

Meeting with Toby Butler, KCC re Mobile Speed Indicator Device, 26th January 2021

- 1. What is the next step in the process, do we need to make a formal application?** No formal application required already commenced the process based on communications to date. This meeting is the next step in the process. Once Covid restrictions are lifted Toby will conduct another site survey with the Council in attendance to re-consider sites for poles. Toby will then produce a drawing for use by the council in consultation.
- 2. Can we assume the cost will be no more than £7K?** Yes, this is the upper limit, but Toby expects the cost to come in just under £6K. This cost will cover parts, installation and training.
- 3. Will KCC order and install the equipment?** Yes, KCC will order and install the equipment using their contractor and approved supplier. Training will take place on site.
- 4. Do we need to arrange training for volunteers?** No KCC will do this
- 5. What consultation is required, and is this done by the Parish council?** The Parish Council will do this and it is up to them how they undertake this. But Toby suggests as a minimum that residents close to the poles are consulted
- 6. How long will the process take** – probably looking at six months as it takes three months from a decision to proceed to installation and a site visit cannot take place at present due to Covid restrictions
- 7. What happens to the data produced?** There are two types of SID, the larger of which offers gives more information to drivers, but uses the battery more quickly. The smaller one is recommended, It comes on at 25mph giving actual speed, stops at 30mph until 40mph is reached at which point it cuts out. Read outs then tell us the volume and speed of traffic but do not identify cars and will double count vehicles that pass more than once
- 8. How many volunteers do we need?** No specific requirement, but at least two and ideally three or four. This tends to be the hardest part of the scheme. Tasks include moving the device and changing batteries
- 9. Regarding posts - there are no fixed criteria and each site will be at KCC professional discretion.** Correct. KCC need to take into account a range of issues including safety, visibility, safety of volunteers when moving devices, can't use existing posts or be close to street signs. Must not be near a junction or an existing fixed radar sign as this will be confusing for drivers. Must also be mindful of ditches and verges
- 10. A minimum of three posts to comply with movement requirements- these requirements vary from County to County so are not a legal need but done so to maintain best effectiveness of SID's so that they don't become 'stale' at one location.** Correct
- 11. Contrary to what has been suggested it appears SID does not have to be positioned on the near side of traffic direction. On this basis one post can reasonably be regarded as two sites as it would be monitoring speed from only one direction at a time - therefore rotating the device 180 degrees after the required period would meet the criteria.** Correct. Can be either side of the road and used in both directions. Provided line of site is suitable for the signal. However, using one post in both directions is less effective as it is basically the same location and drivers get used to it. Three separate posts improves the effectiveness of the scheme. The site survey in 2018 found only one suitable site and this was considered to be only suitable for use in one direction. Would not put three poles in quick succession. KCC happy to re-review in another site visit, however, as it is a judgement call
- 12. Basic criteria for a post are a reasonably flat verge, approximately 100 mtr straight**

line vision within the 30mph and approximately 450mm gap between edge of carriageway and edge of sign. Lenham PC pole at Platt's Heath is significantly less than 100 mtr within the 30mph zone but clearly has been allowed. 100 meters is only approximate. Can be more or less, down to geometry and activation distance. It is a judgement call. Pole must be set approximately 500com from the highway and the verge must be at least 1.5 metres wide.

13. With regard to Headcorn Road - particularly the stretch between Woodcock Lane and the end of the 30mph zone there are a number of possible locations that would meet reasonable criteria for poles bearing in mind safety for the periodic changing of SID locations. The Northern end of a Headcorn Road similarly should present no problems.

The problems on this stretch are the farm entrances and the essentially non built-up nature of the road, together with the proximity of the fixed radar sign. Can't place pole on private land. But KCC happy to review previous conclusion.

14. KCC notes "approved contractor and equipment" must be used. The equipment prices look to be unreasonably very high and whilst they might be able to dictate the specification within any DFT rules, if an alternative manufacture can meet the specification at a cheaper price then KCC statement would seem to be in conflict with Competition and Markets criteria particularly regarding public money and best value."

Any supplier would need to be approved for use on UK roads. Costs quoted do not include installation and training. Therefore, likely to be similar price and not approved for use if it is Elan City. The parish would also have to handle planning permission rather than KCC in their scheme.

15. Are the SID units known to be effective? There is no research evidence, but feedback from the parishes using the scheme is positive in terms of short-term impact with some indication of declining impact over time

16. Could we remove the fixed radar sign and replace it with a SID pole? Yes, in theory but this would not make sense as a permanent device would be replaced with a temporary one.

17. What is the next step? Toby will contact the parish council when Covid restrictions are lifted to arrange a site visit