

St Paul Malmesbury Without Parish Council

Report #10.5

Provision of a Speed Indicator Device (SID) in Milbourne

1. Purpose of the report

- 1.1. To invite the council to consider the provision of a single solar powered SID in Milbourne.

2. Background

- 2.1. For over ten years a small, dedicated team has operated Community Speed Watch (CSW) in the village. Owing to increased Police bureaucracy and decreasing volunteer numbers the team has recently become dormant with little likelihood of it reforming. Whilst CSW has its merits and benefits the impact upon drivers exceeding the lawful speed restriction is limited to only those occasions when the team was operating. The demise of this team has meant that there is now no deterrent in place to prevent speeding along this very open, straight section of the C67 towards Tanner's bridge. This section of road has a number of residential driveways opening on to it in addition to being popular with pedestrians and dog walkers despite not having a pedestrian footpath.
- 2.2. Wiltshire Police as part of their countywide initiative to make Wiltshire's roads safer have recently introduced a scheme whereby data downloaded from SIDs can be sent by email directly to a central reception where this information is analysed and acted upon. SIDs not only show drivers their speed as the device is approached but also record the time and speed, in both directions, as the device is passed. This data is downloaded periodically by councillors for review, and then emailed to Wiltshire Police. The data from all the scheme's participating councils is analysed and used to make decisions on follow up action by the newly established police mobile enforcement units. The amount of information supplied allows mobile units to be dispatched to the worst speeding 'hot spots' at the most appropriate time.
- 2.3. A traffic survey undertaken in April 2024 reported that the 85th percentile speed along the C67 towards Tanner's Bridge was 34.4 just 0.6 mpg below what is considered necessary to recommend the installation of a SID - see page 2. The issue has been the subject of a Minor Highways Improvement Request (MHIR) at the Local Highway & Footpath Improvement Group (LHFIG) and at its meeting on the 8th October, LHFIG agreed to support the installation of a SID because the the 85th percentile speed was only marginally below the recommended level and the stretch of road concerned did not have a pedestrian footpath. The support was conditional upon the council funding the provision of the SID and socketed post, and the location receiving approval from the local Highway engineer. The proposed location has recently been approved by the local Highways engineer following a site visit.

3. Options

- 3.1. To consider it unnecessary to deploy a SID at this location.
- 3.2. To support the purchase and deployment of an Evolis solar powered SID, and the erection of a socketed post by a suitably qualified company along the C67 near near Manor Farm for an amount up to £5K excluding VAT.

4. Financial Implications

- 4.1. The council can service the cost of this proposal from its CIL contributions.

5. Recommendation

- 5.1. The council is recommended to support Option 3.2.

ATC Traffic Analysis Report

Author: Smart Transport Hub

Contract: Wiltshire Council

Job Number: 052-027

Location: <https://what3words.com/lilac.complains.memory>

Road Name: C67

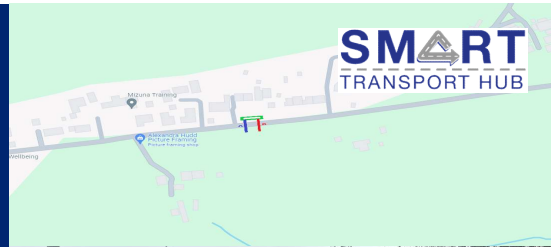
District: Milbourne

Coordinates (X,Y): 395041 | 187842

Start Date: 15.04.2024

End Date: 21.04.2024

Speed Limit: 30 mph



STH carried out a 7-day ATC on Malmesbury commencing the 15/04/24. The number of vehicles exceeding the speed limit of 30mph was 1726 which is 37.67% of the total vehicles recorded in both directions which was 4582.

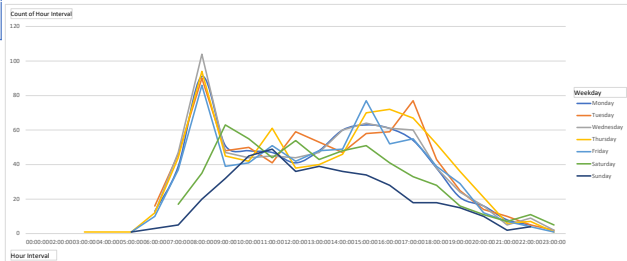
Week Commencing
15 April 2024

Total	Sum of % Over PSL	Sum of % Over ACPD	Sum of % Over DFT
4582	37.67%	13.05%	0.87%

Compass direction
E0
W1

Count of Compass direction	Column Labels	Grand Total	
Row Labels	E0	W1	Grand Total
15 April 2024	2302	2280	4582
Grand Total	2302	2280	4582

Class
A3
AS+
BUS
C
CAR
LGV
O
R2
R3
R4



Count of Compass direction	Column Labels	Grand Total	
Row Labels	E0	W1	Grand Total
Monday	359	345	704
Tuesday	365	364	729
Wednesday	369	360	729
Thursday	394	364	758
Friday	338	343	681
Saturday	287	279	566
Sunday	192	205	397
Grand Total	2302	2280	4582

Row Labels	Count of Class	Count of Class
A3	14	0.31%
AS+	6	0.13%
BUS	18	0.39%
C	201	4.39%
CAR	3486	76.08%
LGV	652	14.23%
O	49	1.07%
R2	150	3.27%
R3	4	0.09%
R4	2	0.04%
Grand Total	4582	100.00%

Average of Compass direction	Column Labels	
Row Labels	E0	W1
Minimum Value	192	205
5 Days Average	365	359.2
7 Days Average	329	326

Average of Speed	Column Labels	
Row Labels	E0	W1
Monday	27.32	28.52
Tuesday	26.72	27.98
Wednesday	27.30	27.70
Thursday	26.29	27.66
Friday	29.29	28.26
Saturday	29.60	29.01
Sunday	27.82	28.22
Grand Total	27.66	28.16

% Over PSL	% Over ACPD	% Over DFT
37.67%	13.05%	0.87%

vehicles are travelling over posted speed limit (30mph)

vehicles are travelling 10% +2 over PSL (35mph)

vehicles are 15mph over PSL (45mph)



Direction	Number of Vehicles	Average speed over 7 days	85 percentile speeds	Percentage of vehicles complying with the 30mph speed limit	Percentage of vehicles under enforcement threshold of 35mph	Percentage of vehicles complying with a proposed signed only 30mph speed limit	Percentage of vehicles complying with a proposed signed only 30mph speed limit
E0	2302	27.7mph	34.2mph	64.1% (1476)	87.7% (2018)	64.1% (1476)	64.1% (1476)
W1	2280	28.2mph	34.6mph	60.5% (1380)	86.2% (1966)	60.5% (1380)	60.5% (1380)
Combined	4582	27.9mph	34.4mph	62.3% (2856)	86.9% (3984)	62.3% (2856)	62.3% (2856)