

RISKY BEHAVIOUR

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CSW ONLINE

SPEEDING

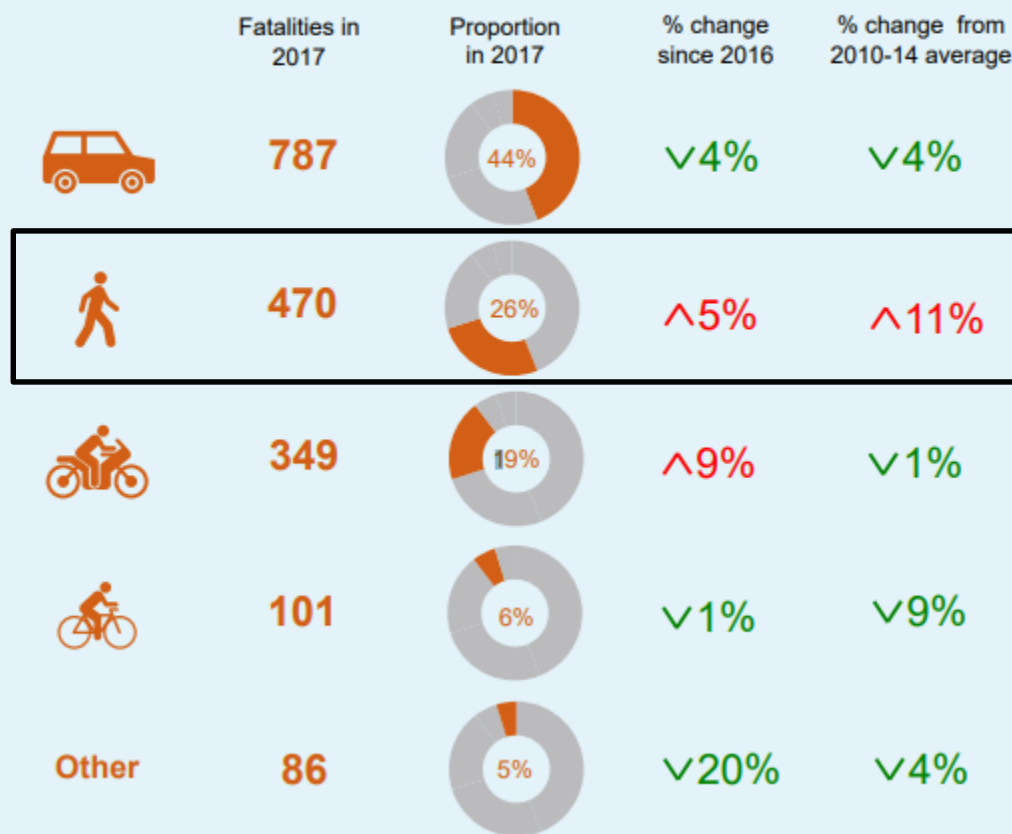
- Exceeding the speed limit
- Some people argue that because the vast majority of speeding incidents go unrecorded, or that nothing happens as a result of it, the small percentage of 'accidental' incidents is so marginal that speeding cannot be considered a 'real' crime
- But is it a **victimless crime**?

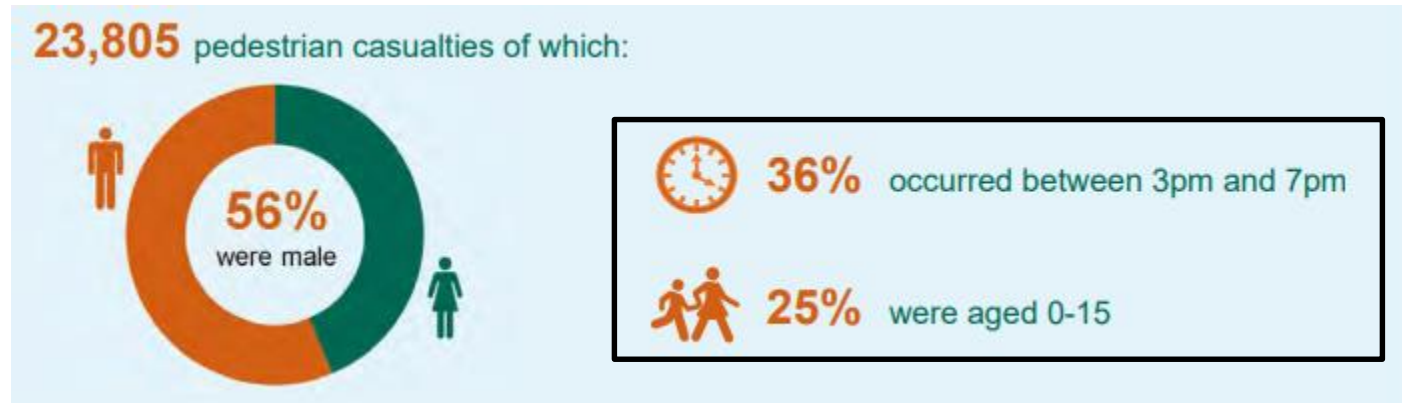
A FEW FACTS

- It is estimated that the number of annual traffic collision deaths currently has reached **1,35 million** people **worldwide** – 3,700 per day
- The number of road collision deaths in the **EU** is estimated to **25,000** annually
- In the **UK**, almost **1,800** people are killed in traffic collision annually – more than **27,000** are seriously injured – estimated **22.5 million** worldwide
- In the UK, every fatal collision cost the British state approximately **£2 million** (£2.3 million) on average from impact to closing of the inquest
- Fatal collisions are **four times** more likely on rural 'A' roads than on urban 'A' roads
- If a vehicle hits a pedestrian at **40mph** (64kph) they only have a survival chance of **10%**. If they are hit at **30mph** (48kph) they have a **80%** chance of survival.
- In the UK, between **8-17%** of all fatal collisions are caused directly by speeding. In many of the rest, inappropriate speed plays a significant role

FATALITIES BY ROAD USER TYPE

In 2017, **car occupants** accounted for 44% of road deaths, pedestrians 26%, motorcyclists 19% and pedal cyclists 6%.





Conclusion

- In a significant number of cases, speeding is either causing - or, a contributing factor to traffic collisions
- Lower speed **reduces** the risk of collision and lessens the impact **severity**
- Yet, speeding is still considered a **victimless crime**

THE THREE E'S:

EDUICATION
ENFORCEMENT
ENGINEERING

TWO NEW METHODOLOGIES EMERGING

SAFE SYSTEMS

ASSISTED SPEED LIMITERS (ASL)

What is the situation?

- From 2022 ASL is compulsory in all new vehicles in the EU
- ASL is not compulsory to use
- It will take at least five to ten years before majority of pre-2022 produced vehicles are replaced

Who will use ASL?

- There is a fear that mostly drivers already obeying the speed limits will use ASL
- Habitual speeders will override the ASL systems and not voluntarily slow down

COMMUNITY SPEEDWATCH

THE SCHEME

What?

- It is the concept of engaging trained, supervised and supported community volunteer with educating drivers about the dangers of speeding

Who?

- Like-minded citizens, often representing vulnerable road users, who come together to address a problem through initially educational methods, but if the message is not understood, the data is used for focused police intervention

Why?

- Organised on a large scale, working to the same rules, standards, methodology and outcomes, it makes a genuine impact on slowing down average speeds

How is it working?

WINNER
European Road Safety Charter
EXCELLENCE IN ROAD SAFETY
2018

WINNER
Lord Ferrers
AWARDS
TECHNICAL INNOVATION
2017

COMMUNITY SPEEDWATCH

Home Running a group About us Statistics FAQ Register Police Objection Sign in

What we do Partner agencies Who is who? CSW Logo Contact us

CSW ONLINE

The platform provides Community Speedwatch groups and either Neighbourhood Police or Special Constables with a wide range of management tools to make community involvement with Road Safety policing more efficient.

The application ensures that everyone works to the same high standard and in accordance with the rules set out in the local County Police Speed Policy for Community Speedwatch activity.

CSW Online is designed to only allow its users access to areas of authority according to their role

COMMUNITY SPEEDWATCH
Jan Jung (Group Co-ordinator - Battle Netherfield Hill CSW) who Sign out in 8:52:28 seconds

ACTIVE SITES

Definition : A Location is a point on the map where one or more directions may be approved for Speedwatch recording by the Police.

Details for Filmwell & T...
(YES-On DVLA Non-Descent Match NAKE Station - OC means Operation Co-ordinator)

Time	Lat	Long	Mph % >	Reg #	Manufacturer	Model
08:00	51.1733	-1.1733	37mph 23%	F318UTU	MERCEDES	
08:04	51.1733	-1.1733	43mph 43%	GP08KNW	VAUXHALL	
08:07	51.1733	-1.1733	37mph 23%	W15EEL	LAND ROVER	
08:07	51.1733	-1.1733	37mph 23%	GL59VK	MITSUBISHI	
08:29	51.1733	-1.1733	37mph 23%	RV59FOX		
08:30	51.1733	-1.1733	38mph 26%	AK10FGE	LAND ROVER	
08:42	51.1733	-1.1733	35mph 30%	L808VUJ	FORD	
08:47	51.1733	-1.1733	37mph 23%	LT61FGF	PEUGEOT	
08:52	51.1733	-1.1733	35mph 20%	YA14TEO	NISSAN	
08:55	51.1733	-1.1733	38mph 26%	HN67CUO	MERCEDES	
08:58	51.1733	-1.1733	37mph 23%	KR64HDF	VOLVO	
08:58	51.1733	-1.1733	37mph 23%	BW11VNV	PORSCHE	
09:02	51.1733	-1.1733	38mph 26%	YC77FTX	BMW	
09:14	51.1733	-1.1733	37mph 23%	GL60TBO	MINI	
09:15	51.1733	-1.1733	37mph 23%	WR67DHX	FORD	
09:05	51.1733	-1.1733	35mph 20%	GK13ESF	MITSUBISHI	
08:12	51.1733	-1.1733	45mph 30%	LG15EPF	BMW	
08:14	51.1733	-1.1733	37mph 23%	GK66GGO	VOLVO	
08:16	51.1733	-1.1733	37mph 23%	G157HHD	SUZUKI	
08:18	51.1733	-1.1733	37mph 23%	BW17JUK	VOLVO	
08:27	51.1733	-1.1733	37mph 23%	H273FVV	VOLVO	
08:50	51.1733	-1.1733	38mph 26%	LN07PPO	FORD	
09:04	51.1733	-1.1733	35mph 30%	LV16TJU	LAND ROVER	
09:07	51.1733	-1.1733	35mph 30%	AV64UYU	KIA	
09:09	51.1733	-1.1733	37mph 23%	N500AHS	AUDI	
09:13	51.1733	-1.1733	38mph 30%	GJ67JVC	MERCEDES	

Offences

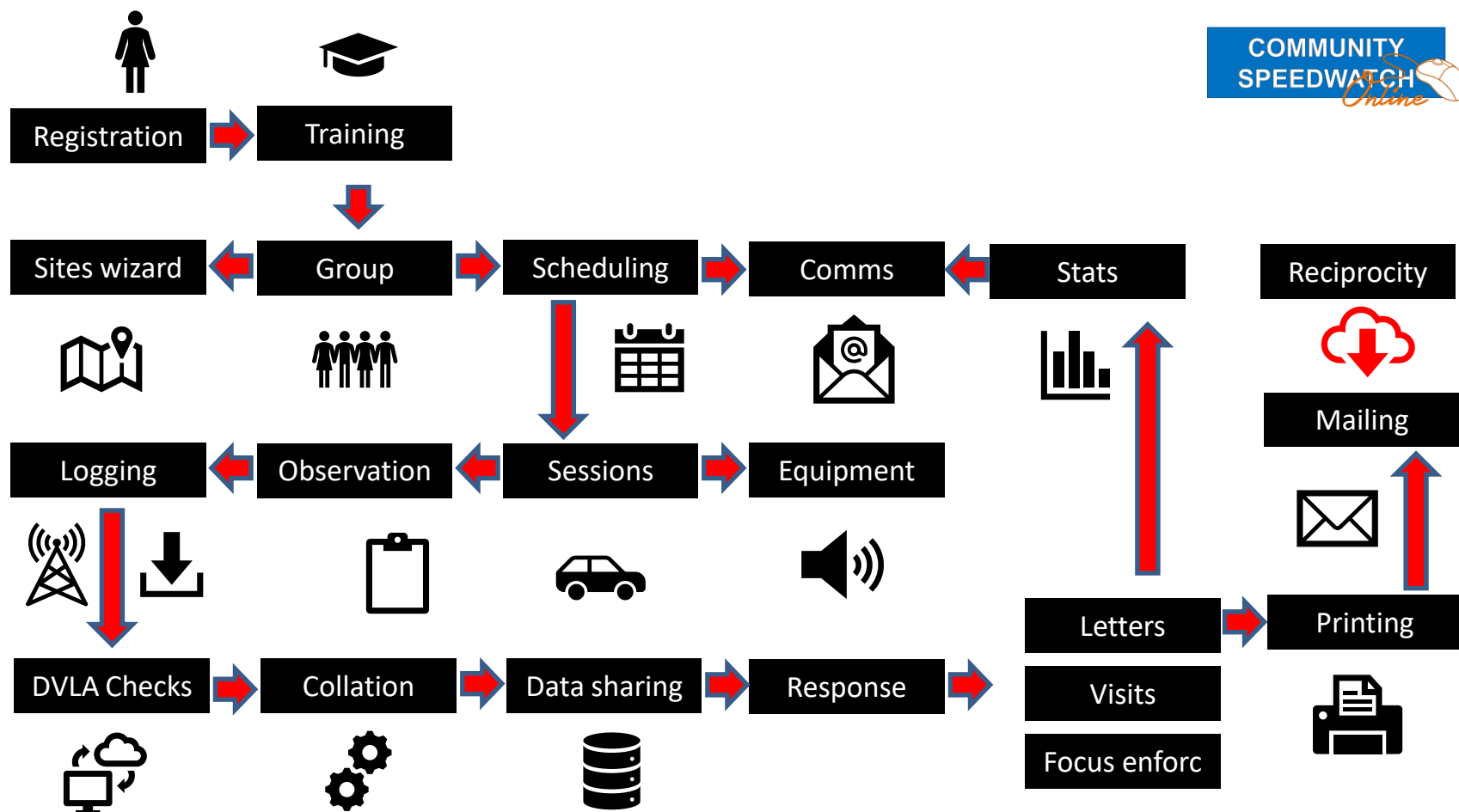
Time	Lat	Long	Mph % >	Reg #	Manufacturer	Model	Offences	DVLA	Year	Colour	Shade	Status	Tex Input
09:38	51.1733	-1.1733	37mph 23%	GD17BYR	VOLKSWAGEN		(1) YES	Grey	Letter Sent	✓	10:47		
09:44	51.1733	-1.1733	35mph 30%	YK13AAN	BHW		(1) YES	Grey	Letter Sent	✓	10:48		
10:07	51.1733	-1.1733	38mph 26%	YES8BC	FORD		(1) YES	White	Letter Sent	✓	10:52		

COMMUNITY SPEEDWATCH
Supporting the Community Speedwatch Campaign
For security reasons, if not used this page will automatically logout in 8:52:28 seconds

Jan Jung (Station Administrator - Station - Rother District NP)

Record of last 30 offenders that had DVLA issues at time of recording
This shows vehicles with the following DVLA status: 'Invalid', 'Not in place' or 'Not Taxed'
Between 2019-01-17 and 2019-01-17
The Operation Countdown case is shown by moving the mouse over the OC Case status description.

Reg #	Speed	Manufacturer	Colour	Location	Date	Time	DVLA OC Status	Tax Status
YK3DPR	36mph	BMW	Blue	AK - Amblerley Rd, opp Kibworth Park - OUTBOUND (ONLY)	2019-01-17 10:15	✓	Case filed as defined by (Default) Location	✓
GU15KVS	43mph	NISSAN	Black	Gehse 2.2 LIMITED OUT/IN	2019-01-14 18:05	✓	Traffic heading South East	✓
HD55GTF	38mph	PEUGEOT	White	Park Street Park Street, Brookside	2019-01-14 08:21	✓	Letter Sent	✓
WHS7CQV	36mph	PEUGEOT	Silver	Broad Oak Punnett's Town CSW	2019-01-14 09:28	✓	Letter Sent	✓
R309KOE	47mph	TOYOTA	Silver	RAKE and Hillbrook CSW	2019-01-13 15:27	✓	Letter Sent	✓
K310NSU	42mph	PEUGEOT	Red	ETCHINGHAM CSW	2019-01-11 09:43	✓	Letter Sent	✓
GU07MNZ	40mph	MITSUBISHI	Blue	A272 High Street Eight Ball's Close	2019-01-10 14:20	✓	Letter Sent	✓
LV06GOC	37mph	FORD	Blue	W5 - Washington Rd / Nightingale Lane - THROUD	2019-01-09 14:37	✓	Letter Sent	✓
GU14EXR	37mph	FORD	Silver	Vehicle entrance to school, community facilities and Passenger craft	2019-01-09 09:05	✓	Letter Sent	✓
NG12XGV	37mph	FORD	Black	Pub/Bar Road A283 Crown Inn on grass verge left of Coultham Green Road	2019-01-08 09:04	✓	Letter Sent	✓
GK15PSX	39mph	VOLKSWAGEN	Blue	Pub/Bar Road A283 Crown Inn on grass verge left of Coultham Green Road	2019-01-08 09:43	✓	Letter Sent	✓
LC03KJ3	50mph	FORD	White	RAKE and Hillbrook CSW	2019-01-08 11:22	✓	Letter Sent	✓
GK66ZJ3	37mph	KIA	Silver	Broad Oak Punnett's Town CSW	2019-01-07 09:46	✓	Letter Sent	✓
L291DFX	44mph	LAND ROVER	Green	NO FRONT NUMBER PLATE	2019-01-07 08:07	✓	Letter Sent	✓
OV60UXB	48mph	LAND ROVER	Green	Freelander	2019-01-06 14:45	✓	Case filed	✓
L347A1A	41mph	NISSAN	White	Lymington Road, Opposite Six Ball's pub Operators are to stand opposite the Six Ball's on the eastern side of Lymington Road	2019-01-06 10:27	✓	Letter Sent	✓
GV528BF	44mph	CITROEN	Blue	Lymington Road, Opposite Six Ball's pub Operators are to stand opposite the Six Ball's on the eastern side of Lymington Road	2019-01-06 10:15	✓	Letter Sent	✓
HN04DUY	37mph	VAUXHALL	White	Lymington Road, Opposite Six Ball's pub Operators are to stand opposite the Six Ball's on the eastern side of Lymington Road	2019-01-05 14:29	✓	Letter Sent	✓
LE05SST	36mph	LAND ROVER	Red	Lymington Road, Opposite Six Ball's pub Operators are to stand opposite the Six Ball's on the eastern side of Lymington Road	2019-01-05 14:10	✓	Letter Sent	✓



WHAT ARE THE ADVANTAGES OF CSW?

GROUPS - Serving the community, solving a problem in a unantagonising manner

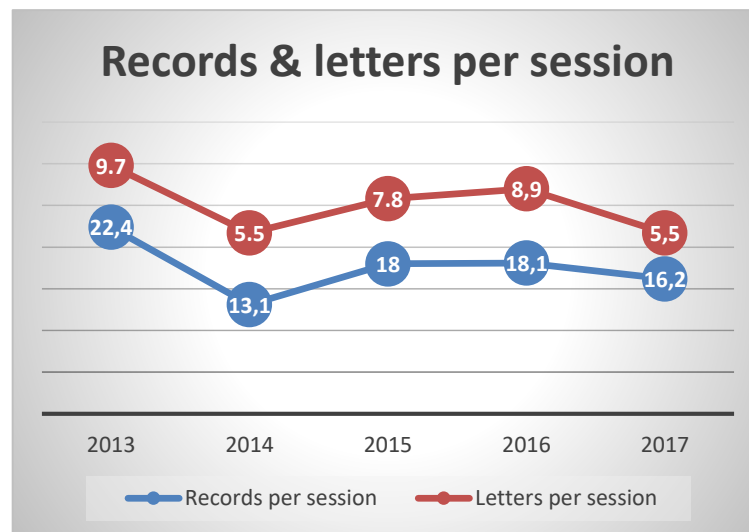
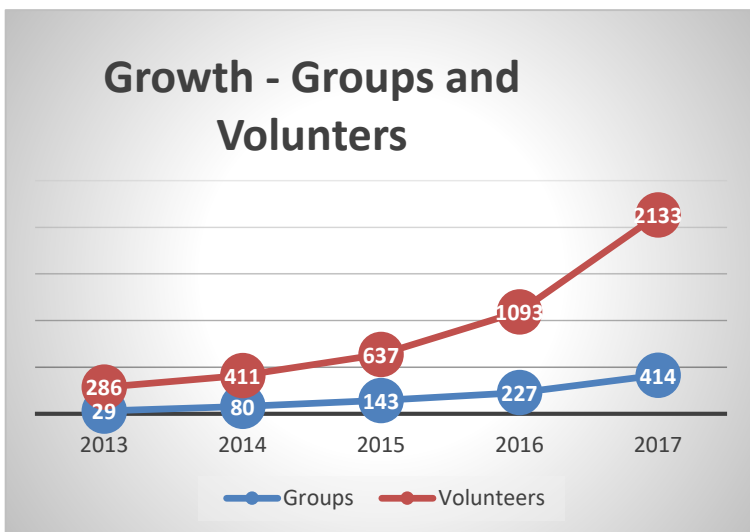
- Determining IF there is a problem of speeding as opposed to a perceived problem
- Making roads safer – 86% of receivers of the first warning letter are not recorded offending again within the next six months
- Improving quality of life
- Engaging the very people who otherwise would contact the police and demand action

POLICE - Freeing up time and resources

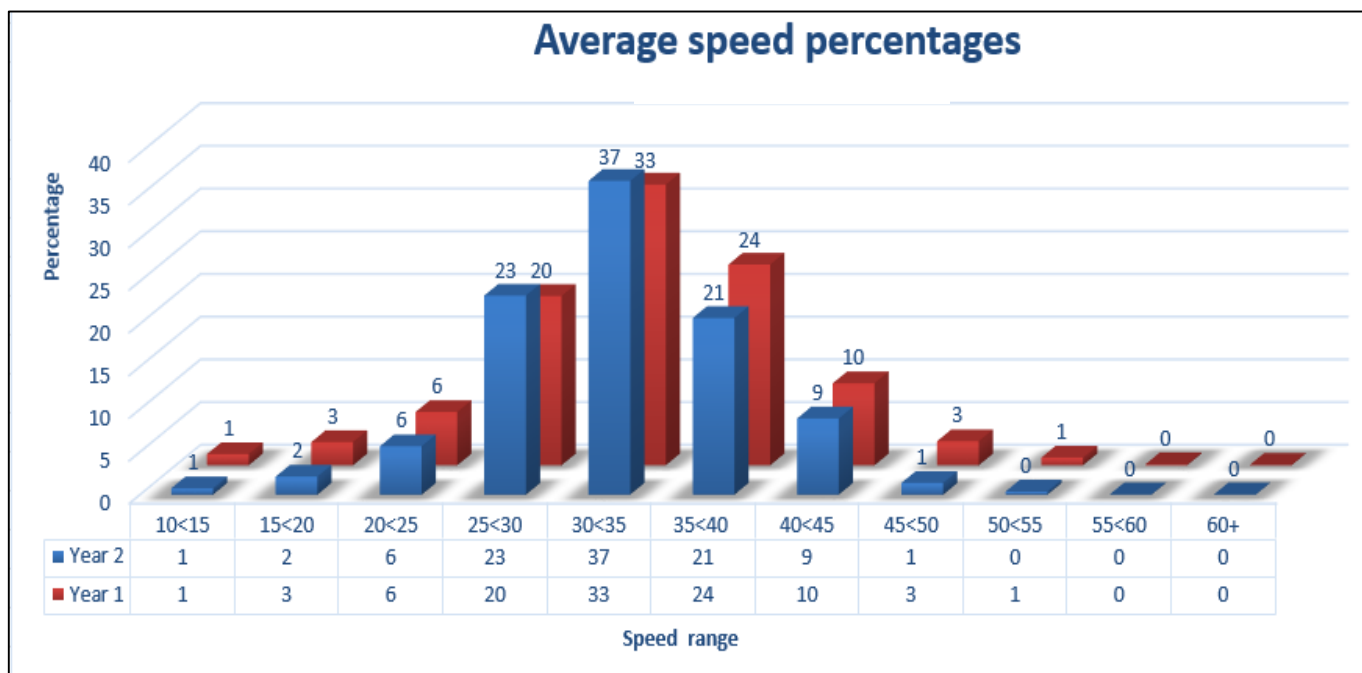
- One point of reference
- Focused enforcement
- Less or no administrative work
- Quality intelligence
- Improving community – police relations

SPEEDWATCH WORKS

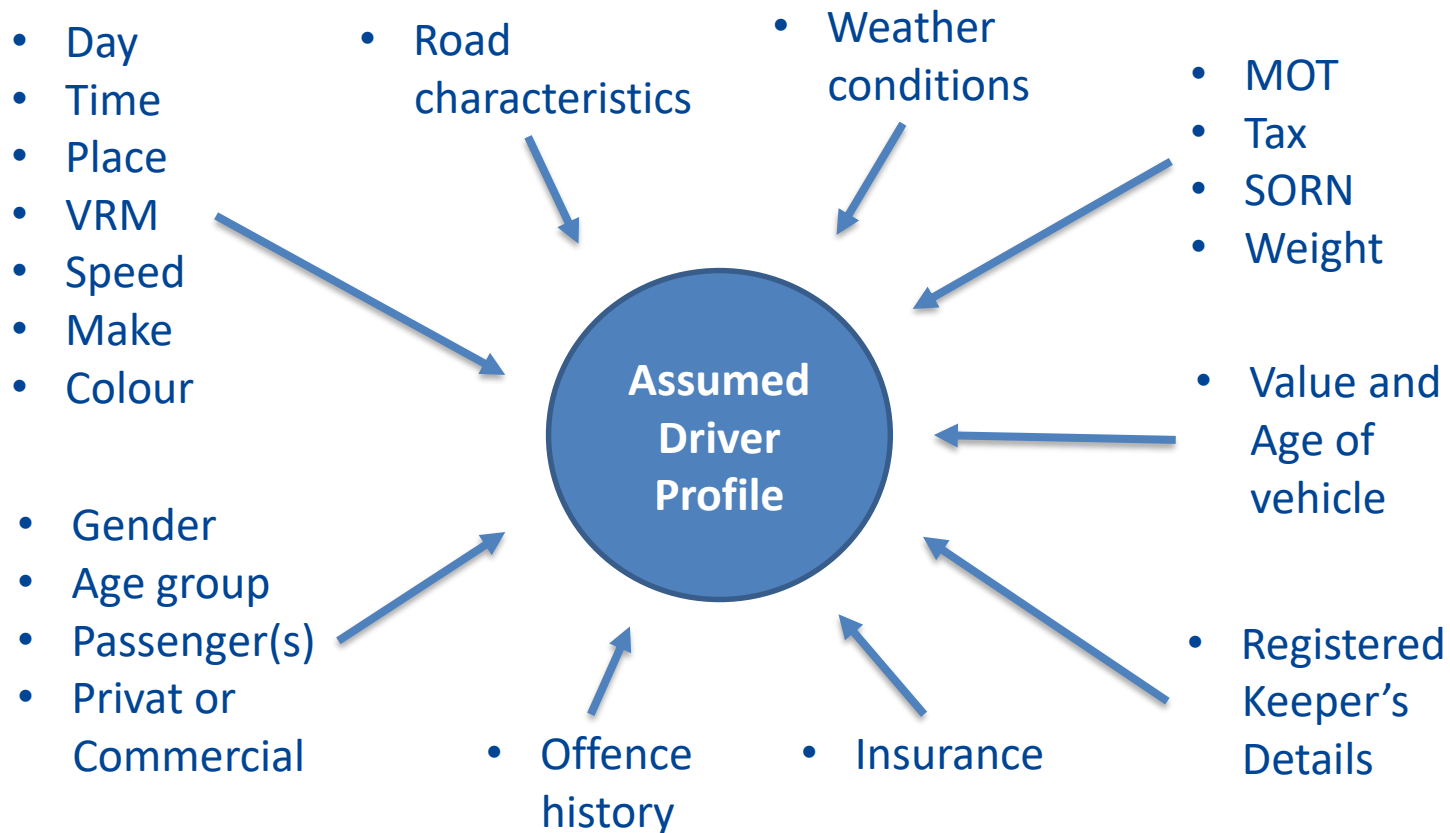
When sustained on a regular basis and for a longer period of time



MIGRATION TOWARDS THE ACCEPTABLE (+10%+2MPH)



BEHAVIOURAL INSIGHT



CAN IT BE MADE TO WORK ELSEWHERE?

- We think that large scale and direct inclusion of communities in road safety education is **undervalued** and **underutilised**
- **Scalable** – fits any size
- **Transferable** – speaks any language
- **Adaptable** – accommodates any local rule

SPEEDING

- During this presentation approximately **50** people have been killed in a road traffic collision
- At least **5** of them directly as a result of speeding
- Exceeding the speed limit is **NOT** a victimless crime?
- We believe educational campaigning, random enforcement, and traffic calming solutions alone will never be able to tackle the problem of speeding – it is either unfocused or there is not enough of it, and there never will be
- ASL might be a future solution, but in the interim, **proactive community involvement** seems far more likely to be a realistic tool to effectively address the problem



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