
Decision Session - Cabinet Member for 19 November 2012 Transport, Planning and Sustainability

Report of the Director of City and Environmental Services

SPEED REVIEW PROCESS UPDATE REPORT

Summary

1. This report gives an update on the collaborative Speed Review Process, set up in York, in conjunction with the Police (NYP) and Fire Service (NYF&R). This ensures that speed concerns are considered, and acted on, through partnership collaboration, giving a stronger and more robust response to the issues raised.
2. The report advises of further locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.

Background

3. Speed Management is a broad area, which encompasses a number of council departments and other agencies. The Speed Review Process is just one strand of speed management, which was agreed with Partners, to manage the specific area of speed complaints, of which the Council receives many from a number of sources including residents, elected members and representatives of local groups, such as resident associations. The process does not stand alone, but feeds into other processes, such as the current work to implement 20mph limits across the city.
4. To help manage this, a data led method of assessing speeding concerns in York, was approved at the Meeting of the Executive Member for City Strategy and Advisory Panel on 30 October 2006. This established that speeding issues should be assessed against certain national criteria. The criteria for assessment are shown

within **Annex A**. This criterion has been updated to include recent additions, such as the NYP camera van and the City of York (CYC) commitment to 20mph limits.

5. In the past it was evident that many of these complaints were also reported to other agencies including the Police and the Fire Service, which resulted in an overlap of work that was not a cost effective or consistent way of dealing with these community concerns. By working together in partnership we have been able to pool resources, knowledge and expertise to fully investigate all concerns raised. This also provides greater flexibility to ensure officers can look across the board to make the most difference to casualty reduction and speed.
6. Following on from the successful implementation of this Speed Review Process in York, and then in the Selby Area, North Yorkshire County Council are in the early stages of rolling out a similar scheme across the whole of North Yorkshire in relation to community speed concerns.
7. A simplified diagram of how the process works is shown at **Annex B**.
8. The form for reporting issues is available on the CYC council web site and is reproduced at **Annex C**. Casualty reduction is a key target for the Partnership.
9. For general information, the last 3 years (to end of 2011) Killed and Seriously injured statistics for York, including the figures for 2001 as a guide, are shown in the table below.

KSI	2001	2009	2010	2011
Pedestrians	19	10	11	9
Pedal Cyclists	21	11	14	18
Motor Cyclists	24	11	16	17
Car Occupants	44	25	18	18
Other	11	3	3	1
Total	119	60	62	63

10. The table shows that there is a marked decrease in KSI from 119

in 2001 to 60 in 2009.

11. The table also makes it evident, that whilst we have seen an overall general downward trend the biggest decreases in KSI's has been in car occupants.
12. Slight injury statistics for York, for the last 3 years (to end of 2011), including figures for 2001 as a guide, are shown in the table below.

Slight	2001	2009	2010	2011
Pedestrians	78	67	55	58
Pedal cyclist	110	122	109	107
Motor cyclist	77	47	66	54
Car Occupant	443	283	248	251
Others	65	38	19	19
Total	773	557	497	489

13. Again, it can be seen that whilst there is an overall reduction, the biggest reduction is again in injured car occupants.
14. Assessment of speed complaints, through a data led process, highlights that most of the locations identified by residents do not have a speed related casualty problem. This suggests that a lot of community concerns around speed are of perceived danger or "accidents waiting to happen".
15. There are no locations, of the 29 investigated within this report period (Dec 11 – Nov 2012) where speed is the causal factor, resulting in a casualty issue. (i.e. sites that score a one or two on the criteria, as per **Annex A**).
16. It is acknowledged, however, that encouraging drivers to moderate their speed to suit the prevailing conditions is important, since driver error is the major contributory factor in many accidents. Lower speeds reduce the chances of a collision occurring, and the severity of resulting casualties.

Consultation

17. As part of the Speed Review Process all locations were visited and risk assessed by CYC & Police Officers.
18. NYF&R undertake speed surveys in areas identified as not having an injury issue, but where there are community or individual concerns about speed. As it is estimated that speed surveys cost c.£250 - £300 each to undertake, the input of these resources by Partners helps to investigate community concerns in greater detail.
19. CYC continue to fund speed surveys in areas highlighted (by Police Records) as “high” accident locations as part of the ongoing commitment to reduce killed and seriously injured (KSI’s).
20. Once speed surveys are returned, these are analysed by the Partnership team, to determine, where they fall within the criteria, and what, if any further action could be taken. (A summary of the various initiatives or “tools currently available to tackle speed” can be found at the end of Annex A).

Prioritisation of speeding issues raised

21. This report covers the 29 locations which have been investigated this year (2012).
22. All are documented in Annex D, along with any results from investigations.
23. **Category 1 (high speeds and high accidents)** - None of the current complaints investigated fall within the category 1 criteria.
24. **Category 2 (low speeds and high accidents)** - None of the current complaints investigated fall within the category 2 criteria.
25. **Category 3 (high speeds and low accidents)** – The 3 sites that have scored category 3, under the criteria at Annex A, will be forwarded to Transport Projects for consideration of further cost effective speed reduction measures:- Top Lane, Copmanthorpe; Sim Balk Lane, Bishopthorpe, in 20 limit; Moor Lane, Woodthorpe. There has also been a request to re-add Willow Court site in Holtby Village where follow up speed surveys following on from Engineering work has not produced the reduction in speeds hoped

for.

26. The Transport Capital Programme includes a funding block for Speed Management, which is currently oversubscribed, with a total of 43 sites outstanding from the Speed Review reports going back to July 2010. Keeping the sites in a single category provides officers with the greatest flexibility to be able to look across the board at where we can make the most difference to casualty reduction and speed.
27. Locations on the list will be assessed and prioritised under the below criteria:-
 - (a) Accident data
 - (b) Mean/ 85th percentile and the percentage over the posted limit.
 - (c) Proximity to schools and shops.
28. The current community concern Police enforcement list from the Speed Review Process, (York Selby, Tadcaster Area) is at Annex E. This enforcement is over and above that undertaken by NYP at existing casualty locations/routes across the county.
29. It is of note that the idea of enforcement at these locations is NOT to issue speeding tickets, but to educated drivers, thus information on issue of tickets at each individual location is not available, however local Policing teams will feed back at Ward/Parish meeting as and when enforcement has taken place (NYP camera operation updates are feely available on the NYP website). Police intelligence suggests that a high number of those captured are York residents.
30. Category 4 (low speeds and low accidents) - All sites that have scored category 4 under the criteria at Annex A, have been evaluated according to the data. All have been offered the SID (mobile speed indicator device) scheme (see Annex A for details) The SID scheme was first used successfully in Leeds and was subsequently implemented in York, to provide an ideal “education” solution, to sites where residents had localised concerns about speeding, but where the data did not evidence a speeding issue. It is only ever used (in York) as evidenced via the speed review process as an “education tool by communities” (and not directly as a speed reduction measure).

31. The Speed Review Scheme successfully enables officer's time and resources to be prioritised at locations with real speed and accident issues.

Update on other related issues

32. Council Web Site - All the information on the Speed Complaint Process, including the criteria, complaint form and a "frequently asked questions" section is now available on the City of York Council web site at the below address.

www.york.gov.uk/transport/Roadsafety/Roadsafetycampaigns/ReportingSpeedingConcerns/

33. The NYP managed camera van is now operational and may be used, along with more traditional Police methods for enforcement.

34. It is of note that the placing of the camera van is completely at the discretion of NYP, whose current policy is that all requests from the community, for the camera van will be processed through the Speed Review Process and with due regard to their operational requirements. Information on the sites due to be visited by the camera van and feed back can be found at the following address: www.northyorkshire.police.uk/safetycamera

35. **Electronic reporting** – It is planned to progress the Speed Review Process, towards an electronic system, as well as the current paper system.

36. However, currently there are 2 main issues that need to be overcome in order to progress this:-
- A way to ensure the system could be accessed and shared by the 3 organisations, which have differing securities and IT operating processes.
 - Creation of a durable electronic process that ensures the system is open to all residents including the 18% who do not have access to the internet.

37. Part of the ethos of the Speed Review Process is that every single complaint and issue is important to us, and will be investigated. In order to do this we need to receive detailed information on the issues and location. The current paper based system not only fits

easily and effectively into the partnership approach, but provides this level of detailed information.

38. It is important that benefits of the current paper based system are replicated in any electronic system.

Options

39. **Option 1** - To agree to:-

- Add the 3 sites identified under category 3 and the Willow Court location at Holtby to the Transport Projects list. So that all sites can be assessed equally on the same criteria.
- To offer other sites identified under category 4 the Community Speed Indicator Device (SID) scheme.
- Share the speed data information for all sites with Officers implementing the 20mph City Limits.
- Support enforcement of community concern sites, by NYP from the location target list, which is part of the outcomes of investigations. (annex E)
- To progress an electronic reporting system, if funds and IT expertise and capacity are available to do so.

40. **Option 2** – Would be to:-

- Prioritise the 4 sites, (including Willow Court at Holtby), identified under category 3 over and above, other speed concern sites currently on the Transport Projects list.
- To offer other sites identified under category 4 the Community Speed Indicator Device (SID) scheme.
- Share the speed data information for all sites with Officers implementing the 20mph City Limits.
- Support enforcement of community concern sites, by NYP from the location target list, which is part of the outcomes of investigations. (annex E)
- To progress an electronic reporting system, if funds and IT expertise and capacity are available to do so.

Analysis

41. **Option 1**- would ensure that all locations are considered for speed reduction measures via the Transport Project list. Keeping a single category, providing officers with the greatest flexibility to be able to make the most difference to casualty reduction and speed using the below criteria:-
- (a) Accident data
 - (b) Mean/ 85th percentile and the percentage over the posted limit.
 - (c) Proximity to schools and shops.
42. **Option 2** - would mean prioritising the 4 sites identified in this report and leave the other sites on the Transport Project list to be dealt with in an “ad hoc” way, which may not result in the best value in terms of casualty and speed reduction.

Council Plan Priorities

43. Get York Moving
Build Stronger Communities
44. The aim is to increase the use of public and other environmentally friendly modes of transport is relevant to this report. Fears of being a casualty are a real deterrent to more people walking and in particular cycling. By implementing a programme of speed management measures to reduce speeding, which targets the minority of drivers whose driving behaviour poses the greatest risk to others, overall safety can be improved and an increase in active transport use achieved. The recommendations therefore support the council plan priorities, to get York moving.
45. Promoting the Speed Indicator Device (SID) gives communities, where it is evidenced as appropriate, the tools to help them selves, to make a difference, building stronger communities.

Implications

- 46.
- **Financial** - Revenue and capital funding for speed reduction schemes in 2012/13 are limited, even with Local Sustainable Transport Funding helping in other areas. Potential measures

will need to be prioritised.

- **Human Resources (HR)** – There are HR implications. As anticipated the reduced officer resources to this service, has seen a lengthening in the response times for speeding complaints. Resources will be focussed on areas, which deliver the best value for money in terms of casualty reduction
- **Equalities** – There are no equality implications.
- **Legal** – There are no legal implications.
- **Crime and Disorder** - Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy, however it is a Police responsibility to enforce the appropriate speed limit as per the DfT guidelines and Road Traffic Law.
- **Information Technology (IT)** - There are IT implications, if this process is to become electronic and work successfully across the 3 organisations.
- **Property** - There are no property implications.
- **Other** - There are no other implications

Risk Management

47. In compliance with the Council's risk management strategy the risks arising from the recommendations have been assessed, as below 16 and therefore require monitoring only.
48. **Strategic** - There are no strategic risks associated with the recommendations of this report.
49. **Physical** - Road accidents by their very nature are unpredictable and it is always possible that an injury accident will occur on a route that has been assessed where no action was taken. The data led method of assessing speeding issues ensures that routes with a casualty record are prioritised.
50. **Financial** - It is now evident that demand for speed management

treatments outweighs the capacity to deliver. All potential speed management administration and engineering treatments will be subject to budget allocation.

51. **Organisation/Reputation** - There is likely to be opposition to a recommendation to take no action following the assessment of a speeding issue. However, the data led method of assessing speeding issues enables justification to be provided in instances when no action is deemed appropriate. With reduced allocations and increased administration workload it is possible that the level of service provided will be lower than the public's expectations leading to a risk that the council's reputation will suffer.

Recommendations

52. The Cabinet Member for Transport, Planning and Sustainability is recommended to:

- Support Option 1 - ensuring that those sites identified in this report as category 3 are forwarded to the Engineering List.

Reason: So that all locations identified, from past reports as well as this current report, are considered for appropriate speed reduction measures on clear and equal guidelines.

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Approved 2012

Specialist Implications Officer(s)

Financial

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Wards Affected:

All

For further information please contact the author of the report.

Annexes

- Annex A – Criteria paper
- Annex B – Flow chart of process (simplified)
- Annex C – Speed Concern Report Form
- Annex D – Excel sheet of all locations and conclusions
- Annex E – Speed enforcement locations – from the Speed Review Process