Sway Community SpeedWatch Report for 2017 (V5)

Here are the key stats for 2017 (with 2016 and some of 2015 figures in brackets):

Volunteer Statistics	2017	(2016)	(2015)
Total number of hours at roadside	88.8	(136.45)	(116.5)
Total volunteer hours at roadside	272.4	(376.6)	(343)
Total volunteer hours overall this year	537.9	(647.35)	(582.4)
Number volunteers at start of year	8	(11)	(13)
Number volunteers at end of year	13	(8)	(11)

SID Statistics	2017		(2016)		(2015)	
Total vehicles surveyed	14574		(22023)		(15370)	
Total law abiding drivers	9054	62%	(12563	57%)	(8055	52%)
Total speeding (>=35 mph)	1992	14%	(3876	18%)	(3152	21%)
Total high speed (>=50 mph)	13		(17)		(29)	

Police System Statistics	2017	(2016)	
Total records submitted to Police	1298	(2322)	
Total records failing PNC checks	34	(49)	(up from 2.1% to 2.6%)
Total letters	1264	(2273)	
Total First time letters	1058	(2057)	
Total Second time letters	158	(181)	(up from 8% to 12.5%)
Total Third or more timers	48	(35)	(up from 1.5% to 3.8%)
Total high speed (>=50 mph)	10	(10)	(up from 0.4% to 0.8%)

Despite having more volunteers in 2017 than in 2016, the number of hours at the roadside was just 65% of those in 2016. This is in part due to the restriction imposed on us by the police whereby we now must have at least 3 volunteers at each session. Previously we were permitted to operate with just two thus allowing more flexibility when drawing up the rotas.

It is encouraging to see the percentage of law abiding drivers steadily increasing by another 5% this year and the percentage of those exceeding 35 mph continuing to reduce this year by 4%. It is however deeply disappointing to see that the numbers caught multiple times increasing, as have those driving at excessive speeds (when the reduced number of survey hours is taken into account). This clearly demonstrates that while Community SpeedWatch is very effective at educating drivers who are minded to learn, there is a hard core of offenders for whom no amount of our gentle persuasion is going to help. The only answer in such cases is probably greater police enforcement.

The slight increase in the percentage of records failing PNC checks is not really significant as such failures are often nothing to do with the accuracy of our data.

Comparison with the rest of Hampshire and the IOW

Sway CSW is just one group out of around 100 across Hampshire and the Isle of Wight. With this in mind, the following table shows that the numbers of speeding vehicles recorded in Sway is far higher than might be expected. This could be because Sway simply does lots more Speed Watching than other groups (unlikely), or that Sway experiences a much higher than average amount of speeding traffic.

	All	**Sway**	*%*
Number of first letters sent	18,233	1,058	5.80%
Number of second letters sent	1,860	158	8.49%
Number of multiple incidents (required further action)	541	48	8.87%
Total speeders	20,364	1,264	6.13%
Number of high speeders	293	10	3.41%
Number Rejected	3,511	34	0.97%

The following is an analysis of Sway statistics against the average for the whole of Hampshire:

	Sway	Average
Percentage of speeders who received second letters	12.50%	9.13%
Percentage of speeders who were caught 3 or more times	3.80%	2.65%
Percentage of records rejected	2.62%	14.71%

From this it appears that Sway experiences a higher proportion of persistent speeders than the average across Hampshire and the Isle of Wight (37% more two timers, and 43% more three or more timers). We believe this to be partially due to the lack of visible police presence at our SpeedWatch sessions giving the motorists the false impression that speeding is not considered to be a high enough priority by the authorities.

Of particular note is the accuracy of our data. Our rejection rate (2.62%) is very low compared to the average for the county (14.71%). This is more impressive when you take into account that half of the 34 Sway records rejected were due to there being "no current owner" on the DVLA database, meaning that for those our data was probably recorded correctly. We believe this high level of data accuracy to be primarily the result of our extensive use of voice recorders at the roadside rather than paper forms, allowing our volunteers to have eyes on the speeding vehicles throughout the entire recording process.