

Kings Bromley Parish Council

SID Action Group

Report on Provision of SID for the Village

December 2017

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1.0 Background

The Village of Kings Bromley is unique in Staffordshire in having two "A" roads meeting in it, being the A515 and the A513. The A515/A513 is used by traffic as an alternative route north and south from the A50 in order to avoid the A38 and also as a diversionary route during planned works on the A38 or during emergencies. We therefore have large heavy goods movements through the village particularly during the night.

Vibration from the lorries in particular can be felt in properties along the Alrewas Rd, Lichfield Rd and Yoxall Road and associated side roads throughout the day and night.

Shaking of properties and noise are being caused by:

- Heavy goods vehicles exceeding the speed limit.
- Vehicles braking suddenly at the junction of A515/A513.
- Vehicles braking suddenly as they enter the village particularly at the build outs at the northern end of the Alrewas Rd.
- Vehicles turning at the junction.
- Noise from air brakes.

The net effect is that all of the properties along the A515 and A513 are effected, some more than others plus a reduced effect on properties on side roads. Amounts of vibration are clearly worse the closer the property is to the roads and if the property fronts onto the road.

Any solution the Parish Council (PC) decides upon should therefore be for the benefit of all the village and take in both A Roads.

Staffordshire County Council (SCC) operate 20 Speed Indication Devices over 200 sites throughout the County including Kings Bromley along the A515. When in operation these can be seen to have a positive effect on speeding through the village. In the October meeting of the PC it was decided to set up a Working Group of three Councillors (Cllrs Brown, Higgins and Lee) to assess the PCs options

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with regards to purchasing and operating a SID independent of the County Councils Highway Department.

2.0 Legal Status

At a meeting on 8th November 2017 and during subsequent correspondence Staffordshire County Council have confirmed the following:

- They have no objection to Parish Councils buying and operating SIDs,
- SIDs can be installed on Highway verges in agreement with the CC,
- They need to be installed within 30mph zones (typically 50-100m inside the zone),
- They are usually installed on the nearside of the Highway but this is not a requirement,
- There needs to be sufficient width of verge for safe installation and maintenance,
- For any Contractor working on the Highway the CC operates on the basis of the Contractor having a minimum of £5 million pounds Public Liability Insurance (PI),
- Any Contractor working on the Highway must provide Method Statements and Risk Assessments in accordance with the CCs procedures,
- All bases and poles need to be installed by an approved CC Contractor,
- Mains powered units will not be accepted,
- The CC recommend that solar powered units be deployed as they negate the requirement for compliance with BSCP520 (the Balancing and Settlement Code Procedure for unmetered supplies).

3.0 Reference Documentation

The Working Group have referenced the following readily available Documents:

- Transport for London, London Road Safety Unit Research Summery 13: Effectiveness of Speed Indicator Devices on reducing vehicle speeds in London,
- Transport Research Laboratory PPR 314; Effectiveness of Speed Indicator Devices on reducing Vehicle speeds in London, LK Walter and J Knowles,

The reports generally conclude the following:

- SIDs were effective at reducing mean speeds in London,
- SIDs were effective at reducing the proportion of vehicles exceeding the speed limit,
- The reduction in mean speeds continued for a short distance downstream of the SID,
- SIDs were effective at reducing mean speeds for the first two weeks of their operation,
- SID effectiveness varied between sites with different characteristics,
- SIDs could reduce collisions by 5.6%,
- An efficient method of operating SIDs is to design a programme of rotating SIDs around several sites.

4.0 Location of SID

We would suggest that 3 locations are established being:

- Lichfield Rd
- Yoxall Rd
- Alrewas Rd

Positions should be 50-100m inside the 30mph zone preferably on the left (passengers) side of the road.

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Consideration should be given to security of the devices once installed.

5.0 Movement of SID

Given that the devices are only effective for two weeks at a time and will also need battery maintenance we would suggest that a Contract is given to undertake these works regularly. We feel that this is particularly important given that the PCs PI cover is being used. In this way we can ensure that the correct Method Statements and Risk Assessments are in place and members of the public are not put at risk

6.0 Cost and Provision of Grants

The cost of SIDs varies widely depending on the make, model and power source but are likely to be in the region of £2,000-10,000 with a further £1,500 for setting the poles in place. There would also be an ongoing cost for the annual Contract for maintenance and batteries.

Grants are available from The Staffordshire Roads Partnership and the Police and Crime Commissioner. It is understood that grants of up to £5,000 are available from the Staffordshire Roads Partnership.

7.0 Recommendations

We would recommend the following:

- Given the analysis data available there would seem little point in Kings Bromley purchasing a SID to be continuously moved around the village as its effectiveness would very quickly wear off,
- Consideration should therefore be given to approaching adjacent villages to see if they would like to share a SID,
- This would have the added benefit of a considerable cost saving,
- We suggest 2 other villages which would give us a SID for 18 weeks in a calendar year and at each location in the village for 6 weeks of any calendar year,
- We recommend that a Contract is entered into to maintain and move the SID and that members of the public are not involved.