

Critical issues to be considered by the Parish or Town Council identifying suitable sites:

(Extract from SCC document 'Working Together To Reduce Speeding Jan 2018')

1. Ideally 100m clear sight line, wholly within 30 mph limit but not at junctions or on roads with high densities of driveways, where the SID may obscure or distract from other traffic movements.
2. A minimum distance of 80m will be accepted but it has to be sufficiently within the speed limit to not catch those who are still braking as they enter the restriction.
3. No significant distractions, such as bends, crossings, junctions, high density of roadside development etc.
4. No existing features that would or would have potential to interfere with the sight line such as road signs or vegetation, unless, in the case of the latter, they can keep it cut back.
5. The proposed location must provide 0.5m lateral clearance of the device to avoid it being struck by an HGV mirror
6. The ground should be reasonably wide and flat to work at safely.
7. The SID should ideally be sited on the near side of the road.
8. There must suitable off road parking area available within the vicinity for the Parish Representative to erect / remove device (and for SCC's contractor to replace/install pole if required, protected by parked vehicle).
9. Using an existing sign pole is preferred; Suffolk Highways will determine if one is tall enough to give correct mounting height and replace if necessary.
10. If a new pole, a suitable sign should already be present for when the SID is not in use to avoid leaving a bare pole; the selection of either a small speed limit repeater roundel or "Speed Kills" traffic "campaign" poster should be provided when confirming the go-ahead.
11. It is anticipated that in most instances each PC/TC will only be submitting a few sites at which they wish to operate their SID, usually on the main approach roads; in these circumstances cost of any replacement of existing, or installation of new poles, will met by the County Council in recognition of the work being done by the local community.
12. SIDs should not be attached to SCC street lighting columns, telephone or electricity poles, but can be fitted to PC/TC owned street lighting columns (having been checked for suitability by the SCC Street Lighting Team).
13. On a verge, the lower edge of the SID should be between 0.9 – 1.5m above the adjacent carriageway; if over pavements 2.1m is acceptable but 2.3m preferable. However, if routes are used by cyclists it may be necessary to provide 2.5m clearance.
14. Support must be obtained from residents adjacent to the site.