**Community Speedwatch and the SIDs (Speed Indication Devices)**

SIDs are about improving the safety of our main roads, not prosecuting offenders. Speedwatch target individual drivers.  
Unlike Speedwatch, SIDs will monitor speed 24/7 in all weathers, day, and night.  
SIDs remind the accidental speeder of the speed limit and cause them to reduce their speed. Reducing speed reduces the number of collisions, injuries, and deaths on roads. Research has shown that SIDs reduce the average speed of drivers at all times of the day and night.

SIDs collect data on the amount of traffic and its speed in both directions, which will support any application to OCC for further road safety measures.

It is noted that average speeds were 2mph faster in the direction out of the village. This is where the recreational ground, petrol station and Savages are located thus increasing the risk to those who choose to walk to these local amenities.

The higher speed as traffic leaves the village presents a risk to people visiting their allotments.

SIDs in spy mode 23/3/24 to 14/4/2024:

The traffic volume on London Road is high with an average of over 3000 vehicles per day in each direction. The highest speeds recorded are shocking with a record at 103mph closely followed by 102, 101 and 99mph. These were recorded on different days mainly in the afternoons. More generally one in 5 vehicles (20%) travel over the speed limit of 30mph with a worrying 249 readings showing speeds above 50mph in the 21 days the two SIDs located on London Road were operating in spy mode. It is also noted that average speeds were 2mph faster in the direction out of the village compared with those coming into the village. This was true at both ends of the village.

On Bessels Way there are fewer vehicles with an average of 1300 per day in each direction. However, a greater percentage break the speed limit here with 30% driving above 30 mph. 179 vehicles were driving at a speed above 50mph in the 21 days the SID took readings, again in spy mode. The highest speed recorded were 80mph twice, 76 and 73mph. Although this is lower than on London Road this could be caused by the location of the SID as a greater proportion of vehicles are travelling more than 50mph here and the SID is only 200m from the start/end of the road. Average speeds were 1 mph faster in the direction of traffic heading towards Didcot.

14th April to 29th April – SIDs illuminated.

The active SIDs have influenced the speed of vehicles most notably the vehicles travelling into the village at speeds above 30mph at Westbrook Street. This figure dropped from 16% to 8%. On Bessels Way for vehicles travelling towards Didcot the percentage travelling above 30mph fell from 34% to 24%.

All average figures were lower with the SIDs active except for the maximum speed which rose on London Road to 114mph leaving the village by the garage at 14.30 in the afternoon.

The impact of active SIDs is most noticeable for vehicles exceeding 30mph and least noticeable on vehicles exceeding 46mph although they do affect all speed ranges. This indicates that the actions of drivers choosing to travel at high speeds are intentional rather than accidental and are little changed by the SID.

On London Road, both directions had slightly lower figures possibly due to the active SID at the other end of the road.

It is early to spot trends at this stage but it will be interesting to see if these effects continue to the end of next month.