

## **Temporary Speed Indicator Devices (SIDs) – Deployment Process Update**

As a result of concerns raised by Area Boards regarding the reliability of the SID devices and their presence at agreed sites, a review of the deployment process has taken place highlighting areas for improvement. The issues raised are listed below along with the proposed solution.

### **Issue A: “I don’t know when the SID is due to visit my area...”**

**Solution A:** *A new programme, showing all SID sites within each Community Area has been prepared. The new programme will begin on the 7<sup>th</sup> January 2013, with our contractors Ringway starting the new deployment programme on that day.*

Where Area Boards have expressed an order in which they would like the SID to visit sites in their area, the programme adheres to this.

The programme will be issued prior to the 7<sup>th</sup> January to Community Area Managers (CAMS) for dissemination to Area Board/CATG members and other interested parties.

The programme will be reviewed, updated and re-issued to CAMs on a quarterly basis.

An indicative example of what the programme may look like is attached, for your information.

### **Issue B: “The Area Board has previously agreed a new site but it has not appeared on the programme. Why is this?”**

**Solution B:** *When a SID site has been agreed by the Area Board and the request form received by the road safety team, the site will be added at the end of the programme for that Community Area. This will happen unless specific instructions are received regarding the order of SID deployment in that area. The CAM will be notified of the date when the new site will be serviced.*

### **Issue C: “The SID hasn’t been put up in the right place.....”**

**Solution C:** *Each SID site is having an information sheet prepared for it, detailing the exact location of the SID and the direction in which it should face. The SID request form has been amended to ensure this information is collected as part of the initial request. These information sheets will be issued to the contractor and CAMs receive information sheets for the sites in their area.*

*(An example information sheet is attached.)*

### **Issue D: “The SID has not visited a location agreed by the area board”**

**Solution D:** *A request was recently sent to all CAMs asking them to provide a list of the sites agreed by their Area Board for comparison with the current SID programme. These were very quickly returned and this enabled the comparison programme, which has highlighted a number of agreed sites that were not on the programme. Almost all of these sites have now been added to the programme for commencement on 7<sup>th</sup> January 2013. Future additions will be dealt with as described in solution B above.*

*The review process highlighted a number of sites that do not have suitable street furniture on which to attach the SID. We are not allowed to attach SIDs to wooden poles and they cannot be located on speed limit terminal signs. The locations highlighted as part of the review process have been collated and new posts may be installed to house the SID during its deployment.*

*It is anticipated that for future additions to the programme, where suitable street furniture is not available, the Area Board may be asked to make a small contribution toward the cost of installing a new post on which to attach the SID.*

**Issue E: “The SID is in situ but is not working.....”**

**Solution E:** *The first thing to note is that SIDs will not be triggered by every vehicle that passes them. The SIDs will only activate and show a speed when triggered by a vehicle exceeding the speed limit. During the review process, it was noted that some SID sites agreed by Area Boards (non-criteria sites) have 85%ile speeds of around 31mph. At these locations it is likely that the SID will rarely be triggered as the majority of vehicles are travelling at or below the speed limit.*

*Battery life and SID reliability when on site has been an issue. Investigation into the working practices of SID deployment has been undertaken and advice sought from the equipment supplier. The supplier has identified some small changes that should be made with regard to the type and number of batteries to be used. These changes, in conjunction with yearly calibration of the equipment and weekly battery changes while on site, will increase the amount of time the SID is functional while on site. This will continue to be monitored and we strive to achieve full functionality at each site for the two week deployment period.*

*Currently, the SID stock comprises of 12 larger SIDs and 6 smaller SIDs. The larger SIDs are more responsive and able to be programmed with regard to their activation speed. We are seeking to replace the smaller SIDs with 6 new larger SIDs to ensure continuity across the stock. A significant investment will also be made to ensure all batteries are suitable and fit for purpose.*

*If a SID is in situ in your area but does not appear to be working, we would advise that, if possible, you watch the SID for a short period to see if it is activated by any faster moving vehicles. If there still appears to be an issue, please report this via the Clarence system on 0800 23 23 23 or Clarence@wiltshire.gov.uk*

**Issue F: “The programme says the SID will be here but it is not. Why is this?”**

**Solution F:** *A process has been put in place to ensure closer and more frequent communication between the contractor and the road safety team, including weekly reporting of which sites have been serviced and any issues regarding deployment. There may be instances where a SID cannot be deployed at a site at the correct time. There may be good reasons for this. (Examples may include – temporary roadworks, vegetation overgrowth, mechanical breakdown, weather or other emergency events etc.) Where this is the case, the SID will be deployed to the site as soon as possible once the situation is rectified. The CAM for the area will be notified of the situation and when to expect the SID to be deployed. Where this has a knock on effect on the programme for the community area concerned, the CAM will be issued an updated programme.*



## Example of Site Information Sheet

<b>Community Area</b> Pewsey	<b>Field1.FileData</b> 
<b>Parish</b> Upavon	
<b>Location</b> Andover Road, Upavon	
<b>Postcode</b> SN9 6EB	
<b>Speed Limit</b> 30mph	<b>Date of Last Metrocount</b> 21/03/2012
<b>Direction of traffic</b> Vehicles travelling toward Avon Square	<b>85%ile Speed</b> 42.5mph
<b>Mounting Location</b> Lamp column 22 between Avon Square and village	<b>No of Vehicles</b> 33597
124	<b>Next Metrocount Due</b> March 2013