



OFFICER REPORT TO LOCAL COMMITTEE (RUNNYMEDE)

Drive Smart Update

26 February 2010

KEY ISSUE

Drive SMART is a countywide campaign initiated by the Leader of Surrey County Council with Surrey Police to tackle anti-social driving issues raised locally by the Surrey public. Anti-social driving has been consistently identified by the Surrey public as a top priority through the regular joint neighbourhood survey, at neighbourhood panel meetings and in feedback to councillors.

To help address this, Surrey County Council has pledged £1million for a year long campaign working alongside Surrey Police to carry out activity focusing on education and changing driver behaviour. Elements of the campaign will include enforcement, problem solving, community involvement and communication at local and county levels.

SUMMARY

Anti social driving includes speeding, bad parking, use of mobile phones, not wearing the appropriate seat belt and other road traffic offences as well as other issues such as the state of the roads and road signs and the need for police activity or engineering remedies to reduce the fears and concerns of the general public and increase the safety for all road users.

This report is for information only.

The Local Committee (Runnymede) is asked to note the content of this report.

ANALYSIS AND COMMENTARY

1. As part of the year-long Drive SMART campaign, larger scale Roadside Education and Enforcement Days (REED's) are taking place in each Borough, with Police and County Road Safety Officers as well as other agencies all aiming to change motorist's behaviour for the long term through education and enforcement. Runnymede has it's REED day booked in for February 16th 2010 to be held at Thorpe Park in order that we can concentrate on the main A320.

2. To supplement the REED's day we have held 2 Partnership Action Days (PAD's) on 17th September and 1st December 2009 and a Special Constabulary day of action on the 6th February 2010 in support of the National Special's weekend of action. . These multi-agency days are similar to the REED days but without the specialist education input from the County Road Safety officers. The results from these days can be seen in the table below.

3. In the meantime all Surrey Police activities that take place in each area relating to Drive Smart are being monitored; results can be seen in the table below.

<u>ACTIVITY</u>	<u>HOURS</u>	<u>INTERVENTIONS</u>	Comments
Pad's days	30	362	Multi agency checks at several sites at the same time
Specials day of action	4	27	Specials/CRO/RPU officers carried out roadside checks
Casualty Reduction routes	32.75	73	RPU/CRO carried out standard patrol hours on these roads
Laser by CRO	18.25	277	Includes speed checks
Promoting Drive Smart	127.75	N/A	Includes driver education and advice
School Speedwatch	2	5	2 planned spring
Dealing with ICAD's	26	39	Anti Social Driving interventions
Community Speed Watch	6.5	3 Yellow warning letters	
Driver Alert	8.5	18	Mainly RPU and RPCSO's
Standard Patrol Operation	103	249	All traffic checks and patrols
Others (including ZJ's, Meetings, days	58	85	
<u>TOTALS</u>	416.75 hours	1138	

Roads Police Units in Runnymede

4. Runnymede has the added support of two Roads Police Community Support Officers (RPCSO's) working with us on directed road traffic issues. They are trained to carry out speed checks and can issue certain fixed penalty tickets regarding obstruction offences. They are a trained traffic resource and will attend local panel meetings to give a traffic advice first hand to the meeting.
5. The Roads Police Units are now aligned to specific borough areas promoting a much closer working relationship with the neighbourhood teams and gaining a more local knowledge of the issues that affect the individual borough. The Roads Police Units join in and provide a valuable contribution to the multi agency enforcement and education days that we undertake throughout the year focusing on issues identified through the Borough Problem Profile in tackling anti-social driving issues and complaints.

Drink Drive Campaign

6. Runnymede borough supported the national drink drive campaign linked to the Surrey County Council and Surrey Police year long Drive SMART campaign to tackle anti-social driving.
7. Campaign objectives.
 - To change attitudes and behaviours towards drink driving, predominantly amongst the target group – white European/British males aged 19-30.
 - Raise awareness amongst Surrey road users that drink driving will be targeted throughout the festive period.
 - Position drink driving as unacceptable.
 - Reduce the number of people killed or seriously injured on Surrey roads.
8. Key audiences
 - Men aged 19 – 30.
 - Motorists who use their cars for work.
 - Surrey road users, as potential victims and offenders.
9. Key messages.
 - Don't drink and drive – you could lose your licence, job, family and friends
 - Plan your journey before you go out.
 - Drinking and driving shatters lives – consider the impact that drink driving has on loved ones left behind.

Runnymede Drink Drive Activities

10. The Runnymede campaign followed the county format which incorporated the Drive SMART ethos of education and enforcement. The first week was about launching the campaign with media releases and distribution of leaflets and posters around the community, particularly to our pubs, clubs, off licences and supermarkets followed by enforcement with the Roads Policing Unit (RPU) taking the lead for this part of the campaign with Drink Drive checks over the Christmas and New Year period.

11. A Multi-agency PAD day was arranged for early December at New Haw Road where drivers were stopped for a number of offences including not wearing a seat belt, using a mobile phone whilst driving, defective lights etc. Because the drivers had committed a moving traffic offence the police were also able to exercise their powers to breath test all drivers stopped.

Two main Casualty Reduction Routes identified for Runnymede

12. This was a list of routes compiled by the Roads Policing Unit with agreement of the Casualty Reduction Officers for each area. The 'Euro Rap' list of worst KSI sites was used as a first point of reference. However this list is compiled from three year data to the end of June 2006 so in an effort to ensure that our activity is focused on areas that have current problems the most recent 12 months data on Accsmaps, the Surrey Police system, (which is to the end of July 2008), was used.
13. The two sites agreed nominated for Runnymede in 2009 due to the collision rate along the nominated section of road were:
- St Peters Way between Guildford Road and the roundabout for the M25 at Junction 11, which had a total of 16 collisions;
 - Woodham Lane from the junction with Scotland Bridge Road to New haw which had a total of 11 collisions.
14. CRO (Casualty Reduction Officer), RPU and RPCSO's have carried out monitoring of speeds and patrols along these roads throughout the year with speed enforcement being the main focus at St Peters Way, due to the amount of enforcement at this location the speed of traffic in general has reduced. A number of enforcement days for Mobile Phone and Seat Belt offences have been carried out in Woodham Lane by the CRO, with assistance from CRO's at Woking, Spelthorne, Runneymede and Elmbridge, and local NSO's (Neighbourhood Specialist Officers) and PCSO's, resulting in many motorists being dealt with by way of warning or prosecution, and a heightened awareness of these offences by the road users in the area. The data on collisions for these roads since the routes were established has not been verified as yet but the indications are that a reduction of collisions has been achieved; which indicates a positive outcome.

NEW Vehicle Activated Signs

15. The Runnymede CRO currently has four portable vehicle activated signs which flash to remind drivers of the speed limit, the signs are attached to a lamp column and run on an internal battery power pack. The signs are currently sited in Ruxbury Road, Spring Rise, and A30 London Road. The other sign has a fault at present and is awaiting return to the manufacturer for repair. These signs were purchased through SCC and Drive SMART funding, they are very effective over the short term, and the CRO can place them out at sites when required to respond to local concerns such as when raised at panel meetings. We are monitoring the number of hours of deployment for

equipment and the average speeds which again will inform our problem profile and future policing activity.

Speed Detection Radar (SDR's)

16. The CRO currently has 1 SDR unit. Such units are used to carry out covert speed surveys at complaint sites, Community Speed Watch sites and sites where there are high RTC's. Each survey takes a week and records the speed of each vehicle travelling in each direction, 24/7 for the entire survey. This gives the CRO an accurate picture of speed issues at a site to assist to make an informed decision as to how best to approach the problem. Options such as enforcement if speeds are high, or by engineering (refreshing road markings, new signs etc), or by suggesting a Community Speedwatch for the area are some of the options available to us. The SDR was purchased by Surrey Police.

Community Speed Watch – Runnymede

17. Local volunteer residents from Runnymede currently work together with Surrey Police support to run a Community Speed Watch Scheme in Spring Rise, Egham.
18. Volunteers need to be at least 18 years of age, have reasonable eyesight and health and be willing to give a few hours of their time to carry out the checks. They are trained by Surrey Police in the use of the equipment, health and safety, at the roadside and then carry out monitoring of vehicle speed in specific areas of concern. They can monitor in areas with 30 or 40 mph speed limits.
19. Details of offending drivers' vehicles are passed to Surrey Police, who identify the drivers and registered keepers and they are sent a warning letter. For drivers who fail to take notice of this warning they will be targeted for enforcement using relevant road traffic legislation where appropriate.
20. It has been seen that these community based projects reduce vehicle speeds at specific locations and increase reassurance within the Borough due to the presence of highly visible Community Speed Watch monitors at the roadside and with legislative influences and site support being applied by the Police.
21. The introduction of this initiative enables the local policing team to use education and information as an alternative means to influence driver behaviour rather than solely relying on enforcement. These sites are chosen by the local residents as sites of concern to them and can be supported by regular Police speed checks.
22. Training is carried out locally by Surrey Police staff and takes about 2 hours. Volunteers are insured by Surrey Police whilst carrying out checks and full admin support is provided to send out warning letters to drivers for speeding, use of mobile phones and wearing seat belts where offences are observed.
23. There are currently no new schemes in Runnymede for 2010. However, there are indications that the scheme in Stroude Road may restart. Surrey Police are keen to set up as many schemes as possible as part of Drive SMART (target 50 force wide). We are actively trying to encourage local residents to start schemes in areas where there are concerns about the speed of traffic

as part of our panel engagements. As part of the Drive SMART initiative additional equipment has been purchased to support new schemes and members of the public interested in starting or joining a current scheme should contact their local Casualty Reduction Officer for more details..

24. SCHOOL SPEED WATCH – As part of Drive Smart, we are assessing all the school sites in the Runnymede area. We currently have 1 school speed watch in Christchurch Road, Virginia Water and the possibility of other schools in the borough setting up their own scheme . With support from the police and Safer Travel advisor hopefully we will be able to establish more of these schemes in the Spring term.

WEBSITE AND STAKEHOLDERS BRIEFING UPDATES

25. The Drive SMART website has recently been launched and more details and useful information can be found at: www.drivesmartsurrey.org.uk.

The second stakeholders' briefing document is currently in production and will shortly be circulated to officers for dissemination to all Local Committee Members.

CONSULTATION

26. A list of Problem Profile Roads has been drawn up after consultation with SCC Local Transportation Office. These will be reviewed at Casualty Reduction Working Group meetings held six monthly at AO3, Guildford to identify further sites and agree action plans between concerned parties (Surrey Police, Local Transportation Dept, Surrey Safer Travel, SF&R etc) All new roads that come to our attention as a result of KSIs or complaints will be considered for inclusion in the problem profile.

FINANCIAL IMPLICATIONS

27. The scope of work is limited by the funding available to this and the other 10 boroughs within Surrey. All bids for activity and equipment have to be ratified by the steering group chaired by ACC Dyson..

CRIME & DISORDER IMPLICATIONS

28. Tackling anti social driving will have obvious crime and disorder implications and the high profile interventions should impact positively on the fear of crime and NI21.

CONCLUSION

29. Members are asked to note the wide range of interventions being carried out in Runnymede and to support the promotion of Drive SMART with the public whenever possible.

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