
Decision Session
Executive Member for City Strategy

1 December 2009

Report of the Director of City Strategy

SIX MONTHLY REVIEW OF SPEEDING ISSUES

Summary

1. This report gives an update on collaborative work, with the Police and Fire Service, to streamline and widen the agreed prioritisation framework. This will ensure that speed issues are considered, and acted on, through partnership collaboration, giving a stronger and more robust response to the issues raised.
2. The report advises the Executive Member of the locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.
3. This report recommends the Executive Member supports the continuation of a partnership approach to dealing with speeding complaints. Partners, including North Yorkshire Police, North Yorkshire Fire and Rescue and North Yorkshire Council all who agreed to the proposed action to the speeding issues raised.
4. The Executive Member to note the preparation of a Safety Camera Study, which is due shortly to be reported to the Executive as a key decision.

Recommendations

That the Executive Member for City Strategy is recommended to give support to any joint working initiatives, which result in, a wider, more in depth process to tackle speed issues in York (Speed Review Process, Option 1).

Reason: To ensure that speed issues are considered with partnership collaboration to give a stronger and more robust response to issues raised.

Background

5. Casualty Reduction is one of the key Local Area Agreement Targets (NI 47, reduction in Killed and Seriously Injured KSI) that this council has chosen to be measured against. Casualty reduction is also a principal objective of the Council's Local Transport Plan (LTP) and its Road Safety Strategy.

6. The Council receives many complaints about speeding vehicles from a number of sources including residents, elected members and representatives of local groups, such as resident associations. To help manage this, a data led method of assessing all speeding issues 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 criteria; the criteria for assessment are shown within **Annex A**.
7. 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 constant 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.

Progress on Speed Review Process and Partnership Collaboration

8. Often this data led method highlights that there is not a casualty problem, suggesting that a lot of community concerns around speed are of “perceived danger”. The map in **Annex B** highlights the last 10-year casualty injury record for York and the locations where the most recent complaints of speeding have been reported.
9. However it is acknowledged that encouraging drivers to moderate their speed to suit the prevailing conditions is particularly 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.
10. To this end, as reported to the meeting of the Executive Member for City Strategy and Advisory Panel, documented in the Speed Review update, July 08, there has been on going work to join with other partners to improve and stream line the way we handle speeding complaints and issues across the city.
11. A small but dedicated cross-agency team with one representative from CYC, one representative from North Yorkshire Fire & Rescue and two from North Yorkshire Police, has been working over the last year to produce a process for dealing with these complaints in a joined up way. The basis for this process is the existing Speed Review Criteria, documented in **Annex A**. However this has been widened out to encompass the expertise, experience and time, of key partners, which has enabled the process to be improved to more thoroughly investigate all speed issues, including community concerns where there is no accident history. Previously only locations with casualty concerns routinely had detailed investigations done. The team has also been exploring ways in which it can provide other options for speed concerns, where the existing, data led, process results in a low score, and where previously this would have led to no further action.

12. Partners (NYP, NYF&R NYCC) made the decision to trial the process in York, as a pilot from November 2008. The plan being to roll the scheme out right across North Yorkshire, should it prove to be successful.
13. A simplified diagram of how the process works is included at **Annex C**.
14. All three agencies are actively involved in the mechanics and delivery of this process but from a CYC point of view casualty reduction does stay, as the main priority because reducing killed and seriously injured is our key performance indicator.
15. In particular the new process adds the following benefits:
 - Has improved the system by ensuring every person who sends a form gets a series of letters informing them of the progress and outcome of the investigation. This has only been achieved by the extra input to the administration by the Police.
 - A standard form for speed concerns to be reported on (copy of which can be found at **Annex E**.) This form can now be downloaded from the CYC road safety section on the Internet. To ensure a thorough investigation we ask that these forms, be fully filled in.
 - This helps in two ways: -
 1. To ensure officers are identifying the correct location for the speed concern. Under the old system it has not always been clear exactly where the issues have been, thus adding extra costs in terms of work and speed surveys. For example some roads in York are very long and more specific information, than just the road name, is required to be accurate with the investigations.
 2. It enables information to be standardised and easily shared with partners.
 - Currently North Yorkshire Police will not accept electronically generated complaint forms this is because the scheme in York is a pilot. Once the scheme is up and running County wide, where the process sits may well be different to the current arrangement in York. It is envisaged that once the process is fully up and running County wide, then provision for an electronic process can be addressed. There is insufficient capacity within CYC Road Safety to manage the administration of an electronic complaints system, which is why NYP offered to do it for the trial of the scheme.
 - All locations are visited and risk assessed by CYC & Police Officers prior to speed surveys being done, to assess the environment. This is a new addition only made possible by added resources from the Police.
 - All speed complaints now get a speed survey done, this is as a result of Police and Fire and Rescue resources being made available, and is a big improvement on the old system. CYC will continue to fund speed surveys in areas highlighted (by the criteria) as “high” accident locations as part of the

ongoing commitment to reduce killed and seriously injured (KSI's) as detailed in National Indicator 47 (NI47). However the Fire Service will now 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 approx £200 each to do, this is a big addition to improving the old system.

- Another important addition to the system is the Police involvement in the analysis of the accident and speed data. The officers involved have a great many years experience as traffic officers in York and can bring a great knowledge and understanding of the road system and behaviour patterns of local drivers. This is a valuable asset when site visiting locations and analysing the data.
 - This Police involvement, and the added speed survey data, has lead to targeted Police enforcement being carried out at a number of locations across York (see paragraph 25 – 30). This means that the speed data is used to identify the time when high speeds have been recorded enabling the Police to attend the site, at those “targeted” times and thus maximise their resources. This is a very welcome addition to the process and one that was not possible before, due to the lack of data to evidence the need. Any updates from the Police can be included in further six monthly speed reports.
16. Locations that score highly on the accident or speed criteria will still be passed to the Engineering team for further investigation but we are also using more innovative education and enforcement schemes that will provide something to address the identified issues, whatever criteria score given. These are as follows: -
- Community speed watch wheelie bin stickers and packs are available for communities and streets that want to give a visual message to drivers to slow down.
 - A Speed Indicator Device (SID) is a temporary mobile interactive sign that can detect the speed of an approaching vehicle and will display the speed digitally along with a happy face or a sad face on a dot matrix screen. The SID is community operated and requires local residents to be trained to use equipment; training is free and is provided by the Fire and Rescue service. SID works as an education tool for drivers and helps empower communities to inform local drivers of their strong feelings toward anti-social driving habits.
 - Mobile speed matrix sign is similar to a SID in that it can detect the speed of an approaching vehicle and will display the speed digitally on a dot matrix screen. North Yorkshire Fire and Rescue Service have access to one speed matrix sign, which can be deployed in appropriate areas, on a temporary basis, as determined by the data. This can be used in locations where SID is not appropriate, maybe for geographical reasons.
 - Neighbourhood Policing Teams have been trained in the use of speed

radar guns and are now in a position to use this tool, in a targeted way, as advised by analysis of the speed data.

Prioritisation of Speeding Issues Raised

17. In the last 6 months between March - Aug 2009 there have been a total of 59 locations where speeding concerns have been raised. All are documented in **Annex D**. After analysis against the criteria (Annex A) the following actions have been advised.
18. **Category 1 (high speeds and high accidents)**
None of the current complaints fall within the category 1 criteria
19. **Category 2 (low speeds and high accidents)**
None of the current complaints fall within the category 2 criteria.
20. **Category 3 (high speeds and low accidents)**
21. It is worth noting that 3 of the locations below are in existing 20 zones (Dodsworth Ave, Elvington, and Tang Hall Lane)
22. B1228 Elvington York Rd, to the bridge, within the 20 limit – to be passed to the Engineering team as speeds are well above 20mph. In the 30 limit Speed Indicator Device (SID) can be offered.
23. North Lane Huntington, to be passed to Engineering and targeted enforcement to be implemented.
24. Dodworth Avenue, in 20 & 30 limit, to be passed to Engineering and targeted enforcement to be implemented.
25. Holtby Village, to be passed to Engineering and SID to be offered.
26. Ox Carr Lane, Stensall, in 30 limit, to be passed to Engineering and targeted enforcement to be implemented.
27. New Lane, Huntington, to be passed to Engineering and targeted enforcement to be implemented.
28. Church Balk, to be passed to Engineering and targeted enforcement to be implemented.
29. Rycroft Avenue, to be passed to Engineering and targeted enforcement to be implemented.
30. Tang Hall Lane, to be passed to Engineering as speeds above the 20 limit.
31. Windsor Drive, to be passed to Engineering, SID to be offered

32. **Category 4 (low speeds and low accident)**

33. Elvington, Halifax Way to Wheldrake Lane, targeted enforcement and SID offered.
34. Clifton Moor Gate, targeted enforcement to be implemented
35. Stockton in the Forest, targeted enforcement to be implemented
36. Foxwood Lane, targeted enforcement
37. Beckfield Lane, targeted enforcement
38. York Road, Haxby, targeted enforcement
39. Hopgrove Lane South, education, by use of the Fire Service Matrix sign.
40. Elmpark Way, SID offered
41. Eastfield Avenue, Haxby SID offered
42. Knapton Main Street had a full report done, 2008. SID offered
43. Wetherby Road, Rufforth, SID offered
44. Bradley Lane, Rufforth, complaints about white lines, SID offered
45. Westminster Road, SID offered.
46. Manor Road, Clifton, was referred to Maintenance, as it was an issue with signs being overgrown with foliage.
47. Stockhill Lane – no action taken, this is a pair on semi-detached houses on a country road in a 60 limit.
48. Beech Avenue, Holgate, Sid offered, but also passed to Engineering as speeds are inappropriate for location.
49. Eastern Terrace, SID offered, but to be passed to Engineering as speeds are inappropriate for location.
50. Beckside, Elvington, offered SID.
51. Flaxton Road, Strensall, No further action under speed review process but contact with Farmer re: killed sheep to look at alternatives.
52. All individuals that have submitted a form have been informed of the outcome of the process and what solutions can be offered.

Please note, a petition and speed complaint has just been received from Kexby that will be addressed at the next six monthly review.

Update of Safety Camera Feasibility Study

53. On 26th March 2008 the 95 Alive Partnership was formally tasked by the Chief Constable of North Yorkshire Police with conducting a feasibility study to consider the use of Safety Camera's in York and North Yorkshire.
54. Progress was delayed when the appointed Project Manager left and key officers were unable to take up the project because of existing workload. A new Project Manager started in April 2009.
55. The study is drawing to a close, with the report in its final stages. It will then be presented to the 95 Alive Steering Group. Once the Steering Group has signed it off it can be reported to the Executive of the partnership organisations (CYC, NYP and NYCC). If the report goes through each stage, without delay, it is anticipated that it will be presented to the Executive Member of City Strategy at a Decision Session early in 2010.

Options and Analysis

Speed Review Process Options Proposals.

56. Option 1

As stated in the last Review report to the EMAP in March 09 the new Pilot has been running in the York area since November 2008. Partners in 95 Alive are now about to roll out this new speed review process across the North Yorkshire Region, in stages, under the "95 Alive" branding. As the CYC process sits within this wider remit, it would seem appropriate for us to continue to work in partnership.

57. Option 2

To revert back to our own, independent, but smaller process, which would exclude the help from Partners with speed surveys, correspondence and analysis of data and targeted enforcement. This would leave agencies and systems running concurrently.

Analysis

Option 1, enables us to fully investigate and collect data on every speed issue brought to our attention, this is because a partnership approach brings extra resources, expertise and time to provide a more in depth, data led investigation, whilst still keeping casualty reduction as our joint priority.

Option 2, would ensure that speed issues that had a high casualty record would be fully investigated, but speed issues that did **not** have a high casualty record would not be as fully investigated. Without Fire Service help we would not be able to do as many speed surveys and without the Police input there would be a reduction in the time spend on analysis and

administration, which would lead to a reduction in the locations that data led, targeted enforcement could be carried out.

Corporate Priorities

58. The Council's Corporate Strategy 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 robust programme of speed management measures to reduce excessive 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 Safer City and Sustainable City priorities.

Implications

Financial

59. Delivered from the existing 2009/10 Capital Programme allocation and it is proposed that a proportion of the 2010/11 Capital Programme will be allocated to enable the council to take forward a number of speed management schemes.

Human Resources (HR)

60. There are no HR implications at the present time, but if the volume of complaints were to increase because of a more robust system the current level of staff within the partnership could begin to struggle to deliver.

Equalities

61. There are no equality implications.

Legal

62. There are no legal implications.

Crime and Disorder

63. 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.

Information Technology (IT)

64. There are no IT implications.

Property

65. There are no property implications.

Other

66. There are no other implications.

Risk Management

67. 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.

Strategic

68. There are no risks associated with the recommendations of this report.

Physical

69. 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.

Financial

70. There is a potential risk that demand for speed management treatments outweighs the capacity to deliver. All potential speed management-engineering treatments will be subject to budget allocation.

Organisation/Reputation

71. 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.

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Wards Affected:	All	✓
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Background Papers

Speed Management Report

Meeting of Executive Members for City Strategy and Advisory Panel, October 2006

Second Local Transport Plan 2006 –11

(Including Road Safety Strategy and Speed Management Plan)

Knapton Review of speed report to EMAP July 2008

TRL Report 323 *A New System for Recording Contributory Factors in Road Accidents*

Annexes

Annex A – Speed Review Criteria as set out in EMAP report October 2006

Annex B – Maps showing 10-year casualty pattern across York and speed complaint pattern across York.

Annex C - Simplified diagram of Joint Speed Review Process.

Annex D – Excel sheet of current speed complaint locations.

Annex E – Speed Concern Report Form.