ANNEX A

Criteria for assessing speed issues, as agreed at Meeting of Executive Members for City Strategy and Advisory Panel Oct 06:-

This established that, speeding issues should be assessed against certain criteria:-

1. **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.

2. 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.

3. 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:-

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

5. Speed limit + 10%+ 2mph = 20mph + 2 + 2mph = **24mph**

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 (85th 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, *if funds available or through Ward Committee Funding*
4	Low	Low	Low	*SID scheme, bin stickers etc.

Summary of available options

- Sites could be referred to Engineering Consultants, to be considered for cost effective treatment under the Speed Management Budget those that fall within category one would be treated as a priority.

- Sites would be referred to Engineering Consultants, to be considered for cost effective treatment under the Casualty Reduction Budget as priority (if the casualty issues were not speed related – usually category two locations).

- Ward Committees could also consider funding initiatives.

- Speed data may help Police identify times of high speed activity, which in turn can be targeted for speed compliance, by providing a Police presence, doing speed checks

- SID scheme can be offered. SID is a “mobile” speed indicator device, which provides volunteer members of the local community, who have concerns about speeding, and wish to make a difference with the opportunity to address anti social behavior and influence motorists’ style of driving through education.

- SID works particularly well, when tackling the casual or local speeder who may not have realised that they are driving too fast or breaking the speed limit. SID notifies them of their speed and helps to make them more aware of potential hazards in the area and the appropriate speed at which they should be traveling.

- We ask that volunteers represent a group such as a tenants and residents association or Parish Council in order that the broader feelings of the community can be represented, rather than the feelings of one individual. It also means that there will be more volunteers on hand to operate the SID when deployed at the selected survey sights. Full training is offered to those communities that have been offered SID.