
Meeting of Executive Members for City Strategy and Advisory Panel

30 October 2006

Report of the Director of City Strategy

SPEED MANAGEMENT

Summary

1. This report has been brought forward in response to:
 - The increasing number of complaints about speeding traffic.
 - The high demand for Vehicle Activated Signs (VAS) to be installed to address speeding issues.
2. The report reviews the various approaches to speed management and provides an assessment methodology against which all speeding issues can be measured and assessed.
3. The report recommends that proposals A – F outlined in paragraph 99 should be approved.

Background

4. Casualty reduction is the principle objective of the Road Safety Strategy included as part of the Second Local Transport Plan.
5. The majority of casualty cluster sites (i.e. junctions, bends) have now been treated with engineering measures as part of the Local Safety Scheme programme. The priority now is to bring forward measures to address casualties along strategic routes, rather than at specific locations.
6. There is an established relationship between excessive or inappropriate speed and the likelihood of a road accident involving casualties. The Speed Management Plan is therefore a key component of the Road Safety Strategy.
7. The Speed Management Plan, developed in 1997 and updated in 2003, sets a framework for speed management measures and carries the support of the emergency services and the bus operators. The aim is to ensure that all road users know the speed limit and that all road users drive at or below the posted limit.

8. The plan outlines the three categories of road, sets speed reduction targets, and provides guidance on the types of speed management treatment that may be appropriate (see table below).

Route/Area	Target Speeds	Appropriate Measure
Main Traffic	Greater compliance with the speed limits.	Horizontal measures
Mixed Priority	30 mph (20-25 mph at shops/schools)	Vertical measures in places where there are safety concerns.
Residential areas	20 mph	Wide range of vertical measures.

9. Traffic routes are busy main roads which are important for bus operators and the emergency services.
10. Mixed priority routes are roads which are important for getting around, but which go through areas where slower speeds are appropriate, such as villages or near shops and schools.
11. Residential routes are all other roads where the needs of residents will generally have priority over traffic.
12. The Speed Management Plan does not specifically categorise rural routes. During the life of the Second Local Transport Plan it is proposed that a study of speed management on the rural network will be undertaken.
13. The Department for Transport (DfT) Circular 1/06 states that Local Authorities should now use mean speeds as the basis for determining local speed limits. Previously Local Authorities have used 85th percentile traffic speeds (i.e. the speed at or below which 85 cars out of 100 travel in free flow conditions) to set local speed limits. It therefore also seems sensible to use mean speeds and 85th percentile speeds when assessing speed data. The use of mean speeds is underpinned by extensive research demonstrating the well-proven relationship between speed and accident frequency and severity. Mean speeds also reflect what the majority of drivers perceive as an appropriate speed to be driven for the road, and are felt to be easier for road users themselves to understand.
14. The DfT has recently issued new guidance on the setting of local speed limits (Circular 1/06). Every Local Authority are requested to formally review the speed limits on all 'A' and 'B' roads in accordance with the new guidance, and implement any necessary changes by 2011. North Yorkshire Police should be consulted during the review process.

Method of assessment

15. Speed management measures should always be data led to ensure maximum benefits from limited resources and to provide a consistent approach across the city.
16. The data led method of assessment should be applied to:
 - The development of speed management schemes as part of the Capital Programme
 - Ward Committee requests
 - Complaints from residents
17. Speeding issues should be assessed against the following criteria:

Injury accident record

18. A speed related injury accident search should be undertaken for the preceding three years based on North Yorkshire Police data.
19. An analysis of casualty data for the road, that incorporates causation factors, will help to determine the likelihood and impact of a speed related injury accident.
20. Injury accidents will be prioritised on severity using the categorisation; fatality; serious injury; and slight injury.

Speed data

21. An analysis of existing speed data for the route should be undertaken. The primary measures used to assess data should be the mean speed and the 85th percentile speed (i.e. the speed at or below which 85 cars out of 100 travel in free flow conditions).
22. The mean speed is calculated by adding together every individual vehicle speed and dividing this figure by the total number of vehicles recorded in the survey. A speed survey is conducted over a period of 7 days (24 hours a day) to ensure that the mean speed figure is statistically reliable.
23. National guidance recommends assessing 85th percentile speeds using the following formula; speed limit + 10% of the speed limit + 2 mph. The 10% of the speed limit is allowed to account for any inaccuracies in a speedometer and the 2 mph takes into account any driver lapses i.e. drivers drifting over the speed limit by mistake.
24. The table below summarises the thresholds above which vehicle speeds are regarded as a problem:

Speed Limit	Threshold (mean speeds)	Threshold (85 th percentile speeds)
20 mph	20 mph	24 mph
30 mph	30 mph	35 mph
40 mph	40 mph	46 mph
60 mph	60 mph	68 mph

25. Should further analysis be required, then the percentage of vehicles exceeding the speed limit can also be considered.
26. It should be noted that the highest vehicle speed is often the figure that is picked up on by the public. However, this measurement should not be used to assess speed data for the following reasons:
 - May have been generated by an emergency services vehicle
 - Is not representative of the speed profile for the road i.e. it is one driver
27. The Council has existing speed data for a large number of roads in the city. When responding to speeding issues it may be necessary to undertake speed surveys if there is no existing data.
28. The average cost of a 7 day/24 hour speed survey is £150. Budget restraints mean it is not possible to collect speed data in response to every complaint (several hundred per annum). On roads where there is not a speed related injury accident record, the decision on whether speed data is collected should be made jointly between the Road Safety Officer, the Transport Survey Clerk and North Yorkshire Police. Experience has shown that at certain sites it is very unlikely that the mean speed will be above the speed limit. Sites where speed data may not be collected, because mean speeds are likely to be well below the speed limit, include:
 - Roads with existing traffic calming features
 - Some roads with natural traffic calming i.e. parked cars on both sides of the road
 - Small cul-de-sacs
29. Based on the speed data and the injury accident record roads can be categorised on a scale of 1 – 4, with 1 being the highest priority (see table below).

Category	Speed	Casualties	Priority	Treatment
1	High	High	High	Speed management measures
2	Low	High	High	Casualty reduction measures
3	High	Low	Medium	Speed management measures
4	Low	Low	Low	None

30. Prioritisation of speed management measures based on these objective criteria will result in resources being deployed most efficiently and with maximum benefit to the community.
31. Other criteria that can be taken into consideration if further prioritisation is required are:
- Traffic flow
 - Evidence of non-injury crashes
 - Pedestrian generators i.e. schools, local shops, hospitals etc.
32. Once the assessment process is complete any potential speed management measures will be subject to budget allocation. Capital funding will be prioritised based on the categorisation in the above table.
33. Ward Committee funding may be used to implement local measures that meet the necessary criteria.

Management of complaints

34. In order to effectively deal with the high volume of speeding complaints, a more structured management procedure needs to be adopted.

Resident complaints

35. Resident complaints (several hundred per annum) are currently dealt with on an ad-hoc basis throughout the year. The new management procedure will involve grouping resident complaints together and producing a twice yearly review for Members.
36. The review will detail every speeding complaint received during the previous six months and will recommend which roads should be treated, based on the data led method of assessment.
37. It is proposed that a twice yearly review of speeding complaints will be brought forward in May and November.

38. Funding will be allocated as part of the Speed Management Capital Programme to respond to complaints brought forward in the twice yearly review that justify treatment.
39. This twice yearly review process will ensure a consistent approach is applied to all speeding complaints and should ensure more efficient use of staff time.

Ward Committee requests

40. Requests from ward committees will be assessed as and when they are received by council officers, using the data led method of assessment.
41. When a road does meet the assessment criteria, officers will report back to the Ward Committee with a proposal to address the problem. Providing the Ward Committee is in agreement, they would be encouraged to use their own funding to implement any proposal.
42. On roads that do not meet the assessment criteria no action will be taken. A Ward Committee will not be able to take forward any scheme without Council approval.
43. This approach should ensure that Ward Committee requests are dealt with consistently and within a relatively short time frame.

Approaches to speed management

44. An identified speeding problem can be tackled in a number of ways. The different approaches generally fall into one of the 'Three E's': education, engineering and enforcement.

Education

45. Education in the broad sense should aim to raise awareness of the risks associated with speed and influence driver behaviour. Targeted education should focus on high-risk groups.

Publicity campaigns

46. The Road Safety Strategy highlights the fact that the majority of crashes are caused by driver error, and driving too fast is one example of a driver error. Speeding is endemic and the only way to effectively manage speeds is to influence driver behaviour to the extent that individual drivers take responsibility for their own actions and choose to drive within the speed limit.
47. Speed awareness campaigns will target users of the arterial routes where the majority of speed related casualties occur. Publicity campaigns tend to have more impact when;
 - Supported by police enforcement
 - Targeted at high-risk groups
 - Delivered as long-term campaigns

Targeted education

48. Research has shown that social and cultural norms play an important role in speed choice. Speed campaigns have tended to target the entire population, but it has now been recognised that blanket publicity has a limited effect on behaviour change.
49. Education needs to be targeted at the most at risk groups, which in York are employees driving whilst at work and young drivers.
50. The *Your Driving Your Business* campaign stresses to employers that they have a duty of care for employees who drive as part of their job. It has been estimated that nationally around a third of all collisions involve employees at work. The aim of the campaign is to offer guidance to employers on how to manage this road risk.
51. Promoting a safer speed message within organisations is one of the main strands of the campaign. Employers should not make unrealistic demands on their drivers that encourage speeding behaviour and should not condone employees breaking the speed limit. Over time, the campaign has the potential to achieve widespread behavioural change.
52. Young people aged 17-21 are massively over-represented in the casualty data and are extremely likely to engage in reckless driving behaviour. An extensive programme of work targets schools, colleges, the Youth Offending Service and other relevant organisations. This educational work comprises theatre productions in school, workshops delivered by bereaved parents, a resource aimed at parents and sessions looking at a range of issues including speeding. Influencing this key group of road users has the long term potential to foster safer, more considerate drivers.

Community Speed Watch

53. The aim of Community Speed Watch is for residents to develop a culture whereby speeding in their community gradually becomes socially unacceptable.
54. The initiative empowers residents to take positive action when they report a speeding problem in their community. Residents are encouraged to sign-up to a speed pledge, thus committing themselves to driving within the speed limit. Stickers with the message "It's our neighbourhood watch your speed" are available to those residents who sign up to the pledge. This powerful public stance puts pressure on those drivers who believe it is acceptable to speed.
55. The campaign is tied in with the deployment of the temporary Speed Indicating Device (SID). The SID records the speed of each vehicle and flashes up the words "slow down" when the speed limit is exceeded. Not only does the SID offer a reminder to drivers exceeding the speed limit, it also records speed data whilst

operational. Routes with a measurable speeding problem are suitable for deployment.

56. Research has shown that a SID is effective in reducing vehicle speeds whilst in situ and operational. The reduction in speed continues for several miles after the vehicles have past the SID. However, there is no reduction in speed on days when the SID is not deployed.

Engineering

57. Engineering treatments help to dictate the speed at which people drive. Vertical measures restrict the speed at which people can drive, whilst other measures are used to engineer the road environment in a way that encourages drivers to travel within the speed limit. A summary of treatments and the type of road they can be introduced on is included as **Annex A**.

Self-indicating roads (traffic routes)

58. Department for Transport (DfT) Circular 1/06 states that speed limits should be self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should also encourage self-compliance and not be seen by drivers as being a target speed at which to drive in all circumstances.
59. The Second Local Transport Plan 2006-11 includes proposals to undertake speed management studies on the six arterial routes. This work will look to bring forward engineering measures to reduce traffic speed and address the casualty record. The arterial routes are where the majority of killed and serious injury casualties are located. The primary objective is to engineer a road environment where the majority of drivers travel at or below the speed limit. The aim of engineering measures is to reduce the carriage way width and break up the road environment so that drivers are not tempted by long unobstructed lengths of road. Possible measures include:
 - Cycle lanes
 - Pedestrian refuge islands
 - Road markings
 - Speed limit signing
 - Junction warning signing
60. A self-indicating road has the potential to encourage long-term behaviour change on a route. The engineering measures will be supported by route speed awareness campaigns and police enforcement.

Psychological traffic calming (mixed priority routes)

61. The Transport Research Laboratory (TRL) has studied how changes in the road environment affect driver behaviour. In general, more

complex road environments induce drivers to slow down and give themselves time to understand the surroundings.

62. An example of this technique is reducing the perceived road width, which in turn increases the perceived risk. Another example is red brick narrowing, whereby a surface of red brick is added to the sides of the road. This creates uncertainty in the footway width and defines a distinctly narrower edge to the road.
63. The study found that psychological traffic calming slowed fastest drivers the most – as the increase in perceived risk diminishes any “thrill factor” which a small percentage of the driving population senses from speeding.
64. To date, only one psychological traffic calming scheme has been implemented in the UK, in a village location to reinforce a speed limit change from 40 to 30 mph. The percentage of drivers exceeding 30 mph fell from 85% to 50% and the percentage of drivers exceeding 40 mph dropped from 50% to 10%.
65. Early results suggest that this technique can be effective in reducing speed. As there is a distinct lack of research into this technique, any scheme should be considered on a trial basis. This type of treatment is likely to be expensive and the cost-effectiveness must also be considered.

Vertical traffic calming (residential areas and mixed priority routes)

66. Substantial research shows that vertical traffic calming is the most effective method of reducing speeds and addressing casualties. This type of traffic calming can be introduced on residential roads and on mixed priority routes where there are safety concerns such as near shops, schools and play areas.
67. A study by Webster and Mackie (1996) showed that after implementation of traffic calming the average annual casualty rate decreased by 60% and average vehicle speeds fell by 9 mph. In York traffic calming has been introduced extensively and monitoring of the schemes has shown an average 52% reduction in casualties and an 11 mph reduction in mean speeds.
68. It is also important to note that traffic calming is usually popular with local residents. The Transport Research Laboratory reviewed forty-five traffic calming schemes and the overall percentage of residents who approved of the schemes was 65%.
69. Despite anecdotal evidence to the contrary, research suggests that when negotiated at sensible speeds vertical traffic calming causes no specific damage to vehicles. There are concerns that schemes can lead to increased traffic noise, emissions and vibration. However, data from York has shown that in most cases the actual increase in noise, emissions and vibration is very low. It is generally accepted that the

safety benefits of vertical traffic calming far outweigh any negative impact.

Horizontal traffic calming (mixed priority routes)

70. Horizontal deflection measures can help to reduce traffic speeds without the need for vertical traffic calming. Examples include:
- Build-outs are a narrowing of the carriageway, constructed on one side of the road, usually as an extension to the footway.
 - Chicanes are made up of two or more build-outs on alternate sides of the road that are not directly opposite each other. Vehicles are required to slow down to negotiate the chicane.
 - Pinch points consist of a pair of build-outs on opposite sides of a road to create a narrowing. They can help to modify vehicle speeds and reduce the risk to pedestrians crossing the road.
71. Horizontal traffic calming is not as effective in reducing speeds as vertical traffic calming, but it can be implemented on routes where vertical measures are not feasible. This type of treatment is site specific and is very sensitive to the balance of traffic flow e.g. a chicane is only effective if there is a similar traffic flow from both directions.
72. There are driver behaviour issues associated with horizontal treatments, such as speeding through chicanes to beat oncoming traffic. Residents can also complain about increased noise and emissions due to the braking and accelerating of drivers negotiating the feature.

Road markings & surface treatments (all routes)

73. Road markings and surface treatments have been used to good effect in changing the nature and appearance of a road, and therefore the speed at which people choose to drive. They are most effective when used in conjunction with vertical speed limit signing.
74. Care must be taken to ensure that the visual effect of road markings, especially words like "SLOW" on coloured backgrounds is not diluted due to proliferation.
75. An example of where road markings can be effective is at speed limit transition points to emphasise the change and alert drivers to the new speed limit.

Speed limit signing (all routes)

76. The over-riding principle of speed limit signing should be to ensure that the limit is always as clear and obvious as possible, and that it is lawful. Nationally speed limit signing is not always consistent and drivers should not be expected to work out what the speed limit is.

77. Speed limit repeater signs at regular intervals help to reinforce the speed limit. It should be noted that 30 mph speed limit repeater signs are prohibited on 30 mph roads that have street lamps.
78. Research shows that additional speed limit signing, such as countdown signs placed at regular intervals before a limit, have little effect on reducing vehicle speeds.

Vehicle Activated Signs (VAS) – any route within 30 or 40 mph limit

79. Department for Transport (DfT) guidelines state that VAS should only be considered where there is a casualty problem associated with excessive or inappropriate speed, that has not been satisfactorily remedied by standard signing or other measures. In other words VAS are a last resort and should only be considered at locations where other speed management measures have not proven effective.
80. The main advantage of VAS is that they alert individual drivers to the fact that they are travelling too fast. However, experience derived from situations elsewhere, would suggest that VAS should be deployed sparingly, in order to avoid a proliferation of such signs, which would reduce their overall effectiveness.
81. The Transport Research Laboratory (TRL) has undertaken a full-scale study of the effectiveness of over sixty VAS in Norfolk, Kent, West Sussex and Wiltshire. The study concluded that there has been a one-third reduction in casualties across all of the Norfolk sites. The average reduction in mean speed for the speed limit VAS was 4mph. The hazard warning VAS reduced mean speeds by an average of 7mph.
82. However, experience from elsewhere has confirmed the view that widespread use of VAS should not be recommended as this would reduce their effectiveness at accident sites, where their use would bring real casualty savings. Limiting the number of VAS ensures that the signs remain effective.
83. There is also evidence to demonstrate that over time the impact of VAS can diminish. A VAS installation should not therefore be considered permanent, and regular monitoring of the site is required to determine at what stage a particular sign becomes ineffective.
84. The local DfT representative at the Government Office for Yorkshire and the Humber (GOYH) has confirmed that it is acceptable to install VAS on a temporary basis. However, local residents, Parish Councils and Ward Committees are very likely to oppose any recommendation to move an existing VAS.
85. There is potentially a long term financial risk associated with future VAS provision if suitable maintenance arrangements are not put in place with the necessary budget allocation.

86. VAS have been installed at nine trial sites across the city and the results of the York trials appear to correlate well with studies elsewhere. For example, 85th percentile traffic speeds (i.e. the speed at or below which 85 cars out of 100 travel in free flow conditions), average traffic speeds and the percentage of vehicles exceeding the speed limits in force have been reduced at nearly all the sites where local data has been collected. However, the trials are showing that at some sites there is a drop off in effectiveness after about six months in situ.

20 mph zones (mixed priority routes and residential areas)

87. Local Authorities are able to introduce self-enforcing 20 mph zones where they are likely to reduce speeds and cut casualties. The only effective way of reducing speeds to 20 mph or less is through the implementation of traffic calming.
88. In York 20 mph zones are predominantly introduced as part of School Safety Zones to create a safe environment for children. It would be feasible to extend the use 20 mph zones beyond School Safety Zones. Several Local Authorities, including Southwark and Camden, have implemented a default 20 mph limit on all urban residential routes. This blanket approach has been supported by other measures to reduce vehicle speeds.

Reducing the speed limit (potentially all routes)

89. The DfT has requested that every Local Authority formally review the speed limits on all 'A' and 'B' roads and implement any necessary changes by 2011.
90. Research has shown that in places where speed limits have been reduced and no other action taken, the reduction in average traffic speed is observed to be about a quarter of the change in posted speed limit. For example, reducing the speed limit from 40 mph to 30 mph tends to reduce speed by 2.5 mph (Finch et al 1994).
91. In order to be effective, a reduction in speed limit must be supported by other engineering measures so that it reflects the nature of the road environment.

Home Zones (residential areas)

92. Home Zones are residential streets where the road space is shared between cars and other road users, with the needs of pedestrians and cyclists coming first. The characteristics of a Home Zone are a 20 mph speed limit, traffic calming and measures to improve the environment for local residents i.e. extended pavements.
93. Research has shown that Home Zones are most effective on short lengths of road with a relatively low traffic flow.
94. A number of Home Zones have been implemented in York as part of the First Local Transport Plan. At this point in time no further Home

Zone schemes are proposed. Home Zones were found to be very expensive both in terms of construction costs and officer time. It was also very difficult to achieve local consensus on the exact nature of the schemes.

Enforcement

95. It should be noted that the installation of speed cameras is not an option currently available to City of York Council because a 'safety camera partnership' is not active within North Yorkshire. It is a partnership decision not to have fixed camera sites in North Yorkshire and there are no proposals at present to review this situation.
96. Police enforcement is an important part of speed management. A minority of drivers will not respond to education or engineering measures and enforcement can be an effective deterrent.
97. Police enforcement should be seen as the final phase of reducing speeds on the roads. Enforcement should be considered after all other education and engineering methods have been tried and have failed to reduce vehicle speeds. The aim of enforcement is to influence the offender into understanding the dangers of exceeding the posted speed limits. Data led targeted policing on routes with a significant casualty record or a measured speeding problem is fundamental to making our roads safer. A close working relationship between the Council and North Yorkshire Police is necessary to make it work.

Consultation

98. North Yorkshire Police have been consulted and support the fundamental principles of the proposed data led method of assessing speeding issues.

99. Proposals

- A. To adopt the data led method of assessing speeding issues and prioritising treatments using the criteria outlined in paragraphs 15 – 33.
- B. To adopt the procedure for managing complaints from residents and Ward Committees outlined in paragraphs 34 – 43.
- C. To review the speed limits on all 'A' and 'B' roads by 2011 in accordance with the new DfT guidance.
- D. To continue with the existing programme of targeted education to influence driver behaviour.
- E. To implement the most appropriate speed management engineering treatment as detailed in **ANNEX A** where justified by the data.

- F. To work with North Yorkshire Police and support data led targeted speed enforcement.

Analysis

Proposal A

100. Proposal A will ensure parity across the city by applying a consistent and robust approach to all speeding issues. It will enable the Council to have maximum impact on casualty reduction and speed management. The assessment methodology prioritises routes with a record of speed related injury. It will allow the Council to provide justification in cases when action is not appropriate. This method enables the appropriate treatment to be applied to an identified speeding problem and avoids over-reliance on a particular treatment. This approach will also ensure the greatest rate of return from the Second Local Transport Plan funding stream.

Proposal B

101. Proposal B will ensure the effective management of complaints/requests from residents and Ward Committees.
102. Members will be presented with a twice yearly review detailing all resident speeding complaints, which will ensure a consistency of approach.
103. Ward Committee requests will be investigated and where they meet the necessary assessment criteria, officers will report back to the Ward Committee with a proposal. Ward Committees will be able to use their own funding to implement any proposal put forward by Council officers. A Ward Committee will not be able to take forward any scheme without Council approval.

Proposal C

104. The review of speed limits on all 'A' and 'B' roads will be an on-going process during the life of the Second Local Transport Plan. Funding will be allocated as part of the Speed Management Capital Programme to undertake this piece of work.
105. A review of the speed limit should be incorporated into the investigative phase of any proposed speed management engineering treatment.

Proposal D

106. Education is an integral part of the speed management process. Long-term speed compliance will only be achieved by influencing driver attitude and persuading drivers to choose to drive at a safe speed.

107. The road safety project officer (soon to be appointed) will be responsible for delivering targeted education at the most high-risk road users.

Proposal E

108. **Annex A** forms the basis for the selection of speed management engineering treatments.
109. Selection of the most appropriate speed management measure will be based on the data and will take into consideration:
- Location
 - Effectiveness (both short-term & long-term)
 - Cost
 - Public support
110. In order to effectively manage speeds across the city it is important that the full range treatments are available for use.
111. Vehicle Activated Signs should only be installed at sites where there is a casualty problem associated with excessive or inappropriate speed. The signs should be installed on a temporary basis and should be reviewed after 12 months to assess whether they remain effective.

Proposal F

112. Partnership working with North Yorkshire Police will ensure that speed enforcement is targeted where appropriate.
113. Speed enforcement is an important component of speed management. However, the impact is often short-term and enforcement should not be relied upon to address an identified problem.

Corporate Objectives

114. The proposed data led method of assessing speeding issues meets the Council's corporate objective to create a Safer City. It supports the aims and objectives of the Road Safety Strategy and the Speed Management Plan included as part of the Second Local Transport Plan.

Implications

Financial

115. £120,000 has been allocated to the 2006/07 Speed Management budget to implement engineering schemes. This funding has been fully allocated and was approved as part of the Capital Programme. Capital funding will continue to be allocated to Speed Management as part of the Second Local Transport Plan.

116. The DfT has recently announced that from 2007/08 safety camera funding will be integrated into the funding system for the Second Local Transport Plans (LTPs). In York, based on an average LTP, the estimated additional road safety funding between 2007/08 – 2010/11 is £938,000. Furthermore this funding is 20% capital and 80% revenue. This revenue funding would have a major impact on work to influence driver attitude and speeding behaviour across the city. The capital funding would enable additional Speed Management engineering schemes to be implemented.

Human Resources (HR)

117. The Local Area Road Safety Officers Association (LARSOA) recommend one road safety officer per 50,000 population (York has a population of approximately 180,000). The current road safety team consists of one full-time road safety officer. In addition the council is currently appointing one road safety project officer for a fixed term until 2008.

Equalities

118. There are no equality implications.

Legal

119. The Council is required to formally review the speed limits on all 'A' and 'B' roads and implement any necessary changes by 2011.

Crime and Disorder

120. Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management strategy.

Information Technology (IT)

121. There are no IT implications.

Property

122. There are no property implications

Other

123. There are no other implications.

Risk Management

124. In compliance with the Council's risk management strategy the risks arising from the recommendations have been assessed.

Strategic

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

Physical

126. The data led method of assessing speeding issues ensures that routes with a casualty record are prioritised. Road accidents by their very nature are unpredictable and it is always possible that a casualty crash will occur on a route that has been assessed where no action was taken. However, the data led approach ensures that all speeding issues are investigated and objective conclusions formed.

Financial

127. There is a potential risk that demand for speed management treatments outweighs the capacity to deliver. Ensuring that the additional safety camera funding is spent on road safety and not elsewhere should alleviate this risk.
128. Once the assessment process is complete any potential speed management measures will be subject to budget allocation. Spending will be prioritised based on the categorisation in the table in paragraph 29.

Organisation/Reputation

129. Local residents, Parish Councils and Ward Committees are very likely to oppose any recommendation to take no action following the assessment of a speeding issue. However, the data led method of assessing speeding issues allows for prioritisation and enables one to justify instances when no action is deemed appropriate.
130. Measured in terms of impact and likelihood, the risk score for all these risks has been assessed at less than 16 (see table below). This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Risk Category	Impact	Likelihood	Score
Strategic	Very Low	Remote	2
Physical	Very High	Remote	2
Financial	Medium	Medium	9
Organisation/Reputation	Medium	Medium	9

Recommendations

131. That the Advisory Panel advise the Executive Member that:
1. The proposals A – F outlined in paragraph 99 should be approved.

Reason: Assessment of speeding issues using the data led methodology will result in resources being deployed most efficiently and with maximum benefit to the community. It will also ensure parity across the city by applying a consistent and

robust approach to all speeding issues. The procedure for managing complaints from residents and Ward Committees will ensure that issues are dealt with in the most effective manner. Incorporating the review of speed limits on all 'A' and 'B' roads into the existing Capital Programme will ensure that the work is completed by 2011 in accordance with DfT guidelines. Continuing to address speeding issues through; education; engineering; and enforcement will ensure that the Council is able to fulfil the objectives of the Speed Management Plan.

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Wards Affected: All					All <i>tick</i>
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Background Papers

Helping drivers not to speed

ROSPA Policy Paper (2005)

New directions in speed management : a review of policy

DfT (1998)

Second Local Transport Plan 2006-11

(Including Road Safety Strategy and Speed Management Plan)

Setting Local Speed Limits

DfT Circular 1/06

Vehicle Activated Signs A large scale evaluation

TRL Report 548 (first published 2002)

Vehicle Activated Signs

Traffic Advisory Leaflet 1/03

Annexes

Annex A Summary of engineering treatment