

CASUALTY REDUCTION ROUTE SPEED ENFORCEMENT TRIAL – SUMMARY

A₄₁₁₀ HEREFORD TO LEINTWARDINE

INTRODUCTION – AIMS & OBJECTIVES

As part of Herefordshire Council's ongoing commitment to reduce road traffic collisions and casualties across Herefordshire, this trial project has been developed in partnership with the Safer Roads Partnership in West Mercia

The ultimate aim will be the successful long term reduction of collision and casualty numbers across Herefordshire routes, through the development and implementation of a flexible route based speed enforcement strategy, complemented by a high profile signing / poster campaign, aimed at encouraging safe driver behaviour across routes within the county.

OVERVIEW - ROUTE SELECTION & INVESTIGATION

Based around the predominantly rural A and B class road network across Herefordshire, an assessment of collision records using the Herefordshire Council / West Mercia Police personal injury collision database, looks to investigate those routes where the preceding 3 year collision numbers highlight an accident rate above the national average for the class of road (as found in Reported Road Casualties Great Britain, published annually by the Department for Transport).

Due to the many and varied factors involved in road traffic collisions, it is accepted that collisions on their own do not necessarily indicate a problem with excessive speed or a pattern that could realistically be addressed with speed enforcement on any particular route.

For the purposes of this project, a number of appropriate "contributory factor" coding's (those recorded by a Police Officer when attending / investigating a collision) contained within the collision record, have been used to help best determine where an inference to possible "inappropriate speed" could be assumed.

The collection of speed data at multiple locations (each village, particular sections with predominant collision types or behaviours etc.) has then been undertaken over a minimum 7 day period, in order to build a profile of the speed / behaviour across the route. Where these highlight a speeding issue in line with national enforcement guidelines, the consideration and provision of mobile enforcement locations are proposed where the physical constraints of the highway environment permit the safe operation by the SRP enforcement vehicles / staff.

OUTCOMES & MONITORING

Once introduced, a route enforcement program will run for an initial period of three years. During this time it will be subject to an annual review and monitoring of collision data, speed data, and offense levels recorded.

The provision and use of suitable enforcement locations will be flexible over this period to allow for the introduction of new sites, where circumstances dictate / permit and enable a reactive and adaptive approach where possible.

A successful implementation should result in a reduction of both recorded speed and personal injury collisions, which will ultimately be measured by a reduced Accident Rate (in comparison to the national average) over a suitable “after” (during enforcement) period.

A4110 HEREFORD TO LEINTWARDINE ROUTE ANALYSIS

During the three year period 2014 – 2016 the A4110 was subject to 39 collisions, producing an Annual Average Accident Rate of 412.2 Accidents per Billion Vehicle Kilometers travelled.

This compares against the National Average Accident Rate for Rural A class roads of 261 per BN vehicle KM (source RRCGB 2016 Table No: RAS10002), which equates to a factored rate of 1.58 (58 % higher than) the national average for this class of Rural A road.

The collisions were then subject to further analysis in year (including additional 2017 incidents that had occurred during the initial discussion period) to determine where an inference to possible inappropriate speed could be reasonably assumed.

This highlighted that 49% (19) of collisions on the route could reasonably be considered to imply “inappropriate speed” as a factor in the event. Collection of speed data at suitable locations across the route length, highlighted a number of locations with an 85th percentile speed (industry standard measurement of a speed at which 15% of people travel faster than) above the enforcement threshold for the speed limit in operation.

A4110 ENFORCEMENT MOBILISATION

Prior to the commencement of the campaign, a joint Safer Roads Partnership / Herefordshire Council press release will be issued to local media, together with a briefing for relevant Ward Members, which will include a copy of this document for discussion.

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Herefordshire Council