
Decision Session
- Executive Member for City Strategy

6 July 2010

Report of the Director of City Strategy

SIX MONTHLY REVIEW OF SPEEDING ISSUES

Summary

1. This report gives an update on collaborative Speed Review Process, set up in conjunction with the Police and Fire Service. This ensures that speed concerns are considered, and acted on, through partnership collaboration, giving a stronger and more robust response to the issues raised.
2. The report advises the Executive Member of the locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.
3. This report recommends the Executive Member supports the continuation of a partnership approach to dealing with speeding complaints. Partners, including North Yorkshire Police, North Yorkshire Fire and Rescue and North Yorkshire Council. All agreed that this type of approach could improve the way speed complaints in York and North Yorkshire are managed. The scheme is currently running in York and Selby areas.

Recommendations

4. That the Executive Member for City Strategy is recommended to:
5.
 - Give support to a partnership approach to dealing with speed complaints, which results in, a wider, more in depth process to tackle speed issues in York (Speed Review Process, Option 1).
 - Give support to the partnership, in its acknowledgement that greater evaluation is required at locations, where action has been taken to reduce speeds, (either engineering or enforcement). The evaluation of interventions is dependant on staff resources being made available, namely one administrator and one member of survey staff possibly also extra survey equipment. A budget for replacement of batteries and maintenance of survey equipment would also be required after March 2011.

- Also to note the Road Safety Engineering reports at **Annex E**. This updates on feasibility work carried out, at sites forwarded to Engineering Consultants, as a result of the December 09 Decision Session. It should be noted that these are subject to confirmation of final budgets following Central Government reduction announcements.

Reason: To ensure that speed issues are considered with partnership collaboration to give a stronger and more robust response to issues raised.

If there are insufficient funds for Engineering work at all the locations they will be prioritised by one or all of the following criteria: -

Accident data

Mean and 85th percentile speeds

Proximity to schools and shops.

Background

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 certain criteria. The criteria for assessment are shown within **Annex A**.
7. In the past it was evident that many of these complaints were also reported to other agencies including the Police and the Fire Service, which resulted in an overlap of work that was not a cost effective or constant way of dealing with these community concerns. By working together in partnership we have been able to pool resources, knowledge and expertise to fully investigate all concerns raised.
8. A simplified diagram of how the process works is shown at **Annex B**.
9. The form for reporting issues is available on the council web site and is reproduced at **Annex C**. An electronic system for reporting issues is planned.

Progress on Speed Review Process and Partnership

10. Casualty Reduction is one of the key Local Area Agreement (LAA) Targets, NI 47, reduction in Killed and Seriously Injured (KSI) that this council has chosen to be measured against. Casualty reduction is also a principal objective of the Council's Local Transport Plan (LTP) and its Road Safety Strategy.
11. The last 3 years (to end of 2009) Killed and Seriously injured statistics for York are shown in the below table.

KSI	2007	2008	2009
Pedestrians	19	20	10
Pedal Cyclists	8	17	11
Motor Cyclists	28	22	11
Car Occupants	33	36	25
Other	5	0	3
Total	93	95	60

12. Road safety professionals should be tackling casualty reduction, as a priority. Assessment of speed complaints, through a data led process highlights that most of the locations complained about; do not have a speed related casualty problem. This suggests that a lot of community concerns around speed are of perceived danger or “accidents waiting to happen”.
13. There are no locations in this report (as there were none in the last 6 monthly report written in Dec 09) where high speeding traffic is causing a casualty issue. (That scores a one or two on the criteria, as per **Annex A**).
14. Although there will be locations like this in York, it would seem these locations are not where people live, thus we do not receive complaints about them. Very little work is done, to identify locations where casualties or patterns of casualties are happening because the road safety professionals spend such a large percentage of available time dealing with speed complaints, that this report forms part of.
15. It is acknowledged, however, that encouraging drivers to moderate their speed to suit the prevailing conditions is important, since driver error is the major contributory factor in many accidents. Lower speeds reduce the chances of a collision occurring, and the severity of resulting casualties.

Collaboration

16. As part of the Speed Review Process all locations are visited and risk assessed by CYC & Police Officers prior to speed surveys being undertaken, to assess the environment. This is only possible as a result of NYP resources.
17. Most complaints now result in a speed survey being done; this is as a result of Police and Fire and Rescue resources being made available. CYC will continue to fund speed surveys in areas highlighted (by Police Records) as “high” accident locations as part of the ongoing commitment to reduce killed and seriously injured (KSI’s) as detailed in National Indicator 47 (NI47).
18. However Partners now undertake speed surveys in areas identified as not having an injury issue, but where there are community or individual concerns about speed. As it is estimated that speed surveys cost c.£200 each to undertake the input of these resources by Partners helps to investigate in greater detail community concerns.

19. Once speed surveys are returned, these are analysed by the Partnership team, to determine, where they fall within the criteria, and what, if any further action could be taken. (A summary of the various initiatives can be found at the end of **Annex A**)

Prioritisation of Speeding Issues Raised

20. In the last 6 months between Dec 09 – July 10 there have been a total of 66 locations that have been investigated. As there is often more than one complaint about each location, this means upward of 400 letters and pieces of correspondence will have been written.
21. All are documented in **Annex D**. After analysis against the criteria the following actions have been advised.

Category 1 (high speeds and high accidents)

22. None of the current complaints fall within the category 1 criteria

Category 2 (low speeds and high accidents)

23. None of the current complaints fall within the category 2 criteria.

Category 3 (high speeds and low accidents)

24. Stockton Lane, (east of Hemplands). Refer to Engineering
25. Stockton Lane, (west of Hemplands). Refer to Engineering
26. Beckfield Lane (in 20 limit) – Please note the mean speeds recorded at this location are within the DfT criteria for a 20 limit (mean speeds of under 24mph – at this location mean speeds are 22 and 23mph, depending on direction travelled).
27. St Helens Road (in 20 limit) – Please note the mean speeds recorded at this location are within the DfT criteria for a 20 limit (mean speeds of under 24mph) – at this location mean speeds are 22 and 23mph, depending on direction travelled). Refer to Engineering.
28. Bishopthorpe Road (Crem to Palace). Refer to Engineering
29. Strensall Road, (Earswick, near Ilford Close). Refer to Engineering and Targeted Enforcement.
30. Tadcaster Road (Copmanthorpe). Refer to Engineering
31. Moorlands Road (Skelton). Refer to Engineering
32. Green Lane (Westfield). Refer to Engineering and Targeted Enforcement.
33. Broadway (Fulford, towards Heslington Lane Junction). Refer to Engineering.

34. Church Lane (Wheldrake). Refer to Engineering and Targeted Enforcement.
35. Long Ridge Lane, Nether Poppleton. Refer to Engineering.
36. Haxby Road, New Earswick (Hawthorn terrace shops to roundabout). Refer to Engineering
37. Hawthorn Terrace (New Earswick). Refer to Engineering.
38. York Road Strensall (nr Barley Rise). Refer to Engineering.
39. Naburn Lane (Fulford). Refer to Engineering.
40. Askham Lane (in 20 school zone) Please note the mean speeds recorded at this location are within the DfT criteria for a 20 limit (mean speeds of under 24mph – at this location mean speeds are 23 and 24mph, depending on direction travelled). Refer to Engineering.
41. Temple Lane (Copmanthorpe). Forward to Engineering and targeted enforcement.
42. Huntington Road (nr house no 567). Forward to Engineering and targeted enforcement.
43. Leeman Road. (Nr Martins Court) Forward to Engineering.

Category 4 (low speeds and low accident)

Tang Hall Lane (rail bridge to Fourth Ave). Offer SID.

44. Stockton Lane Nr A64 Flyover, no further action.
45. Campleshon Road. Offer SID.
46. Alness Drive. Offer SID.
47. Rawcliffe Lane (Eastholme Drive to Malton Way). Offer SID.
48. Rawcliffe Lane (Malton Way to Shipton Road). Offer SID
49. Main Street, Askham Fields (Askham Bryan). Offer SID
50. Strensall Road (Earswick, near the Lodge, 302). No further action (in 60 limit unsuitable for SID)
51. South Lane, Haxby. Targeted enforcement.
52. Avon Drive, Huntington. Offer SID
53. Church Close, Wheldrake. Offer SID
54. Boroughbridge Road. Education via Partnership Matrix temp VAS –

implemented May/June 10.

55. Millfield Lane (Nether Poppleton). Targeted enforcement.
56. Woodlands Grove (nr Stockton Lane). Refer to Engineering and targeted enforcement.
57. Cotswold Way (Huntington). Offer SID
58. Strensall Road (Huntington). Targeted Enforcement.
59. Nunmill Street. Offer SID.
60. Millfield Lane (Hull Rd)
61. Hempland Avenue. Offer SID.
62. Riverside Close (Elvington). Offer SID.
63. Broadway (Fulford, near house 87). Refer to Engineering and targeted enforcement.
64. Second Avenue (Tang Hall). Offer SID.
65. A1036 Malton Road (Heworth). Targeted Enforcement.
66. Wigginton Road. New Engineering currently happening – no further action.
67. Little Hallfield Road. Offer SID.
68. Gale Lane (in 20 limit) – Please note the mean speeds recorded at this location are within the DfT criteria for a 20 limit (mean speeds of under 24mph) – at this location mean speeds are 22 and 23mph, depending on direction travelled). Offer SID.
69. Almsford Road. Offer SID.
70. Kyle Way. Offer SID.
71. A1079 Hull Road (Kexby). No further action, 60 limit so unsuitable for SID.
72. Murton Way (Osballdwick). Offer SID.
73. Field Lane (Heslington). No further action, building work will affect traffic flows.
74. Osballdwick Lane. Offer SID.
75. Haxby Road, New Earswick (Link Road to White Rose Ave). Offer SID.
76. A19 Deighton Village. No further action. 60 limit unsuitable for SID.
77. Huntsmanswalk (Foxwood, Westfield). Offer SID.

78. Danesfort Avenue (Westfield). Offer SID.
79. Bellhouseway (Foxwood, Westfield). Offer SID.
80. Askham Lane (between A1237 and Foxwood, Westfield) No Further Action – in 40 limit so cannot offer SID.
81. Horseman Lane, Copmanthorpe. Offer SID
82. Grange Lane (Acomb in 20) Please note the mean speeds recorded at this location are within the DfT criteria for a 20 limit (mean speeds of under 24mph) – at this location mean speeds are 18 and 19mph, depending on direction travelled. Offer SID.
83. Bramham Road (Westfield). Offer SID

Update on the last Decision Session Report Dec 09.

Electronic form for reporting

84. Currently this matter is being considered as part of the wider More For York initiative, following the cessation of the I.T. Development Team.
85. It should be noted that administration of the scheme was only being handled by NYP, pending transfer to a wider, regional (NYCC and CYC) scheme, with the potential to be managed under the governance of a “Safety Camera Partnership”.

Engineering

86. At the last 6 monthly Decision Session (Dec 09) the below sites were recommended to be considered by Engineering. **Annex E** contains the full reports on the locations and what if any, cost effective measures, could be taken at these sites.

From the Dec 09 Decision Session

87. B1228 Elvington (York Road to Bridge, within 20 limit)
88. North Lane, Huntington
89. Dodworth Avenue, in 20 & 30 limits
90. Holtby Village
91. Ox Carr Lane, Strensall
92. New Lane, Huntington
93. Church Balk, Dunnington
94. Rycroft Avenue

95. Tang Hall Lane in 20 limit
96. Windsor Drive
97. Beech Avenue
98. Eastern Terrace

From previous Decision Sessions (pre Dec 09)

99. York Road Dunnington
100. Common Road Dunnington
101. Bishopthorpe Road (Campleshon Road to Terry's Site)
102. Oaken Grove

SID training at locations identified at Dec 09 Decision Session

103. Of the twelve sites offered SID (Speed Indicator Device) and training, Holtby and Knapton have taken up the offer to use this form of community education in the last 6 months. Dunnington having being previously trained.

Police Enforcement at locations identified at Dec 09 Decision Session

104. Twelve locations were given to the Community Policing teams for targeted enforcement. It would be inappropriate to report on the numbers of tickets for speeding, given out at these 12 locations, as the whole point of the Police presence is speed compliance rather than speed enforcement. In most of the twelve given locations, it is highly likely that the presence of officers will result is traffic obeying the limit and few, if any tickets being issues.
105. However I can report that as a whole in 2009, North Yorkshire Police issued 10,900 tickets for speeding. This does not include those reported for summons, but does include around 1,100 from the A1 where cameras are in use by the Highways Agency because of the road works.
106. Under the present "Policing Pledge" feedback is given to communities, but purely in relation to the number of checks undertaken and tickets issued.
107. Whilst the Police acknowledge that it would be extremely valuable to evaluate the work done, in the current circumstances and with current staffing levels, this would be difficult to achieve. The requirement to validate incoming complaints has, at this moment in the life of the pilot, to take precedence.

Options and Analysis

Speed Review Process Options Proposals.

Option 1

108. To continue with the Speed Review Process, in Partnership with the Police and Fire Service. However Members do need to be aware that in the last 12 months over the last two reports, all complaints have scored criteria as three, (low accidents, high speeds) or four, (low accidents, low speed).
109. This means that the work being done on the speed review process cannot be considered as “casualty reduction work” as in the majority of complaint locations, there are no “speed related casualties”. Full criteria shown in **Annex A**.
110. The budget and action by the Council is limited where we cannot show a reduction in casualties. Priority for funds must go to road safety initiatives and locations that target casualty reduction. There is currently an expectation from the Department of Transport (DfT) that road safety budgets will be spent on casualty reduction.
111. Where speed has been evidenced as above the criteria (**Annex A**) it is recognised, by the Partnership, that evaluation could assess intervention effects. This evaluation could only be undertaken, given the necessary resources.

Option 2

112. To revert back to our own, independent, but smaller process, which would exclude the help from Partners with speed surveys, correspondence and analysis of data and targeted enforcement. This would leave agencies and systems running concurrently. It would also mean that the 118 sites looked at over the last year, which scored three and four on the criteria would not have been investigated.

Analysis

113. Option 1, enables us to fully investigate and collect data on every speed issue brought to our attention, this is because a partnership approach brings extra resources, expertise and time to provide a more in depth, data led investigation.
114. Option 2, would ensure that speed issues that had a high casualty record would be fully investigated, but speed issues that did **not** have a high casualty record would not be as fully investigated. Without partner help we would not be able to do as many speed surveys and without the Police input there would be a reduction in the time spend on analysis and administration, which would lead to a reduction in the locations that data led, targeted enforcement could be carried out.

Corporate Priorities

115. The Council's Corporate Strategy aim is 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. The recommendations therefore support the Safer City and Sustainable City priorities.

Implications

Financial

116. Delivered from the existing 2010/11 Capital Programme, subject to confirmation of central government budget reductions.

Human Resources (HR)

117. There are no HR implications at the present time, but if the volume of complaints were to increase because of a more robust system or evaluation after intervention was to be carried out, the current level of staff within the partnership would not be sufficient.

Equalities

118. There are no equality implications.

Legal

119. There are no legal implications.

Crime and Disorder

120. Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy, however it is a Police responsibility to enforce the appropriate speed limit.

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, as below 16 and therefore require monitoring only.

Strategic

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

Physical

126. 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

127. 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

128. 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 justification to be provided in instances when no action is deemed appropriate.

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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)

Annexes

Annex A – Speed Review Criteria as set out in EMAP report October 2006.
Summary of options available

Annex B – Simplified diagram of protocol.

Annex C – Complaints form.

Annex D – List of sites, and data results.

Annex E – Engineering records from Dec 09 report.