

ITEM 8 - LATE REPORT

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

12 July 2018

Vehicle Activated Signs Review

1 Purpose of the Report

This report asks the Committee to:

- a) Discuss and note the information in the report of the task group's Vehicle Activated Signs Review (attached at Annex A).
- b) Consider the recommendations to the Executive set out on page 16 of the task group's report.

2 Introduction

- 2.1 At the meeting of the Transport, Economy and Environment Overview and Scrutiny Committee held on 31 October 2017, a number of Members felt that a change in the County Council's Temporary Vehicle Activated Signs (VAS) protocol would be advisable. This was in order to relax the rules to allow communities to purchase and maintain VAS under certain prescribed conditions to allow more parishes beyond those currently participating to have the benefit of VAS.
- 2.2 A task group was set up to take forward the detail of the work and then report back to the committee.

3 The Task Group

- 3.1 The task group was chaired by County Councillor Caroline Patmore, working with County Councillors Robert Heseltine, David Jeffels, Stan Lumley and John McCartney.

4 Aim of the Review

- 4.1 The aim of this review was:
 - To establish whether there is or is not a case for changing the criteria in the policy to allow parishes to purchase and maintain VAS, and if so under what conditions.

5 Process

- 5.1 The task group consulted with a number of other local authorities to establish their policies on Vehicle Activated Signs (VAS) and/or Speed Indicator Devices (SIDs). The task group also sent out a survey to all parishes in North Yorkshire (parish meetings and parish councils including town councils) regarding the proposal for them to be able to purchase and maintain their own VAS or SIDs.

6 Financial & Legal Implications

- 6.1 The review did not undertake any detailed financial assessments or legal implications.

7 Recommendation

- 7.1 The Transport, Economy and Environment Overview and Scrutiny Committee is recommended to agree the report of the task group including the recommendations to be presented to the Executive.

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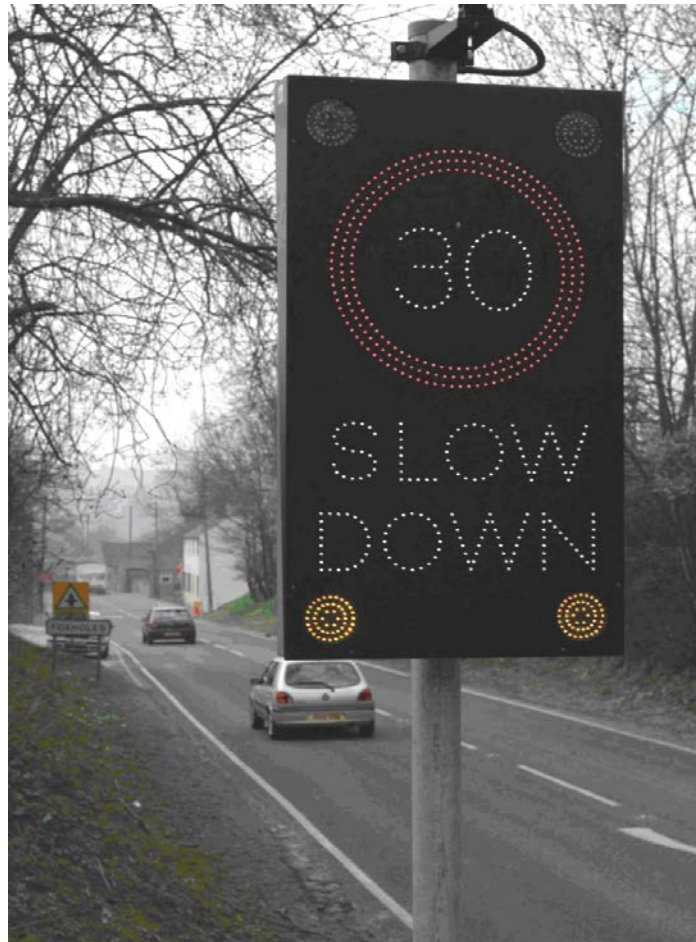
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Date: 3 July 2018

Background documents: None

Annexes: Annex A: Draft report of the Transport, Economy and Environment Overview and Scrutiny Committee on the Vehicle Activated Signs Review.

Transport, Economy and Environment Overview and Scrutiny Committee



Scrutiny Task Group
Vehicle Activated Signs Review

Draft Report
July 2018

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Vehicle activated signs (VAS), are road side digital signs that display a message when they are approached by a vehicle exceeding the speed limit or going too fast for the type of road.

Executive Summary

The Transport, Economy and Environment Overview and Scrutiny Committee Scrutiny Task Group comprised of County Councillors Caroline Patmore (who was elected chairman of the Task Group), Robert Heseltine, David Jeffels, Stan Lumley and John McCartney.

The Task Group undertook a review of the existing arrangements and carried out research regarding the feasibility of changing the policy and issues to be addressed of allowing parishes to purchase and maintain Vehicle Activated Signs (VAS).

The Task Group concluded that it should be recommended to the Executive that the County Council changes its policy to allow parishes to purchase and maintain a Vehicle Activated Sign. The signs should be purchased from a supplier chosen by North Yorkshire County Council (NYCC) to ensure consistency of design and reliability.

The change of policy might also mean dropping the current Temporary VAS loan scheme which some parishes believe does not offer them value for money as they do not own the sign. There is a case for NYCC to continue to provide and fund Permanent VAS in locations that suffer from a poor, speed related, accident record.

- **Recommendation 1: That the current Temporary VAS protocol be changed to allow parishes to purchase and maintain Vehicle Activated Signs subject to conditions prescribed by North Yorkshire County Council including but not limited to the siting and removal of signs and type of sign and supplier to be used.**
- **Recommendation 2: That consideration be given by the Executive to ending the Temporary VAS loan scheme following the end of its current contract period.**
- **Recommendation 3: That North Yorkshire County Council continues to provide and fund Permanent VAS in locations that suffer from a poor, speed-related accident record.**

Introduction

1.1 Why do a scrutiny review?

- At the meeting of the Transport, Economy and Environment Overview and Scrutiny Committee held on 31 October 2017, a number of Members felt that a change in the protocol would be advisable. This was in order to relax the rules to allow communities to purchase and maintain VAS under certain prescribed conditions to allow more parishes beyond those currently participating to have the benefit of VAS. An in-depth review is therefore required to examine the feasibility of this option.
- Speeding appears to remain the number one issue for many parish councils and the current prioritisation process in the County Council's temporary VAS scheme limits the number of parish councils with speeding concerns able to take part in the scheme.
- The review also presented the opportunity to examine the reasons why parishes are not taking part in other speed reduction initiatives notably Community Speed Watch initiated by North Yorkshire Police.

1.2 Background

Vehicle activated signs (VAS) are roadside signs that have a fixed display showing the speed limit using an LED array in the form of a standard speed sign diagram as per Traffic Signs Regulations and General Directions 2016 (TSRGD 2016). They display a message when they are approached by a vehicle exceeding the speed limit or going too fast for the type of road. They can be used for enforcement purposes.

Speed Indicator Devices (SIDs) have a dynamic display showing the actual speed of the approaching vehicle using an LED array. These signs are **not** prescribed in the TSRGD 2016 and cannot be used for enforcement purposes. Consequently they are not currently supported by NYCC Highways unlike VAS.



Vehicle Activated Sign

Speed Indicator Device

Parishes were informed in our consultation that criteria for deciding which parishes would be eligible to purchase and maintain VAS or SIDs would need to be agreed with North Yorkshire County Council, including consideration being given as to whether parishes would be required to move the signs and

how frequently. We also informed parishes that we would be considering other factors such as whether to ensure that the signs purchased and maintained by parishes should be consistent countywide in terms of design and location. Controls to minimise proliferation or overuse would also be considered.

Indicative 'real life' costs to a parish of purchasing and maintaining a VAS and a SID were provided in the consultation but it was made clear that the cost would vary according to supplier, length of warranty, size of the sign, type of power required for the sign and its range of features.

The current arrangement:

The current arrangement in North Yorkshire is that there is a programme for the use of temporary Vehicle Activated Signs (VAS) at some suitable locations. The programme provides for a VAS to be installed on a temporary basis for a number of 6 week periods in a year. This option is co-funded by NYCC and the local parish council. Participating communities do not own the signs; the signs remain the property of NYCC. NYCC pays for maintenance and repairs to be made to these signs when they stop working or get damaged, which can cost £500 - £600 each time.

The existing temporary VAS Protocol was developed for those communities with local speeding concerns but which, following assessment through the Speed Management Protocol (SMP), fell below the threshold required for further action by the 95 Alive Road Safety Partnership.

In 2013/14 a temporary VAS pilot was carried out. Eligibility for inclusion in this 'Initial Phase' was based on historic data obtained largely through the SMP. Where a site had already been assessed as Category 3 (high speeds with low casualties) or Category 4 (low speeds with low casualties), selected local communities (willing to fund the rotation and installation costs) were offered a temporary VAS. The final list of communities invited to participate in the 'initial phase' were selected by a prioritised random draw.

Following the end of the pilot ('initial phase'), the way forward including the prioritisation process was approved by the County Council's Executive. Each of the 31 participants was given three six week deployments of at least one VAS over the course of 12 months.

This approved way forward allowed for the expansion of the Vehicle Activated Signs protocol with a charge to be applied to participating communities, of a minimum of £3500+VAT over four years. The charge includes the one-off cost of installation of a retention socket (£500), rotation costs (£350 per sign per year), and officer time of £400 per year, as well as a share of the cost of the additional signs that were purchased. Participating parishes can share the costs with other local parishes in their area.

Communities that raise speeding concerns through the SMP and are assessed as Category 4 are offered the option of participation in the temporary VAS process.

There are now 30 signs deployed on a rotating basis across the county. As all of the current signs are fully utilised, any additional parishes that wish to join the scheme have to contribute towards the cost of additional signs as well as the costs detailed above.

Speed Indicator Devices are not in operation in the county.

At the meeting of the Transport, Economy and Environment Overview and Scrutiny Committee held on 31 October 2017, a number of Members felt that a change in the protocol would be advisable to relax the rules to allow communities to purchase speed matrix signs. Officers expressed a number of reservations about this approach due to the risks of proliferation and reduced effectiveness of the signs. Members agreed to consider these as a part of the review when deciding whether to recommend a change in policy.

1.2 Issues

The task group noted that the following issues would need to be addressed should the policy be changed to allow parish councils to fund the purchase and maintenance costs of VAS:

- Parish councils providing evidence to show that there is proven public concern about speeding in their parish.
- Ensuring that there is not a proliferation of signs so that the additional signs purchased by parish councils will not reduce the effectiveness of existing permanent and temporary VAS in the county in reducing vehicle speeds.
- Design type and whether to use an approved provider/s.
- Signs not being rotated by parish councils leading to the initial reduction in speed ('novelty effect') that a VAS produces wearing off.
- Examining the feasibility of parish councils joining together to rotate a sign locally. Should there be a requirement placed on parishes to only be able to purchase a sign if a group of parish councils agree to rotate a sign/s – how would this be enforced and how practical would this be for parish councils to achieve?
- Ongoing maintenance costs over and above the initial purchase costs – the level of commitment of parish councils to paying for and arranging the maintenance of signs.
- Liability/insurance implications for parish councils and the County Council.
- Financial risks for parish councils and the County Council, including how to deal with failing or time expired equipment if the parish is no longer able or willing to support it.
- Resourcing requirements for the County Council in relation to providing advice to parish councils, and enforcement, regarding the siting of VAS on the public highway.

- Examining the reasons why parish councils are not taking part in other speed reduction initiatives notably the Community Speed Watch initiated by North Yorkshire Police.
- The scope for the County Council to extend the Temporary VAS scheme to include more parish councils.

1.3 Who were the County Councillors on the Task Group?

The membership of the Task Group was taken from the Transport Economy & Environment Overview and Scrutiny Committee and included. The Transport, Economy & Environment Overview and Scrutiny Committee Scrutiny Task Group comprised of County Councillors Caroline Patmore (who was elected chairman of the Task Group), Robert Heseltine, David Jeffels, Mike Jordan, Stan Lumley and John McCartney. This membership saw Members being involved from across five districts.

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Research

2.1 What are other Local Authorities doing?

All County Councils in England, as well as selected Unitary Authorities were approached for information regarding their policies on Vehicle Activated Signs and/or Speed Indicator Devices. This exercise has focused on the authorities' approaches to their parishes purchasing and maintaining their own signs, and any feedback on the approach taken.

The information received from local authorities suggests that there are a multitude of different approaches taken, and no pattern has been discerned regarding different types of authority (small, large, rural or urban), and the approach they take to VAS. A proportion of the councils that have responded allow parishes to purchase their own signs, subject to varying levels of oversight from the Local Highway Authority. However others do not for varying reasons. Most that do allow parishes to purchase and maintain VAS have confirmed that they would then adopt the signs, and request a commuted sum from the parish council to cover maintenance over a given period. In most instances the local authority requires the signs to be purchased from one supplier, or an approved list. The full findings are contained in **Appendix 1**.

Conclusion

After considering the examples from other local authorities it is clear to see there is no 'one size fits all' approach. Overall though by enabling their parishes to purchase and maintain a VAS, it means that more of their parishes with speeding concerns are able to feel that they can do something positive to address speeding concerns in their area.

Each of the local authorities have tailored their solutions to what would work best in their own circumstances. What does come across is the need to ensure there is a clear understanding both from the local authority perspective and the parishes. Whatever approach is used good communication is key including having protocols and written agreements in place.

2.2 Consulting with Parish Councils

In March 2018, as part of the consultation process all parishes in North Yorkshire (parish meetings, parish councils including Town Councils) were sent a survey (**Appendix 2**). The consultation deadline closed in late May. 130 parishes responded out of a total of 587 parishes in North Yorkshire (22% response rate).

The results showed that 58% of those responding would consider purchasing and maintaining a Vehicle Activated Sign (42% would not). Vehicle Activated Speed Signs (signs showing the speed limit) were the preferred option over Speed Indicator Devices (signs showing the speed that a vehicle is travelling) (50% would consider purchasing and maintaining a Speed Indicator Device whilst 50% would not.)

Of those parishes stating that they would in principle consider purchasing and maintaining a VAS, a number felt that other options had been exhausted. An example is given below.

Coxwold Parish Council reported that following guidance from NYCC Highways and North Yorkshire Police it had actively introduced measures to reduce the speed of traffic passing through the village. This has involved:

- 1) The improvement of road marking and signage by Highways.
- 2) The improvement of approaches to the village by planting, verge maintenance, hedge trimming etc.
- 3) A trial with village gates placed close to speed restriction signs.
- 4) The purchase and extensive use of a speed gun. Traffic speed was been monitored for 2x12 week periods; data analysed and reported to the Police and the registration numbers of vehicles in excess of 45mph reported.

The Police also actioned the regular attendance of one of its Motorcycle Radar Officers.

In spite of all of this, Coxwold Parish Council reports that local residents have seen little, if any, moderation in traffic speed. Commuter and 'rat run' vehicles amplify a worsening situation.

Coxwold Parish Council is of the firm view that the only viable option left is to purchase and maintain a VAS.

There was a preference for VAS over SIDs because the former is supported by NYCC and the DfT.

Some parishes said that they preferred the existing Temporary VAS current scheme of leasing a sign for a set period; others did not. Those preferring to purchase and maintain VAS gave the reason that the six weeks rotation is not long enough to deter drivers from regularly speeding through the local area.

A number of parishes stated that they would like to have the ability to have their own choice of sign.

Of those parishes replying that they would not consider purchasing and maintaining a VAS, this was often due to the cost being seen to be prohibitive. For a minority of others it was because speeding was not considered to be a problem in the local area. Some parishes felt that it should be the responsibility of the County Council to fund the signs to avoid 'double taxation'. A small minority of parishes also thought that a VAS would not be effective in that drivers quickly become inured to the sign and so would ignore it. There were also concerns that in National Park/AONB areas the VAS would add to the existing array of street furniture.

There was a 50/50 split between those that they would consider purchasing and maintaining a SID and those that would not. Some parishes were concerned that SIDs could be used by some motorists as competitive targets

to beat. However SIDs can be programmed to not show a motorist's speed above a certain level. Again cost was a determining factor as to why some parishes would not be willing in principle to purchase and maintain a SID - though others noted that it could be a more financially viable option than a VAS. A common reason expressed by those parishes not willing to purchase and maintain a SID was that such devices are not prescribed in the Traffic Signs Regulations and General Directions 2016 (TSRGD 2016) and so cannot be used for enforcement purposes. Some parishes willing in principle to purchase and maintain a SID said that they would like to have the ability to have their own choice of sign.

Parishes were asked whether they would be willing to be responsible for moving the VAS or SID at intervals prescribed by the County Council. 49% said they would and 51% said they would not. In the case of the latter, reasons given were that the parish did not have enough manpower to do so or they believed the sign should be installed in a fixed place. For others they would require more detail including the timescales and complexity of the job before they could commit to doing so. Concerns were also expressed that the cost might prevent rotation being an option. Others acknowledged the need for the sign to be seen at irregular intervals in order to be effective.

If parishes shared a VAS or SID with neighbouring parishes it would reduce the costs to each. By a narrow margin (52% against 48%) of parishes that responded would consider doing this. Some said they would need more details about the frequency of rotation; others said that they would expect its exclusive use and wanted to have control over its deployment. Some parishes reported that they believed it would still be cost prohibitive to purchase and maintain a VAS or SID even if shared with neighbouring parishes.

The majority of parishes were aware of Community Speedwatch but felt that the scheme did not provide a long-term solution to addressing speeding concerns in their area and that enforcement was more effective. A number of parishes also reported that they had not taken up the scheme because they did not have enough volunteers and were worried that it could be seen as divisive in the local community and in some instances result in attacks from motorists. A minority of parishes were not aware of Community Speedwatch but stated in their response that they are now going to look into it.

Conclusion

The results of the parish survey show that there is support amongst parishes for them to be able to purchase and maintain VAS but not to an overwhelming degree that would be impossible for NYCC to manage. Opinion was split 50/50 with regards to purchasing and maintaining SIDs; this was chiefly in recognition that SIDs are not prescribed in the TSRGD 2016 and cannot be used for enforcement purposes. There is a high level of awareness about the Community Speedwatch scheme but a number of respondents remarked that their parish does not see the scheme as a long term solution.

Issues to consider

3.1 Evidence of need

It is clear from our consultation with parishes that there is a proven public concern about speeding in many areas of the county – substantially more than the existing Temporary VAS local scheme can accommodate. The response rate to the survey was relatively high when compared with other NYCC consultations with parishes on other council matters and can be considered to be statistically significant. There is also anecdotal evidence from County Councillors that speeding motorists and motorcyclists is one of the most common issues that local residents raise with them. Parishes such as Coxwold Parish Council report that they have tried a range of interventions to reduce speeding in their local area but they have not seemed to have worked.

3.2 Proliferation

Whilst the response rate to the survey was relatively high, the responses also showed that many parishes, for the reasons cited in section 2.2 of this report, would not wish to purchase and maintain a VAS. Out of a total of 587 parishes that could have responded to the survey, 75 parishes said that in principle they would consider purchasing and maintaining a VAS and 65 parishes said that in principle they would consider purchasing and maintaining a SID. Of course this number could increase once details are known about the exact costings and once the signs are introduced in new areas, sparking greater interest from other parishes. However we do not feel that there will be a proliferation of signs especially in light of the cost and if NYCC provides a clear steer to parishes on the requirements of the scheme. The results of the consultation with local authorities show the importance of putting in place clear guidelines and protocols.

3.3 Design type and use of an approved provider/s

We recognise the importance of providing consistency of design across the county and for this reason believe that NYCC should rule out devices being supplied to parishes that are not prescribed in the TSRGD 2016. This includes Speed Indicator Devices and the use of emojis (smiley/sad face symbols). A number of devices though have a function to disable the sign from displaying emojis and so should not necessarily be discounted. By having consistency of design across the county it could mean that motorists are more likely to see the VAS as 'official' and thereby take more notice of them.

The consultation with other local authorities shows that a number do specify a particular design and supplier to be used. Furthermore some local authorities initially purchase the signs on behalf of a parish and the parish then pays the local authority. This helps ensure economies of scale and provides the local authority with greater control regarding the type of device to be deployed. It

also benefits parishes from a cost point of view as they do not have to pay VAT.

It makes sense for parishes to be given an option for the VAS to be able to record speed data. This could also help build upon NYCC's existing knowledge of areas with actual speeding problems. We note that currently only the Permanent VAS in the county do this and not the Temporary VAS. Parishes responding to our consultation preferred the use of VAS over SIDs partly because the data could be used for enforcement purposes. This therefore needs to be followed through and a supplier used that can provide recording equipment. This would increase the cost of the device though and so not all parishes might want to purchase a VAS with this function.

Consideration might need to be given to providing smaller signs in National Parks and AONBs in order to ensure that they are not as obtrusive (a point raised by some parishes responding to our consultation). This could mean the use of two design types in existence in the county. However this would need to be balanced against reasons of cost. Having one design, particularly if ordered from one supplier, would in all likelihood create greater economies of scale and thereby reduce the unit cost to all parishes wishing to participate in the proposed new scheme.

Our consultation with other local authorities shows that the cost of the sign (VAS or SID) can vary quite widely depending upon model type (including what additional equipment it includes such as recording speed data); installation costs (including cabling and ducting in those instances where a sign needs to be connected to a power supply i.e. in areas where there is a constant flow of traffic); and length of warranty. Sometimes the higher the unit cost the more generous the length of the free warranty period.

Some suppliers will offer a more reliable service and longer warranty, although this is reflected in the cost. There is a need to use a company with a good reliability track record, as some of the other local authorities that responded to our survey pointed out. VAS which break down or quickly reach the end of their life will be a false economy.

3.4 Rotation and locations to be used

The parish survey showed that for the majority of parishes moving the signs between locations could be problematic for the reasons cited in section 2.2 of this report. Consequently this would rule out a number of parishes from purchasing and maintaining VAS (or SIDs).

This finding should not necessarily mean that NYCC rules out prescribing that the VAS should be rotated on a frequent basis. The survey of other local authorities shows that some do insist on rotation due to the recognition that road users become complacent about the signs if they see them on a regular basis in one location.

NYCC though needs to be realistic about the number of weeks that VAS should and can be rotated by parishes and the distance range that signs could be moved to. To this end we do not feel that there should be a requirement placed on parishes to only be able to purchase a sign if a group of parish councils agree to rotate a sign/s i.e. across a wider geographic area than a single parish. Understandably, as some parishes reported, if they purchased the sign they would like to have exclusive use of it. Also in a neighbouring parish there might not be the same issue of speeding – perceived or actual. It might not always be practical for a parish to move a sign to another site and so another option would be for a parish to remove and store the sign for a number of weeks before reinstalling it at the same site.

NYCC should give consideration as to whether it is practical for VAS purchased and maintained by parishes to be moved on a six weekly basis as is currently the case with the Temporary VAS loan scheme, or even to insist on rotation. This is because this responsibility would inevitably need to rest with parishes and not the County Council due to the ongoing resourcing issues involved. Other factors to consider when determining the rotation period is that the more frequently that the signs are moved from one site to another or put into storage and then reinstalled, the greater the risk of maintenance problems occurring due to them being damaged in transit. Some of the local authorities that we surveyed, Cumbria County Council for example, also pointed out that from a practical point of view it is difficult for the local authority to check whether the signs are being rotated as agreed. This has to be a consideration for us as England's largest county. However if the rotation period was longer than six weeks this would provide NYCC with more time to check that the signs are being rotated. A formal agreement with the parish concerned would need to specify the rotation period.

Another more practical option could be for parish councils to be required to display the sign in 'stealth mode' for a number of weeks rather than having to move the sign from a site. This would also mitigate the risks involved with removing and re-installing the signs and be less onerous for parishes.

NYCC as the Highways Authority should have the final say in where the VAS are located, and much of what guides the siting of Temporary VAS under the existing Temporary VAS loan scheme should be carried over. For instance there must be a suitable, safe location to erect the sign. NYCC would also need to be consulted to ascertain that the proposed location will allow safe working conditions for parish representatives and other nominated persons when attending the speed sign. Also as with the Temporary VAS loan scheme, consideration would need to be given to nearby homes and businesses when finding a suitable location for the sign, as the light emitted from the signs can sometimes be intrusive.

3.5 Ongoing maintenance costs over and above the initial purchase costs – the level of commitment of parish councils to paying for and arranging the maintenance of signs.

Only those parishes that were prepared to fund the ongoing maintenance costs beyond the initial warranty period (either by paying direct to the supplier or via NYCC by a commuted sum) would be eligible to purchase a VAS. NYCC cannot be expected to fund the ongoing maintenance costs for parishes participating in the scheme or to pay for the removal costs for signs that are no longer working. Our road safety budget is stretched and we are not required to provide VAS (or SIDs). The survey of other local authorities shows that some allow parishes to pay a commuted sum (a contribution towards the future maintenance of the asset) to the local authority to pay for energy maintenance and decommissioning of the signs. This could be an option for NYCC to explore.

An NYCC-parish agreement would need to clearly state that when a VAS reaches the end of its working life or develops a temporary fault, the parish would be responsible for its removal until the repair had been fixed or the sign disposed of by the parish. Parishes would need to be aware that failure to do so could lead them open to claims being made against them by the general public.

3.6 Liability/insurance implications for parish councils and the County Council.

Insurance options would need to be looked into and advice given to parishes wishing to purchase and maintain VAS and this would be particularly important if NYCC decided that parishes should rotate/remove the signs at timely intervals. A number of local authorities responding to our survey stipulated that parish councils have to have £5m public liability insurance in place in order to participate in their schemes.

Durham County Council does not allow anyone other than trained highway staff to rotate VAS due to health and safety criteria relating to working in the live carriageway. Consequently Durham County Council took the decision to proceed with providing parishes with fixed units only.

3.7 Resourcing requirements for the County Council in relation to providing advice to parish councils, and enforcement, regarding the siting of VAS on the public highway.

NYCC Highways Officers would need to assess the proposed sites for the parish-owned VAS, as is currently the case under the Temporary VAS loan scheme. Time would need to be spent on providing advice and guidance to parishes and also training in rotating the signs. We would expect the supplier though to be able to provide advice directly to parishes on how the VAS worked.

A formal agreement would need to be drawn up with regards to the siting of the VAS.

3.8 The scope for the County Council to extend the temporary VAS scheme to include more parish councils.

Our consultation with parishes showed that some prefer the existing Temporary VAS loan scheme but more would prefer to purchase their own signs.

Other local authorities by enabling their parishes to purchase and maintain a VAS, provide the opportunity for more parishes with speeding concerns to feel that they can do something positive for their local area. In North Yorkshire under the existing temporary VAS loan scheme, NYCC is not able to meet demand as evidenced by the results of the consultation with parishes. Due to the fact that NYCC's road safety budget is stretched it does not have the option to extend the temporary VAS loan scheme to meet this demand. There are also ongoing resourcing implications for NYCC in relation to moving and maintaining the existing batch of signs.

To continue to operate the Temporary VAS loan scheme and the proposed new scheme of allowing parishes to purchase and maintain VAS would be more resource-intensive for the County Council. It would involve moving and maintaining the existing batch of Temporary VAS at the same time as providing guidance and assistance to parish councils choosing to purchase and maintain the signs.

If a choice has to be made we favour the option of providing parishes with the facility to purchase and maintain VAS over the existing Temporary VAS loan scheme. This is because more parishes would be able to benefit. However it has to be borne in mind that for those parishes on limited resources (manpower and finances) that are subscribed to the current temporary VAS programme, they may not be able to afford to purchase and maintain a VAS. An option though could be to sell off the current signs at their second-hand value.

The introduction of the new scheme provides an opportunity for NYCC to look at its overall VAS policy. Instead of having a separate protocol for Permanent VAS and a separate protocol for Temporary VAS, consideration should be given to having one protocol for VAS. This would be easier for the public to understand. We feel however that there is an ongoing need for NYCC to fund and maintain Permanent VAS at sites which suffer from a poor, speed related, accident record. This is because parishes in those areas might not wish or be able to afford to purchase and maintain their own VAS. The existing Permanent VAS remain in the ownership of NYCC throughout their effective life and responsibility for deployment and maintenance rests with NYCC. As they are purchased, owned and erected by NYCC, the Council's activity in this respect is covered by its own insurance.

Recommendations

- **Recommendation 1: That the current Temporary VAS protocol be changed to allow parishes to purchase and maintain Vehicle Activated Speed Signs subject to conditions prescribed by North Yorkshire County Council including but not limited to the siting and removal of signs and type of sign and supplier to be used.**
- **Recommendation 2: That consideration be given by the Executive to ending the Temporary VAS loan scheme following the end of its current contract period.**
- **Recommendation 3: That North Yorkshire County Council continues to provide and fund Permanent VAS in locations that suffer from a poor, speed-related, accident record.**

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Glossary

SMP	Speed Management Protocol
VAS	Vehicle Activated Signs
CSW	Community Speed Watch
SID	Speed Indicator Device
NYCC	North Yorkshire County Council

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Other shire council policies: vehicle activated speed signs

Authority	Policy	Issues	Cost
<p>Bucks CC</p>	<p>Bucks CC has a policy to cover permanent VAS and moveable VAS. https://www.buckscc.gov.uk/services/transport-and-roads/road-safety/vehicle-activated-signs/vehicle-activate-signs-vas/ https://www.buckscc.gov.uk/services/transport-and-roads/road-safety/vehicle-activated-signs/mobile-vehicle-activated-sign-mvas/</p> <p>Bucks CC's VAS policy is and always has been stringent, based on avoiding the over-use of this useful speed reduction tool and watering down the effectiveness of them if the County Council agreed to every request. A permanent VAS would only be approved and installed if the location met the criteria based on casualty collisions or speed.</p> <p>Moveable VAS is less stringent and was introduced as a 'self-help' initiative for parish/town council volunteers to purchase and move around themselves.</p> <p>Requests from parishes do not have to meet a speed or collision criteria, but they do have to provide Bucks CC with a plan of their intended sites, confirm they have £5m public liability insurance and have carried out and will adhere to a risk assessment.</p> <p>Bucks CC did have a SID (Speed Indicator Device) initiative but have recently removed it due</p>	<p>Parishes procure and arrange installation themselves. This can cause some issues as some parish councils want to purchase signs with smiley faces, thank you messages etc, both of which are not included in the TSRGD regulations. Bucks CC does not therefore agree to the use of them. However there is a risk that they are used.</p> <p>Some MVAS are not getting moved as they should do, because volunteers have become tired after the initial excitement of them and they therefore fall into the unofficial VAS / sign clutter bracket.</p>	<p>No costs available. Parishes purchase and maintain the MVAS. They have the option of using a range of suppliers.</p>

Authority	Policy	Issues	Cost
	to lack of interest. It was hired out for £100 for a two week period but has been superseded by the use of MVAS and also Speedwatch.		
Cambs CC	<p>It is recommended that VAS are only deployed if it is clear that the problem cannot be remedied by changing the environment, therefore VAS will only be permitted at accident cluster sites where there is a record of personal injury accidents for which excessive speed is considered to be a contributory factor and engineering measures have not resolved the problem.</p> <p>The trigger speed for sites is an 85th percentile speed above ACPO limits (Association of Chief Policy Officers), i.e. 15% of drivers would be exceeding ACPO levels (= speed limit +10% +2mph). Without a recognised speed problem there is little benefit in reinforcing the speed limit.</p> <p>Where a VAS is installed on the highway the sponsor must also provide funding for a commuted sum to cover its future maintenance, usually we limit this to 25 years.</p> <p>If a VAS sign is adopted by the Highway Authority it will be maintained throughout its working life. Replacement due to failure and not being economical to repair will need to be third party funded.</p> <p>To reduce the funds required by communities we are promoting in place of main operated units, the use of Moveable Vehicle Activated Signs or Speed</p>	No issues highlighted.	<p>The purchase cost of the device ranges from £2,500 - £4,000 depending on what additional equipment is needed to go with it (recording data, additional mounting clips etc)</p> <p>Permanent signs require a commuted sum to cover 25 years of future maintenance.</p> <p>Replacement of failed signs is the responsibility of the Parish Council.</p> <p>Mobile VAS requires the manufacturer to be paid an annual service charge. No commuted sum is to be paid.</p>

Authority	Policy	Issues	Cost
	<p>Indicator Devices which removes the need for solar panels or expensive mains power supplies. The sponsor would need to recharge the battery and may need to pay the manufacturer a small annual service charge. These signs are cheaper than the traditional ones and we currently do not require a commuted sum to be paid.</p> <p>Moveable Vehicle Activated Signs (MVAS) MVAS are temporary and will not be in operation at any one site for more than one month. MVAS sites will be determined by the Local Highway Authority after consideration of the following factors:</p> <ul style="list-style-type: none"> • The criteria for a VAS are not met • Evidence of inappropriate speed • Evidence of Parish/Town/City Council support for public concern over vehicle speeds and willingness to operate a volunteer MVAS relocation scheme <p>Speed Indicator Devices (SIDs) SIDs are temporary and will not be in operation at any one site for more than one month. SIDs sites will be determined by the Local Highway Authority after consideration of the following factors:</p> <ul style="list-style-type: none"> • The criteria for a VAS are not met • Evidence of inappropriate speed • Evidence of Parish/Town/City Council support for public concern over vehicle speeds and willingness to operate a volunteer SID relocation scheme 		

Authority	Policy	Issues	Cost
Cumbria CC	<p>Cumbria Road Safety Partnership (CRSP) operate a Speed Indicator Device Policy, which states: <u>To be effective they need to be placed as per the following guidance:</u></p> <ul style="list-style-type: none"> • At or near sites where the speed limit changes, particularly at the beginning of 20mph limits/zones. • At sites on relatively straight roads, not obscured by vegetation and away from junctions and pedestrian crossings. • At sites where a public concern over vehicle speeds exists. • At sites where the SID can detect vehicle speeds at around 100m before the vehicle reaches the sign. This gives the driver sufficient time to react to the sign, but is short enough to be obvious to the driver that they are the one who has activated the sign. • SIDs should remain at each site for at least two weeks and no longer than three weeks. • There should be a reasonable period before the SID is returned to a particular site so that drivers will have forgotten about the previous installation <p><u>Policy</u></p> <ol style="list-style-type: none"> 1. The CRSP will have available to them a minimum of 6 lightweight SIDs which the Police will place and are mounted on posts. 2. The use of a SID will be approved by CRASH and the Police shall keep records of their use. 3. The maintenance and replacement of SIDs shall be funded by the arisings of the 	Cumbria CC relies on Parish Councils following the policy, however due to the size of the county and number of PCs it is difficult to keep track of what goes on locally.	No costs supplied.

Authority	Policy	Issues	Cost
	NDORS scheme.		
Dorset CC	<p>Dorset County Council has a policy in place whereby parish councils, or approved resident groups can sign up to the County Council's community SID (Speed Indicator Device) programme. There would still need to be a speed problem at the proposed location, if authorisation is to be agreed, and a suitable location identified to safely deploy the SID.</p> <p>A service level agreement is signed off and appropriate risk assessments completed.</p> <p>The policy is set out below:</p> <ul style="list-style-type: none"> • SID is a temporary vehicle activated illuminated sign. • In order to ensure the SID programme remains consistent, local communities can only purchase (make /model) SIDs approved by Dorset County Council. • SIDs should not be deployed permanently. but as directed by Dorset County Council as the Highway Authority. • SIDs should only display vehicle speeds, not other messages such as smiley faces. • The parameters for the SID speed display should be limited to the speed limit and above. Ideal setting on a 30mph road: 	Dorset CC is currently receiving unprecedented interest in the community SID programme, the scheme has been running for over 10 years.	<p>The cost of a basic SID is around £2,225 exc. VAT. An initial speed survey is required and this can cost up to £250 if existing speed data is not already available.</p> <p>Cost for installing a SID post is between £250 & £300.</p> <p>The SID is entirely the responsibility of the parish council, including ongoing maintenance costs after the warranty period has expired.</p>

Authority	Policy	Issues	Cost
	<p>Display to activate at 32 MPH up to 45MPH, subject to site conditions.</p> <ul style="list-style-type: none"> • SIDs can only be deployed at locations approved and assessed by Dorset County Council that meet the required speed criteria. • Local communities deploying their own SID should do so in accordance with Dorset County Council operational guidance. • Local communities deploying their own SIDs must keep Dorset County Council informed on deployment periods. This should include location, time deployed and dates. 		
Durham CC	<p>Durham operate two systems:</p> <ol style="list-style-type: none"> 1) A Council funded rotation programme whereby we use VAS units that display 'YOUR SPEED' These units are battery operated and moved around the County from one sign post to another using Street Lighting Team with a hoist. Depending upon how many hits the units take the battery life typically lasts from 1 week to 2 weeks max. They set the units with a 'top end max speed' therefore for a 30 speed limit we set the unit not to trigger beyond 46mph. The reason for this is to prevent young drivers trying to achieve a badge of honour for the top speed. These units will only be used on sites which are problematic in terms of 	<p>For the signs that are rotated:</p> <ul style="list-style-type: none"> • Battery life can be a problem in winter as the cold drains the batteries quicker. • The Council's rotation programme has been full to capacity for a number of years and they have no scope to increase the number of sites due to budgetary pressures. • Durham don't allow individuals to provide and rotate units due to Health and Safety, lifting units, working in live carriageway etc. <p>Fixed signs: There is research from TrL and Transport for London that fixed units lack credibility over time</p>	<p>Should the practicalities of deployment be supported then funding would have to be secured through external funding such as AAP's or Town/Parish Council etc. The initial capital investment for a speedvisor which includes the purchase cost,</p>

Authority	Policy	Issues	Cost
	<p>speed and therefore must have Police support. Typically the Police will only support the use if there are 15%+ of motorists over their prosecution threshold (30mph speed limit = 35mph threshold : 40mph speed limit = 46mph) The positioning of the units is also agreed with the Police and are there to be a 'reminder' to motorists of the speed limit and not used as a terminal speed limit sign or placed close to terminal signs. The Police will when resources allow target locations where the units are in operation sitting down the road from the units, this also helps keep the credibility of the units going in the drivers mind. Durham operates 2 units in each of the former District Council areas with approx. 20 to 30 sites in each District. They have spare batteries that are on charge ready for changeover of rotation.</p> <p>2) The second system allows Town/Parish Council's, Councillors etc. to install fixed units, but these are the ones that display the speed limit as a reminder rather than the actual YOUR SPEED. Again, the County Council would only provide the units with Police support based upon enforcement thresholds. They operate a 'commuted sum' covering maintenance / replacement etc. They also have problems with solar panel units. These units do not have the capability to store data otherwise they are continually getting requests to</p>	<p>as motorists become accustomed to ignoring the signs. However, Durham County Council took the decision to proceed with fixed units providing there was no cost to DCC.</p>	<p>installation cost inc cabling, ducting, reinstatements, commissioning and a Northern Power Grid Metered Supply & Feed Pillar and design costs, is an Initial Capital Cost of £7500 (although this figure may vary subject to unit type, location, proximity/type of power supply).</p> <p>In addition to the Capital Cost a 'Committed Sum' is required based upon a 8 year lifespan of the speedvisor which includes energy, maintenance, decommissioning at end of cycle - the Revenue Cost/ Committed Sum is approx. £3100.</p>

Authority	Policy	Issues	Cost
	provide information on traffic speeds.		
East Riding Council	<p>East Riding Council has two types of vehicle activated signs, the TSRGD compliant ones which go in only as part of a Local Safety Scheme where there is a casualty reduction benefit (so East Riding Council will fund it) and the temporary smiley speed indicator type which are deployed through East Riding Council's speed management procedure. With the latter, sites are rated using casualty data and speed counts and only those scoring above a certain level get the temporary signs. The Council allows parishes to rent the signs for a month if they don't score high enough.</p>	<p>East Riding Council did try allowing parishes to pay for TSRGD vehicle activated signs a few years ago. However it found that it was a lot of work for signs which were not really justified in the first place because if they were East Riding Council would be putting them in. If North Yorkshire County Council goes down that route, learning from East Riding's experience, NYCC will need to be very prescriptive on suppliers, maintenance costs, life of sign and replacement costs, etc. The process will have to be controlled as with any body wishing to pay for plant in the highway.</p>	
Lincolnshire CC	<p>Lincolnshire Road Safety Partnership (LRSP: Lincs Police/Lincs CC/East Midlands Ambulance Service, Highways England and Lincs Fire & Rescue) has an initiative called Community Speed Watch whereby parishes purchase their own signs following some form filling and checking by the Road Safety Team and street lighting colleagues. Signs can be SID's (Speed Indicator Devices) or plain passive type signs, as shown below.</p> <div data-bbox="483 1123 654 1369" data-label="Image"> </div> <p>Parishes are required to indemnify the County Council.</p> <p>The idea is that the signs are moved about the parish by parish reps and the SIDs are generally battery operated which usually lasts 4-6 weeks. They then have to take the</p>	<p>Studies have shown motorists do become complacent about signs they see on a regular basis, to the degree that after time many may ignore signs altogether. Therefore, a greater success will be obtained by not leaving any sign erected in any one place for too long a period. Communities are therefore encouraged to make best use of the easy portability of the scheme's warning Notices and move them on a relatively regular basis. LRSP recommends around 2 weeks but it is a condition of participation to the scheme that neither a Passive Notice nor SID is left in the same location for longer than 6 weeks. Under the same principle, Notices must not be re-erected at the same site before 3 weeks have elapsed.</p> <p>The scheme is flexible and communities can</p>	<p>Survey and approval, £40.00</p> <p>Passive Notices, constructed of 5mm thick Foamalux board, £10.00 each (30 mph and 40 mph versions available as appropriate). The Police & Crime Commissioner supplies 6 boards free to approved communities.</p>

Authority	Policy	Issues	Cost
	<p>sign down and recharge.</p> <p>(As of July 2016, having made it available to all communities, 146 parishes have taken it up and are operating the scheme. This is approximately a third of the county so far and more areas are applying to enter it on a weekly basis.)</p> <p>Both types of speed warnings, purchased and operated by communities, are attached to highways lamp posts in 30 mph and 40 mph speed limits. The speed Notices and SIDs are then moved around numerous sites within a community to ensure they are always fresh and impactful. The SID is mounted and secured on brackets which are permanently fixed to the lamp posts and can be easily moved from bracket to bracket. The Passive Notices are mounted using simple cable ties, also allowing easy movement between sites.</p> <p>Attaching anything to roadside furniture, such as a lamp post, requires the permission of the owner, this will normally be Lincs CC Highways Department or a District Council. The LRSP will provide a one-stop-shop to obtain these permissions.</p>	<p>purchase as many devices and brackets as they need, subject to obtaining prior approval to their proposed location. Smaller parishes or meetings can share the cost and usage with neighbouring communities if they so wish.</p> <p>The light columns accepted for use with the CSW scheme are all steel types. The lighting columns constructed of concrete are not suitable for use.</p> <p>Where street lights are fixed to electricity or BT poles, the pole belongs to the respective company, therefore it will be up to each Parish/Meeting/Town Council to seek a separate agreement with the owner should they wish to do so. If notices are installed on wooden poles with no consent, parish councils do so at their own risk.</p>	<p>Speed Indicating Devices, Unipart DF11 with CSW scheme fascia and mains charger. Current costs are:</p> <p>i) Data recording version with Bluetooth download facility, £2038 excl. VAT</p> <p>ii) Basic version (no data recording), £1693 excl. VAT</p> <p>Each DF11 unit has 1 mounting plate and fixings included, additional plates with fixings cost £57 each.</p> <p>The manufacturer of the DF11 unit, Unipart Dorman, can offer communities an optional service to fix the DF11 mounting plates and a service deal for consideration. The cost varies for</p>

Authority	Policy	Issues	Cost
			these services.
<p>Norfolk CC</p>	<p>Norfolk offers up SAM2 devices (post mounted mobile Speed Awareness Message that shows the speed of the vehicle and 'Slow Down' underneath when appropriate) as part of the Parish Partnership scheme, in which the parish councils bid for 50% of costs of minor schemes within their area. There are currently 180 SAM2 devices in the county with a further 49 bids for 2018/19.</p> <p>If successful the County Council will provide 50% of the costs, but the ownership, maintenance and liabilities lie with the parish council concerned. Parish councils can agree to share the sign between neighbouring parishes to reduce the cost. The signs are supplied by Westcotec http://www.westcotec.co.uk - with the locations being agreed with the local Highways Engineer and covered by a Service Level Agreement. The parish is required to move the sign every four weeks.</p> <p>Parish councils also have the option to 'purchase' permanent VAS under certain circumstances.</p> <p>Norfolk CC also offer to parish councils part-time 20mph signs with flashing warning lights, outside schools. The County Council trialled these in 2008/9, and generally had a favourable community response, with some moderate reductions in average speeds during peak times. Whilst the County Council supports the aspiration to have part-time 20mph speed limits outside each school in Norfolk, to do this would be cost prohibitive and</p>	<p>With regards to SAM2 devices, the question of proliferation [regarding drivers becoming inured to them] is an interesting one. Whilst most parishes have one (or two) the fact that they are moved every four weeks does reduce that effect. Norfolk CC is comfortable enough to be offering the Parish Partnership scheme for another year.</p> <p>Full details of the scheme can be found at this link https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/parish-partnerships-scheme</p> <p>Norfolk CC has found that the SAM2 scheme has been well received by parish councils.</p> <p>Permanent VAS is also included in the Parish Partnership Scheme. However, where possible Norfolk CC is trying to steer parishes away from VAS as the Council's Network Safety Team is of the opinion that an over use of VAS does lead to these being ignored. Any bids received from parishes are passed to the Council's Network Safety and Sustainability Engineer for his views. The Council has had instances of a parish council bidding for more than one which if allowed at all would normally be for just one VAS. Norfolk CC would then go back to the parish with its reasons. In the example below the parish bid was for a permanent VAS on the Southbound approach to</p>	<p>The unit cost for a SAM2 device is between £4,000 and £5,000 using Norfolk CC's preferred supplier: Westcotec.</p> <p>The parish council owns the unit and assumes responsibility for future maintenance.</p> <p>Permanent VAS must be purchased from Norfolk CC's specialist sub-contractor Amey. For a single sign, typical costs range from £6,000 (if an existing power supply is readily available) to £6,500 (if a solar powered supply is needed). The costs include a commuted sum [a</p>

Authority	Policy	Issues	Cost
	<p>is therefore not achievable at this time. Since first offering these as part of the Parish Partnership scheme the Council has had bids for 39 with a further 4 bids for 18/19. The parish's 50% contribution does not always come from the parish.</p>	<p>the parish: "I have had a look at the 5 year accident record through Swardeston and none have been recorded in the last 5 years. However, I have a traffic speed survey from July 2013 that indicates speed limit compliance is not as good as we would expect and driver awareness raising measures may be of benefit. I would therefore support Swardeston Parish council's request for a single northbound VAS ".</p> <p>Norfolk CC will also go back to a parish as to the reason why it will not allow a VAS but would support a SAM2. Example below the Parish accepted the decision and amended their application to a SAM2: "I have no recorded injury accidents within Alburgh in the last 3 years. Furthermore, the Main Street is relatively narrow with curving alignment to the north and used predominantly by local drivers. Therefore I do not support the provision of a permanent VAS to the north of the village. However, I would be happy to support an application for SAM2."</p> <p>The location of the VAS is determined by the Network Safety and Sustainability Engineer.</p>	<p>contribution towards the future maintenance of the asset] to cover the maintenance and energy etc. for 10 years. The parish contribution in total would be around £3,000 to £3,250. Norfolk CC then needs to agree a suitable and safe location with the parish council.</p> <p>VAS are purchased through Norfolk County Council and remain the property of Norfolk County Council</p>
<p>Northamptonshire CC</p>	<p>Northamptonshire allow Parish Council's to purchase their own Vehicle Activated Signs from an</p>	<p>No issues highlighted.</p>	<p>No costs provided.</p>

Authority	Policy	Issues	Cost
	<p>approved list of suppliers. This would be subject to the Parish Council obtaining a Section 50 licence (NRSWA) to have private apparatus erected within the highway, and the location agreed by the County Council. The Section 50 licence is conditional that the Parish Council have £5m public liability insurance for the device.</p>		<p>The part-time advisory 20mph signs with flashing warning lights outside schools must be purchased from the County Council's specialist sub-contractor Amey.</p>
<p>Northumberland CC</p>	<p>At present if a parish council asks for assistance a highways officer goes out to assess the area and to recommend a location for siting of a VAS or a SID, bearing in mind road safety factors such as needing to be seen for 100mtrs, not near to traffic calming or traffic lights etc. Joint agreement is then reached.</p> <p>Northumberland CC limits the number of suppliers that can be used to purchase the signs (SIDs or VAS). SIDs are devices which register the speed of the vehicle and can display messages (alpha-numeric signs). A SID in essence displays the speed that is on a car's dashboard.</p> <p>Once a location has been agreed the County Council contacts three suppliers for a quote (typically Westcotech, Unipart and Swarco). Site location plans are provided alongside a recommendation for what type of power should be used for the sign based upon existing traffic survey data. A Section 50 NRSWA agreement is signed by the Parish Clerk or Chair of the Parish Council</p>	<p>There has been no policy in place (a policy is being drafted). The absence of a policy has meant that Northumberland CC is playing catch-up with signs having in the past appeared on <i>an ad hoc</i> basis. From 2012 parish councils applied pressure to their County Councillor to purchase signs for them (using the County Council's Highways Small Scheme budget).</p> <p>Whilst parishes have agreed to rotate the signs in practice this rarely happens. This is probably due to parish councils not realising how large a task it would be to rotate signs (e.g. needing to employ a person to do this) the signs have remained in their initial positions. The message from Northumberland CC is not to assume that the parish council will rotate the signs. To guarantee that the signs are rotated it makes sense for the County Council to undertake to do this.</p> <p>Parishes much prefer SIDs rather than VAS, although from Northumberland CC's/DfT's point of view VAS are preferable. SIDs are not supported</p>	<p>Cost varies depending upon whether a SID or a VAS and depending upon the location/amount of through-traffic. I.e. whether the sign can be solar-powered, battery powered or needs to be connected to a power supply (areas with higher levels of traffic). Signs located in windy rural areas will require a thicker post than those located on more sheltered urban streets.</p>

Authority	Policy	Issues	Cost
	<p>to agree that the parish council will be liable for future maintenance costs (the County Council's Small Schemes Highways budget only covers capital costs and so the County Council cannot pay for repairs). The supplier of the sign installs the sign and in advance the County Council (Direct Labour Force) installs the post, using the correct width to cope with the local weather conditions (114mm in exposed areas to 76-78mm in sheltered urban areas). The County Council puts the costs through its budget so that the parish council does not have to pay VAT.</p> <p>In relation to VAS signs, Northumberland County Council uses the company Westcotech. The VAS is able to display the speed limit and also display warning signs such as a school sign/slow down – acting as an additional speed calming measure. There have been no requests from parishes for VAS in recent times.</p> <p>Northumberland County Council intends for VAS to be displayed permanently at a specific site (and therefore not rotated).</p>	<p>by the DfT in contrast to VAS (see <i>October 2017 communication from the Dft - regarding SID signs</i>). SIDs are not found in traffic regulations. Northumberland CC is against SIDs which have emojis (smiley or sad face symbols). Where a sign has been displaying emojis, the Council has asked parish councils to re-programme their SIDs to be in alpha-numeric mode. The DfT does not support signs displaying emojis. The DfT supports VAS because they display speeds in a roundel form which is augmenting the terminal speed signs, refreshing the driver's awareness of the speed limit. Also VAS are only triggered if a driver is doing in excess of the speed limit for that particular location. Northumberland CC arranges with the supplier of SIDs to limit the registering of speed limits above 15mph the actual speed limit (i.e. 45mph in a 30mph zone). This is in order to discourage 'boy racers' from trying to see how high they can get the SID to register their speed. Similarly SIDs are programmed not to register speeds below the speed limit.</p> <p>There is a need to use a company with a good reliability track record. Some companies provide an option to take out a five year warranty. This can be quite costly. Westcotech offer a free 6 year warranty, although the unit cost is higher.</p> <p>To reduce purchase costs some County Councils use only one company and one design with a 'promise' of a bulk buy (Leicestershire CC does this).</p>	

Authority	Policy	Issues	Cost
		<p>A lot of SIDs/VAS can operate in 'stealth mode' which means that they can be turned on or off to get a direct comparison of speeds when there is no sign displaying and when there is. They can also data log all traffic speeds. They can be connected to Bluetooth which means that the information can be downloaded and passed on to the police/camera partnership</p> <p>The look of the sign needs to be considered especially if in AONB and SSSIs, i.e. SIDs constantly register the speed of every driver passing and so this means that they are on all the time. Signs which display amber numbers are useful in congested areas as you cannot have green and red flashing signs near to pedestrian crossings, otherwise it risks confusing drivers.</p> <p>A policy needs to ensure consistency of design and type. Northumberland CC has found that even within a single parish a couple of designs sometimes exist. In the east part of the county parishes are using the same supplier and in the west part of the county a different supplier is being used. This is likely due to neighbouring parishes wanting the same sign as a nearby parish that has already got a sign.</p>	
Notts CC	Notts CC does not allow parish councils to buy temporary interactive speed signs, but Notts CC operates a number in the north and south areas of the county that its contractor moves every 6-8 weeks around all areas. This is on a request led 'first come, first served' basis for each location.	The reason why Notts CC ask for parish councils to use a preferred supplier is because Notts CC is taking on the future maintenance as part of the price and would not want maintenance agreements with numerous sign companies, when it already has a contracted supplier. Also,	The cost of "purchasing" a sign is currently £8,680 which includes the cost of the sign, installation and ten

Authority	Policy	Issues	Cost
	<p>Notts CC also lets parish councils purchase permanent signs. Notts CC's policy statement is that it accepts that there are many locations where speeds are of concern but are not high enough to justify high priority. Where this is the case, parish councils are welcome to fund the installation of a sign themselves. By doing so, the assessment process can be bypassed. Notts CC does not currently offer to lease signs. Although the parish council is at liberty to purchase its own sign from a different supplier, it is preferable for Notts CC to do this on the parish council's behalf, firstly, so that Notts CC can ensure there is a suitable location for the sign, secondly, so that Notts CC can ensure that the sign is to the correct specification, and thirdly, because Notts CC has an existing contract with a supplier providing best value. Parish councils wishing to purchase VAS are recommended to follow this route because there have been instances of parish councils buying or being given signs that Notts CC has refused to install.</p>	<p>preventing a proliferation of different sign designs is probably useful too in keeping a consistent message to drivers and avoids 'sign envy' if one parish has signs that do more than one in a neighbouring parish. If they are Notts CC contractor's works, Notts CC is also in direct control of exactly where the sign is installed in case there are problems during the construction that need amendments.</p>	<p>years' maintenance. The price is currently subject to re-tendering though.</p>
<p>Shropshire Council</p>	<p>Parish councils can highlight 'sites of community concern' to Shropshire Council. If a need is identified by Shropshire Council a range of speed reduction/traffic calming measures are considered. Permanent VAS is one of the options. There are 114 permanent VAS in the county. If a permanent VAS is approved it remains the property of Shropshire Council. The installation and maintenance costs are funded by Shropshire Council.</p>	<p>The previous VAS Policy was introduced in 2009 and aimed to provide a process for assessing new requests.</p> <p>Parish councils were invited to apply for a VAS on a first come first serve basis. Speed surveys were carried out and funding allocations agreed based on speeds recorded.</p> <p>In addition to the sign costs of £2,300, the initial funding covered the installation and rotation of the</p>	<p>Total purchase and installation costs of permanent VAS (exc. ongoing maintenance costs) are between £2,500-£3,500 in total depending upon whether electrical work is</p>

Authority	Policy	Issues	Cost
		<p>VAS for a 12 month contract period averaging £1,300 per allocation. After 12 months, the contract could be extended for a further period or cancelled and the VAS would be recycled to a new location next on the priority list.</p> <p>The VAS unit was effectively rented to the town or parish and Shropshire Council remained the owner and was therefore liable for maintenance costs. The VAS were rotated but Shropshire Council found that this was leading to the signs being damaged e.g. in transit.</p> <p>A spate of thefts of solar panels placed an increased strain on the street lighting revenue maintenance budget.</p> <p>Shropshire Council carried out its own assessment of the effectiveness of VAS over a two month period, monitoring locations with a VAS unit installed and a comparison test with it removed. This revealed that very little reduction in speed had been achieved. Without the VAS in place, car mean speeds remained consistent at 30mph with a slight increase of 2mph for HGV vehicles. In addition, members of the public raised concerns that the VAS signs were ineffective. West Mercia Police raised their own concerns about the VAS policy. Their concern was that the signs were over used with no enforcement capability. This fact is common knowledge, meaning that the signs are invariably ignored. They mentioned that where a VAS had been installed in response to a genuine safety concern, its impact was somewhat diluted due to</p>	<p>required or if solar. The signs are approx. £1,500 (supplied by TWM) and need to be positioned on a pole of a minimum width of 89mm.</p> <p>Shropshire Council erects the poles through its contractor and then TWM install the signs.</p>

Authority	Policy	Issues	Cost
		<p>the common nature of these signs.</p> <p>Permanent VAS are now used. They are generally considered as only one of a number of tools to address speeding issues and are generally only deployed after other options e.g. road markings have been exhausted.</p>	
Somerset CC	<p>Somerset County Council currently has a dual system regarding the provision of SIDs which includes its own portable temporary speed indicator devices (SID) together with SIDs owned and operated by parish/town councils.</p> <p>The SIDs which are owned and operated by Somerset County Council are provided and operated on behalf of parish/town councils at specific locations which have been identified in conjunction with those councils as having a proven speed problem. Somerset CC operates a structured programme for this and parish councils receive a SID at these identified locations on a regular cyclical basis. The SID is installed and removed etc. by an employee of the county council and the subsequent data collected is analysed centrally at County Hall with the results/reports sent to the relevant parish council and other interested parties (police camera enforcement team; county councillor; Somerset Road Safety Group etc.).</p> <p>Parish Councils can also request additional SID locations at any time and Somerset CC carries out speed readings to see whether the location meets the current qualification criteria (which is that the</p>		<p>Somerset CC provides temporary SIDs at locations that meet the policy criteria free of charge, up to a maximum of two locations per parish or town council area. NB The current 'free' SID programme is however ending on 31st March 2018 and is being replaced by one in which participating parish/town councils will be asked to make a fixed contribution towards the costs of the SID provision. There is no obligation for</p>

Authority	Policy	Issues	Cost
	<p>85%ile speed must be equal to or exceed the posted speed limit +10%+3mph - i.e. 36mph in a 30mph speed limit). A location meeting this criteria may be added to the current SID programme depending on availability in the programme. Again there is no charge for this service.</p> <p>Some parish/town councils in Somerset have already purchased and operate their own SIDs and Somerset CC actively encourages and supports any parish councils wishing to pursue this option. These SIDs are installed by volunteers from the parish councils who have attended a relevant Chapter 8 training course enabling them to be accredited to work on the highway. SIDs are also subject to and in conjunction with a specific set of guidelines supplied by the county council.</p> <p>These guidelines include the type of SID that parish/town councils are able to use on the county's highway network (i.e. the display mode) and restrictions on the length of time that a SID can be installed at each individual location (two weeks) together with the period during which it cannot be reinstalled at the same location (two months). All SID locations are agreed in advance with the County Council and are subject to a risk assessment and site approval. Somerset CC also insists on the SIDs being insured and the parish/town council having adequate public liability and employee liability insurance as well as providing the appropriate PPE. Somerset CC does not charge for the support and advice relating</p>		<p>existing or other parish/town councils to join this scheme - it is purely voluntary. This change has become necessary because the current SID stock owned by the County Council is rapidly becoming obsolete and unreliable. The current financial position of the County Council means it is unable to meet the cost of the replacement SIDs required without a fixed contribution from participating parish/town councils. The contributions will therefore be used to fund the new SIDs.</p>

Authority	Policy	Issues	Cost
	to parish/town council operated SIDs.		
<p>Suffolk CC</p> <p>http://www.suffolkroadsafe.net/assets/Road-Safety-in-Suffolk/Speeding/TVAS/pdf/Working-together-to-reduce-speed-Jan-2018.pdf</p>	<p>Parish councils can purchase their own Speed Indicator Device (SID) with volunteers moving it from one predetermined site to another within 30mph restricted roads. Parish councils complete a Site Suitability Checklist to identify suitable sites for themselves. They then submit completed checklists to Suffolk CC to have the individual sites “signed off”. Once a short Agreement has been completed the parish council is then authorised to operate their SID at the approved sites. Suffolk CC wanted to ensure that SIDs are light-weight, easy to install and, if required, display speed data appropriately; they are meant for temporary use and to be moved from site to site.</p> <p>The parish council negotiates with the manufacturer to purchase a SID and mounting bracket.</p> <p>Suffolk CC will if necessary and free of charge, replace existing sign pole(s) to give correct operational height or install a separate new pole as required. For new poles the parish council will be given the option of a small repeater roundel or “Speed Kills” campaign poster mounted on the pole. N.B. using existing sign poles is preferred.</p> <p>The parish council is responsible for providing training for volunteers to move the SID, and to then commence operation.</p> <p>Parish councils cannot purchase VAS. Suffolk</p>	<p>It is early days yet, but on the whole, there seem to be few problems so far.</p>	<p>For SIDs prices vary considerably as a number of additional features are available such as red/green display, smiley/sad face, SLOW DOWN/ THANK YOU, speed data collection.</p>

Authority	Policy	Issues	Cost
	<p>County Council follows Department for Transport advice and guidance for traffic signs which includes VAS. Only Highway Authorities or other approved bodies are deemed responsible for signs on the Highway. Such guidance does not apply to Speed Indicator Devices (SIDs) as they are not classified as signs. Hence SIDs can be deployed where communities want to be proactive as long as they comply with the site suitability assessment. By specifying that communities can only operate SIDs also removes any confusion for responsibility for who is operating what on the Highway.</p> <p>If a Parish or Town Council is unable or unwilling to run a Community Speed Watch group or manage their own SID they can request inclusion in the County Council's TVAS (Temporary Vehicle Activated Speed signs) programme. Suffolk CC has a number of movable VAS which, when triggered, display the speed limit red roundel sign with "SLOW DOWN". These are deployed by the County Council's Contractor at each agreed site for two weeks, two or three times a year (hence "temporary"). In exactly the same way as for the Parish or Town Council owned SIDs, the community identify suitable sites and the parish council completes the Site Suitability Checklists and submit them to the County Council's Contractor for review. The same criteria apply as for the siting of SIDs except TVAS can also be used within 40 mph restrictions, whereas a SID cannot, for reasons of volunteer safety. If a site is suitable, inclusion in the TVAS deployment programme is at the discretion of the County</p>		

Authority	Policy	Issues	Cost
	<p>Council's Road Safety Manager. Priority will be given to sites when there is a record of traffic casualties associated with inappropriate speed. To avoid confusion and possible aborted visits, TVAS will not be deployed in close proximity to community operated SID sites.</p>		
<p>Surrey CC</p>	<p>Surrey CC's preference is to have fixed VAS though there are some mobile VAS previously purchased by parish council. About 600 VAS exist in the county. (Surrey CC reports that the issue with mobile VAS is that the County Council does not have the resource to move them around and parish councillors are not always able to move them especially due to their age profile.)</p> <p>The process is that the County Council risk assesses the sites to ensure that the signs will be put in the right locations. The County Council purchases the signs and then the parish council reimburses the County Council for the cost. The County Council maintains the VAS but parish councils purchase them.</p>	<p>Surrey CC has found that using one supplier works best rather than several – the Council has established which is the more reliable one. The supplier that they use (Westcotec) provides a standard 6 year warranty. The maintenance call-out charge is £900 a day regardless of number of signs to be repaired so the County Council arranges for a number of signs to be fixed/serviced at the same time.</p> <p>A few years ago there was initial interest from parish councils to buy their own mobile VAS but they realised that the County Council could not commit the resource to moving them around so demand fell. Moving the signs also means that they might get damaged.</p> <p>The County Council has set a maintenance budget of £10k a year. If costs exceed this other funding is levered in from elsewhere in the highways budget.</p> <p>Surrey CC has found that setting the trigger threshold for the VAS in 30mph zones at 33mph is about right. Parishes have sometimes asked for the trigger threshold to be set at 30mph but this means that drivers are more likely to be</p>	<p>Cost varies depending upon size and whether there is an existing lamp post. Small signs can be installed on existing lamp posts (cost £2,500). If a larger sign is required (installed on roads with higher speed limits) then an additional post is required increasing the costs by a further £1,000 to £1,500 depending upon location of electricity supply.</p>

Authority	Policy	Issues	Cost
		inured to the VAS and also makes it appear that there is a speeding problem when in fact it is legal to drive at 30mph in areas with a 30mph speed limit. Speeding complaints have reduced when the trigger threshold has been set above 30mph.	
Warwickshire CC	Warwickshire County Council advises parish councils on the locations of the signs and arranges for the posts to be erected. The parish council contacts the County Council's preferred supplier to purchase the signs. The parish council then relocates the signs as and when they choose to and are also responsible for maintenance of the signs and posts.	No issues highlighted.	<p>Each VAS Costs approximately £2,000.00 Each post costs approximately £200.00 For investigation, Warwickshire CC charges approximately £200.00.</p> <p>A figure for ongoing maintenance was not provided.</p>

9 March 2018

Parishes Questionnaire

This report was generated on 30/05/18. Overall 130 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes.

In principle, would you consider purchasing and maintaining a Vehicle Activated Sign (VAS)?



Please provide reasons for your answer:

- Problem not so serious and VAS are intrusive bearing in mind we are in the YDNP
- The parish voted against such policy and methods in the not long past
- We need to remind the motoring public that there are other people on the roadway as well as them selves at all times.
- We have a problem at certain times of the day with speeding commercial and agricultural vehicles
- Perhaps but we already have a long term Agreement paid up for some time to come for a VAS for six weekly periods at two locations
- The parish need a VAS because speeding is an issue and there are two schools in the village. Also the village is located where there is a steep hill which has a corner at the bottom and one at the top making it hazardous to cross the road if vehicles are exceeding the 30 mph limit.
- Kirkbymoorside Town Council has already entered into a 3 year agreement to have 2 temporary VAS units. The cost of maintenance however would need to be considered.
- The parish council has no funds
- The Parish Council has a small limited budget - the cost of signs is prohibitive.
- Speeding vehicles are a major problem in Crakehall but the Parish Council's attempts over many years to get the relevant authorities to take action have not been successful.
- Not required in Carlton as parked vehicles slow the traffic
- Speeding vehicles tend not to be a big problem and as a small parish meeting with limited funds the cost of purchasing and maintenance would prove to costly
- Our own Community Speedwatch programme has confirmed a persistent problem with speeding, particularly from motorists using our village as a "rat run" between Ripon and Boroughbridge.
- There is no real speeding problem within the parish that could justify the expenditure
- For road safety reasons
- Precept is too small for us to afford one.
- VAS enforceable and seems to have a greater impact. This initiative can only succeed if funding is available, and at whatever level this is likely to be through the council tax levy. Would suggest that NYCC seek government funding and purchase a number of devices for shared use.
- Contacted North Yorkshire County Council and Police on their advice to reduce speeding previously but were told it was not advised at that time.
- if finances are available this would be seen as an effective way for reminding drivers to adhere to the speed limit

Parishes Questionnaire

Please provide reasons for your answer:

Although we believe this is a good idea and would be of interest to many Parish Councils, we do not think there is a suitable site within our village to site a VAS

Flawith village has participated in Speed Watch scheme with limited effect.

The Council cannot afford the installation/maintenance costs.

Residents often express concern about vehicles speeding in the village

We do not and the Parish Meeting have decided they do not wish to raise a precept. However, if there is an opportunity to participate in these initiatives, we would like to do so. Any grants we could access to provide funds?

Small hamlet

The 40mph limit in our village is too fast. When NYCC finally listen to our repeated requests to comply with Govt guidelines and reduce the limit to 30mph then the deployment of a VAS will assist in enforcing this limit.

We already have VAS but having had them for some period of time now, we would prefer to have SIDs.

Cost too high, not needed

Too expensive and no call for one.

We consider a dynamic display, showing actual speed and for example smiley/sad face to be more suitable/effective. You refer to 'enforcement purposes' with VAS but we are unclear what this actually means.

There are two areas of the village where speeding is a concern and the Council would like something to raise awareness and perhaps allow enforcement

Cost

Sadly Spofforth is dominated by the busy Harrogate to Wetherby road, and traffic is a major issue in terms of health, safety and the impact on the character of the historic village centre. Following concerns expressed by many villagers, including a delegation to the Parish Council, the Village Society commissioned a traffic survey. This recorded 77000 vehicles per week along the main street, and confirmed that many were exceeding the speed limit.

Insufficient funds

The costs are too prohibitive for a parish council with a turnover of under £5K

Salton is a small village with two very sharp corners. There is no speed limit in the village because it is near impossible to reach 30mph. let alone exceed it. Even if we decided it would be nice to have a speed indicator we have no funds for purchase and maintenance.

Despite numerous surveys, there is an issue with occasional speeding in the village and this supports the growing perception that the problem is much bigger than it is. The community, not surprisingly, wants to see reasonable action taken. The current rental scheme is not economic for small authorities such as our Parish Council. Purchasing is better value for money, especially if NYCC Highways widens the parameters of what might be installed and if it could be purchased directly by us.

The cost would double our precept.

Ongoing issue with speeding traffic in Romanby, this could help to alleviate the issue

We have the access to one on a temp basis and it proves to be effective.

Would supplement our Community Speedwatch programme

There's not much through traffic, the Parish Meeting has no funds, and there is already too many signs on rural roads as it is.

Speeding has been an issue for residents of Brafferton and Helperby for a long period. NYCC put in place traffic calming measures a few years ago but the markings have faded and are frequently ignored today.

Public support for this project over many years.

Parishes Questionnaire

Please provide reasons for your answer:

Have received representations from parishioners

Brandsby cum Stearsby consider that money from the precept could be better spent. The parishioners pay a large amount of council tax for the number of services they receive in Brandsby and Stearsby and feel this cost should be met by the District Council.

In Brayton we are seeing an unacceptable rise in speeding and we have asked several times to be considered for such a sign

We have asked on several occasions if we could purchase our own VAS and have been told categorically NO.

We are interested in receiving more information as we have a speeding problem in the village.

The final decision would of course be down to councillors. However, given that the Town Council has supported the installation of CCTV cameras in a similar scheme with the Borough Council it seems there would be an 'in principle' willingness to consider such a proposal as the one described.

Melsonby Parish Council and residents are concerned about perceived speeding issues. We have previously investigated purchasing our own devices but been refused by NYCC. Purchasing outright is significantly more cost effective than the current NYCC scheme which we have never had the opportunity of joining anyway. We operate Community Speed Watch and it is noticeable that drivers go more slowly during monitoring sessions.

Speeding through Burneston and Theakston

There is a problem with speeding through the village

Cost

Extremely expensive for a small parish councils budget constraints.

Hinderwell Parish Council currently rents the use of two VAS units for three six-week periods per approximate year. The use of one full time unit rotated over our three existing locations would give a more permanent curb to speeding motorists.

The Parish has already got two which are not adhered to and therefore proved ineffective. Also one needs moving due to development of the village but the cost is over budget.

Our precept is just over £4000 and therefore the cost of the VAS is too high to purchase. The risk of repairs against this size of precept is too high. We would also not have anywhere to store the VAS when not in use. We would be willing to consider purchasing one of the VAS that you currently have at a discounted rate!!

Residents regularly report highways issues relating to speeding

Localised speeding issues, and believe that VAS or SID would help reduce the problem.

The cost is more than can be afforded by our Parish

However we are a parish that currently takes part in the temporary Vehicle Activated Signs programme and are happy with this arrangement. Speed of vehicles continues to be raised regularly at parish meetings and featured prominently in the Village Surveys which have taken place.

We believe that having vehicle activated speed signs at the entrances to our village would reduce the speed of vehicles travelling through the village and there reduce the risk of any potential collisions with pedestrians.

Cost. Parish and Town Councils should not have to spend their precept on things which are already financed through rates as that is double taxation.

there is a lot of speeding and accidents especially in the village of North Grimston, however our Parish cannot afford the VAS

I think they are an effective way to reduce the speed of vehicles to stop speeding offences and minimise risk to pedestrians

Provides additional street furniture, works for a short time then ignored, too expensive

1] Double Taxation. 2] Too expensive for small parish

Parishes Questionnaire

Please provide reasons for your answer:

The cost is too great for our small parish

Small parish meeting with no budget

The cost is prohibitive

Concerned about the high cost.

Speeding an issue in the village.

The costs to Parish Councils are unclear and Parish Councils would have limited control over location and usage. Funding of these devices should remain the responsibility of NYCC and they are not covered by the Parish Council Precept.

Several sites in Tadcaster would benefit i.e. Wetherby Road adjacent to Riverside Primary School and Wighill Lane

In principle, fine. But this parish could not fund such a device at the NYCC current projected level.

habitual and consistent speeding

We are a small Parish Council and would not have the funds. We do currently have a temporary one but would not be able to afford the purchase cost and maintenance of our own.

Villagers are concerned about speeding through the village

Streetlights are our priority

Response from: The Parish Council of Towton, Grimston, Kirkby Wharfe with North Milford, North Yorkshire. The A162 cuts through the middle of Towton and traffic should slow from 60mph to 30mph. We believe a VAS does cause (some) traffic to slow accordingly.

Knaresborough Town Council (KTC) prefer the existing scheme but are always willing to consider alternatives

Great Ayton Parish Council do not have resource / infrastructure to purchase & maintain such a unit. Their preference would be that the public highways are managed by the appropriate authority.

Due to significant cost to a small parish council and not relevant to this parish council

To costly for the Parish Council

Rudby Parish Council has seen the benefit of having them temporarily around the village.

We have costed the signs appropriate for our village and sent fully costed proposals to NYCC. Our proposals work out cheaper in both the short term and long term than NYCC's offer - as well as providing 365 days a year coverage and better functionality. We provided this information in October 2017 to Melissa Burnham after a YLCA Harrogate Branch meeting and we're disappointed that it has taken so long to respond - and it will be months before any more progress is made.

Because we have a high number of vehicles passing through, often above the limit, in particular HGVs

There have been numerous concerns from residents over the volume and speed of traffic within the Parish both currently, and the impact should further development of the Parish go ahead, and the number of vehicles increase

The cost would take almost half of our precept.

A vehicle activated sign would be beneficial in supporting the mandatory 30mph speed signs in Gilling West High Street. Vehicles exceeding the limit would be requested to Slow Down

Not applicable for this area and cost prohibitive

Cost

Since 2014, Coxwold Parish Council (CPC) following guidance from Jon Hunter, North Yorkshire Police, have actively introduced measures to reduce the speed of traffic passing through the village and the Police have also actioned the regular attendance of one of its Motorcycle radar officers. In spite of all of this, CPC and the residents have seen little, if any, moderation in traffic speed. Commuter and 'rat run' vehicles amplify the worsening situation. Coxwold desperately needs a solution.

Parishes Questionnaire

Please provide reasons for your answer:

Residents do not think we have serious problems of traffic speeding through Great Busby, probably because there are sharp right angle bends at both ends of the hamlet. So we don't think vehicle activated signs are needed and we would not want to pay for them.

As with all villages there are concerns that traffic exceeds speed limits especially as we now have a new play park adjacent to the road into the village.

more expensive than current VAS programme signed up to

Too expensive for the time in position and uncertain of a positive outcome

But we are not allowed speed restriction due to no street lighting so the village is national speed limit despite only one vehicle width roads that have a lot of bends and deep dikes.

Monk Fryston PC would consider purchasing a VAS sign as long as North Yorkshire Highways weren't too prescriptive on the choice of sign. We would expect that the management and installation were carried out under our direction as we will be expending the finances to install any sign. We would like the ability to make our own choice of VAS or SID. A recent speed survey indicated that over 50% of vehicles speed within the 30mph speed limit along the A63 and the 85th Percentile speed is 39mph.

Road safety speeding traffic

The current six week rotation is not long enough to deter drivers from speeding.

Vehicles known to speed through village - confirmed by official monitoring - but not considered by Highways to be an issue or problem. No recorded evidence of accidents or damage. VAS will highlight speed limit / requirements

Glusburn & Crosshills Parish Council have their own equipment for recording traffic numbers.

Could not afford it.

Yes but only if the price is within our budget

Already participate in temporary six week scheme & it has an effect on motorists

Costly

It would be an asset to the village and ensure driver keep within the speed limit within East Ayton

Our village is small and our precept is £2500 per annum. Less than 50% is currently unallocated funds.

We have a lot of speeding vehicles through our village

It was felt that the cost was prohibitive. It was also felt that a VAS would not have as much impact in a 60mph zone, which unfortunately is the speed limit in most of our village.

The residents of Sandhutton have raised concerns about traffic speeding through the village. Data collected shows that 50% of vehicles are above the speed limit. We have applied for the CSW initiative but were informed it was not safe because of the high speeds of vehicles!!

This is a qualified 'possibly' as with limited display points in the parish a sign could be out of action for much of the year

Cost prohibitive

There are increasing occurrences of cars driving too fast through the village and with a capacity filled primary school, large village green, open play area and pond, there is a real risk of children being injured or killed, as has already happened to the duck population. However, the cost is an issue for small villages.

There is a perception of a problem with the occasional motorist tearing down Church Hill, Reighton's main thoroughfare on their way to/from Reighton Sands caravan site at speeds existing 60mph, but I think we are talking about one or two per day rather than a persistent regular problem for residents. The vast majority of motorists go through at less than the 30mph speed limit or exceeding that at up to 40mph. Reighton is now by-passed so there is now a limited amount of traffic.

Parish is eligible for CSW after data logging of traffic - availability of additional resources to reduce vehicle speed would be welcomed however as a small parish meeting the cost is a concern.

Parishes Questionnaire

Please provide reasons for your answer:

- _____ Demand from our residents.
- _____ Our village is a 'rat run'. Traffic speed through to avoid the bypass when it is busy. We are 20 miles an hour but cars travel at much greater speed, past the school and children waiting for secondary school buses morning and night.
- _____ In principle, if we could purchase our own
- _____ Speeding problems along Station Road adjacent to childrens play narea
- _____ Speeding through village
- _____ Cost Also the problem of speeding is not perceived as being very great
- _____ This system could be used in rotation with the village speedwatch system.
- _____ Consider it unnecessary
- _____ We have a serious problem of vehicles driving through the village, especially trades people in vans, and parents taking and picking up children from the village school
- _____ Concerns over speed of traffic through 30mph limit in the village
- _____ Speed of traffic a major concern - evidence from 95 Alive monitorong exercises
- _____ We have the funds and have identified speed reduction as a matter of significant and urgent concern to the village of Stonegrave.

In principle, would you consider purchasing and maintaining a Speed Indicator Device (SID)?



Please provide reasons for your answer:

- _____ Ditto
- _____ As per reason above
- _____ The is a constant requirement for the reminder of the Speed of Roads within Villages to the motoring community.
- _____ We have a problem at certain times of the day with speeding commercial and agricultural vehicles we have a VAS agreement - not sure what a SID is
- _____ this draws attention to the speed which drivers may not be paying attention too.
- _____ As above. However, there are only 3 locations identified within the parish as being suitable for said device. 2 VAS units are already deployed in 2 of the 3 locations.
- _____ Parish has no funds
- _____ The Parish Council has a small limited budget - the cost of signs is prohibitive.
- _____ As above.
- _____ Not required in Carlton as parked vehicles slow the traffic
- _____ As above
- _____ Our total budget is less than £4000 pa. We could not afford the scale of total costs you are suggesting, even shared with another PC. We would be willing to make some contribution.
- _____ As for question 1
- _____ To slow vehicles down

Parishes Questionnaire

Please provide reasons for your answer:

- Precept too small for us to afford one.
- VAS preferred and seems to be more effective
- Contacted North Yorkshire County Council and Police on their advice to reduce speeding previously but were told it was not advised at that time.
- if finances are available this would be seen as an effective way for reminding drivers to adhere to the speed limit
- For the same reason as above
- Probably not as it is not recognised by NYCC & Police
- The cost.
- Dependant on cost
- No funds
- No finance
- NYCC don't seem to support this device. If this changes we would reconsider as above
- Feel these would be more appropriate than VAS.
- Cost to high , not needed in our village
- too expensive and no call for one
- A SID that can easily be located and moved to different positions is best for our village due to having 2 busy roads. Battery operated with option to log actual speeds and download for record keeping. A recent search indicated that such SIDs are about £2500, eg. Unipart Dorman DF11
- Again, there are two areas where it would be good to raise awareness even if enforcement is not part of it
- Cost
- Reasons as for Q1 above. The Parish Council have made enquiries and obtained a price for supply and installation of a SID. However we are told the proposal would not be acceptable to NYCC.
- Insufficient funds
- The costs are too prohibitive for a parish council with a turnover of under £5K
- See above
- Despite numerous surveys, there is an issue with occasional speeding in the village and this supports the growing perception that the problem is much bigger than it is. The community, not surprisingly, wants to see reasonable action taken. The current rental scheme is not economic for small authorities such as our Parish Council. Purchasing is better value for money, especially if NYCC Highways widens the parameters of what might be installed and if it could be purchased directly by us.
- Cost.
- As above, we have an issue with speeding traffic and this could help to help to lessen the issue
- Our village is a popular short cut if there are issues on the A19, with some form of sign it may help reduce speeding traffic
- Will help to inform drivers of their speed
- As above.
- The difference between VAS and SID is unclear as your link above takes the reader back to this form.
- As above.
- Have received representations from parishioners
- See answer 1
- see above
- If we had a say in its design.

Parishes Questionnaire

Please provide reasons for your answer:

As above

See reason in Q1.

As above. Any measures to reduce speeding through the village would be considered for the safety of our residents who have expressed many concerns about speeding through the village.

Would speeding through the villages of the parish

Not regulated by NYCC

Cost

Extremely expensive for a small parish councils budget constraints.

We believe that these units can be used by some as competitive targets to beat.

Only if they could be subsidised by SDC as the Parish Council have set their budget this year and have got a major project to replace their streetlights with LED's which is costing a lot. The village has a huge problem with motorists speeding especially on the A163 (Selby Road).

Lower cost makes it more affordable. We would prefer to have control of the SID ourselves and have a portable device that could easily be put in place when required.

People take more notice of their speed when its pointed out to them. Not enough Police to enforce speeding and speed awareness

Localised speeding issues, and believe that VAS or SID would help reduce the problem. The location means that VAS might not be feasible, as there is not enough distance between the start of the speed limit and the desired sign location. We understand that SIDs can be co-located with the start of the speed limit, and therefore more suited to the location. SIDs also appear to be a more cost effective option.

We would wish to purchase and manage the SID on the streets within our village. We would rotate the sign at set intervals to achieve the maximum impact. We would not wish to use the sign on the A645.

As above

We prefer the VAS type sign which we believe is more effective in slowing drivers.

As Box 1

No funding

I am unsure of their effectiveness. I worry that people use them to 'clock' higher speeds than the limit. In fact I have heard conversations between people who are competing to get the highest 'score'

as above

1] Double Taxation. 2] Too expensive for small parish

cost

as above

The cost is prohibitive

Depends on the price

Financial implications

The costs to Parish Councils are unclear and Parish Councils would have limited (if any) control over location and usage. Funding of these devices should remain the responsibility of NYCC and they are not covered by the Parish Council Precept. We are not convinced that SID are as effective as VAS.

Road safety including schools and residents fears of speeding

Lower cost than VAS but would need Parish Meeting approval and precept change.

In order to deter motorists from speeding

As above

We think a VAS would be more effective

Streetlights are our priority

Parishes Questionnaire

Please provide reasons for your answer:

As above.

Knaresborough Town Council (KTC) prefer the existing scheme but are always willing to consider alternatives

Great Ayton Parish Council do not have resource / infrastructure to purchase & maintain such a unit. Their preference would be that the public highways are managed by the appropriate authority.

ditto above

To costly for the parish Council

We are keen to reduce speeding through the village.

We have costed this equipment appropriate for our village and more equipment, suitable for villages and communities is being offered all the time.

Yes, as per above

Subject to cost, we feel this would be a suitable way to provide clear evidence to our Parish residents to either relieve or prove their concerns

Again, cost.

A speed Indicator Device would be beneficial in supporting the mandatory 30mph speed signs in Gilling West High Street. Vehicles exceeding the limit would have their speed indicated and requested to Slow Down. The exact specification would be a value decision based on functionality and cost.

Not applicable for this area and cost prohibitive

Cost

If for some reason, the purchase and use of a Vehicle Activated Sign (VAS) was not available, CPC would opt for a Speed Indicator Device (SID). This reflects the PC's determination to do whatever is necessary to resolve a long-standing and worsening traffic speed problem in Coxwold.

Same reasons as above

As our precept is relatively low it would mean a huge increase to be able to afford one unless we were able to get a grant or separate funding

-

Too expensive for the time in position and uncertain of a positive outcome

if we could have a speed restriction and the cost was not outside council means

Monk Fryston PC would consider purchasing a SID sign as long as North Yorkshire Highways weren't too prescriptive on the choice of sign. We would expect that the management and installation were carried out under our direction as we will be expending the finances to install any sign. We would like the ability to make our own choice of VAS or SID. A recent speed survey indicated that over 50% of vehicles speed within the 30mph speed limit along the A63 and the 85th Percentile speed is 39mph.

not enough info

Yes, it would be another means of educating drivers.

As above

as above

As above.

Yes again as above

Considered a good idea but a major issue would be cost to the Parish & justification.

Costly

Good visual warning

Our village is small and our precept is £2500 per annum. Less than 50% is currently unallocated funds.

We think it would help in combating speeding through Threshfield We see this as an important

Parishes Questionnaire

Please provide reasons for your answer:

- As above.
- We understand these are not supported by NYCC.
- This system appears significantly more expensive speeding concerns on certain road in our Village and also appears to be better use of Council funds
- This appears to be a more financially viable option, which would remind drivers about their speed and hopefully reduce it.
- Same reasons as above. Costs of £1500 per annum not justified.
- Parish is eligible for CSW after data logging of traffic - availability of additional resources to reduce vehicle speed would be welcomed however as a small parish meeting the cost is a concern.
- Same reason as question 1
- As above. Both are cost restrictive to a tiny village as ourselves. The schemes to join with other villages is the only way forward for us. Either would be greatly beneficial.
- In principle, if we could purchase our own
- Make motorists more aware of speed restrictions
- Jointly with other Parishes
- see above
- We cannot consider this device as the likely cost information is incomplete.
- As above
- We want effective measures to be used to reduce excessive speed through the village. We believe this would help along with other measures.
- As above
- As above
- We have the funds and have identified speed reduction as a matter of significant and urgent concern to the village of Stonegrave.

Would you be willing to be responsible for rotating the VAS or SID at intervals prescribed by the County Council?



Please provide reasons for your answer:

- See above
- See above
- The reminder needs to be a constant one as the consequences of speeding is a constant one.
- We will do whatever is required.
- There would be insurance implications
- In principle yes but not sure what this would entail, so can't answer the question without more information.
- The Town Council has only one member of staff so would not be able to manage this task.
- Parish has no funds
- The Parish Council has a small limited budget - the cost of signs is prohibitive.

Parishes Questionnaire

Please provide reasons for your answer:

As above.

n/a in light of the above comment

NA

Depending on what means in practice. The principle is fine.

As for question 1

To make the road in the village safer

Councillors have too many duties now and we are only a small parish

We could not afford the costs as a small Parish Council. Should be a NYCC funded and managed initiative.

Keen to act to reduce speeding in this community

Depending on the timescales and complicity of the job

Because there is no suitable site for one in our village

We would like to use the equipment in Aldwark and Flawith villages.

No-one willing.

Makes sense

Happy to be responsible.

N/A

We have an active Parish Council and community who would be happy to take on this responsibility

We feel that as in other areas, Lancashire etc. they are fitted at all times and not rotated.

No

see above answers

We prefer to manage as we are 'closest' to the issue and brings 'ownership' within the local community.

Yes

Manpower

A number of people have have offered to assist with whatever measures are provided.

Because we care

The village is too small to obtain enough volunteers to carry this out.

No need for a VAS or SID

Whilst we understand Highways's view, we do not accept that rotation in and of it self is a key component of the VAS / SID programme. In addition, the question's premis assumes some form of rental and we do not believe this to be value for money at all.

Have one at this time, may have seen most of the benefits.

This would depend on factors such as times etc.

Yes - providing the sign is only rotated within our own village.

Training is essential

As above.

Brafferton parish council believes this to be the appropriate answer but would need more information to be certain.

To enable the project to progress.

With shared costs

See answer 1

Parishes Questionnaire

Please provide reasons for your answer:

see above

Under certain conditions

Unsure what you are requesting

Depending on the level of work and staff time involved, there would be an 'in principle' willingness to consider such a proposal.

Rotating signs could be beneficial as motorists who regularly use the roads could become complacent if they think signs are always in the same place. We have four access roads into the village and we would be happy to rotate signs around those points as required.

Do not know what this entails

If necessary

Cost

Another expense for small councils.

This would depend on the degree of cost savings.

A few of the Councillors have volunteered.

We say yes but would need to fully understand the requirements before a commitment was made. Why does the CC want to control it's usage? Freedom should be given to PC's to place VAS or SID as required and when traffic volumes dictate eg Bank Holidays.

Yes if not too onerous a task

We don't see this as particularly onerous

That is also our policy.

I am unclear whether these means to other sites in the parish or to other parishes. There is only one site in the parish that has been considered suitable.

If we were to purchase these type of signs on a permanent basis, we would be more than happy to carry out this responsibility

N/A as answers to Boxes 1 and 2 are "no"

Not enough willing manpower

I think it is important

As replied no to above not applicable

Nothing to rotate

We will not be participating in the purchase of these signs

as above

No

Would rather the decision was made locally if we'd bought it.

Possibly, further clarification on requirement, financial implications etc.

Responsibility for this should remain with the police and NYCC as Parish Councils will exercise limited (no) control over where they will be located.

Several Council members are qualified for temporary road signs and traffic lights

Insufficient volunteer support.

Fairly obvious

As above

To contain costs as far as possible

Streetlights are our priority

Parishes Questionnaire

Please provide reasons for your answer:

If this was the simplest and cheapest option - and proven to be as effective as having PERMANENT VAS located in Towton.

Knaresborough Town Council (KTC) prefer the existing scheme but are always willing to consider alternatives

Great Ayton Parish Council do not have personnel / volunteers to rotate such a unit.

na

Would be willing if there was no cost to the Parish Council

So we have the flexibility to put them where we want.

VAS/SID must be within our control. We have detailed knowledge of traffic conditions through the work of our CSW teams.

With suitable volunteers

On the provision suitable volunteers came forward

Because we are not considering purchase.

The cost of the rotating speed activated devices which do not provide 100% availability and does not represent value for money

see answers 1 and 2 above

n/a

Use of the speed gun over lengthy periods of time and at different locations in and around the village, has shown speeding as an issue on all routes and in all directions. Movement of a VAS or SID to different entrances and locations in Coxwold, would do much to cover this and to alleviate the problems associated with sign location familiarity.

See above

But again the sort of costs involved may prevent this being an option

- not physically able to undertake this

Too expensive for the time in position and uncertain of a positive outcome

see above, if possible then we would find a way

Monk Fryston Parish Council would require any signs purchased to be a permanent feature. We would not expect any rotation of signs purchased as they would be a permanent feature. Following a speed survey in Nov/Dec 2017 it was found that over 50% of the traffic on the A63 was over the speed limit. The 85th Percentile was found to be in the order of 39MPH. It would be our view that at least 2 signs would be installed one at each side of the A63

? but would require much more info on how it would work

The Parish Council does not have the means to transport the VAS/SID, currently we only use it in one location, if it were to be rotated elsewhere within the Parish, we would need assistance to do so.

as above. The only reason that our Parish Council has not joined any previous VAS schemes is because of prohibitive cost. Annual precept would have had to be significantly increased to meet the cost.

as above

Happy to help.

We are a small council with a small precept and do not have the manpower or funds to pay for this

Concerns about who would do it - Volunteers?

Do not have resources or capability

We do not know what this would entail at this time.

Parishes Questionnaire

Please provide reasons for your answer:

We have consistently asked for help with speed reduction and have even been told that the road was too hazardous for monitors to be put in place. We have received no backup with our speed campaign. If we were given the opportunity to have signs in place then of course we would be willing to rotate them.

We see this as an important area

We could not afford to purchase a device.

We would need to understand what taking responsibility means in detail.

Moving a sign around the parish requires technical know how, and the sign is not of easy size to move around

Ensure each area is covered at some point for periods of time which appears to be the best solution

If there is a valid reason to have the VAS or SID in a set position, it seems pointless to rotate or move it elsewhere.

Cost considerations

Any resources which can reduce speeding should be welcomed and if our involvement would increase availability then we would be willing to be responsible subject to appropriate training.

No, we would like control over where it is to be sited

As above. We would be as we assume it would be the most cost effective way to manage it and keep the costs down.

Would keep it at the same location

The matrix needs to be seen at irregular intervals.

Concern that the Village is a rat run early morning early evening

see above answers

We would be willing to listen to advice on rotation times but not to have these prescribed by NYCC as the device would be Parish property. Similarly we cannot commit to training as no details of the commitment have been provided.

n/a

In principle. Need more details.

Anything to help restrict speeding traffic would be welcome

Would keep motorists "on their toes"

We would be willing to do this if needed, although would prefer to have permanent signs at both ends of the village, due to the excessive speed of vehicles passing through Stonegrave in both directions.

Would you be willing to be provided with training on how to use and rotate the VAS or SID?



Parishes Questionnaire

Would you be willing to share the ownership of a VAS or SID (and purchase and maintenance costs) with your neighbouring parish/es?



Please provide reasons for your answer:

- See above
- As above
- See Question 3
- It would reduce the cost.
- ? - if the answer is yes - as it is then not sure why you need a reason?
- Possibly again this would need to be consulted on. We have done this before, but would equally be happy just to own it ourselves.
- An agreement with Helmsley own Council would share the costs.
- Parish has no funds
- The Parish Council has a small limited budget - the cost of signs is prohibitive. Organisational difficulties are envisaged.
- This could be a helpful approach to make the signs and devices more affordable.
- n/a in light of the above comment
- NA
- The principle is fine. There may be an issue if moving the VAS and SID incurs a substantial cost.
- As for question 1
- Safety is as important in our neighbouring villages
- Agan precept too small for the cost of one
- VAS yes and as a small PC our resources would not enable us to go it alone.
- Currently part of the County Council matrix sign programme and suggested a sharing system at the time. Currently share with Leyburn.
- hopefully this would be a cheaper option
- We can see no benefit to our village
- See Q3
- Still prohibitive.
- Cost effective
- Albeit, we have no funds.
- Too far away
- The annual financial burden to parishes seems high given our limited opportunities for income. As the VAS is not a permanent fixture but is rotated, logically to share costs and usage with neighbouring parishes would make sense.
- We feel it is much easier to have our own units even if we had to remove them occasionally.
- Not needed in our village
- unlikely,
- In principle yes.

Parishes Questionnaire

Please provide reasons for your answer:

Yes

Reduced cost

This is a provisional 'yes' - we haven't really considered it, nor have we discussed it with neighbouring parishes.

Because we care About our village and neighbours

Considering the initial cost and maintenance, it would still be too expensive for a small parish council

We neither need nor want a device

If we, as a Parish Council, fund the purchase of equipment, we expect its exclusive use. We have had a poor experience of shared funding in the past and found this to be of extremely poor value for this village (part funded the purchase of a speed detection gun that was delployed in the village only once and then disappeared).

Would not wish to be committed to a cost we could not fully control.

Because it would be too expensive for us to buy alone

We already have this option in our village

The speeding problem is the same through other adjacent villages

As above.

Both Brafferton and Helperby PCs are concerned at the frequency of speeding in the village and would work together on this matter. For information, the two parish councils are currently in the process of seeking a Community Governance Review to group the parishes and achieve the formation of a single Brafferton & Helperby Parish Council - the petitions are with Hambleton DC at the moment.

Prefer to be self sufficient.

to share costs

See answer 1

Yes

Under certain conditions

Sharing costs

Depends on the proposal put forward.

As per q.3. We feel that we could utilise the signs in our own village effectively without sharing with other parishes. Sharing expenses and tasks with other parishes could also potentially cause accounting problems relating to shared maintenance and ongoing running costs.

To share the cost as this parish has a very small precept.

To share the cost

Cost

We are a long way from our other villages.

This would reduce our benefit from our current level.

Depending on the costs involved.

Not enough information is available in the document to inform us on the requirements. It could be a possibility that we would be willing to explore.

Settle and Giggleswick are very close together and the roads in serve both parishes

In principle yes, albeit we feel that we have sufficient locations to justify expenditure and rotation just within our own Parish.

To reduce costs.

As above

We would wish to have the signs installed permanently

Parishes Questionnaire

Please provide reasons for your answer:

No - as Box 1

No funding

Yes

As replied no to above not applicable

1] Double Taxation. 2] Too expensive for small parish cost

our parish meeting has no funds for this

No

Sharing the cost is a good idea.

In theory a good idea but would all come down to costs etc.

The costs to Parish Councils are unclear and Parish Councils would have limited control over location and usage. Funding of these devices should remain the responsibility of NYCC and they are not covered by the Parish Council Precept.

If shared costs

Unaffordable otherwise to a parish of this size

As we are a joint parish council - Cleasby and Stapleton

The police are now speed checking in the village.

To contain costs as far as possible

Streetlights are our priority

If this was the simplest and cheapest option - and proven to be as effective as having PERMANENT VAS located in Towton.

Knaresborough Town Council (KTC) prefer the existing scheme but are always willing to consider alternatives

Great Ayton Parish Council do not have resource / infrastructure to purchase & maintain such a unit. Their preference would be that the public highways are managed by the appropriate authority.

na

To costly for the parish council

We can purchase and run them far more cost effectively than NYCC

as Q3 above

Although we possibly are not close enough to a neighbouring Parish to share

It would make it financially viable, although the predominant areas of concern do not link directly to any neighbouring Parish

It would still prove too expensive. Although there is some concern about speeding through our villages, the minor nature of our roads would not justify the cost.

Gilling West needs permanent speed device to inform motorists speeding in excess of the mandatory speed limit and support the existing signage.

see answers 1 and 2 above

This is likely to be complicated

As well as reducing CPC's costs, sharing a VAS or SID with neighbouring village/s will go some way to alleviating the problem of driver familiarity with sign location. However, shared ownership should be limited to a maximum of 3 villages i.e. each having the device for a total of 4 months per year. In the ideal world, Coxwold would prefer its own sign.

See above

Depending upon cost of sharing this may be an option for the future

Parishes Questionnaire

Please provide reasons for your answer:

-

We would need more information regarding how this would work and costings
we might not be able to afford this for our village let alone fund others

Due to the severity of speeding in Monk Fryston the Parish council are of the opinion that our village warrants permanent Signs. This is due to the excessive speeding that is currently being undertaken along the A63 within the designated 30mph limit.

depends on costs etc

.

Economy of scale should enable cost-savings and bring within a realistic budget for small Parish Councils like ours with a limited income from precept.

not required

Would save money.

Yes as this would reduce the cost and make it possible to have a device for part of the year

Reduction of costs. Villages close by, both would benefit greatly.

seeabove

We would need to keep them within our own village

If this option reduces the cost considerably, then of course we would be willing to share ownership. But the cost would need to be much less.

YEs as the main road through our village is a link to neighbouring villages.

Even if sharing the cost with another parish, we still felt a device wouldn't be cost effective and have any impact on 60mph zones. We do appreciate they may work on 30mph but we don't have any roads of this nature.

We would rather buy our own, however if this is not possible we would consider sharing ownership.

This would not only spread the purchase cost, but also ensure better use of the signs

N/A as our neighbours are in either South or West Yorkshire.

Although in principle, it would make financial sense, the reality of shared ownership could prove difficult both financially and operationally. Also, as already stated in Question 3, the VAS or SID should really remain in the position it is required most.

Costs

We are a small parish meeting so cost could be prohibitive. Our area of speeding concern is adjacent to our neighbouring parish council so there is potential that one device could benefit both parishes.

Difficulty in the past regarding speed restrictions and this has proved divisive.

As above

N/A

To spread the cost, the parish has a limited amount of precept.

Excellent proposal

the negligible need is not justified by the high cost to the parish

With Huby if they were willing, otherwise alone.

As above

In principle, however we need details of costs and maintainance before committing.

Sound economic sense!

But only if relevant

We would be willing to share if necessary but would prefer to have dedicated permanent signs given the apparent severity of the problem here in Stonegrave.

Parishes Questionnaire

Are you aware of Community Speed Watch?



If you have not participated in Community Speed Watch, please tell us why not:

- Not relevant
- We have no wish or vote to do such
- We have setup a Community Speed Watch rota.
- There are not enough people willing to help.
- Participation has not been considered.
- We will be revisiting potential involvement in the immediate future.
- consider speeding to be a police matter not councillors
- It is a bureaucratic and time consuming initiative.
- Was in pilot phase when looked at so not available in this area.
- difficulty in finding enough willing participants to do the training - enough complain about speed but complacency prevails
- See Q1 Flawith has used this scheme.
- Insufficient volunteers.
- 40mph limit is too fast for our village. We continue to lobby against the intransigence of NYCC in refusing to reduce the limit to 30mph. As such we are not interested in participating in the CSW whilst the limit remains at 40mph. This would condone and support the notion of vehicles passing through our village at speeds up to 46mph. Obviously something we are not prepared to do. Once the speed limit is reduced to 30mph we would be fully supportive of participating in CSW.
- Training has been given to a group of volunteers and this will proceed shortly.
- We consider actual enforcement more effective. Recently we had the mobile safety camera within the village for the first time, which caught 13 and 6 offenders on the two occasions. This compares to the very few that are caught outside the village. Please can we have more frequent visits within the village.
- No real interest from volunteers
- No request from Parishioners
- We are only aware from what we've seen in the local paper about Pannal, and the attachment/link with the e-mail dated 15 Mar 18 from NYCC to Parishes. Although we discussed the subject generally we have not yet explored the option to find out how to participate.
- The Parish Council has not, given the other avenues it has been pursuing. However, a group from the village has organised itself and is currently engaged in scheme.
- We tried to get involved 3 or 4 years ago and could not so paid for a temporary VAS over 4 years.
- Though some vehicles undoubtedly drive too quickly through the village, farm machinery, signs warning of horse riders, and the layout of the village for the most part slows traffic down.
- Helperby PC has recently involved CSW in speed monitoring in Helperby Main Street (the road which suffers most from speeding traffic). Brafferton PC awaits the outcome of this exercise.
- Controversial within the community; use of amateurs.
- We have
- We Have
- We are not aware that it is available in our area as yet.

Parishes Questionnaire

If you have not participated in Community Speed Watch, please tell us why not:

We are waiting to hear from them. It's been about 3 months now since contact was made regarding speeding concerns.

We established a local CSW scheme. We had the equipment provided, volunteers trained, etc. Within a few days of us starting, NYP told us we would have to scrap the scheme as there was already a VAS located on the same section of road, and that they do not permit CSW to take place on sections of road that have a VAS. It might be worth making this limitation more obvious to others, as we feel like we wasted a lot of time and local goodwill establishing the CSW scheme. chair@escrick.org

We do participate

Parish Council not willing to participate

I think it is seen as a joke. I worry that it can split the community and be seen as divisive.

Considered but no one within the community was prepared to be involved

work full time

No interest expressed by local residents

Insufficient volunteer support.

The police are speed checking in the village and, as we understand it, both programmes cannot be implemented together

WE have not been asked.

KTC have had the use of VAS signs in problem areas.

Great Ayton Parish Council do not have personnel/volunteers to participate in Community Speed Watch, though they would be please if NY were to carry out a survey of traffic speeds on Guisborough Road to ascertain whether speed control equipment would be appropriate.

na

We have our own very active CSW

It has not been offered to us.

Gilling West is participating in Speedwatch. Experience is that with highly visible operatives vehicles observe the speed limit. When operatives monitor speed without the signage and high visibility then speeds up to 40% above the limit are observed.

Costs are too expensive.

Coxwold Parish Council were already working with the Thirsk Police (Jon Hunter) and Highways in introducing measures that might have given some reduction in vehicle speed through the village. One of these was the purchase and lengthy use of our own speed gun. When, at a later date, CPC approached Community Speed Watch, we were encouraged to continue independently, possibly because, at that time, so many more villages, starting out afresh, had applied to join their scheme.

We were advised that we were not eligible to participate under the existing scheme.

We were told that we are unable to participate in a community speedwatch in Lythe which is where the VAS sign is located on it's six month rotation and where there is a major speeding issue. We were told we could participate in a community speedwatch where it had been proven that there wasn't an issue with speeding - we decided that as there wasn't an issue, a community speedwatch was not appropriate.

In a small rural community, concern has been expressed that volunteers could be easily identified and become targets for revenge.

The PC have their own equipment

We are still waiting for somebody to contact us about this

Our village was deemed not hazardous enough and we were refused permission to participate despite continued complaints of dangerous driving and high speeds through the village.

We have tried but were told it wasn't appropriate here. We had 6 volunteers prepared to do this.

Parishes Questionnaire

If you have not participated in Community Speed Watch, please tell us why not:

We would like to receive more information regarding the Community Speed Watch as whilst we are aware, we do not know the full extent of what is involved. We have requested this separately from this survey.

Because, as stated above, we applied but were told the traffic speeds through the village were too high for us to participate safely.

There has been little opportunity to do so

The areas in question have been monitored and found to have speeding problems. We are waiting for them to be enforced

A core number of people already volunteer for various aspects of the community, many of whom work. It would be difficult to get other volunteers to man the Community Speed Watch, as well as daunting to expect them to deliver warning letters to offenders.

Some residents have expressed interest in being trained to use the speed gun and would participate by wielding such whilst wearing hi-vis as a low cost method of manifesting to motorists that the village takes the issue of speeding seriously. It has been discussed at meetings with the Police, but not yet progressed. We would be interested in participating.

We are a small parish meeting and are looking for volunteers to enable us to participate in the very near future.

Working on it.

Needs volunteer support

inappropriate for here

We were trying to recruit more than four people, but have now decided to go ahead with the four we have.

Not known, initially raised by previous clerk, but not pursued.

About to participate

Only recently become aware. Will raise this at the next meeting of the Stonegrave speed reduction group.