

Sherfield English Parish Council

Parish Purchased Speed Indicator Devices

1. Introduction

At its meeting on 22 April 2026, Sherfield English Parish Council considered options for addressing local speeding concerns. Members noted that an application for a Borough Councillor grant towards the purchase of a Speed Indicator Device (SID) had been successful, with £1,000 awarded with the support of Councillor Adams-King.

Councillor Adams-King visited the parish with the Highways Engineer, who agreed that the most suitable locations for SID deployment were:

- **Between the church and the start of the 40mph limit** at the northern end of the zone
- **In the vicinity of the Branches Lane / Dandy's Ford Lane crossroads**

Council reviewed quotations of **£2,500 for one SID** and **£4,700 for two units**. Taking into account the **£2,500 allocation within the 2026/27 budget**, the **£1,000 grant**, and projected **underspends in the 2026/27 budget**, along with available reserves, Council agreed to purchase **two units**, subject to formal approval from Hampshire County Council. It was noted that installation costs would be confirmed following submission of a formal application.

2. Background and Context

2.1 Hampshire's Approach to Road Safety

Hampshire County Council's *Making Roads Safer* programme focuses on reducing casualties, improving driver behaviour, and supporting communities where speed is a concern. The programme includes:

- Targeted engineering measures
- Speed management initiatives
- Community-led interventions such as SLRs and SIDs
- Education and behaviour-change campaigns

The proposed SID purchases sit within this framework, enabling parishes to take an active role in local speed management where permanent engineering measures are not justified.

2.2 Types of Speed Warning Devices

The guidance document explains that mobile speed warning signs have evolved into two main types:

- **Speed Indicator Devices (SID)** – display the actual speed of approaching vehicles
- **Speed Limit Reminder (SLR)** – display the speed limit when triggered

These devices are temporary, moved between approved sites and intended to provide short-term speed-reduction benefits.

3. Scheme Overview

3.1 Eligibility and Licensing

Parish Councils may purchase and deploy SLR/SID devices, but may only install them on the public highway with Hampshire County Council's consent.

For Parish Councils, a **Section 72 Licence** is required. Hampshire County Council will arrange this as part of the scheme setup.

3.2 Responsibilities of the Parish Council

The Parish Council will be responsible for:

- Purchasing the SLR/SID and associated equipment
- Insurance of the device
- Deployment and removal by competent persons
- Maintenance, repairs and replacement if damaged or vandalised
- Funding all associated highway works

4. Site Selection and Approval

4.1 Site Requirements

The guidance sets out strict criteria for suitable locations, including:

- Must be within a **20, 30 or 40mph** limit
- Minimum forward visibility: **60m (20mph), 90m (30mph), 120m (40mph)**
- Must not obscure other signs or junction visibility
- Must not obstruct footways or cycle tracks
- Should be mounted on existing signposts or lamp columns if possible (with weight limits and Enverveo consent where required)

4.2 Approval Process

All proposed sites must be assessed by Hampshire County Council's Safer Roads Team. There is a charge for this assessment (see Section 6 below).

If no suitable post exists, the Council may purchase a post socket and temporary post.

5. Implementation Process

Once sites are approved:

1. Hampshire County Council installs any required infrastructure.
2. The licence agreement is signed by both parties.
3. Deployments may begin.

6. Financial Commitments

6.1 Scheme Setup Fee

The guidance document sets out clear costs:

- **£450** – initial setup and review of up to 10 sites
- **£250** – for each additional block of up to 10 sites

6.2 Highway Works

Costs for installation of posts, sockets, extensions, and any required street works are payable by the Parish Council.

6.3 Equipment Costs

The Parish Council funds:

- Purchase and installation of the SLR/SID
- Insurance – included in the current provision of up to £34,000 asset value insurance
- Regular redeployment of the SLR/SID
- Maintenance and replacement

6.4 End-of-Programme Costs

If the licence is terminated, the Parish Council must fund reinstatement works (e.g., removal of posts).

7. Next Steps for Sherfield English Parish Council

To progress the scheme, the Parish Council is asked to:

- 1. Authorise payment of the £450 setup fee**
- 2. Prepare initial list of proposed sites** (up to 10)
- 3. Await site assessments and review quotation for highway works when received**

Council Temporary Speed Signing

Policy and Guidance

April 2026



Hampshire
County Council

Universal Services Directorate
Safer Roads and Parking Team
Traffic.management@hants.gov.uk

1.0 Introduction

- 1.1. In recent years, Highway Authorities have experimented with various types of signs in which approaching vehicles trigger an electronic display providing a warning message. These have evolved into two main types, permanent Vehicle Activated Signs (VAS) and mobile speed warning signs. Mobile signs come in two forms, the speed indicator device (SID) which displays the speed of approaching vehicles, and the Speed Limit Reminder sign (SLR) which displays the speed limit of the road.
- 1.2. Permanent VAS's are sited according to Department for Transport guidance only at locations with a history of road casualty collisions such as at bends or junctions as part of Hampshire County Council's Safer Roads programmes.
- 1.3. Mobile speed warning signs can be used at sites where speed is a concern even though there may not be a history of crashes. However, research has shown that their effectiveness reduces over time, with little or no speed reduction after about two weeks at any one location. Similarly, overuse at a site can dramatically reduce the effect and so it is recommended that sites are used no more than three times a year.

2.0 The Hampshire Scheme

"Council" means Parish, Town, Borough or District Council, unless otherwise specified.

- 2.1. The deployment of SLR's and SID's has proved popular, and many Councils are expressing an interest in purchasing their own, for use at locations where traffic speed is a concern.
- 2.2. Provided the Council has employed the services of a competent person or contractor and has appropriate third-party insurance, they may manage the deployments themselves.
- 2.3. These facilities will be available all Councils in Hampshire on a self-financing basis. Once established, the management and finance of the SLR/SID will be the responsibility of the respective Council.
- 2.4. This document sets out the process to be followed to implement such a scheme and answers frequently asked questions.
- 2.5. Councils will be required to enter into a licence agreement with Hampshire County Council in its role as highway authority. This licence will require Councils to comply with the regulations for safe and competent working on the highway and third-party insurance, effectively becoming a contractor in terms of liability. The requirements below regarding placement periods and location approval will apply.
- 2.6. Councils will be expected to ensure their SLR/SID complies with the necessary regulations and policies prescribed for these devices. Further information is available in the document embedded in [3.4.2](#).

3.0 Setting up an SLR programme

3.1. Getting Started 1: Ground Rules

- 3.1.1. The Council may purchase the SLR/SID sign face and post. However, there are no legislative powers for Councils under the Highways Act to erect these signs on the highway. To facilitate the installation of these signs the Highway Authority will consent to their use on the highway at sites approved by the Highway Authority, and subject to the Council entering into a licence agreement.
- 3.1.2. A S72 Licence will be required by Parish and Town Councils, and a S178 Licence required for District and Borough Councils.
- 3.1.3. The SLR/SID will ideally be placed at any one given location for a locally determined length of time. It is expected the device will be relocated from time to time, once its effectiveness has diminished, to preserve its effectiveness and continued benefit to the community.
- 3.1.4. The SLR/SID's operation will be dependent on the frequency and number of times the sign is activated. In general, the battery life usually manages a 2-week deployment.
- 3.1.5. Parish/Town Councils may join to form a Parish/Town Group for the purchase, management, maintenance, and deployment of the SLR or SID. It is recommended that in this event a lead Council is nominated but every Parish or Town Council within the group will require a licence.
- 3.1.6. Hampshire County Council is not able to contribute resources, including finance.
- 3.1.7. The Council will be responsible for agreeing and producing a yearly deployment programme for the SLR/SID amongst their group sites in compliance with this guidance. Annual deployment to be updated every 12 months and shared with Hampshire County Council.
- 3.1.8. The SLR/SID will only be erected and dismantled on the highway by competent persons, contractors and operators.

3.2. Getting Started 2: Choosing locations for the SLR

- 3.2.1. The following requirements for SLR or SID sites MUST be met:
 - The posted speed limit must be 20, 30 or 40mph. Hampshire County Council does not permit SLR and SID deployments in speed limits over 40mph under this initiative for a number of reasons. This scheme is intended to offer support for speed management and education within the most populated areas where is a higher level of active travel and traffic manoeuvres. Additionally, more complex signing and guarding layouts will need to be set out for deployments on higher speed limit routes, along with additional street work and health and safety considerations.

- The site must be inside the speed limit and the SLR or SID unit must not be placed upon the entry sign to the speed limit.
- There must be adequate forward visibility. In a 20mph speed limit this is a minimum of 60m, and in a 30mph speed limit this is a minimum of 90m, and in a 40mph speed limit this is a minimum of 120m.
- The SLR or SID unit must not obscure visibility of another traffic sign.
- The SLR or SID unit must not obscure visibility from any access or junction.
- The SLR or SID must not be within a visible range of a traffic signal head.
- The post on which the SLR or SID unit is to be deployed must be safely accessible and in a good condition.
- The SLR or SID unit must not obstruct a footway, cycle track or verge on which pedestrians walk.
- The SLR or SID unit, including its face, must have at least 500mm clearance from the edge of the carriageway, 600mm if sited on a central island.
- Where the SLR or SID unit is sited over a footway then a mounting height of at least 2.3m is required. If sited over a cycle track, then a mounting height of at least 2.4m is required.
- SLR or SID units can only be fixed to existing traffic signposts or lamp columns. Cast iron or ornate lamp columns, power supply or telephone poles, and private posts must not be used.
- When proposing to place the SLR or SID on a lamp column, the SLR or SID must not weigh more than 20kg and Enerveo consent must be obtained by application to [Hampshire Street Lighting Services | All other attachments \(lightsoninhamphshire.co.uk\)](https://lightsoninhamphshire.co.uk). Unauthorised equipment may be removed by Enerveo. Enerveo consent is valid for a 12-month period after which Councils will need to re-apply.
- Solar power is not suitable for sites where there is heavy tree cover and also will increase the weight of the unit. They often require larger post sizes. It is important to risk assess the impact of a longer and heavier post for operatives, and extreme weather conditions that will affect the stability of the post in these circumstances.
- If a suitable post does not exist for mounting the SLR or SID then the Council may purchase, at their cost, a post socket with a temporary post, to be arranged via Hampshire County Council's Safer Roads Team. Councils should make use of existing street furniture wherever possible to minimise street clutter. Hampshire County Council will only approve post sockets where there is no suitable alternative.
- All proposed sites for SLRs or SIDs will require Hampshire County Council approval and an agreed licence prior to any deployment being made.
- Please see Appendix 1: Notes for guidance for moving Speed Limit Reminder and Speed Indicator Devices.
- Please see Appendix 2: for a site location form to collect all the information that is required on the device/s and the location/s. What 3 Words is recommended for accurate location details. [what3words](https://what3words.com) /// [The simplest way to talk about location](https://what3words.com)

3.2.2. It may be appropriate to vary your deployment dependent on time of year as tree growth etc. can change visibility during summer and winter periods

3.2.3. Ensure that the responsible person or contractor is happy installing the SLR or SID at each location, and it is safe for them to do.

- 3.2.4 Please note that the final decision on sites remains with Hampshire County Council, as the Highway Authority, and is based on the criteria in this guidance document, the suitability of potential sites and the requirements of traffic signing legislation and guidance.

3.3. Getting Started 3: Location Approval

- 3.3.1. Having decided on locations, the sites need to be checked and approved by Hampshire County Council's Safer Roads Team to make sure the proposed locations are suitable and safe. Please note, there will be a charge for assessing your sites. Further details can be found in Para [3.6.1](#).
- 3.3.2. If the guidance in section 3.2 is followed, the likelihood of problems arising is minimised and approval should be a formality.
- 3.3.3. Each site will be checked for suitability. If the site is not approved, Hampshire County Council, will work with the Council to seek an appropriate alternative location. However, the Hampshire County Council as the Highway Authority reserves the right not to approve any site that does not comply with section [3.2](#), or on the grounds of safety.
- 3.3.4. If there is no suitable existing post or lighting columns at the desired location it may be possible to provide a post socket with a temporary post. If appropriate, a post extension may be fitted to an existing post to enable its use by the SLR/SID. Any costs are to be borne by the applying Council.
- 3.3.5. To submit a request for site approval Councils should use the [Appendix 2](#) form to submit information for each the device to be deployed and each location to be assessed
- 3.3.6. A deployment at a site constitutes a presence facing in one direction. Turning the unit to face the opposite direction is considered a separate deployment.
- 3.3.7. The Council must receive written approval from Hampshire County Council and other required authorities before proceeding. It is recommended the Council retains a copy.

3.4. Getting Started 4: Ordering the SLR or SID

- 3.4.1. The purchase of the SLR/SID including all necessary associated equipment, e.g. mounting brackets, batteries etc. will be the responsibility of the Council. The Council should consider the process of setting up and removal of equipment, and risk assess against the approved sites.
- 3.4.2. The Council should ensure that the equipment conforms with the regulations set out for the implementation of Vehicle Activated Devices on the highway. TOPAS and ADEPT guidance can be found using the following links:
<https://topasgroup.org.uk/media/SIDs-v-SLR-ADEPT-briefing-paper-September-2021.pdf>
and <https://topasgroup.org.uk/media/Guidance-on-the-procurement-of-VAS-SIDS.pdf>

3.4.3. It is recommended that a Parish/Town Groups nominate a lead member to act as treasurer and main point of contact.

3.5. Getting Started 5: Implementation Process

3.5.1. Once sites have been approved, the installation of posts, post extensions and sockets can be ordered through Hampshire County Council's Safer Roads Team for installation by Hampshire County Council's contractor, on behalf of the Council. Temporary posts that fit to sockets must not be left in place when not in use.

3.5.2. Please note that the installation of post sockets will take time as it is necessary to obtain the position of any underground utility equipment for health and safety reasons and obtain street works permits for each site before any works can commence.

3.5.3. Councils are required to agree the annual programme for deployment.

3.5.4. Councils are required to send a copy of the annual programme to Hampshire County Council's Safer Roads Team every year. Any changes to the annual programme, including introduction of new sites, will require a new copy to be sent to Hampshire County Council's Safer Roads Team.

3.5.5. Once the licence agreement has been signed by both parties, (the Council and Hampshire County Council on behalf of the Director of Universal Services) and dated, then the Council may commence deployments. Guidance for Councils on moving the unit is included at Appendix 1.

3.6. Getting Started 6: Financial Commitments

3.6.1. The Council will be charged a fee of **£450** by Hampshire County Council for the initial setup of a scheme and review of up to 10 sites. Where over 10 sites are required to be reviewed then an additional **£250** charge for each additional 10 sites will apply. For example, a new scheme of 30 sites will incur fees of:

New scheme set up 1-10 sites	£450
Additional sites 11-20	£250
Additional sites 21-30	£250
Total fees	£950

3.6.2. Extension to an existing programme of deployments, for instance where additional sites are requested to an already operational programme, then the charges set out in 3.6.1 will apply as a new scheme setup and site reviews.

For example, an extension to an operating scheme of 20 sites will incur fees of:

Extended set up 1-10 sites	£450
Additional sites 11-20	£250
Total fees	£700

3.6.3. The Council will be responsible for the capital costs of the SLR or SID, associated equipment, and insurance of the equipment.

3.6.4. Supply and installation of all works to facilitate deployment of the SLR will be payable by the Council through Hampshire County Council's Safer Roads Team.

3.6.5. Councils are responsible for all maintenance and replacement cost should the SLR or SID not function correctly, go missing, is vandalised or other similar occurrence that prevents its use.

3.6.6. The Council will be responsible for any costs incurred following the termination of the programme or licence agreement, to reinstate sites to highway (e.g. removal of posts and sockets)

4.0 Frequently asked Questions

Q1. Which type of unit should the Council purchase. An SLR or SID?

An SLR provides a clear and unambiguous message in the form of a recognisable regulatory speed limit sign where drivers exceed a set speed. A SID displays the actual travel speed of an approaching vehicle which may not be as effective where a driver has not recognised the posted speed limit. Councils may choose the type that they believe most suits their circumstances, including additional features to collect traffic survey data, but should ensure the device complies with specification outlined by TOPAS.

Q2. What vehicle speed over the speed limit activates the SLR?

The SLR is triggered at a level that represents the threshold for Police enforcement. This is 10% plus 2mph above the speed limit. For instance, in a 30mph speed limit the SLR is triggered at 35mph.

Q3. What if the SLR/SID breaks down?

Should a fault develop, the supplier should be contacted before returning the sign since they frequently have engineers in the locality who may be able to repair a fault on site. New SLR/SIDs are generally guaranteed for a year by the manufacturer.

Q4. Why can't the sign be mounted permanently?

Because research has proved the longer the SLR or SID stays in one place, the less drivers slow down when they see it. After a number of weeks, the speed of traffic returns to what it was before the sign was erected, so keeping signs up for long periods of time reduces the effect.

Q5. Why use a temporary post instead of just leaving the post in place?

Apart from being unsightly signposts may form a potential hazard. Hampshire County Council is committed to reducing clutter through reducing unnecessary signs and signposts.

Q6. Why isn't Hampshire County Council paying for these signs?

Because Hampshire County Council is prioritising its resources to those locations where there is a history of road casualty collisions.

Q7. What about insurance?

The signs remain the property of the Councils, and it is the responsibility of the Council to arrange insurance.

Appendix 1: Notes for Guidance for moving Speed Limit Reminder or Speed Indicator Devices

These guidance notes are designed to assist Councils when moving the speed limit reminder signs under Licence Agreement, and to draw attention to some of the points that must be considered.

It is not possible to cover every eventuality, so if you have concerns that these notes cannot assist with, you must contact Hampshire County Council's Safer Roads Team for advice.

Things you and your operative must consider when moving signs:

There is always risk associated with working on the public highway and you must ensure that you minimise this risk to both you and to others using the highway. Consider the process required to setup and remove your device.

Ensure that you are physically able to conduct the task as it involves lifting and carrying.

Ensure you have the correct Personal Protective Equipment such as a high visibility jacket and trousers, safety boots, hard hat and gloves, plus eye protection if necessary, plus any other safety equipment.

Ensure your vehicle can be parked safely, and preferably off the carriageway.

Ensure that enough clear sight lines are available for motorists to see what you are doing (120m in a 40mph speed limit). You should take account of weather conditions and time of day.

Ensure that you have the necessary temporary traffic management, signing and guarding, in place. Temporary traffic management is a legal requirement and the 'red book – Safety at Streetworks' must be followed.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/321056/safety-at-streetworks.pdf

In designing your temporary traffic management layout, you should consider if it is clear to other road users that work is taking place.

Do you have the necessary access equipment to remove/re-fit the speed limit reminder sign? If you propose to use a step ladder, do you have a level and firm base upon which to place it? Alternative access equipment is available and should be considered if the conditions for safe use of stepladders are not met. Are you familiar and comfortable with the procedure for remove/refitting the SLR or SID?

You should undertake a risk assessment for the erection and removal of the sign and identify the control measures to be taken to minimise risk to the operative and all road users. The risks to be considered must include as a minimum:

- Operative falling, being struck by a vehicle or injured through lifting.
- Member of public injured by road traffic incident associated with the works.

- The length and weight of the post and unit, including solar panels where solar power is being used.
- The impact of extreme weather conditions such as high winds, snow and heavy rain that may affect post stability.

You should produce a method statement for the safe installation and removal of the sign. The operator(s) must be competent to perform the operation according to the method statement.

Ensure that you or your operatives have minimised the risk. Always ask for further advice where you are uncertain.

Legal requirements when fitting/removing speed limit reminder signs

Have you placed the signing and guarding correctly and in accordance with the red book 'Safety at Streetworks' for other road users to understand what is going on?

Are you wearing the correct personal protective clothing?

Have you placed your vehicle off the Carriageway?

Do you have the correct insurance for both the vehicle to be used for this purpose and for yourself to be carrying out the task?

Have you taken all appropriate steps to minimise the risk to yourself and other road users when carrying out this task? Can pedestrians safely pass without stepping into the road?

At all locations, any vehicles associated with the installation/removal of the apparatus MUST be removed from site to a suitable location to ensure lines of sight and clear footway/carriageway are always maintained during the operation.

Failure to comply with licence agreement may result in its termination.

Appendix 2: Site Location Form

Parish/Town	
Name	
Telephone	
Email	

Device 1			
Type	SID		SLR
Weight (inclusive of batteries)			
Height			
Width			
Do you use this device with a solar panel?			
Solar Panel Weight			
Solar Panel Height			
Solar Panel Width			

Site 1			
Road Name/Number			
What3Words Location what3words /// The simplest way to talk about location			
Google Streetview Link			
Site Description <i>(include whether located in footway or verge)</i>			
Speed Limit			
Method of Mounting <i>(select appropriate)</i>	Lamp Column		Existing Sign Post
	Socket/Temporary Post		Sign Post Extension
Direction Facing			

Location Map	
Image of Location <i>(up to date Streetview image or a photograph)</i>	