



**Project Evaluation**  
**April 2008 – March 2009**

**Results, Conclusions and Recommendations**

B Caswell, Project Co-ordinator, has produced this report on behalf of the Community Speed Watch partnership



## TABLE OF CONTENTS

INTRODUCTION _____	2
PROJECT BACKGROUND _____	3
COLLATION OF EVALUATION FORM RESPONSES _____	4
Section One _____	4
Section Two _____	6
Section Three _____	9
2007 - 2008 RECOMMENDATIONS ACHIEVED? _____	17
CONCLUSION _____	19
RECOMMENDATIONS FOR 2009 - 2010 _____	21
UPDATE ON 2009 -2010 COMMUNITY SPEED WATCH _____	22
APPENDIX A _____	23
APPENDIX B _____	27
APPENDIX C _____	29
APPENDIX D _____	42

## INTRODUCTION

The Community Speed Watch project is evaluated at the end of each year (April – March) in order to allow the partnership to monitor the scheme and receive feedback from the co-ordinators, volunteers, and residents of participating parishes. This process of evaluation and reporting back is beneficial to the partnership as it enables the identification of any concerns, potential problems and evident successes in the project, and, therefore, highlights any changes that should be made for future years.

The evaluation forms (an example of which can be seen in Appendix A) were sent out to the co-ordinators of all 57 parishes that participated in the 2008-09 Community Speed Watch project, both rural and the new urban scheme. A total of 30 forms were returned (see appendix B for participating and responding parishes), enabling this report to be presented based on a 53% response rate.

The Community Speed Watch project operates on an annual basis and the members of the Community Speed Watch Steering Group from the partnership organisations are constantly looking for ways to improve it. Therefore, some comments made on the evaluation forms may have been addressed already throughout the course of the year, or at the start of the 2009-10 project prior to the publication of this report.

This evaluation report aims to:

- Analyse the findings taken from the evaluation forms
- Draw conclusions based on this data and the comments received
- Evaluate the recommendations made last year to determine whether or not they were achieved
- Make new recommendations for the year ahead in order to continue, and build upon, the success of the Community Speed Watch project.

## PROJECT BACKGROUND

Following successful pilot schemes in 2003 and 2004, Community Speed Watch was officially launched in April 2005. Over the years the project has continued to grow in both size and success, so much so that this year (2008-09), the potential number of parishes involved has doubled from 36 to 72.

The aims of Community Speed Watch are to:

- Reduce excessive speed in Northamptonshire's rural parishes
- Change people's attitudes towards speeding
- Create a safer environment in rural communities across Northamptonshire
- Raise awareness of rural speeding
- Empower local communities and encourage people to work together.

The main purpose of the project is to promote a culture change from speeding among drivers, and so improve the quality of life for all residents within that community. Community Speed Watch encourages local people to take action and to become actively involved in their village community. It fosters community spirit and strengthens links between the parish and local authorities. The idea is that if just a few drivers become more aware of their speed and slow down to obey the limits, other motorists will be forced to slow down as well when driving behind these 'speed aware' motorists.

Community Speed Watch runs over the course of a financial year, commencing in April through to the following March. Participating parishes work in pairs, sharing the equipment on alternating weeks over a six-week period. To get involved in the project, the parish council must be supportive and 'pledges' of support need to be gathered from at least 20% of the electoral population or 500 people, whichever is the lesser number. This ensures that Community Speed Watch is not imposed on a parish without their consent, and it also begins to raise the awareness within the village for the issue of rural speeding. The parish is also required to identify at least ten volunteers who are willing to be trained to monitor the traffic in their parish. One of these volunteers will act as the co-ordinator, corresponding with Northamptonshire ACRE and Northamptonshire Police to ensure that the project runs smoothly.

Community Speed Watch was developed, and is run, by a partnership of organisations comprising; Northamptonshire ACRE, Northamptonshire Police, Northamptonshire Fire and Rescue and Northamptonshire County Council (the latter three forming the Casualty Reduction Partnership). Each partner is responsible for different elements of the project including administration, provision of equipment and resources, training volunteers, and promotion.

At least one member of each partner organisation sits on the Steering Group to discuss the progress of the project and any issues that may arise. The Steering Group review the project and all partners must be consulted in order to approve any changes.

## COLLATION OF EVALUTAION FORM RESPONSES

### Section One

Questions One and Two in this section referred to the name of the parish and the month and year of their participation in Community Speed Watch. These details have been included in the collation of results for question three next.

#### Question Three:

*How many times have you participated in the Community Speed Watch project (include any pilot schemes)?*

<b>Parish</b>	<b>District</b>	<b>No. times participated</b>	<b>Month/Year</b>
Alderton	SNC	3	Feb/March 2009
Aldwincle	ENC	1	Feb/March 2009
Aynho	SNC	5	Feb/March 2009
Bozeat	WBC	1	June/July 2008
Bugbrooke	SNC	4	July/Aug 2008
Byfield	DDC	3	Sept/Nov 2008
Chacombe	SNC	1	Aug/Sept 2008
Charwelton	DDC	5	Oct 2008
Cold Ashby	DDC	4	April/May & Sept/Nov 2008
Collyweston	ENC	5	May/June 2008 & Feb/March 2009
Crick	DDC	4	Sept/Nov 2008
Croughton	SNC	1	Aug/Sept 2008
Denford	ENC	3	May/June 2008
Dingley	KBC	4	April/May 2008 & Feb/March 2009
Ecton	WBC	2	July/Aug 2008
Glaphthorn	ENC	1	May/June 2008
Hackleton	SNC	3	June/July 2008
Halse	SNC	4	Aug/Sept 2008
Hartwell	SNC	3	June/Aug 2008
Kislingbury	SNC	3	July/Aug 2008
Laxton	ENC	1	June/July 2008
Loddington	KBC	2	April/May & Sept/Oct 2008
Milton Malsor	SNC	3	July/Aug 2008
Naseby	DDC	2	April/May & Sept/Oct 2008
Norton	DDC	5	Oct 2008
Pattishall	SNC	1	Aug/Sept 2008
Ravensthorpe	DDC	2	April/May 2008
Rothersthorpe	SNC	3	July/Aug 2008
Shutlanger	SNC	1	Aug/Sept 2008
Stanwick	ENC	1	Feb/March 2009
Sutton Bassett	KBC	1	Feb/March 2009
Weedon Bec	DDC	4	Sept/Nov 2008

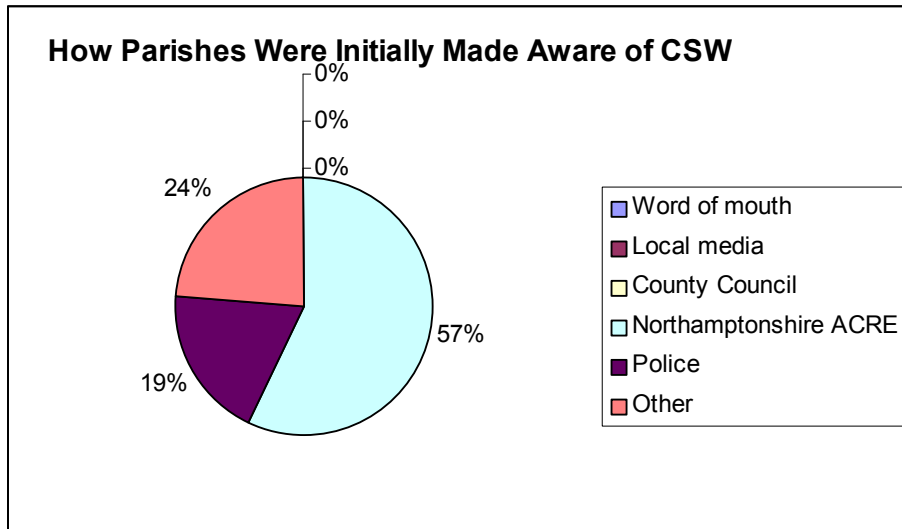
Not all of the participating parishes returned their evaluation form, but it is clear to see from those that did, that numerous parishes were new to the scheme in 2008-09, which is due to the fact that Community Speed Watch doubled in size this year in order to eliminate a waiting list and accommodate up to 72 parishes. The partnership's records show that 15 new parishes joined in 2008-09 comprising; Naseby, Loddington, Glapthorn, Laxton, Creaton, Bozeat, Pattishall, Shutlanger, Chacombe, Sulgrave, Rockingham, Sutton Bassett, Aldwinckle, Stanwick and Woodnewton.

The table above also illustrates how many parishes have participated in the scheme more than once; giving a clear indication of the benefit that they receive from participating and implying continued support for the scheme.

The table also gives an indication of the geographical spread of participating parishes across the county. Although many parishes did not respond, from the partnership records, it is evident that, whilst the uptake has increased on last year, there are still fewer participating parishes in the north and east of the county compared to the west and south.

**Question Four:**

*How were you initially made aware of Community Speed Watch?*



The “Other” methods were all listed as the Parish Council with the exception of one response, which was the Community Safety Forum. Two parishes ticked two boxes (Northamptonshire ACRE + Police) whilst three parishes ticked both Northamptonshire ACRE + Other, where “Other” is listed as the parish council, indicating that in these cases, Northamptonshire ACRE’s communication with the parish clerk resulted in the whole parish council being informed, and subsequently the community/co-ordinator.

None of the respondents ticked “Local media” as a method, although the partnership has been made aware of various local parish newsletters

publishing articles about Community Speed Watch. Northamptonshire ACRE also publishes updates three times a year in its Village Viewpoint magazine, and the Community Speed Watch Newsletter, which was launched in June 2008, is sent to every parish clerk. It is possible, therefore, that some parishes did actually initially hear about the project from one of these methods, but have counted it as being Northamptonshire ACRE due to the origination of the publications.

## Section Two

### Question One:

*If you have participated in Community Speed Watch during the past year, does the literature provided clearly explain the project?*

Yes	31	No	0
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The parishes are provided with the following literature:

- Bright yellow leaflets briefly explaining the project with a flow chart and list of benefits
- SID leaflet
- Copy of the warning letter sent to motorists caught speeding
- If it's the parish's first time participating, they also receive an information sheet providing more in depth details of the project and its history/background
- Pledge/volunteers form
- Wheelie bin posters
- Data collection sheets

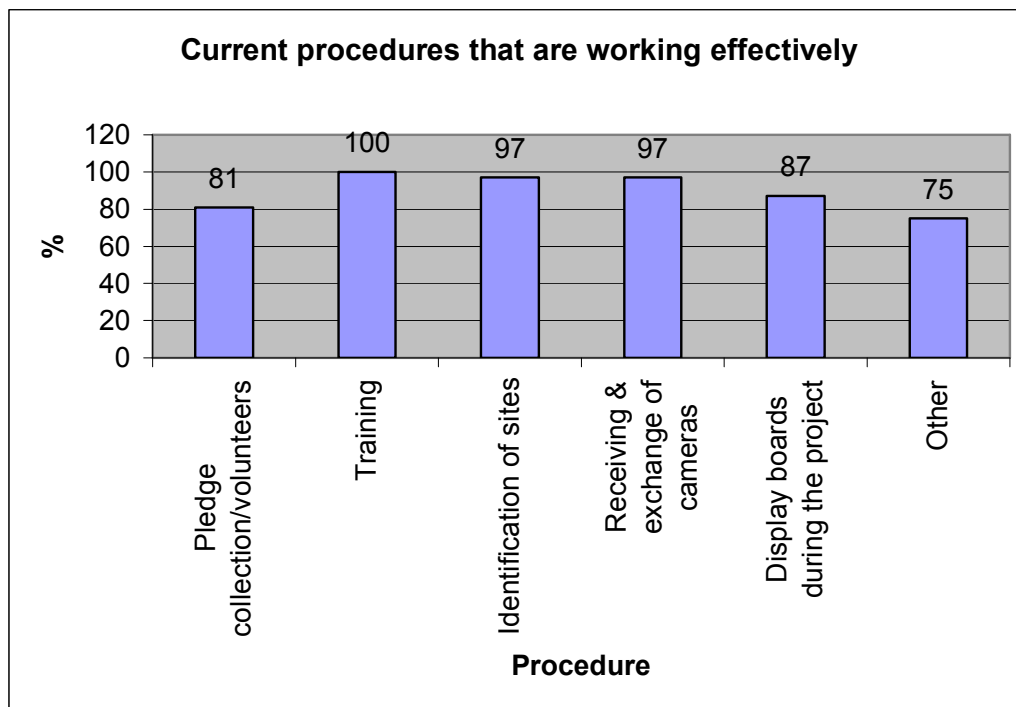
The results show resounding evidence that the literature that the parishes receive about the project is clear and effective. However, one village did not mark either box and commented, "Send literature to parish clerk who is now in situ". Two other villages ticked yes, but commented that although the bin stickers are eye-catching, they do not stick very well and are only visible on bin day; and that the literature should point out how time consuming it is for the co-ordinator to organise everything.

### Question Two

*Are the current procedures in place working effectively?*

There was space to add comments regarding the different procedures.

The graph below shows the percentage of responding parishes that considered the outlined procedures to be working effectively. The 'Other' option provided parishes with the chance to comment on any other procedures that were not listed. A full overview of responses and comments can be seen in appendix C.



The results show that, overall, all procedures are working very well, and that no improvements are required for the volunteers' training. This is particularly encouraging as it demonstrates that feedback from the 2007-08 project evaluation has been taken on board and incorporated into the training sessions to increase satisfaction from participants (last year's figure was 86% for training).

There are also very few problems with regards to the identification of sites and the receiving and exchange of the equipment. In fact there were just two negative comments made (one in each category) regarding a site that needed changing and difficulty experienced in exchanging equipment when the parishes are some distance apart. Every effort is made by the Community Speed Watch partners to ensure that the sites are identified alongside the community to ensure they are suitable and compliant with health and safety issues. However, due to parked cars and other temporary obstructions, or other reasons, sites will occasionally need to be changed. Similarly, the Community Speed Watch partnership takes a lot of time and effort to compile the timetable year on year to ensure that parishes are paired up with others as near by as possible. Unfortunately, some parishes will need to travel further than others due to the lack of closer participating parishes or because parishes have come on board when the timetable is already up and running and have to be fitted in towards the end where there may no longer be any nearby parishes to be paired with. The partnership then tries to ensure that this/these parishes are paired with closer villages for the following year.

Comments received regarding the display of boards during the project are mostly favourable. One parish commented that this procedure was not working effectively because they did not have enough boards, whilst two other

parishes made the same general comment but under the “working effectively” heading instead. It is worth remembering that Community Speed Watch is an open and honest scheme, so the display boards play an important role in making motorists aware of the volunteers’ activity. At the time of writing this report, the Community Speed Watch partnership have already ordered additional display boards, which are also made of more durable material to retain their effectiveness for longer.

The main procedural issues for the project that parishes have experienced are the collection of pledges and recruitment of volunteers. Three parishes considered the procedure to be working effectively, but added in their own words that it was difficult to do. Five parishes agreed with this, but put their comments under the “not working effectively” heading. It would appear that for villages that have participated more than once, volunteers’ interest fades over time. Whilst this is an issue of concern, it is one where there can be a degree of creativity and flexibility in its method. Safer Community Teams are now more pro-actively involved with participating parishes – invited to attend training sessions with their parishes’ volunteers, and the Community Speed Watch partnership encourage the community to actively involve them with pledge collecting as they conduct their daily business. The requirement for the pledges and volunteers is not flexible, however, as the project will simply not work without community support. Similarly, this is why support of the parish council is requested, and why many presentations are given to the parish council in the first instance.

‘Other’ comments that were made referred to follow-up support, lack of lasting effects, and the bin stickers. To address these in order: the Community Speed Watch partnership is delighted to confirm that a new schedule of year-round support has now been officially drawn up in conjunction with the county council (see appendix D). This means that all parishes participating in Community Speed Watch will now receive support in the form of parish poster boards, Speed Indicator Devices (SIDs), Vehicle Activated Signs (VAS), and official police traffic monitoring on a continuous rota basis ensuring that support is given before, during and after each parish’s Community Speed Watch session.

Evidence does indeed show that whilst many motorists will adjust their speed through our county’s rural areas when Community Speed Watch sessions are taking place, they will soon revert to their old habits afterwards. As disappointing as this is, it is hoped that the new support measures, as outlined above, will make motorists continuously aware of their speed and reduce it accordingly. Using intermittent and interchangeable speed reduction measures will cause speeding motorists to slow down in these parishes as it is evident that they are ‘being watched’ and could be caught and prosecuted by a Police Constable at any time.

The wheelie bin stickers are considered to be an excellent idea and the comment that was made simply requested more of them! Additional bin stickers are issued to parishes at the start of each new Community Speed

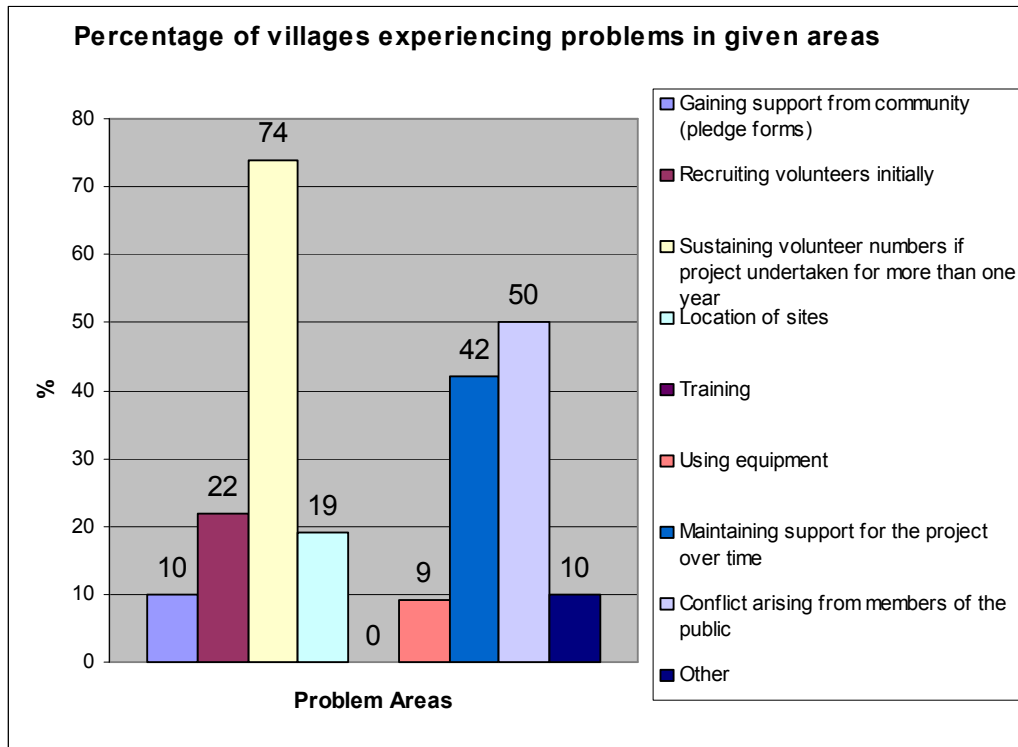
Watch session.

### Section Three

#### Question One

*Did you experience any problems with the following?*

(Details of all of the comments received can be found in appendix C).



The graph above clearly shows that the biggest problem experienced by participating parishes is sustaining volunteer numbers. This was also identified as the biggest problem in the previous two years project evaluations. Evidently this is an area of concern that needs to be actively addressed, so the parishes' comments provide valuable insight into why there is a problem and how it might be resolved. Some of the comments demonstrate that the problem is somewhat out of anyone's control with people moving away from the area. Others state that there is a lot of apathy within the parishes and people are not prepared to give up their time – this can create a downward spiral as the more people pull out, the fewer volunteers there are and so the more time is required of them, which in turn will cause them to pull out...

Some parishes are experiencing declining volunteer numbers due to a lack of evidence that their efforts are having a positive effect. It is hoped that with the previously mentioned year-round support from the police and county council, along with a more timely approach to the circulation of results from data collection, people will no longer feel this way. It is also worth noting that the county council are part of the Community Speed Watch partnership and,

therefore, strongly support it and the parishes that take part. If the community can demonstrate that it is taking action to reduce speeding as a major problem within their village, the county council are far more likely to look favourably into the possibilities of installing traffic calming measures (budget dependent), which, in fact, has happened with a couple of the responding parishes during 2008-09.

It is worrying that the response from parishes experiencing a problem with conflict from members of the public is on a par to last year. However, the comments illustrate that any conflict that does arise is minimal and has been adequately dealt with. The type of conflict arising also appears to be rather more questioning volunteers' authority to carry out traffic monitoring rather than abuse. This is more encouraging, and the Community Speed Watch leaflet has now been re-vamped and updated to thoroughly explain the project, its aims and objectives, and benefits, which can be freely distributed to members of the public requiring more information. Conflict resolution is covered within the volunteer training sessions where no problems have been experienced. This subject will remain a feature of the training sessions, and it is stressed that both PC John McQuaid and the Community Speed Watch co-ordinator at ACRE (Beth Caswell for 2008-09) are there to support the participating parishes and deal with any complaints or conflicts that cannot be easily settled by the volunteers and their village co-ordinator.

Just under half (42%) of the responding parishes noted that they had experienced problems with maintaining support for the project over time. The comments tend to echo those for sustaining volunteer numbers, although for one parish, participating in the project has made the volunteers aware that their speeding problem is more perceived than actual and, therefore, there is less need to maintain support.

At the start of the project, the figures demonstrate that gaining community support is relatively problem free, with comments suggesting that any problems were easily overcome. Similarly, fewer problems were encountered when recruiting volunteers initially. Some comments reflected a need for more explanation of the project and the commitment involved for the volunteers, and others suggest that the dedication of time to the project is an issue. It is almost a catch 22 situation in that the more volunteers there are, the less time is required from each of them, but when there are fewer volunteers because people won't give any time, it means more time is required from those people who will be causing them to pull out and the situation to worsen. The Community Speed Watch partnership cannot force any individual or parish to take part in this project. However, part of the project is to enable communities to help themselves and create a safer and more sustainable future for them. In so doing, they will receive the support from the Police and the county council whose workload and budget is prioritised. This support now includes a more coordinated approach for participating villages, which would cost parish council thousands of pounds if undertaken/requested/purchased independently.

The problems experienced regarding the location of sites are minimal and

specific to just one or two parishes, which can be/have been easily resolved. Similarly, any problems experienced with using the equipment has been sorted out at the time of the problem occurring, or can now be addressed following the purchase and introduction of tripods in the latter part of the year.

### Question Two

*Please list the parts of the project that worked well/not so well.*

As an open question, full details of the responses can be seen in appendix C. However, it is possible to collate the responses into more general categories as illustrated below:

<b>Worked Well</b>	<b>No. Comments</b>
Everything	7
Liaison with & support from PC John McQuaid/Police	4
Follow-up Support	2
Training	3
Equipment	5
Being Visible(signage/jackets)	4
Sites	3
Community/Parish Council/Team Support	5
Dates/Times	2
Data Collection Results	2
Just Being Part of the Campaign	1
Exchanging Equipment	1
<b>Total</b>	<b>39</b>

Of the 39 comments that were made, 18% were to say that the whole project worked well. Following this with 13% each were comments about how well the equipment worked and the support received by the community, parish council, team. With 10% each were positive comments about being visible and and police, namely PC John McQuaid. Good working relationships are evidently very important for the continued success of the project. The co-operation in, and between, villages will ultimately determine whether the project runs smoothly and is successful. Many parishes have fostered relationships with their neighbouring villages, and it is very encouraging to see rural communities working together for the benefit of their residents.

Respondents were also asked where improvements could be made to the project. Again, the individual responses can be found in appendix C, but they have been categorised generally as shown below:

<b>Could Be Better</b>	<b>No. Comments</b>
Follow-up Support	2
Support from SCT/NCC Initiatives	5
More Permanent Measures	2
Weather	2

Dates/Times	3
Volunteers (motivation/retention etc)	6
Communication with Parish Council/Coordinators	3
Evaluation Form (timing & method of sending)	1
Recording Details	2
Equipment	4
Positioning of Boards	1
Sites	1
ACRE	1
More Time for CSW Staff	1
<b>Total</b>	<b>34</b>

Of the 34 responses that were received in this section, 18% referred to volunteer numbers, motivation and retention, which reflects earlier responses in this area. Three comments were made regarding the dates and times of Community Speed Watch sessions, two directly requesting that school holiday times should be avoided. Two other comments linked the dates and times to visibility and the weather. Unfortunately, it is becoming increasingly difficult to please everyone in these situations – the project does not operate during the months of November to mid-February as the weather and light conditions would make it not only unpleasant but also unsafe. Therefore, in order to accommodate the growing number of participating parishes, the project must be run throughout the rest of the year and operates in groups on a rota basis. When the timetable is devised, every effort is made to ensure that any parish that previously had the equipment in early spring when the weather was still bad is moved to the summer months when the weather is better. Equally, those parishes with sessions during the school holidays will be moved to later/earlier on in the year. However, notes are taken of specific requests, which are then taken into account when the next timetable is drawn up.

Interestingly, the same numbers of comments were made regarding equipment for what worked well and what could be improved (four each). However, half of those regarding what could be better related to individual instances (e.g. “Camera made buzzing noises on last 2 occasions”) rather than suggesting any long term improvement. A further two comments were received regarding the recording of motorists details. It is anticipated that the new introduction of tripods will make it easier for all volunteers to record vehicle details, however there can be no reduction in the amount of information that is required. Everything that is requested is necessary in order to make an accurate check on the vehicle, and to provide sufficient data for the warning letter (e.g. noting male or female driver enables the letters to be addressed to an individual rather than a general household).

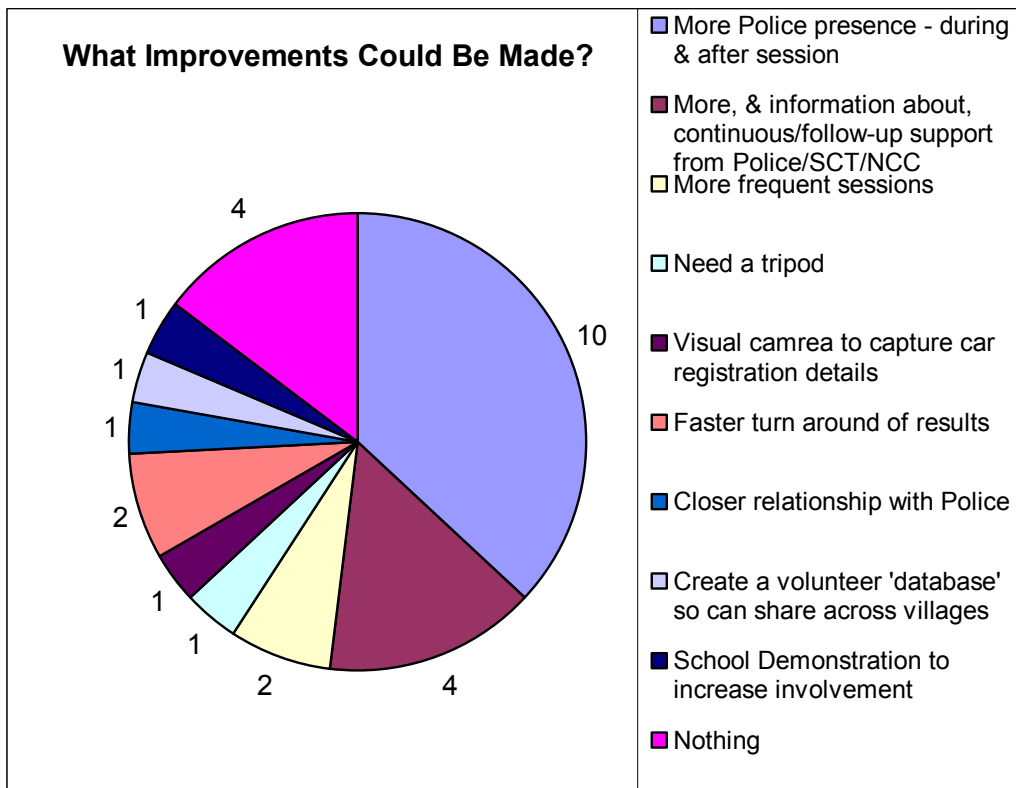
21% of the responses referred to support from external agencies such as the police and county council. Two of the seven responses related directly to follow-up support. This issue has been addressed and, as mentioned previously, the year-round schedule is now successfully in operation (see appendix D). However, the majority of the comments concerned the lack support, both during and after the Community Speed Watch session, from the parish’s Safer Community Team (SCT) and other initiatives (although it is not

always clear whether these initiatives are directly related to Community Speed Watch). SCTs are now being directly invited to the volunteer training sessions relevant to their area. This gives the team a chance to meet some of the volunteers in their area, as well as informing them more comprehensively about the project. The project timetable is also now available on the Northamptonshire Police and Northamptonshire ACRE websites. The Community Speed Watch Co-ordinator at ACRE also attends the majority of the Joint Action Groups (JAGs) across the county, informing and updating each SCT of Community Speed Watch activity in their area, requesting support to be given where possible. SCT members should also now be attending most parish council meetings, which is an ideal place for the parish to request their support and let them know when and where their Community Speed Watch sessions will be taking place.

County council speed reduction initiatives have not always been as joined up as perhaps they should/could be with the police and the Community Speed Watch project. As part of the new continuous support schedule, this has been looked at and both the SID and VAS projects operate in conjunction with Community Speed Watch. The Rightracks project in the south of the county also operates alongside Community Speed Watch.

Question Three:

*Overall, can you suggest any ways in which community Speed Watch can be improved for the future?*



As with question two, the responses have been grouped into general themes, but full comments can be seen in appendix C.

Five parishes chose not to answer this question, and four simply replied that they did not have any suggestions for improvements.

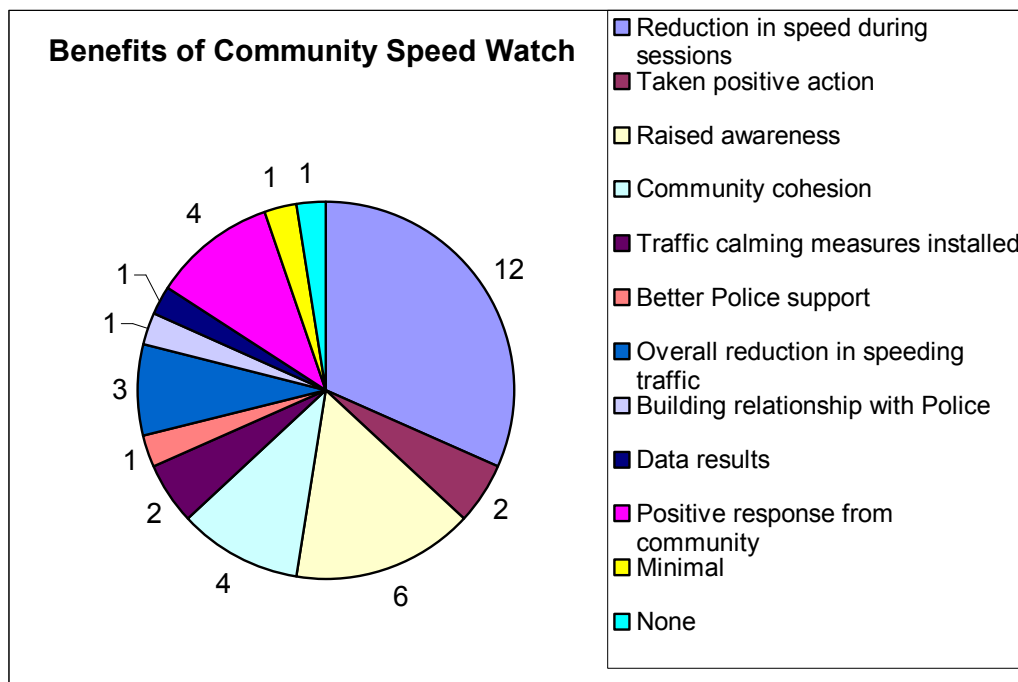
Approximately two thirds of the suggestions that were made requested more support; either in the form of police presence during and after the parish's Community Speed Watch sessions, or follow-up support from the police (including SCTs) and county council. Therefore, it is encouraging that these suggestions have already been actioned (as stated previously and see Appendix D).

Similarly, a tripod has been purchased already, and Community Speed Watch session results are being sent out to the parish co-ordinator as soon as possible rather than waiting until the end of the year to do so.

It is not possible to create a 'base' of volunteers who work across parishes. It has previously been found that people are not prepared to travel to other villages where they do not have a vested interest, and this also poses other issues around health and safety/risk assessments. This idea also raises questions around community support, which is required in order for the project to go ahead in that parish.

**Question Four:**

*What benefits did you see/find when taking part in Community Speed Watch?*



One parish did not respond to this question, whilst others provided more than one response to give a total of 38 responses. Each of these individual comments can be seen in appendix C, whilst the chart above shows a summary of the benefits.

According to 38% of the responses, participating parishes are benefiting from the main aim of Community Speed Watch – a reduction in the speed of motorists in rural areas. The majority of these responses did specify that this was only immediately following their Community Speed Watch session, but this is encouraging nonetheless. Hopefully, with continued participation and the newly introduced follow-up support, communities will begin to see the reduction in speed become more permanent. Two parishes recognised that without taking part in the project, they would not have received the implementation of traffic calming measures.

26% of the responses refer to two of the project's other main aims: to raise awareness of speeding in rural areas and to build community cohesion (excluding the four responses for a positive reaction from the community). This is really positive because even if a small group of drivers become aware of their speed through Northamptonshire's rural parishes, this will have a domino effect on drivers behind them and they will be forced to slow down too. Communities are also benefiting from better relationships amongst each other and also with the police.

It is also encouraging that there were three responses from parishes stating that they have had a positive response to the project from the community. If these parishes continue to take part then hopefully conflict from members of the public will also decrease as other residents have a deeper understanding of why the volunteers feel that they need to take action themselves.

Just two respondents felt that they had received little or no benefit from participating in Community Speed Watch.

Question Five:

*Would you recommend the project to other parishes? If no please state your reasons:*

<b>Yes</b>	31	<b>No</b>	1
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This is an extremely positive response as this will increase awareness of the project and help to foster more inter-parish relationships, not to mention partnership relationships with the police, county council and ACRE.

The parish that ticked 'no' commented that the risk to volunteers was not worth it, and one other parish ticked 'yes' but commented that this would be on the proviso that on-going back up and support is made more visible and

regular, which this report and schedule in appendix D should illustrate is happening.

**Question Six:**

*If funding allows the project to continue, would you support Community Speed Watch in Northamptonshire? If no please state your reasons:*

<b>Yes</b>	29	<b>No</b>	1
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A couple of parishes did not tick either box, but did make the comment that they were not sure, one specifying that this is because “the volunteers are less keen”.

The two parishes that commented on question five echoed their concerns in answering this question.

However, overall, this 90% support rate is very positive and provides the evidence base for continued support and funding for the Community Speed Watch project in Northamptonshire.

The evaluation form ended with the following open question:

*If you have any other comments/suggestions please feel free to use this space:*

17 of the responding 32 parishes did not write anything here. Comments from the 15 that did can be seen in full in appendix C. Some of these comments related to a specific parish problem/concern/query, which can be dealt with independently. Others reinforced previous comments that had been made regarding project timings and difficulty in retaining volunteers. A couple of parishes took this opportunity to congratulate the work of the Community Speed Watch project and staff – thank you. A couple of parishes made comments/suggestions that did not fit elsewhere on the form, but which are equally valid and welcome.

## 2007 – 2008 RECOMMENDATIONS ACHIEVED?

1. *The Steering Group is to consider the findings of this evaluation and discuss any opportunities for improvement and future development of this project.*

The Steering Group has discussed improvement opportunities and many are now being implemented. The Steering Group continually monitor the progress of the project and consider feedback from participating parishes, as well as that from motorists who have been sent warning letters as a result of Community Speed Watch. Decisions and improvements are made in consultation with all partner organisations and are delivered as promptly as possible. Unfortunately, some improvements take longer than others due to time and budget restraints.

2. *Ensure that the temporary VAS scheme is linked in with Community Speed Watch to provide support and follow up for the villages involved. This could perhaps be done using set criteria, where if villages have a certain number of speeding vehicles then they automatically qualify for the scheme.*

The Temporary VAS Scheme and Community Speed Watch project are now linked whereby any parish requesting to take part in the Temporary VAS Scheme that is not already participating in Community Speed Watch will be recommended to do so and provided with the relevant information. For those parishes already involved in Community Speed Watch, they will be advised that they will benefit from the VAS scheme as part of their year-round support (as detailed below).

3. *Investigate methods of follow up and support for villages, which will also help to maintain volunteers.*

Follow up methods have been investigated by the Steering Group and, as of May 2009, have been implemented in response to continuous feedback from people involved in the project. A copy of the schedule for the support can be seen in appendix D. Parishes will now benefit from the following support, which will commence before their Community Speed Watch session and continue afterwards throughout the year:

- SIDs
- VASs
- Parish display boards
- Data collection boxes
- Official Police traffic monitoring

Now that the Safer Community Teams are more aware of, and involved with, Community Speed Watch, they will also be on hand to provide better support to their participating communities during their session as well.

4. *Ensure that villages are aware that refresher training is available for volunteers.*

An article about volunteer training sessions was printed in the February edition of the Community Speed Watch Newsletter and PC John McQuaid is in

touch with each parish co-ordinator to make them aware of upcoming training days for their volunteers (new or refresher) in advance of their next session.

*5. Explore the option of improved signage.*

New signs/display boards have been ordered for parishes, made of a more durable material to ensure that they are more visible to motorists and remain in better condition when shared between parishes during each group throughout the year. With the new follow up support schedule, parishes will also now receive several smaller display boards to erect throughout the course of the scheme.

*6. Continue the involvement of the Safer Community Teams and investigate additional areas where their support could be utilised.*

The Safer Community Teams (SCTs) are now being invited to the Community Speed Watch training sessions so that they are able to meet some of the volunteers in the villages that they cover and learn more about the project and its aims and objectives, and what it required of the volunteers. Through Northamptonshire ACRE's Community Speed Watch Co-ordinator's attendance at Joint Action Group meetings (JAGs), SCTs are reminded of the Community Speed Watch participation in their area and encouraged to support the volunteers during this time. There is still scope to increase the SCTs' involvement in the project and improve relationships between them and the parish council and Community Speed Watch parish co-ordinators.

## CONCLUSION

Community Speed Watch continues to be a successful project throughout the county. All but one of the responding parishes stated that they would recommend the project to others, which is often the best form of promotion, and several new parishes are making enquiries as a result of this. Similarly, there are many proactive Police Community Support Officers (PCSOs) around the county who are speaking to parish councils and the communities in which they serve and instigating Community Speed Watch presentations; helping and supporting the parish during the entire process of the project.

In 2007/08 the project doubled in size to accommodate 72 parishes, which has continued to work well in 2008/09 with every parish being allocated a session during the year (no need for waiting lists) and new parishes being able to join the programme within a reasonable timescale. However, this has also stretched the capacity of the Community Speed Watch staff, which has been noticed by some parishes in terms of the speed of communication and by most parishes regarding the follow up support that has been available. Therefore, it is encouraging that the Community Speed Watch partnership are already aware of these issues and have collaborated further to put together a really co-ordinated approach to follow up support, utilising staff and equipment logically. This may not completely solve the problem, as staffing levels and budget restraints are unlikely to change in the current economic climate, but it will make the running of the project more efficient and effective for all involved.

It is hoped that the newly introduced, year-round follow up support will also help to alleviate some of the problems regarding sustaining volunteer numbers. Many of the comments suggest that whilst some people are keen to volunteer initially, they become reluctant to remain active when they experience little back up from the police and county council. So, by actively involving the SCTs and providing more visual follow up support between sessions, volunteers might start to see how appreciated their efforts are and that they are fully supported by the appropriate organisations. Unfortunately, some volunteers drop out when the results show that their one Community Speed Watch session has not permanently reduced the speed of traffic in their village and that the parish does not then automatically qualify for traffic calming measures. So, the co-ordinated partnership approach to this continuous follow up support will help them to realise that they are working for the benefit of their entire community and that this is highly supported by the County Council who are likely to take such actions into consideration with the prioritisation of work and budgets.

Another key area to address is the amount of conflict (verbal abuse and hand gestures) experienced by volunteers from members of the public during their Community Speed Watch sessions. Whilst not mentioned very much in individual comments, half of the responding parishes did tick the box when asked if this had been a problem. The safety of the volunteers is of utmost

importance to the Community Speed Watch partnership, which is why care and attention to detail is taken in training and the location of sites (two areas in which responding parishes consider there to be very few problems). So, although the training sessions have received extremely favourable responses, this evaluation would suggest a need to include more information on dealing with conflict and conflict resolution. However, conflict is sometimes open to interpretation and where there have been concerns, the parish has usually gone on to say that any issues were calmly and effectively dealt with by the volunteers. In many cases, members of the public simply want to know more about the project. Some do ask about the volunteers' authority to monitor traffic because they have been made aware of their speed (one of the project's objectives!) and realise that they are doing something wrong/illegal. To help resolve these issues, the Community Speed Watch information leaflets have been re-vamped to clearly and simply explain the purpose and process of the project with partner organisations' logos visible on the reverse alongside the contact details of the Community Speed Watch Co-ordinator at Northamptonshire ACRE to whom members of the public can address any additional queries. Conflict does, however, appear to decrease over time – once a parish has participated a couple of times, members of the public come to understand that the volunteers are acting for the benefit of their community – so the relatively high numbers this year could be due to the increased number of first time participating parishes.

Overall, the main elements of the project are continuing to work well, and the main issue regarding the retention of volunteers is already being addressed. The main aims of Community Speed Watch are also being achieved, and it is hoped that next year "reduction in speed" will become a general benefit rather than being specific to during the Community Speed Watch sessions as the effects of the follow up support are monitored. Improvements can always be made to the project and this report has outlined some recommendations for the coming year based on the responses received from the parishes that returned their evaluation form.

## RECOMMENDATIONS FOR 2009 – 2010

- 1. The Steering Group is to consider the findings of this evaluation and discuss any opportunities for improvement and future development of the project.*
- 2. Publicise the follow up support schedule from the Community Speed Watch partnership in all available media to ensure that parishes (currently participating and those looking to start the scheme) are fully aware of the support that they will receive as a result of their efforts partaking in the project.*
- 3. Explore ways of sustaining volunteers numbers and maintaining support for the project over time.*
- 4. Further improve communication with Safer Community Teams, and try to engage regular communication between SCTs, parish councils and/or parish Community Speed Watch co-ordinators to ensure that parish volunteers receive adequate support during (as well as before and after) their Community Speed Watch sessions.*
- 5. Look to improve communication between the Community Speed Watch partnership organisations and participating parishes in terms of producing data results in a more timely manner, keeping the relevant web pages updated, publicise these project evaluation results, ensuring forms and newsletters are distributed via the most appropriate method etc.*
- 6. Ensure any new co-ordinators are aware of the commitment involved.*

## **UPDATE ON 2009/10 COMMUNITY SPEED WATCH**

The 2009/10 project is now well underway and positive comments are already being received about the introduction of tripods for the equipment and co-ordinated follow up support, which many participating parishes are already benefiting from in advance of the Community Speed Watch session.

Sadly, a few parishes have pulled out of their Community Speed Watch session this year due, mainly, to a lack of volunteer numbers. However, PC John McQuaid and Beth Caswell, the Community Speed Watch Co-ordinator at Northamptonshire ACRE are attending various parish meetings to present on the project and look forward to welcoming new villages onto the scheme, fitting them into group six.

Urban Speed Watch is also up and running well again this year, with Burton Latimer and Earls Barton benefiting from two three-week sessions (in June and September). Other urban parishes are being actively encouraged to collect the necessary pledges and volunteers in order to take part so as to grow this side of the project, although rural Community Speed Watch will remain the priority.

The next edition of the Community Speed Watch Newsletter will be available shortly (a result of previous evaluation reports), which aims to keep parishes up-to-date with the project and other relevant partnership initiatives that may be of interest. The project timetable is also now available to view on the Community Speed Watch pages of the Northamptonshire ACRE and Northamptonshire Police websites:

<http://northantsacre.org.uk/rural-activites/community-speed-watch/>

<http://www.northants.police.uk/default.aspx?id=1043>

## APPENDIX A

### Community Speed Watch Evaluation

#### Section One

1. Village Name \_\_\_\_\_

2. Month and Year of Community Speed Watch participation \_\_\_\_\_

3. How many times have you participated on the Community Speed Watch project? (include any pilot schemes) Please tick a relevant box

1                       2                       3   
4                       5

4. How were you initially made aware of Community Speedwatch? Please put a tick the relevant box

Word of mouth  Local media (newspapers/radio)   
County Council  Northamptonshire ACRE   
Police   
Other (please state) \_\_\_\_\_

#### Section Two

1. If you have participated in Community Speed Watch during the past year does the literature provided clearly explain the project? Please tick the relevant box

Yes  No

If no please state what improvements could be made to the literature?

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2. Are the current procedures in place working effectively? Please use the boxes indicating the effectiveness/ineffectiveness and feel free to add any comments.

Procedures	Working Effectively	Not Working Effectively
Pledge collection/volunteers		
Training		
Identification of sites		
Receiving & exchange of cameras		
Display of boards during the project		
Other (please state)		

### Section Three

1. Did you experience any problems with the following?

Problem Area	Yes	No	Problem details/If solved how?
Gaining support from community (pledge forms)			
Recruiting volunteers initially			
Sustaining volunteer numbers if project undertaken for more than one year			
Location of sites			

Training			
Using equipment			
Maintaining support for the project over time			
Conflict arising from members of the public			
Other (please state)			

2. Please list the parts of the project that worked well/not so well.

Worked Well	Could have been better

3. Overall, can you suggest any ways in which Community Speedwatch can be improved for the future?

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4. What benefits did you see/find when taking part in Community Speed Watch?

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5. Would you recommend the project to other Parishes?

Yes  No  If no please state your reasons

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6. If funding allows the project to continue would you support Community Speedwatch in Northamptonshire?

Yes  No  If no please state your reasons

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If you have any other comments/suggestions please feel free to use this space.

Completed by:

Name:

Parish:

Thank you your time and support in completing this questionnaire.  
Please return completed questionnaires to:

Community Speed Watch Co-ordinator  
Hunsbury Hill Centre  
Harksome Hill  
Northampton  
NN4 9QX

## APPENDIX B

Below is a table detailing the parishes that participated in the 2008-2009 Community Speed Watch project and those that returned the evaluation form in order to contribute to this report:

<b>Parish</b>	<b>District</b>	<b>Evaluation Form Returned?</b>
Middleton	CBC	
Cottingham	CBC	
Gretton	CBC	
Weldon	CBC	
Naseby	DDC	Yes
Loddington	KBC	Yes
Weston by Welland	KBC	
Dingley	KBC	Yes
East Farndon	DDC	
Welford	DDC	
Cold Ashby	DDC	Yes
Thornby	DDC	
Collyweston	ENC	Yes
Glaphorn	ENC	Yes
Laxton	ENC	Yes
Polebrook	ENC	
Denford	ENC	Yes
Hargrave	ENC	
Creaton	DDC	
Lampport	DDC	
Scaldwell	DDC	
Great Cransley	KBC	
Pytchley	KBC	
Little Harrowden	WBC	
Bozeat	WBC	Yes
Grendon	WBC	
Cogenhoe	SNC	
Ecton	WBC	Yes
Great Houghton	NBC	
Hardingstone	NBC	
Hackleton	SNC	Yes
Hartwell	SNC	Yes
Rothersthorpe	SNC	Yes
Milton Malsor	SNC	Yes
Kislingbury	SNC	Yes
Bugbrooke	SNC	Yes
Pattishall	SNC	Yes

Greens Norton	SNC	
Abthorpe	SNC	
Croughton	SNC	Yes
Shutlanger	SNC	Yes
Ashton	SNC	
Aynho	SNC	Yes
Kings Sutton	SNC	
Middleton Cheney	SNC	
Chacombe	SNC	Yes
Halse	SNC	Yes
Sulgrave	SNC	
Byfield	DDC	Yes
Charwelton	DDC	Yes
Newnham	DDC	
Weedon Bec	DDC	Yes
Norton	DDC	Yes
Crick	DDC	Yes
Ravensthorpe	DDC	Yes
Culworth	DDC	
Alderton	DDC	Yes
Rockingham	CBC	
Sutton Bassett	KBC	Yes
Aldwincle	ENC	Yes
Stanwick	ENC	Yes
Woodnewton	ENC	



**2. Are the current procedures in place working effectively? Please use the boxes indicating the effectiveness/ineffectiveness and feel free to add any comments.**

Procedures	Working Effectively	Not Working Effectively
<p><b>Pledge collection/volunteers</b></p>	<p>✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓            OK. It is hard work to get people involved and keep them involved.            ✓✓✓✓            Yes            OK – although increasingly difficult to maintain volunteer numbers and availability.            Yes            Yes            Yes            Excellent            Working but difficult to achieve targets for smaller villages</p>	<p>Volunteers            Less interested each year.            ✓            Over time enthusiasm has dwindled for the scheme.            Very difficult            Could do better</p>
<p><b>Training</b></p>	<p>✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓            Very comprehensive.            ✓✓✓✓            Very good.            Yes – notification, regularity and availability all good.            Yes            Yes. Earlier notification of training sessions required.            Yes            Effective            Very good.            Very good.            Very good.            Good.</p>	
<p><b>Identification of sites</b></p>	<p>✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓            On the whole yes. We have had a long saga to identify site at the Banbury Road end of Aynho.            ✓✓✓✓            Good.            2 sites ok.            Disappointing that we were unable to record motorists speeding into the village.            ✓With some problems which have been resolved.            Yes.            Yes.            Yes            Ideal            Some difficulties as impossible to stand on only 1 side of the road.            PC McQuaid doing site visit.            Fine.            No issue.            Could be expanded.</p>	<p>1 site needs changing.</p>
<p><b>Receiving &amp; exchange of cameras</b></p>	<p>✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓            Very efficient.            ✓✓✓✓✓            Good.            Yes-we've continued to be twinned with a nearby village.</p>	<p>This is a problem when participating villages are far apart.</p>

	<p>Yes.          Yes. If only <u>were</u> cameras not speed guns!!          Yes          Satisfactory          Very good.          No problems.          Good.</p>	
<b>Display of boards during the project</b>	<p>✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓✓          Velcro fasteners would speed deployment.          ✓✓✓          Good.          We only received 2 boards and it would be better to have more.          Yes as far as we are concerned.          Yes! They let motorists know we are present!!          Yes  <u>Too effective</u>          My 2<sup>nd</sup> time as volunteer &amp; no boards on 1<sup>st</sup> occasion – a marked difference when we used them on 2<sup>nd</sup> time.          Very good.          No problems.          Good</p>	<p>✓          No as far as caught motorists that deny there is a notice to us!            Placing the boards too far away gives too much notice.            More needed as we had to share which means putting up and taking down frequently!</p>
<b>Other (please state)</b>	<p>Follow-up by Community Speed Watch. There has been a lot of talk about increasing the back-up &amp; follow up during &amp; after Speed Watch periods to reinforce the message, but there seems to have been less evidence of that happening in our last 2 periods. Would be helpful to have a schedule or plan shared with us.</p> <p>Several people asked for bin 30mph signs – this was the 1<sup>st</sup> time they were issued by coordinator and we need more please!</p>	<p>Motorists slow down due to advance boards &amp; our yellow jackets but next day they are at it again.</p> <p>Communication between all bodies – failing to keep all concerned in loop.</p>

**Section Three**

**1. Did you experience any problems with the following?**

<b>Problem Area</b>	<b>Yes</b>	<b>No</b>	<b>Problem details/If solved how?</b>
<b>Gaining support from community (pledge forms)</b>	✓✓✓	✓✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓✓ ✓✓✓✓	<p>As indicated in the village survey for the new Aynho village plan, speeding traffic is the biggest single issue with 93% support registered.</p> <p>Can always use more volunteers.</p> <p>Apathy.</p>

			Initially expected community to come forward. Resolved by directly approaching people at village event and knocking on doors.  Very poor percentage
<b>Recruiting volunteers initially</b>	✓✓✓✓✓✓✓✓	✓✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓✓ ✓	We have recruited 13 of which 6 are active core members.  Very few would dedicate the time. Some were worried about motorists' reactions!  Apathy.  But less volunteers as each year comes.  Very few people want to be involved and many are working.  Not initially.  I took over as coordinator just days before training event leaving me little time for recruitment.  Personal content, more explanation of project/commitment etc.  Very poor percentage
<b>Sustaining volunteer numbers if project undertaken for more than one year</b>	✓✓✓✓✓✓ ✓✓✓✓✓✓ ✓✓✓✓✓✓ ✓✓	✓✓✓✓✓✓✓✓	Prior to our next session we will have to recruit more volunteers for training. Some of the older volunteers will only give limited time and therefore for one session we only use the core team of 6.  N/A 2 <sup>nd</sup> year's programme about to start.  But more come forward on retirement!  Very few would dedicate the time. Some were worried about motorists' reactions!  People's circumstances change so they move, or are not always available during dates/times of Speed Watch sessions.  Working hours clash.  Waiting to see if last years volunteers are enthusiastic for this year.  Apathy or risk to volunteers. Also poor weather in winter.  General feeling that it will not make any difference. The main problem is that the speed limit is too high at present in our congested main street.  Only 1 <sup>st</sup> year – time will tell in 2009.

			<p>Difficult to maintain enthusiasm as nothing seemed to happen after the checks.</p> <p>Initial enthusiasm not sustained by some volunteers.</p> <p>Some felt the achievement was low for the time committed.</p> <p>Due entirely to people moving out of the area have recently lost 5 volunteers.</p> <p>Volunteers have dropped due to time constraints, family commitments and a lack of evidence that the project was effective.</p> <p>Volunteer lack of support by last coordinator</p> <p>Kind of... need more volunteers trained for bigger resource pool.</p> <p>N/A</p>
<b>Location of sites</b>	✓✓✓✓✓✓	✓✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓✓ ✓	<p>It has taken a long time to locate the site at the Banbury Road end of Aynho where there is the biggest problem.</p> <p>One site needs changing as with the accuracy of the tripod we've found we can't get the angle right to capture data.</p> <p>One site selected was in 40mph zone which is not covered by the scheme.</p> <p>No problem.</p> <p>One site needs revision</p> <p>One site not really useable due to parked cars.</p> <p>No issues.</p> <p>Could be expanded</p>
<b>Training</b>		✓✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓✓	<p>Excellent session – good hands-on experience.</p> <p>No problem, only volunteers.</p> <p>Would appreciate more notice of training session dates. No 2009 info yet and it is already April!</p> <p>Very thorough and comprehensive.</p> <p>Excellent</p> <p>Good</p>
<b>Using equipment</b>	✓✓✓	✓✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓✓ ✓✓✓✓✓✓✓✓	<p>Slight difficulty in operating gun when sun is low in sky – needed to shield with hands which then caused problems with the stability</p>

		✓✓✓✓✓	<p>just using one hand to hold gun. Some of the older volunteers cannot hold the equipment steady enough.</p> <p>The tripod has made a real difference to our ability to capture speed data quickly and easily, in comparison to before.</p> <p>Occasionally but usually due to operator error or poor viz.</p> <p>We had a number of older villagers involved and their skill with the camera was limited.</p> <p>Problems with dud batteries in camera and no spare – following delivery from twin village.</p> <p>Gun developed a fault but loan of new gun ok. Use of tripod for second half of trials increased overall effectiveness by over 100%</p> <p>Aldwinckle suggested the use of tripod in support.</p>
<b>Maintaining support for the project over time</b>	<p>✓✓✓✓✓✓</p> <p>✓50✓✓✓✓</p> <p>✓</p>	<p>✓✓✓✓✓✓✓✓</p> <p>✓✓50✓✓✓✓✓</p> <p>✓✓</p>	<p>We need more younger volunteers but they work and can only give limited contribution.</p> <p>N/A As above.</p> <p>Very few would dedicate the time. Some were worried about motorists' reactions!</p> <p>Most people still support the project but can't (or aren't prepared) to volunteer.</p> <p>Apathy &amp; risk.</p> <p>Will see in 2009.</p> <p>Residents are not entirely convinced. HGVs are present throughout every day and do not observe speed limits!</p> <p>Some volunteers losing interest.</p> <p>It is clear to the volunteers that the speeding "problem" is not as great as they originally thought.</p> <p>Support has dwindled as there was no evidence as to what the project was achieving.</p> <p>We're on the way now!</p> <p>No issues.</p>
<b>Conflict arising from members of the public</b>	<p>✓✓✓✓✓✓</p> <p>✓✓✓✓✓✓</p> <p>✓✓✓</p>	<p>✓✓✓✓✓✓✓✓</p> <p>✓✓✓✓✓✓✓✓</p>	<p>Yes – getting worse. A large amount of abuse/gesticulation. A number of people now stop to confront us and question on whose authority we are doing the Speedwatch.</p>

		<p>2 members of public enquired about our authority to action checks.</p> <p>Perceived not actual.</p> <p>Gestures, mouthing, obscenities, hooting (including out of hours) all seem to have increased.</p> <p>Several shouts/rude signs/increase in speed. A few got out of cars &amp; had a 'go' at what we were doing.</p> <p>A few in the first couple of checks.</p> <p>Yes, in the last year, when there were fewer people involved.</p> <p>Some motorists consider us unnecessary and say so. One actually said our action unlawful. Another villager said his son, or son-in-law, is a policeman who stated that we breaking the law. Does the rest of the Police Force know about Speed Watch?!</p> <p>A few but they were unreasonable.</p> <p>A few members of the public do not agree that their speeds are checked.</p> <p>We have on odd occasions had verbal abuse and drivers who have stopped to ask what we were doing.</p> <p>None of any significance.</p> <p>Some young mothers were vulnerable to comments from others <u>not</u> volunteering</p> <p>Very small resistance.</p> <p>One resident – emails objecting to scheme.</p> <p>Occasionally, at the start.</p>
<p><b>Other (please state)</b></p>		<p>Self consciousness came into the category above – not the element of serving the <u>community</u>. Last year we had the aperatus during school holidays making it difficult for parents to commit to certain times.</p> <p>Lots of support from public.</p> <p>Vehicle Activated Signs/Speed Indication Signs:      Poor location      One way only      No communication prior to fixing      Lack of suitable poles for mounting VAS/SIS</p>

**2. Please list the parts of the project that worked well/not so well.**

<b>Worked Well</b>	<b>Could have been better</b>
So far, we feel that all aspects of the project work really well. It is very well coordinated.	Need follow-on initiatives once the Speed Watch has finished.
Pre & Post Speed data collection.	Communication between coordinators & parish council.
Everything else acceptable.	Weather!
Dates/times – plenty of notice.	Suggest send SAE for this form if by post. As you have at least my email address then to have sent electronically would have been better. I know I can request it but that is even more of my time.
It all works very well.	Volunteer recruitment.
Exchanging cameras.	Sustaining motivation with low “capture” rates.
Liaison with PC John McQuaid & other village coordinators works well.	Positioning of boards – improved with experience.
Everything.	Volunteers could have been better.
All worked well.	The majority of our checks were in the spring & autumn so weather was an issue.
All.	Maintaining volunteer numbers.
Initial call & motivation of volunteers.	Just one point to make. In spite of our efforts, no permanent reduction of speed through the village has been noticed. Bugbrooke Road is a particular problem. One motorist expressed suspicion(?) to one of our team because he had received a letter from the Police when he had only been travelling at 41mph!! Doesn't that say it all?!
Just being there with cameras & jackets.	Support from Police Community Safer Team in Towcester.
Sites.	Transfer of camera to partner village.
Liaison with Speed Watch personnel in particular PC McQuaid.	Recording details of car as they drive past, particularly with older team members.
Equipment and training.	Hard to check vehicles coming towards you. Camera operator skill is really tested (car body shape).
Camera use.	Owing to school holiday periods, one of the selected sites was not monitored.
Times chosen.	Batteries.
Site selected.	One site as already mentioned.
All parts.	
Support from members of team.	
Support from PC John McQuaid.	
Support from Parish Council.	
Experienced camera users got better results.	
The team worked very well together, when it became inconvenient for one person a substitute was found.	
Police support is vital if individual motorists want to make an issue!!	
Training.	

Equipment.	Camera made buzzing noise on last 2 occasions.
Signage visibility jackets etc good.	Most difficulties caused by volunteers being unable to commit to several slots on timetable and too few volunteers.
Tripod – excellent.	Follow-up to say what can happen next eg. Can we apply for more permanent equipment etc. Or what needs to happen for something more permanent to be in village.
There was good follow-up from Police who came and ticketed people. This made local residents feel that their efforts may make a difference.	Camera use on rota will be done differently next. Would be good to know how successful villages organise their rota.
High vis jackets & boards had immediate impact on traffic.	We have seen the VAS once when it was purchased but not since.
All aspects of the project worked well and very few improvements are possible.	Volunteer numbers.
Training from the Speed Watch team – excellent.	The dustbin posters need to be better quality as they dissolve very quickly in the rain.
Just being visible has good impact on traffic speed.	Need more checks on the “school run”.
Being part of the overall campaign	Avoid school holidays.
When Aynho & Croughton are doing the project at the same time (Sept 08) the fact that motorists were monitored in both villages had high impact.	Practice made improvement.
We think the ANPR camera in the village will identify persistent users of the road & the times they use it.	We have had little support from the mobile van VAS speed sign team.
Locations good.	Support from local Police during Speed Watch time. Several police cars wave as they trundle through but only one ever stopped to offer support.
Team has good morale – works well	Need mobile speed checks at College Fields.
	More time given to the Speed Watch people such as yourself & John to allow more rapid communication with us & being able to respond to our queries or requests.
	As soon as we finish a Speed Watch session, the speeds increase by 10-15mph.
	ACRE

**3. Overall, can you suggest any ways in which Community Speedwatch can be improved for the future?**

We would appreciate the occasional presence of the police – not just during our sessions, which will reinforce the public’s awareness that it is a serious project, and that if they are caught regularly speeding they will be prosecuted. Perhaps a board displaying (during either police presence or our sessions with the gun) how many people are caught and action taken.

Really align Speed Watch with Rightracks and ensure there is a year round series of initiatives to support the programme.

More regular checks by police. Bozeat's 2008 results show this to be necessary.

We would like to be able take part in Speed Watch twice a year. Once a year is not enough. Motorists soon forget about the 30mph limit and go back to their old speeding habits. They need reminding.

Being run once a year would be better. We will have to wait until spring 2010 to do it again.

A schedule of what back-up/follow-up from Community Speed Watch is available/planned for each of the participating villages would give us confidence in the ongoing support for our continued efforts.

Tripod for camera would help.

More back up when we are not doing the Speed Watch from the Police with regard to doing speed checks as similar places to where we were and at times when it is shown people speed i.e 06.00 – 09.00/17.00 – 19.00.

Only by police presence unfortunately.

No.

No.

Not really.

A little more help from the Police with actual speed checks that prosecute so motorists are aware that it is a joint venture.

Combining the speed gun with a visual camera to capture the number plate and vehicle details.

Quicker turn around of the results.

Yes. More participation by actual policemen/women who are able to charge motorists at the time of the offence. Safer Community Team should do more.

Runs well.

More temporary speed indicator devices (SIDs) for use within the villages.

The Police need to carry out more enforcement measures on a regular basis. Over three years we have submitted to the Police, details of 445 vehicles driving at speeds between 35-51mph in Rectory Lane, between the hours of 7:30-9:00am and 4:30-6:00pm on weekdays. Worse still, a number of vehicles doing 55mph plus were missed, as they were going too fast to record the registration details etc.

It would be good to have a closer relationship with the Police during each rotation of the camera to offer advice and to appreciate any problems.

Whilst I appreciate that so few personnel are carrying a huge responsibility – I do feel extra staff (hence extra budget) would enable the Police to have a greater presence for issuing speeding points and fines – more of this would penalize the guilty.

Occasional PR visit from Police.

Create base of volunteers in villages who are prepared to help other villages in the area who cannot raise enough volunteers in their village?

Some owners realise that these are not Police speed checks and therefore do not result in prosecution. The appearance of a Police officer who can issue tickets certainly reinforced the message.

Speed Watch being taken to schools & demonstrated – this should draw parental notice to scheme & get possible better involvement.

With the speed boxes that are erected in the village, it would be nice to know the times/speeds that occur – perhaps we can do an early/late shift if the key time is say 8am etc.

#### **4. What benefits did you see/find when taking part in Community Speed Watch?**

We definitely notice a difference during our sessions but because of the time in between these sessions, drivers do fall back into bad habits. Hence the request for periodic police presence with either a speed gun or the speed displays.

The Aynho volunteers feel that they are doing something to control the problem. They are frustrated that the impact is limited.

Traffic speed alters with public awareness!

Cars react – people say they suddenly realise they are not aware of speed. Extensive traffic calming being installed including 20mph zone! And zebra crossing at school.

I got to meet like minded villagers that I hadn't met before.

- Motorists slowed
- Village camaradery
- Being seen to be doing something

Traffic going through during peak times does definitely seem slower, particularly as 1 vehicle at 30mph will hold everyone else back. However, when the road is clear, or when it is out of peak times (like early morning, evening, late night & early hours) some of the vehicles race through at frightening speeds (much faster than either the 50 or 60mph previous limits!)

More support from Police.

Slows traffic when in use.

Overall reduction in speeding traffic year upon year.

So far none. Traffic appears to be travelling just as fast with just as little regard to signage and safety.

Village pulling together in one cause.

It makes everyone aware of the speed limit.

See (2) above.

Traffic was slowing down.

Traffic definitely slowed during the check period and for a couple of weeks after but soon returned to speeding again.

Cars did noticeably slow down during speed watch. Increased overall awareness of speeding through the village, and good feedback from villagers.

Motorists reduced speed whilst we were present but any lasting benefit is not achieved. Benefits of Speed Watch, as currently organised, are minimal.



**If you have any other comments/suggestions please feel free to use this space:**

Whilst the villages taking part in this project are fully aware of what it is all about, we don't feel that the general public do. Quite a few drivers do stop and ask what we are doing and its 'legality' i.e. do we have the power to prosecute and if not what is the point. We also feel that because there has not been a police presence during our sessions that the public do not really take the exercise seriously. Outside of our sessions, periodic visits by the police displaying their link to the Speedwatch programme would also give a better impact.

It would be a very retrograde step to stop the programme.

We look forward to reinforcing 20mph zone!

To all at Sketty Close & ACRE, keep up the good work!

It will be interesting to see whether any of the Rightracks measures once implemented in this area of the A361 will have a positive impact in reducing speed.

The data results were incorrect. We made 16 checks in the 3 weeks with 11 exceeding 35mph.

Kislingbury now has permanent signs at every entrance/exit stating 'Please Drive Slowly' and 'thank you for driving slowly'. Is there, therefore, any need to erect boards stating 'Please slow down' during Speed Watch sessions? May I please have a response to this questionnaire. The last time you requested our views we never heard any more from ACRE.

It is the prior warning that concerned us, assume the law requires this, perhaps if signs were in place a couple of weeks ahead you would see how people quickly become blasé.

We have opted out of the latest rotation due to a shortage of volunteers and family commitments. Depending on the success of the new signage, we might want to opt back in at a later date.

I would like additional funds made available to subsidize parishes in the installation of village entry flashing or otherwise speed signs – this would relieve the existing Police Speed Watch team to extend the current scheme more widely. The whole effort is to reduce speed in de-regulated areas making them safer for pedestrians including children. \* I plan to speak to Cllr Ben Smith to provide him with as much information as possible for him to substantially increase his budget for this operation – the long term project is safer rural roads – so people are not fearful of walking.

Felt supported by PC McQuaid during process.

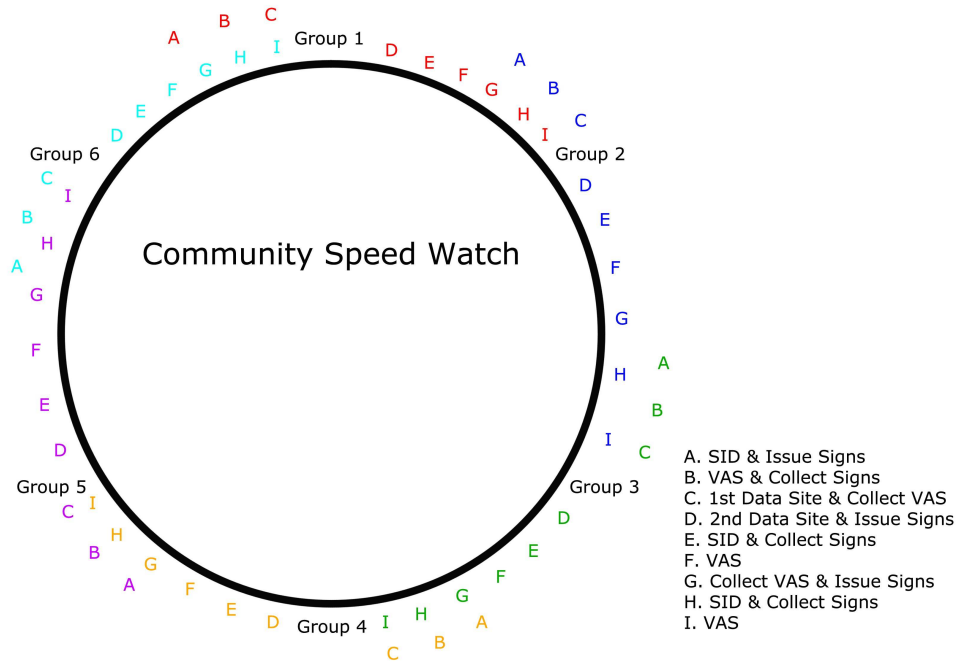
Little point in carrying out Speed Watch when school holidays. What if the community Policeman does a stint with the volunteer group a couple of times in the week so that he can prosecute the drivers (motivation for volunteers??)

The scheme is very labour intensive for the coordinator. I found it mucked up 6 weekends and it was very stressful at times trying to accommodate both CSW and immovable commitments – just thought you should know!

Ensure prior to erecting VAS/SAB signs that suitable post(s) are available. To ensure signs are located in correct position & not incorrect positions.

It would be nice to get proper police speed checks in Weedon – haven't seen them for many years, particularly on A45 hill towards Daventry. We always get pages of speeders when we do an hour or so there.

## APPENDIX D



### Group 1:

- Byfield
- Charwelton
- Creaton
- Crick
- Culworth
- Lamport
- Naseby
- Newnham
- Ravensthorpe
- Scaldwell
- Weedon

Action:	Week
A SID & Issue Parrish Boards	12/01/2009
B VAS & Collection of Parrish Boards	23/02/2009
C 1 <sup>st</sup> Data Collection (Before CSW) & Collect VAS	23/03/2009
<b>Community Speedwatch Session</b>	<b>04/04/2009</b>
D 2 <sup>nd</sup> Data Collection (After CSW) & Issue Parrish Boards	18/05/2009
E SID & Collection of Parrish Boards	29/06/2009
F 1 <sup>st</sup> VAS Session	03/08/2009
G Collect VAS & Issue Parrish Boards	31/08/2009
H SID & Collection of Parrish Boards	12/10/2009
I 2 <sup>nd</sup> VAS Session	16/11/2009

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**Group 2:**

- Cold Ashby
- Cottingham
- Dingley
- Gretton
- Harringworth
- Middleton
- Rockingham
- Sutton Bassett
- Weldon

Action:	Week
A SID & Issue Parrish Boards	23/02/2009
B VAS & Collection of Parrish Boards	06/04/2009
C 1 <sup>st</sup> Data Collection (Before CSW) & Collect VAS	04/05/2009
<b>Community Speedwatch Session</b>	<b>16/05/2009</b>
D 2 <sup>nd</sup> Data Collection (After CSW) & Issue Parrish Boards	29/06/2009
E SID & Collection of Parrish Boards	10/08/2009
F 1 <sup>st</sup> VAS Session	07/09/2009
G Collect VAS & Issue Parrish Boards	05/10/2009
H SID & Collection of Parrish Boards	16/11/2009
I 2 <sup>nd</sup> VAS Session	21/12/2009

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**Group 3:**

- Aldwinckle
- Collyweston
- Glapthorn
- Grafton Underwood
- Great Addington
- Great Cransley
- Laxton
- Little Harrowden
- Loddington
- Polebrook
- Pytchley
- Woodnewton

A SID & Issue Parrish Boards	06/04/2009
B VAS & Collection of Parrish Boards	18/05/2009
C 1 <sup>st</sup> Data Collection (Before CSW) & Collect VAS	15/06/2009
<b>Community Speedwatch Session</b>	<b>27/06/2009</b>
D 2 <sup>nd</sup> Data Collection (After CSW) & Issue Parrish Boards	10/08/2009
E SID & Collection of Parrish Boards	21/09/2009
F 1st VAS Session	26/10/2009
G Collect VAS & Issue Parrish Boards	23/11/2009
H SID & Collection of Parrish Boards	04/01/2010
I 2 <sup>nd</sup> VAS Session	08/02/2010

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**Group 4:**

- Blisworth
- Bozeat
- Cogenhoe
- Grendon
- Hackleton
- Hargrave
- Little Houghton
- Milton Malsor
- Stanwick
- Wollaston

A	SID & Issue Parrish Boards	18/05/2009
B	VAS & Collection of Parrish Boards	29/06/2009
C	1 <sup>st</sup> Data Collection (Before CSW) & Collect VAS	27/07/2009
	<b>Community Speedwatch Session</b>	<b>08/08/2009</b>
D	2 <sup>nd</sup> Data Collection (After CSW) & Issue Parrish Boards	21/09/2009
E	SID & Collection of Parrish Boards	02/11/2009
F	1 <sup>st</sup> VAS Session	07/12/2009
G	Collect VAS & Issue Parrish Boards	04/01/2010
H	SID & Collection of Parrish Boards	15/02/2010
I	2 <sup>nd</sup> VAS Session	22/03/2010

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**Group 5:**

- Abthorpe
- Alderton
- Ashton
- Aynho
- Bugbrook
- Croughton
- Kislingbury
- Pattishall
- Shutlanger
- Sulgrave

A	SID & Issue Parrish Boards	29/06/2009
B	VAS & Collection of Parrish Boards	10/08/2009
C	1 <sup>st</sup> Data Collection (Before CSW) & Collect VAS	07/09/2009
	<b>Community Speedwatch Session</b>	<b>19/09/2009</b>
D	2 <sup>nd</sup> Data Collection (After CSW) & Issue Parrish Boards	02/11/2009
E	SID & Collection of Parrish Boards	14/12/2009
F	1 <sup>st</sup> VAS Session	18/01/2010
G	Collect VAS & Issue Parrish Boards	15/02/2010
H	SID & Collection of Parrish Boards	29/03/2010
I	2 <sup>nd</sup> VAS Session	03/05/2010

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**Group 6:**

- Chacombe
- Kings Sutton
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A	SID & Issue Parrish Boards	23/11/2009
B	VAS & Collection of Parrish Boards	04/01/2010
C	1 <sup>st</sup> Data Collection (Before CSW) & Collect VAS	01/02/2010
	<b>Community Speedwatch Session</b>	<b>13/02/2010</b>
D	2 <sup>nd</sup> Data Collection (After CSW) & Issue Parrish Boards	29/03/2010
E	SID & Collection of Parrish Boards	10/05/2010
F	2 <sup>nd</sup> VAS Session	14/06/2010
G	Collect VAS & Issue Parrish Boards	12/07/2010
H	SID & Collection of Parrish Boards	23/08/2010
I	1 <sup>st</sup> VAS Session	27/09/2010