

**WILTSHIRE PRACTICE NOTE**

**TEMPORARY SPEED INDICATOR DEVICE SITE ELIGIBILITY AND DEPLOYMENT CRITERIA**

**1.0 Introduction**

- 1.1 Speed Indicator Devices are a means of raising awareness of vehicle speeds and educating driver behaviour. They are useful in supporting other methods of direct speed control such as Police enforcement and Community Speedwatch (CSW) programmes. They can provide a means of highlighting speed issues where direct measures cannot be used, such as where speeding occurs at night or at locations with difficult access.
- 1.2 SIDs should only be used at the sites meeting the eligibility criteria.
- 1.3 SIDs should be deployed on a temporary basis and are normally in place at a site for 14 days. To maintain their effectiveness they should not be redeployed until a minimum time of 8 weeks has elapsed. SIDs should only be deployed on roads subject to 20, 30 and 40 mph speed limits. Enforcement activities on roads with higher speed limits remains solely within the remit of the Police.

**2.0 Eligibility Criteria**

- 2.1 The Council will undertake Metrocounts at each requested site in order to measure vehicle speeds and allow assessment against the criteria. The Metrocounters will be in situ for a week at each site and will record vehicle speeds and volumes at all times during that week. If the request indicates that speeding is a problem at certain times of the year this will be taken into account. This enables determination of any trends relating to speed at certain times of the day or night. No site will be considered for SID deployment until a traffic count is undertaken.
- 2.2 The eligibility criteria for the use of SIDs is set out in the table below. The threshold levels have been set to accord with the National Police Chiefs Council (NPCC) speed enforcement guidelines.

	<b>Speed Indication Device (SID)</b>
<b>20 mph limit</b>	85 <sup>th</sup> ile speed 24.1 mph and over
<b>30 mph limit</b>	85 <sup>th</sup> ile speed 35.1 mph and over
<b>40 mph limit</b>	85 <sup>th</sup> ile speed 46.1 mph and over

The 85<sup>th</sup> percentile speed is that not exceeded by 85% of the vehicles using the route.

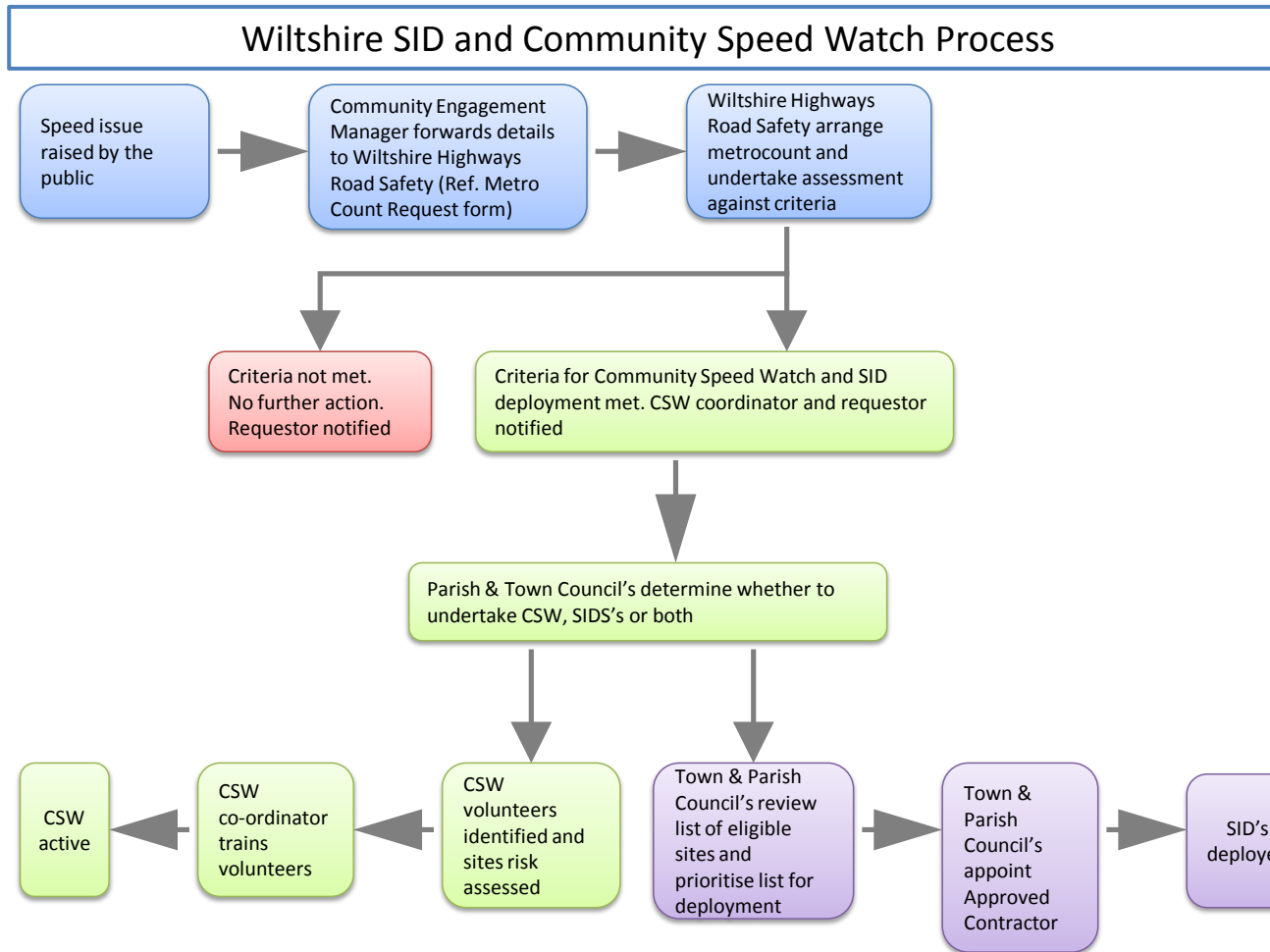
Note: The threshold levels for SID's are the same as those used for Community Speedwatch.

2.3 A flow chart illustrating the process is included at **Appendix A**

### 3.0 **SID Deployment**

- 3.1 SIDs should be deployed on a temporary basis and should not be insitu for more than 14 days. Research by the Transport Research Laboratory has indicated that the effect of the SID on speed reduction is greatest within the first two weeks of deployment, with sites having SIDs in situ for longer recording little or no further speed reductions after two weeks ('Effectiveness of Speed Indicator Devices on reducing vehicle speeds in London', TRL, 2008).
- 3.2 Town & Parish Council's either singularly or in collaboration are responsible for the sourcing and purchase of suitable SID units.
- 3.3 The Town and Parish Council's will be responsible for putting together, monitoring and reviewing a programme for SID deployment.
- 3.4. Deployment of the SIDs must be undertaken by an approved Contactor. The approved Contractor must have Operators Streetworks accreditation (for more details see [www.gov.uk/government/publications/street-works-qualifications-how-to-qualify-register-and-re-register](http://www.gov.uk/government/publications/street-works-qualifications-how-to-qualify-register-and-re-register)) and Public Liability Insurance of at least £5,000,000. Responsibility for checking and approval of suitable contractors rests with Town & Parish Councils and is therefore self-policing.
- 3.5 It will be for the Town & Parish Council's to decide on how many contractors are engaged and how any payment mechanism should work. Deployment by members of the public or other groups is not permitted due to safety and liability considerations.
- 3.6 Town and Parish Councils are encouraged to review, amend or add to the deployment programme not less than every six months to take into account new sites or to allow sites which may not have been deemed a priority during the initial programme to be incorporated.
- 3.7 Other factors relating to SID deployment are set out at **Appendix B**

APPENDIX A



## Appendix B

### Temporary Speed Indicator Devices (SID) Deployment Guidelines

1. These guidelines apply to all SIDs used on the Wiltshire Highway network regardless of the funding source, ownership and device location
2. Sites should meet the eligibility criteria as set out in the Wiltshire practice note.
3. The SID should not be in-situ for more than 14 days at any eligible site.
4. The SID should not return to monitor an eligible site within 8 weeks of the previous visit.
5. The exact location of the SID within the eligible site can be varied within the site limits at each visit
6. Wiltshire Council reserves the right to remove any device where either the duration of 14 days is exceeded, the location is considered a road safety hazard, or if the SID is not being deployed in accordance with the stated guidelines.
7. Any additional infrastructure required to enable SID deployment must be funded by the Area Board / Community Area Transport Group or the relevant Town / Parish Council and approved by Highways officers prior to installation
8. Trigger Speeds of the device should be set to match the Police threshold levels for prosecution and as such should not be altered. In a 20mph limit the trigger speed is 24mph, in a 30mph it is 35mph and in a 40mph it is 46mph.
9. SID's must be mounted at a minimum height of 2.0 metres above ground level (to avoid damage / vandalism) in verge areas and 2.4 metres in footway and cycle-ways. . Devices must have a minimum edge clearance to the running carriageway of 450mm and cannot be fixed to telegraph poles or concrete street lighting columns. No ladders, step ladders or other climbing aids should be placed in direct contact with or leant against the lighting column or post as the additional weight may result in sudden failure. It will be for the Town & Parish Council's to ensure that approved contractors are aware of these requirements. Any damage to Highway furniture will be recharged.
10. Additional posts can be provided to facilitate SID deployment. However they must not be permanently left in place when the SID is not deployed. Posts must be fixed via a socketed ground anchor to allow for post removal. An example fixing can be found at <http://www.nal.ltd.uk/products/retention-socket-systems/retention-socket-non-illuminated-base/>.
11. Where SIDs are erected on existing street lighting columns, advance notification must be given to Wiltshire Council by sending an email to [streetlighting@wiltshire.gov.uk](mailto:streetlighting@wiltshire.gov.uk) providing the dates of deployment, the road name, and the column identification number.
12. SID's require a straight road on the approach, free of obstruction, to allow the radar to accurately assess vehicle speed. Dips in the road will affect the operation of the SIDs, as can bus shelters reflecting the sun. Careful consideration is required to direct devices away from property windows and avoid problems associated with light pollution. SID's must not be positioned close to or at speed limit terminal points.



## Speedwatch and SIDs Frequently Asked Questions

1. Why can SIDs only be deployed on roads subject to 20, 30 and 40 mph speed limits?

Enforcement of speed limits on roads subject to limits over 40mph has to be done by Police Officers who are suitable trained using in car or hand held speed enforcement devices. This is national practise agreed by the National Police Chiefs Council (NPCC) not just applicable to Wiltshire.

2. Why can't SIDs stay at one location for longer than 14 days?

Research by the Transport Research Laboratory has indicated that the effect of the SID on speed reduction is greatest within the first two weeks of deployment, with sites having SIDs in situ for longer recording little or no further speed reductions after two weeks. In addition, case studies from Kingston upon Thames, where the use of SIDs is wide ranging, have shown that SIDs effectiveness reduces over time.

3. Why does a metrocount have to be carried out before SID deployment takes place?

Metrocounts are undertaken to establish if there is speeding taking place, the extent of the speeding problem and to identify the correct solution. Pedestrians and residents routinely overestimate the speed of vehicles passing by and it is vital that factual data is used. This helps to identify those locations which genuinely have a speeding problem and also means that further comparative metrocounts can be undertaken to establish whether the problem has been addressed.

4. Can a SID be used to collect traffic data?

The data capture capability that some SIDs have has not been utilised due to concerns over the reliability of the data. The presence of the SID itself may alter driver behaviour and collecting data from it may give a false impression or different set of results that may not be representative. In addition data is only collected in one direction. To enable comparison between before and after speeds, those sites where SIDs are deployed may be subject to further Metrocounts as these provide more reliable data.

5. What does the 85th percentile mean and why is it chosen? Doesn't this mean that speeding is being tolerated?

The concept of the 85<sup>th</sup>ile speed has been developed from the considerable body of research and observation carried out to analyse driver behaviour. It is the highest speed at which most drivers can be considered to be driving sensibly and in a manner appropriate for the prevailing conditions. Those drivers exceeding the 85<sup>th</sup>ile value are therefore much less likely to conform to reasonable patterns of behaviour and consequently would pay little regard to safety enforcement measures. The 85<sup>th</sup>ile value can therefore be regarded as a cut off point beyond which safety measures would have no reliable practical or statistical value.

The 85<sup>th</sup>ile speed is defined as that which reasonable people tend to adopt according to the road environment and is calculated by recording the speeds at or below which 85% of all vehicles travel under free flowing conditions past a nominated point. For example if a count records the speeds of 100 vehicles then the top 15 are discounted and the resulting highest speed is then the 85<sup>th</sup>ile value.

6. Can we have a permanent SID like the ones we see elsewhere in other counties?

National evidence has shown that the effectiveness of permanently installed vehicle activated signs for speed education purposes reduces with time. The use of temporary SID's is intended to maximise the impact of this type of sign on motorists.

7. Can SID's be used at sites not meeting the criteria?

The Town & Parish Council's may, at their discretion, choose to add sites that have been subject to an automatic traffic count but that do not meet the eligibility criteria to the SID deployment list. . It will be for the Town & Parish Council's to decide if the SID deployment is justifiable in these circumstances. However use of SIDs at sites where there is no speeding problem is not encouraged as this may impact on the availability and frequency of deployment at those sites with a speeding problem and lessen the overall impact that SIDs are intended to have.

8. How often do they need service / recalibration?

Annually

9. What is an Approved Contractor?

An approved contractor is a company, business, group or individual who holds Operator's Streetworks accreditation and has a minimum £5,000,000 of Public Liability Insurance.