

Leicester  
City Council

WARDS AFFECTED: ALL

Leisure & Environment Scrutiny Committee

1<sup>st</sup> December 2004

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## SETTING PRIORITIES FOR TRAFFIC CALMING AND OTHER CASUALTY REDUCTION MEASURES

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### Report of the Service Director – Highways & Transportation

#### 1 Purpose of Report

- 1.1 At the meeting of Leisure & Environment Scrutiny Committee on 25<sup>th</sup> August 2004, a report was requested to detail how priorities for traffic calming are set. Members of the committee were concerned that traffic calming schemes were being implemented in a haphazard manner.

#### 2 Summary

- 2.1 This report sets out how priorities are set for the introduction of traffic calming and safer routes schemes, the national criteria which need to be met to install static and mobile camera sites and how locations are chosen for the investigation of local safety schemes.
- 2.2 As priorities for traffic calming are normally based around casualty reduction Appendix 1 contains a list of all requests and petitions received by the City Council for traffic calming.

#### 3 Recommendations

**It is recommended that the scrutiny committee agree the following recommendations:**

to note that priorities for traffic calming schemes, and that since the last priority list was agreed in September 2002 a further 17 schemes have been implemented covering 70 streets and about 20 kilometres,

to note that traffic calming schemes continue to be funded by developers and through SRB programmes,

to note that residents of the city continue to request the introduction of traffic calming schemes and in most cases the request is for road humps,

to note that priorities for introducing Safer Routes schemes in areas of the city are based upon child pedestrian and cyclist casualties,

to note that locations for speed cameras in the city are determined using criteria issued by the Department for Transport, and

to note that there is an on-going process to investigate sites where there have been 9 or more accidents in the previous 3 calendar years.

#### **4. Financial & Legal Implications.**

##### 4.1 Financial Implications

4.1.1 Traffic Calming Schemes, Safer Routes Projects and Local Safety Schemes are normally funded through the Transport Capital Programme. In addition some schemes are funded by developers as part of the conditions on planning approvals. During 2004/2005 the budgets available for Traffic Calming Schemes, Local Safety Schemes and Safer Routes Projects are £150,000, £215,000 and £898,000

##### 4.2 *Legal Implications*

4.2.1 The legal implications are as summarised in the report.

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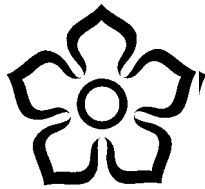
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**Report of the Service Director Highways & Transportation**

**Report**

**1. Background**

- 1.1 At the meeting of Leisure & Environment Scrutiny Committee on 25<sup>th</sup> August 2004, a report was requested to detail how priorities for traffic calming are set. Members of the committee were concerned that traffic calming schemes were being implemented in a haphazard manner.
- 1.2 The report informs committee how priorities are set for the introduction of traffic calming and Safer Routes projects. In addition the report deals with the national criteria for the introduction of safety cameras and how locations with accidents are identified to enable investigations to take place to identify remedial measures which could be introduced at that location to reduce casualties.
- 1.3 In September 2003 all city councillors were sent a document Traffic In Residential Areas, this document set out the priorities for Traffic Calming and Safer Routes. It also included the cluster site list for 2003/2004 and a list of locations in the city where enforcement of speed was being undertaken using either fixed cameras or mobile enforcement. A further copy of the document has been sent to all members of this committee.

**2. Setting Traffic Calming Priorities**

- 2.1 Since 1993 the City Council have set priorities using accidents per kilometre. This has enabled the limited resources that have been available for traffic calming to be targeted at those areas where it will have the most benefit.
- 2.2 The priority list has been reviewed three times since 1993, in 1995, 1999 and 2002. The latest priority list was approved by the Service Director – Highways & Transportation on 27<sup>th</sup> September 2002. All residential areas and distributor roads not already traffic calmed were prioritised using accident data for 1999, 2000 and 2001.
- 2.3 The Service Director agreed a priority list that included 18 residential distributor roads and 15 residential areas which would be used to prepare schemes to be funded from the traffic calming budget or where appropriate the Local Safety

Scheme budget. At that time 60 traffic calming schemes had been constructed covering 358 residential streets and about 100 kilometres. Since the priority list was agreed 17 areas and roads have been traffic calmed, giving a total of 67 schemes covering 409 residential streets and 118 kilometres. A further 8 schemes are currently being implemented or consulted on, of which 4 are in priority areas. Two schemes are being implemented as part of the Safer Routes programme and a further 2 are being funded by developers as a condition of development.

**TABLE 1 - Traffic Calming Schemes implemented or programmed since Priority List agreed.**

WARDS	PRIORITY	SCHEME NAME	RD LENGTH (Km)	YEAR OF CONS OR PROGRAMMED	NO OF STREETS	ACC RATE (ACC/ KM)
<b>TRAFFIC CALMING SCHEMES CONSTRUCTED</b>						
AB/BL	4 (1999)	Heacham Drive east*1	0.30	2003	0	0.30
BL	Safer Routes	Astill Lodge Road	1.20	2003	1	1.39
RM	11 (1999)	Rushey Mead North	2.13	2003	4	0.63
EM	COUNTY	Grange Drive	0.19	2003	1	0.00
SH	6 (1999)	Eggington Street Area	1.41	2003	6	1.42
SH	1 (1999)	St Matthews Estate*1	5.47	2003	24	0.57
BL	SRB 5	Linney Road	0.26	2003	1	N/A
CW	Safer Routes	Mere Rd/St Saviours Rd*1	0	2003	0	0.83
HH	DEVELOPER	Lower Keyham Lane	0.41	2003	1	N/A
BL	SRB 5	Butterwick Drive	0.33	2003	1	N/A
BL	SRB 5	Cross Hedge Close	0.16	2003	1	N/A
KN	DEVELOPER	Southernhay Close	0.21	2003	2	N/A
EM	DEVELOPER	Caversham Road area	1.07	2003	7	N/A
BF	14 (1999)	Cort Crescent	1.56	2004	1	0.64
CO	15/18 (1999)	Green Lane Road/Kitchener Road Area	5.08	2004	17	3.89
AY	13 (1999)	Aylestone Village*2	0	2004	0	0.00
BF	NDC	Braunstone 6 Streets	0.88	2004	3	N/A
			20.66		70	
BF	14 (1999)	Hallam Crescent East	1.31	2005	1	0.78
BF	17(1999)	North Braunstone West area	2.81	2005	11	1.05
FM	Safer Routes	Knighton Fields	1.27	2005	5	1.05
SF	8 (1999)	Peebles Way Area	3.47	2005	12	1.74
CA	8 (1999)	Saxby Street area	1.98	2005	10	1.80
NP	Safer Routes	Charnor Rd Stage 2	0.41	2005	1	1.59
	DEVELOPER	Cornwall Road*3	0.16	2005	1	0.63
AY	DEVELOPER	Gilmorton Avenue	0.17	2005	1	1.86
<b>TOTAL</b>			<b>11.42</b>		<b>42</b>	

\*1 – Additional traffic features added to existing scheme

\*2 – Initial scheme is banning of right turn at junction with Middleton Street

\*3 – Funded by developers –

## 2.4 ACCIDENT REDUCTION

2.5 Table 2 below shows that traffic calming has been very effective in reducing the total number of accidents. These reductions in accidents result from reduced vehicle speeds.

- 2.6 It can be seen that whilst traffic calming, both with and without road humps, can reduce the number of accidents, the use of road humps is far more effective, than the alternatives. The reason for these differences is that road humps are the most effective way of reducing vehicle speeds below 20mph, and they will continue to be the preferred option in residential areas.

**Table 2 - Effectiveness of different types of traffic calming measures**

Type of scheme	Number of schemes	Average change in accidents
With Road humps	31	-63%
Without road humps	9	-33%
All Schemes	40	-55%

- 2.7 The introduction of chicanes, mini-roundabouts and priority workings result in reduced vehicle speeds but are not as effective as road humps and speed cushions.
- 2.8 More detailed analysis of accidents in the whole of the "Feet First" area in Highfields shows large reductions in the number of people seriously injured, and the number of pedestrians and children injured. Table 3 below shows the reductions achieved.

**Table 3 - Casualty Reduction in the "Feet First" area**

	1990 -1992	1999-2001	Percentage reduction
Total Number of Casualties	117	54	-54%
Total Number of People Killed or seriously injured	9	2	-78%
Total Number of Child Casualties	58	15	-74%
Total Number of Children Killed or seriously injured	6	1	-83%
Total Number of Pedestrian Casualties	64	18	-72%
Total Number of Child Pedestrian Casualties	53	13	-75%

- 2.9 For recent road hump schemes the emergency services have requested that the road humps be constructed at a maximum height of 65mm instead of 75mm which is the Department for Transport's recommended height. It is proposed to keep the use of 65mm road humps under review, as there are concerns that they might not be as effective as 75mm humps at reducing vehicle speeds and therefore casualties.
- 2.10 The Transport Research Laboratory have recently issued details of some research about the impact of road humps on vehicles and their occupants. The main conclusions of the report were as follows:

- that vertical traffic calming measures (road humps and speed cushions) should continue to be used as an effective method of reducing vehicle speeds and preventing injuries. The existing guidance on road hump design should not be altered
- Where vertical traffic calming measures are required on bus and ambulance routes, speed cushions rather than road humps should be used,
- Vehicles should be prevented parking near to speed cushions so that buses and emergency services straddle the cushions,
- Taxi and ambulance design could be improved to increase comfort in the rear when travelling over road humps

The intention is to use the recommendations in the report as the basis of an advice note

2.11 Continuing concerns about speeding in Leicester is illustrated by the number of requests still being received for traffic calming and the number of petitions for such measures. In most cases the request is for road humps to be introduced. Appendix 1 lists all such requests received during 2003. In addition to the petitions in the list petitions have also been presented to introduce safety measures in the following locations:

- Byford Road
- Somerset Road
- Wiltshire Road
- Bowhill Grove
- Kingsway
- Knighton Fields Road West
- Netherhall Estate (2 petitions)
- Shanklin Drive

### **3 Setting Priorities for Safer Routes.**

3.1 On 5<sup>th</sup> November 2002 Cabinet noted progress on implementing Safer Routes schemes in South Leicester and the Braunstone area and agreed new priorities for the implementation of further Safer Routes schemes in the city based on the latest child pedestrian and cyclist casualty figures. The initial order of priority of areas was as follows:

- 2003/2004 New Parks
- 2004/2005 Humberstone, Thurncourt, Hamilton
- 2005/2006 Stoneygate, Spinney Hill,

3.2 Cabinet also agreed that the following five areas would be implemented as part of the ten year strategy: Abbey, Belgrave and Latimer, Fosse, Knighton, Westcotes and Western Park and that Safer Routes projects would be developed as part of area wide traffic calming schemes where practicable.

3.3 Unfortunately since Cabinet agreed the new priorities progress on implementing Safer Routes schemes in South Leicester and Braunstone has not been as fast as originally forecast. The safety scheme on Narborough Road has taken much longer to implement than originally expected, and there has not been enough funding available to implement other schemes identified. Table 4 below shows some of the schemes which have been implemented or are in the process of being implemented since Cabinet agreed new priorities in September 2002.

- 3.4 In addition to the schemes listed in Table 4 below, pedestrian crossing facilities are being installed on Clarendon Park Road, and Main Street Humberstone which have been identified through approved school travel plans.
- 3.5 Officers in the Transport Development Section are currently working with officers from New Deal for Community to bid for joint funding for Safer Routes schemes in the Braunstone area.
- 3.6 Since the Cabinet report a School Travel Plan Officer has been appointed currently funded by a grant from the Department for Transport as part of the joint Department for Education and Skills/DfT School Travel Initiative.

**Table 4 – Safer Routes Schemes Implemented since September 2002 & Schemes currently being implemented.**

Area	Scheme	Current Status/Implementation Date
Braunstone Park & Rowley Fields	Narborough Road Safety Scheme – Phase 1	Completed September 2003
Braunstone Park & Rowley Fields	Narborough Road Safety Scheme – Phase 2	Completed November 2004
Braunstone Park & Rowley Fields	North Braunstone West Traffic calming Scheme	Objection to scheme received from New Deal for Communities. Report to L&E Scrutiny
Braunstone Park & Rowley Fields	Braunstone Avenue Cycle Route (Fullhurst College, Imperial Avenue Infants & Folville Junior Schools to National Cycle Network 6 (Graet Central Way)	Funded by Sustrans. On-site February 2005. Completion March 2005
South Leicester	Aylestone Village Safety Scheme	Banned turns implemented Summer 2004 – Currently being monitored.
South Leicester	Saffron School Link – Saffron Lane to Knighton Lane East	On site. Partly funded by NRF.
South Leicester	Knighton Lane East Safety Scheme.	Phase 1 – Spring 2004, Phase 2 – Programmed for early 2005.
South Leicester	Knighton Fields Traffic Calming	Consultations taking place. Construction expected Spring 2005.
New Parks	Charnor Road Phase 2 – Including pedestrian crossing.	Consultation during Winter 2004, Construction expected Spring 2005.
Developed with traffic calming	Gleneagles Avenue and Peebles Way area safety scheme.	Links to Herrick Primary School School Travel Plan.
Knighton	St Johns CofE School Link to NCN Route 63	On-site February 2005. Completion March 2005

- 3.7 In April 2004, 13 school travel plans were approved. The schools have received Capital Grants of about £5,000 each to spend on objectives identified in the School Travel Plan. It is expected that at least 15 schools are currently working on school travel plans and should be eligible for the capital grant in April 2005. The school travel plans will also assist in identifying physical measures which can be implemented as part of Safer Routes projects.
- 3.8 In April 2004, 5 local schools (Riverside and Fullhurst Community Colleges, Granby and Montrose Primary Schools) were chosen to join a National Demonstration Project to promote cycling called the Bike It project. The schools were chosen because they are located within an area wide "safer routes" project and are actively engaged in developing a school travel plan or already have an approved school travel plan. This project will be rolled out to all schools in Leicester from April 2005 onwards.

#### **4 Setting Priorities for Safety Cameras.**

- 4.1 Safety cameras are seen as an important tool to help reduce casualties on main roads, where it is not possible to introduce traffic calming. The Leicestershire Police Area Safety Camera scheme came into operation in April 2002. The locations chosen for fixed cameras and mobile enforcement of speed were identified using criteria set by the Department for Transport.
- 4.2 There are currently 10 locations in Leicester where fixed cameras have been installed and 20 locations where mobile enforcement is taking place. The locations of safety cameras are available at [speedorsafety.com](http://speedorsafety.com) and are listed in Traffic in Residential Areas.
- 4.3 Since the safety camera scheme was introduced the number of people killed or seriously injured at camera sites has reduced by 55% and the number of personal injury collisions has reduced by ?%.
- 4.4 As with traffic calming requests for additional safety cameras are still being received, such requests are assessed for inclusion in future programmes.

#### **5 Cluster Site Investigations.**

- 5.1 Under Section 39 of the Road Traffic Act 1988, it is a statutory duty of Local Authorities to prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety undertaken by other bodies.
- 5.2 To fulfil this duty a team of officers from the Transport Development Section has been set up to investigate all sites in the city where there have been 9 or more accidents in the previous three years. Using accident data for 2001 to 2003 there were over 60 location's in the cluster site list for investigation during 2004/2005.
- 5.3 From the investigations remedial measures are identified which could be implemented to reduce the number of accidents. Remedial measures could include traffic calming measures, alterations to junctions, installation of new pedestrian or cycle crossing facilities. These measures are then costed out for funding from the Local Safety Scheme or Traffic Calming Budgets in the City Council's Transport Capital Programme.
- 5.4 Traffic in Residential Areas includes the Cluster Site list for 2003/2004.

## **6. Conclusion and Recommendations**

- 6.1 A system has been in place to prioritise residential areas and distributor road for traffic calming since 1993 based upon the number of accidents per kilometre in an area or on a distributor road. This system ensures that the limited resources available for traffic calming is directed at those areas where it will have the most benefits. Since residential roads in the city were prioritised in this way steady progress has been made in implementing such schemes.
- 6.2 The City Council first agreed to have a programme of Safer Routes in the city in 2001, the priority for such a programme is based upon casualties involving child pedestrians and cyclists. Cabinet agreed a new set of priorities in November 2002. Because of the need to carry out consultation with local schools progress implementing safer routes schemes has not progressed as quickly as one would have hoped, so that we are currently about three years behind with the programme. Recent progress in getting 12 school travel plans approved should mean that it will be possible to catch up some of the programme subject to sufficient resources being available.

### **6.3 Recommendations**

**It is recommended that the scrutiny committee agree the following recommendations:**

to note that priorities for traffic calming schemes, and that since the last priority list was agreed in September 2002 a further 15 schemes have been implemented covering 61 streets and 20 kilometres,

to note that traffic calming schemes continue to be funded by developers and through SRB programmes,

to note that residents of the city continue to request the introduction to note that priorities for introducing Safer Routes schemes in areas of the city are based upon child pedestrian and cyclist casualties,

to note that locations for speed cameras in the city are determined using criteria issued by the Department for Transport, and

to note that there is an on-going process to investigate sites where there have been 9 or more accidents in the previous 3 calendar years.

## **7. FINANCIAL, LEGAL AND OTHER IMPLICATIONS**

### **Financial Implications**

- 7.1 Traffic Calming Schemes, Safer Routes Projects and Local Safety Schemes are normally funded through the Transport Capital Programme. In addition some schemes are funded by developers as part of the conditions on planning approvals. During 2004/2005 the budgets available for Traffic Calming Schemes, Local Safety Schemes and Safer Routes Projects are £150,000, £215,000 and £898,000.
- 7.2 In the past traffic calming schemes have been funded from the City Councils Capital Programme, Urban Programme and the Single Regeneration Budget programme.

## Legal Implications

- 7.3 Under Section 39 of the Road Traffic Act 1988, it is a statutory duty of Local Authorities to prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety undertaken by other bodies.
- 7.4 Section 39 also imposes on the Council a statutory duty to carry out studies into accidents arising out of the use of vehicles on roads within the city and in the light of those studies take such measures as appear to be appropriate to prevent accidents which can include measures for controlling, protecting or assisting the movement of traffic. Further, the section also imposes a duty on the Council that in terms of any new roads constructed the Council must take such measures as it thinks appropriate to reduce the possibilities of accidents.
- 7.5 In terms of traffic-calming schemes funded by developers, this involves the developer entering into a section 106 agreement with the City Council under the Town and Country Planning Act and is linked to the grant of planning permission. Government guidance and case law sets out the tests that have to be satisfied. The coming into force of the Planning and Compulsory Purchase Act 2004 means that revised guidance will be issued and any future planning agreements will be considered in the light of that guidance."

## 8 Other Implications

OTHER IMPLICATIONS	YES/NO	PARAGRAPH REFERENCES WITHIN SUPPORTING PAPERS
Equal Opportunities	No	
Policy	NO	
Sustainable and Environmental		
Crime and Disorder	YES	4.2 and 4.3
Human Rights Act	NO	
Older People and those on Low Income		

### 8.1 Risk Assessment Matrix

No risks arise from this report.

	Risk	Likelihood L/M/H	Severity Impact L/M/H	Control Actions (if necessary/or appropriate)
1				
2				
3				

L - Low  
M - Medium  
H - High

L - Low  
M - Medium  
H - High

## 9 Background Papers – Local Government Act 1972

- Report to Planning Committee - Traffic in Residential Areas 13th June 1993.
- Report to Planning Committee - Traffic in Residential Areas 12th September 1995.
- Report to Urban Management Sub-Committee - Traffic Calming in Residential Areas 6<sup>th</sup> January 1999.
- Report to Cabinet - Safer Routes Strategy, Road Safety Strategy and Casualty Reduction Targets - 15<sup>th</sup> January 2001.
- Report to Cabinet - Road Safety on Local Distributor Roads- 4<sup>th</sup> June 2001.
- Report to Cabinet - Leicester, Leicestershire and Rutland Road Safety Plan - 15<sup>th</sup> July 2002.
- Report to Cabinet - Leicestershire Police Area - Safety Camera Scheme - 5<sup>th</sup> November 2001.
- Report to Cabinet - Leicestershire Police Area - Safety Camera Scheme- 25<sup>th</sup> March 2002.
- Report to Service Director – Highways & Transportation - Traffic In Residential Areas – 20<sup>th</sup> September 2002.
- Report to Cabinet – School Travel Planning, Safer Routes Strategy -5<sup>th</sup> November 2002
- TRL Report 614 – Impact of Road Humps on vehicles and their occupants.
- National Safety Camera Scheme Handbook – DfT.

## 10 Consultations

### Consultee

R&C Head of Finance

### Date Consulted

## Appendix 1 – Requests for traffic calming and other road safety measures - 2003

	Location	Subject	Date Received	Priority List	Cost of Scheme	Accumulative cost of schemes	
1	Humberstone Lane	Traffic Concerns	03/07/2003	RDR03	Programmed for 2006/2007 as a Traffic Calming Scheme	£54,375	£54,375
2	Liberty Road	Request for traffic calming	10/04/2003	RDR04	Programmed for 2005/2006 as a Traffic Calming Scheme	£54,375	£108,750
3	Halifax Dr	Request for traffic calming	09/07/2003	RDR 9	Programmed for 2006/2007 as a Traffic Calming Scheme	£58,125	£166,875
4	Ethel Road	Request for traffic calming	04/07/2003	RDR 10	Programmed for 2008/2009 as a Traffic Calming Scheme	£85,625	£252,500
5	Evington Lane	Re speeding	18/09/2003	RDR 11	Programmed for 2008/2009 as a Traffic Calming Scheme	£53,750	£306,250
6	Coleman Road	Request for traffic calming	07/11/2003	RDR 16	Programmed for 2008/2009 as a Traffic Calming Scheme	£81,250	£387,500
7	Knighton Fields Road West	Request for traffic calming	03/09/2003	RDR 17	Programmed for 2004/2005 as part of Safer Route Scheme	£27,500	£415,000
8	Glenfield Road	Traffic Speeding	03/12/2003	RDR 21			
9	Keyham Lane	Traffic concerns	16/09/2003	RDR27			
10	Saxby Street	Traffic Calming Measures	21/10/2003	3	Programmed for 2004/2005 & 2005/2006 as part of Traffic Calming Scheme	£90,000	£90,000
11	Dunton St	TC	09/09/2003	4	Programmed for 2006/2007 as part of Traffic Calming Scheme	£125,000	£215,000
12	Asquith Boulevard	Concerns over road safety	21/01/2003	5	Programmed for 2006/2007 as part of Traffic Calming Scheme	£90,625	£305,625
13	Winchester Ave	Concerns over road safety	22/01/2003	10	Programmed for 2005/2006 as a Traffic Calming Scheme	£143,750	£449,375
14	Osmaston Road	Traffic problems	28/03/2003	12	Programmed for 2007/2008 as a Traffic Calming Scheme	£231,250	£680,625
15	Bloomfield Road	traffic calming request	20/08/2003	14	Programmed for 2006/2007 as part of Traffic Calming Scheme	£273,500	£954,125
16	Waltham Avenue	Taffic calming	31/01/2003	15	Programmed for 2005/2006 as a Traffic Calming Scheme	£223,750	£1,177,875
17	Yorkshire Road	Traffic calming requeest	05/09/2003	17	Scheme being developed with Sutton Trust - to be funded as part of Safer Route		
18	Constance Rd and Linden St	Traffic Calming Measures	19/03/2003	18			
19	Gooding Ave	Traffic concerns	23/09/2003	21			
20	Hockley Farm Rd	Traffic concerns	19/06/2003	22			
21	Lydall Road	Request for traffic calming	12/02/2003	23			
22	Dulverton Road	Road Safety	17/03/2003	24			
23	Freeman Rd North	Traffic calming Freeman Rd North	24/12/2003	25			
24	Frolesworth Rd	Request for traffic calming	29/05/2003	26			
25	Liberty Rd	traffic calming measures nr toAllexton	18/07/2003	26			
26	Wicklow Drive	Letter re traffic calming	28/01/2003	26			

27	The Newry	Request for traffic calming	07/11/2003	27	Length outside of school to be done as part of Safer Routes 2004/2005
28	Greasley Close	Traffic calming	03/11/2003	28	
29	Stonesby Ave	Traffic concerns	04/06/2003	28	Length outside of Holy Cross School to be done as part of Safer Routes 2004/2005
30	Holmfield Rd/	Traffic Calming	17/02/2003	31	
31	Stoughton Dr N	Request for info re traffic calming	29/08/2003	31	
32	Broughton Road	Road hump request	31/12/2003	32	
33	Fayrhurst Road	Traffic concerns	23/04/2003	32	
34	Marriott Raod	Request for traffic calming	22/04/2003	32	Programmed for 2004/2005 as part of Safer Route Scheme
35	Gopsall Street	Request for traffic calming	26/02/2003	35	
36	Knighton Lane	Concerns re road safety	14/02/2003	37	
37	Orton Rd, Abbey Rise	Traffic concerns	27/10/2003	43	
38	Nursery Road	Traffic concerns	24/06/2003	48	
39	Ambleside Drive	Request for speed humps	10/12/2003	49	
40	Red House Road	Request for road safety	10/03/2003	49	
41	Wigley Road	Traffic calming	26/09/2003	52	
42	Colwell Road	Request for road humps	19/12/2003	53	
43	Greenhill Road	Re. Traffic calming	08/10/2003	55	
44	Averil Road	traffic calming or warning sign request	16/07/2003	59	
45	Avebury Ave	Request for road humps	17/09/2003	66	
46	Jean Drive	Request for traffic calming	14/08/03	66	
47	Guilford Road	Request for traffic calming	03/04/2003	67	
48	Hopefield Road	Concerns re speeding traffic	08/12/2003	68	
49	Lambert Road	Traffic concerns	04/12/2003	68	
50	Marlow Road	Speed ramp/traffic calming request	18/07/2003	68	
51	Featherstone Dr	Speeding traffic	13/08/03	70	
52	Oxon Way	Re traffic calming	19/11/2003	71	
53	The Langhill	Request for traffic calming	14/07/2003	74	
54	Shakespeare Stt/Sheridan St	Traffic calming update requested	08/12/2003	77	
55	Holmfield Avenue	Request for traffic calming	19/02/2003	80	
56	Welland Vale Rd	Request for mini island	14/01/2003	83	
57	Knighton Church Rd	Traffic concerns	10/04/2003	84	
58	Shanklin Drive	Traffic problems	03/12/2003	84	
59	Shanklin Drive	Road Safety	11/04/2003	84	

60	Eastwood Road	Traffic concerns	05/09/2003	85		
61	Netherhall Estate	Re petition for road safety	27/11/2003	87	Programmed for 2006/2007 as part of Safer Route Scheme	
62	Herrick Primary School	Concerns over road safety	15/01/2003	89	Programmed for 2004/2005 as part of Safer Route Scheme	
63	Beatrice Road	Request for 20 mph zone	08/07/2003		Already Traffic Calmed	
64	Haynes Road	Re Speed humps	14/11/2003		Traffic Calmed in 2004	
65	Kilworth Drive	Request for traffic calming	07/07/2003		Traffic Calmed in 2001	
66	Lower Keyham Lane	Traffic concerns	14/10/2003		Traffic Calmed in 2003	
67	New Parks Way	Traffic concerns	28/08/2003		Major road has Speed Cameras	
68	Old Chuch St	Traffic calming	08/07/2003		Programmed for 2004/2005 as part of Safer Route Scheme	
69	Oliver Road	Request for traffic calming	30/04/2003		Programmed for 2004/2005 as part of Traffic Calming Scheme	
70	Overseal Road	Traffic concerns	15/09/2003		Traffic Calmed in 1999	
71	Park Vale Road	traffic calming query	30/05/2003		Traffic Calmed in 1992	
72	Rushey Mead N	Traffic Calming	22/01/2003		Traffic Calmed in 2002	
73	Slater Primary School	Traffic problems	17/02/2003		Not in traffic calming area - To be done as part of Safer Routes in	
74	Southfields Drive	Traffic calming	13/02/2003		Traffic Calmed in 1993	
75	Spencefield Lane	Concerns re road safety	28/08/2003		Part of major road network - Does not qualify for speed cameras	
76	St Peters Road	Traffic concerns	04/09/2003		Part of major road network - Does not qualify for speed cameras	
77	Stoughton Drive	Traffic problems	01/04/2003		Part of major road network - Does not qualify for speed cameras	
78	Stoughton Drive/ Evington Lane	Traffic concerns	29/08/2003		Part of major road network - Does not qualify for speed cameras	



## Appendix 2 – Criteria for Speed Cameras.

Camera site selection is closely regulated by Government rules, which are set out in the Department for Transport handbook. The handbook sets out criteria for the use of fixed cameras, mobile cameras and red light running cameras.

The criteria are set out in the table below:

	Site Length	Number of fatal and Seriously Injured (KSi)	Number of personal injury collisions	Vehicle speeds
Fixed Camera	400-1500 metres	At least 4 KSi collisions per km in last three calendar years	8 PIC per km in last three calendar years including KSi's	85 <sup>th</sup> percentile at or above ACPO guidance
Mobile Camera	400-5000 metres	At least 2 KSi collisions per km in last three calendar years	4 PIC per km in last three calendar years including KSi's	
Red Light	50 metres	At least 2 KSi at junction in last three calendar years	4 PIC per km at junction in last three calendar years including KSi's	