

ACCIDENT RECORD AND SPEED DATA FOR WALMGATE AND NAVIGATION ROAD.

Police accident record for last 3 years from 01/08/2005 to 31/07/2008

Walmgate – non appear to be speed related.

1 serious - At Walmgate Bar, deliberate behaviour

3 slights, two near junction with St Denys Road, one on junction with Navigation Road, car turns into cyclist.

Navigation Road – non appear to be speed related.

2 slights, both rear end shunts

7 day, 24 hour speed survey results from September 2008

	Walmgate by Nursery	Walmgate by Post Office	Navigation Road
Average speeds (mean)	18 mph	To Foss G - 21 mph From Foss G – 19mph	To Walmgate -19 mph From Walmgate – 20 mph
85% percentile speeds	23 mph	To Foss G - 26 mph From Foss G – 25mph	To Walmgate – 23mph From Walmgate - 24 mph

CRITERIA FOR SPEED MANAGEMENT REVIEW PROCESS AND DATA

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.

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:

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.

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:-

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

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

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