



Creating a safer
Cambridgeshire

Speedwatch Guidance

April 2015

Aims of the scheme

Community Speedwatch is a scheme to allow volunteers to address speed concerns in their communities.

This is achieved by:

1. Undertaking high-visibility roadside operations to educate drivers, by displaying their speed on a digital display with a view to improving driver behaviour.
2. Reporting to the Police the details of speeding vehicles in specific areas where speed is of concern. These speed monitoring reports enable the police to
 - a. Send advisory letters to the registered owners with the aim of informing them of the speed their vehicle was travelling at in excess of the speed limit.
 - b. Use the data gathered to inform Police and others on the allocation of resources and general road safety issues.
3. Delivering locally based feedback and problem solving schemes where speeding is of specific concern to the Community, operated by volunteers and supported by the Police.
4. Speedwatch is not enforcement: it is about raising awareness of speeding within communities and educating drivers.

Roles and Responsibilities

The Constabulary will appoint an Operational Lead for Speedwatch across the county from within the Territorial Policing Command. This person is currently the Chief Inspector, Head of Operational Support. This officer will be responsible for policy and guidance development and liaison between interested parties. The Operational Lead will ensure that changes to policy or guidance are communicated to co-ordinators in good time. Wherever possible the views of volunteers will be taken into account prior to any changes being made. Guidance will be revised annually.

The Constabulary has appointed a Police Service Volunteer to assist the Operational Lead in supporting Speedwatch groups. The post holder will develop operational guidance and good practice, develop links between local policing teams, volunteer groups and Constabulary departments. The county co-ordinator will oversee the registration of new groups and the training of volunteers.

The Business Support Unit of the Cambridgeshire Constabulary provides administrative support for the scheme sending letters, ordering new equipment within budgets.

Local Policing teams and parish councils provide the direct link with Volunteers and the county coordinator who will assist with training teams, obtaining equipment and providing support. Local Police teams may from time to time assist by supporting them with enforcement activity when resources permit.

Volunteers plan, carry out and file speeding reports on sessions that are carried out at, risk-assessed locations where speeding is of specific concern to the community and are required to operate in strict accordance with their training and these guidelines.

Volunteers

Volunteers will operate on behalf of their respective communities and are not considered to be employees of the Constabulary.

Cambridgeshire Constabulary carries public liability insurance which covers this activity and volunteers must therefore act in accordance with their training and this document.

Volunteers will not be paid or be able to claim expenses for travelling. The use of volunteers' private motor vehicles or other equipment in connection with SW operations is not covered under any Constabulary insurance policies. It is the responsibility of team members ensure that they have motor insurance in place to cover this activity.

Communication

Each group of volunteers should appoint a co-ordinator who is registered on the Constabulary's Ecops system to receive Speedwatch updates. Contact with the county co-ordinator can be made at speedwatch@cambs.pnn.police.uk.

Data submissions only should be sent to the Business Support Unit at speedwatchreports@cambs.pnn.police.uk, no other correspondence should be sent to this address.

Training

To ensure consistency of operations all volunteers will have to undergo training with a suitably Police-approved trainer in line with the 'Constabulary's formal training schedule provided. All new volunteers will sign an indemnity (as at Annex B) confirming that they have received an initial health and safety briefing before they are allowed to participate in Speedwatch activity. No other forms or administrative procedures are required, nor should be introduced by groups.

There is no plan to submit volunteers to any form of Police checks or to exclude anyone who has been convicted or penalised for motoring offences. However volunteers can be rejected or removed from Speedwatch without explanation by the Police. Volunteers will be asked to declare any issue or circumstance that could bring the scheme into disrepute - and be given direction during training to ensure they do not act in an unacceptable manner whilst a member of Speedwatch.

Equipment Provided – Comprises:

- A tripod-mounted, free-standing Speed Indicator Device (SID). Only this speed detection device should be used by volunteers.
- Portable Community Speedwatch warning signs. No other signs are permitted. The portable signs must be deployed whenever a scheme operates, even where fixed signs have been installed near a check location.
- High visibility tabards for volunteers.
- Digital voice recorders and click counters may be issued to assist in recording and later for verifying the session information gathered.

The device has been calibrated/set by the manufacturer to a specific level and, as it is not being used for enforcement purposes, there is no requirement for further calibration unless there is reason to suppose it is faulty. Report suspected faults to the County co-ordinator (email address above).

A number of parish councils have purchased equipment for use within their area. In order to participate in the scheme the equipment must be approved by the Constabulary. The Constabulary will not be liable for costs/repairs/insurance for equipment owned by third parties.

No other type of speed detection equipment is to be used during Speedwatch checks.

No video recording or stills photography of vehicles is to take place.

No changes or additions to equipment are to be made without the prior agreement of the county co-ordinator or Force lead.

Health & Safety

Team Location: The personal safety of Volunteers is a primary consideration. The operation of Speedwatch has been designed to encourage teams to function as passive observer/recorders of vehicles as they pass. Deployment locations should be:

1. Safe for volunteers to operate in.
2. Able to accommodate the equipment.
3. Visible to motorists to maximise educational impact and reduce risk of sudden reactions.

If these principles cannot all be adhered to then a location is not suitable for deployment.

Confrontation: Volunteers are instructed that in the event of any confrontation, they should simply explain that they “are engaged in a community initiative with the full support of the Town/Parish Council and the Police”. A letter of explanation about the scheme is attached at Annex A which can be handed to motorists.

Personal safety is paramount and in the event of any risk to personal safety, volunteers are instructed to secure themselves, leave the equipment and contact the Police. Report any threats at the time to the Force Control Room by ringing 999. Whilst it is still fresh in your mind, write down the Reg No of the vehicles, a description of the person(s), the names of any witnesses and what was said by whom.

Risk Assessments: A full risk assessment has been agreed by the Force Health & Safety Officer at Annex C. All Speedwatch locations and intended direction of detection or alternative signage need to be risk assessed by the county co-ordinator and registered with the Constabulary before being deployments by volunteers.

Deployment

Community Speedwatch will only operate in 20, 30 and 40 mile per hour areas during hours of daylight. Speedwatch teams will only be deployed to areas where the Town/Parish Council (or similar) or the Police have identified a Community concern.

Speedwatch operations in 20 MPH zones are not to be undertaken unless agreed by the Force Lead.

Groups no longer need to call 101 and request a police incident number prior to deployment. The Speedwatch team will be expected to bring one or more personal mobile telephones so that in an emergency, relevant assistance can be obtained by ringing 999 and speaking with a police operator. The lead volunteer will also ensure that data is submitted to the Business Support Unit in the required format on completion of the check.

Volunteers should not normally know the identity of drivers of speeding vehicles they report. However, it is now accepted that most volunteers operate where they live so some recognition is inevitable. In this event a professional attitude would be expected such that driver details should not be disclosed, and any personal information gathered should remain confidential.

Location Check locations should be overt and safe for volunteers and motorists. Teams should not deploy to locations where speeding is a concern if these principles cannot be adhered to. It is vital that, to prevent a negative dangerous impulsive or startled reaction from motorists, there should be no sudden appearance of a hi-vis tabard supplied, nor any rapid movement towards the vehicles being monitored.

Team Composition. An operational Speedwatch Team will comprise a minimum of three trained volunteers who have signed Indemnity Forms (Annex B). All volunteers will wear single-colour (orange or yellow) high-visibility tabards to allow the Team to be recognised.

Device positioning. The device should be no closer than 3ft from the kerb and set to monitor the speed of all approaching vehicles. An upper limit of 60 mph is set on all devices to prevent dangerous drivers trying to get higher speeds displayed.

The tripod on which the devices is mounted should not normally have its legs set less than 2 ft apart nor extended so much that the mounting bolt is at more than waist height else with the SID display unit mounted on it, the assembly becomes unstable, increasing the risk of it being blown over.

Additionally, one leg of the tripod should be positioned to the rear (best with the levelling bubble at the front) to oppose the forces from the bow waves of approaching HGVs.

A useful 'rule of thumb' is that if an average height volunteer cannot see over the top of the device then it's too high for stability and also too high to be accurately aligned to give the best timely results from approaching traffic.

Signage. The sign needs to be placed ahead of the detection device so that is it clearly visible to alert drivers being checked. In addition this provides the public with a means to identify Speedwatch activity. Fixed 'Community Speedwatch Operates Here' warning signs installed by the County Council should not be considered a replacement for the portable signs in each kit bag. The more conspicuous the activity, the greater the impact is likely to be. (See also Annex K)

Returns. Must include as a header:

- The Location (Town/Village, Road @ Junction or House No), Post Code
- Date
- Time (From-To) using 24 hr clock;
- Total Number of vehicles that passed in the time period specified.
- Names of the Operators

And for each vehicle:

- Speed
- Vehicle Registration Number,
- Colour (stick to base colours, Red Blue Black Silver etc.)
- Make /Manufacturer if known
- Model if known or Chassis type (i.e. Car 4x4, van, HGV, MPV, Bus, Motorcycle)
- Time of each speeding vehicle, using the 24hr clock (max 4 in the same minute).

The recording at session time should be manual (with voice recording as a backup) with the verified and finished return must be in csv file format provided no other format will be processed. If in any doubt about the accuracy of a registration number then please don't submit it. This will prevent administrative time being wasted trying to process it.

A suitable record sheet template for use at the roadside is shown at Annex H. Nil returns also provide data and should be recorded. At the end of the operation, and within 48 working hrs, this information should be passed to a designated Point of Contact in the Business Support Unit, who in turn will arrange for its timely processing.

The resources which the Constabulary can devote to the processing and sending of letters is not limitless. The Assistant Chief Constable has determined that a maximum of 2000 letters will be produced a month. Groups should therefore consider the frequency of their deployments and the number of the letters each generates. Feedback will be provided to groups where required and more rigid restricting criteria applied if necessary.

Notification Stage The next stages of the operation will rest with the police. An advisory letter will be sent to the Registered Keeper of those vehicles that are detected at or above 25, 36, or 47 mph in the relevant speed limit.

Should the vehicle come to notice again and it is the same registered keeper a second letter with a more direct message will be sent. If a vehicle with the same local keeper continues to be reported or drives at an excessive speed a personal visit will be arranged.

Use of data Information about speeding gathered through this process will be collated to facilitate appropriate conventional Police speed enforcement activity and shared with the Cambridgeshire and Peterborough Road Safety Partnership to assist in further initiatives.

Annex A



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SPEEDWATCH

Speedwatch is an initiative being run by Neighbourhood Police Panel Representatives, the Police and the Cambridgeshire and Peterborough Road Safety Partnership. Its purpose is to reduce speeding and subsequently injuries and deaths on roads.

Local residents are currently undertaking community speed watch. This is supported by Cambridgeshire Constabulary, Cambridgeshire County Council and the local parish Council with the aim of reducing speeding and improving driver behaviour in this area.

Whilst the volunteers have no powers to sanction a prosecution, details will be passed on to Cambridgeshire Constabulary so that the Police can write to the registered keeper of the speeding vehicle. The driver will be asked to respect local speed limits in the same way as they would wish for them to be respected within their own communities.

Cambridgeshire Constabulary may target persistent offenders

Cambridgeshire Constabulary and its partners are committed to reducing road casualties and addressing anti-social use of the road. Communities are empowered to assist in this commitment, making neighbourhoods safer and improving residents' quality of life.

Yours Faithfully

Chris Savage

Ch. Inspector Community Speed Watch
Cambridgeshire Constabulary

Annex B

VOLUNTEER INDEMNITY FORM

This records the understanding of indemnity to be signed by Community Speedwatch volunteers before their participation or before handling any Constabulary equipment.

Community Speedwatch Team members are volunteers, and there is no remuneration of costs or expenses incurred in carrying out Community Speedwatch operations.

All monitoring equipment will remain the property of the Cambridgeshire Constabulary. Team members must take reasonable care of such equipment, in operational use or in transport or storage. When in storage, it must be kept in a secure condition and batteries kept in a fully charged state. Instruction books and paper records will be kept securely. Any loss of or damage to equipment should be reported as soon as possible to Cambridgeshire Constabulary.

There must be a minimum of three trained and Indemnity-signed Team members to conduct an operation and single-colour high-visibility tabards must be worn at all times by all the Team.

On site, having setup their monitoring equipment, the Team should then place themselves in a position of safety with the equipment in full view. If confronted, Team members should explain that they are acting with the knowledge and support of both the Cambridgeshire Constabulary and the Cambridgeshire and Peterborough Road Safety Partnership, in conducting a non-enforceable, traffic speed monitoring /education session. Team members **must not** get into confrontation.

Cambridgeshire Constabulary carries public liability insurance which covers SpeedWatch activities and volunteers who act within their formal training - and in accordance with the relevant risk assessment and Guidelines - will be indemnified in the event that a claim or legal proceedings are issued against them. The use of volunteers' private motor vehicles or other equipment in connection with operations is not covered under any Constabulary insurance policies or those of any agency within the Road Safety Partnership, and it is the responsibility of team members to ensure that they have motor insurance in place that covers this activity.

Personal safety is paramount. The SpeedWatch operation has been risk-assessed by Cambridgeshire Constabulary and is considered to be an acceptable activity in terms of health and safety. However, Community Speedwatch Team members have personal responsibility and must always act in a manner that will maintain a risk-averse and safe operation.

By signing below the volunteer acknowledges and agrees that he/she has received a formal, initial H&S Briefing from a Police-approved trainer and understands the above conditions, requirements and advice.

Signed:

Witnessed:

Date:

Annex C

LOCATION OR WORK ACTIVITY	HAZARD	PURE RISK FACTOR	CONTROL MEASURES REQUIRED	IN PLACE Yes/No	RESIDU. RISK FACT.	FURTHER ACTION REQUIRED By Who/When
Description						
Community Speedwatch groups carrying out speed watch programmes in various villages and locations.	Risk of injury from carrying equipment.	Low	The equipment is contained in bags and cases all of which have carrying handles. Maximum of two bags/cases to be carried by one person at any one time.	Yes	Low	To only carry two bags/cases at a time is at the discretion of the individual.
	Risk of injury from assembling/dismantling the speed check equipment. The head has to be lifted and fitted onto the bracket then locked in place.	Low	None of the equipment is heavy and all can be easily lifted. The equipment comprises of a tripod, head bracket, electronic head and battery pack. It is quick and easy to assemble by one person in approx 10 mins.	Yes	Low	Training Provided
	Location of equipment at roadside. Only Police-issued equipment to be used.	Low	The equipment is free standing, can be viewed from a distance and does not require the immediate presence of a member of the CSW.	Yes	Low	The actual location/sighting of the equipment is at the discretion of the CSW team but will be in accordance with Standard Operating procedures and training parameters. In windy conditions consideration need to be taken regarding risks to motorists should kit or signage blow into road. In adverse weather equipment would need protection.
	Risk of injury from not being identifiable as being part of the CSW.	Medium	The equipment will only be deployed in built up areas with street lighting.	Yes	Low	
	Risk of conflict with or aggression from members of the public.	Medium	SW members will wear a high visibility tabard. Before each check the Police Service Centre is to be advised so that an incident can be raised to be quoted if assistance is required. If at risk the equipment is to be left and they are to leave the area immediately.	Yes	Low	

Annex D

Check list for setting up a check.

- Before attending a location do a thorough check of all equipment to ensure it is correct and in a working condition. If fixed signs have been installed ensure they are still there and pointing in the correct direction.
- Each kit comprises a warning sign, 4 tabards, a bagged tripod, a cased SID display and a 6v battery. A Counter (tally) and Voice Recorder may also be provided.
- On arrival at the chosen location the speed limit signs (and any fixed Speedwatch signs) from both directions should be checked to ensure they are clean and clearly visible to approaching traffic. If the location is well within a built up area away from the start of the speed limit, then checking the limit signs is not a requirement.
- Volunteers should make a note of their location (street name, village and postcode) and have ready access to a mobile phone in the event that they need to call 999 for assistance.
- Speedwatch, volunteers need to wear the hi-vis 'SPEEDWATCH' tabards provided at all times; other forms of hi-viz are not approved and should not be worn. Hi-viz is especially important when setting up the equipment at the roadside or crossing the road.
- The mobile 'Speedwatch' sign should be placed in a safe location within the speed limit on the verge and not blocking pavements, on the same side of the road as the approaching traffic. If it is unsafe to place the signs on the same side of the road as the traffic being detected, it is normally unsafe to carry out a Community Speedwatch activity (Check the Risk Assessment).
- Volunteers should always be aware of traffic flow when deploying and removing equipment and it is recommended that pair's work together having one watching traffic at all times to warn of approaching traffic risks.
- Volunteers should NOT use a vehicle or park near the sign or operate from cover that obscures them from sight to approaching vehicles but allows them to be in a position to monitor traffic and record registration numbers away from the kerbside. This reduces confrontation potential and removes them from 'harm's way'. When operating, there should be no movement towards the traffic when monitoring to prevent allegations of 'hiding' from the drivers only to jump out and startling them.
- Remember this is an educational initiative and not enforcement activity.
- The use of other speed measuring or video recording and photographic equipment or improvised signage not provided by the Cambridgeshire Constabulary is expressly forbidden as its use could provoke confrontation or accidents and, if a serious situation is provoked by them, the users of such equipment may be asked to leave the SpeedWatch programme.



COMMUNITY SPEEDWATCH



Annex E

Community Speedwatch is an initiative run by Neighbourhood Policing Representatives and the Cambridgeshire and Peterborough Road Safety Partnership. Its purpose is to challenge speeding drivers to consider communities, slow down and reduce subsequent injuries and deaths on our roads.

«Title» «Forename» «Surname»
«Address_Line1»
«Address_Line_2»
«Address_Line_3»
«PostCode»

Dear Sir/Madam

The vehicle of which you are shown as the registered keeper has been seen exceeding the speed limit in one of our Community Concern areas.

The scheme's volunteers detected «**Vehicle_Make**», «**Vehicle_Model**», «**Vehicle_Registration**» breaking the speed limit in/at «**Site_Address**» at «**Time_of_Offence**» on «**Date_Of_Offence**».

The speed of the vehicle was unacceptable and would have resulted in a prosecution if a police officer had been present at the check. Stopping distances increase exponentially as speed increases. Please drive your vehicle within speed limits at all times.

If you were not the driver at the time, or the vehicle is registered to a company, please forward this letter to whoever was driving. If you are no longer the vehicle's registered keeper, then please inform the DVLA as soon as possible.

The Constabulary, Road Safety Partnership and our volunteers would like drivers of vehicles to slow down to save lives. On this occasion the vehicle driver was not stopped and this letter is a warning that enforcement activity may take place at this location in the future. Information gathered in relation to speeding vehicles will be used to inform speed enforcement campaigns, educational opportunities and other road safety initiatives in the future including the deployment of safety camera technology.

Yours sincerely (on behalf of our Community Speedwatch teams)

NO CORRESPONDENCE WILL BE ENTERED INTO IN RELATION TO THIS ADVICE.

The personal data in this letter is subject to the Data Protection Act 1998. It is processed by the Police for policing purposes.



COMMUNITY SPEEDWATCH



Annex F

Community Speedwatch is an initiative run by Neighbourhood Policing Representatives and the Cambridgeshire and Peterborough Road Safety Partnership. Its purpose is to challenge speeding drivers to consider communities, slow down and reduce subsequent injuries and deaths on our roads.

«Title» «Forename» «Surname»
«Address_Line1»
«Address_Line_2»
«Address_Line_3»
«PostCode»

**Exceeding the «Road_Speed» mph speed limit,
contrary to Sections 81(1) and 89(1) of the Road Traffic Regulations Act 1984**

Dear Sir/Madam

It is with disappointment that I write to inform you that a vehicle registered to you at the above address has, *again*, been observed breaking the speed limit.

«Vehicle_Make», «Vehicle_Model», «Vehicle_Registration» was seen driving at excessive speed in/at «Site_Address» at «Time_of_Offence» on «Date_Of_Offence», in contravention of the above road traffic legislation.

Given that this is a repeat incident, I must advise you that this letter is your final written warning about speeding. Should you continue to ignore the speed limit, further action will be taken.

I would take this opportunity to remind you that drivers who break the speed limit place themselves and other road users at risk of being injured or killed. They also risk potential court appearances and prison sentences.

If you were not the driver at the time, or the vehicle is registered to a company, please forward this letter to whoever was driving. If you are no longer the vehicle's registered keeper, then please inform the DVLA as soon as possible.

The Constabulary, Road Safety Partnership and our volunteers would like drivers of vehicles to slow down to save lives. **Please slow down.** Information gathered in relation to speeding vehicles will be used to inform speed enforcement campaigns, educational opportunities and other road safety initiatives in the future including the deployment of safety camera technology.

Yours sincerely (on behalf of our Community Speedwatch teams)

NO CORRESPONDENCE WILL BE ENTERED INTO IN RELATION TO THIS LETTER.

Annex G



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Date: as personal visit

Dear Sir/Madam

You are being visited by a member of the Constabulary because a vehicle to which you are a registered keeper has been seen by Community Speedwatch Volunteers driving at an excessive speed / or seen on more than two occasions previously speeding.

Speed is a major factor in about a third of all traffic collisions. Each year, some 727 people die and more than 4,555 are injured nationally as a result of speeding.

Did you know that if you are driving at 40mph, it takes about an extra 43 feet to stop than if you were travelling at 30mph? If a vehicle strikes a child at 40mph, there is an 80% chance that they will die; at 30mph there is an 80% chance they will survive. If that happened when you were driving how would you live with that death on your conscience? The risks are even higher in 40 mph limits.

With the above in mind, I am sure you will appreciate why increasing road safety throughout Cambridgeshire is one of our top priorities.

I take this opportunity to remind you that those drivers who break the speed limit place themselves and other road users at risk of being injured or killed. They also risk potential court appearances and prison sentences. This visit is appropriate to remind you or the driver that your vehicle will be subject of further action if it continues to speed.

Yours Faithfully

Annex H

Example roadside recording sheet

[illegible]

RETAIN SESSION SHEETS FOR 28 DAYS BEFORE SHREDDING

Annex I

Here are some useful common abbreviations you might encounter.

ACPO Association of Chief Police Officers (they set the speed limits for prosecution)
ANPR Automatic number plate recognition camera.
ARV Armed response vehicle
BSU Business Support Unit (the clerical support for all Police paperwork and systems)
CAD Computer Aided Dispatch (a form of electronic messaging and reporting)
EST Estate Car
HCV or HGV Heavy goods vehicle
LVA A light van. normally car derived vehicle or transit size van
MCY Motorcycle
KSI Killed or seriously injured. How police record high risk accident sites.
PNC Police National Computer (holds the records of all cars and owners)
RPU Roads Policing Unit (Traffic Cops)
RTC Road Traffic Collision. aka RTA Road Traffic Accident
RO Registered owner of a motor vehicle
SAL Saloon Car
TWOC Taken without consent ie Stolen Car
VASCAR Visual average speed recorder (speed recording equipment in Police car)
VRM Vehicle Registration Mark (number plate)

Annex J

This is the phonetic alphabet used by Police.

A – ALPHA	J – JULIET	R – ROMEO
B – BRAVO	K – KILO	S – SIERRA
C – CHARLIE	L – LIMA	T – TANGO
D – DELTA	M – MIKE	U – UNIFORM
E – ECHO	N – NOVEMBER	V – VICTOR
F – FOXTROT	O – OSCAR	W – WHISKY
G – GOLF	P – PAPP	X – X-RAY
H – HOTEL	Q- QUEBEC	Y – YANKEE
I – INDIA		Z – ZULU

Annex K Fixed Speedwatch notices.



As part of Cambridgeshire Road Safety Partnership, Cambridgeshire County Council can supply at cost, fixed, notices as shown above for locations where active Community Speedwatch teams operate on a regular basis.

The purpose of these notices is to give advanced warning and a fixed reminder that Community Speedwatch teams may be operating in this area. They will not be supplied as a visual deterrent without Community Speedwatch activity. Confirmation from the Speedwatch support team will be sought before an application is approved.

Since September 2014 the use of the portable signs in addition to permanent signs is mandated to promote awareness of the scheme (previous guidance indicated that their use was discretionary).

Approval and installation of the signs will be administered by Cambridgeshire County Council (the local highway authority and partners in CPRSP). Notices will normally be affixed at, or close to, the primary 30mph or 40mph speed limit notice at an entry point to the village. Any parish where the community undertake regular SpeedWatch activity may request one or more of the notices for their village.

The cost of supplying and installing of any notices is to be met by the community. Cambridgeshire County Council will provide engineering assessment and manage the ordering and installation free of charge.

Speedwatch activity is recorded and monitored, where a community is no longer actively engaged in SpeedWatch activities (typically for 3 to 4 consecutive months) the County may require removal of the notices from that parish.

To enquire about this scheme get an estimate of cost or to apply for notices to be erected, please contact:-

accident.investigation@cambridgeshire.gov.uk

The County Council reserve the right to remove the notices upon cessation of Community Speedwatch activity over a period of 6 months. Removal of the notices will also be charged by CCC.