

Community Speed Watch Event

February 2026



Philip Seccombe
Warwickshire Police and Crime Commissioner



Karen Lynch MBE

High Sheriff of Warwickshire



Insp Dave Valente – Gary Strain

WRSU Manager

Road Safety Officer



Community Speed Watch



Service



Pride



Compassion



Learning

Road Safety Strategy



Target

65% reduction

in the number of people killed or seriously injured on roads in Great Britain by 2035, using a 2022–2024 baseline.



Target

70% reduction

in the number of children (under 16) killed or seriously injured on roads in Great Britain by 2035, using a 2022–2024 baseline.



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Learning

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WRSU Manager

Road Safety Officer



Warwickshire Road Safety Partnership target

Reduce KSI 50% by 2030



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Learning

Safe System

1. Safe road use
2. Safe vehicles
3. **Safe speeds**
4. Safe roads and roadsides
5. Post-crash response



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Learning

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WRSU Manager

Road Safety Officer



Speed

Factor in **59%** fatal collisions 2024 in UK
- DfT



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WRSU Manager

Road Safety Officer



Warwickshire Road Safety Unit / Partnership

- Enforcement
- SNT monitoring
- **CSW**
- Op Snap



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Learning

Community Speed Watch

- Visible deterrence
- Community engagement
- Change/influence driver behaviour
- Supports strategic / operational aims



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Learning

Community Speed Watch 2025

- 2024 - **46** groups
- 2025 - **55** groups
- More in pipeline



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Learning

Community Speed Watch 2025

- 2024 - sessions **473**
- 2025 – sessions **759**
- **62%** growth activity



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Community Speed Watch 2025

- Vehicles monitored – **169,264**
- Speeding – **6,263**
- **3.7%**



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Learning

Community Speed Watch 2025

- 2024 - Nil returns – **5%**
- 2025 – Nil returns - **9%**



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Learning

Community Speed Watch 2025

Back office administration

- 2023 - 2 volunteers - 189 hours
- 2024 - 5 volunteers- 309 hours
- 2025 - 5 volunteers- **787** hours



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Learning

Community Speed Watch 2025

- Build on your hard work
- Support new groups joining
- Share good practice
- Get to know neighbouring CSW



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Learning

National Road Safety Strategy Warwickshire context



Fay Cannon – Warwickshire Road Safety Partnership

National Road Safety Strategy has now launched!

The National Road Safety Strategy was published on January 7, 2026, marking the first update in over a decade.

The strategy outlines an ambitious plan to improve road safety in Great Britain.

Targets

- 65% reduction in the number of people killed or seriously injured on roads in Great Britain by 2035
- 70% reduction in the number of children (under 16) killed or seriously injured on roads in Great Britain by 2035

These targets are supported by four themes that structure the government's commitments and actions.

- Supporting road users
- Taking advantage of technology, innovation and data for safer vehicles and post-collision care
- Ensuring infrastructure is safe
- Robust enforcement to protect all road users



What does this mean for community speed watch?

The government committed to publishing a new edition of the best practice guidance 'Setting Local Speed Limits' and updating separate guidance on the use of speed and red-light cameras.

The government committed to introducing a new Roads Policing Innovation Programme.

We will be feeding back the importance of community speed watch



What do the public think?

Thinking about the issues facing Britain, how important or unimportant do you consider road safety and the risk of deaths or serious injuries from road collisions today?

Very important	Fairly important	Not very important	Not at all important	Don't know
46%	40%	10%	1%	3%

	Enforcing speed limits through fixed speed cameras	Enforcing speed limits through average-speed cameras	Police roadside detection and stops for speeding	Local community-led Speed Watch schemes	Using speed awareness courses as an alternative to prosecution for speeding
Very important	36%	35%	34%	21%	38%
Fairly important	43%	42%	43%	35%	36%
Not very important	13%	14%	14%	25%	15%
Not at all important	4%	4%	5%	11%	6%
Don't know	4%	5%	4%	8%	5%



Respond to the consultations

Alongside the strategy, 6 consultations have been launched and with a deadline of submission on 31st of March:

- Motoring offences
 - Lowering the drink drive limit in England and Wales, including an even lower limit for novice drivers.
 - New powers to suspend the driving licences for those suspected of committing a drink and/or drug driving offence, and the most serious offences resulting in a fatality or serious injury.
 - Reviewing the penalties and mandatory training for drink and drug driving offences
- Introducing a minimum learning period for learner drivers (category B driving licence)
 - 3 – 6 months is being considered as part of the proposal
- Introducing mandatory eyesight testing for older drivers
- Improving moped and motorcycle training, testing and licensing (categories AM, A1, A2 and A driving licence)
- Mandating vehicle safety technologies for new vehicles
- Reviewing the law for powered mobility devices



Central Reporting System for Speed Concerns



Central Reporting System for Speed Concerns

- Allow for a consistent approach across the organisations.
- Be evidence led using collision, casualty, and speed data.
- Policy framework has been agreed between Partnership, Police and WCC.
- Results will be posted to improve transparency



Central Reporting System for Speed Concerns

- Please direct all complaints / concerns to the Central Reporting System through the WRSP website.
- Each location is thoroughly investigated
- Repeated submissions do not get any extra attention & will be closed off as duplicate if within 12 months.
- Community Speed Watch data is considered.
- NPCC guidance in relation to speed enforcement is followed.
- A LOW CRS outcomes does not mean that CSW cannot be considered or allowed



SNT Monitoring for Speed Concerns

- If the criteria for interventions is met, then a request will be sent to the relevant SNT Inspector for monitoring / enforcement to be carried out over 2 months.
- A recording sheet is included for completion so that WRSP can analyse results to see if monitoring has been effective or ascertain if further interventions are required.
- All interventions are recorded and discussed at relevant user group meetings.
- Interventions can be provided by Police or Road Safety Engineering Team if criteria is met.



Speed Concern Monitoring

- Evidence led speed enforcement ensures Police target areas where there is evidence to support the concern.
- Ensures enforcement at right time /day if pattern emerges
- Reduces Police workload
- Reduces demand on their time
- Balances public perception to speeding.
- Just 9% of submissions in 1st 12 months required intervention



- The CRS is not suitable for individual persistent offenders – report these directly to Police
- CRS is not suitable to report CSW results
- It is not suitable to report congestion caused by road closures or diversions
- The grading can not be altered without evidence to support it.
- Community concern sites for mobile enforcement may be identified from CRS.*
- Locations suitable for engineering interventions maybe identified from CRS*
- * IF THE CRITERIA IS MET*





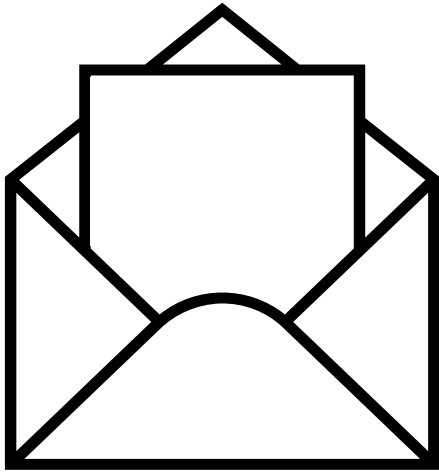
Routes to speed safety:

Assessing the role, value and impact of CSW and CSW outcome letters

Dr Leanne Savigar-Shaw, Associate Professor in Policing, University of Staffordshire

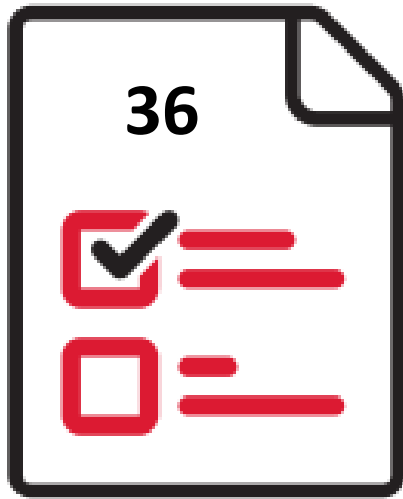


Making Roads Safer



Outcome letters

Research gives insight into behaviour change.
Warwickshire implemented letters guided by
evidence.



Questionnaires

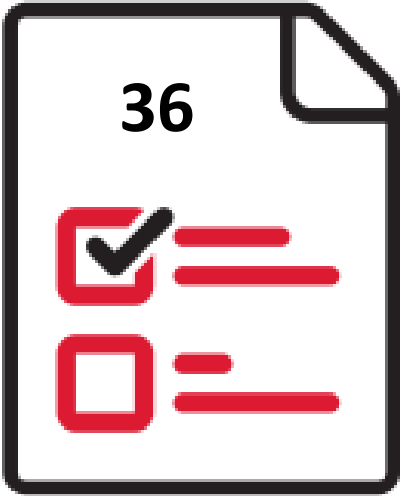
69%
reported never
or hardly ever
speeding in
last 6 months
(30mph)

86%
reported
intentions to
never or hardly
ever speed in
the next 6
months (30mph)

Conclusion
CSW is having
positive
impacts on
intended driver
behaviour.

46%
said intended
speed changes
were solely due
to their
experience with
CSW.

92%
said intended
speed changes
were at least in a
small part due to
their experience
with CSW.



Questionnaires

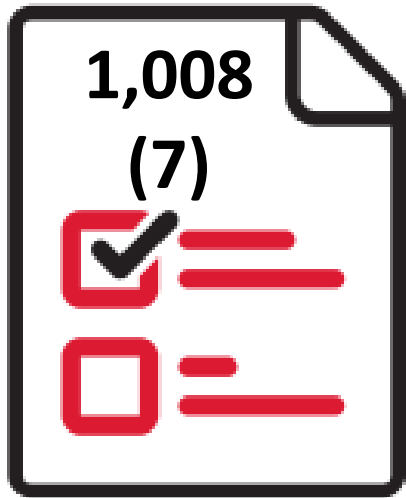
Fatality statistics

Injury statistics

Conclusion
Drivers claim that elements of the letter are highly likely to reduce their driver speeds.

CSW rationale

Police response



Questionnaires

Cars get faster and quieter and it is down to communities to protect themselves. Well done to you all.

- In my instance they hid behind a car in a layby, weren't visible at all.
- I do NOT SPEED and categorically deny that I was on this occasion. There were 3 ladies- one with a clipboard and no sign of a speed detection device.
- I have seen a recent post on social media from one of the people who led these convictions *bragging* they have caught people.

Open text responses

It is the police letters with the information provided that have caused me to change my driving behaviours and to be more focussed on speed on all roads. I appreciate the opportunity to put things right and not receive punitive measures.

Conclusion
Plenty of support.
Letters that inform specifically of speed are valuable.
Need to ensure protocols are followed to maximise legitimacy.

Thank you.

Email:

leanne.savigar-shaw@staffs.ac.uk

Find out more here >



Introducing our panel, answering your questions