

Speeding in Bucklebury Parish

Addressing speeding in the Parish is seen as a priority activity for BPC based upon the concerns raised by Parishioners. Hopefully you will have noticed BPCs Speed Indication Device (SID) popping up in the 30 mph zones in the Parish thanks to a small team of trained parishioner volunteers. It has two purposes:

1. educate those who forget it's a 30mph zone
2. collect data for BPC to inform West Berkshire Council (WBC) and Thames Valley Police (TVP) on the extent of our problem.

Speed is an issue in most parishes and only by providing such data can we show and share the nature of our problem.

SID is not a camera. It uses a sensor to detect the speed of passing vehicles at distance mounted on a pole. It is programmed not to show pedestrians moving at 5 mph or less. Our rural location and lack of suitable street furniture means we use a portable mounting frame built by our local blacksmith. Ground mounted it can occasionally indicate due to movement near to the sign but it is programmed to ignore speeds below 5 mph. Speeding in our parish endangers all our lives and those we care for so it is definitely not a competition - high levels of speeding are recorded but not displayed. You may be shocked to read that the highest speed recorded in our 30mph zones is over 80mph at 3:22 pm on a Friday afternoon.

SID measures the speed of passing vehicles on detection and when passing the sign from the facing direction and a single speed when passing from the rear direction. This enables a measure of its impact to be determined.

Thanks to a small team of Parishioners we have now have so far educated and recorded 170,000+ vehicle movements (17 SID sites across Bucklebury, Chapel Row and Upper Bucklebury) of which 30% exceed 35mph, 1.3% exceed 50mph and 0.1% exceed 60mph. 35mph is quoted as this a National Police Chiefs' Council (NPCC) speed enforcement guideline (10% plus 2 mph).

Some specific examples:

- Site 011 in Broad Lane has an average speed of 30mph with 20% exceeding 35mph with SID accounting for a 2 mph reduction for vehicles going 30mph and above.
- Site 009 in Bucklebury Village has an average speed of 27mph with 1% exceeding 35mph with SID accounting for a 2 mph reduction for vehicles going 30mph and above.
- Site 015 in Chapel Row has an average speed of 37mph with 58% exceeding 35mph with SID accounting for a 7 mph reduction for vehicles going 30mph and above.
- Site 004 in Burdens Heath has an average speed of 36mph with 55% exceeding 35mph with SID accounting for a 5 mph reduction for vehicles going 30mph and above.
- Site 012 in Harts Hill has an average speed of 32mph with 37% exceeding 35mph with SID accounting for a 3 mph reduction for vehicles going 30mph and above.
- Site 017 in Hatch Lane has an average speed of 28mph with 13% exceeding 35mph with SID accounting for a 3 mph reduction for vehicles going 30mph and above.

The summary data is periodically updated on the BPC website:

<http://www.buckleburyparish.org/community/bucklebury-parish-council-20186/speed-indicator-device-sid/>

The data is analysed on what has become a large Excel spreadsheet using a pivot table. A volunteer to help develop this tool to present the information better for the Parish would be much appreciated as the current format has reached the limit of my capability?

WBC and TVP are encouraging Bucklebury Parish to start Community Speedwatch (CSW) and are looking for our help to address those who ignore our speed limited zones. 12% of all motorists driving in the parish exceed 40mph and they do not respond to the SID reminder. Sadly neither TVP or WBC have the means to provide additional resource and the current levels of enforcement are unlikely to increase. BPC have joined CSW and this will be introduced over the coming months as our sites are approved by TVP based on the SID information.

TVP say "To help improve road safety, Community Speedwatch provides communities with equipment and training to monitor speeding in their area. Organised by our TVP, in partnership with Community Speedwatch UK, speedwatch groups in the Thames Valley are provided with a starter kit on a loan basis, including a speed detection device, to help volunteers assist in the battle against speeding motorists. Community teams undergo a number of training sessions online and police risk assessments to ensure safety at the roadside. An online platform allows group-related activities to be self-regulated via an online calendar and also provides vehicle make recognition training. DVLA pre-checks logged registration numbers for authenticity before automatically passing data on to the police for further processing."

CSW Online (<https://communityspeedwatch.org/>) say *"For many understandable reasons, enforcement and broad-stroke campaigning have made little progress over the past decade, and focused, large-scaled education is currently only organised efficiently in the shape of Speed Awareness Courses after an offence is detected. Research show that on average 97% of speeding offences (not including Speedwatch observations) are detected by speed cameras. The vast majority of these are fixed at the roadside in areas known to both local residents and regular commuters, hence - and in spite of the so-called 'Halo-effect', they have little effect in areas not covered by camera technology.*

*Equally relevant - and **especially to rural areas where fatalities are four times more likely to happen than in urban areas**, the discussion about road safety has a tendency to focus on number of collision casualties alone. In most areas where Speedwatch operates and where speeding evidently is a concern to the communities, the quality-of-life issue as well as feeling safe when using the roads recreationally, are equally important to the affected areas' residents. This is not an attempt at diminishing the dismay of the high number of fatal and seriously injured victims but a reminder that the problem of speeding goes well beyond quantifying its consequences with casualty statistics alone.*

Inconsistently applied enforcement methodology is not likely to change socially perceived acceptable behaviour if the majority of those caught speeding either are not - or consider themselves habitual speeders. Increased compliance with the law can be achieved with other means than enforcement. In the case of Speedwatch, personalised education is a methodology that is just as efficient to help bring the problem under control. Organising concerned, proactive community volunteers on a grand scale is vital to succeed with this goal."

CSW requires a team of 2 to 3 trained Parishioners to deploy for an hour in TVP approved locations to record speeding drivers and send the information to CSW Online for submission to TVP.

CSW Online say *"Registered keepers of vehicles exceeding the speed limit are contacted - initially with a letter from TVP explaining the potential risks and consequences of their dangerous behaviour.*

Repeat offenders will receive a visit from the local police, irrespective of where they live. Beyond these friendly gestures, focused enforcement and criminal prosecution follow based on the collated evidence.

Speed kills, end of story. Speeding is antisocial, and collisions caused by driving too fast for the circumstances are wholly avoidable. But where do we start? We believe that intelligent, personalised education is the answer to solve the problem for most offenders, especially if we can mass-organise the recording of driver details."

At a recent WBC seminar TVP advised that any driver recorded exceeding the twice the speed limit would automatically receive a visit from an Officer.

Hopefully you are enjoying the speed awareness posters created by pupils at Bucklebury Primary School and a new competition for such posters is being run within the Parish. BPC is committed to do what it can to reduce the speeding problem on our roads.

I am aware that for some CSW will be seen as a negative but I hope most Parishioners will see the purpose is to improve our parish. Residents on Harts Hill, Burdens Heath, Broad Lane, Chapel Row and in Bucklebury Village have expressed concerns over excessive speeding which CSW will target. Other than the initial administrative burden the next BPC action is to seek, supported by Councillor Chris Read, WBC matched funding for the 10 CSW permanent road signs required by TVP to be installed for at the entry roads for Chapel Row and Upper Bucklebury. A number of local parishes such as Hermitage have already posted these signs and Chieveley are not far behind. Bucklebury Village will use temporary road signs for CSW.



BPC are always looking for volunteers to help deploy SID, put up speed posters and now CSW. We operate SID when volunteers are able to help so it is not an onerous commitment. Would any of you like to help as the road situation in the Parish will only get worse if we don't have an active SID and CSW programme and to do this we need willing volunteers? If you are able to help or wish to find out any more details please contact the Parish Clerk. David Southgate