
From: MD Community Roadwatch

Sent: 11 March 2019 09:35

To: VAJZOVIC, Dan 1418 >

Subject: Adopting the TruCam - a 2017 Recommendation

Dear Dan,

Please see the attached request for you to re-examine the 2017 case I proposed for the TruCam to get our PCSOs (as that all that's left to assist our Sgt in this Sector) onto the streets and SEEN addressing this 21st Century problem with 21st Century kit to allow the Constabulary to quash the myth (and apparent fact) that one can speed with impunity in our Communities in Cambridgeshire.

Imagine the great publicity and PR one £10k device could 'buy' the Constabulary.

Also imagine how many dangerous killer speeders (over 50 in a 30 and over 60 in a 40) could be identified (and need to be identified) for some consequence (not necessarily prosecution) with our evidence if only you would recognise the human capability and kit detection limitations of Speedwatch and accept and harness the help of your greatest ally the public and us, the expert, professionally-equipped and ethical public.

Like you, I don't believe there is any place for prejudice where the safety of the community is at stake.

Many thanks,
Kindest regards
David

David McCandless

MD on behalf of the Board of Community Roadwatch(UK) CIC entering its 4th year of much appreciated and acclaimed community operations

01480 462587

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and proudly recognised and showcased by the Government's CIC Regulator [HERE](#)



COMMUNITY ROADWATCH(UK) C.I.C

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Managing Director & National Coordinator: David C McCandless 01480 462587 md@roadwatch.org.uk

The Assistant Chief Constable
Cambridgeshire Constabulary

11 March 2019

Dear Dan,

SPEEDING IN THE COMMUNITY – THE TRUCAM SOLUTION

HISTORY

In May 17, I approached you with an operational case for Cambs Constabulary to adopt 21st century speed enforcement best practice with the Home Office-approved TruCam. In short, this is powerful, camera-van camera/recording technology in a miniaturized hand-held device. The primary advantage of this device is that the operator does not need to stop traffic. Thus, for the first time, and without a fundamental change in empowerment, PCSOs could be effectively used **and be seen** to serve their Communities – we see it as the Force putting the ‘C’ back into PCSO - by addressing speeding in their allocated communities (allocated under the 2018 Police Plan).

SPEEDING IS #1 CONCERN OF MOST TRANSIT VILLAGES

Complaints about speeding have been top of virtually every public meeting the Police have had with the public for as long as I have been involved (2009). At each meeting very public promises have been made by the Chief Constable and PCC to address it effectively. Despite your efforts to satisfy these promises, along with the efforts of Speedwatch (that we support 100%), they have had little effect, primarily because with no deterring publicity, speeders perceive that there is no effective consequence for speeding in the community. I am heartened to read that our new Chief Constable has declared speeding to be one of his priorities. I hope that includes speeding in our 20/30/40 mph communities that have long suffered the effects of downsizing and removal of our police officers from neighbourhood teams leaving us here in the St Ives & Ramsey sector, with our 2 towns and 26 villages, with just a neighbourhood Sgt and 7 PCSOs (no laser-toting officers).

MONITORING

Since February 2015, Community Roadwatch – and we are a valid ‘Watch’ deserving of official support to identify those at criminal speeds for you - has been assisting Parish Councils and resident groups all over Cambs, even in Cambridge City, to quantify their speeding. For that we have obtained and used – for free - 3x Westcotec SIDs and 2x Armadillo Data Loggers. In addition we have carried out discrete kerbside ‘calibrated Bushnell’ sessions to determine the real speeds to verify speeding complaints and have tried, as far as the rights and means accorded to us permit – and with no Constabulary cooperation/interest at all - to address serious/dangerous killer speeds (over 50 mph in a 30 and over 60 mph in a 40). All those results are on our website. As you can see from those results speeding is 30% on average over the ACPO limit with some zones experiencing 90%+ speeding and up to 104 mph. Two of the worst examples where neither a camera van (no plinth or straight distance) nor a single officer with a laser gun (too many) would make an effective difference are Pondersbridge and Warboys, Fenton Rd. That data is also on line. Speedwatch, for all the dedication and effort of frustrated volunteers, is ineffective at recording the really serious volumes/levels of speeding that we in CRW discretely record at our hotspots using various complementary means.

MOST ENFORCEMENT NEEDS TO BE WHERE MOST PEOPLE ARE KILLED OR SERIOUSLY INJURED

According to a 2016 2-part ITV investigation into speeding ([Speeding Wars](#)), the total number of deaths and serious injuries in our 30 zones exceeds the total number of deaths and serious injuries in all the other speed limits combined. Yet in Cambs where 85% of our population lives in 30 zones Police speed enforcement, is rarely more than 15% (if at all) because the policy is to concentrate resources on the minority KSI sites.

ENTER THE TRUCAM, STAGE LEFT

With Nick Dean, our new Chief, hailing from Norfolk where the TruCam is used in the wake of Cheshire Constabulary that use nothing else, and with Speeding now a priority for the Chief's 'Zero Vision', as it rockets out of control with speeders believing they can speed with impunity in our communities, I believe this is now the time to resurrect the adoption of the TruCam (now the new Mark II with a 300mm autofocus lens and a larger rear screen) that comes in at under £10k a time (including 1 day of training and 1st year's calibration). CRW would even arrange a demo for you and if required, we would company/parish/PFI fund a single device for use by our St Ives & Ramsey PCSOs to use in our previously-quantified hotspots for a 6-month trial. It is worthy of note that, in the resultant Speed Awareness Course rebates alone, the TruCam, whilst not employed to 'make money', would pay for itself in a week in Warboys and Pondersbridge alone and the salaries of the PCSO using it in 3 months and the Stevenage ticketing officer in 6 months. Those calculations are based on 0900-1600hrs Logger speed/volume stats and are available on request.

DECISION

I would be grateful for your response on Operational grounds alone if you can support our call – and that of many Parish Councils and the St Ives Area Road Safety Committee - to adopt the TruCam (or any like device). I am always available to pop along to Huntingdon to discuss these matters/provide substantial proof of speeding with you and the Chief Constable in greater detail.

Yours,

David

on behalf of the Board of Community Roadwatch(UK) CIC entering its 4th year of much appreciated and acclaimed community road safety operations that have been showcased by the CIC Regulator



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COMMUNITY ROAD WATCH

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Every little helps a lot and any little is always a lot better than absolutely no little at all