

ANNEX A

Criteria for assessing speed issues, as agreed at Meeting of Executive Members for City Strategy and Advisory Panel Oct 06 - updated October 2012.

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, but usually 7 days X 24hrs.
2. DfT advice is to use the mean and 85th percentile speeds, when considering speed implications.
3. 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.
4. 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%.
5. Based on Association of Chief Police Officers (ACPO) criteria, the thresholds used Nationally to bring a consistent approach in speed enforcement across the Country, which is a requirement of Camera Safety Technology are worked out by the following formula:-
6. Threshold speed = speed limit + 10% + 2mph. For example in a 20 zone, the formula would look like:-
7. Speed limit + 10%+ 2mph = 20mph + 2 + 2mph = **24mph**

8. The table below summarises the thresholds above which vehicle speeds are regarded as “high” within the assessment framework adopted Nationally and Regionally:

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

9. 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, <i>if funds available.</i>
4	Low	Low	Low	Speed Indicator Scheme (SID) scheme etc.

Summary of available options.

What solutions are offered, depends very much on the analysis of the data, however in the main, various options tend to fall within the 4 classifications shown above.

- Sites that fall within category “one” will be treated as priority and will be referred to Transport Projects, to be considered for cost effective treatment under the **casualty or speed reduction budget**.
- Sites that fall within category “two” would be referred to Transport Projects, to be considered for cost effective treatment under the **casualty reduction budget** as priority.
- Sites that fall within category “three” will be referred to Transport Projects to be considered for cost effective treatment under the **speed management budget**. Funding for category “three” locations they will be prioritised by:-
 - Accident data;
 - Speeds, considering, the mean/85th percentiles and the percentage of traffic over the speed limit.
 - Proximity to schools and shops.
- Police enforcement may/or may not, be recommended for use at the site, depending on the outcome of the investigation and its suitability. This could be a traditional Police presence or the Police camera van. PLEASE NOTE THE PLACING OF THE CAMERA VAN IS COMPLETELY AT THE DISCRETION OF NYP, whose current policy is that all requests from the community for the camera van will be processed through this Speed Review Process,
- Occasionally, and if the analysis suggest, sites may be forwarded to Network Management, for a review of the speed limit.
- The Speed Indicator Device (SID) scheme can be offered to some category 4 sites, usually where data evidences 85th percentile speeds are below enforceable limits. 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. It also helps to re-enforce positive speed behavior, by indicating to the motorists who are driving within the speed limit.
- We ask that volunteers represent a group such as a tenants/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 sites. Full training is offered to those communities that have been offered SID. **Please note**, SID is only offered as an option via the speed review process and not as a “stand alone” educational resource because the data evidence is required that there is a “perception” issue that can be addressed by education.
- Occasionally a mobile vehicle activated sign may be used where the environment is not suitable for the SID scheme, but the data evidence is that there is a perception issue, that can be addressed by education.