Parishes within the locality of Malmesbury and how speeding is managed.

	Crudwell	St P Without	Sherston
How do you manage speeding through your parish?	1 X SIDS School 20 mph zone.	The council has been aware of speeding issues on the A429 through Burton Hill and Corston and along the B4042 from the Priory roundabout to Cowbridge for at least a decade.	A mixture of SIDs, 20mph limits, Community Speed Watch and requesting Wiltshire Police enforcement at key points.
Do you use a community speedwatch scheme?	There was one several years ago and it did work well but the SIDS device has proved more effective.	Initially set up Community Speed Watch (CSW) teams in these locations to work with the Police to identify and subsequently educate/sanction drivers that persistently failed to observe the speed limit on these roads. Volunteers required to be trained by the Police to operate the speed camera, could only undertake the task at specific agreed locations and was labour intensive – minimum two, ideally three volunteers per session - and each session lasted generally between 45 and 60 minutes. Recruitment was therefore difficult. Furthermore, there was little feedback to the teams of how successful their endeavours had been. The Milbourne team was the most long lasting. They reported occasional concerns about verbally aggressive drivers, and even being deliberately swerved towards. Police requirements for completing and submitting information gradually became more and more onerous to the team leader and then after about 10 years the police suddenly required that she again go through various time-consuming security processes. Instead she stepped down, no other member of the team wished to take on the role and the team became redundant. Thereafter of course many drivers returned to the previous practice of ignoring the speed restriction.	Recently set one up but it can only operate on one approach road to Sherston (Tetbury Road) due to the speed data we obtained from Wiltshire Council. We had a volunteer who made it his mission to set up the group and get it going. Most of the group live in the relevant lane. So far it's working well. The police have done some enforcement work alongside the group on occasions.
Do you have a Speed Indicating Device or devices?	The SIDS device at the school-end has proved very successful. We are converting to solar but it is currently on battery and this is replaced with the charged spare every week by a nominated councillor. We did move the SIDS unit	Some three or four years ago Wiltshire Police were pressured into accepting data from static Speed Indicator Devices (SIDs). These devices had to be funded by local councils and their location approved by Wiltshire Highways (WH). The significant benefit of this system over the previous (CSW) scheme is that the devices can record data 24 hours a day, 365 days a year and only require the download and transmission of data to the Police at appropriate intervals - the council does it once a month. The Police assess this data	We have two SIDs. One on Easton Town (B4040) and the other installed today at Tetbury Road. Once we got highways permission about where to install them, they were relatively easy to install. We had the fixing sockets (recommended by Highways) installed by a local company with the right permissions to work on the

	further along to capture some additional data re a particular junction of the village and we do download the data. Our SIDS is not compatible with the Wilts Police scheme, we did look into this. We regularly have enquiries from other councils as to where the 'smiley face' unit was purchased.	and are able to more precisely dispatch their mobile traffic enforcement teams to the worst areas and times for speeding; a much more efficient and effective use of a scarce resource. The SIDs are able to record data from vehicles passing in either direction of the device. 4. The data can provide information on numbers of vehicles, the speed of vehicles, the 85 percentile speeds, the time when most speeding occurs during a day - and all in an easily assimilated format which can be useful for presentation to local residents that may have perceptions that traffic is travelling above the speed limit. Feedback from numerous residents living in the areas protected with SIDs report a noticeable reduction in the speed of traffic. 5. Data is downloaded via bluetooth onto a computer and then has to be converted into a csv file for transmission to the police. This may appear complicated but the Evolis software leads the operator through it. The council has seven devices at geographically distant locations, however the whole process of collection, review of the data, conversion into the appropriate file format and emailing to the clerk for transmission to the Police takes about two hours. The majority of our devices (5) are solar powered and we also purchased an additional battery. These units are static. Provided there is good solar capture, the batteries power the units satisfactorily. 6. SID devices are produced by a number of manufacturers however the council has purchased and installed seven Evolis devices which appear to be the most popular among councils. A unit cost is in the region of £2.5K + VAT, poles and sockets are additional costs	highway. The SIDs are from Elan City and collect data in both directions and can also be put into spy mode (where the lights don't flash but data is still collected - good to seeing how effective the SID is. The units are static as its too much effort to move them (we rely on volunteers). Switching them into spy mode is the equivalent of moving them. We have yet to register them with Wiltshire Police but we intend to do so and supply them with our downloaded data. The experience from St Paul PC is that the police aren't doing much with the data. We need to change this and as part of my new role on Wiltshire Council, that is on my list.
Any other advice you can offer on how you manage speeding	We are looking into a flashing school 20 mph sign at the Malmesbury end of the village, also possibly extending the 30 mph speed limit to Murcott Lane through LHFIG.		We are looking at narrowing the road on Brook Hill to provide pedestrian space in and to reduce speeds there. This is via the LHFIG.