
**Meeting of Executive Members for City
Strategy and Advisory Panel**

14 January 2008

Report of the Director of City Strategy

SIX MONTHLY REVIEW OF SPEEDING ISSUES

Summary

1. This report advises Members of the many locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.
2. Based on this assessment process, a number of priority sites are identified and discussed, leading to the development of proposals for possible future speed management actions.
3. The report also gives an update on the use of Vehicle Activated Signs (VAS) as a speed management tool around the City.

Background

4. Casualty reduction is a principle objective of the Council's Local Transport Plan (LTP) and its Road Safety Strategy. Speed is known to be a significant causal factor in at least one third of all road casualties, and therefore the targeted use of effective speed management measures has the potential to make a significant contribution to this objective.
5. 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 the following criteria:
 - a. **Injury accident record** - based upon North Yorkshire Police data, for the preceding three years, and prioritised on severity using the standard categorisations of fatal, serious, or slight. Officers use a points scoring system to rank sites as high or low. This is based on a slight casualty receiving 1 point, with a fatal or serious casualty being weighted at 4 points. A total points score of 6 or more is need for the site to be given a "high" ranking.

b. Speed data - collected using automatic counting equipment and conducted over a period of at least 24 hours.

The **mean (average) speed** recorded by the survey provides a good overall indication of the speed environment, but it does not give a good indication of how many drivers may be exceeding the legal speed limit by a significant amount.

The **85th percentile speed** helps to show this by indicating the speed not exceeded by 85 % of the traffic surveyed, and hence is the level exceeded by the other 15%. Based on national guidelines, the threshold levels generally used by the Police for speed limit enforcement purposes are worked out by the following formula:-

Threshold speed = speed limit + 10% + 2mph. For example in a 20 zone, the formula would look like:-

$$\text{Speed limit} + 10\% + 2\text{mph} = 20\text{mph} + 2 + 2\text{mph} = \mathbf{24\text{mph}}$$

6. The table below summarises the thresholds above which vehicle speeds are regarded as “high” within the assessment framework adopted by the Council:

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

7. Based on the available speed data and the injury accident record, each road is then categorised using a scale of 1 - 4, with 1 being the highest priority, as shown in the following table:

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

Prioritisation of speeding issues raised

8. In December 2006, when officers first presented a six-month review of speeding issues, it was reported that Officers held a list containing 87 roads

where concerns over speeding had been raised by residents, elected members, Ward Committees, or Parish/Town Councils. For most of these sites the necessary speed survey information was not available to enable a proper assessment to be carried out. However, based on the information available at that time, a provisional list of 19 high priority sites were identified where further detailed investigations looked to be warranted.

9. An update report was considered by Officer In Consultation (OIC) in July 2007. This reported that a further 33 speed issue locations had been brought to Officers' attention. However, based on a provisional assessment, only three appeared to rank as high priorities. This gave a total of 22 sites requiring more detailed assessment. Since then another 10 locations have been raised as areas of concern, but these have all low casualty ratings and only two appear to be potential speed management scheme candidates (Category Three). This gave an overall total of 24 sites requiring more detailed assessment.
10. The main task has been to carry out detailed speed surveys at all these sites, and review the accident records based on the most up to date information available. The outcome of this work is presented in **Annex A**. This shows that of the 24 locations, only three actually meet the necessary criteria to make them a very high priority for speed management action (Category One). A further 12 are classed as Category Three, meaning speeds are high but the lack of a casualty history makes them a lower priority for Speed Management action. In addition five sites are classed as Category Two sites, which have poor accident records, but speeds are not high. These will be looked at as potential Local Safety or Danger Reduction schemes in 08/09. The other seven sites (Category Four) are now classed as low priorities for any action based on the latest accident and speed information.
11. Following this reassessment, all the sites confirmed as Category One and Category Three locations have been looked at in more detail by Officers with a view to identifying possible speed management measures. The outcome of this work is presented in **Annex B**.

Vehicle Activated Signs

12. One of the speed management tools that has quite recently become available to the Council is the use of Vehicle Activated Signs (VAS). The Council has already installed a number of these around the City, generally in places where other forms of physical traffic calming would not be appropriate (see list of locations in **Annex C**). An update on their current use is provided in **Annex D**.

Speed Management Proposals for 2008/09

13. Clearly, those sites which are ranked as Category One should be viewed as high priority for receiving speed management treatment. Beyond this, those that fall into Category Three should also be considered for action depending on the availability of funding and how they rank against other spending options priorities.

14. The Transport Capital Programme for 2008/09 is currently being developed and a detailed report will be presented to EMAP in March. A block allocation of £50K for speed management work is currently proposed in the draft programme being developed. This level of funding should be sufficient to enable the initial ideas set out in **Annex B** to be looked at in more detail, and depending on the outcome of subsequent consultation and approvals processes, for a significant number of them to be implemented.

Options/Analysis

15. In view of the information presented above, the scope for presenting options to Members at this stage would appear to be limited. The assessment process has identified three high priority sites and 12 lower priority sites for speed management action. **Annex B** highlights the sites where it looks most important and feasible to implement speed management measures. Therefore, if Members support these proposals being taken forward, the next key step would be the allocation of funding within the Capital Programme for 2008/09. As mentioned above, this will be considered in March.

Corporate Priorities

16. The Council's Improvement Priority 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.

Implications

Financial

17. It is proposed that a proportion of the 2008/09 Capital Programme will be allocated to enable the council to take forward a number of speed management schemes. This will be subject to a report by the Capital Programme Manager to this EMAP in March 2008.

Human Resources (HR)

18. There are no HR implications, since activities linked to this work area can be accommodated within existing staffing levels and be funded via the Local Transport Plan funding stream.

Equalities

19. There are no equality implications.

Legal

20. There are no legal implications.

Crime and Disorder

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

Information Technology (IT)

22. There are no IT implications.

Property

23. There are no property implications.

Other

24. There are no other implications.

Risk Management

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

Strategic

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

Physical

27. 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

28. 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

29. 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 one to justify instances when no action is deemed appropriate.
30. 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	5
Financial	Medium	Possible	9
Organisation/Reputation	Medium	Probable	12

Recommendations

31. That the Advisory Panel advise the Executive Member to:

Note the outcome of the speeding assessments carried out by Officers, and give in principle support to an appropriate funding allocation being made within the 2008/09 Transport Capital Programme for speed management proposals to enable the proposals set out in Annex B to be progressed.

Authors:		Chief Officer Responsible for the report:			
Trish Hirst Road Safety Officer City Strategy 01904 551387		Damon Copperthwaite Assistant Director (City Development and Transport)			
Mike Durkin Project Manager (Transport and Safety) City Strategy 01904553459		Report Approved	<input checked="" type="checkbox"/>	Date	24 Dec 2007
		Mike Durkin Joint Acting Head of Transport Planning			
Specialist implications Officer(s)					
Financial Patrick Looker Finance Manager, City Strategy 01904 551633					
Wards Affected					All <input type="checkbox"/>
					<i>tick</i> <input type="checkbox"/>
For further information please contact the author of the report					

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)

TRL Report 548 Vehicle Activated Signs – a large scale evaluation.

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

Annexes

- Annex A Speeding Issues - Assessment Results
- Annex B Site Investigation and Proposal Development for the 15 Locations Identified for Possible Speed Management Measures.
- Annex C Location Details of Vehicle Activated Sign
- Annex D VAS installations – review of use and performance