

**NOTES OF THE TALK GIVEN BY PC LEE TURNHAM
ON COMMUNITY SPEED WATCH
HVRA Meeting 7th December 2021**

PC Lee Turnham introduced himself –

Background

He is the Community Speed Watch Co-Ordinator for the whole of the Thames Valley region and Hampshire. Quite a few years ago he worked in this area for 14½ years, and then he was seconded back into High Wycombe to set up a new unit to sort the wheat from the chaff. He then went back into the Problem-Solving Team. However, upon returning from holiday he discovered that his desk had been cleared. He went to see the Inspector who informed him that he was now in the Roads Policing Team, based in Amersham, where he is still based.

He is in his 32nd year of being in the TVP. He retired and then came back.

TVP and Hampshire were in an absolute mess with CSW. It had started in 2004, in Soulbury, and in 2006 it became mainstream. There were so many schemes, and no one had any control.

Present

Now they have a CSW Platform which he has totally revamped. He penned a Report on how to introduce the new platform to members of the public and update all the information of the CSW as soon as they are compliant (volunteers having passed the on-line test).

After a CSW session data is uploaded to the Platform and goes directly to the Police when a thorough series of checks are made, the DVLA being first.

The Parish of Greater Hughenden has 1 Sentinel video camera between 3 Wards and 1 Bushnell hand-held camera that is used in Gt Kingshill.

Data Downloading

When data is downloaded the colours can be indiscernible, e.g., silvers, greys and blue can look like one colour, so there is a mismatch. Body-wrapping is when a white vehicle (or any colour) is body-wrapped in another colour, perhaps for a company livery. When the colour is no longer needed the vehicle is warmed for 20 minutes and the colour can be peeled off. The colour underneath is the true colour of the vehicle that is noted by the DVLA.

When the data is downloaded and sent to PC Lee Turnham letters are automatically sent out to volunteers who carry out PNC checks; they then send letters out to offending drivers. [The Police National Computer (PNC) is a national database of information available to all police forces throughout the United Kingdom. Information held on the PNC allows police forces to carry out checks, for example, on a person's criminal record or vehicle registration.

New system

From 1st January there will be a new system in place and there will be full audit trails.

Hughenden Parish was on a pilot scheme that ended in September 2021 and a new scheme went live on 1st October with more analysis. – looking at the MOT, Road Tax and clone registration plates. Working with the DVLA, as none of the Police forces in the UK & NI carry out these checks, because they are all done by the DVLA. The Police only act as an agent. This new system will do it for the police. The DVLA can send prosecution letters straight away,

and they automatically set the ball rolling for prosecution and allow one calendar month to pay for the unpaid months. With regard to not having a current MOT. the Police allow up to 7 days before any action is taken.

If an offending driver has no Tax and no MOT, then it would be queried if they have Insurance? The Roads Policing Enforcements Team get involved and visit the house.

Presently there is a three-tiered system – If an individual receives 3 letters within a 6-month period, an intervention process kicks in and an Officer goes to the house.

PC Lee Turnham would like a 4th letter, to be implemented at any time. It is the 50% letter – this refers to a driver exceeding the limit by 50%, e.g. doing 45mph in a 30-mph speed limit. In which case he/she will receive a letter informing them that if their speed had been detected by a Police radar gun they would be going to Court – NOT facing a Police Awareness Course – but COURT.

Police Officers have speed guns. Police Community Special Officers (PCSOs) will no longer be involved in the future.

The Neighbourhood Team is tasked by the Roads Policing to go out to locations where speeding is occurring to try to curb it. The Roads Policing Officers will then come out to ask questions: How do we solve the problem of slowing this road down? Is there something about this road? As a result of the information gained, they would need to do this, this and this. They ask residents and Parish Councils –What would you like to see within this village or community?

Janet Howe asked LT: What would you do in Bryants Bottom to slow down the traffic?

LT: Perhaps have road markings, tiger's teeth. You could have a Police camera van.

The Police would come up with ideas and pass them on to Traffic Management or TfB.

Louise Jones – What is the trigger point to get a 20mph by the school?

LT: The Police would look at all the data that is coming in. E.g.: the location, the speed of the traffic, the busy times of the day etc. The 20mph limit could be set for school drop off and pick-up times.

TVP are going ahead with the new system which will have auto scheduling. When he looked at the last figures they showed, on 1st October, he had over 400 volunteers and operators; over 350 locations with another 112 sitting on his desk to authorise. 2,500 letters have been sent out already. 95.88% were non-re-offenders over a two-month period and he wants to keep that above 88%.

He has been doing a lot of work in the background. All local Officers have to be laser-trained and theirs are.

CSW is an educational tool to try and get communities to slow down.

In relation to Traffic management – that is above his pay grade.

- **In future, it will be a requirement to use clickers to monitor every vehicle that passes by during a CSW session to gauge the percentage of speeding vehicles.**

126,000 letters have been sent out in the Thames Valley region since April 2021

As a result of the stats that have been downloaded into this new system with the intervention process in place it will reveal multiple offenders.

Angus Idle interjected that the as the next edition of the magazine is in the middle of March could PC Lee Turnham, please write something for us by the middle of February.

Rosemary Hewitt to send out PC Lee Turnham's Newsletter.

Janet Howe: Since the Bryant Bottom Road surface repair the road is like a racetrack and speed vans can come out at random.

Steve Pickersgill – With regard to the camera van – Is it an offence when vehicles flash their lights to warn other drivers of the Police camera van?

LT: It is, but a Police Officer has to actually see the offence for any action to be taken.

When residents, e.g. when Jo Stafford sent in photos/videos of lorries parking across her drive or on the other side of the road by the crossroads, no action can be taken unless the resident dials 101 and the Police Officer actually sees the offence for himself can action be taken as photos can be distorted to paint a completely different picture.

RH asked the final question relating to the yellow CSW signs: What is the best place for the signs to be located, on village entry gates or the parish boundary?

LT: The protocol is where there is a village sign or at every entry point, e.g., village gate. He referred to his last Newsletter in which he clearly stated the above, along with pricing details. He stressed that the yellow CSW signs can only be located in a 20, 30 or 40mph speed limit only because that is where SCW sessions are permitted to be carried out.