



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE - 1ST APRIL 2014

SUBJECT: SPEED MANAGEMENT STRATEGY EVALUATION AND REVIEW

REPORT BY: ACTING DEPUTY CHIEF EXECUTIVE

1. PURPOSE OF REPORT

- 1.1 To update Members on the evaluation and review of the current adopted Speed Management Strategy and its operation in Caerphilly County Borough.
- 1.2 To seek Members' views and support for recommendations on appropriate changes to ensure that the Speed Management Strategy is consistent with Welsh Government Policy and current guidance.

2. SUMMARY

- 2.1 The Council adopted its existing Speed Management Strategy in May 2009. The main aim of the Strategy is to make a positive contribution to casualty reduction and to encourage slower speeds. In response to a number of issues raised by Members, a review of the Strategy has been undertaken and considered the following:

REVIEW: changes to the Strategy required as a result of new or revised technical guidance, new national casualty reduction targets, changes to the structure of the Wales Road Casualty Reduction Partnership and adaptation to the specific circumstances and requirements for the borough.

EVALUATION: to test the outcomes of implementing the Speed Management Strategy against the stated aims using data collected from customer requests and road traffic surveys.

- 2.2 The review has shown that the Speed Management Strategy remains largely fit for purpose. The main recommended change is to incorporate a 20mph advisory limit appraisal for routes on the classified network that have a main attractor of vulnerable road users i.e. schools.

3. LINKS TO STRATEGY

- 3.1 To work towards the Council's corporate objective of improving peoples' living environment through targeted actions, regulation, information and advice.
- 3.2 Engineering Division Objective: To provide safe and efficient transport and land drainage infrastructure through quality services delivered by means of cost effective management, maintenance and improvement of the networks.
- 3.3 Engineering Division Objective: To work towards a safer environment though positive measures to reduce road accidents and particularly by protecting and providing for vulnerable

road users.

- 3.4 The report links to the Safer and Prosperous themes of “Caerphilly Delivers”, the Local Services Board (LSB) Single Integrated plan.

4. THE REPORT

4.1 BACKGROUND

- 4.1.1 The Council’s adopted Speed Management Strategy (SMS – refer to Appendix A) is an evidence based appraisal aimed at reducing speeds travelled along local roads by educating drivers to reduce their speed or by using engineering measures such as traffic calming in appropriate circumstances. The SMS sets out a staged approach to interventions for speed related problems based on recorded mean speeds and casualty data. All recorded road traffic speed data is shared with the Wales Road Casualty Reduction Partnership (WRCRP) who operate under the banner of ‘Go-Safe’ and are responsible along with Gwent Police for enforcing speed limits within Caerphilly County Borough.
- 4.1.2 The SMS has been in operation since May 2009 and the initial response to each service request/problem is to gain evidence/scale of the issue by undertaking a speed survey. The results are then evaluated against the intervention criteria to determine the appropriate course of action. The majority of requests are initiated by community concerns received from residents, Local Members, AMs and MPs. The concerns usually relate to the perceived risk posed by motorists travelling at inappropriate or excessive speeds.
- 4.1.3 Inappropriate vehicle speed discourages sustainable travel and increases the likelihood and severity of injury caused in a collision, especially where vulnerable road users are involved, and can have a detrimental effect in local communities. The operation of the SMS has enabled the authority to respond to service requests in a consistent and equitable manner and to identify, prioritise and respond to evidence based road risks arising from speeding motorists.

4.2 REVIEW

Changes to Highway Law and National Guidance

- 4.2.1 Since adoption of the SMS Welsh Government Circular No 24/2009 ‘Setting Local Speed Limits in Wales’ (October 2009) has been issued. This requires local authorities to review speed limits on county roads taking into account the purpose, nature and character. Whilst the circular has not directly impacted on the SMS, it is supportive of 20mph limits and zones in appropriate circumstances. Therefore the SMS is considered consistent with this guidance.
- 4.2.2 The Department for Transport’s (DfT) recent ‘Setting Local Speed Limits’ guidance in Road Circular 1/2013 applicable in England has been used to inform the review of the SMS. This guidance continues to encourage highway authorities to adopt the Institution of Highways and Transportation’s ‘Safety Management Guidelines’, in which road hierarchies are adopted that reflect a road’s function and the mix of traffic that it carries. This approach has been used to develop the SMS and is also being considered in the on-going review of speed limits on A and B roads within the County Borough (note this will be the subject of a future report to Members once this review has been completed).
- 4.2.3 Although DfT Circular 1/2013 is not fully replicated in the current Welsh Circular 24/2009 the following guidance on the application of 20mph speed limits or zones in England is relevant in Wales:

“ Traffic authorities can, over time, introduce 20mph speed limits or zones on:

- *Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, **and this outweighs the disadvantage of longer journey times for motorised traffic.***
- *This is in addition to residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, **there is community support and the characteristics of the street are suitable**”.*

4.2.4 The SMS intervention criteria (refer to section 8 of the SMS in Appendix A) also needs to be consistent with highway law and consequently set at a reasonable intervention level. The Highway Code states that a 30mph speed limit applies to traffic on all roads with street lighting in built up areas unless signed otherwise. This has informed the trigger points set within the SMS.

4.2.5 In July 2013 Welsh Government (WG) published their revised ‘Road Safety Framework for Wales’. This set out their priorities for casualty reduction and identified new targets for local authorities.

4.2.6 The aims and commitment of the SMS have been reviewed in light of this new national guidance and remains appropriate and compatible (refer to Appendices B and C). It is proposed to amend the SMS to incorporate the new casualty reduction targets (refer to Appendix D).

20mph limits and zones

4.2.7 One of the two main sources of funding for 20mph limits or zones is the WG’s Safe Routes in Communities (SRIC) Grant. WG assesses local authority bids for SRIC schemes against a number of factors that are a requirement for bids e.g. evidence of school involvement, effectiveness of any scheme in changing pupil behaviour, effectiveness on improving safety and reducing casualties. The WG Road Safety Grant is the other main source of funding but only sites that have a history of personal injury collisions can be submitted limiting the range of bids that can be promoted, unless they are around schools sites. The majority of 20mph limits and zones that have been delivered in the borough in the recent years has been funded from WG Road Safety Grant and focused on a localised area outside schools or a limited area along adjacent roads.

Active Travel (Wales) Act 2013

4.2.8 Recent legislative developments have seen the WG bring new Primary Legislation forward in the form of the Active Travel (Wales) Act 2013 which, became law in November 2013 and will be fully implemented in due course. The Act when fully implemented requires that local authorities in Wales:

- Identify and map the network of routes within their areas that are safe and appropriate for walking and cycling to access services/facilities.
- Identify and map the enhancements that would be required to create a fully integrated network for walking and cycling to access services/facilities.
- Deliver an enhanced network by requiring local authorities to secure new and improved active travel routes and facilities each year.
- The statutory WG guidance to sit alongside the Active Travel (Wales) Act 2013 is still awaited but funding of £18,000 has been provisionally allocated to the Council to take these forward in 2014/15.

4.2.9 Members have previously expressed concerns about safety at locations other than schools where there may be a high number of vulnerable people e.g. playgrounds, and requested officers review the SMS to increase its flexibility to cater for such concerns. However, given the introduction of the Active Travel (Wales) Act 2013 and the duties therein, it is considered more appropriate that such locations are reviewed as part of this mapping exercise and traffic management, pedestrian and cyclists infrastructure assessed and appropriate enhancements

delivered where necessary.

4.3 EVALUATION

- 4.3.1 The implementation of the strategy is being adhered to and provides a consistent and transparent mechanism for responding to requests and complaints about speeding motorists. The appraisal also reduces/minimises subjectivity in the process. A positive contribution is being made to statutory duties, education of motorists and casualty reduction however these areas of activity are larger than this strategy and to make robust and measurable claims about the amount of benefit would require a large-scale study.
- 4.3.2 A quantitative appraisal of a small sample of Vehicle Activated Sign (VAS) sites has been completed (refer to Appendix E). The appraisal has compared the recorded post VAS implementation speed data against the pre-treatment speeds recorded to evidence what speed reduction has been achieved. The initial results from this sample of sites have proven the project to be effective in reducing speeds at all 5 sites. The initial results show the greatest reduction has been achieved on Class III roads away from the A and B classified network.
- 4.3.4 Plans are in hand to enhance the operational efficiency of VAS units by installing remote access and control at over 50% of VAS sites (where this is possible) by the end of March 2014. Additional sites will be enhanced as and when funding allows.
- 4.3.5 The new technology improves efficiency and eliminates the need to turn off the VAS units manually. Additional VAS provided, funded by grants and community councils and partnerships, has removed the need to rotate the VAS reducing the costs of the operation of the service considerably.
- 4.3.6 In summary, the delivery of the strategy continues to make a contribution to all of the existing 5 aims of the strategy. The operation of the strategy is conducted in a transparent manner. The initial results show that the speed reduction is in line with anticipated results, of the five sites assessed, only one site saw less than a 1 mph change in the mean speed. This site was in a 40mph limit area and the mean speed record was less than 2 mph above the posted limit. This is consistent with a recent report on the Effectiveness of Speed Indicator Devices including VAS on reducing vehicle speeds in London by TRL that found a statistical significant speed reduction of between 1 and 7 mph.
- 4.3.7 As mentioned above, the SMS makes a contribution to the Council's wider Road Safety Strategy together with accident remedial interventions and Council's programme of education, training and publicity initiatives. As detailed in Appendix F, the average of the 3 year killed or seriously injured collisions has reduced throughout the borough by 23 (43%) although the collision rate has remained fairly consistent since 2010. The reduction in slight collisions is also notable at a reduction on the 3 year average before and after of 76(31%).

4.4 OPERATIONAL ISSUES

Speed Data Collection

- 4.4.1 The volume of requests/complaints has remained fairly consistent across the past 3 years, on average 180 requests are received each year. The number of requests/complaints that satisfy the criteria for intervention is approximately 10% of all requests. The VAS treatment sites therefore remain manageable within existing resources. There are 55 VAS sites operational across the borough at present with only 4 qualifying sites awaiting funding for the provision of VAS.
- 4.4.2 The following results were observed where complaints were received in a 30mph speed limit area. These complaints did not satisfy the criteria included in the SMS:
- 70% of mean speeds collected were below 26mph.

- 90% were below the trigger point of 32mph.

4.4.3 As stated in the strategy speed data taken at the VAS sites will be assessed and the VAS removed/reallocated if the speed reduction is maintained over a period when not in operation in consultation with the local member (except where they have been funded by community councils and partnerships). This will permit the sites waiting treatment to come on line and ensure the available VAS units are being used efficiently and effectively.

20mph Limits and Zones – Activity since the Strategy was adopted

4.4.4 The following 20 mph Limits and Zones schemes have been completed and implemented since the Speed Management Strategy was adopted in 2009 having satisfied the criteria.

- Cwmfelinfach Primary School – Extension to existing 20mph limit – Funded by S106 (2014)
- Ysgol Gynradd Gymraeg Y Castell - Funded by Road Safety Grant (2013)
- Pantside Primary School – Funded by Road Safety Grant (2012)
- Pontllanfraith Primary School - Funded by Road Safety Grant (2012)
- Deri Primary School – Funded by Road Safety Grant (2011)
- Cwmaber Infants School - Funded by Road Safety Grant (2011)
- Cwmaber Junior School - Funded by Road Safety Grant (2011)
- Plas y felin Primary School - Funded by Road Safety Grant (2011)
- Blackwood Primary School – Funded by Road Safety Grant (2011)
- Ynysddu Primary School – Funded by Road Safety Grant (2010)
- Bedwas Junior School – Funded by Road Safety Grant (2010)
- Cwmcarn Primary School – Funded by Road Safety Grant (2009)
- Tyn y Wern Primary School – Funded by S106 contributions (2013)

The following schemes have been submitted to WG for SRIC grant funding:

- Penllwyn Primary School.
- Rhiw Syr Dafydd Primary School.

4.5 PILOT ADVISORY 20 MPH SPEED LIMIT

4.5.1 A pilot study was undertaken which implemented a part time advisory 20mph limit in Machen along the A468 adjacent to the primary school. The project has been evaluated over time and the advisory limit has proven effective (note this has been the subject of a previous report to the Regeneration and Environment Scrutiny committee). The latest evaluation has recorded a combined mean speed reduction of 5.4 mph in the AM and 5.5 mph reduction in the PM school gate times. The pilot project has proven effective on this classified road.

4.5.2 The use of advisory 20mph speed limits should be considered where a mandatory 20mph limit could not be promoted along the classified network providing the other criteria of the SMS are satisfied i.e. has a School Travel Plan or a commitment to produce a plan and a funding source has been identified.

5. EQUALITIES IMPLICATIONS

5.1 No Equality Impact Assessment has been undertaken on this report, however having a fit-for-purpose Speed Management Strategy in place is especially important to people who fall under protected characteristic groups; in particular children, older people and people with disabilities such as mobility or visual impairments, and so links to the Council's Strategic Equality Objective 3 - Physical Access.

6. FINANCIAL IMPLICATIONS

6.1 None.

7. PERSONNEL IMPLICATIONS

7.1 None.

8. CONSULTATIONS

8.1 All comments received from the consultees listed have been incorporated in the report.

9. RECOMMENDATIONS

9.1 The Regeneration and Environment Scrutiny Committee is asked for its views on the following recommendations before they are reported to Cabinet for approval:

- Amend the SMS to include the new Road Safety Framework for Wales casualty reduction targets, reflect the change to the WRCRP name and current practice/ liaison regarding road traffic matters with Gwent Police and other changes as a result of legislation and changes as detailed in Appendix C.
- Include the use of an advisory 20mph speed limit as detailed in the report where a mandatory speed limit cannot be promoted.
- Continue to bid for Safe Routes in Communities funding and Road Safety Grant and include 20mph limits and zones in the form where they can be supported and satisfy the existing SMS criteria.
- Continue to use the Speed Management Strategy as an efficient and effective approach to speed management on roads in Caerphilly County Borough.
- Review and assess other road safety concern sites for vulnerable people e.g. playgrounds, as part of the duties under the Active Travel (Wales) Act.

10. REASONS FOR THE RECOMMENDATIONS

10.1 To ensure the Speed Management Strategy remains fit for purpose in light of current legislation and national guidance in order to respond appropriately to community concern about inappropriate or excessive vehicle speeds.

11. STATUTORY POWER

11.1 The Department for Transport, (1999), Highway (Road Humps) Regulations 1999, Statutory Instruments SI 1999/1025. HMSO, 1999;
Department of the Environment, Transport and the Regions, (1999b), Statutory Instrument 1999 No 1026. The Highways (Traffic Calming) Regulations 1999. HMSO, 1999;
The Road Traffic Regulation Act (Amendment) Order 1999, Statutory Instrument No 1999/1608 – 20mph Speed Limits;
Traffic Signs Regulations and General Directions 2002;
Road Traffic Act 1988;
Road Traffic Regulation Act 1984;
Highways Act 1980;
The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations;1996, Statutory Instrument 1996, No.2489.

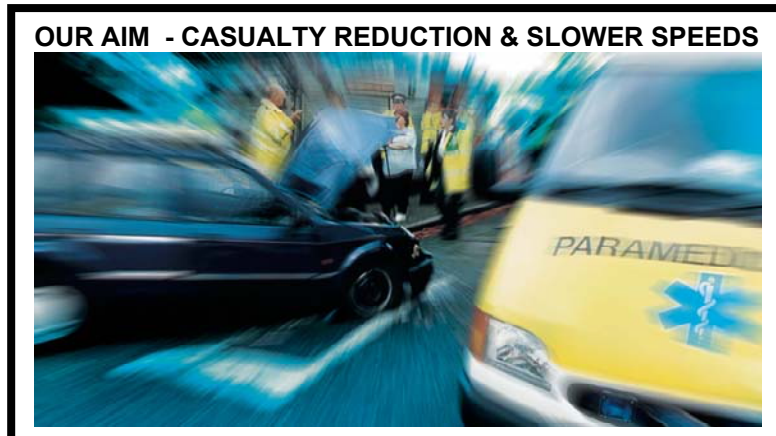
Author: Liz Gibby, Senior Assistant Engineer, Transport Strategy and Road Safety
Consultees: Cllr T Williams – Cabinet Member for Highways, Transportation & Engineering
Cllr D T Davies – Chair of Regeneration and Environment Scrutiny Committee
Cllr E M Aldworth – Vice Chair of Regeneration and Environment Scrutiny Committee
Cllr Jan Jones – Ward Member for Ynysddu
Cllr C. Cuss – Ward Member for Twyn Carno
Sandra Aspinall – Acting Deputy Chief Executive
Terry Shaw – Head of Engineering Services
Mrs Gail Williams – Interim Monitoring Officer
Nicole Scammell – Acting Director of Corporate Services
John Rogers – Principal Solicitor
Clive Campbell – Transportation Engineering Manager
Dean Smith – Principal Engineer, Traffic Management
Gemma Thomas – Principal Engineer, Transport Strategy and Road Safety
David Thomas – Senior Policy Officer (Equalities and Welsh Language)
Sian Phillips – HR Manager

Appendices:

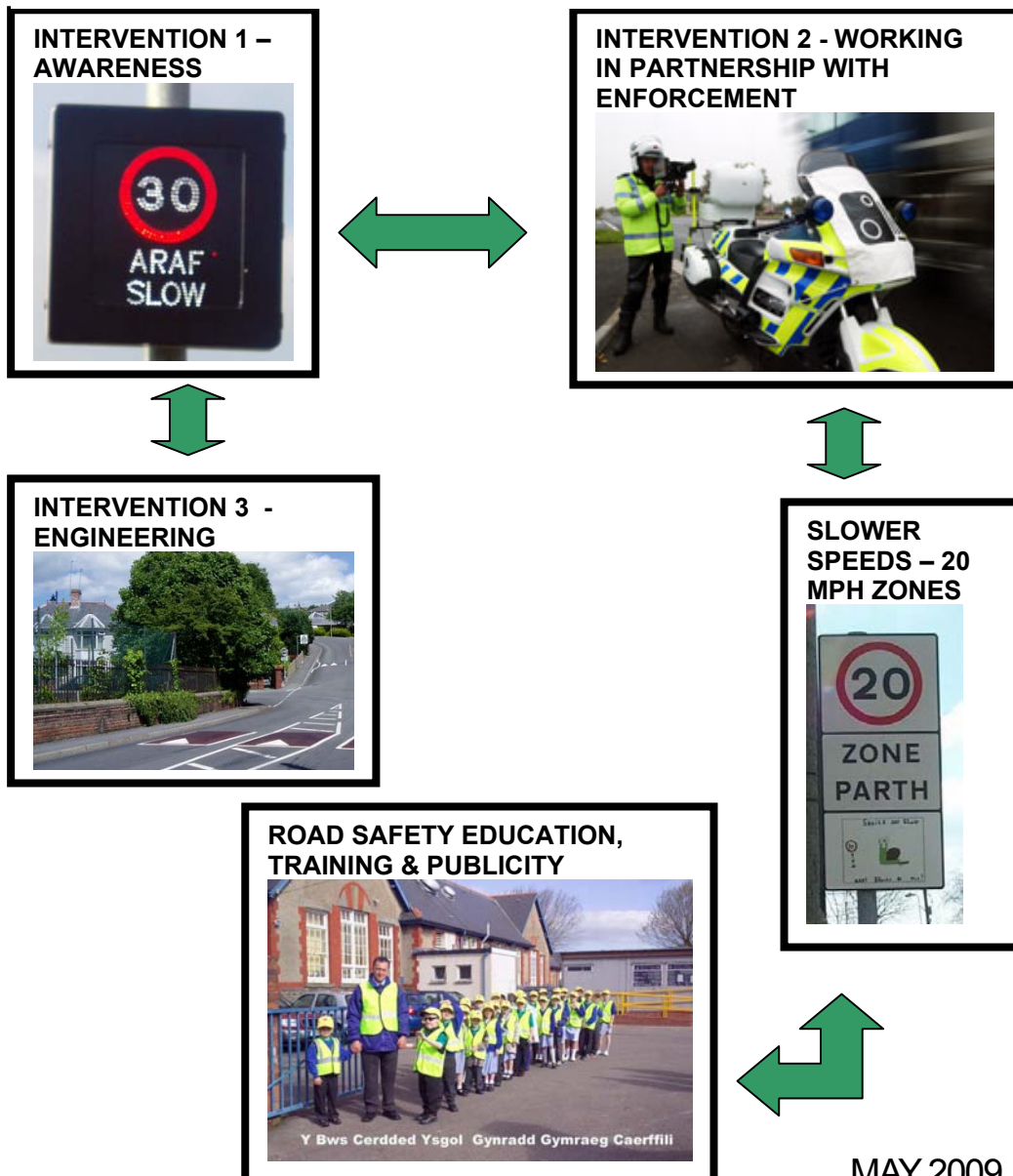
Appendix A – Copy of the adopted Speed Management Strategy
Appendix B – Review of the existing aims of the adopted Speed Management Strategy
Appendix C – Review of the Commitments contained in the adopted Speed Management Strategy
Appendix D – Proposed changes to the Speed Management Strategy
Appendix E – Evaluation of VAS Test Site Data
Appendix F – Evaluation of Road Traffic Collisions

Background Papers

Department for Transport Setting Local Speed Limits Circular 1/2003, January 2013
Welsh Assembly Government Circular No 24/2009 Setting Local Speed Limits in Wales (October 2009).
Effectiveness of Speed Indicator Devices on reducing vehicle speeds in London – PPR 314, TRL (Feb 2008)
Report to Scrutiny regarding the - Advisory part time 20mph speed limit pilot scheme – A468 Commercial Road, Machen, and September 2013
Speed Management Strategy, Caerphilly County Borough Council (2009)
Regeneration Scrutiny Committee report: 20mph speed limits and zones, 1st April 2008
Regeneration Scrutiny Committee report: 20 mph speed limits and zones, update report, 17th February 2009
Regeneration Scrutiny Committee report: Overview of Road Safety Issues and Services in Caerphilly County Borough, 18th May 2010
Regeneration Scrutiny Committee report: Update on Road Safety Delivery in Caerphilly County Borough, 6th June 2011



SPEED MANAGEMENT STRATEGY



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SPEED MANAGEMENT STRATEGY

1.0 INTRODUCTION

- 1.1 The Speed Management Strategy adopts a holistic approach to the speed management interventions adopted by the Council and provides a framework that identifies and includes policies, practices and procedures that appropriately consider and respond to road traffic speed related complaints.

2.0 THE AIM OF THE SPEED MANAGEMENT STRATEGY

- 2.1 The aim of the Speed Management Strategy is to set out the Council's approach to speed management in the County Borough in order to:
- i. Make a significant contribution to reducing inappropriate vehicle speeds within the County Borough.
 - ii. Ensure the Council operates within the statutory requirements of Highway Authorities.
 - iii. Advise residents, Local Members and our customers in a transparent way on how complaints about speeding traffic will be considered and dealt with.
 - iv. Make appropriate use of limited resources via value based decisions that are proportionate to the problem and level of risk posed from speeding traffic.
 - v. Increase awareness of speeding and speed related issues through Education, Training and Publicity resources.
- 2.2 The Council will make decisions that will reflect the most recent best practice guidelines relevant to speed management in Wales; and
- i. Review and adapt the Council's Speed Management Strategy as new technology becomes available.
 - ii. Manage efficiently and review sites identified for action on a regular basis and particularly before an activity is withdrawn.
 - iii. Assess requests for service of this nature in the first instance by collecting speed data.
 - iv. Refer as a matter of urgency to the Mid and South Wales Safety Camera Partnership sites displaying a serious traffic speeding problem that requires enforcement.
 - v. Carry out all appraisals in a fair and transparent manner.
- 2.3 This strategy intends to provide a transparent approach to speed management that investigates and responds in an appropriate manner to all identified speed related complaints and requests for traffic

when compared with the average casualty figures for 1994-98 period:
This target is aimed specifically to achieve:

- a 40% reduction in the number of people killed or seriously injured in road accidents;
- a 50% reduction in the number of children killed or seriously injured; and
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

3.4 The primary legislation for traffic calming is the Highways Act 1980, sections 90A to 90F. Within this legislation it is made clear that road humps, which includes speed cushions, can only be constructed on roads that have a speed limit of 30mph or less. This does not preclude the use of other traffic calming techniques on roads with a speed limit of 40mph or above but use of any measure should be appropriate to the signed speed limit and provide for the function of the road.

4.0 ENFORCEMENT

4.1 Enforcement of the speed limits promoted by the Highway Authority is an important aspect of the Council's Speed Management Strategy. Enforcement can be considered to be two types: passive and active.

- Passive measures are typically designed to manage driver's speed whilst not requiring human operation or intervention. Passive enforcement measures relate to the physical highway environment and seek to impose physical controls on highway users, to prevent inappropriate use of the highway.
- Active enforcement is, at present, carried out by Gwent Police and the Mid and South Wales Safety Camera Partnership and is supported by Local Highway Authorities in the region.

4.2 The Council as the Highway Authority intends to promote both types of enforcement measures to alleviate problems where appropriate.

4.3 Enforcement of traffic law with its objective of casualty reduction has to take its place with other calls upon police resources and court time and the amount of police resources dedicated to road traffic policing is limited. Caerphilly County Borough Council's Traffic Management Section carries out the role of liaison with the police regarding specific local problems.

4.4 The Mid and South Wales Safety Camera Partnership is an agreement between 16 Local Authorities. At present the Welsh Assembly Government is leading on a proposal to form a single all Wales partnership.

least 37 mph. The Council's Speed Management Strategy is based on the use of speed management tools that are appropriate to the severity of the problem.

- 6.3 This Speed Management Strategy develops the Vehicle Activated Signs project within a holistic approach and leads on from the previous report to the Council's Regeneration Scrutiny Committee in June 2008. The data collection and analysis associated with the Speed Management Strategy will also inform the review of Local Speed Limits. Further information on the review of local speed limits can be obtained from the report to the Regeneration Scrutiny Committee in September 2008 regarding the Welsh Assembly Government's Consultation on Draft Guidance for Setting Local Speed limits.
- 6.4 It is also important to note that speed limits are the legally enforceable maximum speed for the road and do not negate the driver's responsibility to travel at a speed appropriate for the prevailing conditions.
- 6.5 At a speed problem threshold of or above at least 37 mph mean speed and at or above at least 42 mph 85th percentile¹ recorded speed the road or street will be considered against the adopted traffic calming policy. This level of speeding traffic is deemed to warrant consideration of engineering measures and enforcement.
- 6.6 Should a complaint be received in a 40 mph limit a minimum intervention criteria of at least 43 mph mean speed and a 85th percentile¹ of at least 48 mph would apply. Speed records above this level within a 40mph limit would require an assessment of the appropriateness of the posted limit and will be subject to review when the revised setting local speed limits guidance for Wales is released. Traffic calming humps, which include speed cushions could not be implemented on a road with a speed limit of 40 mph or over, see road hump regulations. Nevertheless, horizontal deflections can be considered in certain circumstances.

7.0 20 MPH ZONES/LIMITS

- 7.1 Requests for 20 mph zones will only be considered for locations that have a main attractor of vulnerable road users. To date 20 mph zones have only been implemented in areas that surround primary schools and along roads that serve local communities and are situated away from the classified road network. Classified un-numbered roads (Class III) might be considered, but this will be dependent on their role and function.

¹ The 85th percentile is the recorded speed that 85 percent of the traffic is travelling at or below along a road.

prioritisation and building of traffic calming schemes is subject to available funding streams.

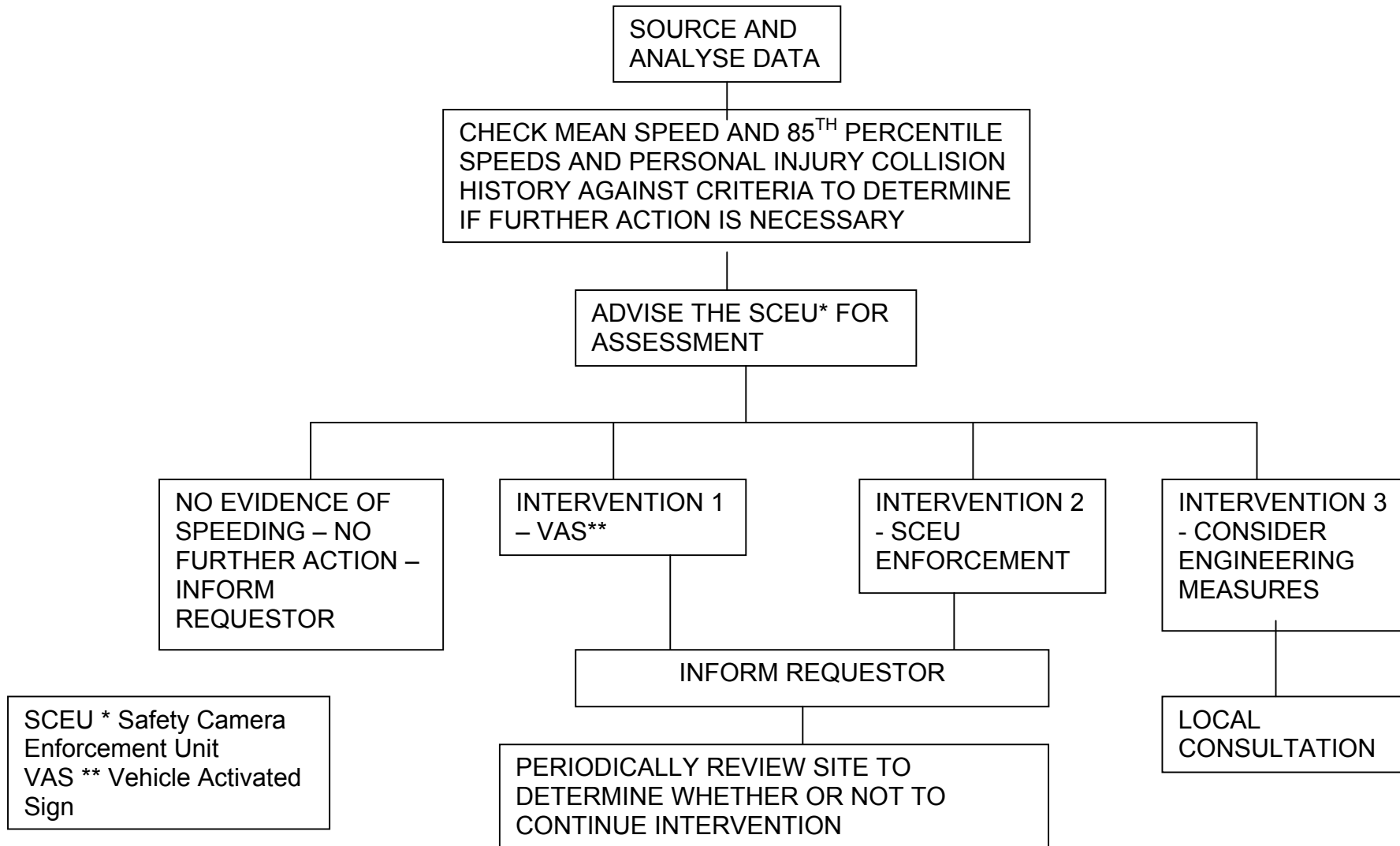
- 8.9 The existing multistage approach to considering traffic calming is important both to respond in an appropriate manner to requests for physical measures and also to ensure that we get the balance right in terms of the role of the road and management of the core and strategic highway network.
- 8.10 If the location has a collision history an accident remedial scheme will be considered if a treatment can be developed which would reduce the number of collisions. This will apply to all roads and would not be discounted because of the classification of the road or its function.
- 8.11 Where there are a number of collisions along a length of road a further study will be carried out in the first instance, which will assist in informing and developing schemes that offer value for money and have treatable causation factors. The treatments may include traffic calming but more often schemes are developed to treat common themes and are termed to be accident remedial schemes.
- 8.12 The road will also be placed within a schedule of VAS treatment and referred to the SCEU for appraisal and consideration for an enforcement campaign.

9.0 MONITORING AND REVIEW

- 9.1 At the end of a programme of VAS treatment or enforcement speed data will be collected and the site reviewed.
- 9.2 If the problem has improved then the activity is withdrawn and the Local Member(s) will be informed. This allows additional capacity to treat other locations, which have not benefited from the initiatives.
- 9.3 Where a location has had traffic calming treatment and also receives enforcement and/or VAS activity, after completion of the traffic calming scheme the enforcement and VAS activity will be withdrawn. This will include collection of post engineering measures speed data to check that the scheme has achieved its objective.
- 9.4 All decisions about VAS and enforcement will be taken after review of the speed record for the road and will be guided by the intervention thresholds, which is a sound basis for taking action or withdrawing action. The process of review is indicated in the flow chart.
- 9.5 Sites selected for treatment will only be withdrawn from the schedule of VAS after a review of speed data has been carried out and only when the intervention thresholds are no longer exceeded.

APPENDIX A

PROCESS FLOW CHART – ALLEGED EXCESSIVE SPEED ISSUE



TRAFFIC CALMING APPRAISAL AND POLICY

APPENDIX B

Source: Report to Technical Scrutiny Committee December 2004.

Stage 1 considers whether the site is suitable for traffic calming. Generally main roads, roads without a speed restriction, or the sole access for emergency vehicles are rejected at this stage. There may well be a problem but traffic calming is not the appropriate solution.

Stage 2 involves a brief appraisal of the site. The criteria used are consistent excessive traffic speed, the presence of 2 or more accidents which might have been prevented by traffic calming, evidence of extraneous traffic and a strong community need. A proposal failing these tests is excluded from further considerations.

Stage 3 involves a much more rigorous analysis. The factors considered at this stage are:

- (i) The accident record over the previous 5 years with greatest weight given to the last 3 years;
- (ii) The speed of traffic.
- (iii) Vehicular and pedestrian flows;
- (iv) Presence of parked vehicles;
- (v) Fronting development, including housing, care homes, schools;
- (vi) The role of the road in the community and the level of extraneous traffic;
- (vii) Importance to buses and emergency vehicles;

Length of road to be calmed (this is a cost surrogate/substitute).

The factors are grouped into 4:

- Safety for which a site can score up to +50; (i - v)
- The local role of the road can score up to +15; (vi)
- Community aspects can score up to 35: (vi)
- Negative factors (buses and emergency vehicles, the needs of necessary through traffic) can have a negative impact up to -50.(vii)

Thus a site can score between +100 (fully meets all positive criteria) to -50 (no benefits with severe adverse impact on existing road traffic). The length of the road is considered in making a final judgement to reflect likely cost of a possible scheme, although it is not included in the score calculation, which is in effect a score for the length of road being considered.

APPRAISAL AND POLICY FOR 20 MPH SPEED LIMITS AND ZONES

Requests for 20mph zones outside schools will be considered where a school has developed a school travel plan or has committed to producing a plan or for areas included in a safe routes in the communities study or bid. Only roads that are not main roads Class A, B or CIII can be considered for 20 mph zones or limits unless the road is reclassified and has a significant reduction in traffic volumes.

Stage 1: Examine the location of the school or safe routes in the community study area and determine the potential area for the speed limit or zone.

Stage 2: Collect speed data for the roads identified.

Stage 3: Analyse the data in terms of the potential for setting the speed limit according to the current 'Setting Local Speed Limits Guidance' adopted in Wales.

Categories of treatment are:-

- TRO (Traffic Regulation Order) schemes satisfying the criteria for 20 mph limits by signing only.
- TRO schemes requiring engineering measures to change the speed limit to 20mph and to comply with the self policing requirement.

Stage 4: Prioritise the budget available towards those identified zones and speed limits surrounding schools that have catchment areas with the highest school related pedestrian casualty rate and/or highest recorded vehicle speeds. The rate is calculated by a count of the last 5 year period of personal injury collisions involving child pedestrian casualties.

Stage 5: Progress those schemes that require a TRO and signage only as the speed along the residential streets match with current guidelines.

Stage 6: Include those locations that require engineering measures to comply with the speed limit change into an advanced design programme. (subject to funding)

Stage 7: Retain the ranking list for an annual review against School Travel Plan requirements.

Those schemes that require engineering measures to enable a 20 mph speed limit or zone will be progressed but may have to be retained in a forward programme and compete for funding in subsequent years. All prioritised schemes will be recommended to members for inclusion in the Capital Programme subject to available funds and in the appropriate year.

Review of the existing aims of the adopted Speed Management Strategy (May 2009 - page 2)

Aim	Measure	Appraisal	Outcome
Make a significant contribution to reducing inappropriate vehicle speeds within the County Borough.	Recorded vehicle speeds before and after intervention.	Comparison of pre and post recorded vehicle speeds - see Appendix D.	Significantly reduced vehicle speeds at test sites of between 1 and 4 mph mean speed and between 1 and 10 mph 85 th percentile.
Ensure the Council operates within the statutory requirements of Highway Authorities.	Duties under section 39 of the 1988 Road Traffic Act	Remains appropriate	Makes a contribution
Advise residents, Local Members and our customers in a transparent way on how complaints about speeding traffic will be considered and dealt with.	Speed Management Strategy in use.	Customers receive the policy on request. Customers are provided with the recorded mean speed at the site. See also para. 4.4.1 - 4.4.3	Satisfies this requirement.
Make appropriate use of limited resources via value based decisions that are proportionate to the problem and level of risk posed from speeding traffic.	Casualty reduction	Speed related collisions are targeted at sites with a level of traffic speeding above the posted limit and go forward to be assessed against the traffic calming criteria.	Makes a contribution.
To increase awareness of speeding and speed related issues through Education, Training and Publicity resources.	Educates drivers about the speed they are travelling.	The VAS initiative has now been implemented at 55 sites on roads in the County Borough and is generally supported by the public, members, community councils and partnerships.	Makes a contribution.

Review of the Commitments contained in the adopted Speed Management Strategy (May 2009 - page 2)

Existing Commitment	Proposed Change
Review and adapt the Council's Speed Management Strategy as new technology becomes available.	Enhancements to be implemented by April 2014 to enable remote download of data and operation of the VAS. No change required to the strategy.
Manage efficiently and review sites identified for action on a regular basis and particularly before an activity is withdrawn.	Remains appropriate, no change proposed. The above enhancement will enable more sites to be evaluated and increase efficiency of VAS deployment.
Assess requests for service of this nature in the first instance by collecting speed data.	Remains appropriate, no change required.
Refer as a matter of urgency to the Wales Road Casualty Reduction Partnership (WRCRP) sites displaying a serious traffic speeding problem that requires enforcement.	Remains appropriate, no change required. Note the police now operate the Safety Camera Partnership on an all Wales basis.
Carry out all appraisals in a fair and transparent manner.	Remains appropriate, no change required. Note comments in para. 4.4.1 - 4.4.3.

Proposed changes to the Speed Management Strategy

SMS text ref.	Existing Text	Proposed Change	Impact	Reason
p2.2,p2.5,p4.1, p4.4,p5.1,p5.3, p5.8,p8.6,p8.12, p9.6 and App. A	Mid and South Wales Safety Camera Partnership's Gwent Regional Safety Camera Enforcement Unit (SCEU)	Wales Road Casualty Reduction Partnership (WRCRP) who operate under the banner of Go-Safe	None	Partnership now operates on an all Wales basis and has changed its name to reflect this.
P3.3	Changes to the national targets as a result of the adoption of the Road Safety Framework for Wales (July 2013) and revised casualty reduction targets.	Compared to the average for 2004-08 : a 40% reduction in the total number of people killed and seriously injured on Welsh roads by 2020. a 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads by 2020. a 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads by 2020.	The casualty reduction targets focuses on KSI. The targets include reductions in two new discrete groups motorcyclists and young people. In terms of the Speed Management Strategy there are no changes to the operation of the strategy that could be made that are desirable or of benefit in targeting these groups.	To reflect revised WG road casualty reduction targets as set down in the Road Safety Framework for Wales.
P5.5	PACT	Delete reference to 'PACT meetings' and replace with 'Gwent Police's Traffic Management section'.	None	To reflect current arrangements.
P6.3	Guidance for Setting Local Speed Limits	Circular 24/2009 Setting Local Speed Limits in Wales Oct 2009 has now been adopted and replaces circular 1/93.	None	To take account of current national guidance.
p7.7	20mph Zone and Limits	Revise the SMS to include the potential to provide advisory 20mph speed limits on roads providing the criteria are met.	Increases the flexibility of the SMS to respond to community concerns and local circumstances.	The pilot project has proved successful in lowering the speed of vehicles along the classified network where a mandatory change to the 20mph could not be promoted.

Evaluation of VAS Test Site Data

	Before Mean speed	Before 85th Percentile speed	After Mean speed	After 85th Percentile speed	Change in Mean speed	Change in 85th Percentile speed
A4049 White Rose Way, New Tredegar 30mph limit	34.2	39.9	32.3	38.7	1.9	1.2
B4254 Church Road, Gelligaer 30mph limit	32.5	39.6	31.4	36	1.1	3.6
CIII Oakdale Terrace, Oakdale 30mph limit	34.4	39	31.1	36.2	3.3	2.8
CIII Merthyr Road, Llechryd 30mph limit	32	46	30.4	36.4	1.6	9.6
A469 Heol Cae Barrau, Caerphilly 40mph limit	41.8	48.3	41.2	47.4	0.6	0.9
Average mean speed/85th percentile reduction					1.7	3.62
Range					0.6 to 3.3 mph	0.9 to 9.6 mph

Evaluation of Road Traffic Collisions

**Road Traffic Collisions Caerphilly County Borough - 3 years Before/After
Speed Management Strategy**

	KSI	Slight	Total
2006	49	253	302
2007	61	230	291
2008	52	242	294
Before 3 year average	54	242	296
Adoption Year for SMS 2009	36	208	244
2010	31	192	223
2011	30	146	176
2012	31	160	191
After 3 year average	31	166	197
Change	23	76	99

KSI – Killed and Seriously Injured