



**TECHNICAL NOTE:
COMMUNITY SPEEDWATCH AND TEMPORARY SPEED INDICATOR DEVICE SITE
SELECTION CRITERIA**

1.0 Introduction

The Area Board issues process is used as a mechanism by which community speeding concerns can be raised and sites identified for further investigation. In order to maintain Community Concern sites at a number which will result in altering driver behaviour through regular visits, new site selection criteria have been introduced for such sites.

This note sets out the selection criteria for Community Concern and Community Speedwatch sites and the instances in which a temporary Speed Indicator Device may be deployed.

2.0 Speed Management Measures

2.1 **Community Concern** sites are not required to have a collision history nor is there a specified minimum or maximum length. They are divided into two types:

1. Those which have a KSI collision history
2. Those that do not have a KSI collision history. These have higher speed criteria so that the locations with a KSI injury collision history receive preferential consideration.

2.2 **Speedwatch** sites are suitable for enforcement within the Community Speedwatch scheme (CSW) which empowers the public to address speeding in their local community. CSW locations are where there is evidence of reasonably high volumes of speeding but which do not meet the criteria for safety cameras or where by its nature a road is not suitable for safety cameras.

CSW can only be undertaken during the hours of daylight and therefore is not the appropriate solution where investigation shows that high speeds are experienced during the hours of darkness. Such sites will be addressed on a case by case basis and suitable measures identified.



3.0 Speed Management Criteria

The 3 year baseline KSI (killed and seriously injured) collision requirements and the speed criteria for each type of site and limit are shown on the following table. This table is correct at the time of printing but is subject to review.

	Minimum KSI Collisions	Number of Points*	Minimum percentage of vehicles exceeding the speed limit	Minimum 85th percentile***
Community Concern (where a KSI collision has occurred in the past three years)				
30 mph	1	Less than 11	20%	35 mph
40 mph	1	Less than 11	20%	46 mph
Community Concern (no KSI collision in past three years)				
30 mph	N/A	N/A	30%	38 mph
40 mph	N/A	N/A	30%	49 mph
Community Speedwatch**				
30 mph	N/A	N/A	15%	35 mph
40 mph	N/A	N/A	15%	46 mph

* Points relate to injury collisions (fatal 5 points, serious injury 5 points, slight injury 1 point)

** This criteria applies only during daylight hours (For evaluation purposes night time hours are classed as 7.00 pm – 7.00 am)

*** The 85th percentile speed refers to the speed at which 85% of the vehicles using the route travel at or below.

3.1 Sites with a points value greater than 11 will be considered for alternative interventions such as direct enforcement by road traffic police.

4.0 **Speed Indicator Devices (SIDs)**

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 speed cameras and Community Speedwatch 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.

SID's are used in the following circumstances:

- At Community Concern sites in a rolling programme of deployment.
- At Community Speedwatch sites where CSW volunteers have highlighted a persistent speeding problem.
- At sites where night time traffic speeds meet the Speedwatch criteria.

SID's are deployed on a temporary basis and are generally erected at a site for 14 days.



5.0 **Further Action**

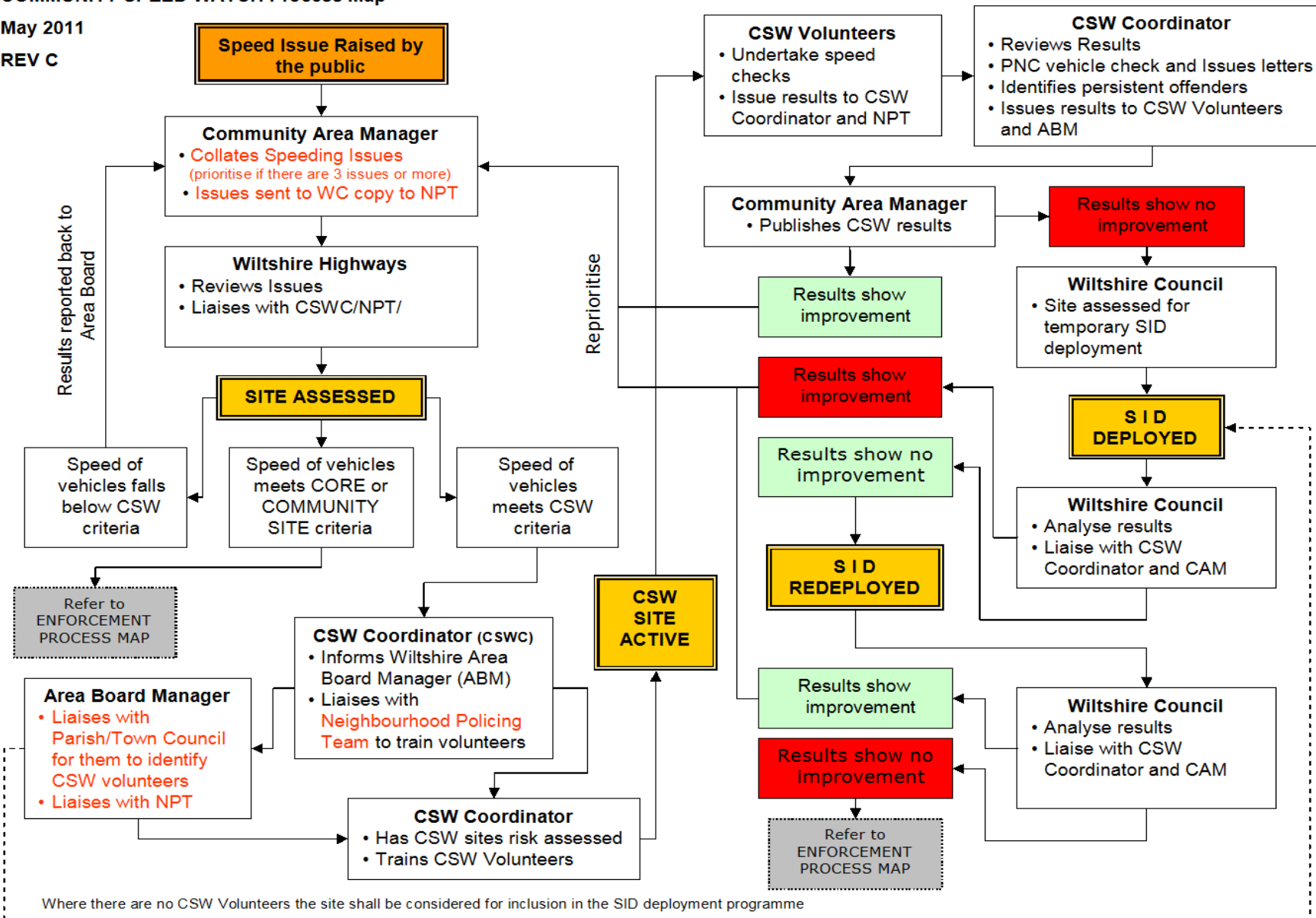
Engineering solutions will be considered at sites where there is a collision history and where the use of Community Speedwatch or SIDs has proved ineffective, or where these measures are not applicable.



COMMUNITY SPEED WATCH Process Map

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REV C





Speed Management Strategy

Wiltshire County Process Map

A/Inspector 1678 Moreton. Updated 21/10/2010 ver. 1.2

