
PETITION – SPEEDING RESTRICTIONS – VICTORIA ROAD EAST

Report of the Service Director – Highways & Transportation

1 Purpose of Report

- 1.1 This report is in response to a petition presented to Full Council by Councillor Shelton on 26th May 2005, requesting the City Council to introduce speeding restrictions or cameras on Victoria Road East to prevent any fatalities.

2 Summary

- 2.1 The supporting information details the scheme that was introduced on the A6030 between Gypsy Lane and Ethel Road prior to the opening of the new section of Victoria Road East between Gypsy Lane and Thurmaston Lane. It also details the Department for Transport's criteria for the introduction of cameras as part of the Safety Camera Scheme, and the City Council's policy on traffic calming on major roads.
- 2.2 The Service Director – Highways & Transportation is recommended to agree that no action be taken to introduce speed cameras on Victoria Road East as requested by the petitioners. The request will be reconsidered in May 2008 when the new section of Victoria Road East has been opened for three years.

3 Recommendations

It is recommended that the decisions of the Service Director as set out below, be supported:

- 3.1 to note the petitioners' concerns,
- 3.2 to note the action taken to reduce vehicle speeds and provide safe crossing places on the A6030 prior to the opening of the new road, (detailed in Paragraph 3.4 in the attached report)
- 3.3 to agree that as Victoria Road East and The Portwey do not meet the criteria set by Central Government, no action be taken to enforce speeds using cameras as part of the Safety Camera Scheme, as requested by the petitioners,
- 3.4 to agree that speeds on Victoria Road East and The Portwey be monitored, and if appropriate the Chief Constable be requested to undertake some ad hoc enforcement,

3.5 to agree that a full study of accidents will be undertaken in May 2008 when the new section of Victoria Road East has been open for three years and accident data is available for that period when further consideration will be given to the installation of cameras or additional speed restrictions as requested by the petitioners, and

3.6 to agree that the petitioners' be notified accordingly.

3 Financial & Legal Implications

4.1 Financial Implications

3.1.1 No financial implications arise directly from this report.

4.2 Legal Implications

4.2.1 No legal implications arise directly from this report.

5 Report Author

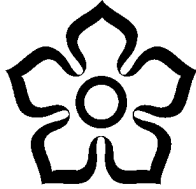
Name: Michael Jeeves

Job Title: Team Leader

Extension number: 2100

e-mail address: jeevm001@leicester.gov.uk

Finance Officer – Graham Atkins (ext 7390)



Leicester
City Council

**WARDS AFFECTED: CHARNWOOD
HUMBERSTONE&HAMILTON**

**Report for consideration by the Service Director
Highways and Transportation**

DATE 9th August 2005

PETITION – SPEEDING RESTRICTIONS – VICTORIA ROAD EAST

Report of the Head of Transport Development

1 Purpose and Summary of Report

- 1.1 This report is in response to a petition presented to Full Council by Councillor Shelton on 26th May 2005, requesting the City Council to introduce speeding restrictions or cameras on Victoria Road to prevent any fatalities.

2 Recommendations

The Service Director is recommended to:

- 2.1 note the petitioners' concerns,
- 2.2 note the action taken to reduce vehicle speeds and provide safe crossing places on the A6030 prior to the opening of the new road, (detailed in Paragraph 3.4 in this report)
- 2.3 agree that, as Victoria Road East and The Portwey do not meet the criteria set by Central Government, no action be taken to enforce speeds using cameras as part of the Safety Camera Scheme, as requested by the petitioners,
- 2.4 agree that speeds on Victoria Road East and The Portwey be monitored and, if appropriate, the Chief Constable be requested to undertake some ad hoc enforcement,
- 2.5 agree that a full study of accidents will be undertaken in May 2008 when the new section of Victoria Road East has been open for three years and accident data is available for that period, when further consideration will be given to the installation of cameras or additional speed restrictions as requested by the petitioners, and
- 2.6 agree that the petitioners' be notified accordingly.

3 Report

3.1 A petition with 48 signatures was presented to Full Council by Councillor Shelton on 26th May 2005. The petition reads:

“We the undersigned, being tenants/residents in the Northfields and Tailby area, are gravely concerned about the amount of speeding traffic on the Victoria Road East. Once the new road is open this will become worse, with not only cars and vans using it but also juggernauts and articulated lorries. We ask that speeding restrictions or speed cameras be put in place to help prevent any fatalities.”

3.2 The petition was presented to Full Council within two months of the Victoria Road East between Gipsy Lane and Thurmaston Lane opening to traffic in April 2005.

3.3 The type of action that can be taken to reduce vehicle speeds is limited on main roads where it is City Council policy not to introduce vertical measures such as road humps and speed cushions. Vehicle speeds can be reduced by either physically or visually narrowing the road using pedestrian refuges, centre line hatching and on-road cycleways. In addition, light controlled pedestrian and toucan crossings introduced to provide safer crossing places can result in reduced vehicle speeds if combined with some of the visual methods. It may be possible in places to reduce the number of lanes on the main road or introduce sheltered parking where vehicles are already parked.

3.4 Prior to the opening of the new road the following actions were taken to lessen the impact of the expected additional traffic on the A6030 between Gipsy Lane and Uppingham Road:

- upgrading the existing pelican crossing to a toucan crossing on Victoria Road East and provision of a new toucan on Victoria Road East near to Bale Road to provide safe crossing points along the route for vulnerable road users - as it was acknowledged that the increase in traffic due to VREE would make the road more difficult to cross
- providing parking bays on Tailby Avenue and Victoria Road East outside the shops to ensure that there was one clear lane in each direction for vehicular traffic and to help reduce delays to buses
- providing a better turning radius at Uppingham Rd for large goods vehicles turning into Coleman Rd - to encourage them to use the new road rather than using the city centre,
- upgrading the signals at the junction of Victoria Road East and Tailby Avenue to provide cycle and pedestrian crossings on all arms and provide a slip lane to enable buses to get into Hastings Rd more easily.

4.1 Accidents and Vehicle Speeds

4.2 Table 1 below summarises accidents on Victoria Road East, The Portwey and Tailby Avenue between 1st January 2001 and 31st December 2003. (2004 has not been included in the analysis as alterations were being made to Victoria Road East, The Portwey and Tailby Avenue (A 6030 corridor scheme) to cater for the expected increased traffic flows once the new road was open)

Table 1 – Accidents on Victoria Road East, The Portwey and Taiby Avenue – 2001-2003

	2001	2002	2003	Total
Portwey	2			2
Taiby Avenue		2		2
Junction with Hastings Road	2		1	3
Victoria Road East	1	1	1	3
Junction with Gipsy Lane	1	3		4
	6	6	2	14

- 4.3 Between 2001 and 2003 there were 3 personal injury accidents on Victoria Road East (between Gipsy Lane and Hastings Road). All of the casualties were slight.
- 4.4 Speed tests undertaken in 1999 indicated that the 85 percentile speed was 40 mph (i.e. 15% of traffic travelled at a speed of 40mph or above) on Victoria Road East, recent speed tests show that since the toucan was built near to Bale Road the 85 percentile speed has reduced to 36mph.
- 4.5 Between 2001 and 2003 there were 4 personal injury accidents on The Portwey and Tailby Avenue, all of the casualties were slight. One of the accidents was at the junction with Wycombe Road, which was improved as part of the A6030 corridor scheme.
- 4.6 Speed tests undertaken on The Portwey since the new road opened in April 2005 showed that the 85 percentile speed was 31mph.
- 4.7 Between 2001 and 2003 there were 3 personal injury accidents at the junction of Tailby Avenue with Hastings Road. 2 of the accidents at the junction resulted in people being killed. Improvements have been made to both this junction as part of the A6030 Corridor Scheme. In addition there were 4 accidents at the junction of Gipsy Lane with Victoria Road East. As part of the new road this junction has been improved.

5 Leicester, Leicestershire and Rutland Safety Camera Scheme.

- 5.1 In December 2001, Leicester City in partnership with Leicestershire Police, Leicestershire and Rutland County Council's, the Highway Agency, Leicestershire Local NHS and the Magistrates Court prepared a bid to be part of the national rollout of safety cameras to enable additional enforcement of speed and red light running using cameras to take place. The bid was successful and the Leicestershire Safety Camera Scheme came into operation on 1st April 2002.
- 5.2 Central Government have set strict criteria for the installation of fixed speed cameras or the use of mobile cameras to enforce speed. These criteria are in the handbook issued by the Department for Transport.
- 5.3 For locations to be included in the Safety Camera Programme they have to meet both the following criteria:
- At least 2 collisions per km where someone has been killed or seriously injured per kilometre in a 36 month period

- Speed surveys show that the free-flow 85th percentile speeds is at or above the ACPO (Association of Chief Police Officers) threshold of 35mph and at least 20% of drivers are exceeding the speed limit

It would also be expected that the possibility of alternative ways of improving road safety in the area including better signing and physical changes to the road would need to be considered before speed cameras.

- 5.4 Prior to the start of the A6030 Corridor Scheme, The Portwey and Tailby Avenue had been assessed for speed cameras. The use of mobile cameras to enforce speed was found to be justified and had been included in the Safety Camera Scheme 2003/2004 Operational Case. However, implementation was deferred, as work had started to construct the A6030 Corridor scheme.
- 5.5 Victoria Road East between Gipsy Lane and Thurmaston Lane was only opened to traffic in April 2005. Traffic patterns would not be expected to settle down for at least 6 months following opening and, in any case under the Government's criteria, the Safety Camera Scheme could not submit a case until the new road has been open for 36 months.
- 5.6 Victoria Road East and The Portwey do not currently meet either the accident or speed criteria, in fact the recorded 85 percentile speed (31 mph) on The Portwey is below the threshold for any form of speed enforcement (35mph in this location).

6.1 Conclusions

- 6.2 A full study of accidents will be undertaken in May 2008 when the new part of Victoria Road East between Gipsy Lane and Victoria Road East has been open for three years and accident data is available for that period. Further consideration will then be given to the installation of cameras or additional speed restrictions.
- 6.3 The speed tests carried out on Victoria Road East and Tailby Avenue suggest that current vehicle speeds are lower than the level at which the Chief Constable would undertake enforcement outside the Safety Camera Scheme. Speeds will continue to be monitored and, if appropriate, the Chief Constable will be requested to undertake ad hoc enforcement at that time.

7 Financial Implications

- 7.1 No Financial Implications arise directly from this report.

8 Legal Implications

8.1 No Legal Implications arise from this report.

9 Risk Assessment Matrix

	Risk	Likelihood L/M/H	Severity Impact L/M/H	Control Actions (if necessary/or appropriate)
1	None introduction of speed cameras could result in increased casualties because of increased speeds.	M	H	Liase with the Chief Constable with regard to ad hoc enforcement on Victoria Road East and The Portwey outside of the Safety Camera Scheme.

L - Low

L - Low

M - Medium

M - Medium

H - High

H - High

10 Background Papers – Local Government Act 1972

10.1 Safety Camera Scheme Handbook - Department for Transport.
10.2 Report to Cabinet 25 th March 2002 - Initiatives To Reduce Road Casualties Leicestershire Police Area Safety Camera Scheme
10.3 Report to Cabinet - 5 th November 2001 - Leicestershire Police Area Safety Camera Scheme.
10.4 Traffic in Residential Areas – Report to Service Director – Highways & Transportation September 2002.

11 Consultations on the report

11.1 The following people, in addition to the Regeneration and Culture Finance Section, have been consulted in the preparation of this report.

Consultee	Date Consulted
Chief Constable	26 th July 2005
Ward Councillors	By e mail 16 th August 2005

The Chief Constable endorses the recommendations in the report.

12 Powers of the Service Director

12.1 None required.

13 Decision of the Service Director

13.1 I approve the recommendations set out in Section 2.

Signed.....

Date.....

Alistair Reid, Service Director Highways and Transportation

Report Author

Name: Michael Jeeves
Job Title: Team Leader – Traffic Impact
Extension number: 2100
e-mail address: Michael.jeeves@leicester.gov.uk