Speed Device(s) Update For February 2026

Speed Indicator Device (SID)

The SID has been moved from Havant Road to Hazleton Way. We have had a technical issue. The coin battery that powers the time/date function has run out resulting in the latest data having the wrong date/time stamps. This has now been fixed by the Grounds Team and the device is back up now. A non timestamp specific graph is attached.

Key data for Hazleton Way (Ten days in February 2026) – Fastest speed recorded 45MPH. 9 instances of overall. An average of 2000 Vehicles per day going towards Deep Dell from London Road . Approximately 5% of vehicles exceed the 30 mph speed limit. 6-10 cars per day exceeding 35mph. Well done to the residents for obeying the speed limit!

The two new SIDs are being ordered by the office

Community Speedwatch

I was involved in three SOB Speedwatch sessions on Chalton Lane, London Road (near The Yews) and Drift Road (opposite Charity Farm). Numbers caught and sent letters were 20, 5 and 2 respectively. I have 4 sessions in the coming month.

We have yet to hear more about the additional roadside locations I have submitted for consideration.

Auto Speedwatch Cameras – monthly update.

I have now completed archiving the data to my PC, I will load it on to a shared drive. Our license expires in 35 days.

Hampshire PCC Road Safety Summit – 3rd March

The summit was large with around 300 delegates and police present.

The key pillars of the PCC and Police's road safety strategy are

- Reducing Fatalities
- Drink and drug driving
- Stopping Car Meets
- Focus on e-scooters (used in crimes)
- Community Engagement

Big ticket projects funding items on road safety are/have been average speed work on A272 and A32 and shortly starting this work on Portsdown Hill Road. Donna's funding from before Christmas has resulted in various groups bidding for funding 1 yellow box camera, 28 SIDs, 14 lots of Speedwatch kit and a number of other things all totalling approx £341k.

Reference was made to there being 105 Community Speedwatch teams with over 1000 volunteers. Apparently over 22900 warning letters being sent out.

There was a lot of focus on Motorcycle safety with presentations from a Charity called DocBike and also from the Police's own Bikesafe initiative. The emphasis being on advanced rider training for both young riders and mature riders returning to motorcycling in later life.

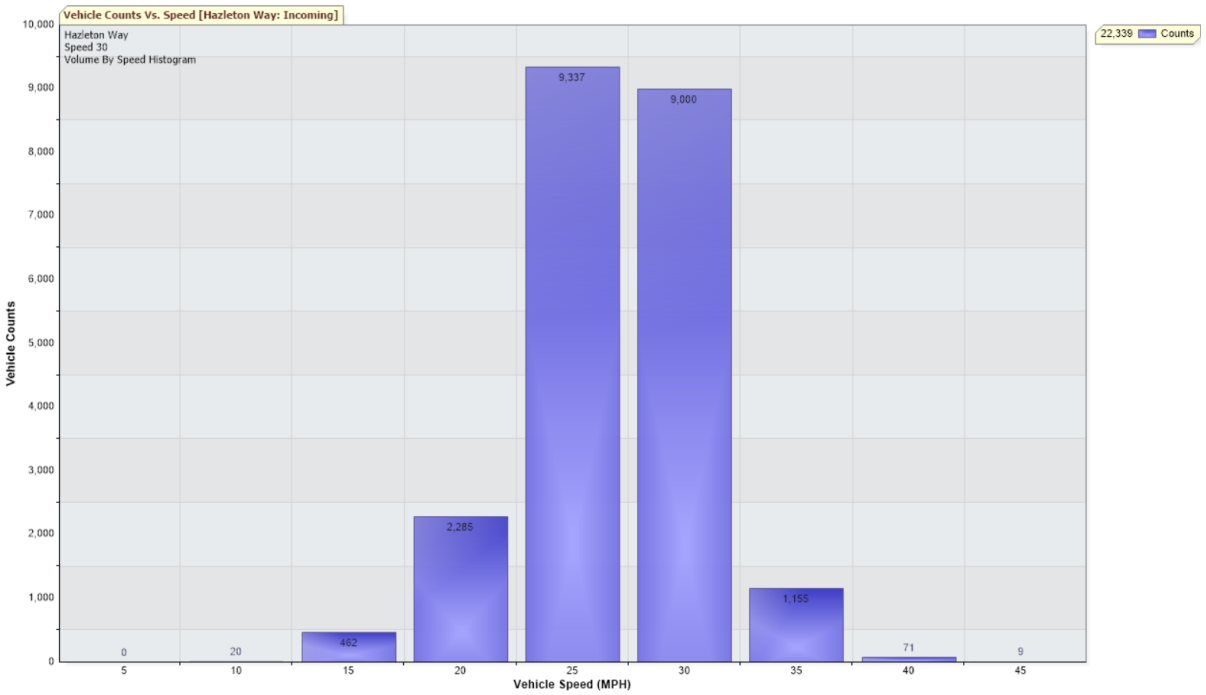
HCC presented on road safety education and some of the engineering solutions that they carry out to modify junctions etc.

Hants snap is an initiative for people to send in dashcam and helmetcam footage to the police. In reality this is review by a third party company who then get the police involved if they think there is an offence committed. I know members of cycle clubs locally have submitted footage and not heard anything. The sense I got is that offence needs to be pretty blatant to result in action and they don't generally give status updates to the senders.

There were also presentations about e-scooter safety, horse riders, young drivers(eg graduated licences) and older drivers (medical tests and self-certification). E-scooters, while generally illegal, are now too prevalent for the police to stop. They focus on those gangs using them for crime and they are waiting for government to legislate on the rest….unlikely. There a lot of talk about the police intervening more and testing older drivers involved in accidents as to whether they are fit to drive. Statistic given was 24% of road deaths involve older drivers (meaning over 70s)

Lastly Roads Policing gave a presentation on their new teams, motorcycles, vans etc. What was not apparent was how you get their interest locally. It seems that their patrols are based on KSI statistics (Killed or Seriously Injured). They are interested in speeding but only those locations where it is extreme and persistent. They suggested visual deterrents for other speeding eg CSW, SIDs or road furniture. 20mph limits were raised by the audience as an approach but the police felt that this was unenforceable. The police and Donna Jones once again stated that they do not support the ASW cameras, they believe that legally the data gathering is unenforceable….this was not popular with the EH parishes present though I think that are gradually moving to our approach.

In conclusion, there is a lot of effort going into road safety from the police in areas where the KSI stats indicate, there are a wide range of initiatives dealing with drink, drugs, car meets and other vehicle ASB. There is a focus on driver/rider education. What I missed was engagement….if we have a dangerous road and the data to prove it…how can we get the attention of the police before someone is killed rather than after. I asked this question….and was given a mailbox as an answer…..which I have no faith will actually get looked at. In community speedwatch we lost our police co-ordinator months ago and he has not been replaced…so we can get no additional roadside sites agreed currently. Police officers seem to move roles a lot (some of them mentioned this)…it is difficult to keep track of who to contact and there is always a lag in getting a replacement.

THE JOURNEY CONTINUES…..

Vehicle Nos. Hazleton Way by Speed 10 days in February 2026