



**POLICE & CRIME
COMMISSIONER**

Serving Hampshire
Isle of Wight
Portsmouth
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RESPONSE TO

Hampshire Police and Crime Panel
recommendations on:

Traffic-related crime and nuisance

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Police and Crime Commissioner's response to Police and Crime Panel recommendations:

a. Given the level of public interest and concern over traffic crime and nuisance, the PCC should seek opportunities for greater engagement with communities, both directly and through working with partners to understand the issues facing residents. Consideration should be given to encouraging two-way conversation, to enable responses and concerns to be relayed back to the OPCC and to allow the Commissioner to assure residents that their concerns are being heard.

The panel will be aware of the efforts made by the Commissioner and his office to reach out to the full breadth and depth of communities within Hampshire, the Isle of Wight, Portsmouth and Southampton, and the communication channels utilised to do this. As was also reflected in the volume of evidence responses to the panel, road safety issues are often the biggest topics of concern raised by residents.

It is not feasible within the Commissioner's resources to respond to and co-ordinate an action plan for each individual road safety issue raised – local delivery organisations such as local policing teams and local authorities are better placed to do this. However, the strategic nature of the Commissioner's role does enable him to bring together like-minded organisations, and a broad spectrum of community representatives to facilitate discussions that may lead to a suite of solutions available across the entire Hampshire policing area that can be rolled out locally.

To aid the Commissioner to build a greater understanding of the road safety environment across the Hampshire policing area, a report titled 'Road Safety Report – What Do We Know' is being produced by his office that summarises the road safety priorities for each local authority, and examines the differences between partners, organisations and the public perception of road safety.

A draft recommendation in the report is to scope and review the existing road safety related meetings across the policing area. This in turn will identify any gaps relating to road safety and data sharing. If deemed necessary, a Road Safety Working Group could be set up, co-ordinating input from standing members dealing with enforcement (Police), rescue (Fire and Rescue), accident and emergency (South Central Ambulance Service) and local highway authorities (prevention and enforcement). On a rolling basis, an invite could be extended to community representatives and organisations that focus on a specific geographical area or subject matter.

Each authority brings a unique perspective to road safety and it is our aim to fully maximise productivity within this field. A key priority for the Commissioner is to strengthen partnerships and a group would be a clear example of this, enhancing partnership working on a topical and emotive issue, if such a provision does not already exist.

The Commissioner's office will also be working closely with the Corporate Communications team at Hampshire Constabulary to support campaigns throughout the year relating to the 'fatal four', helping to reinforce the important road safety messages around the areas that account for the majority of incidents on our roads where people are killed or seriously injured, aligning with national monthly campaigns on a local level.

b. That the PCC should continue to develop and lead partnership working with other organisations that have a shared interest in addressing traffic crime and related nuisance. An initial focus for such partnerships should include addressing concerns regarding illegal activity on the A32, seeking to better protect vulnerable road users, and reducing speeding and animal casualties within the New Forest National Park.

c. In particular, following the public meeting regarding concerns over road safety and noise disturbance on the A32, the PCC and his office should take a lead in supporting relevant partners to devise a fully coherent action plan, ensuring that any actions agreed are addressed by those partners in a timely manner.

The Commissioner recognises the desire of a large number of local organisations to work with him to resolve local road safety issues. Should a Road Safety Working Group be developed, a rolling membership would seek to ensure the widest possible number of vulnerable road users are represented, either direct users or their representatives, together with local community groups. The specific recommendations to focus on the A32 and the New Forest National Park could be taken to the Working Group for consideration.

d. Further, the PCC should seek to encourage those partners responsible for parking enforcement to enhance their communication with members of the public, to ensure that it is clearly understandable who is responsible for addressing parking infringements. This should be with the intention to reduce demand on police time and enable concerns to be addressed more quickly by the appropriate organisation. Consideration should be given through partnership working as to whether a '101' style service for the reporting of parking infringements and anti-social driving would enable a more effective response to parking concerns within Hampshire and the Isle of Wight.

The Commissioner is grateful for the Panel recognising the impact that the reporting to police of parking-related nuisances has on its resources, and for the suggestion that partners responsible for enforcement should consider a reporting tool that diverts such reports to the right agency.

The Commissioner will consider the most effective way to communicate this issue to members of the Community Safety Alliance, a forum chaired by the Commissioner that brings together representatives from local authorities who would be responsible for taking this matter forward. In doing so, he will draw their attention to the report of the Police and Crime Panel and its recommendation, and encourage them to collectively consider if a feasible solution can be found that delivers efficiencies for themselves, and the Constabulary as a consequence.

e. The PCC and his office should also consider engaging with those town and parish councils willing to fund road safety measures, to ensure that any funding available can have the most immediate and effective impact on enhancing road safety.

The Commissioner was encouraged to hear of the willingness of town and parish councils to contribute financially towards roads safety measures within their communities. Partnership solutions often deliver the most effective outcomes due to the broader level of community buy-in. There are examples that exist of match-funded initiatives in the county in road safety, the Community Speedwatch scheme between the police and local councils/community groups is one such example.

In working in partnership, the Commissioner has committed to making decisions based on local intelligence and a sound evidence base in terms of identifying both the reported problem and range of potential solutions. The Road Safety Working Group, or similar set-up within existing arrangements, may be an appropriate mechanism to collate the list of recommended measures that local communities can bid for. This recommendation will be taken to the most appropriate forum for discussion.

f. That the PCC should, through his role in holding the Chief Constable to account, review in partnership the concerns raised regarding the current operation of the Community Speedwatch Scheme. The Panel welcomes the suggestion that the OPCC's performance team offer their support in analysing the data produced by CSW teams, with the view to this data being used to assess the effectiveness of the scheme in delivering both an immediate and sustained reduction in speeding across Hampshire and the Isle of Wight. Once the data is fully analysed, the PCC should consider, in conjunction with Hampshire Constabulary, the viability of the use of mobile average speed cameras.

The Community Speedwatch scheme is a Hampshire Constabulary-led initiative, established in response to local community concerns about speeding and the impact on their quality of life.

The feedback received at the scrutiny session and directly to the Commissioner shows there continues to be a strong level of enthusiasm for the initiative but that a review of the operation of the Community Speedwatch scheme in its entirety would be beneficial to ensure it remains an effective deterrent to speeding and continues to meet the needs of local communities and the Constabulary.

The Commissioner will therefore formally contact Hampshire Constabulary and recommend that such a review takes place, and ask for an update within six months. The Commissioner, through his Performance and Information team, will lend his support to the Constabulary as part of the review, particularly in the area of data analysis and making best use of information collected by Speedwatch volunteers.

g. Road safety is mentioned as one of three key public concerns within the Police and Crime Plan, however no specific projects currently feature in the Delivery Plan under this heading. Therefore it is recommended that the PCC and his office should consider the inclusion of specific projects within the Delivery Plan which would seek to remedy the concerns raised through this review.

The actions identified through this exercise and the production of the Road Safety Report, together with any recommendations arising from it, will be captured in the Delivery Plan under the Evidence Based Community Safety strand. Progress against these will be reported in the standard format to the Plan Working Group and the wider Panel if considered appropriate.