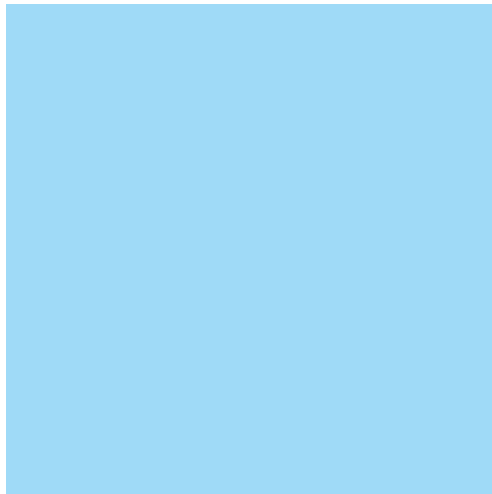




# Speeding Issues Implementation Plan Traffic & Highways



# Speeding Issues Implementation Plan

Version	Date	Author	Rationale
Draft	03/09/2021	Chris Read	New policy, replacing any previous policy in relation highways improvements

Authorised by	
Name	Date
Cabinet	TBC

Next review	Date
1	TBC

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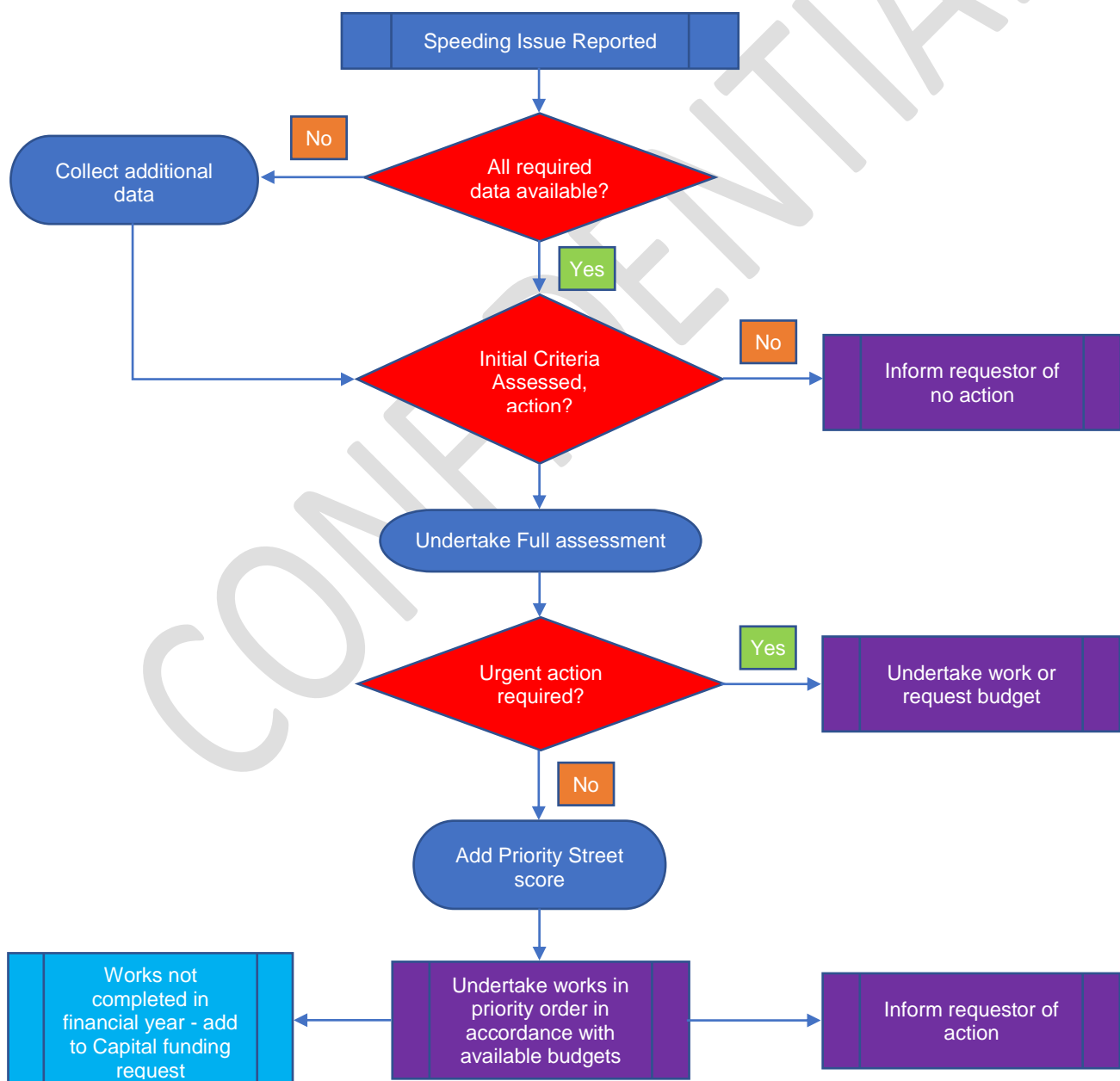
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# 1. Implementation Plan

It is acknowledged that there are sites/streets across the borough where there are potential speeding issues occurring.

It is not feasible to implement measures in all roads to mitigate all these issues identified due to limitations with funding and staff resource. Therefore, it is important that individual sites can be prioritised to ensure the most critical sites are addressed initially.

## 2. Process Map



## 3. Required Data to undertake Initial Assessment

The following data is required to undertake the initial criteria assessment:

- Speed monitoring data < 3 years old
- Collision data
- Skid Resistance data if applicable (A, B & C roads only)

If any of the first two data sets are missing then they should be obtained before any initial assessment is made.

## 4. Initial Assessment Criteria & Review

This review will be undertaken by the Asset Management Team.

Assuming all required data is available then all\* the following criteria must be met to ascertain if any action is required:

- From Speed Monitoring data - vehicles exceeding speed limit =>70%
- From Speed Monitoring data – average speed => speed limit +10% +2 mph (so 30mph speed limit – 35mph, 40mph speed limit – 46mph)
- Collision data - > 3 collisions in last 3 years (speed related)
- \* If on an A, B or C road – skid resistance data >40% of road with skidding resistance below investigatory level – this element will not be used as criteria pass, but will be used to raise the safety requirement, should the other criteria be passed

## 5. Full Assessment

If the above initial criteria are met then a full assessment will be undertaken, which will include the required safety audit/site observations etc. In addition, this will be cross referenced with other required policies, including active travel, green city/climate, etc to ensure additional compliance in these areas.

From this we can ascertain the appropriate intervention measure to try and address the issue. These could include but not limited to:

- Speed Humps
- Speed Cameras - static or average
- Build outs
- New road markings
- Reduce road width and/or additional cycle way/footway width
- New signage
- Pedestrian Crossing
- Low traffic neighbourhood/20 mph zone

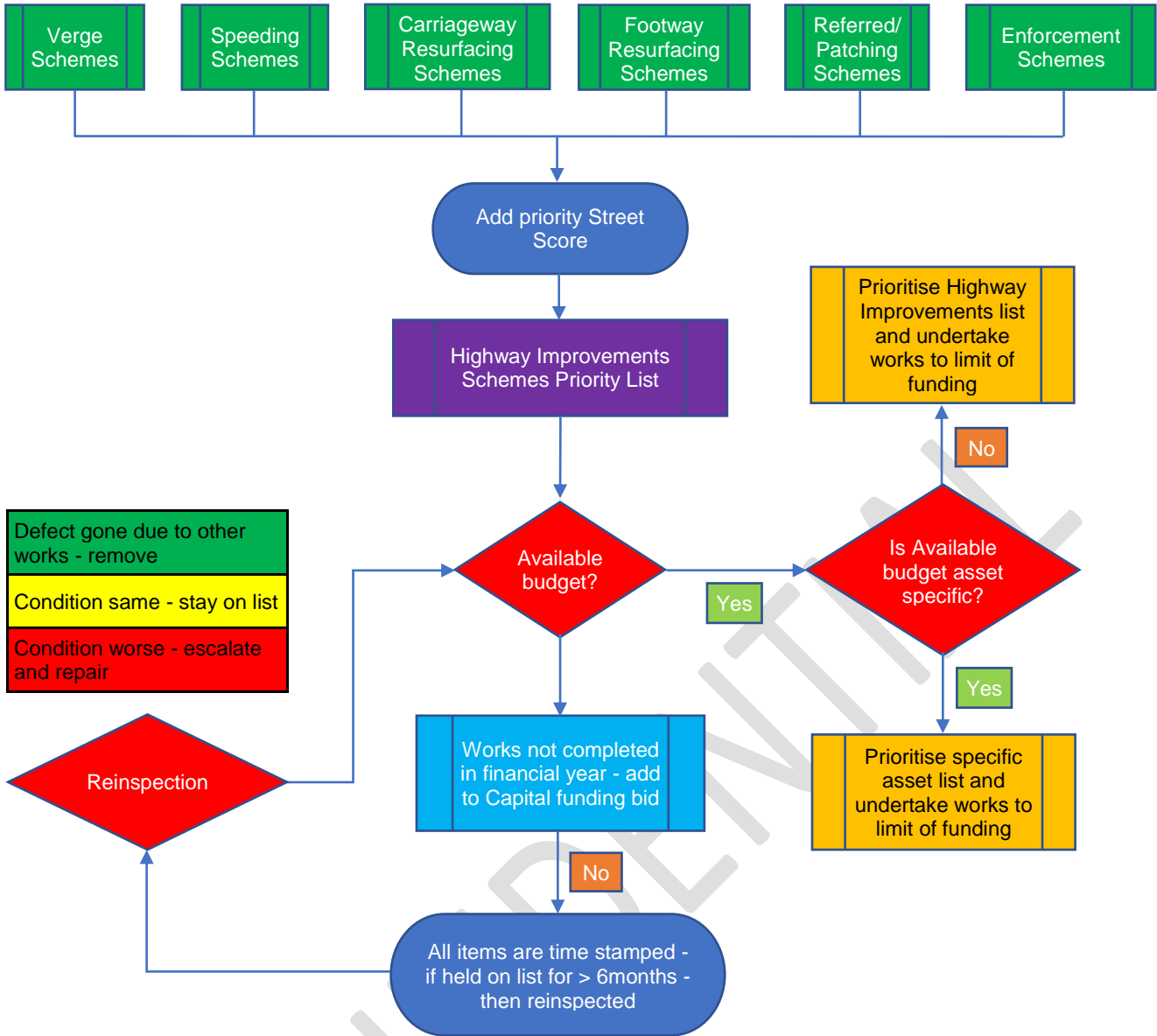
## 6. Final Process with selected interventions

Having identified the appropriate interventions that can resolve or assist the speeding issue, estimates for the required works will be requested. Once costs are known, the work will be undertaken if a budget is available.

If there is not an available budget, then the appropriate risk score will be added to the scheme and it will be added to the Highways Improvements scheme list, in the priority order until budget is available.

Any works remaining on the Highways Improvement Scheme list at year end\* (assuming no further budget available) this would be included in an annual request for funding for the following financial year as part of the Highway Improvements programme (see following overall process map).

*\*Assuming that a process will be followed to submit required bids to cabinet for approval, 'year end' is currently assumed to be 31st December of each year.*



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