Calne Without Parish Council 12th October 2020 Agenda Item 12.3 2nd October 2020

CALNE WITHOUT PARISH COUNCIL – VEHICLE ACTIVATED SPEED SIGNS

UPDATE – 2nd OCTOBER 2020

1. The Parish Council agreed on 14th September 2020 to initiate a project to examine the feasibility and cost of hiring up to 3 Vehicle Activated Speed Signs (VASS) for deployment at various locations within the Parish to highlight issues associated with speeding and to collect data to inform the planned Road Safety Study and, as appropriate the Wiltshire Council Highways Authority and Police.

2. Six potential suppliers that advertise the supply of VASS have been identified and enquiries made about the types, capabilities and cost of systems that might be acquired. The suppliers identified were:

    a. Messagemaker Displays (messagemaker.co.uk) – Redhill
    b. Mallatite (mallatite.co.uk) – Tyne and Wear
    c. TVM Traffic Control (tvmtraffic.com) – Winsford
    d. COEVAL (coeval.uk.com) – Glasgow
    e. Start Traffic (starttraffic.uk) – Droitwich
    f. Roadside Technologies (roadside-technologies.co.uk) – Chesterfield

3. An example of the letter sent to each of the companies is attached for information. Acknowledgements were received from all six companies, with five subsequently providing illustrative quotes for purchase, none offer hire. Roadside Technologies, the only company advertising sign hire (although it is not clear if this includes the VASS capability) did not quote; they were hastened by email and telephone calls.

4. The Council will be familiar with the type of sign being considered. There are three main types: the Speed Indicator Advice (SID); the Speed Limit Reminder (SLR) and the Smiley Activated Sign (SAM). Examples of SID/SLR devices are illustrated below:

5. A SID (bottom picture) will only activate for passing motorists travelling over the speed limit indicating the actual speed of the vehicle, they can also display a subsequent warning to slow down; a potential issue for such signs is that some drivers may be encouraged to pass the sign at speed to see what levels can be displayed. The SLR version (top picture) will only activate for vehicles travelling over the speed limit, reminding them of the limit and to slow down.

6. The picture above is an example of a SAM that shows the display for motorists exceeding the speed limit; those travelling at or below the speed limit see a smiley face. All the systems have a data capture capability providing, as a minimum, details of the number of vehicles passing the sign and their relative speeds. This capability would seem to be essential if we are to use the systems to lobby for improved road

safety and speed management by the relevant authorities.

7. An SLR device (picture 1) would seem the most appropriate to meet the requirements identified by the council and from representations about speeding made by residents.

8. All the systems offered provide a range of capabilities and can operate from a variety of power sources – mains, rechargeable battery and solar. A key capability, available from all systems, is the ability to record and store data which can be downloaded to provide evidence about the speed and volume of traffic. Warranties range from 12 months to five years – a factor the council may wish to take into account. In terms of cost (assuming a battery solution) they range from around £2500 to £3500 (ex VAT) per unit with fixtures and fittings.

9. Acquisition of three systems, as originally proposed, could cost up to £12000 (ex VAT). Sufficient provision exists within CIL to meet the entire costs, although some of the funding could be met from the Road Safety budget line or from other budget lines where consumption and the forecast suggests an underspend.

10. Before proceeding with the project and engaging in more detailed discussions with potential suppliers there are a number of issues for the council to consider.

11. The original proposal was for up to three systems, ideally acquired on a rental basis. A rental option does not appear to be available. Therefore, the council may need to consider whether or not there is sufficient justification for three systems and the associated expense. Given the wide range of potential locations with speeding issues, as highlighted by the Road Safety Study[1], three would provide sufficient flexibility to provide an adequate number of systems to provide the level of coverage we might seek. This assumes there would be a rolling programme to re-site the signs in areas of concern to influence driver behaviour and collect data to inform representations about speeding issues to the Police and Highways Authority.

12. Location and installation are important issues. It would seem sensible that ahead of proceeding with the project the council identify the desired locations for the devices, at least for the first 12 to 18 months and the programme for re-siting the devices. It would probably be appropriate to engage with the Highways Authority and the Police about this to ensure there are no objections. Initial discussions with the suppliers suggest that the systems are supplied but not installed. The council will therefore need to consider if it has the capabilities and resources to do this or identify a suitable persons(s) or a contractor within the community to assist.

13. Power supplies and portability are an issue. The original proposal was to have a capability to relocate signs to various locations within the Parish, the purpose being to ensure that familiarity of a fixed location did not lead to the signs being ignored,

[1] Church Road, Derry Hill, Studley Lane, Sandy Lane (A342), Broads Green, Stockley, Lower Compton, A4 Pewsham, A4/A342 junction, A342 Old Derry Hill 'pinch-point'.

but also to provide a flexible capability to address emerging areas of concern. A fixed power supply, using a telegraph pole or lamp post will require appropriate technical support (and permissions) to attach the sign each time it is moved. Solar powered signs are likely to require either additional fixings or dedicated poles with relocation presenting an additional challenge, unless each location is furnished with a solar panel – one company quotes an additional £625 for a solar power panel. A battery powered sign requires a post mounting plate plus post clips for the device; to enable easy relocation additional mounting plates and clips can be procured for installation at regularly used sites for the devices.

14. Battery powered devices provide the best levels of flexibility but of course these come with additional support requirements requiring regular battery exchanges and re-charging. Estimates of battery charge life vary with a range from 10,000 triggers to 45,000 triggers suggested. Batteries will also need to be replaced at some stage; therefore, overall estimated battery life will need to be considered. All these factors will need to be borne in mind should the council decide to proceed with the project and choose battery powered devices.

15. Data collection will be a key capability to aid the council road safety campaign and inform representations to the relevant authorities about the need to address speeding issues. Whilst data capture via blue tooth or USB download is relatively straightforward it is an additional task that will be required to be undertaken and therefore needs to be factored into the decision-making process.

16. On the basis of the information provided in this summary the Council is requested to:

    a. Decide if a project to acquire up to 3 Vehicle Activated Speed Signs (VASS) should proceed;

    b. Agree that ahead of engaging with potential suppliers that potential sites for the signs are identified, their suitability assessed and the relevant authorities (Highways and Police) are notified of the council's plans and invited to comment;

    c. Identify councillors to manage the project and the necessary support for installing, maintaining and re-locating the signs:

    d. Agree the most appropriate type of sign for the Calne Without Parish – the Speed Limit Reminder (SLR) is recommended;

    e. Agree the most suitable power supply capability for the signs to be acquired, noting the support and re-location constrains of the options – battery power is recommended to provide the required levels of flexibility in location;

    f. Agree that subject to b, c, d and e above that detailed discussions be initiated to obtain full quotes for the supply of up to 3 Battery powered VASS for Calne

Without Parish Council with the aim of securing CWPC endorsement to proceed by November 2020;

And Note that

g. The estimated cost (VAT ex) based on initial quotes is in the range of £7500 to £12000.

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23rd September 2020

Insert Supplier

CALNE WITHOUT PARISH COUNCIL – VEHICLE ACTIVATED SPEED SIGNS

The Parish of Calne Without is a predominately rural parish in north west Wiltshire surrounding the town of Calne and includes a number of villages and settlements of varying sizes.

A key priority for the Parish Council (https://www.calnewithout-pc.gov.uk) is road safety, and a proportion of the budget has been set aside to explore and implement measures aimed at improvements. A concern of many residents is speeding along village roads and lanes where there appears to be a disregard for posted speed limits. Some of this has been borne out by traffic surveys undertaken by the local highway authority.

As part of the council's efforts to address road safety issues and specifically speeding it recently agreed to examine the feasibility of using Vehicle Activated Speed (VAS) signs for deployment at various locations within the Parish. The aim being to warn drivers about their speeds, and hopefully influence behaviour, as well as collect data to inform continuing discussions with the highway's authority and police about enforcement.

The initial plan is to seek to understand the types, capabilities and cost of the systems that might be acquired and how they might be used. One important aspect will be portability and the ability to regularly re-locate the devices to different locations, particularly as there are suggestions that, after a period, drivers do start to disregard such signs through familiarity. Given the dispersed nature the Calne Without communities the council is considering up to three devices, initially through a rental arrangement. But the council would also wish to understand the cost of purchase and operation, should that be considered more cost effective.

Your company is one of a number that advertises VAS capabilities and I should be grateful if you could contact me about discussing the council's requirements and what systems you may be able to supply. We would be interested to learn of other council's you have supported and the benefits that have resulted.

My contact details are at the head of this letter, which I have also copied to our Parish Clerk (clerk@calnewithout-pc.gov.uk).

Your faithfully,