

**Decision Session – Executive Member for  
City and Environmental Services**

**12 November 2015**

Report of the Acting Director City and Environmental Services, Neil Ferris

**SPEED MANAGEMENT UPDATE**

**Overview**

This report, providing an update on the management of vehicle speeds across the city, has been split into 3 elements which are all closely linked.

**1. Part 1 - Speed Review Process Update**

Part 1 gives an update on the collaborative Speed Review Process, set up under the 95 Alive Partnership, in conjunction with the Police (NYP) and Fire Service (NYF&R). The report advises of locations from 2013, 2014 and 2015 where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework. This section also includes information relating to a petition received on 27 August 2015 from residents of Cranbrook Road expressing their concerns about speeding vehicles along that road.

**2. Part 2 - Review of Speed Management Engineering Programme**

Part 2 details a review of the speed management sites which have previously been investigated via the Partnership and prioritised for assessment for an engineering solution. It seeks approval of the 2015/16 Speed Management programme, to consider the implementation of cost effective speed reduction measures.

**3. Part 3 - Vehicle Activated Sign Review**

Part 3 follows the first major review of vehicle activated signs (VAS) as speed management tools across the Council area since 2009. This section seeks approval of an updated VAS policy which includes the criteria that a site would have to meet before a VAS

can be considered, monitoring of existing and new sites and, the future maintenance of VAS.

## **Recommendations**

### **4. Part 1, Speed Review Process Update**

Acknowledge the update and information in the report and agree to continue to investigate community speed concerns as raised by individuals and including Cranbrook Road, via this data led method of assessing speed complaints. This process is part of the 95 Alive Partnership (run across York and North Yorkshire Council areas) and facilitates a continuation of NYP input and enforcement activity, where appropriate and NYF&R inputting time and staff hours in the collections of speed data.

### **5. Part 2, Review of Speed Management Engineering Programme**

i) Approve the proposed programme of schemes (Annex A-P sites) and authorise officers to undertake further consultation and advertisement of speed limit orders as necessary, and to implement the measures if no objections are received. Any measures which receive objections should be reported back to the Director for a decision.

ii) Authorise officers to carry out additional speed surveys (Annex Q and R sites) and to carry forward these sites for further assessment in the 2016/17 programme.

iii) Approve the inclusion of further feasibility work for the three sites with speed limit issues (Annex S) in the ongoing programme of speed management schemes.

### **6. Part 3, Vehicle Activated Sign Review**

i) Retain the existing criteria for speed limit VAS, which is that Local Transport Plan (LTP) funding will only be used where the 85%ile speed equals or exceeds the signed limit by 10%+2mph. Where this funding criteria is not quite met, a Ward Committee or Parish Council may still wish to fund the installation of a VAS. In this situation, a threshold of 85%ile speeds being 10% above the speed limit should be adopted.

ii) Establish criteria for the provision of hazard warning VAS based on at least one recorded injury accident in the previous three years, with reports of inappropriate speed (which may be within the posted speed limit).

iii) Replace the existing system of monitoring by collection and analysis of speed data before installation and three months after.

iv) VAS to be reviewed as and when they develop faults applying the criteria in i. and ii. above. If the site meets the criteria, it is recommended that the VAS is repaired or replaced. If they do not, the sign and post should be removed and the site disbanded.

v) Consider the need for future allocations for the review and aftercare of LTP funded signs. Ward committee or Parish Councils are expected to fund any maintenance (if they so wish) if they originally purchased the signs.

## Contact Details

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**Chief Officer Responsible for the report:**

***Neil Ferris***  
***Acting Director CES***

**Report  
Approved**

**Date** 27/10/15

## Specialist Implications Officer(s)

**Wards Affected:** *List wards or tick box to indicate all*

**All**

**For further information please contact the author of the report**

**Supporting Papers:**

Part 1 - Speed Review Process Update

Part 2 - Review of Speed Management Engineering Programme

Part 3 - Vehicle Activated Sign Review