

## Report



meeting      **ENVIRONMENT STANDING SELECT COMMITTEE**

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## **Report of the Chair of the Environment Standing Select Committee**

### **Traffic Calming Study Group**

#### **1. Purpose of report**

- 1.1** To inform Members of the work of the Study Group examining the effectiveness of traffic calming measures in Nottinghamshire.

#### **2. Introduction**

- 2.1** The Environment Standing Select Committee of 26<sup>th</sup> August 2004 initiated the work of this Study Group.
- 2.2** The Members of the Study Group are: Councillors Andrew Freeman (Chair), Stan Heptinstall, Richard Jackson and Parry Tsimbiridis.

#### **3. Information**

- 3.1** The Study Group met for the first time on 11 October when it received a presentation from Suzanne Heydon, Team Manager, Accident Investigation. The presentation was wide-ranging and included information on the Accident Investigation Unit and the prioritisation of schemes. The Study Group learnt that the cost of a fatal accident, according to DfT figures, was £1.4m. In Nottinghamshire, the criterion for undertaking work was a 200% return during the first year. This was in line with similar authorities. By contrast, the Highways Agency looked at costs and benefits over a ten year period.
- 3.2** Ms Heydon further informed the Study Group that the Government had set targets relating to fatal and serious accidents. The targets were to achieve reductions by 2010 compared with the 1994-98 average of:-

40% overall killed and seriously injured casualties  
50% children's killed and seriously injured casualties  
10% slight injuries

The County Council was making good progress in meeting these targets. Under the Public Service Agreement, the County had a stretch target of 599 casualties by 2006 compared with 646.

Best Value performance indicators were now identical to the national targets. However the County would continue to monitor against the old BVPIs for its own benefit.

- 3.3** In addition, Ms Heydon briefed the Study Group on the procedure for responses to requests from the public for the installation of traffic calming measures. If residents requested a scheme, the first response would be to check the accident database. If there were no accidents recorded, then the request would be referred to the Traffic Management Team, who had access to a budget of £15,000 pa per district. If accidents had been recorded, there would be a survey of residents, which required a 35% response rate, of whom 65% must be in favour. Residents' common concerns about the installation of traffic calming schemes included: the effect on businesses, the emergency services, air quality, noise and maintenance costs.
- 3.4** The Study Group noted that within current resources it was not possible to examine accident prevention at locations where no accidents had so far occurred.
- 3.5** The Study Group heard that the County Council was a member of the Camera Partnership, along with the City Council, Chief Constable, Highways Authority and Magistrates Courts. All safety cameras come under the partnership, which has to put a case to the DfT annually. Income from fixed penalty notices is used for new cameras. It is necessary to have exhausted engineering solutions before deciding to install cameras. Mobile cameras have their own criteria.
- 3.6** The Study Group requested further information including: justification of the safety camera scheme in Mansfield (which pre-dates current criteria), a plan showing the location of safety cameras within Nottinghamshire with information on each site and the criteria for installing cameras.

#### **4.0 Further Planned Work**

- 4.1** The Study Group agreed that the following organisations would be contacted during the course of the review:
- Chief Constable of Durham
  - Derbyshire County Council
  - Royal Society for the Prevention of Accidents

- Nottinghamshire Camera Partnership
- Highways Agency

Other issues which members felt should be covered by the review included:-

- areas where figures in Nottinghamshire were poor, e.g. motorcyclists
- how comparator authorities shared out their budgets between traffic management and accident prevention
- the impact of recent traffic calming schemes
- what other budgets could be used for traffic calming, e.g. Safer Routes to Schools

**4.2** On 15<sup>th</sup> November the Study Group met with Linda Morrison-Allsop, Road Safety Manager at the Royal Society for the Prevention of Accidents. Issues discussed at the meeting included:

- The importance of retaining traffic officers on the beat
- RoSPA's policy on repeater signs
- The benefits of concentrating measures in deprived areas
- The benefits of "Home Zones" – areas where the needs of residents take precedence over through traffic
- The importance of the "spiral curriculum" in order to educate road users of all ages
- Direct Access Motorcycle tests and Motorcycle accidents

**4.3** Ms Morrison-Allsop also presented the Study Group with copies of the RoSPA document "Strategic Guidance for Road Safety Professionals."

## **5. Recommendation**

**5.1** Members are requested to comment on the work of this Study Group.

**Councillor Andrew Freeman**  
**Chair of the Environment Select Committee**