- 3) *How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?*

The PCC did organise a workshop in Minstead earlier this year. However we have seen little or no evidence that any of the worries raised were listened to. We have an active Speedwatch team who are frustrated by not being allowed to operate on 40 mph roads. This has actually discouraged some residents from volunteering.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?*

Our local PC and PCSO have been excellent in supporting our Community Speedwatch Scheme. However the inability to operate on 40 mph roads significantly reduces the scheme's effectiveness. See answers to Questions 1) and 3).

- 5) *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight.*

See answers above.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

No comment.

- 7) *Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?*

No comment.



# OWSLEBURY



## OWSLEBURY & MORESTEAD NEIGHBOURHOOD WATCH

AND

## OWSLEBURY PARISH COUNCIL

29<sup>th</sup> August 2017

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1	<p><i>How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach</i></p> <p><i>The combined population of Owslebury &amp; Morestead is less than 900 souls, spread over a considerable area. Police Officers visit when they can, and more frequently would help, but we understand that this is not always operationally possible.</i></p> <p><i>CONCLUSION It seems until there are more officers available this cannot change.</i></p> <p><i>Therefore, the current policing provision is unlikely to change, much as it is desirable.</i></p>
2	<p><i>How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future.</i></p> <p><i>Up to the present, we see little concrete successful effort in seeking possible solutions / alleviations to the "Rat Run" through Owslebury (Morning peak times = 350 car per hour), and, on the C9 Morestead Road,( far greater traffic flows at peak times ).</i></p> <p><i>CONCLUSION Thus seen from here the PCC, his office, their partners, and Hampshire County Council have yet to help avoid serious injury in these villages, which are without pavements</i></p>
3	<p><i>How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you</i></p>



*suggest how the PCC could improve his interaction with local communities in the future?*

*The Parish Council meets monthly, and the Neighbourhood Watch quarterly, 30 minutes beforehand, in the same venue. Both have extended permanent invitations to Police Officers to join these meetings, to share information. They do attend, when operational demands allow - but not often. Locally there are meetings covering a wider region, organised by Police Officers. These sometimes clash with the aforementioned gatherings.*

*CONCLUSION : Communication with those that could help us needs improvement.*

4 *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes*

*Police Advice discouraged SpeedWatch use on the C9 Morestead Road (40 m p h limit) and Whaddon Lane (30 m p h limit ) since safe sites for equipment and operators could not be identified – due to the speed of traffic !*

*COMMENT The maximum recorded speed of a car on the unrestricted speed limit section of Whaddon Lane is 90 m p h. Unrestricted speed limit Hurst Lane also sees some vehicles travelling very quickly, raising similar safety concerns a above.*

*CONCLUSION Hence Speed Watch cannot be put into operation.*

**OWSLEBURY**



**OWSLEBURY & MORESTEAD NEIGHBOURHOOD WATCH**

AND  
OWSLEBURY PARISH COUNCIL  
29<sup>th</sup> August 2017

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5	<p><i>What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight, ( and everywhere else !)</i></p> <p><i>The Parish Council is looking at replicating traffic calming solutions seen / proposed in other nearby villages, In addition we look particularly to the Hampshire County Council to help us, in view of the current present danger, every weekday brought by "Rat Run" traffic.</i></p> <p><i>CONCLUSION Better directed traffic, enhanced awareness of what is around moving vehicles, and speed constraints are to be encouraged. Indeed not just in Hampshire, but in many places, a consideration of all other road users often appears to be lacking.</i></p> <p><i>We live in a 30 m p h zone, with a Primary School in the village centre. This should be a 20 m p h zone. The 30 m p h zone is at the top of narrow Whaddon Lane (SO21 1JL), which "Rat Run" traffic visits twice a working day .</i></p> <p><i>Between the B2177 (50 m p h ) speed restricted road and the aforementioned 30 m p h zone on Whaddon Lane the national speed limit 60 m p h applies. SECOND CONCLUSION Thus we believe that from B2177 to the village edge there should be a monitored speed limit of 40 m p h zone, with 20 m p h through the village, matched with traffic calming installations, compatible to agricultural traffic,</i></p>
6	<p><i>Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?</i></p> <p><i>CONCLUSION We understand traffic calming systems are currently experiencing some success in Buriton ( GU31 5RX ). The Owslebury Parish Council is monitoring these systems carefully.</i></p>
7	<p><i>Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic</i></p> <p><i>CONCLUSION Owslebury and Morestead currently record little criminality involving vehicles : recently occasional theft from cars, and vans, and very rarely cars at Marwell Wildlife Zoological Park. May it continue to be so. Given pressure on officer numbers, we ask for more warning notices, and CCTV cameras, and, as stressed above, means of calming traffic before we have a fatality in our village, a current, ever present danger.</i></p>
<b>NOTA BENE</b>	<p><i>These comments reflect the <b>present</b> position, although the imminence of vastly increased traffic through our villages, due to nearby housing developments currently being undertaken and / or about to be undertaken, can only exacerbate matters and the dangers discussed above.</i></p>

### **Ringwood Town Council**

The following responses are offered to the questions being addressed based on informal canvass of our elected members' views (they should not be construed as formal council policy):

- 1) *Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

**Response:** Our members continue to receive comments from local residents that they no longer bother reporting incidents because previous reports and requests for action have been ignored. The PCC could encourage the Chief Constable to explore innovative approaches and the use of digital technology to make reporting incidents and concerns easier and to communicate the Police response back to members of the public.

- 2) *How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? How could the PCC improve this approach?*

**Response:** There remains a perception among our members (which is probably shared with the wider community) that greater effort has been directed at motorists than against other perpetrators of traffic related crime and nuisance. That may derive from the greater visibility of measures aimed at motorists but without better engagement, it is hard to tell. Town and parish councils make up the tier of local government closest to communities. The PCC could explore opportunities for engaging with us better (either individually or collectively through our county association).

- 3) *How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their communities? How could the PCC improve this approach?*

**Response:** Our experience is that the concerns of local residents around traffic crime and road safety tend to raise complex issues that cross the remit boundaries of multiple organisations (e.g. highway design, street-lighting, traffic regulation, acquisitive crime, motoring offences, anti-social behaviour of varying degrees of severity, car park provision, etc.). Community engagement conducted independently by each relevant organisation tends therefore to be ineffective. The PCC could promote a more “joined-up” communication approach by exploring opportunities to arrange initiatives with multiple agencies (e.g. Police, the local highways authority, Highways England and local town and parish councils).

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?*

**Response:** Our perception is that the effectiveness of this scheme is highly variable depending on local conditions (especially the availability of volunteers and suitable sites). The PCC’s role is therefore likely to be limited to promoting a flexible approach to Police support for this Scheme; active support where it is effective, realistic withdrawal where it isn’t.

- 5) *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

**Response:** We respectfully suggest that priorities are better determined by the PCC and the Chief Constable following the relevant evidence (e.g. that derived from reports of crime and the British Crime Survey and what has worked elsewhere and in the past in reducing them) than seeking the thoughts of consultees, however worthy. It is probably more important to communicate clearly and honestly what

actions are being prioritized and why than to engage in prior consultation about them.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

**Response:** No but we would hope that the Panel's proactive scrutiny will include some probing of the PCC's efforts to research and evaluate such approaches.

- 7) *Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?*

**Response:** Only our commitment to work with the Panel, the PCC and the Police to address this issue as best we all can with the resources available to us.

### **Sparsholt Parish Council**

- 1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

A) Not at all effective. The PCC should engage with communities &/or organizations that represent them to understand their concerns

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

A) Until this communication, I've not seen any evidence that the PCC has any interest in the concerns of communities related to traffic crime and nuisance

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

A) Not at all. Try communicating directly with Parish Councils, the majority of whom have a councilor with responsibility for Highways and another for Crime/Nuisance

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*
- A) Our experience was that this is an exercise mired in bureaucracy and operationally is almost a total of waste of time.
- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*
- A) To meaningfully engage with the communities &/or organizations that represent them to understand their concerns and then allocate resources to address the issues identified.
- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*
- A) No. Apart, from our PCSO, I'm only aware of the frustration and concern arising from a general lack of engagement by the PCC and the Hampshire & I o W Constabulary
- 7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*
- A) Rather hoped that the above would assist the PCP with its scrutiny of this topic.

### **Sway Parish Council**

1. *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

Sway Parish Council fully endorse the separate submission from Sway Community SpeedWatch. Speeding is viewed as a high priority item for Sway residents. Sway Community SpeedWatch have consistently highlighted the areas of greatest concern, however there has been little or no police action taken in response to their efforts. The PCC should put more focus on this issue.

The Civil Parish of Sway has a very small number of marked parking restrictions, however at school dropoff and pickup times these are too often ignored to the detriment of access for those with mobility needs. A recent report to Hampshire County Council raised the issue of the difficulty mobility scooter users have in negotiating the pathways and drop kerbs within Sway village, often due to inconsiderate or illegal parking. Occasional Police presence at such times would go a long way to helping resolve such problems. Similarly at such times there is often severe congestion along Station Road that is exacerbated by inconsiderate parking.

Sway Parish Council meetings would always welcome a visit from a member of the local policing team; our invites have not resulted in a single visit within the last few years. The PCC could encourage the Chief Constable to take local councils more seriously.



2. *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Hampshire County Council do nothing to address the speeding problems in Sway despite the fact that speeding is viewed as one of the highest priority problems for Sway residents. The PCC needs to work with the police and the highways authority to develop cost effective solutions to address speeding issues. Reliance on Community SpeedWatch alone is not sufficient.

3. *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Sway Parish Council is not aware of any communication from the PCC of this kind.

4. *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Sway is highly fortunate in having a very active and efficient group of Community SpeedWatch volunteers. Monthly reports on their activities are received by our Planning and Transport Committee. Apart from the active participation of four of our Parish Councillors in this, sadly there is little else that we are able to do to help them reduce the amount of speeding through our parish. Every attempt on our part to get the highways authority to treat the speeding situation seriously is simply met with the response that there are no funds available. The police also appear disinterested in helping improve the situation. This is disheartening to both the Community SpeedWatch volunteers and the Parish Council.

The PCC could play a far more active role in raising the profile of Community SpeedWatch and in pushing for permanent solutions at those locations where excessive speeding is being highlighted by CSW as a serious problem.

When the previous PCC visited Sway Parish Council he suggested that any errant motorist who has had three letters arising from CSW recordings and has therefore had a visit from the police, should not be given the option of a driver-awareness training course if subsequently caught speeding by police, but should be fined and have their licence endorsed. Clearly any driver-awareness action would be unlikely to register. Sway thought this an excellent plan.

5. *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

There needs to be far more visible policing. We rarely see any police in Sway. In addition, we rarely see any visible support for our Community SpeedWatch volunteers, from the local police

6. *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Social media suggests that other areas in the UK provide far more active police support for initiatives such as Community SpeedWatch. Indeed a number of policing areas appear to actively participate in SpeedWatch activities. Simply following the twitter handle "Community Speedwatch" will give you some idea as to the work being done in other areas of the country.

*Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

The PCC is welcome to attend one of our Parish Council meetings. This might encourage more useful dialogue. His predecessor was well received soon after his election. There is a vast fund of data on the Sway Parish Council Community SpeedWatch page at <http://www.sway-pc.gov.uk/csw>

**Worldham Parish Council**

- 2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

None – more effective co-operation between the police and Parish Councils to approve traffic mitigation measures suggested by the Parish Councils.

- 3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

Not at all

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

The local Speedwatch in and around Alton has been effective over the last few years. However it is in serious danger of collapsing since the Alton Police station closed. The

equipment and booking out the equipment to the various teams was undertaken from the Police Station. This is no longer the case and is and the equipment is stored in a member of the public's garage and an informal booking system is taking place between the Speedwatch co-ordinators. This is totally unsatisfactory. It took Worldham over 2 months to locate where the equipment was being stored, resulting in no road side activity for nearly 3 months..

As a priority the Police need to store the equipment on their new Alton premises and to take over the booking system. Without this the Speedwatch is in danger of folding.

The experience of Worldham is that Speedwatch is having a deterrent effect, but needs to be backed up by more visible policing.

- 5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

More visible policing and effective enforcement of the speed limits.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

None

**Age UK IOW**

- 1) *Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

There was significant disquiet recently amongst some of our volunteers (650 in total) and clients (650 in total) on the Age UKIW Good Neighbour Scheme about the IOW Traffic Department effectively ceasing their operational presence here. Everyone appreciated the effects of austerity and the resulting budget cuts on policing and other services so they reluctantly accepted this was going to happen. The way this was communicated to the Island community via the media was not particularly well done and regrettably led to significant apprehension about the future of road safety on the Island. I am not sure our wider Age UKIW client group (10,950 clients) would accept that there is currently an effective provision for concerns over traffic and nuisance on the Island.

- 2) *How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?*

Relations between the OPCC and our charity continue to be excellent. Communication is regular and very clear. OPCC staff are always available and we feel effective dialogue regularly takes place between us. This communication tends to be project focussed and so far has not included traffic nuisance as a specific topic for discussion.

The majority of our clients and volunteers are aware of the OPCC. An important part of this awareness is due to the projects we have at Age UKIW currently funded by the OPCC which we positively advocate at every opportunity. As a charity we have a significant footprint which allows us to be sensitive to current community vibes. I am not sure that OPCC engagement currently drills deep enough into local communities. Effective community engagement is a time consuming, specialist activity. If not done properly feedback obtained can often present an inaccurate picture and engagement can often by default involve only those in the community who are enabled and active, (e.g. low hanging fruit).

For engagement to be more successful increasingly more imaginative approaches need to be encouraged. A truly representative cross section of the community needs the chance to engage, talk, listen and respond, if we want to help generate innovative solutions to create safer communities and reduce traffic crime.

A good opportunity for increasing public engagement would be to 'piggy back' onto existing public forums and meetings and make OPCC engagement a specific activity within those events. An example of this would be our current round of 'Age Friendly' forums (six events across the IOW in September) which are held four times a year.

- 3) *How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?*

In this modern age it is easy to assume everyone is digitally included. Our work here at Age UKIW shows that this is still far from the truth. We have a significant older demographic across the Island with 1 in 4 residents being over 65. A large number of these people are still not digitally enabled. This effectively excludes those individuals from accessing social media content and internet web sites. Any communications strategy should include the use of 'analogue' materials such as posters and leaflets displayed in spaces such as church halls, doctor's surgeries, parish council notice boards etc. Materials in these places are widely read by the older population. Using key partners as multipliers of information is also a very important tool. Last year for instance Age UKIW had over 10,000 contacts with Island residents over 50 years of age. Other Island organisations also enjoy a significant number of client contacts.

Also consider:

- Taking projects into the communities to empower local residents to be part of the solution.
  - Use face to face contact with NPT's and use accessible local community venues. Recognise the true value of human contact. IT alone will not solve these problems.
  - Pro-actively include minority groups.
  - Utilise existing community groups such as NHW and voluntary sector organisations.
- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?*

Research shows that community Speedwatch initiatives can reduce incidents of speeding, but in order to be effective it needs to be long term with regular enforcement taking place. This requires significant community involvement and input. Driver education and making small changes to road layout (e.g. staggered parking) are also necessary elements in any long term plan and need co-ordinated input from relevant partners.

The fear of getting caught is one of the most powerful deterrents in any preventative operation. I travel round the IOW extensively and have never seen a community Speedwatch scheme in operation, neither have any of my colleagues. It has low visibility amongst our client group and very few people on the Island appear to even be aware of it. In order to be a credible deterrent it needs to be visible and active within communities.

Our experience at Age UKIW is that community groups, even those with low social capital, have the potential, with the right support, to generate their own solutions to their own priorities. Speeding is often a genuine community concern, particularly in rural villages, but residents often feel powerless to solve the issue. The solution to this is information and aspiration. Communities are generally unaware that they could form their own Speedwatch, or even how to go about forming one. They also need the appropriate support and mentoring to get a scheme off the ground.

- 5) *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*
- Drink Driving

- Speeding
- Use of mobile phones while driving.
- Detection of document offences.
- Education of young drivers/riders to reduce fatalities.

6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

For this to succeed for everyone, we need to encourage and support more imaginative approaches. We should be prepared to be risk positive but risk aware, a difficult thing to do sometimes in a statutory sector organisation environment. We have found many times that communities are often sitting on a 'million dollar idea'. People need the chance to engage, talk, listen and respond, if we want to help generate innovative solutions to create safer communities, crime prevention and crime reduction in neighbourhoods.

Ideas for successful approaches:

- Other areas have successfully used high visibility signs on the approach to a neighbourhood.
- Another very effective way of reducing speed is the use of permanent vehicle activated signs (VAS) to alert drivers to the speed limit or to warn them of a potential hazard (Newport road, Cowes for example).
- Implementation of a 20 mph speed limit within town and village boundaries is another very effective method. This could include a maximum 40 mph speed limit in other areas. There is much support for this on the Island.
- One innovative idea is to create a local speed lottery. The idea is controversial but simple. Some of the revenue obtained from speeding tickets goes into a local lottery. Island drivers can enter the lottery by registering personal and car details. Drivers who have not been given a speeding ticket are entered for a chance to win the money. This innovative scheme rewards good driving and creates stakeholder engagement. The same scheme could be run for parking tickets to create a positive attitude towards sensible parking.



- 7) Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?

Final Words - Food for Thought:

A partner meeting was held at Age UKIW earlier this year which was attended by 90% (8 out of 9) of the current Island NHW co-ordinators. The purpose of the meeting was to discuss the future of NHW on the Island and seek support for a bid made to the OPCC by Age UKIW for an NHW based project. All present recognised the need for NHW to refresh its image, which hasn't changed since its inception in 1986, and move forward into a new model of working. The high level of engagement by stakeholders clearly illustrated the will to move forward and demonstrated the NHW coordinators confidence in Age UKIW being able to deliver results. There was a recognition from all those present that current police resources meant that interactions between the IOW NHW and NPT teams were less frequent and the IOW scheme was in danger of losing focus and members.

The basis for our project proposal was that in our view a more modern, fit for purpose, NHW model complemented by the existing Good Neighbour Scheme would be the appropriate vehicle from which to create and nurture this new solution.

The result would be a modern & dynamic volunteer network that could respond more quickly to meet unplanned and emerging need at locality level. The project planned to significantly increase the capacity of NHW on the Island & build community resilience. It would have supported existing NHW groups make the transition from the traditional model to one of proactive participation that contributed to the wider outcomes of the Island's Neighbourhood Policing Teams & the Island's Community Safety Partnership.

Our research clearly showed that an area with an effective & properly run NHW was associated with a significant reduction in crime and nuisance. However, these studies also showed that variation in practices across schemes could dramatically reduce their effectiveness. This project planned to look at collating best practice & ensure a consistent approach to NHW across the IOW.

We planned to enable a significant community presence for safer neighbourhoods supporting neighbourhood policing teams as they juggled on a day to day basis resource pressures and the need to deliver reactive, response-oriented policing.

The new model was also designed to support information dissemination in local neighbourhoods. Despite best efforts by the IOW police, our older residents regularly reported feeling left behind in finding out about the latest Island initiatives and successes because many of these, (e.g. local beat surgery times), are reported on

social media platforms, the internet or at the post office or village shop, which are not accessible by our large cohort of digitally excluded, physically frail, older Islanders.

The new model planned to enable improved information dissemination about, and participation in, local NHW activity. The IOW NHW currently has a low profile, the main source of information being its website, which is not fully accessible and is not user friendly for any older person with sensory impairment issues.

Regrettably the bid was not successful. Had it been successful the new model we proposed would have been invaluable in meeting issues raised in this document. It would have provided a structure through which positive messages and information could be effectively delivered at community level. It would have been able to support the creation of community Speedwatch groups across the Island. This network would also have been invaluable in assisting in community engagement activities on behalf of the police and OPCC.

Our view is that NHW is a sleeping giant whose true potential has never been truly tapped or explored.



# Age Friendly Island Public Forums



**Tuesday 12 Sept - Riverside Centre, Newport - 10.30am - 12.30pm**

**Tuesday 12 Sept - Riverside Centre, Newport - 4.30pm - 6.30pm**

**Wednesday 20 Sept - Sandown Library - 1.30pm - 3.30pm**

**Thursday 14 Sept - All Saints Church, Ryde - 10.30am - 12.30pm**

**Thursday 21 Sept - West Wight Sports Centre- 10.30am - 12.30pm**

**Thursday 21 Sept - Cowes Community Club - 2.00pm - 4.00pm**

***Open to all Islanders over 50, with feedback from previous forums, hear about the Celebrating Age Festival and the NHS Acute (hospital based) services redesign. With Amey Waste at Newport pm & Ryde forums.***

Newport - 10 mins from Newport bus station, car access via Fairlee

Sandown - Bus 2, 3 & 8 Victoria Road stop, parking Station Avenue

Ryde - Bus stop outside church on Queens Road, free parking

West Wight - Bus 7, School Green Road stop, paid car park on site

Cowes - Bus stop at recreation ground, Park Road, free car park

Light refreshments will be provided and transport can be arranged for those with mobility issues. For transport requests please contact:

Age UK Isle of Wight on 525282 and ask for Helen or email:

[hello@agefriendlyisland.org](mailto:hello@agefriendlyisland.org)

Badger Trust Isle of Wight have been petitioning Island Roads/Isle of Wight Council for over 4 years to erect "Slow Down for Badgers" road signs in some hotspot areas where there are a considerable number of badger fatalities on the roads, but have recently had our request denied due to budget cuts. We are now looking in to the possibility of providing warning signs ourselves, as have the Red Squirrel Trust on the island, but this is a considerable expense for small charities like ourselves and something we would not have to pursue if there were lower speed limits on the island generally and they were enforced by speed cameras and/or the Police.

In 2016 there were 239 reported badger deaths on the islands' roads and similar numbers in previous years, so we can only imagine that the actual incidence is far greater. Whilst there are some incidents that are unavoidable where badger setts are adjacent to roads, a far greater number could be avoided if motorists slowed down and at least gave wildlife a chance. There are certain roads on the island that are a race track at night and during early morning commuting which have the national speed limit, instead of a limit more suited to rural roads, particularly the Military Road and Middle Road (Newport Road B3399 and Calbourne Road B3401). Bowcombe Road, Whippingham Road, Whitwell Road and Newport Road, Cowes also have high number of badger fatalities. These roads could do with speed cameras to enforce lower speed limits. We appreciate that Police resources are limited and there have been cuts in the service, but we were not even aware of the fact that there is a Community Speedwatch Scheme. Where and how does it operate as we have not seen any evidence of it? It would be good if the Police could work with the Council in imposing speed limits more suitable to rural roads and then be more proactive in enforcing them.

Badger Trust Isle of Wight meets with the wildlife Police every 6 months and we would welcome ways in which we could work together to try and lessen the number of animal casualties on the highways. The mainland Badger Trust currently has a national campaign narrated by wildlife presenter Mike Dilger, which addresses this issue and can be viewed on the following hyperlink.

<https://www.badger.org.uk/brake>

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- 1) *Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance?*

Community concerns relating to traffic crime and/or nuisance are managed by local neighbourhood teams. Where these concerns require additional expertise or support the local neighbourhood teams can request the support of the Joint Operations Roads Policing department.

Examples of Roads Policing supporting local policing include Operation Adversar, the response to nuisance motor bikes, and Operation Safe Pass improving awareness of road users towards cyclists.

- 2) *How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?*

Road safety campaigns follow the national campaigns calendar with policing resources being allocated to support those initiatives identified as areas of concern and/or risk for our communities. This is managed through a monthly tasking process. Feeding into this tasking process the departments Road Safety team meets quarterly with each of the three Area Road Safety Councils (North, South and Central), and bimonthly with Hampshire County council, Portsmouth City council, Southampton City council, Hampshire Fire and Rescue and IOW Fire and Rescue to coordinate our approach to road safety.

- 3) *How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?*

In terms of improvement, technology is making the submission of dash / head camera footage more viable but processing such data would also require an uplift in staffing resources.

Centrally we have a team which administers and has an overview of Community Speedwatch. If traffic issues are raised at a Neighbourhood level via community engagement or complaints, NPT teams can link in with the Strategic Partnerships Coordinators to develop new Community Speedwatch Groups in order that volunteers can respond to issues in their own communities. The central team deal with volunteer recruitment, training and ongoing support to CSW groups and link in with the Neighbourhood SPOC.

The central team where appropriate do also attend community events where CSW volunteers are invited to attend in order to promote the scheme and talk about what they do. This raises the profile of CSW and allows members of the public to see how they can be involved.

With regard to improvement, Community Speedwatch Schemes do come at a cost, which has to be met either by the local community or through support of local Parish Councils. In the past financial support has been provided by the PCC's office on a match funding basis. It may be worth reconsidering this option in the future to support new schemes as well as those schemes who will need to renew their equipment.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?*

Assessing the effectiveness of CSW in deterring motorists from exceeding speed limits is difficult. It is not always possible to compare like for like data as volunteers operate the schemes on different days and at different times depending on availability. Speedwatch does also take place on roads where enforcement activity is operated at different times and therefore it would be difficult to establish whether the Speedwatch operation has any impact if a reduction in speeding were noticed.

There is an escalation policy within the Speedwatch scheme whereby a driver may receive a visit from an NPT team on the third occasion of being observed exceeding the speed limit. Or targeted activity can take place if a persistent offender is identified, but this may depend on the NPT capacity to respond.

Overall to date we have been unable to establish whether CSW makes a positive difference to speeding. However what we should not lose sight of is the effect of the visible deterrent that CSW volunteers have on road safety during the times when they are conducting their activity.

It should also be recognised that Hampshire Constabulary have finite resources and therefore the support of volunteers to work in an educational capacity is valued, particularly on an issue such as speeding which is perceived by many communities as affecting their quality of life.

The success of the scheme may be more of a subjective issue with regard to how communities and volunteers value the activity as opposed to it being a statistically based outcome. To date this has not been measured.

- 5) *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Priorities need to be focused on where the greatest risk is to road users and our communities. The current focus is on the 'fatal 4', namely speeding, distraction, drink/drug driving and seatbelts. Having identified these as priorities the next step has to be targeting those most vulnerable in these areas. Targeting should be a balance between enforcement for example speeding, but also greater awareness for example the Safe Drive Stay Alive initiative which promoted Road safety to more than 30'000 14-17 year olds last year across Hampshire and the Thames Valley.

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

Police in partnership run a number of operations / initiatives including:

Safe Pass – raising awareness / supporting pedal cyclists

Bike Safe – raising awareness for motor cyclists

Safe Drive Stay Alive – raising awareness of road safety to teenagers

Older Drivers Scheme – promoting safe driving for older drivers

Operation Adversar – enforcement of motorcycle speed / nuisance

Driver Awareness courses – run as an alternative to prosecution for offences including speeding, distraction, no seat belt.

- 7) *Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?*

Local communities will often propose the use of average speed cameras as a means to reducing excess speed in their communities. Whilst this technology is coming down in price and becoming more viable care needs to be taken as to how such technology is deployed. Police would advise there being a causal link between speed and accident data otherwise there is the potential to displace the problem and/or impact on prosecution capacity at the risk of undermining other road safety priorities.

Dear David

**Hampshire Police and Crime Panel's proactive scrutiny of 'the impacts of traffic related crime and nuisance within communities'**

Thank you for your letter regarding the above and for updating me on the work of the Police and Crime panel, particularly its plans scrutinise and support the Police and Crime Commissioner's intention to prevent and tackle traffic related crime and nuisance across Hampshire and the Isle of Wight.

Please accept this letter in response to your invitation to submit written evidence to inform your forthcoming scrutiny session. My comments are brief as I rarely work directly with the Police and Crime Commissioner. However, I am pleased to report that traffic and safety officers in the County Council's Department for Economy, Transport and Environment, generally have a very good working relationship with Hampshire Police.

Council Officers work with Police Offices on a range of traffic safety and casualty reduction initiatives. Examples of where there is effective interaction include on the Crime Reduction Partnership (CRP), education programmes, road safety campaigns and joint work on various safety initiatives run throughout the year, including schemes to support older drivers and schemes targeted at young drivers (Safe Drive, Stay Alive).

A good example of where the Police and Crime Commissioner has helped to ensure an effective response to community concerns relating to traffic disturbance was towards the end of last year when he called a meeting of all interested parties, to consider problems of noise from motorcycles along the A32 in the Meon Valley. I attended that meeting, which was held in December, along with the local Member of Parliament, and officers from

*Executive Member for Environment and Transport*  
**Councillor Rob Humby**

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2017/18 21 HAMPSHIRE



Hampshire Constabulary and the County Council, as well as parish councillors and local residents. There was strong agreement between the Police and the County Council that, as in all cases, safety was the top priority. However, I recall the Commissioner also rightly offered to help the community where there was clear evidence to justify assistance. There have been a number of similar situations involving anti-social driving where the Police and County Council have worked effectively together to help address local concerns.

I hope these brief comments are of some assistance to your scrutiny session.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Rob Humby', written in a cursive style.

Cllr Rob Humby  
Executive Member for Environment and Transport

- 1) *Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?*

As a partner organisation we are unable to provide evidence, however partnership working between the Police, Fire Service and local authorities is well established within local communities.

- 2) *How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?*

Hampshire Constabulary works in partnership with Hampshire Fire and Rescue Service, Hampshire County Council, Portsmouth City Council, Southampton City Council, Isle of Wight Council, Her Majesty's Courts Service, The Highways Agency, and Ambulance Services of Hampshire and the Isle of Wight respectively. The aim of the Hampshire and Isle of Wight Safer Roads Partnership is to reduce road traffic collisions through education and targeted enforcement activity.

Fixed penalty notices and driver awareness courses are given to those road users detected committing an offence by the Constabulary. Targeted education initiatives are offered, delivered, and supported through the partnership.

- 3) *How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?*

Hampshire Constabulary are active within the community and develop initiatives, in partnership, to help address local issues.

How the PCC could improve this approach is by supporting community initiatives that demonstrate and improve road safety, in particular to the age group 16-25 who are high risk of fatal accidents / incidents and by targeting anti-social behaviour in key geographical areas.

- 4) *How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?*

Hampshire Fire and Rescue view this as a positive way of engaging the local communities in road safety. The effectiveness of the programme within Hampshire needs to be evaluated and then the programme developed and expanded across the region.

- 5) *What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

PCC recognition and support of the partnership working already taking place through the Hampshire and Isle of Wight Safer Roads Partnership

- 6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?*

The Hampshire and Isle of Wight Safer Roads Partnership have developed a number of successful road safety initiatives.

For example;

- Safe Drive, Stay Alive
- Christmas drink drive campaign
- Older driver's forum
- BikeSafe
- Project Pictogram
- #FriendsDriveSafe Campaign

Dear Cllr Stewart,

**Re: Hampshire Police and Crime Panel's proactive scrutiny of 'the impact of traffic related crime and nuisance within communities'.**

Thank you for your email addressed to Jim O'Sullivan, Chief Executive of Highways England, dated 2 August 2017 on behalf of the Hampshire Police and Crime Panel (PCP). As this issue falls within my area of responsibility, I have been asked to reply to you personally on this matter.

Please find our response to the questions the PCP has posed below. After reviewing the documentation and associated links, it is evident that the priority for the PCP lies with the local roads network. As we operate, maintain and improve England's motorways and major A roads, our road safety interactions with local communities are primarily focused on the Strategic Road Network (SRN). However, we have endeavoured to respond to the questions the PCP has posed and hope that you find our contributions helpful, and that they provide some insight into how we could potentially collaborate to achieve our collective goal of enhanced road safety.

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### Hampshire Police and Crime Panel (PCP)

#### **Evidence from Highways England to the PCP's proactive scrutiny session**

1) *How effective do you feel the current policing provision is in response to community concerns related to traffic crime and nuisance, within Hampshire and the Isle of Wight? Can you identify any areas where the PCC could work with the Chief Constable to improve the current approach?*

We, Highways England, are responsible for operating, maintaining and improving England's motorways and major A roads. We have set ourselves a challenging long term vision that no one should be harmed whilst travelling or working on the Strategic Road Network (SRN). Engagement with partners is a central part of the evolution and implementation of this vision.

We would welcome recognition from the PCP and PCC, that a continued and improving collaborative approach to roads policing on the SRN in Hampshire is a key priority, demonstrated by ongoing support for our Traffic Officer Services (TOS) and incident management operatives. A co-ordinated roads policing approach with the TOS helps clear incidents quickly, reduces the impact of incident related congestion (on and off the SRN) and also helps reduce the risk of secondary incidents.

2) *How well do you feel the PCC and his office have worked with partners to tackle traffic nuisance, and seek innovative solutions to prevent and reduce the impact this has within communities? Can you identify any opportunities for further partnership working in the future?*

Our engagement with local community traffic crime and nuisance campaigns is limited, and we therefore feel we cannot comment on the PCC's performance in this area. We recognise that there are opportunities (working with our communication channels) for improved partnership working and information sharing for the benefit of the travelling public.

3) *How well has the PCC communicated with you and other local residents to better understand your concerns around traffic crime and encourage active involvement in improving road safety within your local community? Can you suggest how the PCC could improve his interaction with local communities in the future?*

We are not currently aware of any interaction with the PCC. Our road safety interaction with local communities is primarily focused on the SRN. We would not put forward any suggestions at this time.

4) *How effective do you feel the Community Speed Watch Scheme is in deterring motorists from exceeding speed limits? How could the success of this approach be evaluated and what role could the PCC play in enhancing community based road safety schemes?*

Community Speed Watch Schemes do not operate on the SRN. We are unable to comment.

5) *What actions do you think should be a priority to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?*

Our emphasis is primarily the SRN and we would take the opportunity to re-emphasise the need for a continuing and improving collaborative relationship with the TOS and incident management operatives, to deliver enhanced road safety across Hampshire and the Isle of Wight.

6) *Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you are aware of, either within Hampshire and the Isle of Wight or in other areas?*

We continue to work to remove dangerous behaviour by lorry drivers, especially those using mobile telephones, occurring on our network. Since 2015 and working with local Highways and Police Authorities we have run our very successful Operation Tramline initiative. This uses a specially adapted HGV to catch offenders. Further details can be found here: <https://www.gov.uk/government/news/hgv-cab-catches-almost-2700-dangerous-drivers-on-englands-roads>

7) *Is there anything further that you can provide to the PCP that will assist us with our proactive scrutiny of this topic?*

We have no further input at this time but we would take the opportunity to put forward the contact details for our Regional Safety Co-Ordinator should you require any further information about our approach to incident and casualty reduction on the SRN. As follows:

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Police and Crime Commissioner for Hampshire and IOW

# RESPONSE TO

Hampshire Police and Crime Panel's

## **Proactive Scrutiny into the impact of traffic related crime and nuisance within communities**

<b>Date</b>	29 August 2017
<b>Enquiries To</b>	Office of the Police and Crime Commissioner for Hampshire, St. George's Chambers, St. George's Street, Winchester, Hampshire, SO23 8AJ – <a href="mailto:opcc@hampshire.pnn.police.uk">opcc@hampshire.pnn.police.uk</a>  <a href="http://www.hampshire-pcc.gov.uk">www.hampshire-pcc.gov.uk</a>  Tel: 01962 871595

## Context

The consultation carried out during the production of the Police and Crime Plan highlighted a level of community concern about safety on our roads, whether that be about the number of people killed or seriously injured, or about the standard of driving by some road users and the impact this has on how safe this makes communities feel.

The Commissioner made a commitment to protect the measures that already exist, and explore innovations to tackle them, as part of the 'Championing Community Needs' pillar. A significant way of protecting existing measures is to ensure Hampshire Constabulary is properly funded, and the Commissioner has been fighting for fairer funding constantly since being elected.

The more specific work on road safety measures is scheduled to begin in the second half of the 2017-18 year. This scrutiny session comes at a good time, as the evidence received by the Panel and its findings and recommendations can be utilised during the development of the associated action plan.

It does need to be acknowledged though that road safety and responding to community concerns about traffic nuisance is not the sole responsibility of the police. Local authorities, acting in their capacity as highways authorities, play a crucial part in the education-enforcement-engineering triangle that is commonly used to determine the most appropriate solution to issues that present themselves.

**1) Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?**

The Commissioner is firmly of the view that an effective policing provision that responds to community concerns is only possible with an empowered Chief Constable. This is why he has spent a considerable amount of time lobbying Government ministers and MPs to ensure a review of the national funding formula takes place, and that Hampshire then receives a fair grant for policing.

Through public consultation, the Commissioner has heard that the role of Police Community Support Officers (PCSOs) is vital in providing a link between local communities and the wider police force, engaging on a regular basis and providing a visible, reassuring presence. Communities value the part they play and through the regular programme of meetings, the Commissioner will work closely with the Chief Constable to ensure that the visible presence communities want can be delivered as much as possible, taking into account the changing demand of modern policing.

**2) How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?**



A number of community representatives living along the A32 in the Meon Valley areas contacted the Commissioner during his first year in office with concerns about the speed and noise of traffic, particularly motorcycles. The Commissioner responded by facilitating a meeting for those representatives, businesses and strategic partners to fully understand the problem and to try to find a collective way to improve the quality of life for these communities. The meeting provided an invaluable opportunity to hear all voices and take a partnership approach to exploring the issues and potential solutions. This ensures the most appropriate partners take forward the actions relevant to them and communicate back to communities directly, with the County Council offering to do further work to understand the issues.

This is an example of how the Commissioner sees his role, using the unique position of PCC to influence and facilitate meeting, bringing together the right partners at the right time that will lead to the most effective outcome for all parties. Going forward, a project to fully understand the range and capability of agencies involved in road safety will be undertaken, identifying the existing links between them and gathering evidence of where there is not a joined-up approach to the topic. The role of Commissioner will be considered as part of that, determining how he can be the most effective facilitator.

**3) How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?**

The Commissioner is to carry out a traffic crime or road safety specific communications activity with local residents as part of the action plan that will be developed and implemented from the second half of the 2016-17 year. Existing research by other public bodies and opinion surveys will also be utilised. The Commissioner's own survey will be conducted in October, while Road Safety Week in November will provide further opportunities.

The broader public engagement activity undertaken by the Commissioner has seen feedback already provided from the public about their current views of traffic crime and road safety in their communities. Delegates at the Rural Communities Matter conference indicates that inappropriate speed on rural roads was an issue, particularly in relation to collisions with animals. Cycling on rural roads was also raised, both from the perspective of the general safety of cyclists and organised cycling events.

Another gauge of public opinion is the level of correspondence received directly from the public to the Commissioner. In the majority of cases, it is appropriate that individual matters are forwarded to the relevant local policing team so that a prompt response can be provided by the most appropriate team. Having said that, the volume and nature of the enquiries indicate a trend that will form part of the road safety action plan. These relate largely to speeding in residential areas and parking on pavements.

The Commissioner has supported campaigns run by both the Constabulary and other organisations. Most recently, he supported the 'Give Space and Be Safe' campaign organised by the Constabulary, Portsmouth City Council and Hampshire County Council, which focused on the 'near miss' or 'close pass' by drivers which put cyclists at risk. He has also given his support to the 'Be Bright Be Seen' campaign that sought to raise the visibility of cyclists by ensuring bikes were fitted with lights.

**4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?**

Community Speedwatch is an education initiative led by police forces and delivered by volunteers in partnership with local policing teams. Its purpose is to empower local communities to take action where speeding is a concern on local roads. Speedwatch is part of the policing response to speeding issues and is the first tier in their response to dealing with this problem. If a problem persists, Hampshire Constabulary will escalate to tier two, meaning that enforcement can be undertaken by the police Safer Neighbourhood teams.

The Commissioner has publically stated he is a supporter of the Community Speedwatch scheme, and believes it has real value to the communities where schemes are set up. He appreciates the hard work of the volunteers who give their time to the scheme, demonstrated through the funding that was available through his office to help set up new schemes.

As an operational policing tool, the Commissioner would expect the Constabulary to regularly review the effectiveness of the scheme against its original objectives, and make decisions on its operation based upon this and a number of other factors, such as the availability of volunteers to deploy the equipment.

Within the road safety action plan, there may be scope to explore other community based road safety schemes, and the Commissioner awaits the outcome with interest of this scrutiny session to learn of innovative schemes from elsewhere in the country that could be implemented within Hampshire.

**5) What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?**

As outlined in the answer to question three, a number of communication channels have provided feedback to the Commissioner on what should be his priorities in this area. This has built upon the initial feedback during the development of the Police and Crime Plan which highlighted that road safety as a broader topic was of concern to the public. Further work, such as the Commissioner's survey, will be carried out to understand this in more detail to ensure that any activity led by the Commissioner utilises his position to best effect.

In finalising the detailed action plan, community expectations have to be balanced with the demands of modern policing and the financial constraints facing the Constabulary. Consideration will also need to be given to the most appropriate partner to lead on tackling these community concerns. Where enforcement is required, it is not always the responsibility of the police to do this, particularly in areas where parking has been decriminalised and certain offences can be prosecuted by the local authority.

**6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?**

Roads policing is one of many functions delivered by Hampshire Constabulary in collaboration with Thames Valley Police. Between the two forces, they deliver a number of campaigns throughout the year that focus on the fatal four:

- excessive or inappropriate speed
- using handheld devices, such as a mobile phone, while driving
- not wearing a seat belt
- driving whilst impaired by alcohol, illegal drugs or prescribed drugs

The operational policing approach is to target those who persist in ignoring these potentially fatal risks, which will in turn lead to a reduction in the number of people killed or seriously injured.

The Constabulary also works in partnerships with other agencies to deliver educational programmes at opposite ends of the age spectrum. 'Safe Drive Stay Alive' is a hard hitting theatre education programme for 17-24 year olds that features real life stories of those whose lives have been devastated by dangerous driving. The Older Drivers Forum aims to help more mature motorists stay on the roads longer by providing practical information or pointing them in the right direction for an assessment to identify their driving needs, such as wing mirror adapters or an elevated driving seat.

**7) Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?**

None.

**Road Peace**



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## Hampshire Police and Crime Panel

### RoadPeace response

Thank you for the opportunity to respond to this inquiry. As the national charity for road crash victims, RoadPeace prioritises supporting crash victims. But we do campaign to improve the response, especially by the justice system, to road crashes and road danger.

We are aware that in 2015, there were 43 road deaths, 998 seriously injuries and another 4,338 slight injuries reported in road crashes by the police in Hampshire. We are also aware that the true toll will be much higher. DfT estimate almost four times as many people seriously injured in crashes than reported by police.

Earlier this year, RoadPeace published [Lawless Roads](#), a review of the decline in roads policing and court prosecutions of driving offences. Hampshire was reported to have 150 roads policing officers in 2015, down 17% from 181 in 2010.

Our report included a comparison of the number of people killed and seriously injured (KSI) per dangerous driving prosecution. For Hampshire, there were 12.9 K/SI reported for every dangerous driving prosecution in 2015, much worse than the 8.7 reported in 2010. Unless there is reason to believe that driving standards have greatly improved in recent years, this implies that the detection and prosecution of dangerous drivers has fallen significantly (-57%).

#### Questions

We have limited our responses to questions 5-7 as we do not have local knowledge on the other questions.

5. Priorities. RoadPeace urges PCCs to conduct a review of current situation, focusing on three key areas

- Prevention (basic traffic law enforcement (TLE))
- Post crash
- Treatment of victims

We have provided a draft list of questions to consider in Appendix A

## 6. Successful approaches

**Injury collision investigation review**—In Avon and Somerset, the police undertook a review of injury collision investigation which highlighted basic failings with evidence collection, including witness details and collision sketch maps. TfL funded similar work with a review of all cycle casualty collisions in the City of London which did not result in a prosecution.

**Transparency**—London has become the first area to publish an annual report on traffic law enforcement. RoadPeace has summarized this and added data from court prosecutions. Transport for London has also invested significantly in the MPS Roads Transport Police Command, and also in tackling unsafe lorries through its Lorry Freight Enforcement Partnership.

**Close Passing**—West Midlands Police has won much acclaim for its innovative approach targeting drivers overtaking cyclists in unsafe manners. This scheme has been rolled out now to many other police areas and a training day is being held in September in Birmingham, coordinated by the Road Danger Reduction Forum.

**Treatment of crash victims**—Northamptonshire, West Midlands, Bedfordshire, Hertfordshire, and Cambridgeshire PCCs have all funded support for families bereaved by crashes, including where there was no criminal prosecution.

**VRU priority**—London and San Francisco (fatal five) have prioritized reducing danger to vulnerable road users.

## 7. Anything else

**HMIC PEEL (Policing Effectiveness, Enforcement, and Legitimacy) programme**—RoadPeace, Cycling UK, British Cycling, LCC< Living Street, and 20s Plenty for Us have all appealed to the HMIC that this programme be extended to cover traffic law enforcement and collision investigation.

**DfT/PACTS Road Collision Investigation Branch.** There is much interest in the road safety professional world on introducing an independent research centre, similar to that which already exists for air and rail accidents. They appreciate that our road safety record has flatlined and more is needed.

**DfT VRU Justice Working group.** DfT used to coordinate a Justice for Vulnerable Road User Working Group which included all the key statutory organisations (DfT, Home Office, CPS, MoJ, Sentencing Council, and others (ACPO, British Cycling, CTC, and RoadPeace)

**Definition of victim.** Please remember that with other crimes (Domestic abuse, hate crime), victims are treated as victims from the start. Anyone bereaved or injured in a crash should be treated as a victim, until the contrary is proven.

We are happy to meet with you to discuss our suggestions and provide further information. All Police and Crime Commissioners need to address how they are tackling road traffic crime and supporting the victims that were not able to be prevented. We do not think the National Association of Police and Crime Commissions has a Road Traffic Crime committee and would appreciate your support for getting this established.

## Appendix A: Road traffic crime –questions for PCCs

### 1. Prevention--TLE

#### Resources/priority

1. **Roads police.** How many police officers are currently assigned to roads policing?
2. **RS remit of others.** What, if any RS work, is conducted by local police or PCSOs? How are these coordinated?
3. **Roads policing strategy.** Is there such a strategy? If not, how are they planning their work?
4. **Inclusion.** Are driving offences included in crime statistics and discussions or are these limited to notifiable crimes only? Are the location of crashes shown on maps, as with crime maps?

#### Problem

5. **Under-reporting.** Has the extent of under-reporting of injury collisions been considered? (DfT estimates almost four times as many people are seriously injured in crashes than are reported to and by police).
6. **Perception.** Is the public being surveyed on their perception of road safety?

#### Enforcement

7. **20mph.** Are the police supportive of 20mph speed limits? Do they receive any training on the importance of speed reduction?
8. **On line reporting.** Is it possible for road users to report bad driving on-line? If so, what happens next?
9. **Close pass programme.** Do the police have this programme?
10. **Annual roads policing report.** Is this produced? If not, what information on driving offences is published?

#### Evaluation

11. **KPI.** What KPI, if any, are currently used by the Roads Policing team?
12. **Review.** When was the last time roads policing was reviewed?

## 2. Post crash –investigation and prosecution

### Collision investigation

#### Transparency

1. **Outcomes.** Are the investigation (judicial) outcomes published?
2. **Procedures.** Are the investigation procedures published? Do the police report when they check drink or drug driving, mobile phone checks, eyesight, etc? (These checks will not all be undertaken in all serious injury or even all fatal crashes).
3. **Resources.** Are the investigation resources published? How many Forensic Collision investigators are employed? Are they expected to also investigate serious injury collisions?

#### Quality assurance

4. **Review.** When was the last time fatal and injury collision investigation policy was reviewed? Who is responsible for ensuring the standards of injury collision investigation?
5. **Case review.** How are individual fatal and serious injury collision investigations reviewed?
6. **Lessons learned.** How is learning distilled and used—including with acquittals, appeals and complaints?
7. **Training.** Is there anything in the current training for investigators that addresses unconscious bias (victim blaming)?
8. **Best practice.** Do the police have a case file template? This was identified as good practice by the HMIC.
9. **Community engagement.** How do the police work with the local community in ensuring thorough and effective collision investigations?

#### Post crash prosecution

10. **Charging decision.** What proportion of driving offence prosecution decisions are made by the police and the police only?
11. **NDORS.** Does your police follow national guidance and refrain from offering NDORS to drivers in serious injury collisions? (Hampshire Constabulary has told RoadPeace that they follow national guidance).
12. **CPS collaboration.** What collaboration is there between the Police and CPS in terms of training, case reviews, etc.
13. **Linkage.** Is court outcome data able to be linked with collision data?



### 3. Treatment of Victims

#### Recognition

1. **Number of RTC victims.** Are you reporting, or even counting, the number of people killed and injured by law breaking drivers/riders? Where is this published?
2. **Representation.** Are road crash victims represented on any Victims Panel/Committee?

#### Support and information

3. **Support services.** Are the support services commissioned available to victims of road traffic crime? When do they become eligible—from the time of crash, arrest, conviction or another? Any specialist support available, such as homicide caseworker?
4. **Guides.** What information is provided to those bereaved and injured in crashes? Is it just the national MoJ funded guide produced by Brake or is there any local information provided?
5. **Updates.** Track my crime—does this extend to crash victims?
6. **Right to review.** What rights do those bereaved and injured in crashes have to appeal the charging decision by the police?
7. **VPS.** What is being done to ensure all those injured in crashes where a driver is being prosecuted at court are being offered to chance to do a VPS.
8. **LOS surveys.** Are crash victims asked about their level of satisfaction with the police, as other victims of crime are?

#### Civil justice

9. **Compensation.** What is being done to ensure timely release of information so that civil claims can be expedited, and victims not face financial suffering on top of emotional and physical suffering.
10. **Police training.** Are the police trained in the importance of civil compensation to victims' recovery.



## **Solent Advanced Motorcyclists**

I sent this out to prominent members of Solent Advanced Motorcyclists, and the biggest issue our members feel addressing on our roads in priority order.

1. The increasing habit of vehicles driving through red lights, this is now becoming an epidemic, and as motorcyclists who are normally faster away from lights than cars, everyone questioned had had very near misses with vehicles not stopping at lights, myself had a very near miss with a huge lorry driving through lights and the drivers only response when i questioned him about it was it is impossible to stop a lorry at some lights !!!

2. The next big issue is mobile phones, again it is an epidemic, people are so addicted to them that they cannot ignore them when driving , this is so dangerous, the chances of being caught is so low that drivers are not concerned enough, and the result of being caught (fine/points) is not enough to stop drivers using them, even though the level of fines and points were raised this year In our opinion using phones at the wheel is more dangerous than lower levels of drink driving (at least drunks are normally trying to look where they are going instead of staring at their laps) so why are the repercussions so much lower

3. We are also seeing a big increase in vehicle crossing the solid white lines.

4. Speed, we appear to have a problem with the credibility of speed limits, some of the decisions of speed limits and where they are placed, appear to be ridiculous, and the more the local authorities just go ahead and place blanket speed limits the more drivers/rider completely ignore them

A good example from our European friends is, Germany only put speed limits where they are needed and there is a reason for it, so 99% of Germans will stick to the limit, as they know it is there for a reason, unlike the UK who appear to just want to cover our country in speed limits and as a result i suspect less the 10% of drivers stick to speed limits

Portugal tackle it in a different way, in their towns, the speed monitoring system is linked to traffic lights, so if you are speeding in a 30 limit the next set of lights turn red, so you have to stop, the drivers know this, so stick to the limit.

I hope this does not sound like a rant, but most of the above issues can be linked to the lack of police enforcement on our roads, the only issue the government appear to want to tackle is speed, with cameras and speed vans, we presume this is because it is cheap and a good income stream for them, we doubt these blanket speed limits help with safety, BUT if we are to keep or make our roads safer, we need a lot bigger police presence on them and more effective campaigns to stop the mobile phone issue especially.

You must have noticed, it is becoming like the wild west out there, due to next to no deterrent.

**South Central Ambulance Service NHS Foundation Trust**

*How well has the PCC, through holding the Chief Constable to account, ensured an effective policing response to community concerns related to traffic crime and disturbance?*

South Central Ambulance Service NHS Foundation Trust (SCAS) have a very good working relationship with Hampshire Police. This mainly relates to collaborative working in emergency situations, but we have also worked with Hampshire Police and Hampshire Fire and Rescue at accident prevention events, such as the Road Safety Event which was held in Southampton on the 7<sup>th</sup> May. This received high profile media interest.

JESIP training is now embedded into our culture, with joint working and training between all emergency services.

*How are the Commissioner and his office engaging with local partners, community groups and members of the public to enhance current prevention measures for traffic crime and nuisance to improve road safety?*

SCAS have a good working relationship with <Name> and his team at the Road Policing Team. We have shared our accident statistics (i.e. mechanisms of injury, times of the day, locations) with Hampshire Police, and they have shown great interest. Sadly SCAS are very focussed on reactionary demands (i.e. responding to incidents rather than preventing them) due to huge operational / demand pressures. However we have in the past discussed working in a preventative function, even working with the police in high risk areas. Although the Police already keep KSI data, the ambulance service have very in depth hospital information and it would make perfect sense for SCAS and Hampshire Constabulary to work more closely in their prevention role. This would be subject to SCAS being commissioned to offer this service.

*What are the key priorities which need to be considered by the PCC to reduce and prevent traffic nuisance within the communities Hampshire and the Isle of Wight?*

SCAS do not cover the Isle of Wight area, though our Hampshire and Isle of Wight Air Ambulance covers both areas. The key area in Hampshire is to focus on our high-risk routes to reduce incidents. These relate to the Hampshire A roads i.e. the A32 / A31 and A34, and high risk motorway junctions, such as J14 of the M3. SCAS are able to break-down incident rates into CCG / regional area, which would allow us to focus our joint attention on the high risk areas.

*What best practice exists which could also be considered by the PCC in his approach to enhancing the approach to tackling and preventing traffic crime and nuisance to keep roads safer across Hampshire and the IOW?*

SCAS often respond to the consequences of traffic crime and nuisance driving, but are not directly responsible for the prevention of crime. Sgt <officer name>(Hampshire Road Policing) and <name> (SCAS Consultant Pre-Hospital Care Practitioner) have worked collaboratively in the past to lecture high risk individuals (juveniles with a history of petty crime) in the Andover Area. It would be good to extend this across the whole Hampshire region, with a structured pan-Hampshire plan.

## **Southampton City Council**

- 1) Through working with the Chief Constable, how well do you feel the PCC has ensured an effective policing provision and response to community concerns related to traffic crime and nuisance? Can you identify any areas where the policing provision within Hampshire and the Isle of Wight or response to community concerns could be improved?

*Officers in Southampton City Council have had a strong relationship working with the OPCC recently on road safety issues, speed enforcement and fatal injury accidents.*

*Residents have expressed concerns in respect of obstruction of the footway and driveways through unsocial parking via the council's transport team. Unless there is a parking restriction in place on the adjacent carriageway the council is unable to carry out enforcement action with regards to these vehicles, and this is therefore an area where the response to community concerns could be improved.*

- 2) How effective do you feel the PCC and his office have been in engaging partners in tackling traffic nuisance and seeking innovation in preventing and reducing the impact this has within communities? What opportunities do you feel exist for greater engagement?

*The OPCC has worked closely with the council on an annual programme of road safety campaigns ranging from sharing promotional materials, staff, budget to cover delivery costs (costs of events) as well as information on new initiatives such as the 'Close Pass' driver/cyclist initiative. Annual events worked on in partnership between the council and OPCC include:*

- *Close Pass / Be Bright Be Seen*
- *Elder Drivers*
- *Safe Drive Stay Alive*
- *Don't Drink and Drive - Isle of White Festival*
- *Be A Road Safety Hero – Southampton event*

*We have had a good working partnership on speed enforcement. This partnership working has included identifying a camera enforcement bay on Bassett Avenue for use of a mobile unit – Southampton City Council covered the implementation costs and Police now regularly enforce this site. We have also worked in partnership to upgrade existing fixed camera sites across the city.*

*There has been good partnership working on discussing fatal injury accidents with the council, with feedback on contributing factors and site visit to discuss if and what mitigation measures could be implemented.*

*Whilst the relationship with council officers has been positive, we believe that there are opportunities for further engagement and joint working through a more active relationship between the OPCC and Safe City Partnership on this and other issues.*

- 3) How is the PCC communicating with local residents to better understand their concerns around traffic crime and to encourage their involvement in road safety within their own communities? How could the PCC improve this approach?

*The council is not aware of any engagement carried out with residents and communities on road safety. If this type of engagement is carried out by the OPCC or Hampshire Constabulary, improvements could be achieved through increased working with and through the Safe City Partnership.*

- 4) How effective do you feel the Community SpeedWatch Scheme is in deterring motorists from exceeding speed limits? What role could the PCC play in evaluating the success of this approach and enhancing community based road safety schemes?

*There has been a good level of collaboration to ensure there is the equipment required for trialling community SpeedWatch with requesting resident groups. Unfortunately to date no resident groups have taken up this opportunity.*

- 5) What do you think should be the priorities for action to support a reduction in traffic related crime and nuisance to deliver enhanced road safety across Hampshire and the Isle of Wight?

*In addition to the issue around obstruction of footways and driveways through unsocial parking raised in point 1, officers in Southampton City Council have reported an issue with cycle theft in the city, which could be addressed through increased bike tagging campaigns.*

*The Southampton Safe City Strategic Needs Assessment 2015/16 identified the following issues for Southampton:*

- *Motorcycle theft, with key locations identified as Coxford, the Redbridge and Millbrook area and Bitterne ward.*
- *Tool theft from vans, with thefts occurring predominantly in Coxford, Millbrook, Sholing, Bitterne and Townhill but also moving to neighbouring districts.*
- *An increase in pedestrian road traffic casualties in 2015/16, with incidences rising nearly 20% to 137 pedestrian casualties recorded in 2015.*
- *Increases in the numbers of accidents involving pedal cyclist commuters both nationally and locally.*

- 6) Are there any examples of successful approaches to reducing and tackling traffic related crime and nuisance which you or your organisation are aware of, either within Hampshire and the Isle of Wight or in other areas?

*Southampton City Council does not have any recommendations, but welcomes any recommendations from the OPCC on innovative approaches.*

- 7) Is there anything further that you can provide to the Panel that will assist us with our proactive scrutiny of this topic?

*No further information.*



## **Verderers of the New Forest**

**Re: Hampshire Police and Crime Panel's proactive scrutiny of the 'impact of traffic related crime and nuisance within community'.**

Please thank Cllr Stewart for his letter dated 2<sup>nd</sup> August 2017.

Our main concern is road traffic accidents involving Forest livestock and how the number of accidents and associated suffering to the animals and cost to the owners of those animals may be reduced. We have, therefore, restricted our comments to matters relating to these issues.

Working through the numbered questions in the document attached to Cllr Stewart's letter, we respond as follows:-

- Q1. We feel that the police, particularly in more rural communities, are very much under resourced and we would like to see that addressed.
- Q2. Unfortunately we have no experience which enables us to comment.
- Q3. As Q2. above.
- Q.4 We will always welcome any initiative which encourages a reduction in vehicle speed and we feel Community Speed Watch has a role to play in the village environment. However, we believe the speed camera van, which we contribute to the cost of running, is a more effective deterrent to motorists who think it is acceptable to exceed the speed limit on the unfenced Forest roads.
- Q5. We very much welcome the support of the Police in apprehending drivers responsible for hit and run accidents. For animal welfare reasons as well as the economic effect on the commoners who own the animals, we feel this must remain a priority.
- Q6. Deploying the speed camera van on roads where motorists are known to regularly exceed the speed limit and prosecuting drivers responsible for hit and run road traffic accidents involving Forest livestock, are examples of successful approaches towards reducing traffic related crime and nuisance and improving the safety of people and animals.

Thank you for the opportunity to express our views.

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