

## **Vehicle Activated Speed Signs**

Vehicle activated signs are for educational and awareness purposes only, not enforcement. Drivers will not be prosecuted.

There are 2 different types of speed awareness signs local councils can deploy:

1. Purchase a Speed Indicator Device (SID) and have volunteers move it from site to site. Many local parish councils around Suffolk deploy this option as the control is in house and the investment is capitalised over a long period of use.

Devices vary in price dependant on the options chosen; they generally cost between £1500 and £3500, depending upon functionality and battery quality (quotes further down the report).



2. Request to be included on the County Council's Temporary Vehicle Activated Sign (TVAS) programme.



### **Option 1: Speed Indicator Devices (SID)**

Local Councils can purchase their own Speed Indicator Device (SID) with volunteers moving it from one predetermined (chosen by the Local Council and community, signed off by Suffolk County Council) site to another within 30mph restricted roads.

Once a short Agreement has been completed the local council is then authorised to operate their SID at the approved sites.

#### **Step - by Step Process**

1. The Local Council decides that a SID may address concerns about speeding.
2. Discussion about sites, availability of volunteers required to move the SID and the cost of purchasing a SID.
3. Download, complete and submit Site Suitability Checklists for each individual site, with written evidence that local residents do not object to location of SID/TVAS. (A draft letter for residents is provided by the County Council for use).
4. SCC staff reviews site(s), confirms if suitable and returns copy of counter-signed Checklist.
5. Local Council decides to proceed and negotiates with manufacturer to purchase a SID.

6. The local Council also needs to purchase a mounting bracket with the SID; it is preferred that the bracket is moved with the SID although some councils chose to purchase a bracket for each site and leave in-situ. Bracket should be the same colour as the SID.

7. Complete and return Agreement to SCC as confirmation of purchasing SIDs.

8. Suffolk Highways will then, if necessary and free of charge, replace existing sign pole(s) to give correct operational height or install a separate new pole as required. For new pole (chargeable) the local council will be given “Kill Your Speed” campaign poster mounted.

9. Local Council provides training for volunteers to move SID and commences operation.

#### Critical issues to be considered by the Council identifying suitable sites

1. Ideally 100m clear sight line, wholly within 30 mph limit but not at junctions or on roads with high densities of driveways as the SID may obscure or distract from other traffic movements.

2. No significant distractions, such as bends, crossings, junctions, high density of roadside development etc.

3. Steer clear of areas with dense vegetation or other road signs.

4. 0.5m lateral clearance of the device to avoid it being struck by an HGV mirror.

5. The ground should be reasonably wide and flat to work at safely.

6. The SID should ideally be sited on the near side of the road.

7. There must be suitable off-road parking area available within the vicinity for the Town Representative to erect / remove device (and for SCC’s contractor to replace/install pole if required, protected by parked vehicle).

8. Using an existing sign pole is preferred; Suffolk CC will determine if one is tall enough to give correct mounting height and replace if necessary. A new pole should have suitable sign present when the SID is not in use to avoid leaving a bare pole such as “Kill Your Speed” campaign poster.

9. New posts cost £190 each and the Local Council will be invoiced by SCC. SIDs should not be attached to street lighting columns, telephone or electricity poles.

10. On a verge, the lower edge of the SID should be between 1.3 – 1.5m above the adjacent carriageway; if over pavements 2.1m is acceptable but 2.3m preferable. However, if routes are used by cyclists it may be necessary to provide 2.5m clearance.

#### Site Suitability Checklist

A separate form must be completed for every single site and submitted. SCC will review each site, confirm if suitable then return to the originator a counter-signed copy of Checklist. If residents object to a particular chosen site that is a matter wholly for the Local Council to resolve and the County Council will not get involved in any dispute if they proceed with a particular site against the wishes of a resident. There will always be the odd occasion that SCC determines that a site is not suitable but is a rarity and the reason for rejection would be made clear.

### Agreement

It is an essential part of the process that the Local Council enter into a formal Agreement with the County Council to cover the delegation of management responsibility to another tier of local government.

Local Councils must also purchase their SIDs directly from the manufacturer but some guidance is available; the local County Councillor may be prepared to make a contribution to the SID purchase.

The Agreement confirms that the Local Council will provide training and high-visibility clothing for volunteers before commencing operation of their SID.

### Safety Management

A Local Council deciding to manage a SID will be responsible for ensuring that safe systems of work are adopted and followed by volunteers, taking into account the risks to both volunteers and road users. SCC can offer advice on setting up a SID.

SCC recommends:

1. A minimum of two people to be present when a SID is being placed or removed, or batteries changed, with one person whose role is to watch over the operation including observing oncoming traffic.
2. A mobile phone to be available with contact numbers to call for assistance if needed.
3. Where it is reasonable to do so, a SID shall be mounted at a height which does not require climbing on to any step or platform. Where there is no other suitable location SCC may recommend a higher mounting height up to 2.3m where the proposed location is adjacent to or above a footway. In this instance the Parish or Town Council will be required to understand the risks associated with installing and removing a SID at this height before confirming that they would like to proceed.
4. Any vehicle used for transport to the location to be parked in a safe place. If it is possible to park safely on the road, this can help move passing traffic further away. This is especially important if it is necessary to work from a step or platform.
5. High visibility clothing to be worn (minimum of long-sleeved high visibility jacket). If working on uneven ground, boots with good ankle support to be worn.
6. Where it is necessary to work off the ground, a platform or set of steps should be selected most suited to the location(s).
  - a. The platform or steps must be free standing and self-supporting, not leant against a post or similar.
  - b. Use individually adjustable feet or levelling mats to ensure stability where ground is uneven.
  - c. People using the steps or platform must be sufficiently fit and able to do so safely.

### **Option 2: Temporary Vehicle Activated Sign Programme (TVAS)**

If the Council is unable or unwilling to manage their own SID they can request inclusion in the County Council's TVAS programme. SCC have a number of movable vehicle activated signs which, when triggered, display the speed limit red roundel sign with "SLOW DOWN". These are deployed by SCC's contractor at each agreed site for 2 weeks, 2 or 3 times a year.

### Site Suitability Checklist

In exactly the same way as above, the community identify suitable sites and the Local Council complete the Site Suitability Checklists and submit them to Suffolk Highways for review. The same criteria apply except TVAS can also be used within 40 mph restrictions, whereas a SID cannot, for reasons of volunteer safety.

If a site is suitable, inclusion in the deployment programme is at the discretion of the SCC's Road Safety Manager. Priority will be given to sites when there is a record of traffic casualties. To avoid confusion TVAS will not be deployed near community operated SID sites.

SCC have 22 devices which are moved to around 100 sites in the county. It is likely that the devices will be at each location on roughly eight occasions in a year, for between two and four weeks. Details of the dates and location where the TVAS are deployed is updated regularly and published on [www.suffolkroadsafe.com](http://www.suffolkroadsafe.com).

**If option 1 is considered the way forward for Hadleigh, several decisions must be made:**

1) What type of sign? Sign option affect costs (see next page). Three quotes are provided supplementary to this document for consideration.

Data capture: some SIDs record data and the Council may decide to incorporate this in the specification when considering purchasing a SID.

Functionality: smiley faces, green/red text, thank you message, slow down message

Solar power or solely battery powered?

2) How many signs to purchase?

There is no limit to the number of site requests that a Local Council can submit however installations are for a minimum of 2 and are limited to 6 posts. Therefore, it is recommended for two signs to be purchased, rotating between six post locations around Hadleigh.

If six new posts were required, the cost would be £1,140.

Organisations should leave signs in place for no more than 4 weeks and then remove or relocate them for a similar period. This should ensure that drivers do not habitually see SIDs and ignore them.

3) Locations:

Where are the known problem areas in Hadleigh? Are there any issues at the top of Station Road, Lady Lane, Angel Street, Bridge Street?

SCC have already advised Benton Street isn't viable because speeds are generally slow because of parked cars. That may also be the case down Gallows Hill.

The currently stopped Traffic Management Committee have been approached but their views were not returned in time for submission of this report.

4) How will the scheme run and who will co-ordinate and administer the scheme?

Volunteers: The Traffic Management Group, Councillors, Visit Hadleigh?

5) Once SCC received a formal request for a site to be approved, the process begins. The process of approval, assessing sites, ordering, and installing posts can take a number of months (several other local councils have advised a four-month process for posts to be erected).

**SID Purchase Quotations (all prices are for one unit, exclusive of VAT)**

Supplier	Type of sign	Dimensions (weight includes battery & solar)	Power type	Included Warranty	Includes	Delivery lead time	Extras	Cost (ex VAT)
Westcotec		670mm x 430mm Weight: 23kg	Lead acid battery	3 years  exclusions: vandalism, impact damage, theft  Batteries have 1 year manufacturer's warranty	Spare battery  Charger  Sign cover  Post installation kit (moves with sign)  Carriage	6 – 8 weeks from receipt of purchase order	To make solar powered, add £615 per sign.  Data collection unit: additional £250 per sign for USB lead connection or £350 per sign for Bluetooth enabled collection.	£3,665 - £3,765 ea.
		670mm x 430mm Weight: 23kg						£3,765 - £3,865 ea.
		690mm x 540mm Weight: 25kg						£4,040 - £4,150 ea.
Elancity	 or 	680mm x 680mm Weight: 34.2kg	Solar powered batteries (pre-equip 2 posts)	2 years (parts and labour)  exclusions: vandalism, impact damage, theft, mishandling  Batteries have 6-months manufacturer's warranty	Spare battery  Post installation kit (x4 poles, move sign only)  Data collection	3 - 6 weeks from receipt of purchase order	External charger £108.58  Carriage £90	£2,300.18 ea.

<p><b>Swarco</b></p>		<p>450mm x 650mm Weight: 21.9kg</p>	<p>Solar powered lithium batteries</p>	<p>1 year (extra years warranties can be purchased)</p>	<p>Spare battery Data collection Charger Carriage On-site training</p>	<p>6 – 8 weeks from receipt of purchase order</p>	<p>Post installation kits £110</p>	<p>£3,082.50 ea.</p>
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New posts would require additional funding of up to £1,140 billed by Suffolk County Council.

Ongoing costs would simply be for the charging of batteries and any staff time on data analysis and reporting.