

Sway Community Speed Watch report as of 24/2/2017

Sway Parish Council website has a page devoted to Community SpeedWatch where many of the latest statistics are published, so this report should be read in conjunction with the web page at <http://www.sway-pc.gov.uk/csw> .

This time our Community SpeedWatch week occurred during the half term 20-24 February. Again we were restricted in numbers and only operated 5 x 1 hour sessions. With the longer daylight hours we were able to operate earlier in the morning and later in the afternoons taking in some rush hour traffic. We also assisted Pilley and East Boldre affected by diversion around B3054 cattle grid works by time sharing SID and attending one of their sessions.

We sent details of 92 vehicles for PNC checking and processing. The highest speed recorded was 50 mph. Feedback received from the police is as follows:

- Number added to Database - **92**
- Number failed PNC (with reasons if possible) – **4 rejected – 2 = PNC Mismatch, 2 = No current keeper details**
- Number of letters sent – **Letter 1 = 74, Letter 2 = 11**
- Number escalated and reasons = **3 – 1 = High Speeder, 2 = Multiple incidents**

Highly disappointingly we saw an increase in speeding on Pitmore Lane North by the allotments. This is particularly worrying considering the number of ponies that were grazing close to the road.

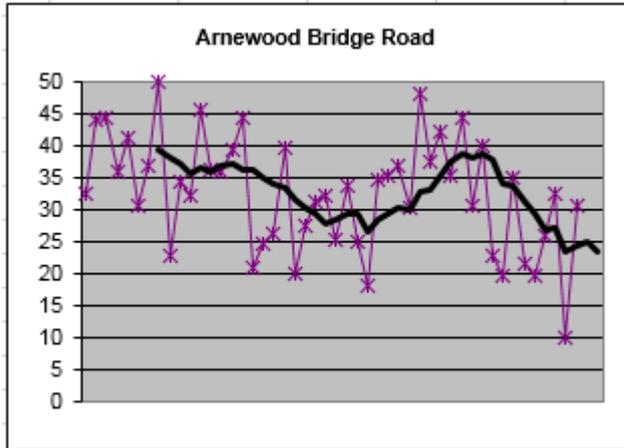
The main stats for February 2017 are:

Date	Time	Location	Vehicles reported to Police	Total Vehicles passing	Maximum Speed	Number exceeding 35mph	%
20/02/2017	16:30-17:30	Brighton	11	102	40	13	13%
21/02/2017	16:30-17:30	ArnewoodN	34	167	50	51	31%
22/02/2017	07:30-08:30	Durnstown	18	110	46	19	17%
23/02/2017	16:30-17:30	PitmoreM	6	119	40	10	8%
24/02/2017	16:30-17:30	PitmoreN	23	168	45	30	18%
Overall	5 hours		92	666	46	123	18%

Statistics since we began in 2014 can be viewed at <http://www.sway-pc.gov.uk/csw>

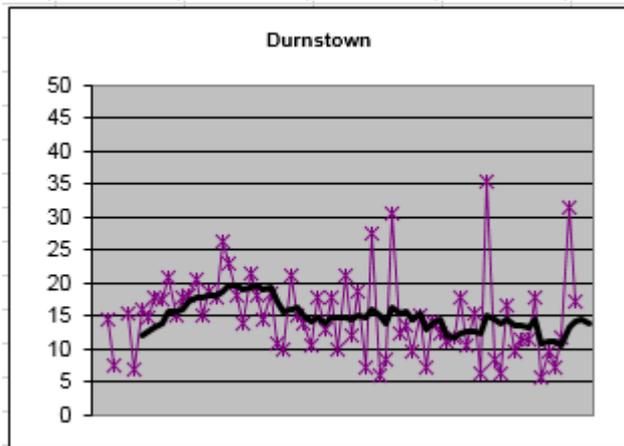
These charts show how the percentages of vehicles speeding at 35 mph or more have changed since we began collecting SID stats in July 2014.

The trend lines are 8 session rolling averages hopefully giving an indication of any improvement or otherwise in the the statistics.



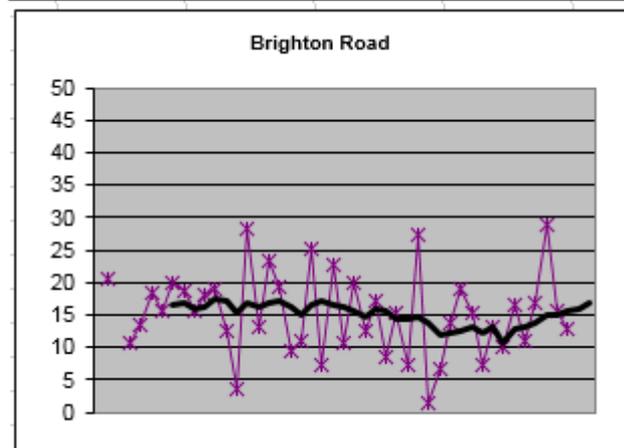
Arnewood Bridge Road is still our most severe problem area. One in every 3 motorists drive at 35 mph or higher. On average, 59 vehicles per hour are being driven at 35 mph or higher at this location. While the trend appears to be improving the numbers are excessive. **This location needs highest possible attention. CSW on its own is not sufficient.**

Status RED



Durnstown remains broadly unchanged. On average 29 vehicles per hour are recorded speeding at 35 mph or higher at this location.

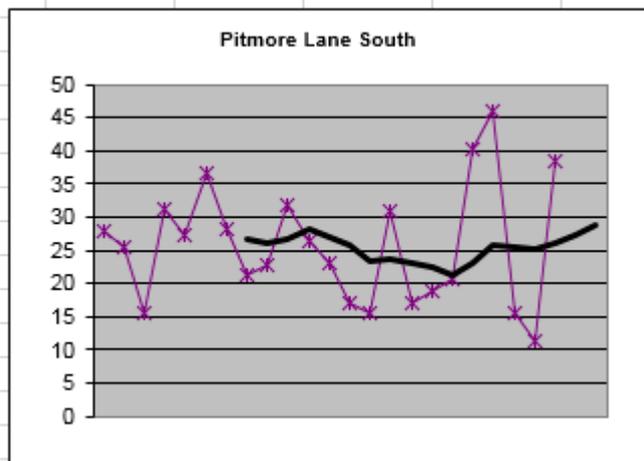
Status AMBER



Brighton Road is broadly unchanged. Actual numbers are lower than at Durnstown, but speeds are too high for a road that has no pedestrian walkway and is used heavily by walkers and cyclists. Vehicles are coming down off the open forest where they were probably being driven at excess speed in spite of the free roaming animals.

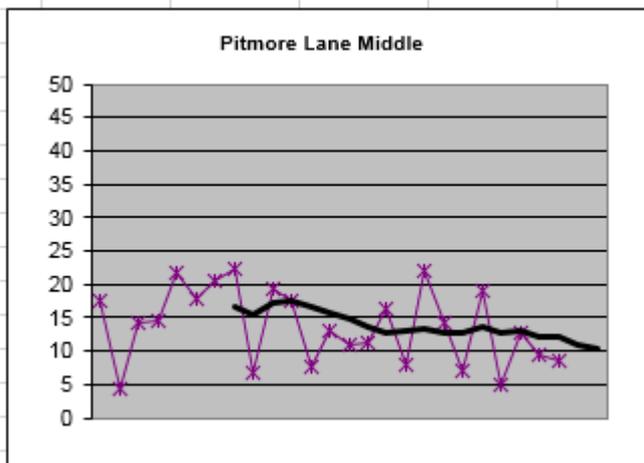
Status AMBER

Since we conduct SpeedWatch surveys at three distinct locations on Pitmore Lane, each having different characteristics, the results from them are now shown on separate graphs.



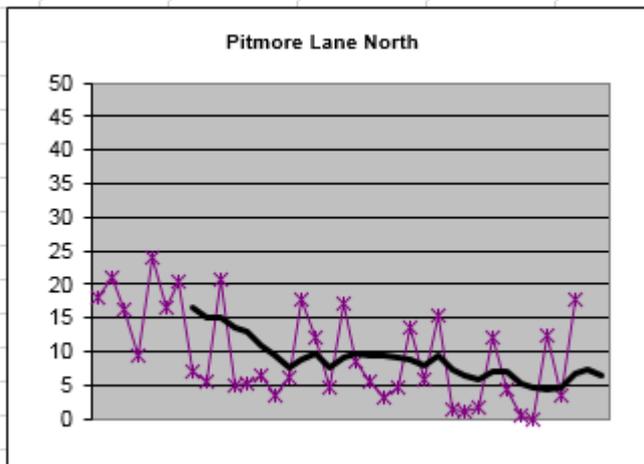
Pitmore Lane South suddenly and dramatically worsened for a couple of months following resurfacing work, then for the next two months reverted back to "normal". Last month it was worse again. We did not survey here this time but will need to keep careful watch on this location when we are able to perform more sessions.

Status AMBER



Pitmore Lane Middle is broadly unchanged.

Status AMBER



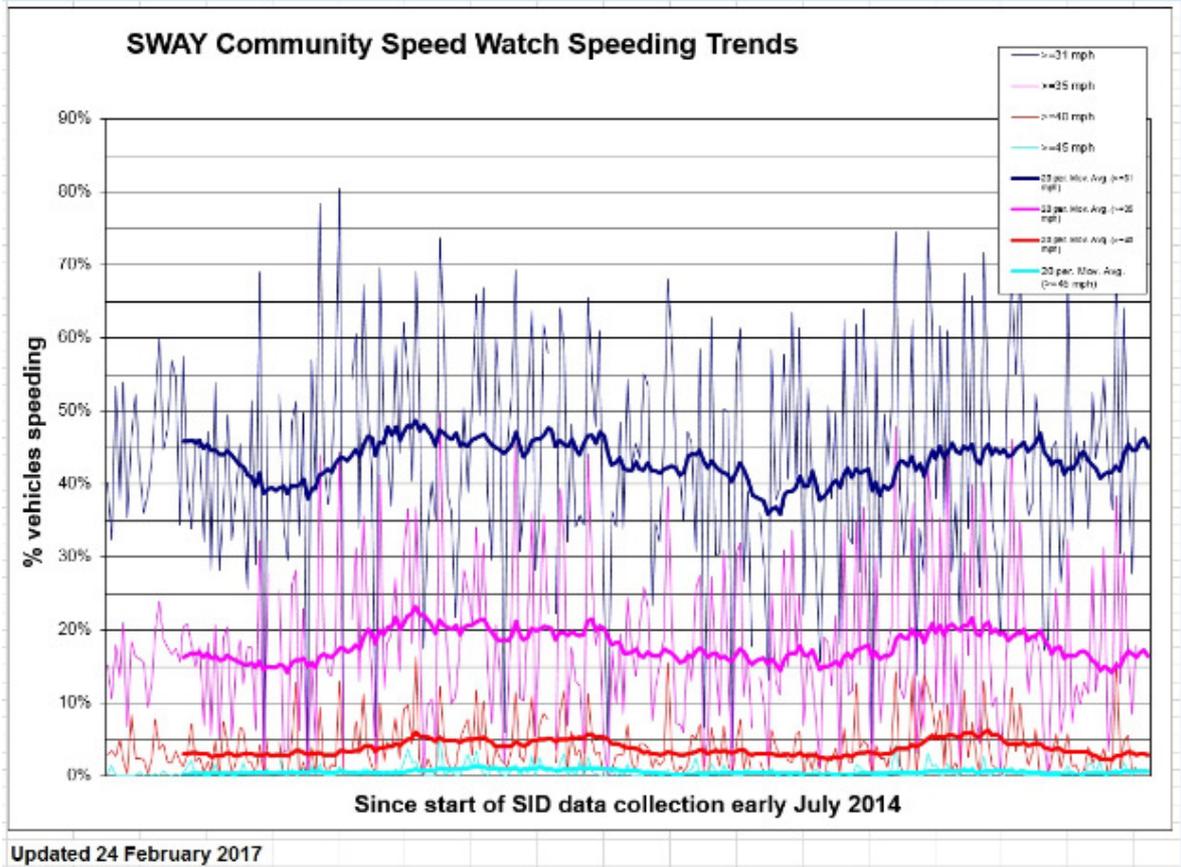
Pitmore Lane North was our one success story. However figures from the session conducted this month suggest a sudden worsening of the situation. This will need careful monitoring and its status may need to be changed from green to amber which will be very disappointing.

Status GREEN

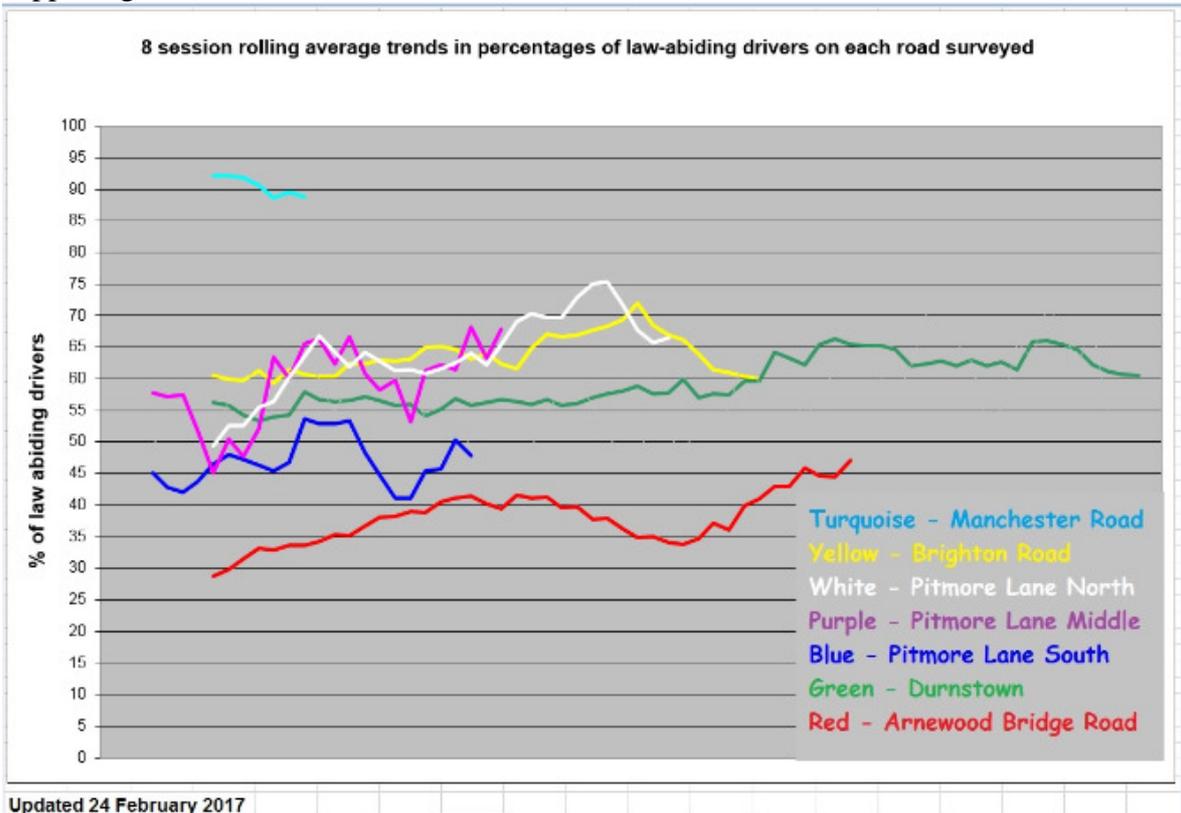
Manchester Road is perceived to be a problem area by residents. Our 12 surveys there so far have recorded just thirteen motorists exceeding 35mph. However it is worthwhile noting that, due to restrictions on volunteers, we have not performed any surveys there for the past 4 months.

Charts from website for those without internet access

Overall Speeding Trends. Does not take into account location. Trend lines are 20 session rolling averages. The trend lines are no longer showing any improvement.



Trends in percentages of drivers obeying the speed limit on each of the roads surveyed. Trend lines are 4 session rolling averages. Here we **do** want the lines to rise but sadly this is not happening!



Quite Interesting statistics since we began Community Speed Watch in April 2014.

Week beginning	Number of Session Hours	Volunteer hours at roadside	Speeding Vehicles recorded by volunteers	Number of letters sent out by police	Data Extracted from Speed Indicator Device						Total Volunteer hours
					Total Vehicles Surveyed (passing)	Vehicles exceeding 30 mph	% Vehicles exceeding 30 mph	Vehicles exceeding 35 mph	% Vehicles exceeding 35 mph	Maximum Speed Recorded	
April 28th 2014	24	72	290	0	SID Stats	SID Stats	SID Stats	SID Stats	SID Stats	SID Stats	107
June 2nd 2014	18	54	244	180	were not collected	were not collected	were not collected	were not collected	were not collected	were not collected	84.5
June 30th 2014	12	36	232	166	collected	collected	collected	collected	collected	collected	56
July 21st 2014	20	60	260	115	2478	1102	44%	367	15%	47	96
Sept 8th 2014	18	54	363	211	2805	1389	50%	539	19%	52	111.5
Oct 6th 2014	18	54	286	255	3174	1268	40%	421	13%	46	111.5
Nov 3rd 2014	5.5	16.5	64	64	973	377	39%	135	14%	50	52.5
Dec 1st 2014	8	25	180	70	1416	726	51%	321	23%	55	53.5
Jan 26th 2015	3.5	13	60	53	547	226	41%	84	15%	59	39.5
Feb 23rd 2015	8	24	99	94	921	416	45%	150	16%	47	40.9
Mar 23rd 2015	9	27	201	187	1266	658	52%	299	24%	49	52
Apr 20th 2015	15	45	333	310	1863	916	49%	408	22%	55	71
May 18th 2015	13	39	280	254	1550	789	51%	388	25%	68	62.5
June 15th 2015	13.5	40.5	280	Data not available	1825	852	47%	373	20%	66	75.5
July 13th 2015	15	47.5	329	not available	2169	1083	50%	443	20%	50	75
Aug 10th 2015	13.5	42	234	Available	1530	705	46%	308	20%	52	65.5
Sep 7th 2015	12	36	298		1820	854	47%	387	21%	55	59.5
Nov 30th 2015	14	29	0	0	1879	816	43%	312	17%	56	41
Jan 18th 2016	12	25	0	0	1996	874	44%	368	18%	47	39
Feb 22nd 2016	11	30	134	129	1331	574	43%	179	13%	47	52
Mar 18th 2016	10.2	27.6	176	170	1495	611	41%	265	18%	49	48.6
Apr 18th 2016	14	40	239	235	2264	928	41%	379	17%	56	63
May 16th 2016	11	32	174	169	1860	672	36%	228	12%	49	51.5
June 13th 2016	14.3	40.9	314	311	2339	1005	43%	455	19%	48	67.15
July 11th 2016	13.5	36	290	281	2010	963	48%	430	21%	51	69.75
Aug 8th 2016	13.5	39.5	264	256	2259	985	44%	450	20%	61	65.25
Sep 5th 2016	10.75	31.5	247	244	1762	850	48%	372	21%	51	53.5
Oct 3rd 2016	10.5	27	254	251	2196	992	45%	413	19%	50	53
Oct 31st 2016	8	24	102	99	1317	471	36%	166	13%	46	43
Nov 28th 2016	7.7	23.1	128	128	1194	535	45%	171	14%	49	41.6
Jan 23rd 2017	5	17	81	81	579	292	50%	119	21%	46	34
Feb 20th 2017	5	15	92	88	666	301	45%	123	18%	50	33
Overall	386.45	1123.1	6528	4401	49484	22230	45%	9053	18%	68	1969.25

The total number of vehicles reported to police so far this year is 173 in 10 hours of SpeedWatch activity. This is quite a bit higher than last year's 134 in 11 hours. It's a bit difficult comparing as last year we were unable to report anything in January, so all 134 were recorded in February. But it still could indicate a somewhat worrying worsening in overall driver behaviour.