

Overview and Scrutiny Committee Briefing Note

Tackling Speeding

1 Council Motion

“Council notes that speeding continues to be a factor in road collisions and that a pedestrian is four times more likely to die if they are hit by a vehicle travelling at forty miles per hour than they are at 30mph.

It is therefore imperative that the Council working with the Police and residents seek to reduce excessive vehicular speeds in this borough, especially, outside schools, on minor residential roads and in rural areas.

The Council believes that we should work with our residents’ groups to deter and catch offenders and that we should employ mobile technology in order to do so”

2 Response to the Council Resolution from Unity Highways and Engineering (Traffic Management and Casualty Reduction)

- *Identify, with the assistance of District Executives, local Police and the Council’s highway officers, locations not currently equipped with a speed camera which might benefit from one for consideration by the Drivesafe GM Casualty Reduction Partnership.*

The introduction of any new Safety Camera is controlled by **Drivesafe** who must apply a stringent set of criteria based upon guidance issued by the Department for Transport before any new installation can be considered. It is understood that for a successful application to be made the number and severity of road traffic injury collisions, along with the degree, nature and

extent of speeding must be of a particular magnitude. This criteria is laid out in the **Safety Camera Handbook** compiled by The Transport for Greater Manchester Safer Roads Partnership, a copy of which is available on request and for internal use only

- *Explore the viability of funding to purchase and deploy mobile speed cameras to catch offenders, change driver behaviour and improve road safety.*

Owing to the strict Governance in place that controls the deployment of fixed *and* mobile Safety Cameras and the associated issuing of Penalty Charge Notices or Summonses to errant drivers, there are currently no means available to Oldham or any other District within Greater Manchester to consider this option.

However, if a particular site, suggested by a GM district, for example Oldham, met the criteria laid down in the **Safety Camera Handbook** then Drivesafe would consider its introduction as part of a future year's programme.

Following a successful application, any costs associated with purchasing and installing a camera would fall to Oldham, these costs could be in the region of £35,000 to £40,000 and Oldham wouldn't directly receive any income generated by the camera (see below).

In Oldham, as in the rest of Greater Manchester, fines generated by the various Speed and Red Light Cameras go directly to the Government's Treasury Department. However, when drivers are offered a Speed Awareness course as part of the National Drivers Intervention Scheme (NDIS) the monies that are collected are used to support the actual driver improvement courses themselves. In the event of a surplus, the Joint Road Safety Group allocates funding to Data led, evidence Road Safety Intervention across Greater Manchester. In recent years Oldham has successfully bid for this funding stream and has introduced a number of Casualty Reduction Schemes that have resulted in reducing the number of injury collisions at sites across the Borough.

- *Investigate how the Council and Police can work with community and residents groups to establish Community Speed Watch schemes and Community Concern speed enforcement sites in the Borough*

Currently the Traffic Management Team at Unity receive speed related correspondence from elected members, businesses local communities and the general public on a regular basis.

Each query is considered on merit by experienced Traffic and Road Safety specialists. The subsequent investigation takes into account the injury accident record, the availability of speed survey data and the highway conditions on site. In the event of

obsolete or absent speed data additional surveys are often carried out. If the speeding issue corresponds to the location of an injury collision problem the matter is given a greater priority often resulting in a bid to the Council's Highways Capital Programme for funding of some form of intervention measures.

Most of the complaints that are received about speeding do not have a road traffic injury problem associated with them. In these instances the results of the speed surveys are forwarded to the Police for them to consider further action. This could result in increased enforcement activity and/or consideration by them as a Community Speed Watch scheme or Community Concern Site

- *Explore the merits of establishing "bus gates" at sites outside schools and look at establishing a pilot project. (Bus gates limit vehicular through traffic outside schools to cycles and local buses at the start and end of the school day, with a fixed penalty for transgressors).*

Bus Gates have been used across the country, primarily in town and city centres at the start of a bus only routes, segregated bus lanes or guided bus routes. These facilities rely upon significant highway engineered interventions coupled with a robust system of Back Office enforcement that usually employs CCTV control, Automatic Number Plate Recognition (ANPR) and/or the use of rising hydraulic bollards to ensure compliance.

Consequently, the financial implications of introducing a Pilot Scheme is significant and is likely to run into tens, if not hundreds of thousands of pounds.

Alternatively, consideration of a much reduced scheme that relied solely upon traditional road traffic signing systems would also not be a viable option owing to the lack of Police enforcement and their ability to issue Moving Traffic Offences, leading to driver non-compliance resulting in Road Safety issues.

Apart from Enforcement there is also the matter of safely dealing with:

- (i) U-turning and diverting traffic which would put pressure on the existing highway infrastructure that in turn may require some form of engineering intervention.
- (ii) Exemptions for residents with vehicles within the bus gate
- (iii) Emergency vehicle access.
- (iv) System failure – route closure

Owing to the difficulty in both designing such a feasible scheme and properly enforcing its subsequent operation it is recommended that the Resolution is reviewed.

Highway, Traffic and Road Safety Officers wholeheartedly support the ethos to improve pedestrian and child safety

particularly around schools and will be pleased to advise the Committee on the way forward on this matter.

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