

Sway Community Speed Watch report as of 8/6/2017

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> .

We scheduled 8 sessions in May, 4x1 hour in the mornings, and 4x1.5 hour in the afternoons. However heavy rain meant that two of the afternoon sessions had to be shortened. Even still, we managed a total of 8.5 hours at the roadside.

Our SpeedWatch locations were also Health and Safety checked. As a result we have been instructed to move our Durnstown location further up the hill. This has apparently made a vast difference to our results for this month at that location and we look forward to monitoring this more closely in future. We are also now permitted to use an additional location at Arnewood Bridge which should leave us less exposed to the winter winds!

We sent details of 118 vehicles for PNC checking and processing. The highest speed recorded by SID was 54 mph. Feedback from the police is that 2 records failed PNC checks as having no current owner. Of the rest; 93 letter 1 and 16 letter 2 were posted, and 7 were escalated for personal attention, 1 for excessive speed and the other 6 having been caught 3 or more times in the past 12 months.

The statistics again show a slight reduction in the percentage of those exceeding 35 mph this month. Use of the new location at Durnstown in particular seems to have made a dramatic difference which seems clear evidence of the effectiveness of SpeedWatch, albeit only while we are actually out there. Therefore this may well provide evidence of the possible effectiveness of a flashing Speed Limit Reminder at this location.

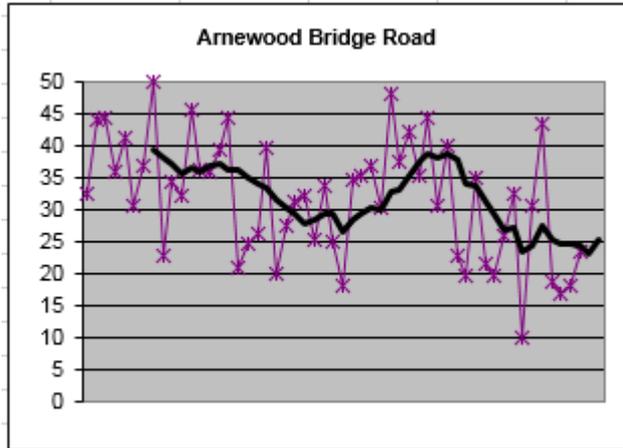
The main stats for this month are:

Date	Time	Location	Vehicles reported to Police	Total Vehicles passing	Maximum Speed	Number exceeding 35mph	%
15/05/2017	08:00-09:00	ArnewoodN	30	265	43	48	18%
15/05/2017	16:30-17:00	PitmoreN	0	100	35	1	1%
16/05/2017	08:00-09:00	ArnewoodN	44	331	42	77	23%
17/05/2017	08:00-09:00	Brighton	7	57	43	6	11%
17/05/2017	16:30-17:30	Durnstown	11	212	41	21	10%
18/05/2017	08:00-09:00	PitmoreS	19	188	54	32	17%
18/05/2017	16:30-18:00	PitmoreM	6	235	44	9	4%
19/05/2017	16:30-18:00	Durnstown	1	300	41	2	1%
Overall	8.5 hours		118	1688	54	196	12%

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

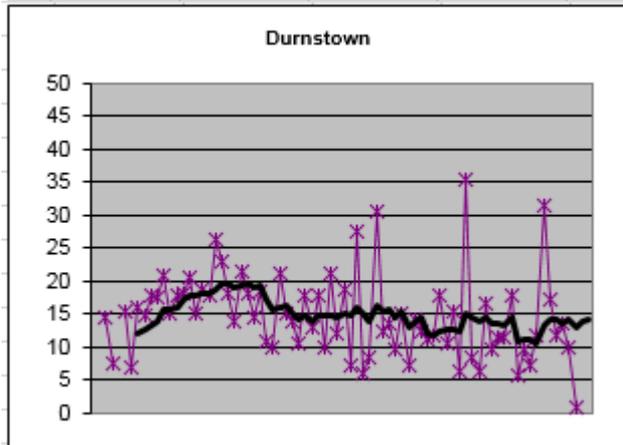
These charts show how the percentages of vehicles speeding at 35 mph or more have changed since we began collecting SID stats in July 2014.

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



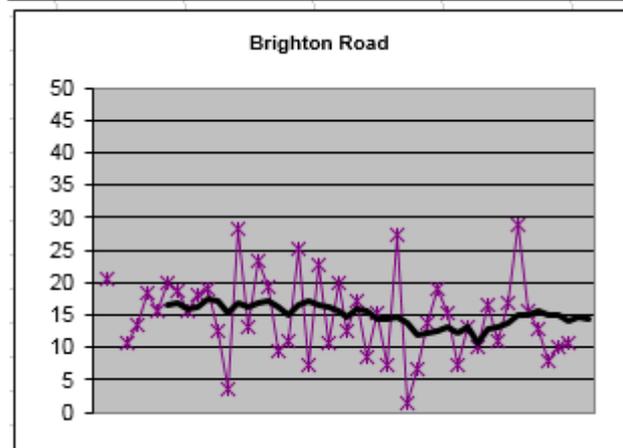
Arnewood Bridge Road is still our most severe problem area. 58 vehicles per hour or more than one in every 3 are being driven at 35 mph or higher. CSW clearly has made a difference, but the trend for improvement appears now to be levelling out. Additional measures are required. **CSW on its own is not enough.**

Status RED



Durnstown this month was remarkably different. We have been instructed to move to a spot further up the hill. It seems likely that this new location causes drivers to exhibit a marked change in their driving behaviour, however many accelerated after passing our volunteers so it is too early to say whether the status can be changed.

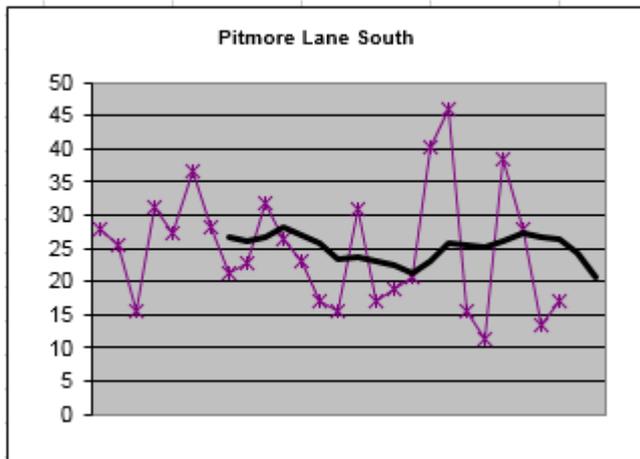
Status AMBER



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 despite the free roaming animals.

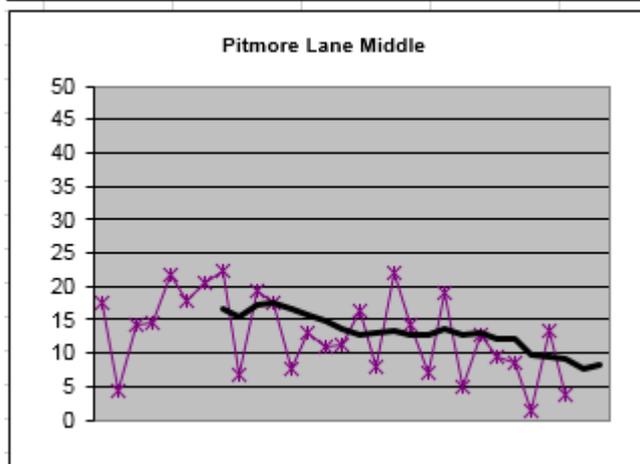
Status AMBER

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.



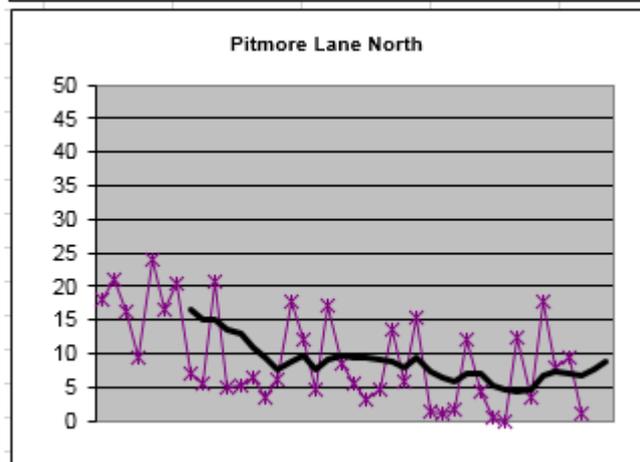
Pitmore Lane South With 40 vehicles per hour (1 in 4 vehicles), exceeding 35 mph, numbers are approaching Arnewood Bridge levels. In addition SID has now recorded 15 vehicles exceeding 50 mph since December 2014. The time may soon come to change the status of this location to red.

Status AMBER



Pitmore Lane Middle seems to have improved. If this continues we may be able to change its status to green but at the moment it is not quite there.

Status AMBER



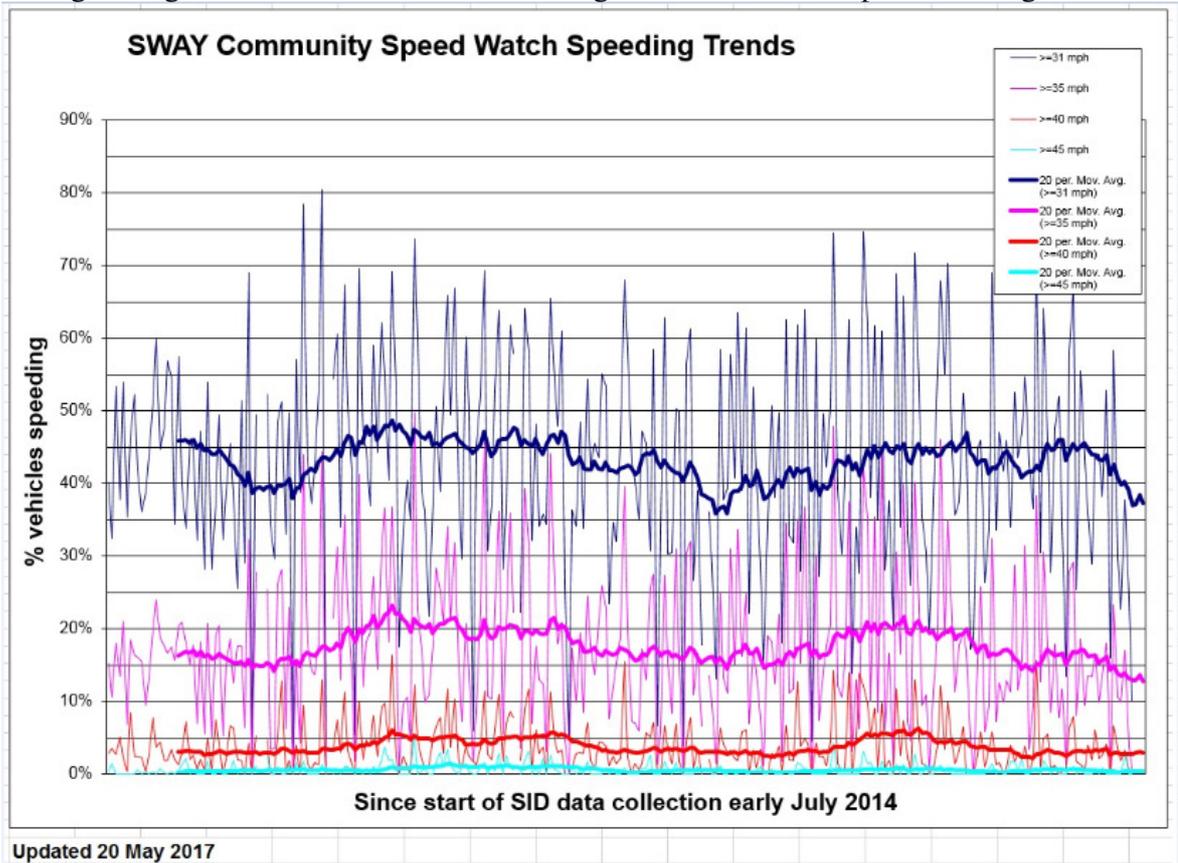
Pitmore Lane North was our one success story. However figures between February and April 2017 suggested a worsening of the situation. Tentatively we continue to say that overall this still shows improvement.

Status GREEN

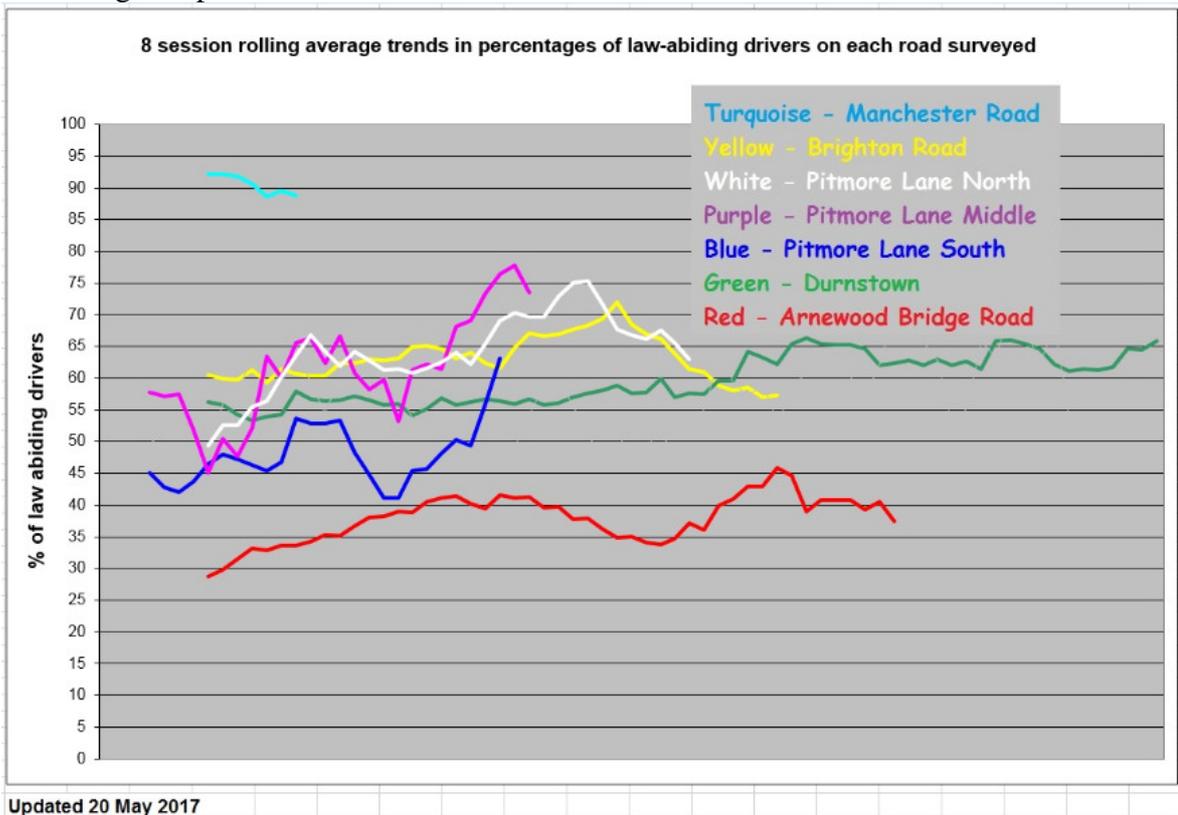
Manchester Road is perceived to be a problem area by residents. Our 12 surveys there so far have recorded just thirteen motorists exceeding 35mph. However it is worthwhile noting that, due to restrictions on volunteers, we have not performed any surveys there for the past 6 months.

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 continuing to show a small improvement again.



Trends in percentages of drivers obeying the speed limit on each of the roads surveyed. Trend lines are 8 session rolling averages. Here we **do** want the lines to rise but sadly this is not happening apart from at Pitmore Lane middle, and South where the percentage of those exceeding 35mph also increased!



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	were not	were not	were not	were not	were not	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	1825	852	47%	373	20%	66	75.5
July 13th 2015	15	47.5	329	not	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
Mar 20th 2017	6.75	22.25	126	121	1414	575	41%	203	14%	48	42.75
Apr 18th 2017	6	18	95	91	967	379	39%	127	13%	51	36.25
May 15th 2017	8.5	25.5	118	116	1688	572	34%	196	12%	54	51.5
Overall	407.7	1188.85	6867	4729	53553	23756	44%	9579	18%	68	2099.75