



AGENDA ITEM NO. 5.1

BISHOPSTON, COTHAM & REDLAND NEIGHBOURHOOD PARTNERSHIP 22 OCTOBER 2012

Report of: Stuart Pattison, Safer Bristol Partnership

Title: Community Safety Officer Delivery Agreement

Contact: 0117 3525249

RECOMMENDATIONS

- a) That the Neighbourhood Committee agrees the priorities identified for 2012/13 and notes the process for devolved decision making for the coming year
- b) That partners note the summary of progress and outcomes from last year's chosen priorities contained within appendix A
- c) That partners note the proposed activity for 2012/13 contained in the delivery agreement at appendix B

Background

1. Community Safety Officers (CSOs) work on a Neighbourhood basis. They cover 2-3 Neighbourhood Partnership areas. Their programme of work is informed by four main sources:
 - Priorities identified by Neighbourhoods through Neighbourhood Forums and Partnerships - formally agreed by Neighbourhood Committees as part of their devolved services.
 - Priorities identified through Safer Bristol's strategic assessment
 - The Quality of Life survey
 - The Neighbourhood Delivery team action plan priorities (in part informed by the above)
2. The Neighbourhood Committee has devolved influence on the work of CSOs and can influence priorities for the officers to work on – this is the neighbourhood element of the CSOs work programme.

- The neighbourhood Committee is asked to note the progress and outcomes from last year's chosen priorities which are contained within appendix A.

Community Safety Priorities for 2012/13

- The process for choosing the neighbourhood priorities in the Bishopston, Redland and Cotham Neighbourhood Partnership area for 2012/13 has been:

Date	Action
April 2012	Draft plan presented to Neighbourhood Coordinator for comment
June 2012	Draft plan submitted for consideration by Neighbourhood Partnership – pulled from 18 June meeting pending further consultation
27 June 2012	Priority setting briefing with Partnership chair
25 July 2012	Revised plan agreed at informal Partnership meeting
Oct 2012	Report presented to Neighbourhood Committee

- The neighbourhood Community Safety priorities identified through this process are:
 - Safer Streets for pedestrians and cyclists – with a focus on cycling on pavements
 - Help people feel safe in public spaces
 - Promote good neighbourliness and better relations between students and other residents
 - Help reduce graffiti and fly-posting
 - Address speeding vehicles through community Speed Watch
- The Neighbourhood Committee is asked to consider and agree these priorities and actions for the year ahead.
- These priorities will form part of the CSO's work plan. The rest of the CSO work plan is set by the Community Confidence Manager. The full work plan for the CSO within the Bishopston, Cotham & Redland Neighbourhood Partnership area is attached here as appendix B.

Future process for devolved decision making on the work of Safer Bristol Community Safety Officers

- In order to identify future neighbourhood priorities for the Community Safety Officer, the following process will be followed:

Month	Action
Dec 2012 – Feb 2013	CSOs to have sessions at forums to feed back on progress on previous action plan and to invite new issues from the Neighbourhoods
Mar 2013	All forum issues from the year compiled by CSOs, along with data from strategic assessment and quality of life survey
April-May 2013	Special community safety meeting to be held in each NP to consider local data and forum issues, and to choose community safety priorities for the year ahead. This meeting might be a one-off subgroup meeting, part of another subgroup, part of a Forum or a briefing with Councillors – this will be decided locally.
June 2013	Neighbourhood community safety priorities will be formally agreed by the Neighbourhood Committee at the Neighbourhood Partnership meeting. The report will outline the locally identified priorities, and will contain information about the other work of the team as an appendix. The report will also outline how the progress will be reported - e.g. community safety update report and/or Forum discussions.
Sept/Oct 2013	Community Safety update report presented at NP meeting and provided for Forums.
Dec 2013 / Jan 2014	New priority setting process commences for next year.

9. CSOs will lead on developing the local priorities with councillors and local residents.
10. Neighbourhood Committees will formally agree the priorities for the year ahead at the June Neighbourhood Partnership meeting (this is so that the strategic data is available to help inform the discussions prior to the decision making meeting)
11. Reports will follow the agreed format (as above) and Neighbourhood Committee can choose what they would like to be attached as appendices.
12. The report will ask Neighbourhood Committee when they would like feedback, and how they would like the feedback to be presented.

Appendices:

- A.** Summary of progress and outcomes from 2011/12
- B.** Community Safety Officer's Delivery Agreement 2012/13

Safer Bristol Community Safety Officer Delivery Agreement Outcomes for 2011/12

The Community Safety Officer's Delivery Agreement for 2011/12 set out a programme of activity to address the Neighbourhood Partnership's priorities around crime reduction and community safety which included:

- Create safer streets for pedestrians and cyclists
- Help people feel safe in public spaces
- Promote better relations between students and other residents
- Improve neighbourliness
- Reduce the visual impact of graffiti and fly-posting

In addition, the delivery agreement set out specific projects to address burglary and other acquisitive crime and also anti-social behaviour.

Throughout the course of the year the Community Safety Officer picked up and addressed other public priorities raised at Neighbourhood Forums and undertook targeted work to address emerging 'hotspots' and issues, feeding back progress to Forums through 'you said, we did' messages.

A summary of key outcomes are as follows:

1. Safer Streets – Cycling on Pavements

- To address the problem of cyclists on pavements, targeted work was undertaken along Gloucester Road with partners and stakeholders from the Gloucester Road Task Group and neighbourhood police teams. A wider campaign to promote responsible cycling and road safety was also undertaken throughout the Neighbourhood Partnership area. Three targeted days of action were undertaken on Gloucester Road. Penalty notices were issued by Police to those riding on pavements and jumping red lights and the Community Safety Officer distributed 350 information leaflets to cyclists in the area. Bike awareness events were also delivered at Southmead hospital, City of Bristol College, University of West of England and University of Bristol. In conjunction with the road awareness messages, cycle security was offered and 250 cycles from within the Neighbourhood Partnership area were registered with the Immobilize scheme. It is proposed to continue this programme of activity throughout 2012/13.

2. Safer Streets – Inappropriate Speed of Vehicles

- Community Speed Watch has been set up jointly between the Neighbourhood Police Teams in North Bristol in response to a request from this Neighbourhood Partnership as well as residents from a number of other wards in north Bristol. Funding was sourced from the

North and North West Neighbourhood Delivery Teams to fund resources such as high visibility jackets.

Volunteer Training

- Two training sessions were held in the year, resulting in 18 trained volunteers.
- There are 29 residents who have expressed an interest in training, but are yet to attend. 27 of these have been invited to previous sessions but were unable to attend.
- Further training dates have been set for the summer, one day time and one evening. All those who have expressed an interest have been invited. Further dates will be offered in the autumn. A maximum of 12 people can be trained at a time.
- Training must be delivered by an officer from the Road Policing Unit.

Information Pack and Process

An information Pack has been created and circulated to all trained volunteers to ensure the process is clear. This will allow the resident volunteers to organise when they would like to do the watches themselves so they are not reliant on an officer to organise the dates and times. This should mean that watches are conducted on a more frequent basis.

The Police aim is to recruit a Police Volunteer to send out the letters to speeding drivers. Until this person is in post the letters will be sent by one of the PCSOs. A contact email and telephone number has been included in the pack. The details of these drivers are kept on a central database which has been created by the Road Policing Unit to enable them to track whether a car is caught speeding on more than one occasion regardless of which Policing area they are observed speeding in. For example the data from watches conducted in both Bristol and South Glos' will be kept on the same database.

Risk Assessments

These roads have been identified by residents at the Neighbourhood Forums and also from the residents who have volunteered. Below are the roads that have a completed risk assessment done by the Road Policing Unit:

- Ashley Down Road, Bell Barn Road, Canford Lane, Coombe Lane, Cotham Brow, Falcondale Road, Greystoke Avenue, Kings Drive, Old Sneed Ave, Parrys lane, Springfield Ave, Stoke Hill, Kellaway Ave, Muller Road, Cotham Hill, Redland Grove.

To date the only road that has been rejected via assessment is Redland Road. This was due to restricted visibility through bends in the road, traffic islands and the zebra crossings.

Activity and Results

In this Neighbourhood Partnership Area watches were conducted with

the following results:

- **Kings Drive 29/3/12 15:30-17:00**

Number of cars checked - 250

Number of drivers who will be warned about their speed - 1

Number of drivers on Mobile phone - 2

- **Ashley Down Road 30/3/12 16:40-18:00**

Number of cars checked - 1560

Number of drivers who will be warned about their speed - 3

Number of drivers going above 30MPH but below 35MPH - 20

- **Ashley Down Road 10/04/2012 13:30-15:30**

Number of cars checked - 486

Number of drivers who will be warned about their speed - 18

Number of drivers going above 30mph but below 35pmh - 60

- **Kellaway Avenue 09/05/2012 15:00-17:00**

Number of cars checked - 435

Number of drivers to be warned about their speed – 2

Feedback and Evaluation

Updates will be provided on a quarterly basis for the Neighbourhood Forums, and all trained volunteers will receive this update direct.

Neighbourhood Watch schemes and other key contacts will also be sent the information with details of how residents can volunteer. A large number of the volunteers that have come forward to date were from Neighbourhood Watches following a message sent out using the ringmaster system.

Although Community Speed Watch has been established in other locations in Avon and Somerset for some time, it has not been done in Bristol before and has not been run in an urban area before. It is proposed that a detailed evaluation is undertaken with the Neighbourhood Partnership and other stakeholders in the coming year to review how the process is working and identify any improvements required such as a recruitment strategy to refresh the volunteer pool. This work is reflected in the Community Safety Officer's delivery agreement for 2012/13.

3. Help People feel Safe in Public Spaces and Tackle Anti-Social Behaviour

- We have focused resources to address public confidence in those areas where it is low, as well as in emerging anti-social behaviour hotspots identified by partners and local residents. Problem solving plans have been pulled together to address particularly complex issues. The annual quality of life survey has shown that when asked residents in the Neighbourhood Partnership area have increasing confidence in how the Police and Public Services deal with crime and ASB. In Bishopston in 2010 35.4% of residents felt that the Police and Local

public services successfully dealt with issues of crime and ASB in their area, rising to 42.6% in 2011. In Cotham public confidence rose from 33.6% in 2010 to 43.5% in 2011. Redland increased from 33.5% in 2010 to 36.4% in 2011.

- Reports of anti-social behaviour have decreased by 3.7% within the past year; this despite targeted campaigns to encourage reporting to agencies and the introduction of the 101 reporting line, suggesting partnership actions have been successful.

4. Promote Better Relations between Students and other Residents and Improve Neighbourliness

- Events were attended during Fresher's Week to discuss acceptable behaviour. Multi-agency door knocking exercises were undertaken through October and November on roads where significant complaints had previously been received about students. A total of 150 premises were visited by a Community Safety Office, Police, University and BCC Cleansing staff. The purpose being to welcome students to the area and give relevant information about waste collection and responsible citizenship. Visits will continue through the 2012/13 academic year, with the assistance of student volunteers.
- A partnership problem solving initiative was undertaken on behalf of the Neighbourhood Partnership to address nuisance houses of multiple-occupation (HMOs). The specific aims were to improve community cohesion, reduce the number of complaints regarding known 'problem premises', improve the quality of service to complainants and improve partnership working and information sharing.
 - Representatives from the universities, police and council have worked together through a series of workshops to achieve these aims.
 - Over the course of the year complaints around litter within the targeted areas received by the Council were reduced by 28% - despite changes to the waste contract and collection days in some areas.
 - Repeat complaints both to the Council and Universities have reduced over the past year.
 - 150 student properties have been visited in this Neighbourhood Partnership, Cabot and Clifton.
 - UWE have received no complaints from properties on these roads since the visits and UofB have received 2 complaints related to noisy parties within the year – both of which resulted in multi-agency visits to the occupiers.
 - This activity has led to positive feedback from residents including the following:

"I was so impressed with the pamphlets you left with Tim. They were brilliant and a mine of information for any student. I had no idea that there was so much liaising between the University and the community in general."

“Thank you also for door knocking at students doors- I have to say, most student houses are no problem, but there seems to be a persistent few”.

- Private Landlords have been targeted with advice on social responsibility and effective management at Liaison Groups and the Landlord Expo in 2011 and 2012.
- The Council’s Private Housing Team have successfully prosecuted non-compliant Landlords of Licensed HMO’s, removing their ‘fit and proper persons’ status and continue to explore the feasibility of a Code of Conduct for private landlords to supplement the existing accreditation scheme.
- A joint working protocol has been adopted between Neighbourhood Enforcement Services including Streetscene enforcement and Pollution Control and both Universities to improve information sharing and proactive joint action.
- A Student Community Partnership was launched in April 2012 to take this work forward on an on-going basis. There is standing representation from the universities, student unions, letting agents, police and numerous council departments.
- A fully evaluated problem solving plan has been shared with partners including local councillors and Partnership Chairs.

5. Tackle Burglary Hotspots

- Hotspots locations were identified in Redland and Cotham and targeted action plans drawn up to reduce burglary in these locations. This also included hotspot locations for Theft From Motor Vehicles, to be targeted with ‘Don’t Bother’ kits. Information was given to students during Freshers Week, and during door knocking exercises. We also surveyed students about the most effective methods of communicating crime reduction messages for the future.
- Overall crime rates continue to fall across the city and in the Neighbourhood Partnership area the number of reported signal crimes fell by 9.1% between 2010/11 and 2011/12. Within this there were some notable successes including a significant reduction in acquisitive crime such as dwelling burglary which fell by 12%, theft of motor vehicles which fell by 20% and theft of pedal cycles was down 24.6% on the previous year.

These outcomes are backed up by increased community confidence and reduced fear of crime in Redland, Bishopston & Cotham. Notable headlines from the annual Quality of Life survey include:

- Perceptions of anti-social behaviour being a local problem have fallen from 27% in 2009 to 19% in 2011.
- The fear of crime affecting peoples’ day-to-day life has continued to fall across the Neighbourhood Partnership area from 18% in 2009 to 11%

in 2011. The percentage of people who say personal safety is a problem has also fallen.

- The public's confidence in the Police and Council dealing with the local issues that really matter has risen from 39% to 41% in the past year.

These represent significant achievements for the Partnership; demonstrating agencies have successfully responded to the priorities raised by local residents. But there is clearly more to be done and in some areas further action is required.

The Year Ahead

The Community Safety Officer's delivery agreement for 2012/13 will continue to focus on the priorities identified by the Neighbourhood Partnership; notably cleaner safer streets, improved public perceptions and better student/community relations.

We will also seek to address the issues that have been raised by the community through Neighbourhood Forums as well as any emerging themes brought to our attention in the coming year. Although the most common Neighbourhood Forum issues across the Partnership area in the past year have been traffic and environment related, the continued impact of inappropriate vehicle speeds and cycling on pavements have also been raised. It is therefore proposed that these issues and further actions to address them remain in the Community Safety Officer's delivery agreement for 2012/13.

Finally, the Community Safety Partnership's strategic aim is to reduce total crime by 15% by 2014 (i.e. no more than 43,310 recorded incidents from the 2010 baseline of 50,495). Our Strategic Assessment provides recommendations for the Neighbourhood Delivery Team covering this Neighbourhood Partnership and these are to continue to reduce anti-social behaviour, burglary and theft from motor vehicles. It is proposed the Community Safety Officer's Delivery Agreement for 2012/13 sets out a programme of activity to also focus on these areas.



Redland, Bishopston, Cotham Neighbourhood Partnership Community Safety Officer Delivery Agreement 2012/13

Summary of Community Safety Priorities for the area:

This agreement is informed and influenced by the Neighbourhood Partnership's community safety priorities as well as Neighbourhood Forum feedback and Safer Bristol's strategic assessment.

The Redland, Bishopston & Cotham Neighbourhood Partnership has agreed a number of community safety priorities within its forward plan. <http://bristolpartnership.org/neighbourhood-partnerships/bishopston-cotham-a-redland>. These include safer streets for pedestrians and cyclists; people to feel safe in public spaces; better relations between students and other residents; good neighbourliness and reduced graffiti and fly-posting. Actions to address these priorities form the basis of this agreement.

The most common Neighbourhood Forum issues across the Neighbourhood Partnership area relate to general anti-social behaviour, the inappropriate speed of vehicles and cycling on pavements. These are also specifically addressed through this delivery agreement. The Community Safety Officer will respond to any emerging community safety issues raised in the course of the year, reporting back progress and activity.

The Safer Bristol Strategic Assessment provides recommendations for the North Bristol Neighbourhood Delivery Team with a view to achieving our aim of reducing total crime by 15% by 2014. The recommendations for this area are: Reduce Anti Social Behaviour, Burglary and Theft from Motor Vehicle.

Appendix B

Bishopston, Redland and Cotham Neighbourhood Partnership.
Community Safety Officer Delivery Agreement 2012/13

	Priority/ Issue		Proposed Action	Who is responsible – lead agencies and/or people	Timescale	Measure / Monitoring	Update
1	Safer Streets Cycling on Pavements	1.1	Support Neighbourhood Police Team to tackle issues of cycling on pavements – undertake PSP and target priority areas including Gloucester Rd	Police/Safer Bristol/BCC highways	2012/13	Activities taken, targeted days of action, events attended and penalty notices issued	
2	Safer Streets Community Speed Watch	2.1	Support the Neighbourhood Policing Team with the continued delivery of Community Speed Watch.	Police Safer Bristol	ongoing	No. of watches, no. of letters sent as fed back to Forums quarterly and NP annually, reduction in number of speeding vehicles	
		2.2	Undertake an evaluation of the scheme and report with recommendations to the Neighbourhood Partnership	Safer Bristol Police	Oct 2012	Evaluation undertaken and reported to NP	

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	Priority/ Issue		Proposed Action	Who is responsible – lead agencies and/or people	Timescale	Measure / Monitoring	Update
3	Feeling Safe in Public Spaces Tackle Crime and Anti-Social Behaviour and address Public Perceptions	3.1	Tackle location based ASB hotspots and support initiatives to design out crime through problem solving processes. Undertake consultation/engagement with residents and partners	Safer Bristol	Ongoing	Problem Solving Plans completed for all identified hotspots. QoL survey results ASB figures	
		3.2	Support work to reduce the impact on the community and victims (through impact and risk assessments)	Safer Bristol	Ongoing	No. identified repeat and vulnerable victims	
		3.3	Promote Young Transformers - Increasing youth engagement in community safety initiatives	Safer Bristol	2012	Total no. Transformer bids and no. successful bids per quarter	
		3.4	Attend Neighbourhood Forums to respond to community safety priorities and give advice to local residents on community safety and crime reduction matters	Safer Bristol	2012	Attendance at qtrly meetings. No. 'You said, we did' messages fed back to Forums QoL survey results	

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	Priority/ Issue		Proposed Action	Who is responsible – lead agencies and/or people	Timescale	Measure / Monitoring	Update
		3.5	Reduce the fear of crime among vulnerable groups – attend clubs and events, interact with local elderly residents and promote Playing Out initiatives	Safer Bristol	2012/13	No. events attended QoL survey results	
		3.6	Promote regular local community safety messages through all available channels	Safer Bristol	2012/13	QoL survey results	
		3.7	Contribute local content to Safer Bristol's marketing and communications forward plan	Safer Bristol	2012/13	No. messages delivered	
4	Student/Community Relations	4.1	Work in partnership with both universities to improve student and resident relations. Support rolling programme of activities and communications for each academic year	Student/Community Partnership	Ongoing	Partnership forward activity and communications plan implemented – reported back to Forums quarterly and NP annually	
		4.2	Support targeted multi-agency door knocking exercises throughout academic calendar	Safer Bristol	2012/13	No. hotspots visited and confidence survey feedback	

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5	Promote Neighbourliness	5.1	Promote Neighbourhood Watch, StreetReps, enviro sub-group and other community led schemes including Playing Out to empower residents and encourage strong communities	Safer Bristol	2012/13	No. schemes/ initiatives taken up	
		5.2	Encourage local people to engage and share intelligence. Increase awareness of reporting mechanisms	Safer Bristol	Ongoing	QoL survey results	
6	Reduce Graffiti and Fly-posting	6.1	Support funding bids for targeted activities to reduce ASB – as informed by local need	Safer Bristol	2012/13	Successful Bids to NDT	
		6.2	Support partner agencies in tackling environmental nuisance such as Fly-tipping and Fly-posting e.g. through weeks of action and awareness campaigns	Safer Bristol	2012/13	No. reported incidents and No. successful prosecutions undertaken and publicised	
7	Burglary and theft from motor vehicle (Reduce Serious Acquisitive Crime)	7.1	Support or lead on Problem Solving Plans to reduce Burglary and Theft from Motor Vehicle in Hotspot Locations	Police/ Safer Bristol	Ongoing	PSP Evaluations completed and objectives met	

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	Priority/ Issue		Proposed Action	Who is responsible – lead agencies and/or people	Timescale	Measure / Monitoring	Update
		7.2	Carry out seasonal Crime Reduction initiatives	Safer Bristol	Ongoing	No. activities and events	
		7.3	Targeted walkabouts and Community safety surveys when required.	Safer Bristol	Ongoing	No. activities and events	
		7.4	Support work on reducing the Student Population being victims of crime	Safer Bristol	Ongoing	No. activities and events Reduction in crime rates	
		7.5	Promote local initiatives to design out crime – e.g alley gating schemes and shed burglary schemes	Safer Bristol/ Police	Ongoing	No. initiatives undertaken reduction in crime figures	
8	Facilitate Partnership Activity	8.1	Support Neighbourhood Partnership as Problem Solving Advisor and deliver problem solving training to NP Members	Safer Bristol	2012/13	No Problem Solving Plans delivered. No. training sessions delivered. No partner's training needs met	



**Community Speed Watch
Interim Evaluation Report**

**Bishopston, Redland & Cotham
Neighbourhood Partnership
October 2012**

Background

Public perceptions of speeding hot-spots often do not correlate with the analysis of casualty reduction sites identified by the City Council. There is demand for police speed enforcement action at speeding sites identified at a neighbourhood level. A new way of partnership working is needed to ensure community expectations are met and effective speed enforcement activity still takes place. Intelligence-led speed enforcement activity by the police will continue, supplemented by Community Speed Watch action.

It is often found that offenders, who exceed the speed limit, are themselves local to the neighbourhood.

Community Speed Watch is a scheme to encourage people to reduce speeding traffic through their community. The scheme enables volunteers to work within their community to raise awareness of the dangers of speeding and poor driving, helping to control the problem locally.

Community Speed Watch was set up jointly between the Police Teams in North Bristol as residents from a number of wards in north Bristol had raised concerns about speeding either at Neighbourhood Forums, Neighbourhood Partnerships (Bishopston, Redland & Cotham) or directly with the Police.

The scheme was the first urban speed watch initiative in the Avon & Somerset Constabulary area. There have been many rural initiatives successfully delivered over several years and learning from these schemes was applied in the early implementation in Bristol.

Funding for the scheme has been sourced from the North Bristol Neighbourhood Delivery Teams to support implementation, including cost items such as high visibility jackets, clipboards and other essential resources. A speed gun was sourced through the Southmead Beat Team.

Volunteer Training

- To date there have been three training sessions held, resulting in over 30 trained volunteers. A maximum of 12 people can be trained at any time.
- There are 14 residents who have expressed an interest in training, but who are as yet to attend. 13 have been invited to the three previous sessions but were unable to attend. 1 has not been invited to training previously as they have only recently expressed an interest.
- Training was delivered in the spring and summer with both daytime and evening sessions offered. A further session will be delivered on 18 October.
- Further training dates will be rolled out on a quarterly basis depending on volunteer demand. Training must be delivered by an officer from the Police Road Policing Unit. They are committed to supporting the scheme going forwards.

Information for Volunteers

There is a single point of contact i.e. one telephone number and email address for all volunteers to use regarding speed watch enquiries or to organise a watch. The single point of contact is administered by the Southmead Neighbourhood Police Team.

An information pack has been created and circulated to all trained volunteers to ensure the process is clear. The information packs include a working protocol, code of conduct and aide memoire for volunteers, road risk assessments and a contact list of other trained volunteers. Updates and addendums to the pack will be circulated by the Neighbourhood Policing Team.

The packs allow resident volunteers to organise when they would like to do the watches themselves so they are not reliant on a member of police staff to organise the dates and times. This should mean that watches are conducted on a more frequent basis. Up to now 95% of watches undertaken have been initiated and organised by the police.

A resident volunteer sought to encourage other trained volunteers to sign up to an online calendar, thereby being self organised and able to plan suitable watch dates well in advance. Unfortunately there was limited interest or support among other volunteers so Neighbourhood Police officers have continued to arrange watch dates as and when they can. They have also continued to attend Speed Watch sessions in support of resident volunteers though a uniformed police presence is not necessary.

There is potential for confusion among volunteers about the appropriate process and there is a risk of creating unreasonable expectations as well as inconsistent practice across different areas.

Community Speed Watch Process

1. Residents express interest in Speed Watch, added to mailing list for training invite and then attend a training session.
2. Roads risk identified by volunteers, or by residents at Neighbourhood Forums, assessed by Road Policing Unit. Trained volunteers will receive a copy of any future risk assessments completed to add to their information pack.
3. Once trained, volunteers contact details added to contact list to be circulated to other trained volunteers.
4. Trained volunteer wishing to carry out a speed watch (must be on risk assessed road), contacts other trained volunteers to organise date and time they wish to conduct watch.

5. Contact Neighbourhood Police team
ssnsouthmead@avonandsomerset.police.uk or 0117 9454626, if there is no answer please leave a message. Let the Neighbourhood Police Team know what day, time, location and names of volunteers taking part.
6. Police Team to add the above to the Speed Gun calendar and confirm to volunteers that the equipment is available on the date and time requested. The Beat Team will put details of the day, time and location of the watch on the Police 'Webstorm' System so Police Officers are aware it is taking place.
7. If equipment not available, volunteers can request a different date and time.
8. Equipment will be available to collect from the front office of Southmead Police Station prior to time the watch has been organised for. When collecting the equipment please ask to see a member of the Neighbourhood Police Team.
9. Following the watch, volunteers to return the equipment to Southmead Police Station. This must be done as soon as possible after the watch finishing to ensure the equipment is ready for other volunteers to use.
10. Community Speed Watch record sheets with details of speeding cars can be returned with the equipment, or alternatively if volunteers wish to type up the information collated they can then email it to ssnsouthmead@avonandsomerset.police.uk. This must be received no more than 7 days following the watch.
11. Police Team will send out letters to drivers observed to be speeding.
12. Update on the results of Speed Watches will be provided quarterly at Neighbourhood Forum Meetings, and via Speed Watch Bulletins sent directly to volunteers.

Road Risk Assessments

Roads to be targeted for Community Speed Watch have been identified by residents at Neighbourhood Forums; through direct enquiries to the Police and also from residents who have trained as volunteers.

Below are the roads in Bristol that have a completed risk assessment conducted by the Road Policing Unit at the time of writing this report:

Ashley Down Road, Bell Barn Road, Canford Lane, Coombe Lane, Cotham Brow, Falcondale Road, Greystoke Avenue, Kings Drive, Old Sneed Ave, Parrys lane, Springfield Ave, Stoke Hill, Kellaway Ave, Muller Road, Cotham Hill, Redland Grove and Doncaster Ave, Henbury Road, Kingsweston Lane, Cranbrook Road and Cairns Road and Parry's Lane.

The only road to have been rejected for Speed Watch following risk assessment by the Road Policing Unit is Redland Road. This was owing to visibility issues due to bends in the road, traffic islands and zebra crossings.

Police Follow Up Action

The Neighbourhood Police Teams send out all letters to owners of speeding vehicles. The aspiration is for this to be undertaken by a trained and vetted Police volunteer. Until this person is in post the letters will be sent by one of the Police Community Support Officers on the Neighbourhood Team.

The details of speeding vehicles are kept on a central database which has been created by the Road Policing Unit to enable them to track whether a car is caught speeding on more than one occasion regardless of which policing area they are observed speeding in. For example the data from watches conducted in both Bristol and South Glos' will be kept on the same database.

Data Protection, Human Rights and Proportionality

Human Rights considerations in sending letters to registered keepers may be considered as an infringement of an individual's privacy. However, in the case of Community Speed Watch, the following considerations would mitigate any challenge on privacy grounds and demonstrate proportionality:

- There is a pressing social need;
- It pursues a legitimate aim;
- It is the least intrusive method;
- It promotes and protects public safety;
- It protects rights and freedoms of other local residents for a safer environment;
- It is proportionate to the problem.
- It is a strategy in the reduction of crime and disorder

Local Speed Watch Outcomes

In the Bishopston, Cotham and Redland Neighbourhood Partnership area the following Speed Watch sessions have been conducted with the following outcomes and actions:

- **Kings Drive 29/3/12 15:30-17:00**

Number of cars tracked - 250

Number of drivers who will be warned about their speed - 1

Number of drivers on Mobile phone - 2

- **Ashley Down Road 30/3/12 16:40-18:00**

Number of cars tracked - 1560

Number of drivers who will be warned about their speed - 3

Number of drivers going above 30mph but below 35mph - 20

- **Ashley Down Road 10/04/2012 13:30-15:30**

Number of cars tracked - 525

Number of drivers who will be warned about their speed - 18

Number of drivers going above 30mph but below 35mph - 60

- **Kellaway Avenue 09/05/2012 15:00-17:00**

Number of cars tracked - 435

Number of drivers to be warned about their speed - 2

Feedback on Activity and Outcomes

Information captured during each session has varied depending on the notes taken by the volunteers on the day. In order to provide more detailed and consistent feedback, volunteers will be reminded to make full notes and capture specified information in future. This should include the number of vehicles tracked; number of vehicles speeding within specified limits; numbers speeding above the threshold and to receive a written warning and number and nature of other infringements witnessed on the day.

Updates should have been provided on a quarterly basis at Neighbourhood Forums, and all trained volunteers should have also received this information. It is noted that this has not happened in all areas and some Neighbourhood Forums have not had a quarterly report.

Marketing and Communications

Neighbourhood Watch schemes and other key neighbourhood contacts should continue to be sent information with details of how residents can volunteer. A large number of the volunteers that

have come forward to date were as a result of messages sent out using the 'ringmaster' system to Neighbourhood Watch members.

The Police acknowledge information on Community Speed Watch on their website is both outdated and limited. Aspirations to bring this information resource up to date and interactive may not be possible in the short term owing to other priorities and budgetary constraints.

There is currently no information on Community Speed Watch available through the Council's website.

Some Neighbourhood Partnerships, including Bishopston, Redland & Cotham (<http://www.bcrnp.org.uk/>) are developing their own websites. There is certainly potential for Community Speed Watch to be promoted through these and other local, grass roots resources and information outlets.

Sustainability and Volunteer Support

Initially Community Speed Watch was developed by Neighbourhood Police Teams, with support from Community Safety Partnership colleagues, for and on behalf of local residents. To generate sufficient interests to get a bank of volunteers trained and competent in delivering Speed Watches, the Police continue to arrange and promote sessions. The model we wish to work towards, as is run across the rest of the Avon & Somerset Constabulary area, is a volunteer led scheme where residents are self sufficient and self organised.

It is accepted this may be a longer term aspiration and in the interim the Neighbourhood Police Teams are committed to supporting the scheme though it is accepted they do have a limited capacity to run and attend sessions. Pressure on neighbourhood resources means the Neighbourhood Police Team and Community Safety staff may have considerably less capacity in the coming year.

For this reason the Neighbourhood Partnership is asked to consider how it can better support Community Speed Watch in its area. Specifically, the Partnership is asked to consider how it can promote the initiative to generate new volunteers and how it can support existing volunteers to maintain commitment and interest in the scheme.

Conclusions and Recommendations

Community Speed Watch is an effective response to local concerns; empowering residents within the neighbourhood and raising awareness to control the problem locally.

The process of recruiting and training volunteers needs to be simple and transparent.

Robust systems need to be created and maintained by Police to record expressions of interest from prospective volunteers; those who require and have completed training; a resource (speed gun) calendar and central Speed Watch outcomes database to record follow up letters to registered keepers.

Police need to establish systems to regularly and routinely refresh volunteer information packs.

Summary information on Community Speed Watch outcomes, for example in “you said, we did” message format, should be presented to Neighbourhood Forums and via other local groups on a regular (at least quarterly) basis.

A webpage with basic information on Community Speed Watch, contacts and volunteer guidance should be created on Safer Bristol’s website (via www.bristol.gov.uk)

In terms of sustaining the scheme in the longer term partners need to consider how to facilitating the transition to a volunteer led initiative.

The Neighbourhood Partnership should create an online resource to promote the scheme locally and consider what other action it can take or resources at its disposal to promote Community Speed Watch and support existing volunteers to maintain commitment to and interest in the scheme.

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