## Beech Parish Council

## Traffic Speed/Volume Report Nov-Dec 2021

## Contents

Introduction ..... 3
Background .....  3
The trial system ..... 5
Methodology ..... 7
Observations .....  9
Conclusions ..... 11
Appendix 1 Beech parish Council Speed Report April 2021 ..... 12
Appendix 2 Speed Error Margin tables ..... 18
Appendix 3 HCC data Trial 1 ..... 20
Appendix 4 HCC and SLR Data Summary ..... 21
Appendix 5 Beech Parish SLR data summarized ..... 22
Appendix 6 Timed ASW photos example ..... 23
Appendix 7 Redacted AutoSpeedWatch Data ..... 24
Acknowledgements ..... 28

## Introduction

Beech Parish council has been operating a Westcotec SLR for several years. That system has verified, over the years, that the villagers of Beech complaints of being consistently harassed by speeding vehicles are justified.

The Parish Council fully appreciates the limited resources available both to the Hampshire Police and Hampshire County Council to address this problem.

To aid the Police and the County Council, the Parish and the local District and Country Councillors jointly funded a trial to evaluate the Volume and Speed of vehicles travelling through Kings Hill and the Medstead Road in Beech with the aim of definitively defining the problem and by procuring 3 AutoSpeedWatch (ASW) cameras to attempt to find a realistic solution to the problem.

This report highlights the findings of that trial and additionally proves, scientifically, that ASW cameras can effectively be used to determine the average speed of vehicles traversing the village.

The Parish Council asks Hampshire Police and Hampshire County Council to enforce the speed limit in the village by supporting the continuing operation of the system and to act on the information provided by whatever methods they choose suitable.

## Background

The Parish council has in 2021 carried out a desk evaluation and attended demonstrations of vehicle detection and speed monitoring cameras as part of its Beech Parish Council Speed Report - April 2021 (Appendix 1). The report included a review of possible solutions to Beech's ongoing speedster problem.

After a review of the report, it was concluded that, from a Parish Council perspective, the only affordable option available to managing the speeding problem on the Medstead and Kings Road was to use AutoSpeedWatch (ASW) cameras in an innovative manner.

The proposition for the trial was therefore to employ three ASW cameras, which would enable the recording of speedsters at each camera position,
the tracking of those continuing to speed at more than one camera position as they progressed through the village, and
the calculation of average speeds for those speeding between successive camera positions.

It is hoped that given undisputable evidence of specific vehicles speeding through the village then the Traffic or Community Police will be able to take some action.

The objective was not to enable a system that picked up every speedster, but one that identified those travelling at a speed of 35 mph and greater at several points in the village during the course of a 5-minute interval, so that basic mathematical physics could be used to determine the average speed through the village.

The Parish council is not in business of tracking and prosecuting every speedster, so it simply wished to enable a system which could bring the worst speedsters to the attention of the police, if only for Community Police Speedwatch-style enforcement through education.

Hampshire County Council agreed to carry out their own traffic volume and speed determination system at 3 points in the village, over a period of 1 week repeating the exercise at the worst point of the 3 over a further period of 1 week. We thank them for their support.

The Parish council lobbied and secured grants and support from both the District and County Councillor, without whose help this trial would not have happened.

The Parish Council put in place the necessary GDPR policies to allow the operation of the devices.

## The trial system

For the period from $21^{\text {st }}$ Nov to $24^{\text {th }}$ Dec 3 ASW Speed Cameras were operated as a trial in Beech ( 2 along the Medstead Road and 1 in Kings Hill).

The cameras and associated signs were erected to detect uphill (westbound) traffic. The reason for selecting this direction was purely based on the logistic of setting up the cameras in HCC approved positions in such a way that there would be minimal interference between the ASW and HCC radar systems.

Cameras were positioned as per the diagram below,


Route distances were established by a calibrated 'Monitaur' Wheel Distance measuring device follows:
East to Mid $\quad-836 \mathrm{~m}$
Mid to Kings Hill - 1822 m
East to Kings Hill - 2683 m

Error Margins due to timing and distance measurements were determined

- Timing: The photos are timed using an internet connection which is timed accurately to 1 millisecond and rounded to the nearest second. We therefor provided, in our error range calculations, for a standard rounding error $+/ 0.5$ per camera, so $+/-1$ secs per average speed recording.
- Distance: there two factors that affect the accuracy of the distance between the vehicle position in the photos-

1. The position of the vehicle relative to the camera position when the speed was recorded. As there are two similar cameras used, the relative position of the vehicle, when the photo is taken, can vary by no more than 3 m according to the manufacturer of the camera. So, the maximum 'distance' error introduced by vehicle position relative to the cameras is 6 m per route.
2. The accuracy of the distance measurement, using a surveyors' wheel, is accepted as 0.1 m per 100 meters.

The formulas used to calculate the + and - errors are therefor
Plus error - $\quad\left(\left(\mathrm{M}+6+0.001^{*} \mathrm{M} / 100\right) /(\mathrm{S}-1)\right)^{* 2.237}$
Minus error - ((M-6-0.001*M/100)/(S+1))*2.237
Where $\mathbf{M}$ is the distance in meters, $\mathbf{S}$ the time in seconds and $\mathbf{2 . 2 3 7}$ is conversion from meters per second to miles per hour.

Table showing the error calculations is attached (Appendix 2).
The system was further tested by driving the route at 25 mph and videoing the drive along the route, timing from the video confirmed that the noted time - speed fell within the error margins calculated. The video is available at https://youtu.be/5UbRGnbPhZ0 .

Over the period of the trial the ASW system detected 242 vehicles. These had photos taken by the ASW cameras triggered at 35 mph , however only five of those vehicles which had photos taken within 5 minutes of each other, broke the average speed limit by travelling over 36 mph between the 2 measure points.

Of those 5 the following speeds were identified as breaking the speed limit at multiple points and the average speed errors noted were as shown in the table below:

| Vehicle | Measure points | Average speed between points |  |
| :--- | :--- | :--- | :--- |
|  |  | mph | Max Error Margin <br> mph |
| 1 | East to Mid | 37.40 | 1.08 |
| 2 | East to Kings Hill | 36.95 | 0.41 |
| 3 | Mid to King Hill | 38.27 | 0.54 |
| 4 | East to Mid | 38.17 | 1.11 |
| 5 | Mid to Kings Hill | 38.90 | 0.60 |
| 6 | East to Kings Hill | 37.02 | 0.40 |

VRN's are omitted but a full report including VRNs is available to the Police Force only due to GDPR regulations.
Note the longer the distance and the faster the driver the more accurate the average speed calculation.

## Methodology

The HCC system provides abundant information relevant for managing the road system. The Westcotec system provides basic input data to the Houston Radar Stats Analyser. Both systems provide Average speed analysis and $85 \%$ percentile analysis, and there is a lot of ongoing discussion as to which are best suited for various analytic references when it comes to speed and traffic volume analysis. However, we decided to keep things simple and use the base data analyse speeds the way the Police address them for issuing fines etc i.e., in 3 major speed bandings.

## Band A - 1-10 mph above the speed limit

Band B-10-20 mph above the speed limit
Band C-over 20 mph above the speed limit
More info on Bands at https://www.which.co.uk/reviews/new-and-used-cars/article/speeding-tickets-explained-auRUh9H3DFHz

In addition, we analysed the number of vehicles that Police generally do not seek to prosecute (because of potential errors in speed readings) i.e., those travelling at $10 \%$ plus 2 mph above the speed limit. This range is defined as the 'Police Chiefs' Concession' and in our case covers the vehicles travelling between 30 and 35 mph .

After analysis for both the HCC and Parish council monitoring radars a typical period summary report showing number of vehicles by speed by date line looks like this

| Medstead <br> Road - Mid Village |  | $\begin{aligned} & \text { Speed } \\ & 5 \text { to } 10 \end{aligned}$ | $\begin{aligned} & 10 \text { to } \\ & 15 \end{aligned}$ | $\begin{aligned} & 15 \\ & \text { to } \\ & 20 \end{aligned}$ | $\begin{aligned} & 20 \\ & \text { to } \\ & 25 \end{aligned}$ | $\begin{aligned} & 25 \text { to } \\ & 30 \end{aligned}$ | 30-40 <br> mph <br> Band A | $\begin{aligned} & 40-50 \\ & \text { mph } \\ & \text { Band B } \end{aligned}$ | $50+$ <br> mph <br> Band C | Total Speedsters | Chief 30-35 <br> mph | Over 35 <br> mph |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| HCC <br> EastBound | Mon13- <br> Sun 19 Dec | 22 | 33 | 46 | 151 | 873 | 1912 | 313 | 25 | 2250 | 1348 | 902 |

With additional line analysis as this

| \% over <br> 35 mph | Total <br> Vehicles | \% over <br> 30 mph | \% over <br> 40 mph | $\%$ over <br> 50 mph |
| :--- | :--- | :--- | :--- | :--- |
| $26.73 \%$ | 3375 | $66.67 \%$ | $10.01 \%$ | $0.74 \%$ |

The HCC radar data shows the number of cars in 5 mph bands by hourly time limit was summarised as shown in the attached PDF docs (Appendix 3 and Appendix 4)

The parish council's Westcotec/Houston Data shows the number of cars is in 5 mph bands by 5 -minute time interval and is summarised in the attached PDF document (Appendix 5)

The ASW data is provided is provided in a different format as an .xls extract from the mobile/Internet Application supplied by the manufacturer. It shows the camera location, VRN, the name of the person who visually verified the number plate reading, make, model, colour, speed and DVLR vehicle related data.

| Location | Volunteer | Date | Time | VRN | Make Model | colour | speed | Other |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Beech Mid Village ( $5 \sim$ ) | Tony Ransley | 11/12/2021 | 14:20:58 |  | RENAULT | YELLOW | 35 | Mot not valid |
| Beech Mid Village ( $5 \sim$ ) | Tony Ransley | 12/12/2021 | 10:52:03 |  | CITROEN | BLUE | 40 |  |
| Beech Mid Village ( $\mathrm{s} W$ ) | Tony Ransley | 09/12/2021 | 11:29:05 |  | CITROEN | BLUE | 38 38 |  |
| Beech Mid Village ( $5 \sim$ ) Beech Mid Village (SW) | Tony Ransley | 15/12/2021 | 12:33:56 |  | MERCEDES-BENZ | SILVER | 38 39 |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 12:12:32 |  | MERCEDES-BENZ | BLUE | 41 |  |
| Beech kings Hill (SW) | Tony Ransley | 14/12/2021 | 13:20:52 |  | MERCEDES-BENZ | blue | 35 |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 15:30:13 |  | LANDROVER | BLACK | 35 |  |
| Beech Mid Village (sw) | Tony Ransley | 20/12/2021 | 12:17:43 |  | LANDROVER | BLACK | 35 |  |
| Beech East (SW) |  | 24/12/2021 | 13:14:21 |  | CHEVROLET | SILVER | 36 |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 15:29:28 |  | CHEVROLET | SILVER | 37 |  |
| Beech Mid Village (sw) | Tony Ransley | 17/12/2021 | $13: 42: 15$ $13: 43: 58$ |  | VOLKSWAGEN | BLACK | 41 |  |
| Beech Mid Village ( $5 \sim$ ) | Tony ${ }^{\text {T }}$ | 13/12/2021 | 13:19:38 |  | Mini | White | 35 | SORN/N |
| Beech Kings hill ( $5 \sim$ ) Beech Kings Hill (SW) | Tony Ransley Tony Ransley | $18 / 12 / 2021$ | $13: 21: 22$ $14: 46: 51$ |  | MINi | WHITE | $35$ | SORN/Not taxed |

In this trial we used the ASW cameras to identify the VRNs of vehicles travelling at and over 35 mph at two camera locations in the village. We then used the time the photos were taken (see example Appendix 6) to calculate their average speed through the village. See details of ASW camera on https://store.autospeedwatch.org/about_us .

The following summarises the ASW data that was gathered during the trial period. (Full data Appendix 7)

| Speed mph | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| No Off Vehicles | 79 | 51 | 34 | 34 | 15 | 9 | 8 | 4 | 2 | 3 | 1 | 2 |

ASW cameras recorded the following multiple Offenders during the trial.
1 Vehicle was recorded 5 times,
6 Vehicles were recorded 3 times
18 Vehicles were recorded twice
One of the key objectives of the trial was to see whether the average speed approach could be used to identify the worst offenders and it was successful in doing that. Over the period of the trial 242 vehicles had photos taken by the ASW cameras triggered at 35 mph , five of those vehicles broke the speed limit by travelling over 36 mph between the 2 measure points.

The following vehicles were identified as breaking the speed limit at multiple points and the average speed was recoded see table below:

| Vehicle* | Measure points | Average speed between points <br> mph | Max Error Margin <br> mph |
| :--- | :--- | :--- | :--- |
| 1 | East to Mid | 37.40 | 1.08 |
| 2 | East to Kings Hill | 36.95 | 0.41 |
| 3 | Mid to King Hill | 38.27 | 0.54 |
| 4 | East to Mid | 38.17 | 1.11 |
| 5 | Mid to Kings Hill | 38.90 | 0.60 |
| 6 | East to Kings Hill | 37.02 | 0.40 |

[^0]Note the longer the distance and the faster the driver the more accurate the average speed calculation.

## Observations

The observations below, summarise the findings of the measurements from almost 30,000 recorded speeds.

1. The ASW system in the configurations used in the trial can be used effectively to scientifically determine the average speed of Vehicles, within acceptable error margins, the average speed of vehicles traversing the village. We believe this offers the community a valuable tool to report speeding vehicles to the police.
2. The average speed recorded on the Parish Council's SLR dropped below the $30-\mathrm{mph}$ speed limit during daylight hours, this meant an average speed drop of between 1 and 3 mph which is significant.


We believe that this speed drop was caused by drivers seeing "Average Speed Check" signs at various positions in the village
3. The number of vehicles speeding through the Parish Council's SLR positioned at Mid Village that were driven at speeds over 35/40/50 mph were reduced by $35 \%, 55 \%$ and $68 \%$ respectively. That reducing trend was generally maintained when the trial was repeated some 2 weeks later.

|  | Daily <br> Average \% of Speedsters over 35 mph | Daily <br> Average \% of Speedsters over 40 mph | Daily <br> Average \% of Speedsters over 50 mph |
| :---: | :---: | :---: | :---: |
| No of Speedsters \% Reduction SLR measured Westbound Comparing pre-trial - trial 1 | 35\% | 55\% | 68\% |
| No of Speedsters \% Reduction SLR measured Westbound Comparing pre-trial - trial 2 | 40\% | 54\% | 72\% |
| Ratio of \% Speedsters HCC measured comparing West to Eastbound during Trial 1 Ratio of \% Speeding HCC measured comparing | 175\% | 212\% | 277\% |
| West to Eastbound during Trial 2 | 177\% | 163\% | 152\% |

The imbalance of speedsters travelling east to west is most likely due the fact that those travelling west see a clear road ahead whilst those travelling east face a bend into the village. However, the
reduction in speedsters' speed seems to have a positive effect on those accelerating out of the village settlement boundary into a clear road alongside Ackender/Bushy-Leaze wood.
4. The number and speed of vehicles measured by the HCC radar was significantly higher than those measured by the SLR. Nevertheless, as indicated in the table below, the HCC systems reflected a reduction in number of speedsters due to the signage and presence of the cameras over the period of the 2 trials.

|  | Beech SLR <br> Positions | Direction | Date |  | Band A <br> Speed 30-40 mph | Band B <br> Speed 40-50 mph | Band C <br> Speed 50 mph plus | Total <br> Vehicles | Total <br> Speedsters | 30-35 mph <br> Police <br> Chief's <br> Concession | $\begin{array}{\|c\|} \text { \%age } \\ \text { Speeding } \\ \hline \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | From | To |  |  |  |  |  |  |  |
| Pre Trial | Mid Village | SLR Westbound | 01/11/2021 | 08/11/2021 | 2,067 | 245 | 25 | 4,094 | 2,337 | 1,471 | 57.08\% |
| Trial 1 | Mid Village | SLR Westbound | 15/11/2021 | 22/11/2021 | 1,985 | 113 | 8 | 4,390 | 2,106 | 1,539 | 47.97\% |
| Trial 1 | Mid Village | WestBound HCC | 15/11/2021 | 22/11/2021 | 2,880 | 690 | 61 | 4,386 | 3,631 | 1,661 | 82.79\% |
| Trial 2 | Mid Village | SLR WestBound | 12/12/2021 | 19/12/2021 | 1,866 | 116 | 7 | 4,332 | 1,989 | 1,472 | 45.91\% |
| Trial 2 | Mid Village | WestBound HCC | 12/12/2021 | 19/12/2021 | 2,885 | 472 | 38 | 4,293 | 3,395 | 1,798 | 79.08\% |

5. Speedsters in all areas of the village dropped significantly, notably the worst speeding areas dropped the least but nevertheless overall speeding was well down on the pre-trial period.

|  | \% of vehicles over 30 mph <br> HCC speed readings during the trial <br> compared to |  |  |
| :---: | :---: | :---: | :---: |
| Beech Parish SLR speed readings pre-trial | Pre-Trial | During <br> Trial 1 | \% <br> Reduction |
| Village Hall Trial 1 vs Pre-Trial | $\mathbf{2 7 . 9 \%}$ | $13.8 \%$ | $\mathbf{5 0 . 6 \%}$ |
| Mid Village Trial 1 vs Pre-Trial | $57.1 \%$ | $48.0 \%$ | $\mathbf{1 6 . 0 \%}$ |
| Kings Hill Trial 1 vs Pre-Trial | $58.5 \%$ | $42.7 \%$ | $\mathbf{2 7 . 1 \%}$ |

6. The ASW system has a link to the DVLR system and uses that to identify SORN, Untaxed and No-MOT vehicles. During the trial period the following were detected (some multiple times).

SORN
No-MOT
Untaxed
4
4
4

However, the police indicated that the DVLR records are always not up to date, and so the reported data is not necessarily proof of an offense.

## Conclusions

1. The set up used in this trial can be used to correctly identify the speed of the worst speeding offenders travelling through the village.
2. The system can be used in such a way so as not to flood the police with excessive minor speedsters.
3. The average speed system does not rely on calibrated systems, in the same way that fixed single point cameras do, but on the basic mathematics and physics embodied in the equation distance travelled equals speed multiplied by time taken i.e $\mathbf{s}=\mathbf{d} / \Delta t$. As such it will relieve the police from regularly having to calibrate speed cameras.
4. The mere presence of the system has been shown to significantly reduce the number of people driving at speeds above the legal limit. However, unless we have some sort of enforcement action by official bodies albeit the police, the county council, district council or parish council, offenders will soon realise that the cameras and signs can be ignored, and they can continue to endanger villagers by speeding.
5. The system will enable a closer ongoing relationship between the police and the community to address the crime of speeding, without the need to engage hard-to-find volunteers to intermittently stand at the roadside (as in a conventional Community Speedwatch arrangement).
6. The system will enable monitoring of 20 mph zones. Currently the police do not have the resources to do so.

Beech Parish Council has demonstrated that it can accurately identify the vehicles that travel through the village at an Average speed well above the legal speed limit with the methodology and system defined in this report. Beech Parish Council has demonstrated that the presence of the described system and associated signage significantly reduce the vehicles speeding through the village.
Beech Parish Council therefor asks Hampshire Police and Hampshire County Council to enforce the speed limit in the village in a more rigorous manner by supporting the continuing operation of the system and to act on the information provided by whatever methods they choose suitable.

## Appendix 1 Beech parish Council Speed Report April 2021

## Beech parish Council Speed Report April 2021

The Law, Enforcement, and trend in speeding...
The law is clear even 1 mph over the speed limit should result in a prosecution.
However, there are some guidelines on the nature of the fines, which make the law difficult to enforce both by the police and the judiciary.

As the road being monitored in Beech is 30 mph throughout the fines are banded according to the severity of the speeding offense as follows:

For 30 MPH guidelines for fines are
Between 30-40 mph Band A
Between 40-50 mph Band B
Above 50 mph Band C
Below are recommended fines per band:


[^1]This law is draconian and may well explain why the Police are loath to enforce it. Quote from the RAC website
'in the eyes of the law, you're liable for a speeding fine as soon as you exceed the limit. So if you're doing 31 mph in a 30 limit or 71 mph on motorway, you're breaking the law.

Guidance from the National Police Chiefs' Council (NPCC) does recommend giving drivers a so-called ' $10 \%$ plus 2' leeway, to aid police officers in using 'discretion', however, it is well worth remembering this is only a recommendation, not the law.

Most speed cameras have to be manually set to trigger at a speed, however, it is unconfirmed whether they are in fact set $10 \%$ above the limit. It's not worth gambling and assuming they give you $10 \%$ - never exceed the speed limit.

When you are caught speeding by a mobile camera, it is up to the police officer's discretion to penalise you if you are over the speed limit in any way, they can choose to take the NPCC's guidance, but do not have to, because - as stated above - 1 mile an hour over is still breaking the law'.
So as the police are effectively being forced to make the law fit the crime on the spot ??? A layman's observation may well be that these penal charges may not be the way to reduce speed, whereas more frequent but strictly enforced fines may have a better outcome.

Despite these heavy penalties speeding has been on the increase in the last 10 years:


Source : https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929088/fixed-penalty-notices-police-powers-procedures-mar20-tables.ods

It's important that the above is borne in mind when trying to regulate speeds in the village. A more sensible fining system would be more than welcome and more effective however we are not law makers, so we have to work with what we have...

Traffic calming measure are notoriously expensive
A pedestrian crossing cost between $£ 30,000$ and $£ 60,000$ ! Beech could usefully use 3 ?
Putting a pedestrian guideline on the Road between Kings Hill and Mid-Village cost Beech Parish Council over $£ 2300$ for just 1 mile of marking...

Proposed Road calming system for Beech have been conservatively estimated to cost between $£ 170,000$ and $£ 220,000$. If Chicanes were added that cost would increase by a further $£ 60,000$. The maintenance of these structures would then place a further burden on the community.

Quality speed cameras on the other would cost $£ 35,000$ for 3 off to install... and would pay for themselves within a few months. This would place the cost for reducing speed through the village squarely where it belongs i.e. with the speedsters.

However, the purpose of this report is not identifying the solution but to highlight the problem.
A point to take on board is that when travelling through the village $\mathbf{1}$ in $\mathbf{3}$ cars speed... in the area from mid-village to the Abbey that increases to over 1 in 2.

If the law was enforced, given the ONS figure of the UK Average income of $£ 30,800$ total fines of $£$ $\mathbf{8 , 1 5 8 , 4 7 7 . 9 4}$ would have been raised this is after applying the Chief constables Concession (No ticket for driving ( $+10 \%+2 \mathrm{mph}$ over the limit).

## Beech Speed Data Analysis

2019-2021
Beech has an old Speed Limit Regulator device that records individual speeds by number. The data is in 5minute intervals and analysed in 5 mph bands. Typical data elements look like this

|  | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | to | to | to | to | to | to | to | to | to | to | to | to | to | to | to |
| Speed MPH | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 |
| 16/02/2021 07:55 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16/02/2021 08:00 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16/02/2021 08:05 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16/02/2021 08:10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16/02/2021 08:15 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Etc.. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Between October 2019 and December 2020, the camera recorded 183,362 vehicle movements. Allowing for the fact that the camera only records vehicles travelling in one direction and for periods when the camera was not functioning, the total traffic flow through Beech is conservatively estimated to be around 250,000. Considering that during lock-down traffic flows were often less than half the normal level the figure in a more typical year may be as many as three quarters of a million vehicles movements per year. It should also be noted that, with the current deployment positions the single camera will give an accurate count of vehicles passing through the village from end to end, but will fail to record many or, perhaps the majority, of journeys starting or finishing within the village. For example, when the camera is in either the Kings Hill or Mid-Village positions it will not detect any traffic travelling to and from the village centre via the junction with the A339.


The Road is 1.5 miles long and drops in elevation from kings Hill at 715 ft above sea level to the Basingstoke Road, which is 360 ft above sea level, an average slope of 1 in 30 . In layman's terms a car arriving at 30 mph at the top of the
hill would be doing 36 mph when it reached the bottom of the hill with no brakes or motor acceleration being applied. The calculation allows for road friction under normal road conditions (please don't test the theory ...).

The Three positions of the cameras are significantly different when viewed from a driver's perspective.
The village Hall site is by the entrance of the Hall and the junction of Well House Road, approximately $30 \%$ of traffic in coming from the east will turn into the Hall or Wellhouse Road, so significantly reducing the average speed there. However, in terms of incoming traffic from the west the road has a more severe bend, and it narrows to 3.7 m just beyond the bend.

The Mid Village position has ancient woodland on the left when travelling east to west, it is at the end of a straight stretch and so has the highest average speed and largest number of speedsters. The Kings Hill position also faces west but the point of measure is near a bend, so cars are just entering a straight with homes either side and a bend with low visibility thereafter. The average speed is high, and speeds over double the 30 mph are not uncommon.

The speed tables below represent recorded speeds over several weeks in different locations. As recommended by highways and the police the SLR is moved every 3 weeks. Only recently have we been permitted to measure traffic in different directions at the 3 positions of the SLR. The Kings Hill site only has measurement incoming from the West as the camera sightline is obscured by hedging when facing East.

| Kings Hill <br> Direction | Date |  | Band |  | Band <br> c | Total Vehicles | Total Speedsters |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Incoming From the West | 07/10/2019 | 23/10/2021 | 199 | 25 | 0 | 421 | 224 |
| Incoming From the West | 08/01/2020 | 23/02/2020 | 7,750 | 625 | 25 | 14,834 | 8,400 |
| Incoming From the West | 07/07/2020 | 23/07/2020 | 3,800 | 313 | 8 | 7,464 | 4,121 |
| Incomming from the West | 02/12/2020 | 17/12/2020 | 2,853 | 170 | 18 | 5,836 | 3,041 |
| Incomming from the West | 04/03/2021 | 25/032021 | 4,097 | 231 | 13 | 8,579 | 4,341 |
|  |  |  | 18,699 | 1,364 | 64 | 37,134 | 20,127 |

At this site over the period in question $\mathbf{5 4 . 2 \%}$ of vehicles speed.
If the Chief constables Concession were to be applied (No ticket for driving $10 \%+2 \mathrm{mph}$ over the limit)
13,536 vehicles would be let off, possibly drivers may be asked to attend an education session ....
but if all other vehicles were fined the total fines would amount to $\mathbf{£ 2} \mathbf{3 9 3} \mathbf{3 2 0 . 8 7}{ }^{*}$

| Mid Village <br> Direction | Date from | - to |  |  | $\begin{aligned} & \left(\begin{array}{c} \text { Band } \\ c \end{array}\right. \\ & 50+ \end{aligned}$ | Total Vehicles | Total <br> Speedsters |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Incoming From the West | 24/02/2020 | 22/04/2020 | 8,521 | 1,198 | 97 | 17,201 | 9,816 |
| Incoming From the West | 23/04/2020 | 16/05/2020 | 3,225 | 441 | 28 | 7,035 | 3,694 |
| Incoming from the West | 20/08/2020 | 30/08/2020 | 2,879 | 351 | 20 | 5,444 | 3,250 |
| Incoming from the West | 12/11/2020 | 01/12/2020 | 4,949 | 595 | 59 | 10,166 | 5,603 |
| Incoming from the West | 21/01/2021 | 12/02/2021 | 3,296 | 408 | 30 | 6,891 | 3,734 |
| Incoming from the East | 13/02/2021 | 27/02/2021 | 2,822 | 197 | 7 | 5,590 | 3,026 |
|  |  |  |  |  |  |  |  |
| Totals to date |  |  | 25,692 | 3,190 | 241 | 52,327 | 29,123 |

At this site over the period in question $\mathbf{5 5 . 6 6 \%}$ of vehicles speed.
If the Chief constables Concession were to be applied (No ticket for driving $10 \%+2 \mathrm{mph}$ over the limit 17,765 vehicles would be let off ....
but if all other vehicles were fined the total fines would amount to $£ 4,451,209.65$ *

| Village Hall <br> Direction | Date From | - to |  |  | $\begin{gathered} \left(\begin{array}{c} \text { Band } \\ c \end{array}\right. \\ 50+ \end{gathered}$ | Total Vehicles | Total Speedsters |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\left\lvert\, \begin{aligned} & \text { Incoming from } \\ & \text { the East } \end{aligned}\right.$ | 23/09/2019 | 30/09/2019 | 1,760 | 38 | 0 | 8,332 | 1,798 |
| Incoming from the East | 10/12/2019 | 31/12/2020 | 4,110 | 89 | 1 | 23,591 | 4,200 |
| Incoming from the East | 04/06/2020 | 28/06/2020 | 2,718 | 86 | 0 | 14,212 | 2,804 |
| Incoming from the East | 17/09/2020 | 18/10/2020 | 4,432 | 86 | 0 | 25,352 | 4,518 |
| Incoming from the West | 19/10/2020 | 11/11/2020 | 2,863 | 56 | 2 | 18,083 | 2,921 |
| Incoming from the EAST | 18/12/2020 | 31/12/2020 | 1,554 | 43 | 4 | 10,579 | 1,601 |
| Incoming from the West | 01/01/2021 | 21/01/2021 | 1,358 | 44 | 1 | 6,968 | 1,403 |
| Incoming from the East | 25/03/2021 | 16/04/2019 | 3,597 | 101 | 5 | 21,625 | 3,703 |
|  |  |  |  |  |  |  |  |
|  |  |  | 22,392 | 543 | 13 | 128,742 | 22,948 |

At this site over the period in question $\mathbf{1 7 . 8 2 \%}$ of vehicles speeded.
If the Chief constables Concession were to be applied (No ticket for driving $10 \%+2 \mathrm{mph}$ over the limit)
19,082 vehicles would be let off ....

## Available Solutions:

There are 3 technological solutions to address this growing problem.

1. Full blown Police Speed Cameras
a. These are laser based so as to avoid any possible misidentification of vehicles due to positioning when overtaking etc.
b. Probable Cost of purchase and installation - $£ 100,000+$ plus annual support fees
c. Home Office approved can be used for prosecution
2. Safespeed camera
a. This is a video-based system with infrared nightlight support
b. Issues with potential privacy violation?
c. Blacklist VRN identification system if blacklist is speeding with direct mobile notification
d. Probable cost of Purchase and instation $£ 12,000$ plus annual software maintenance fees
e. Cannot be used for prosecution so purely a Speedwatch application.
f. http://www.safe-speed.com/
3. Autospeedwatch
a. Still photographic single photo solution
b. Daylight only, night-time InfraRed solution next year
c. Some Blacklist VRN facility if speeding but only through photo identification
d. Probable cost of Purchase plus installation $£ 800$ plus $£ 150$ annual
e. Cannot be used for prosecution so purely a Speedwatch application
f. https://store.autospeedwatch.org/about_us

Systems 2 and 3 are not intended to replace the community that Speedwatch creates a community statement against speedsters. However, as speed watch members, especially women, are subjected to roadside abuse the systems are intended to optimise the time spent by volunteers and police officers. In the case of Beech Speedwatch members were physically threatened by offending drivers steering their cars at them and swerving away at the last moment, these systems offer an opportunity to educate speedsters through the village that could otherwise not realistically be achieved.

Thus again, Systems 2 and 3 are designed to provide an affordable means of local communities tackle their speeding problems in cases where Speedwatch alone cannot address the problem and to assist those neighbourhoods where Speedwatch is impractical to operate. The systems designed to be a relatively lowcost, easy to install, and simple tool to assist community Speedwatch to identify those vehicles to the police that generate the greatest risks.

The police set the boundaries with respect to the data they receive.
So, systems 2 and 3 Rather than bombarding the police with data, it uses community volunteers to provide prioritised information, allowing the police to target enforcement to where it has the greatest effect. The very presence of these system also acts as a deterrent to speeding.

## Appendix 2 Speed Error Margin tables

## Wheel Distance Measurements

|  | West Bound | East Bound |
| ---: | ---: | ---: |
| 7 Medstead | -73 | 2233.1 |
| 11 Medstead Road | 0 | 2160.1 |
| Centre | 336 | 1824.1 |
| 100 | 836 | 1324.1 |
|  |  | 2160.1 |
| 106 Medstead Road | 902 | 1258.1 |
| Bushy Leaze | 1358.3 | 801.8 |
| Private Woodland | 1502.7 | 657.4 |
| 1 Kings Hill | 1865.6 | 294.5 |
| 21 Kings Hill | 2039.1 | 121 |
| 60 Kings Hill | 2092.8 | 67.3 |
| 66 Kings Hill | 2160.1 | 0 |
| Abbey | 2598.1 | -438 |
| 100 > abbey | 1762.1 |  |
| 1 Medstead Rd |  | -967.1 |
| Total Distance | 2671.1 | 2671.1 |

## Error +- 2sec

The Route distance was also calculated by driving a car at $\mathbf{2 5} \mathbf{~ m p h}$ along the route which was timed in a video to take 240 sec ->


[^2]| WESTBOUND |  |  | $\propto$ Cameras positions m |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Wheel Measured |  |  |  | West Bound |  |  |  |  |  |  |  |
| A339 > 100 Medstead Road |  |  |  | 836 |  |  |  |  |  |  |  |
| 100 Medstead Road to Abbey |  |  |  | 1762 |  |  |  |  |  |  |  |
| A339 > Abbey |  |  |  | 2598 |  |  |  |  |  |  |  |
|  | Distancem | 836 |  |  |  | 1762 |  |  | 2598 |  |  |
|  |  |  | Speed-Range mph |  | Max Error |  | Speed-Range mph |  |  | Speed-Range mph |  |
| MPH | M/Sec | Time Sec | from | to |  | Time Sec | from | to | Time sec | from Speed- | to |
| 20 | 8.94 | 94 | 19.6 | 20.4 | 0.38 | 197 | 19.9 | 20.2 | 291 | 19.9 | 20.1 |
| 25 | 11.18 | 75 | 24.5 | 25.5 | 0.55 | 158 | 24.8 | 25.3 | 232 | 24.9 | 25.2 |
| 30 | 13.41 | 62 | 29.3 | 30.7 | 0.74 | 131 | 29.7 | 30.4 | 194 | 29.8 | 30.3 |
| 31 | 13.86 | 60 | 30.2 | 31.8 | 0.78 | 127 | 30.7 | 31.4 | 187 | 30.8 | 31.3 |
| 32 | 14.30 | 58 | 31.2 | 32.8 | 0.82 | 123 | 31.7 | 32.4 | 182 | 31.8 | 32.3 |
| 33 | 14.75 | 57 | 32.2 | 33.9 | 0.87 | 119 | 32.6 | 33.4 | 176 | 32.8 | 33.3 |
| 34 | 15.20 | 55 | 33.1 | 34.9 | 0.91 | 116 | 33.6 | 34.4 | 171 | 33.8 | 34.3 |
| 35 | 15.65 | 53 | 34.1 | 36.0 | 0.96 | 113 | 34.6 | 35.5 | 166 | 34.7 | 35.3 |
| 36 | 16.09 | 52 | 35.0 | 37.0 | 1.01 | 109 | 35.6 | 36.5 | 161 | 35.7 | 36.3 |
| 37 | 16.54 | 51 | 36.0 | 38.1 | 1.06 | 107 | 36.6 | 37.5 | 157 | 36.7 | 37.4 |
| 38 | 16.99 | 49 | 36.9 | 39.1 | 1.11 | 104 | 37.5 | 38.5 | 153 | 37.7 | 38.4 |
| 39 | 17.43 | 48 | 37.9 | 40.2 | 1.16 | 101 | 38.5 | 39.6 | 149 | 38.7 | 39.4 |
| 40 | 17.88 | 47 | 38.8 | 41.2 | 1.21 | 99 | 39.5 | 40.6 | 145 | 39.7 | 40.4 |
| 41 | 18.33 | 46 | 39.8 | 42.3 | 1.26 | 96 | 40.5 | 41.6 | 142 | 40.7 | 41.4 |
| 42 | 18.78 | 45 | 40.7 | 43.3 | 1.32 | 94 | 41.5 | 42.6 | 138 | 41.6 | 42.4 |
| 43 | 19.22 | 43 | 41.7 | 44.4 | 1.37 | 92 | 42.4 | 43.7 | 135 | 42.6 | 43.5 |
| 44 | 19.67 | 43 | 42.6 | 45.4 | 1.43 | 90 | 43.4 | 44.7 | 132 | 43.6 | 44.5 |
| 45 | 20.12 | 42 | 43.6 | 46.5 | 1.49 | 88 | 44.4 | 45.7 | 129 | 44.6 | 45.5 |


| EASTBOUND |  |  | $\bigcirc$ Cameras positions m |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Wheel Measured |  |  |  | West Bound |  |  |  |  |  |  |  |
| 66 Kings Hill> 106 Medstead |  |  |  | 1266 |  |  |  |  |  |  |  |
| 106 Medstead > 7 Medstead |  |  |  | 967 |  |  |  |  |  |  |  |
| 66 Kings Hill> 7 Medstead |  |  |  | 2233 |  |  |  |  |  |  |  |
|  | Distancem | 1266 |  |  |  | 967 |  |  | 2233 |  |  |
|  |  |  | Speed Error-Range mph |  | Max Error |  | Speed Error-Range mph |  |  | Speed Error-Range mph |  |
| MPH | M/Sec | Time Sec | from | to | mph | Time Sec | from | to | Time sec | from | to |
| 20 | 8.94 | 141.60 | 19.75 | 20.26 | 0.26 | 108.16 | 19.71 | 20.33 | 250 | 19.89 | 20.15 |
| 25 | 11.18 | 113.28 | 24.64 | 25.37 | 0.37 | 86.53 | 24.59 | 25.47 | 200 | 24.83 | 25.22 |
| 30 | 13.41 | 94.40 | 29.52 | 30.50 | 0.50 | 72.11 | 29.44 | 30.64 | 167 | 29.77 | 30.29 |
| 31 | 13.86 | 91.36 | 30.49 | 31.52 | 0.52 | 69.78 | 30.40 | 31.68 | 161 | 30.76 | 31.31 |
| 32 | 14.30 | 88.50 | 31.46 | 32.55 | 0.55 | 67.60 | 31.37 | 32.71 | 156 | 31.74 | 32.33 |
| 33 | 14.75 | 85.82 | 32.43 | 33.58 | 0.58 | 65.55 | 32.33 | 33.75 | 151 | 32.73 | 33.34 |
| 34 | 15.20 | 83.30 | 33.40 | 34.61 | 0.61 | 63.62 | 33.30 | 34.79 | 147 | 33.71 | 34.36 |
| 35 | 15.65 | 80.92 | 34.37 | 35.64 | 0.64 | 61.81 | 34.26 | 35.83 | 143 | 34.70 | 35.38 |
| 36 | 16.09 | 78.67 | 35.34 | 36.67 | 0.67 | 60.09 | 35.23 | 36.87 | 139 | 35.68 | 36.40 |
| 37 | 16.54 | 76.54 | 36.31 | 37.70 | 0.70 | 58.46 | 36.19 | 37.92 | 135 | 36.67 | 37.41 |
| 38 | 16.99 | 74.53 | 37.28 | 38.74 | 0.74 | 56.93 | 37.15 | 38.96 | 131 | 37.65 | 38.43 |
| 39 | 17.43 | 72.62 | 38.25 | 39.77 | 0.77 | 55.47 | 38.11 | 40.00 | 128 | 38.63 | 39.45 |
| 40 | 17.88 | 70.80 | 39.22 | 40.81 | 0.81 | 54.08 | 39.07 | 41.05 | 125 | 39.62 | 40.47 |
| 41 | 18.33 | 69.07 | 40.18 | 41.84 | 0.84 | 52.76 | 40.03 | 42.09 | 122 | 40.60 | 41.49 |
| 42 | 18.78 | 67.43 | 41.15 | 42.88 | 0.88 | 51.50 | 40.99 | 43.14 | 119 | 41.58 | 42.51 |
| 43 | 19.22 | 65.86 | 42.11 | 43.91 | 0.91 | 50.31 | 41.94 | 44.19 | 116 | 42.56 | 43.53 |
| 44 | 19.67 | 64.36 | 43.08 | 44.95 | 0.95 | 49.16 | 42.90 | 45.24 | 114 | 43.54 | 44.55 |

Appendix 3 HCC data Trial Summarised

Site No: 000088
Medstead Rd Beech
Speed Summary (All Days)-Limit 30 Mph From 15/11/2021 To 22/11/2021Channel: Eastbound

|  |  |  |  |  |  | Speed 0 to 5 | $\begin{aligned} & \text { Speed } 5 \\ & \text { to } 10 \end{aligned}$ | Speed 10 to 15 | Speed 15 to 20 | Speed 20 <br> to 25 | Speed 25 to 30 | Speed 30 to 35 | Speed 35 <br> to 40 | Speed 40 <br> to 45 | $\text { Speed } 45$ $\text { to } 50$ | Speed 50 to 55 | $\begin{aligned} & \text { Speed > } \\ & 55 \end{aligned}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | Total | 85th | Mean | std. | Bin 1 | Bin 2 | Bin 3 | Bin 4 | Bin 5 | Bin 6 | Bin 7 | Bin 8 | $\operatorname{Bin} 9$ | Bin 10 | Bin 11 | Bin 12 | Bin 13 |  |
| Begin | vol. | \%ile | Ave. | Dev. | <1Mph | 1-<6 | 6-<11 | 11-<16 | 16-<21 | 21-<26 | 26-<31 | 31-<36 | 36-441 | 41-<46 | 46-51 | 51-56 | =>56 |  |
| 00:00:00 |  | . | 34.6 |  |  | 0 | 0 | $0 \quad 0$ | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |  |
| 01:00:00 |  | - | 35.2 |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 02:00:00 |  | - | 35.2 |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 03:00:00 |  | . | 46. |  |  | 0 | 0 | 00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 04:00:00 |  | - | 29.8 |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 05:00:00 |  | . | 36.8 | 4.9 |  | 0 | 0 | 00 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 |  |
| 06:00:00 |  | . | 35.8 | 6 |  | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 1 | 0 | 0 |  |
| 07:00:00 | 28 | 40.4 | 34.2 | - 6 |  | 0 | 0 | 0 | 0 | 1 | 7 | 10 | 6 | 63 | 1 | 0 | 0 |  |
| 08:00:00 | 57 | 38.4 | 32.6 | 6.6 |  | 00 | - 1 | 11 | 1 | 2 | 16 | 23 | 11 | 3 | 0 | 0 | 0 |  |
| 09:00:00 | 47 | 38.3 | 32.8 | 5.4 |  | 0 | 0 | 0 | 1 | 2 | 13 | 20 | 7 | 3 | 0 | 0 | 0 |  |
| 10:00:00 | 45 | 37.4 | 31.9 | 6.7 |  | 0 | 1 | 1 | 0 | 2 | 15 | 17 | 6 | 3 | 0 | 0 | 0 |  |
| 11:00:00 | 44 | 39.4 | 33.6 | 6.3 |  | 0 | 0 | 0 | 0 | 2 | 12 | 16 | 9 | 93 | 1 | - 1 | 0 |  |
| 12:00:00 | 41 | 39.7 | 33.9 | 5.7 |  | 00 | 0 | 0 | 1 | 1 | 9 | 16 | 9 | 9 | 0 | 0 | 0 |  |
| 13:00:00 | 41 | 38.9 | 33.2 | 5.9 |  | 0 | 0 | 0 | - 1 | 2 | 10 | 17 | 8 | 82 | 1 | 0 | 0 |  |
| 14:00:00 | 43 | 39.2 | 33.1 | 6.8 |  | 0 | 1 | 10 | 0 | 3 | 9 | 18 | 8 | 3 | 1 | 0 | 0 |  |
| 15:00:00 | 54 | 38.1 | 32.1 | 6.4 |  | 0 | 0 | 1 | 1 | 4 | 15 | 20 | 9 | 93 | 1 | 0 | 0 |  |
| 16:00:00 | 51 | 38.9 | 33.2 | 5.3 |  | 00 | 0 | 0 | 0 | 4 | 13 | 20 | 10 | 3 | 0 | 0 | 0 |  |
| 17:00:00 | 37 | 39.3 | 33.5 | 5.8 |  | 0 | 0 | 0 | 1 | 2 | 9 | 14 | 8 | $3{ }^{3}$ | 0 | 0 | 0 |  |
| 18:00:00 | 28 | 39.8 | 33.7 | 6.1 |  | 0 | 0 | 0 | 1 | 1 | 8 | 9 | 7 | 3 | 0 | 0 | 0 |  |
| 19:00:00 | 16 | 39.7 | 33.7 | 5.9 |  | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 3 | 3 | 0 | 0 | 0 |  |
| 20:00:00 |  | - | 34.3 | 4.1 |  | 00 | 0 | 0 |  | 0 | 2 | 4 | 2 | 20 | 0 | 0 | 0 |  |
| 21:00:00 |  | . | 35.1 | 7.3 |  | 00 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 |  |
| 22:00:00 |  | 5. | 35.7 | 8.5 |  | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |  |
| 23:00:00 |  | . | 33.5 | 5 |  | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |  |
|  |  |  |  |  |  | 00 | - 3 | 3 | 7 | 28 | 147 | 220 | 109 | 42 | 7 | 1 | 0 | 567 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | Speed | 5 to 10 | 10 to 15 | 15 to 20 | 20 to 25 | 25 to 30 | 30-40 <br> mph <br> Band A | 40-50 <br> mph <br> Band B | $50+\mathrm{mph}$ Band C | Total Speedste | Chief | Over 35MPH | Total Vehicles | $\begin{gathered} \text { Speedsters } \\ \% \end{gathered}$ |
|  |  |  |  |  |  | 3 | 3 3 | 7 | 28 | 147 | 329 | 49 | 1 | 379 | 220 | 159 | 567 | 66.84\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 28.0\% |  |  |
| West of Village incoming from the East |  |  |  |  | Speed | 5 to 10 | 10 to 15 | 15 to 20 | 20 to 25 | 25 to 30 | 30-40 <br> mph <br> Band A | 40-50 <br> mph <br> Band B | $50+\mathrm{mph}$ Band C | Total Speedste rs | Chief | Over 35MPH | Total Vehicles | $\begin{gathered} \text { Speedsters } \\ \% \end{gathered}$ |
| From 15 Oct to 21 Nov 2021 |  |  |  |  |  | 29 | -88 | - 105 | 377 | 1685 | 1985 | 113 | 8 | 2106 | 1539 | 567 | 4390 | 48.0\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 12.9\% |  |  |


site No: 00008877
Medstead Rd Beech
Medstead Rd Beech
Speed Summary (All Days)-Limit 30 Mph From 15/11/2021 To 22/11/2021Channel: Westbound


## Appendix 4 HCC and SLR Data Summary

| Medstesd Road Mid Village |  | Speed | 3 to 10 |  | 10 to 15 |  | 15 to 20 |  | 20 to 25 | 25 to 30 | 30-40 mph Band <br> a | 40-50 mph Band B | $30+\mathrm{mph}$ Bend C |  | Total Speedters | Criet |  | Over 39 MPH | \%over 35 mon | Total verices |  | \%over <br> 30 mph | \%over <br> 40 mph | \%over <br> 50 mph |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Eatt bound | Mon 13-Dec-22 |  |  | 4 |  | 7 |  | 2 | 31 | 171 | 336 | 48 |  | 4 | 388 |  | 232 | 156 | 2587\% |  | 603 | 64\% |  |  |  |  |
| East bound | Tue 14-Dec-21 |  |  | 3 |  | 7 |  | 8 | 30 | 161 | 349 | 48 |  | 7 | 400 |  | 230 | 170 | 27.91\% |  | 609 | 66\% |  |  |  |  |
| East bound | Wed 19-Dec-21 |  |  | 1 |  | 4 |  | 11 | 21 | 160 | 323 | 57 |  | s | 335 |  | 216 | 169 | 29.04\% |  | 382 | 66\% |  |  |  |  |
| East bound | Firi 17-Dec-21 |  |  | , |  | 8 |  | 14 | 29 | 169 | 338 | 68 |  | , | 431 |  | 238 | 193 | 29.42\% |  | 656 | 66\% |  |  |  |  |
| Esert bound | Sat 18-Dec-21 |  |  | 3 |  | 4 |  | 7 | 23 | 124 | 291 | 50 |  | 1 | 342 |  | 265 | 77 | 15.31\% |  | 503 | 68\% |  |  |  |  |
| Eset bound | Sun 19-Dec-21 |  |  | 6 |  | 3 |  | 4 | 17 | 88 | 259 | 42 |  | 3 | 304 |  | 167 | 137 | 32.46\% |  | 422 | 72\% |  |  |  |  |
| HCC Esatsound | Moni3-Sun 19 Dec |  |  | 22 |  | ${ }^{33}$ |  | 46 | 151 | 873 | 1912 | 313 |  | 29 | 2250 |  | 1348 | 902 | 26.73\% |  | 3379 | 66.67\% | 10.01\% | 0.74\% HCC East |  |  |
| Wert pound | Mon 13-Dec-21 |  |  | 4 |  | 3 |  | 7 | 30 | 123 | 416 | 38 |  | , | 479 |  | 274 | 209 | 31.73\% |  | 646 | 74\% |  |  |  |  |
| Wert pound | Tue 14-Dec-21 |  |  | 8 |  | 3 |  | 7 | 18 | 92 | 436 | 67 |  | 3 | 506 |  | 265 | 241 | 38.01\% |  | 634 | 80\% |  |  |  |  |
| Wert pound | Wed 19-Dec-21 |  |  | 3 |  | , |  | , | 19 | 123 | 420 | 60 |  | 6 | 485 |  | 275 | 211 | 32.92\% |  | 641 | 76\% |  |  |  |  |
| West pound | Thu 16-Dec-21 |  |  | 1 |  | 1 |  | 8 | 24 | 98 | 443 | 87 |  | 3 | 533 |  | 298 | 239 | 35.34\% |  | 665 | 80\% |  |  |  |  |
| Wert pound | Fir 17-Dec-21 |  |  | , |  | , |  | 11 | 17 | 94 | 508 | 72 |  | 9 | 359 |  | 285 | 303 | 4202\% |  | 721 | 82\% |  |  |  |  |
| Wert pound | Sat 18-Dece21 |  |  | 3 |  | 3 |  | , | 12 | 75 | 368 | 71 |  | 7 | 445 |  | 221 | 229 | 41.36\% |  | 54 | 82\% |  |  |  |  |
| Wert pound | Sun 19-Dec-21 |  |  | 6 |  | 3 |  | 6 | 11 | 60 | 294 | 57 |  | , | 336 |  | 179 | 177 | 40.05\% |  | 442 | 81\% |  |  |  |  |
| HCC WestBound | Mon13-Sun 19 Dec |  |  | 30 |  | 23 |  | 49 | 131 | 665 | 2835 | 472 |  | 38 | 3395 |  | 1798 | 1997 | 37.20\% |  | 4293 | 79.08\% | 11.88\% | 0.89\% Hec Wert |  |  |
| sLR |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Wert pound | Mon13-Dec-21 |  |  | 3 |  | 14 |  | 31 | 79 | 261 | 251 | 11 |  | 1 | 263 |  | 192 | 71 | 2.01\% |  | 648 | 41\% |  |  | 647 | 647 |
|  | Tue 14-Dec-21 |  |  | 4 |  | 10 |  | 23 | 79 | 225 | 278 | 17 |  | 1 | 296 |  | 224 | 72 | 0.32\% |  | 634 | 11\% |  |  | 633 | 633 |
|  | Wed 19-Dee-21 |  |  | 6 |  | 14 |  | 17 | 74 | 267 | 260 | 18 |  | 1 | 279 |  | 212 | 67 | 289\% |  | 637 | 10\% |  |  | 656 | 697 |
|  | Thu 16-Dec-21 |  |  | 7 |  | 10 |  | 9 | 70 | 253 | 289 | 20 |  | 0 | 309 |  | 229 | 84 | 3.03\% |  | 699 | 13\% |  |  | 699 | 638 |
|  | Fri 17-Dec-21 |  |  | 3 |  | 19 |  | 19 | 67 | 273 | 338 | 17 |  | 2 | 357 |  | 270 | 87 | 270\% |  | 741 | 12\% |  |  | 738 | 738 |
|  | Sat 18-Dec-21 |  |  | s |  | , |  | 8 | 44 | 208 | 259 | 20 |  | 1 | 276 |  | 204 | 72 | 420\% |  | 548 | 13\% |  |  | 345 | 546 |
|  | Sun 19-Dec-21 |  |  | , |  | 10 |  | 12 | 43 | 164 | 199 | 13 |  | 1 | 209 |  | 145 | 64 | 3.15\% |  | 445 | 14.35\% |  |  | 445 | 445 |
| SLR wertiound | Mon13-SUn 19 Dec |  |  | 33 |  | 82 |  | 19 | 450 | 1651 | 1866 | 116 |  | 7 | 1989 |  | 1472 | 317 | 11.93\% |  | 4332 | 45.91\% | 2.84\% | $0.16 \%$ sla west | 4324 | 4324 |

## Appendix 5 Beech Parish SLR data summarized

| Date-Time | $\begin{aligned} & \text { Speed0 } \\ & \text { to } 5 \end{aligned}$ | Speed5 $\text { to } 10$ | Speed <br> 10 to 15 | Speed 15 to 20 | Speed 20 to 25 | $\begin{aligned} & \text { Speed } \\ & 25 \text { to } 30 \end{aligned}$ | Speed 30 to 35 | Speed $35 \text { to } 40$ | Speed 40 to 45 | Speed 45 to 50 | Speed 50 to 55 | Speed 55 to 60 | Speed 60 to 65 | Speed 65 to 70 | Speed 70 to 75 | $\begin{aligned} & \text { Speed } \\ & 75 \text { to } 80 \end{aligned}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 15/11/202100:01 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ' |  |
| 15/11/202100:06 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |  |
| 15:11/202100:11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | " 0 |  |
|  | +++++++ | +++++++++ | ++++++ | ++++ | ++++ | ++ | +++ | ++ |  |  | +++ | +++ |  | +++ | ++++ | +++++ | +++++ | +++ |
| 21111202123:36 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |  |
| 21111202123:41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ' |  |
| 21111/202123:46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 21111/202123:51 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 21111/202123:56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \% 0 |  |
| Totals | 0 | 29 | 88 | 105 | 377 | 1685 | 1539 | 446 | 87 | 26 | 6 | 1 | 1 | 0 | 0 | 0 | 4390 | 4390 |
| West of Village incoming from the East | Speed | 5 to 10 | 10to 15 | 15to20 | 20 to 25 | 25 to 30 | 30-40 <br> mph <br> BandA | $\begin{aligned} & 40-50 \\ & \text { mph } \\ & \text { BandB } \end{aligned}$ | $50+$ <br> mph <br> BandC | Total Speedst ers | Chief | Over 35MPH | \% Over <br> 35 mph | Total Vehicles | \% Over <br> 30 mph |  |  |  |
| From 150etto 21 $\text { Nov } 2021$ |  | 29 | 88 | 105 | 377 | 1685 | 1985 | 113 | 8 | 2106 | 1539 | 567 | 13\% | 4390 | 47.97\% |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Totals | 0 | 23 | 50 | 70 | 314 | 1300 | 1471 | 596 | 199 | 46 | 21 | 2 | 2 | 0 | 0 | 0 | 4094 |  |
| West of Village incoming from the East | Speed | 5to 10 | 10to 15 | 15 to 20 | 20 to 25 | 25 to 30 | 30-40 <br> mph <br> Band A | 40-50 <br> mph <br> BandB | $50+$ mph BandC | Total Speedst ers | Chief | Over 35MPH | \% Over <br> 35 mph | Total Vehicles | \% Over <br> 30 mph |  |  |  |
| From 1st Nov to 07 Nou 2021 |  | 23 | 50 | 70 | 314 | 1300 | 2067 | 245 | 25 | 2337 | 1471 | 866 | 21\% | 4094 | 57.08\% |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Appendix 6 Timed ASW photos example (Redacted).



The Photo East of the village had the following ID:
https://www.autospeedwatch.org/images_vehicles/70_64ps20211217131948.jpg
The Photo Mid village had the following ID:
https://www.autospeedwatch.org/images_vehicles/69_s1ht20211217132037.jpg
The Beech Speed calculator gives the following result
Beech Speed and error CALCULATOR m/s -> mph


## Appendix 7 Redacted AutoSpeedWatch Data

| Location | Volunteer | Date | Time | VRN | Make | Model | Colour | Speed | Other | X Seen |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Beech East (SW) | Tony Ransley | 17/12/2021 | 13:19:48 | WEA | GREAT W | VALL | BLACK | 37 |  | 5 |
| Beech Mid Village (SW) | Tony Ransley | 17/12/2021 | 13:20:37 | vue | GREAT W | VALL | BLACK | 46 |  | 5 |
| Beech Mid Village (SW) | Tony Ransley | 11/12/2021 | 12:27:40 | WEN | GREAT W | VALL | BLACK | 35 |  | 5 |
| Beech Mid Village (SW) | Tony Ransley | 06/12/2021 | 11:20:03 | WE | GREAT W | VALL | BLACK | 37 |  | 5 |
| Beech Mid Village (SW) | Tony Ransley | 29/11/2021 | 14:17:04 | - | GREAT W | VALL | BLACK | 38 |  | 5 |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 12:30:31 | 1 | AUDI |  | BLACK | 38 |  | 3 |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 12:03:25 | 左 | AUDI |  | BLACK | 42 |  | 3 |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 14:21:29 | \% | AUDI |  | BLACK | 41 |  | 3 |
| Beech Mid Village (SW) | Tony Ransley | 13/12/2021 | 13:46:25 |  | LAND ROV | VER | SILVER | 35 |  | 3 |
| Beech Mid Village (SW) | Tony Ransley | 09/12/2021 | 12:57:17 | 58N | LAND RO | VER | SILVER | 38 |  | 3 |
| Beech Mid Village (SW) | Tony Ransley | 08/12/2021 | 11:18:12 | 58 N | LAND RO | VER | SILVER | 35 |  | 3 |
| Beech East (SW) | Tony Ransley | 19/12/2021 | 13:24:06 | S | TOYOTA |  | BLUE | 39 |  | 3 |
| Beech East (SW) | Tony Ransley | 18/12/2021 | 11:56:45 | 3P | TOYOTA |  | BLUE | 35 |  | 3 |
| Beech Kings Hill (SW) | Tony Ransley | 15/12/2021 | 08:46:14 |  | TOYOTA |  | BLUE | 35 |  | 3 |
| Beech East (SW) | Tony Ransley | 18/12/2021 | 12:49:35 | but | VOLKSW | AGEN | SILVER | 39 |  | 3 |
| Beech Mid Village (SW) | Tony Ransley | 18/12/2021 | 12:50:27 |  | VOLKSW | AGEN | SILVER | 36 |  | 3 |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 | 12:52:12 | 60 | VOLKSW | AGEN | SILVER | 36 |  | 3 |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 13:21:54 | 71 | LAND RO | VER | GREY | 39 |  | 3 |
| Beech East (SW) | Tony Ransley | 19/12/2021 | 12:07:57 | It | LAND RO | VER | GREY | 37 |  | 3 |
| Beech East (SW) | Tony Ransley | 18/12/2021 | 12:59:59 | 718 | LAND RO | VER | GREY | 40 |  | 3 |
| Beech Mid Village (SW) | Tony Ransley | 17/12/2021 | 13:23:42 |  | BMW |  | WHITE | 37 |  | 3 |
| Beech Mid Village (SW) | Tony Ransley | 01/12/2021 | 15:02:44 | 19 | BMW |  | WHITE | 41 |  | 3 |
| Beech Mid Village (SW) | Tony Ransley | 22/11/2021 | 13:09:49 |  | BMW |  | WHITE | 38 |  | 3 |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 12:43:10 |  | FORD |  | BLACK | 37 |  | 2 |
| Beech East (SW) | Tony Ransley | 20/12/2021 | 12:15:48 | 15 | FORD |  | BLACK | 37 |  | 2 |
| Beech East (SW) | Tony Ransley | 14/12/2021 | 13:06:39 | 03 | VAUXHALL |  | GREEN | 43 |  | 2 |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 | 13:09:18 | ก20 | VAUXHA |  | GREEN | 39 |  | 2 |
| Beech Mid Village (SW) | Tony Ransley | 18/12/2021 | 14:02:30 |  | MITSUBI | SHI | BLACK | 37 |  | 2 |
| Beech Mid Village (SW) | Tony Ransley | 11/12/2021 | 12:03:19 | 632 | MITSUBI | SHI | BLACK | 38 |  | 2 |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 15:06:02 |  | FORD |  | GREY | 39 |  | 2 |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 | 11:53:56 |  | FORD |  | GREY | 37 |  | 2 |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 12:12:02 |  | VAUXHALL |  | WHITE | 36 |  | 2 |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 10:12:06 |  | VAUXHALL |  | WHITE | 42 |  | 2 |
| Beech Kings Hill (SW) | Tony Ransley | 22/12/2021 | 10:50:48 | 65 | CITROEN |  | GREY | 36 |  | 2 |
| Beech Kings Hill (SW) | Tony Ransley | 15/12/2021 | 08:48:20 |  | CITROEN |  | GREY | 35 |  | 2 |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 15:04:46 | 660 | SUZUKI |  | GREY | 36 |  | 2 |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 | 11:15:12 | 60 | SUZUKI |  | GREY | 35 |  | 2 |
| Beech East (SW) | Tony Ransley | 11/12/2021 | 14:20:08 |  | RENAUL |  | YELLOW | 38 | MoT not valid, | 2 |
| Beech Mid Village (SW) | Tony Ransley | 11/12/2021 | 14:20:58 |  | RENAUL |  | YELLOW | 35 | MoT not valid, | 2 |
| Beech Mid Village (SW) | Tony Ransley | 12/12/2021 | 10:52:03 | 59H5 | CITROEN |  | BLUE | 40 |  | 2 |
| Beech Mid Village (SW) | Tony Ransley | 09/12/2021 | 11:29:05 | 59H | CITROEN |  | BLUE | 38 |  | 2 |
| Beech Mid Village (SW) | Tony Ransley | 15/12/2021 | 12:33:56 | 13 H | MERCED | ES-BENZ | SILVER | 38 |  | 2 |
| Beech Mid Village (SW) | Tony Ransley | 09/12/2021 | 11:34:48 | ${ }^{13} \mathrm{H}$ | MERCED | ES-BENZ | SILVER | 39 |  | 2 |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 12:12:32 |  | MERCED | ES-BENZ | blue | 41 |  | 2 |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 | 13:20:52 | 148 | MERCED | ES-BENZ | BLUE | 35 |  | 2 |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 15:30:13 | 58AC | LAND ROV | VER | BLACK | 35 |  | 2 |
| Beech Mid Village (SW) | Tony Ransley | 20/12/2021 | 12:17:43 |  | LAND RO | VER | BLACK | 35 |  | 2 |
| Beech East (SW) | Tony Ransley | 24/12/2021 | 13:14:21 |  | CHEVRO | LET | SILVER | 36 |  | 2 |


| Beech East (SW) | Tony Ransley | 22/12/2021 15:29:28 | chevrolet | SILVER | 37 | 2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Beech Mid Village (SW) | Tony Ransley | 17/12/2021 13:42:15 | volkswagen | BLACK | 41 | 2 |
| Beech Kings Hill (SW) | Tony Ransley | 17/12/2021 13:43:58 | VOLKSWAGEN | BLACK | 38 | 2 |
| Beech Mid Village (SW) | Tony Ransley | 18/12/2021 13:19:38 | MINI | WHIT | 35 SORN/Not taxed, | 2 |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 13:21:22 | MINI | WHITE | 35 SORN/Not taxed, | 2 |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 14:46:51 | PEUGEOT | WHITE | 36 | 2 |
| Beech East (SW) | Tony Ransley | 15/12/2021 14:40:07 | PEUGEOT | WHITE | 35 | 2 |
| Beech East (SW) | Tony Ransley | 22/12/2021 13:43:48 | VAUXHALL | blue | 35 | 2 |
| Beech East (SW) | Tony Ransley | 21/12/2021 14:48:13 | VAUXHALL | blue | 35 | 2 |
| Beech Mid Village (SW) | Tony Ransley | 30/11/2021 12:55:36 | FORD | WHITE | 38 | 2 |
| Beech Mid Village (SW) | Tony Ransley | 29/11/2021 15:09:25 | FORD | WHITE | 41 | 2 |
| Beech East (SW) | Tony Ransley | 15/12/2021 14:40:56 | toyota | blue | 36 | 2 |
| Beech Kings Hill (SW) | Tony Ransley | 15/12/2021 15:00:31 | TOYOTA | blue | 36 | 2 |
| Beech Mid Village (SW) | Tony Ransley | 02/12/2021 14:40:10 | MERCEDES-BENZ | BLACK | 38 |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 13:10:13 | MERCEDES-BENZ | GREY | 37 |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 15:08:38 | AUDI | GREY | 36 |  |
| Beech East (SW) | Tony Ransley | 19/12/2021 13:28:12 | LAND ROVER | BLACK | 39 |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 11:25:11 | volkswagen | SILVER | 35 |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 15:17:34 | LAND ROVER | GREEN | 38 |  |
| Beech Mid Village (SW) | Tony Ransley | 17/12/2021 13:22:57 | volkswagen | SILVER | 42 |  |
| Beech Kings Hill (SW) | Tony Ransley | 22/12/2021 09:38:22 | volkswagen | BLACK | 38 |  |
| Beech Kings Hill (SW) | Tony Ransley | 17/12/2021 14:25:03 | MERCEDES-BENZ | WHITE | 35 |  |
| Beech Mid Village (SW) | Tony Ransley | 08/12/2021 09:07:39 | FORD | WHITE | 38 |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 14:46:31 | AUDI | BLACK | 37 |  |
| Beech Mid Village (SW) | Tony Ransley | 24/11/2021 13:57:14 | Renault | BLACK | 37 |  |
| Beech East (SW) | Tony Ransley | 24/12/2021 12:21:02 | MINI | BLACK | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 16/12/2021 12:13:40 | MERCEDES-BENZ | WHITE | 42 |  |
| Beech East (SW) | Tony Ransley | 14/12/2021 11:11:48 | FORD | GREY | 35 |  |
| Beech Kings Hill (SW) | Tony Ransley | 10/12/2021 14:58:31 | BMw | RE | 45 |  |
| Beech Mid Village (SW) | Tony Ransley | 14/12/2021 12:31:37 | Volkswagen | blue | 35 |  |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 14:40:27 | BMw | WHITE | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 17/12/2021 13:57:58 | VAUXHALL | BLACK | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 27/11/2021 11:40:52 | LAND ROVER | SILVER | 37 |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 10:33:01 | FORD | SILVER | 35 |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 14:57:20 | AUDI | GREY | 35 |  |
| Beech East (SW) | Tony Ransley | 08/12/2021 13:13:23 | No such vehicle | unknown | 40 |  |
| Beech East (SW) | Tony Ransley | 17/12/2021 12:50:19 | HYUNDAI | RED | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 03/12/2021 10:27:05 | VAUXHALL | BLACK | 37 |  |
| Beech East (SW) | Tony Ransley | 19/12/2021 12:14:17 | VAUXHALL | SILVER | 39 |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 12:04:57 | FORD | WHITE | 36 |  |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 14:04:23 | KIA | SILVER | 35 |  |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 13:31:47 | VAUXHALL | WHITE | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 09/12/2021 12:51:53 | No such vehicle | unknown | 37 |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 12:28:26 | HYUNDAI | SILVER | 35 |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 14:22:22 | Bmw | blue | 36 |  |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 10:37:35 | No such vehicle | unknown | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 12/12/2021 10:12:09 | HYUNDAI | Green | 37 |  |
| Beech Mid Village (SW) | Tony Ransley | 05/12/2021 12:14:16 | AUDI | RED | 38 |  |
| Beech Kings Hill (SW) | Tony Ransley | 22/12/2021 10:48:48 | VAUXHALL | SIIVER | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 24/11/2021 13:03:50 | VAUXHALL | WHITE | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 19/12/2021 11:55:42 | VAUXHALL | BLACK | 35 |  |
| Beech East (SW) | Tony Ransley | 14/12/2021 12:03:30 | MERCEDES-BENZ | WHITE | 41 SORN/Not taxed, |  |
| Beech Mid Village (SW) | Tony Ransley | 09/12/2021 12:48:18 | MINI | GREY | 36 |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 13:25:33 | Bmw | SILVER | 36 |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 13:17:46 | VAUXHALL | SILVER | 35 |  |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 12:58:06 | VAUXHALL | BLACK | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 11/12/2021 11:58:47 | Honda | BROWN | 35 |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 12:42:37 | volvo | Silver | 37 |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 12:54:41 | SEAT | blue | 35 |  |
| Beech Mid Village (SW) | Tony Ransley | 16/12/2021 11:57:03 | Volkswagen | BLACK | 36 |  |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 12:06:48 | SKODA | BLACK | 35 |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 14:22:28 | FORD | WHITE | 41 |  |
| Beech East (SW) | Tony Ransley | 17/12/2021 13:34:44 | LAND ROVER | GREY | 35 |  |
| Beech Kings Hill (SW) | Tony Ransley | 15/12/2021 08:58:56 | MITSUBISHI | GREY | 35 |  |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 15:01:19 | volkswagen | SILVER | 37 |  |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 11:53:50 | Volkswagen | SILVER | 35 |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 14:16:42 | TOYOTA | WHITE | 35 |  |
| Beech Kings Hill (SW) | Tony Ransley | 22/12/2021 15:37:15 | FORD | SILVER | 35 |  |
| Beech Mid Village (SW) | Tony Ransley | 16/12/2021 12:44:51 | Volkswagen | SILVER | 38 |  |
| Beech East (SW) | Tony Ransley | 14/12/2021 13:05:49 | SKODA | WHITE | 35 |  |
| Beech Kings Hill (SW) | Graham Webb | 22/12/2021 11:46:07 | TESLA | GREY | 35 |  |
| Beech East (SW) | Tony Ransley | 12/12/2021 12:52:01 | NISSAN | blue | 38 |  |
| Beech Mid Village (SW) | Tony Ransley | 09/12/2021 11:29:02 | Volkswagen | WHITE | 36 |  |
| Beech Kings Hill (SW) | Tony Ransley | 17/12/2021 14:08:23 | RENAULT | WHITE | 35 |  |
| Beech Kings Hill (SW) | Tony Ransley | 17/12/2021 15:06:15 | citroen | GREY | 35 |  |
| Beech Kings Hill (SW) | Graham Webb | 22/12/2021 11:43:17 | SUZUKı | blue | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 18/12/2021 14:04:28 | BMw | GREY | 35 |  |
| Beech East (SW) | Tony Ransley | 17/12/2021 13:06:26 | KIA | SILVER | 38 |  |
| Beech Mid Village (SW) | Tony Ransley | 16/12/2021 12:33:30 | SKODA | blue | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 19/12/2021 11:49:50 | Volvo | SILVER | 35 |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 14:51:37 | dalhatsu | blue | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 16/12/2021 11:46:37 | CITROEN | WHITE | 36 |  |
| Beech East (SW) | Tony Ransley | 19/12/2021 12:39:44 | VAUXHALL | BLACK | 37 |  |
| Beech Mid Village (SW) | Tony Ransley | 05/12/2021 11:12:36 | SUZUKI | SILVER | 36 |  |
| Beech Mid Village (SW) | Tony Ransley | 05/12/2021 11:24:12 | Land Rover | WHITE | 38 |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 15:00:18 | SKODA | blue | 35 |  |
| Beech Kings Hilll (SW) | Tony Ransley | 11/12/2021 14:55:02 | NISSAN | GREY | 35 |  |


| Beech Mid Village (SW) | Tony Ransley | 11/12/2021 | 13:18:32 |  | FORD |  | SILVER | 38 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Beech Mid Village (SW) | Tony Ransley | 21/12/2021 | 13:10:10 |  | VAUXHALL |  | WHITE | 43 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 26/11/2021 | 11:59:01 | - | SEAT |  | RED | 38 | MoT not valid, | N/Not ta: |
| Beech Mid Village (SW) | Tony Ransley | 21/12/2021 | 13:26:29 | V65 | MERCEDES-BENZ |  | WHITE | 35 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 19/12/2021 | 12:53:58 | 61 | MERCEDES-BENZ |  | WHITE | 35 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 20/12/2021 | 12:54:48 | 64 | CITROEN |  | BLACK | 36 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 22/12/2021 | 10:58:12 |  | FORD |  | WHITE | 39 |  |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 15:28:24 | 3 | FORD |  | WHITE | 36 |  |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 13:45:13 |  | HONDA |  | GREY | 37 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 22/12/2021 | 11:02:43 | 17 | FORD |  | WHITE | 38 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 12/12/2021 | 10:58:26 | -best | SUZUKI |  | RED | 35 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 15/12/2021 | 13:54:00 | 808 | VOLKSWAGEN |  | BLUE | 36 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 | 10:20:03 | , | HONDA |  | RED | 35 |  |  |
| Beech East (SW) | Tony Ransley | 14/12/2021 | 11:24:48 |  | FORD |  | WHITE | 40 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 | 09:45:04 | 1618 | KIA |  | RED | 35 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 19/12/2021 | 09:40:23 |  | MINI |  | WHITE | 35 |  |  |
| Beech East (SW) | Tony Ransley | 14/12/2021 | 11:32:23 | - 12 | MINI |  | WHITE | 38 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 17/12/2021 | 15:21:17 | X | LAND ROVER |  | BLACK | 35 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 13/12/2021 | 12:35:54 | N12X | CITROEN |  | BLUE | 35 |  |  |
| Beech East (SW) | Tony Ransley | 17/12/2021 | 13:38:03 |  | TOYOTA |  | BLACK | 35 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 | 11:44:28 | 6Y | BMW |  | GREY | 41 | MoT not valid, |  |
| Beech East (SW) | Tony Ransley | 10/12/2021 | 13:18:09 | IV12T | FORD |  | SILVER | 35 | MoT not valid, |  |
| Beech East (SW) | Tony Ransley | 18/12/2021 | 12:27:25 |  | RENAULT |  | BLACK | 36 |  |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 15:21:15 |  |  |  | SILVER | 38 |  |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 14:01:00 |  | SKODA |  | RED | 35 |  |  |
| Beech East (SW) | Tony Ransley | 18/12/2021 | 11:57:34 |  | VOLKSWAGEN |  | WHITE | 37 |  |  |
| Beech East (SW) | Tony Ransley | 15/12/2021 | 14:53:45 | NW0z | FORD |  | WHITE | 36 | MoT not valid, |  |
| Beech Mid Village (SW) | Tony Ransley | 17/12/2021 | 12:07:07 | Nomz | No such vehicle |  | unknown | 37 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 | 14:46:19 | , | BMW |  | SILVER | 35 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 21/12/2021 | 13:11:35 | NV11 | FORD |  | BLACK | 38 |  |  |
| Beech East (SW) | Tony Ransley | 24/12/2021 | 13:02:42 | 69 | PEUGEOT |  | WHITE | 44 |  |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 12:18:49 |  | AUDI |  | GREY | 35 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 22/12/2021 | 10:17:28 |  | VOLKSWAGEN |  | SILVER | 36 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 | 10:05:35 | YH | VOLKSWAGEN |  | BLUE | 35 | MoT not valid, |  |
| Beech Mid Village (SW) | Tony Ransley | 26/11/2021 | 12:32:59 |  | MERCEDES-BENZ |  | SILVER | 37 |  |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 13:36:34 | - 09 | VOLVO |  | SILVER | 37 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 09/12/2021 | 12:35:11 | - | FORD |  | BLACK | 35 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 15/12/2021 | 13:58:44 |  | FORD |  | RED | 35 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 | 08:32:42 |  | FORD |  | WHITE | 40 |  |  |
| Beech East (SW) | Graham Webb | 22/12/2021 | 11:38:52 | RE7 | PORSCHE |  | GREY | 35 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 | 10:03:52 | - | VOLKSWAGEN |  | GREY | 40 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 26/11/2021 | 12:25:31 |  | KIA |  | WHITE | 36 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 21/12/2021 | 12:29:00 |  | SUBARU |  | WHITE | 35 |  |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 14:58:07 | -14 | MINI |  | SILVER | 35 |  |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 13:00:09 | 5z | FORD |  | BLUE | 36 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 09/12/2021 | 12:12:08 |  | HONDA |  | WHITE | 46 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 05/12/2021 | 11:16:02 | 1 | NISSAN |  | SILVER | 36 |  |  |
| Beech East (SW) | Tony Ransley | 18/12/2021 | 11:45:55 | - | DACIA |  | BLACK | 35 |  |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 14:30:51 |  | AUDI |  | BLUE | 40 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 19/12/2021 | 08:44:43 | 097 | VOLKSWAGEN |  | BLUE | 36 |  |  |
| Beech East (SW) | Tony Ransley | 19/12/2021 | 12:21:50 |  | VAUXHALL |  | WHITE | 38 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 | 09:22:32 | - 00 | MINI |  | blue | 38 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 24/11/2021 | 12:19:46 |  | RENAULT |  | BLACK | 37 |  |  |
| Beech East (SW) | Tony Ransley | 18/12/2021 | 12:53:31 |  | HYUNDAI |  | BLUE | 44 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 | 14:09:00 |  | AUDI |  | BLUE | 36 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 18/12/2021 | 11:36:21 | 170 | SEAT |  | BLUE | 35 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 21/11/2021 | 12:36:20 | RO17 | KIA |  | WHITE | 39 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 11/12/2021 | 12:08:46 | RO18 | MINI |  | GREEN | 37 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 | 14:10:48 | - | AUDI |  | RED | 36 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 | 12:37:17 |  | MINI |  | RED | 36 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 | 12:41:09 | 54 | AUDI |  | BLACK | 35 |  |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 14:53:57 | 67) | MERCEDES | ES-BENZ | WHITE | 38 |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 | 12:50:23 |  | FIAT |  | RED | 35 |  |  |
| Beech Mid Village (SW) | Tony Ransley | 26/11/2021 | 11:13:44 |  | PEUGEOT |  | BLACK | 36 |  |  |


| Beech Kings Hill (SW) | Tony Ransley | 17/12/2021 | 14:21:26 |  | VOLKSWA | AGEN | BLACK | 35 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 | 11:52:32 | 69P4 | MERCEDES | ES-BENZ | RED | 36 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 12/12/2021 | 10:46:06 | v60E | LAND ROV | VER | GREY | 35 |  |  |  |  |  |
| Beech East (SW) | Tony Ransley | 10/12/2021 | 12:05:02 | 63k | VOLKSWA | AGEN | WHITE | 35 |  |  |  |  |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 13:19:38 | 16 V | TOYOTA |  | RED | 40 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 14/12/2021 | 12:06:30 | 56 W | NISSAN |  | WHITE | 40 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 22/12/2021 | 11:23:19 | 8 ¢ | FORD |  | GREY | 35 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 22/12/2021 | 09:38:55 | PLid | MAZDA |  | GREY | 36 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 15/12/2021 | 14:00:32 | 25V1 | VAUXHALL |  | WHITE | 44 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 14/12/2021 | 14:51:55 | eug | JAGUAR |  | WHITE | 37 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 26/11/2021 | 15:08:33 | 4 F | VOLKSWA | AGEN | BLACK | 37 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 | 14:17:50 | 60y2 | MAZDA |  | GREY | 35 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 16/12/2021 | 12:17:49 | 31PN | LAND ROV | VER | GOLD | 36 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 21/11/2021 | 13:34:18 | 1515 | SKODA |  | GREEN | 39 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 | 14:29:53 | 57Es | NISSAN |  | GREY | 35 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 | 11:46:50 | L790 | SUZUKI |  | BLACK | 39 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 19/12/2021 | 11:53:48 | rove | CITROEN |  | WHITE | 35 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 13/12/2021 | 11:57:53 |  | NISSAN |  | GREY | 39 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 05/12/2021 | 11:36:50 | 65w | TOYOTA |  | RED | 38 |  |  |  |  |  |
| Beech East (SW) | Tony Ransley | 19/12/2021 | 13:33:08 | 13 C | VAUXHAL |  | RED | 39 |  |  |  |  |  |
| Beech Kings Hill (SW) | Graham Webb | 22/12/2021 | 11:35:32 | 1292 | FIAT |  | blue | 36 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 25/11/2021 | 11:50:56 |  | FIAT |  | WHite | 38 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 | 14:19:33 |  | BMW |  | GREY | 35 |  |  |  |  |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 13:01:22 | 67el | FORD |  | WHite | 38 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 15/12/2021 | 14:23:09 |  | AUDI |  | BLACK | 35 |  |  |  |  |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 14:34:12 |  | SAAB |  | BLACK | 35 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 29/11/2021 | 15:00:55 |  | LAND ROV | VER | WHITE | 36 |  |  |  |  |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 10:30:34 |  | BMW |  | BLACK | 37 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 18/12/2021 | 15:23:02 |  | FORD |  | GREY | 35 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 12/12/2021 | 11:57:22 | sek | SUZUKI |  | SILVER | 38 |  |  |  |  |  |
| Beech East (SW) | Tony Ransley | 19/12/2021 | 13:52:15 |  | MAZDA |  | GREY | 37 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 12/12/2021 | 13:39:40 | 12 P | FORD |  | blue | 37 |  |  |  |  |  |
| Beech East (SW) | Tony Ransley | 22/12/2021 | 14:46:03 |  | SEAT |  | WHITE | 37 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 14/12/2021 | 11:34:07 | vec | NISSAN |  | BLACK | 35 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 08/12/2021 | 09:08:33 | LW | VAUXHALL |  | SILVER | 36 | SORN/Not taxed, |  |  |  |  |
| Beech East (SW) | Tony Ransley | 18/12/2021 | 11:37:57 | vav | VOLKSWA | AGEN | RED | 38 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 17/12/2021 | 14:26:54 | - | BMW |  | BLACK | 39 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 09/12/2021 | 11:48:05 |  | LAND ROV | VER | GREY | 38 |  |  |  |  |  |
| Beech East (SW) | Tony Ransley | 17/12/2021 | 13:32:21 |  | JEEP |  | WHITE | 35 |  |  |  |  |  |
| Beech East (SW) | Tony Ransley | 21/12/2021 | 13:29:17 |  | FORD |  | SILVER | 37 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 11/12/2021 | 12:43:06 |  | FORD |  | WHITE | 36 |  |  |  |  |  |
| Beech Mid Village (SW) | Tony Ransley | 24/11/2021 | 13:27:35 | 9202 | FORD |  | WHITE | 37 |  |  |  |  |  |
| Beech Kings Hill (SW) | Tony Ransley | 19/12/2021 | 10:49:53 |  | AUDI |  | BLACK | 35 |  |  |  |  |  |
| Total number of vehicles detected |  |  |  | 242 |  |  |  |  |  |  |  |  |  |
| Speed | jeed recorded | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 |
| No Off | 'ere identified | 79 | 51 | 34 | 34 | 15 | 9 | 8 | 4 | 2 | 3 | 1 | 2 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  | $\begin{array}{\|c\|} \hline \text { Speed } \\ 30-40 \\ \mathrm{mph} \\ \hline \end{array}$ | Speed 40-50 mph | Speed 50 mph plus | Total Vehicles |  |  |  |  |  |  |
|  |  |  |  | 213 | 29 | 0 | 242 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Multiple Offenders |  | 5x | 1 |  |  |  |  |  |  |  |  |  |  |
|  |  | 3 x | 6 |  |  |  |  |  |  |  |  |  |  |
|  |  | 2 x | 18 |  |  |  |  |  |  |  |  |  |  |
| Documentation Issues |  |  |  |  |  |  |  |  |  |  |  |  |  |
| MOT | SORN | 4 |  |  |  |  |  |  |  |  |  |  |  |
| SORN | MOT | 4 |  |  |  |  |  |  |  |  |  |  |  |
| NO TAX | No Tax | 4 |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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## Acknowledgements

East Hampshire District Cllr Tony Costigan for his support and financial grant
Hampshire County Cllr Mark Kemp-Gee for his support and financial grant
Tim Gibbs from AutoSpeedWatch for his technical input and support during the trial.
The Community Speedwatch Operational Board for allowing the Beech Traffic Volume and Speed trial
Nicola Waight and Phil Turner of the Hampshire CC transport planning services for managing and conducting the official speed and volume data gathering exercise.

Ian Janes of Hampshire Highway for permitting road sign signage
Donna Jones PCC and her team for their encouragement

Damian Hinds MP for his support
Kit Malthouse MP for his advice on speed limits
Sergeant Robert Jones and his Community police team for their input and support
This report was compiled by Cllr Tony Ransley, https://www.linkedin.com/in/tony-ransley-1ba39a17/
and Peer Reviewed by Cllr Graham Webb https://www.linkedin.com/in/graham-webb-3376b0/
and Malcolm Ward-Close https://www.linkedin.com/in/malcolm-ward-close-215b0587/
All the Beech Parish Councillors and the Beech Road Safety Working Group who supported this initiative.


[^0]:    *VRN's are omitted but a full report including VRNs is available to the Police Force only due to GDPR regulations.

[^1]:    * This is what you can expect but the magistrate can fine you anywhere within a range of $25 \%$ on either side of that figure, meaning serious offenders could face a fine of $175 \%$ their weekly income.
    This fine, however, is capped at $£ 1,000$, rising to $£ 2,500$ if you are caught on a motorway.

[^2]:    $11.17568172 \mathrm{~m} / \mathrm{s}$

