
Meeting of Executive Members for City Strategy and Advisory Panel

14 July 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 over view of the proposed Speed Strategy, which is being created in collaboration with the Safer York Partners. In particular the introduction of a Community Speed Matrix Programme.

Background

4. Casualty reduction is a principle objective of the Council's Local Transport Plan (LTP) and its Road Safety Strategy. Speed can be a significant causal factor in 15% of accidents and therefore the targeted use of effective speed management measures has potential to contribute to this objective.
5. However latest research highlights that while 25% of injury accidents occur at local specific accident sites, by far the highest percentage of accidents (67%) occurs through driver/rider error. This requires a change in driver behavior, which cannot be achieved by engineering alone; increasingly the emphasis has to be on education, training, publicity and enforcement. (Changing Lanes, Local Government National Report, Feb 07)
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 criteria considering first accident statistics (based on North Yorkshire Police data) and then if required collected speed data, as set out in that report.

Prioritisation of speeding issues raised

7. This is the 3rd review of speeding issues (Dec 06, Jan 07). Since January 08 there have been a total of 94 speeding concerns raised about 63 roads by residents, elected members, Ward Committees, or Parish/Town Councils, all these roads are listed in **ANNEX A**, page 1. As the overall aim of the process is casualty reduction this criteria has been assessed first, and a decision made, by a committee of officers with representation from the Police, and Engineering Consultancy and Network Management as to which locations would also be subject to speed surveys. 12 roads have been forwarded for speed surveys; these are listed on page 2 of **ANNEX A**. Because of time scales, some of these speed surveys are still outstanding, and these roads will be reported on in the next review in January 09.
8. Gale Lane has also been added to the list, as it was reported in the last EMAP, January 08 that Gale Lane would be re-assessed, as traffic calming measures had just gone in.
9. The out come of the data analysis on the 12 road (14 speed survey sites) are categorised and shown in **ANNEX B**. This shows that out of the original 63 roads 8; reach the criteria to be considered for engineering intervention. The other 55 locations will be offered the Community Speed Matrix (mobile flashing speed sign) scheme, or a visit from the existing Fire Service Speed Matrix. (Where the site is in a 40 or lower area).
10. The speed surveys consistently show that there is a small section of our society who insists on speeding, whatever the conditions, or engineering measures put in to prevent this. This anti-social element to our driver behaviour would be best tackled through education, publicity and enforcement.
11. From the initial accident analysis it was also noted that although some of the roads did not have accident records to indicate a speed issue, some did have recorded accidents on junctions, It is proposed that these roads are forward for further investigation depending on the availability of funds and how they rank against other spending options priorities.

Community Flashing Speed Signs

12. As the information in **ANNEX A** documents, we clearly have issues around perceived speeding. The Safer York Partnership, which includes CYC, North Yorkshire Police and North Yorkshire Fire and Rescue, has been working together to create a Speeding Strategy. This strategy will be evidence and data led and should help how we categorise speed and perceived speed issues. As part of this process it is proposed to implement a "Community Speed Matrix Programme", this would provide a flashing speed sign, as detailed in **ANNEX C**, which could be loaned, and staffed by Community Groups to take a hands on approach to perceived local speeding issues. CYC Road Safety Dept and the Fire Service will work together to provide training, risk assessment and information to Community Groups who wish to be involved. It is hoped to purchase 2 of the machines, which can be used by community groups in areas of 40mph or lower.

95 Alive Partnerships

13. The 95 Alive Partnership is a partnership set up with City of York Council, North Yorkshire County Council and other agencies, such as the Police, Fire Service and Highway Agency to work together towards reducing killed and seriously injured on our roads (the aim is to save an extra 95 lives between its concept in 2004 and 2010). The Partnership is about to begin a feasibility study to look at speed camera technology and its relevance for York and North Yorkshire. The Feasibility Study results are due in January 09 and should give a good insight as to whether speed camera technology should be implemented throughout North Yorkshire and York. Depending on the outcome of this study it may be the case that substantial funding for the setting up and long term running of a Safety Camera Partnership would need to be found.

Vehicle Activated Signs

14. One of the speed management tools that have 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. A review was given in the last EMAP report, (14th January 08); it is proposed that speed surveys should be carried out, before the next report (January 09) to assess if these VAS signs are still having the desired effect on speed.

Speed Management Proposals for 2008/09

15. Proposal A. The Transport Capital Programme for 2008/09 was presented to EMAP in March 08 and a block allocation of £65K for speed management work was approved. This should provide sufficient funding to ensure all roads detailed in the last Speed Management Review (Annex B Jan 14th 08) could be investigated by Engineering Consultants and a significant number of them to be implemented. These will be done on the criteria based assessment scores, thus those with a rating of 1, very high and 2 high will be worked on first. Consideration for sites from this report will be considered alongside those from Jan 08 and should any of the current roads score 1 or 2, they would take precedence over roads that scored a 3 at EMAP in Jan 08. Sites not progressed in 2008/9 will be put forward for consideration from the Capital Programme 2009/10.
16. Proposal B, To ensure the list of junction sites, although not speed related are considered under the appropriate criteria, and put forward for action out of The Transport Capital Programme 2008/9 2009/10 if appropriate.
17. Proposal C. To continue to develop the Speed Management Review System, and to work towards a Speed Strategy, which can deliver a criterion based system for ensuring that roads with high speeds and or accident statistics are recognised and measures implemented to improve the situation. This speed strategy is being developed in collaboration with outside agencies that make up the Safer York Partnership.

18. From a recent national report, *Changing Lanes, Evolving Roles in Road Safety, Local government National report, Feb 2007* It should be noted that in a lot of cases, hard engineering measures will have little impact on the issue of speeding. It is being recognised that changing road user behavior is the key to reducing speeds. Public attitudes to road use are mixed and personal behaviors can be contradictory depending on the circumstances. While road safety is often a concern for residents, this is not necessarily reflected when the same people are themselves driving. Whilst changing behavior is a challenge it is one that can be achieved with time and persistence and will require not just engineering but also education, training, publicity and enforcement. All elements we hope to include in the Speed Strategy.

Options/Analysis

19. Proposal A provides a continuation of the Speed Management Review System put in place in October 06, and ensures that the greatest rate of return from funding streams is achieved.
20. Proposal B ensures that, although not speed related the issues around junctions that the process has highlighted are progressed through the appropriate channels
21. Proposal C provides partnership working to work towards a speeding strategy that should include a proactive approach as well as the reactive approach that already exists through the Speed Management Review process. This should ensure ownership of the issues, across the board at all levels. It also gives a co-ordinated way forward for implementing any further education, publicity or enforcement, which should support the Speed Management Review Process.

Corporate Priorities

22. 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

23. A proportion of the 2008/09 Capital Programme has been allocated to enable the council to take forward a number of speed management schemes, Any not funded in this financial year will go forward for funding from the 2009/10 Capital Programme.
24. Depending on the outcome of the 95 Alive feasibility study – Substantial funds may be required to progress any implementation and running costs of a Safety Camera Partnership.

Human Resources (HR)

25. 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

26. There are no equality implications.

Legal

27. There are no legal implications.

Crime and Disorder

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

Information Technology (IT)

29. There are no IT implications.

Property

30. There are no property implications.

Other

31. There are no other implications.

Risk Management

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

Strategic

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

Physical

34. 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 evidence and data led method of assessing speeding issues ensures that routes with a casualty record are prioritised.

Financial

35. 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

36. Following assessment, there could be opposition to a recommendation, of education, training or publicity (community speed watch or community flashing speed sign). However, the evidence and data led method of assessing speeding issues enables one to justify instances when no action, or education, training or publicity is deemed appropriate.
37. 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

38. That the Advisory Panel advise the Executive Member to:
- (i) Note the outcome of the junction/speeding issue assessments carried out by Officers, and give in principle support to an appropriate funding allocation being made within the 2008/09 and 2009/10 Transport Capital Programme for speed management proposals.
 - (ii) Give support to the proposal to create a Speed Strategy to ensure speed issues are considered in a proactive as well as reactive and structured way.
 - (iii) Note the feasibility study being undertaken by the 95 Alive partnership and understand that should this recommend the implementation of speed cameras within York and North Yorkshire funding will have to be found for implementation and continuing running costs.

Reason:

Authors:	Chief Officer Responsible for the report:
Trish Hirst Road Safety Officer City Strategy 01904 551331	Damon Copperthwaite Assistant Director (City Development and Transport)

	Report Approved	✓	Date	30 June 2008
	Ruth Egan Head of Transport Planning			
	Report Approved		Date	
Specialist implications Officer(s)				
Financial Patrick Looker Finance Manager, City Strategy 01904 551633				
				tick
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

Meeting of Executive Members for City Strategy and Advisory Panel, January 2007

Second Local Transport Plan 2006 –11
(Including Road Safety Strategy and Speed Management Plan)

Changing Lanes, Evolving roles in road safety, Local government National Report
February 2007

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, pages 1 and 2

Annex B Community Speed Matrix Information