

## Sway Community SpeedWatch Report for 2018 (V3)

Here are our key stats for the years 2015 to 2018. Note that statistics from the police were not available until 2016 when a new system was implemented.

<b>Volunteer Statistics</b>	<b>2015</b>		<b>2016</b>		<b>2017</b>		<b>2018</b>	
Total number of hours at roadside	116.5		136.45		88.8		83.5	
Total volunteer hours at roadside	343		376.6		272.4		252.5	
Total volunteer hours overall	582.4		647.35		537.9		506.625	
Number volunteers at start of year	13		11		8		13	
Number volunteers at end of year	11		8		13		12	
<b>SID Statistics</b>	<b>2015</b>		<b>2016</b>		<b>2017</b>		<b>2018</b>	
Total vehicles surveyed (& per hour)	15370	132	22023	161	14574	164	13614	163
Total law abiding drivers	8055	52%	12563	57%	9054	62%	8726	64%
Total speeding (>=35 mph)	3152	21%	3876	18%	1992	14%	1701	12%
Total high speed (>=50 mph)	29	0.19%	17	0.08%	13	0.09%	16	0.12%
<b>Police Statistics</b>	<b>2015</b>		<b>2016</b>		<b>2017</b>		<b>2018</b>	
Total records submitted to Police (& per hour)	2114	18	2322	17	1298	15	1206	14
Total records failing PNC checks			49	2.1%	34	2.6%	29	2.4%
Total letters			2273		1264		1177	
Total First time letters			2057		1058		971	
Total Second time letters			181	8.0%	158	12.5%	155	13.2%
Total Third or more timers			35	1.5%	48	3.8%	51	4.3%
Total high speed (>=50 mph)			10	0.4%	10	0.8%	7	0.6%

Despite having more volunteers now than in 2016, the number of hours at the roadside remains significantly lower than in 2016. This is in part due to the restriction imposed 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 us far more flexibility when drawing up the rotas.

The above SID statistics show a steady improvement in driver behaviour, however not quite as large in 2018 as in the previous two years. This suggests that SpeedWatch alone can only go so far, and further measures will be needed to achieve even greater improvements. It will be interesting to see what effect Sway's new Speed Limit Reminder has on these figures in 2019.

It is encouraging to see the percentage of law abiding drivers still steadily increasing albeit by a lower 2% this year than the 5% in each of the previous 2 years. Similarly those exceeding the 35 mph threshold for reporting reduced again, this year by 2%.

Data from the police for 2018 shows a continuing and disappointing increase in the percentage of drivers receiving 2<sup>nd</sup> letters and those escalated for personal visits. It suggests that our efforts have a greater effect on less persistent speeders, therefore those more persistent ones now form a higher percentage of the total. If so, this demonstrates that while Community SpeedWatch is very effective at educating drivers who are minded to learn, there will always be that hard core of offenders for whom no amount of our gentle persuasion is going to help. The only answer in such cases is for there to be greater, possibly targeted, police enforcement.

# Comparison with the rest of Hampshire and the IOW

We hope that the police will publish overall statistics for 2018 as they did for 2017. Until then, it is worthwhile repeating the data provided in October 2018 by the Office of the Police and Crime Commissioner (PCC) for the years 2016 to 2017, and comparing it with *our own data over the same period*.

Currently CSW has 112 registered schemes with just under 1000 volunteers. CSW has 649 approved roads and it is down to the volunteers to decide which approved roads they are active on.

*Sway operates at 7 locations on 5 different roads = 0.77% of total roads*

*Sway represents 0.08% of all the registered schemes and has 12 volunteers = 1.2%*

## CSW Data

Number of letters sent (01/02/16 – 11/12/17) = 38,664      *Sway = 3454 = 8.9% of total*

Number of Escalations (01/02/16 – 11/12/17) = 1,341      *Sway = 103 = 7.6% of total*

Number of Rejections (01/02/16 – 11/12/17) = 7,347      *Sway = 83 = 1.1% of total*

Letters sent- a letter is sent to the registered owner (RO) informing that their speed was in excess of the speed limit.

Escalation- RO details are passed to the Neighbourhood Policing Team's (NPT) point of contact for the scheme for one of two reasons;

A third occasion of a VRM being recorded.

An excessive speed recorded (e.g. 50mph or more recorded on a 30mph road)

Rejection- the record of the incident is not accepted on a number of grounds, the most common being:

No Trace – no trace of the vehicle registration number being found on the Police National Computer (PNC).      *Sway = 35*

Offence overdue – the volunteers have 14 days to send in their data, for it to be uploaded and the PNC check to be completed.      *Sway = 0*

PNC Mismatch and PNC Rejected – this is where the vehicle details input by the volunteers does not match the description on PNC.      *Sway = 23*

*No current keeper on record.      Sway = 25*

From the above it is clear that data from Sway Community SpeedWatch contributes far more than the average across Hampshire and the Isle of Wight.