

Report to	Calne Area Board
Date of Meeting	14th January 2012
Title of Report	Highways Working Group (CATG) – Speed Indicator Device (SID) deployment programme 2012/13.

Purpose of Report

To ask the area board to consider recommendations from the Calne Community Area Highways Working Group (CATG) in respect to the following:

1. Agree to put a list of potential sites identified by the CATG (Highways Working Group) forward to the Speed Indicator Device (SID) programme for assessment and inclusion on the Calne Community Area rota.
2. Agree to delegate responsibility for future decisions to the Calne CATG (Highways Working Group) on condition that all decisions are reported to the Area Board Co-ordinating Group or Full Area Board meeting.

1. Background

- 1.1.** Speed Indicator Devices (SIDs) have been found to be an effective approach to reducing the speed of traffic in specific 'hotspots' when deployed for short periods.
- 1.2.** Effectiveness of SIDs has been found to increase when used in conjunction with an active Community Speedwatch scheme, which promotes the unacceptable nature of speeding in the Community.
- 1.3.** From April 2012 responsibility for the programme of SID deployment will be devolved to Area Boards.

2. Main Considerations

- 2.1.** To achieve maximum effectiveness, best practice suggests that a SID should not be deployed to a particular site for more than 14 days at a time. It is also recommended that it should not return to the same site within 12 weeks in order to remain effective.
- 2.2.** SID deployment sites should meet the criteria developed through past experience and outlined in appendix 1. This involves undertaking a metro count, which is a tested method of measuring existing vehicle speeds.
- 2.3.** Where a metro count indicates that it is appropriate, the Area Board should encourage local volunteers to adopt a community Speedwatch scheme.
- 2.4.** The Calne CATG (Highways Working Group) has discussed sites previously identified as causing community concerns about traffic speeds:
 - 2.4.1.** 5 sites have already been assessed as meeting Community Speedwatch criteria:
 - Hilmarton (A3102)
 - Goatacre (A3102)
 - Sandy Lane (A342)
 - Compton Bassett (SN11 8SW)
 - Lake View/Quemerford (A4)
 - 2.4.2.** 1 site is currently awaiting a metro count assessment against Community Speedwatch criteria:
 - East Tytherton (SN15 4LT)
 - 2.4.3.** 2 sites have historically been SID deployment sites, although it is unclear what, if any assessment has previously been undertaken.
 - Curzon Street, Calne (A4)
 - Devizes Road, Derry Hill (A342)
 - 2.4.4.** 1 additional site has been identified as a potential SID deployment site:
 - Cherhill (A4 – Labour in Vain Hill)

- 2.5.** The CATG group proposes that these 9 sites should form the initial deployment programme, subject to metro counts and assessment against the SID criteria.
- 2.6.** If the Area Board chooses to accept these proposals, each site would have a SID in situ for approx. 5 weeks per year.
- 2.7.** It is anticipated that the deployment programme will be reviewed at 6 month intervals.
- 2.8.** As speeding issues received by the Area Board are referred to the CATG for deliberation it would be well placed to hold discussions and make decisions about future allocations to the programme. These would then be reported to the Area Board Coordinating group and the Area Board meetings.

3. Environmental & Community Implications

- 3.1.** The deployment of SID units will raise the profile of the unacceptable nature of driving at excessive speed in the community area and will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual site.

4. Financial Implications

- 4.1.** There are no specific financial implications related to this report.

5. Legal Implications

- 5.1.** There are no specific legal implications related to this report.

6. HR Implications

- 6.1.** There are no specific HR implications related to this report.

7. Equality and Inclusion Implications

- 7.1.** The scheme recommended in this report will improve road safety for all users of the highway.

8. Recommendations

- 8.1. **Agree to forward 9 sites in the Calne Community Area to the Speed Indicator Device (SID) allocation programme.**
- 8.2. **To delegate responsibility for future discussions and decisions on the future allocation of SIDs to the CATG (Highways Working Group).**

9. Appendices

Appendix 1	Criteria for Metro Count site selection
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