

Road safety guide

Working with our communities to make our roads safer.

DRAFT

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Welcome to our Road Safety Guide. It covers all aspects of how we can work together to make our local roads as safe as possible for everyone, so I hope you find it useful, clear and informative.

As a small rural county our road network presents us with a number of challenges. Cars and bikes share country lanes with horse riders and agricultural vehicles, while we have a number of busy 'A' roads that criss-cross our county and provide through routes for HGV traffic.



As the number of people living and working in our region grows, we are mindful of the effect this can have on vehicle journeys and traffic. This is why we will continue to follow national guidelines and statutory requirements around road safety, in order to make our roads as safe as possible.

Although we realise that driver error can never be completely eliminated, we can reduce the opportunity for poor decisions and minimise the impact of collisions through the targeted use of resources in identified concern areas. Our aim, therefore, is 'Vision Zero': striving to have no serious or fatal collisions in Rutland.

Vehicle speed is often raised as an issue. Our local villages, in particular, have expressed concerns about the way in which some drivers use the country roads that link our communities. It is therefore essential that we work together with partners, including the police, to tackle inappropriate speed.

With effective partnership working we can deliver schemes and improvements that will address community safety concerns across our county. Together we can achieve our goals and ensure Rutland remains one of the country's safest places to travel.

CONTENTS

1	About this guide	1
2	The current picture.....	2
3	Sharing your concerns with Rutland County Council.....	5
4	What might we do?	7
5	Consultation with local people	16
6	Funding, maintenance and associated costs.....	17
7	How will schemes be reviewed?	18
8	What communities can do	19
9	What can the police do?	20
10	What else are we doing to improve road safety?.....	22
11	For further information	24
12	Appendix A: Relevant legislation, guidance and statutory duties.....	29
13	Appendix B: Highway and transport concern process	31

1 ABOUT THIS GUIDE

Our Road Safety Guide is a public facing document, designed to help communities understand how we can work together to address road safety concerns within and around Rutland's villages and towns.

As a local highway authority we are constantly monitoring the county's roads and collecting data to help us understand the highest road safety risks at the local level. However we recognise that our communities are often the first to identify road safety concerns and risks so working in partnership with you as our community is vital.

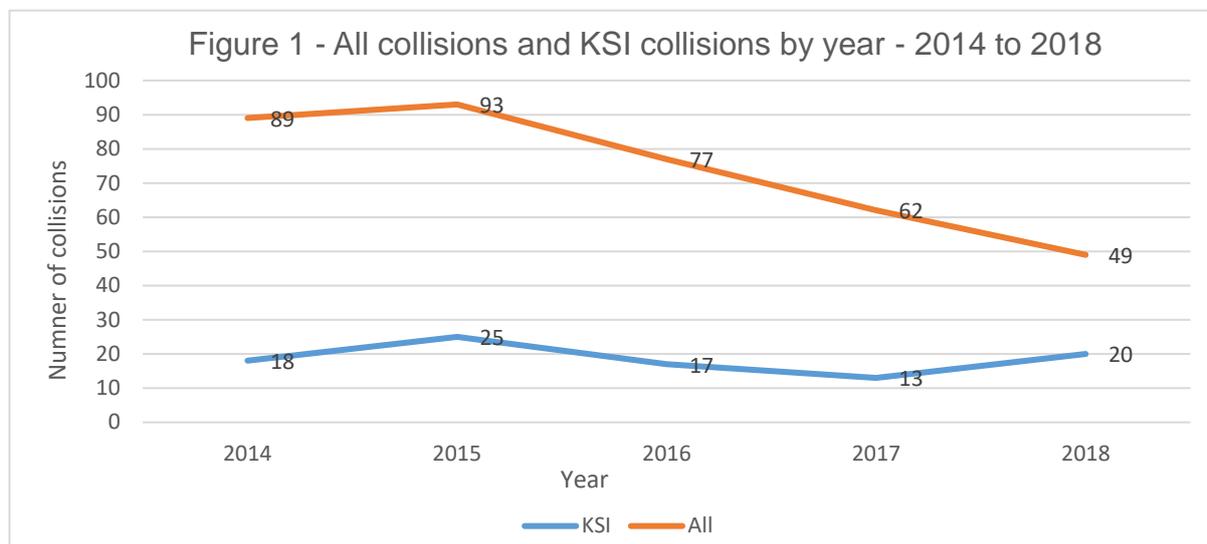
Within this guide we outline:

- present road safety statistics from Rutland,
- the process through which communities can raise their road safety concerns,
- what we will do in response – focusing on the review of local speed limits and where appropriate the provision of traffic calming and crossings,
- how communities can get involved,
- what the police can do, and
- what we are doing about wider road safety matters.

A fuller, strategic document will be produced at a later date, forming a technical appendix to this guide.

2 THE CURRENT PICTURE

Over the last 5 years the number of all collisions in Rutland have decreased from 89 to 49 a year (figure 1). Whilst the trend is positive, every collision is one too many and over the coming years we will strive to continually reduce the number of casualties on our roads.



Where did the collisions occur?

The majority of all collisions (53%) and KSI collisions (55%) occurred on **A roads**.

- 50% of all collisions and 60% of KSI collisions occurred in a **60mph speed limit**.
- 84% of KSI collisions and 81% of all collisions occurred on a **single carriageway**.



What is a KSI collision?

When the police attend a collision they will record them as either slight, serious, or fatal - depending on the severity of the casualties.

KSI stands for killed or seriously injured. A KSI collision is a collision where there was either a fatality or serious injury.

What about local knowledge?

The statistics outlined in this section are based on data recorded by the police – who record all collisions where an injury is sustained and they have been made aware. Police statistics do not however include non-reported collisions or those where there were no injuries.

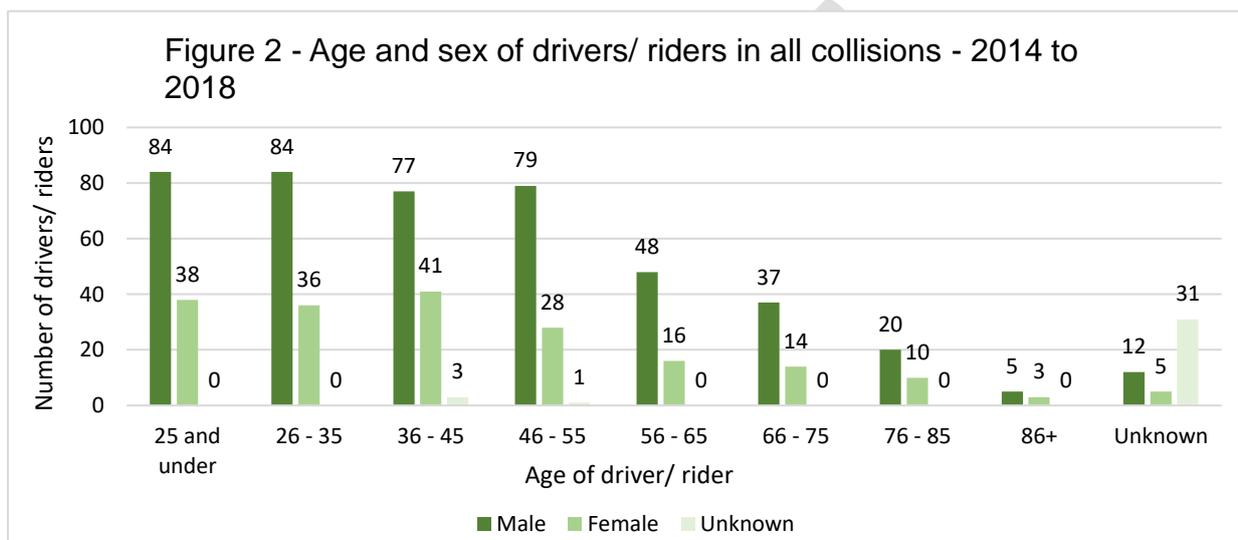
To address this, when considering road safety enhancements, we will also take into consideration (where appropriate) any collisions that the local parish or ward members alert us of.

Who was involved?

The vehicles involved comprised:

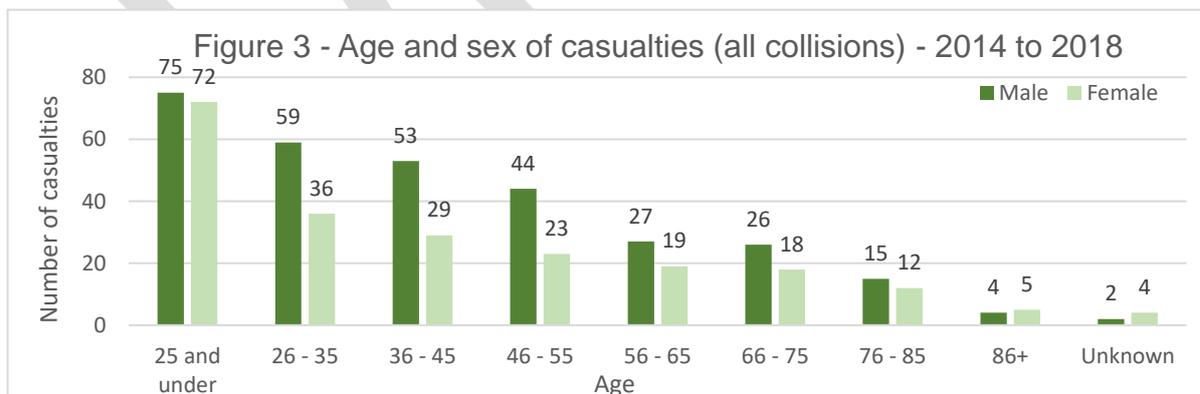
- Cars – 71%
- Pedal cycles - 5%
- Vans or heavy goods vehicles – 15%
- Powered 2 wheelers – 7%

66% of drivers/ riders in all collisions were **male**, 28% were female (fig 2).



Who were the casualties?

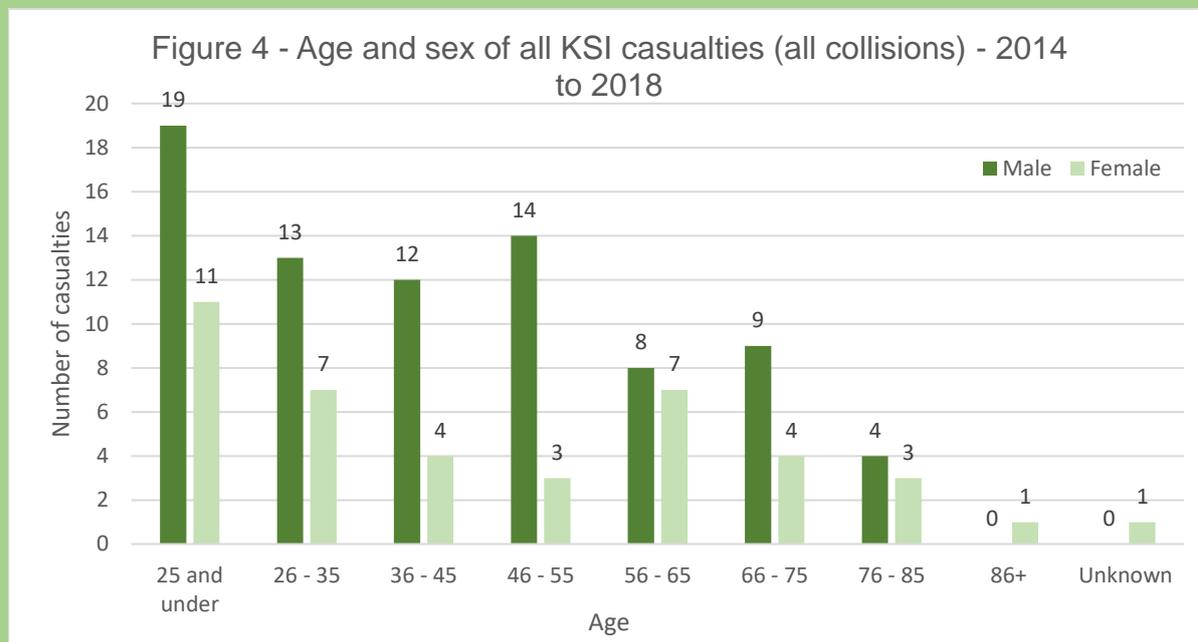
81% of all casualties were a driver or passenger in a **motor vehicle**, 11% were **cyclists** and 9% were **motorcycle riders**. The **majority of casualties** were **male** and the number of casualties, of all severity, reduced linearly with age (figure 3).



- **45%** of vehicle driver/ passenger casualties were **wearing a seatbelt**. 2% weren't and the remainder was unknown or not applicable.
- **29%** of cyclist casualties were **not wearing a helmet**.

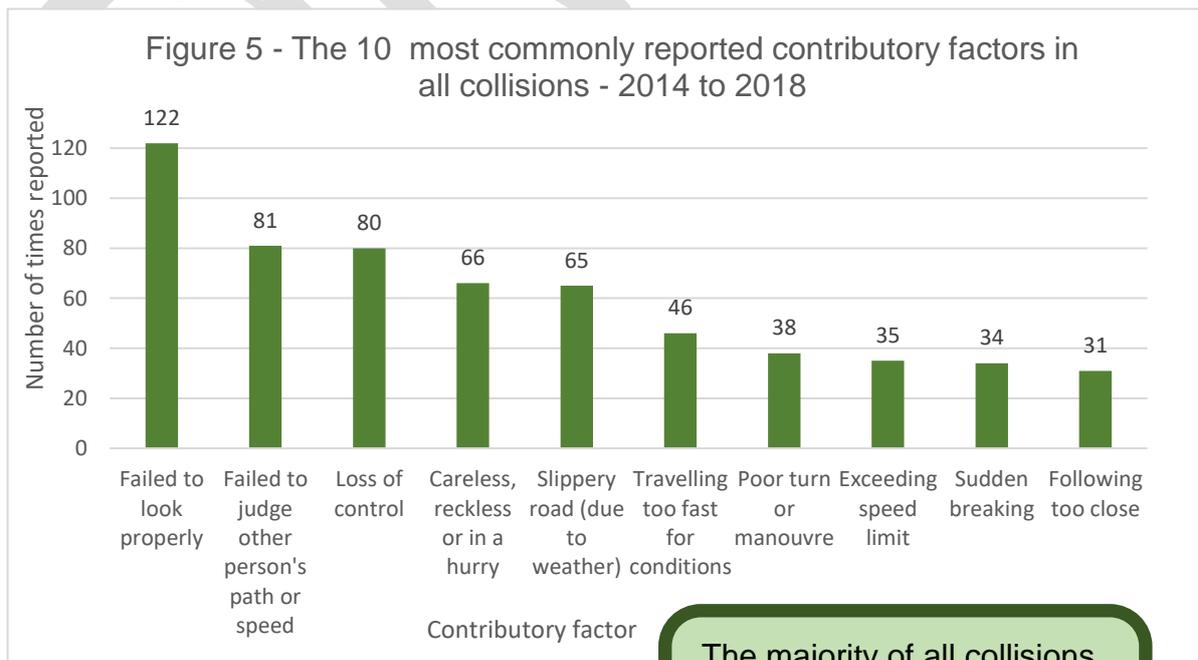
Who were the KSI casualties?

Most KSI casualties were attributed to the 25 and under age group, however there were also a high number of KSIs within the 26 – 35, 36 – 45 and 46 to 55 age range (figure 4).



What were the causes?

'Failed to look properly' was the most commonly reported contributory factor in all collisions (figure 5).



The majority of all collisions (67.6%) and KSI collisions (64.5%) involved more than one vehicle.

3 SHARING YOUR CONCERNS WITH RUTLAND COUNTY COUNCIL

3.1 WHAT TO DO IF YOU HAVE A CONCERN

If you have a road safety related concern, in the first instance please contact either your local parish or ward member/s. Your parish or ward member/s will then consider the problem raised, and if they agree that it needs to be progressed further, should report it to us through our online ‘highway and transport concern’ web form.

To help your parish or ward member/s better understand the problem, it would be helpful if you could provide them with the following information:

- **The type of concern:** for example speeding, volume of traffic, passage of HGV vehicles, dangerous parking or lack of safe cycling provision.
- **The location:** road name and village or town details. A sketch drawing may help.
- **When the concern occurs:** is there a problem all of the time, or just at set times of day/ night?
- **How long the concern has been known:** is this a recent concern or has it been an issue for a while (if so how long)?

3.2 WHAT WILL WE DO NEXT?

- 1) When we receive the concern we will undertake an initial assessment to identify if a problem exists. We will only carry out further investigation, as outlined in the following steps, if evidence indicates there is a problem – otherwise the initiator will be notified that the concern will not be progressed further.
- 2) If evidence identifies there is a problem we will carry out a more detailed study – highlighting the problem and potential solutions. Solutions might include:
 - A review of the existing speed limit (section 4.1),
 - Provision of traffic calming measures (section 4.2),
 - Pedestrian crossing provisions (section 4.3),
 - Revised or new parking restrictions (to be covered in our forthcoming Parking Strategy), or
 - Sustainable travel infrastructure (to be covered in our forthcoming Local Cycling and Walking Infrastructure Plan).
- 3) Next, we will liaise with stakeholders (such as the parish and ward members) to get their views on the proposed solutions (section 5).

How long will this take?

Where required, feasibility studies will normally be started within **9 months** of the concern being raised. However, timings are subject to the severity of the matter and the number of concerns being dealt with.

Each year we aim to determine up to 24 concerns.

Appendix A – Road Safety Guide

- 4) The next step is to evaluate the information and make a decision as to what action is needed, what measures will be carried out and how they will be funded (section 6)
- 5) All schemes approved through the ‘highway and transport concern’ process, once implemented, will undergo a review to determine how successful the works have been (section 7).

Further details regarding the process can be found in appendix B and on the [Highway and Transport Concern](#) section of our website.

What about HGV restrictions?

To minimise the impact of HGVs and lorries travelling through our county we will continue with existing area-wide weight restrictions on classified roads. This ensures HGV journeys takes place on those roads most suitable. Further weight restrictions are unlikely; however we will seek to minimise any negative impacts of HGVs by:

- influencing, through land use planning, the location of industry and retail to reduce the need for HGV transport, particularly on unsuitable roads;
- encouraging local businesses, contractors and developers to join accreditation schemes that promote and strive for safer construction journeys, and
- supporting national initiatives that look at ways of improving the information available on satellite navigation systems (such as height restrictions) used in lorries and trucks.

4 WHAT MIGHT WE DO?

4.1 REVIEW EXISTING SPEED LIMITS

Inappropriate traffic speeds can impact on the safety of our roads as well as the increased likelihood of injury in the event of a collision. It is therefore important to ensure that appropriate speed limits are in place.

In Rutland, speed limits will be set in accordance with the criteria outlined in the [Department for Transport \(DfT\) Circular 01/2013 – Setting Local Speed Limits¹](#) (summarised below), which says:

‘speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.’ (DfT, 2013).



When determining the appropriate speed for a location we will consider:

- 1) Collision history:** The police collision database will be reviewed to identify the number of collisions that have occurred within the review site.

Where there have been collisions the DfT suggest traffic calming measures are considered before changing the existing speed limit.

- 2) Traffic speeds:** The DfT state that decisions regarding local speed limits should be made using the mean rather than the 85th percentile speeds. Where there is poor

What is an 85th percentile speed?

An 85th percentile speed is:

‘the speed at or below which 85% of vehicles are travelling’ (DfT, 2013).

An 85th percentile speed discounts those few vehicles that may be travelling at extreme speeds – providing a better understanding of the speed at which the majority of road users travel.

Mean speed however is the average speed of all vehicles – including extremes. The DfT suggest using mean speed data when considering speed limits.

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf

compliance² with existing limits we will consider whether the limit should in fact be changed or whether traffic calming is more appropriate.

- 3) **Traffic volume and composition:** What is the volume of traffic using the highway and who are the road users? Do vulnerable road users, such as pedestrians and cyclists, use the road, or might they in the future?
- 4) **Existing road layout and infrastructure:** What is the geometry of the road? Is there good visibility and are there any bends, junctions or accesses? The existing road width, layout and infrastructure (such as lighting and safety barriers) will determine what engineering measures can be installed.
- 5) **Road function:** What is the main purpose of the road, does it provide local access only or is it a strategic route?
- 6) **Road environment:** This element considers the surrounding environment, including road side development (which can influence road users' perception of what they consider is a safe speed to travel) and the presence of local facilities, such as schools or care homes that may increase footfall. We will also consider the anticipated impact of set limits on residents – for example noise and severance.

When setting speed limits, we will also give consideration to [The Association of Chief Police Officers Speed Enforcement Policy Guidelines 2011- 2015](#)³.

² In general, poor compliance is considered to be where the mean vehicle speed is in excess of the designated speed limit by 10% + 2mph – for example, in a 30mph limit this would be 35mph.

³ <http://library.college.police.uk/docs/appref/ACPO-Speed-Enforcement-Guidance.pdf>

4.2 INSTALL TRAFFIC CALMING MEASURES

Traffic calming is the use of highway features (either physical or psychological) to encourage the voluntary reduction and control of vehicle speeds.

What is the difference between physical and psychological measures?

Physical traffic calming methods are highway features in the road that encourage vehicles to reduce speed in order to negotiate the features safely. Psychological measures rely on a change in the visual characteristics of the road to encourage drivers to slow down.

When will we consider traffic calming?

Traffic calming measures will generally only be installed where the RCC speed survey (a minimum of one week duration) highlights the mean vehicle speed is in excess of the designated speed limit by 10% + 2mph. As an example, for a 30mph limit, no measures will be considered unless mean speeds are in excess of 35mph or over.

Where might traffic calming be suitable?

Traffic calming is generally used on roads where the speed limit is 30mph or less. Some measures can be used on higher speed roads, however as speeds increase it becomes more unsafe to use physical measures, with a greater reliance on psychological measures.

It should be noted that new developments fall outside the scope of this document – however, they will be covered by a separate highway design guide (to be produced), which will help ensure new developments are designed and constructed to naturally reduce speeding.

What measures might be considered? Each site will be considered on its own merit in order to determine the mix of traffic calming measures that are appropriate for achieving the desired outcome.

This guide outlines some of the more popular types of traffic calming. The specific site and design criteria, to which each of these must conform to, can be found in the corresponding legislation outlined in Appendix A of this document.

The positives and negatives of traffic calming

Positives

- Better speed management.
- Improve both actual and perceived levels of road safety.
- Improve the quality of life for residents where traffic is causing unacceptable levels of noise, air pollution, visual intrusion or severance.

Negatives

Some physical measures could:

- Increase vehicle emissions.
- Slow emergency service vehicles.
- Cause pain to vehicle occupants with some health conditions (such as back problems).

A note on costs: When reviewing the measures outlined in 4.2.1 – 4.2.3 and 4.3.1 – 4.3.2 it should be noted that the costs outlined are for indicative purposes only and in some cases scheme costs may exceed the price range stated, for example, if a scheme requires the installation of additional street lighting. When viewing the costs the lower figure relates to a basic installation - costs will move towards the higher end of the cost bracket should additional works be required or complications arise.

4.2.1 PSYCHOLOGICAL MEASURES

Removal of road markings: Used to change drivers' perception of the space available for them and other vehicles to pass each other.

Effect: Average speeds reduced by 3mph, however to sustain reductions, other supporting traffic calming measures should be provided.

Indicative Costs: £1,000 - £3,000.



limit roundel markings.

Effect: Average speeds reduced by 3-7mph.

Indicative Costs: £1,000 - £5,000.

Additional road markings: Used to inform drivers of upcoming features, support traffic calming or to deter dangerous driving. Examples include: coloured surfaces, high skid resistance surfaces, hatched central road markings (to discourage drivers from overtaking and to give an impression of narrowing road width) and speed



Gateway features: Used to differentiate between the rural and urban street scene. Gateways will usually consist of: a distinctive change in road surface (colour/ material), prominent signs, road markings such as sharks teeth and gates or fences.

Effect: Average speeds reduced by 3-7mph, however to sustain reductions further supporting traffic calming measures should be implemented beyond the gateway.

Indicative Costs: £1,000 to £4,000.

Speed indicating device (SID) and vehicle activated signs

(VAS): SIDs are interactive signs displaying the actual speed of passing vehicles. Permanent SIDs will only be considered where a mobile SID has proven effective at reducing speeds over a sustained period. VAS are also interactive signs displaying either a warning or regulatory sign with a flashing message warning of a hazard ahead. Permanent SIDs and VAS to be solar powered if site permits.



Effect: Mean speeds reduced by 4mph with a SID, but reduction may only be temporary. VAS reduce mean speeds by approximately 3 to 7mph.

Indicative Cost: £3,000 to £7,000.

4.2.2 PHYSICAL MEASURES (VERTICAL)

The following are some of the vertical infrastructure measures, which alter the vertical alignment of the road – thus slowing vehicles.

Indicative costs: Rumble devices are the most cost effective of these options, costing between £1,000 and £3,000. Other vertical measures generally range between £10, 000 - £20,000.

<p>Round top hump: A raised hump with a curved top. Normally the full width of the road.</p> <p>Effect: Mean speeds reduced to 13 – 15 mph.</p>	<p>Flat top hump: Similar to a round top hump but with a flat top (a minimum of 1 m long) – enabling pedestrian crossing provisions to be sited on top.</p> <p>Effect: Mean speeds reduced to 20mph.</p>		<p>Speed tables and junction plateau: Similar to flat top humps but 6m in length to help easier movement of long vehicles. These are designed to be the full width of the road.</p> <p>Effect: Mean speeds reduced to 20mph.</p>	
<p>Speed cushions: Small rectangular humps, usually placed in rows of 2 or 3 across the road. These are designed to be slightly wider than car wheels.</p> <p>Effect: Mean speeds reduced to 20-25mph</p>	<p>Junction plateau: Similar to flat top humps, but junction plateaus extend to include the full length and breadth of a road junction.</p> <p>Effect: Mean speeds reduced to 20mph.</p>		<p>Rumble devices (such as rumble strips): Rumble devices are small raised areas across the carriageway which cause vibration when a vehicle pass over – alerting drivers to a hazard ahead.</p> <p>Effect: Mean speeds reduced by up to 3mph</p>	

4.2.3 PHYSICAL MEASURES (HORIZONTAL)

The following are horizontal infrastructure measures, which alter the width of the road – slowing vehicles.



Pinch points and build outs: A build out is a row of kerbs built out into the carriageway, to one side of the road only. The purpose is to narrow the width of the road. A pinch point (shown) is where the kerbing is built out into the carriageway, on both sides of the road – reducing the road space available. The design chosen will determine who has priority.

Effect: Mean speeds reduced by 5mph

Indicative Costs: £5,000 - £10,000.

Chicanes: The design of chicanes can vary – however generally they either offer:

- staggered build outs that limit traffic to single file through the chicane, or
- build outs placed at opposite sides of the road, with the lanes separated by an island or road markings. This option slows vehicles by narrowing the space available, but still allows for 2 way traffic.



Effect: Mean speeds reduced by 5mph.

Indicative Costs: £5,000 - £10,000.

On street parking: An inexpensive and practical traffic calming measure. On street parking reduces the width of the road and requires motorists to reduce their speed.

Effect: Mean speeds reduced by 5mph.

Indicative Cost: £1,000 to £3,000.

Traffic Islands and pedestrian refuge: These are raised sections of pavement between two lanes of traffic moving in opposite directions. Both reduce the width of the road, but traffic islands are not designed for use by pedestrians, so have no dropped kerbs or tactile paving. Conversely, pedestrian refuges (shown) do.



Effect: Mean speeds reduced by 0 - 5mph.

Indicative Costs: £3,000 - £7,000.



Lane width reduction/road narrowing: Reduces the width of the road by either extending the kerb at a junction entrance or by providing hatched road markings to the sides of the road.

Effect: Mean speeds reduced by 1-3mph.

Indicative Costs: £3,000 - £7,000.

Mini roundabouts: A round central road marking either flush or slightly raised. Mini roundabouts shouldn't be designed as traffic calming on new developments, however they can be considered on the existing network for traffic calming and easing congestion at junctions.

Effect: Means speeds reduced by 0 – 5mph.

Indicative Costs: £10,000 - £40,000.



4.3 PEDESTRIAN CROSSINGS

We understand that traffic volumes or speeding vehicles can deter residents from crossing the road.

Where there is evidence that the speed or volume of traffic passing along a street is deterring pedestrians from crossing a road, the measures outlined in this section will be considered.

The installation of pedestrian crossing provisions are subject to strict site and design criteria as set out in current legislation, regulations and Government guidance (summarised in appendix A) – the criteria considers factors such:

- the proposed location and surroundings (including any facilities that may generate significant footfall),
- the type of carriageway and footway (including their respective width),
- the number of road collisions in the recent past,
- road user composition, i.e. HGVs, cars, cyclists etc.
- vehicular/pedestrian flow,
- the present average time to cross the road and relative ease of doing so, and
- pedestrian demand (sufficient demand will need to be demonstrated to ensure new crossings operate safely and represent good value for money).

On the following two pages we set out the types of signal controlled and non signal controlled pedestrian crossings available.

4.3.1 SIGNAL CONTROLLED PEDESTRIAN CROSSING.

The following pedestrian crossings are controlled by traffic lights – a button is used to activate the green phase of the signal control head (pedestrian display), giving a red light for motorists.

Pelican crossing: A signal controlled pedestrian crossing with a signal control head (pedestrian display) located on the opposite side of the road to the individual wishing to cross.

Who: Pedestrians only or pedestrians and cyclists (if toucan variant).

Priority: Pedestrians wait for the signal control head to turn green before crossing. After a set duration, the traffic lights will flash amber. At this point, if there are no pedestrians on the crossing, vehicles may continue their journey.

Indicative cost: £30,000 - £40,000.



Puffin crossing: A signal controlled pedestrian crossing with a signal control head (pedestrian display) located on the same side of the road as the pedestrian wishing to cross. Puffin crossings have a sensor on top of the traffic lights to detect the presence and speed of any pedestrians crossing.

Who: Pedestrians only or pedestrians and cyclists (if toucan variant).

Priority: The sensor on the top of the traffic lights stops the lights changing back to red until all pedestrians on the crossing have crossed. There is no flashing amber phase on the associated traffic lights.

Indicative costs: £30,000 - £40,000.

Toucan crossing: Similar to puffin and pelican crossings, but enable cyclists to cross adjacent to pedestrians (two can cross). Toucans can take on a puffin or pelican design - in terms of signal control head position.

Who: Pedestrians and cyclists.

Priority: As with puffin and pelican crossing.

Indicative cost: £30,000 - £40,000.



Pegasus crossing: Similar to puffin and pelican crossings, but for use by horse riders. Pegasus crossings include control panels mounted higher up (to avoid the rider having to dismount) and a signal control head display features a horse symbol. Pegasus crossings can also include pedestrian and cycle crossing provision if desired. There are no pegasus crossings in Rutland.

Who: Solely horse riders, or horse riders, pedestrians and cyclists (depending on variation used).

Priority: As with puffin and pelican crossing.

Indicative cost: £30,000 - £40,000.

4.3.2 NON SIGNAL CONTROLLED CROSSINGS

The following are non signal controlled crossings.

Pedestrian refuge island: An informal crossing point, providing a paved area (refuge) between two lanes of traffic (travelling in opposite directions) – enabling pedestrians to cross one lane at a time. The island will have dropped kerbs and tactile paving and at either end of the island will be keep left bollard for drivers.

Who: Pedestrians only.

Priority: Vehicles have priority. Pedestrians must wait for a gap in the traffic of sufficient distance before crossing.

Indicative cost: £5,000 - £10,000.



Zebra crossing: Identified by black and white stripes painted onto the road. At either side of the crossing is a flashing yellow light (mounted on black and white striped poles) known as a Belisha Beacon).

Who: Pedestrians only.

Priority: Pedestrians have priority over vehicles at zebra crossings – approaching traffic should give way as soon as a pedestrian steps onto the crossing.

Indicative costs: £10,000 - £15,000 (costs could increase depending on street lighting requirements) plus ongoing maintenance.



4.3.3 ADDITIONAL FEATURES FOR INDIVIDUALS WITH RESTRICTED VISION, HEARING OR MOBILITY

To assist users with restricted vision or hearing, where it is appropriate to do so, signal controlled crossings can include a beeping sound during the green phase for pedestrians. Where there are multiple crossings at a complex junction, it may not be safe to use a beeper. In these cases a tactile rotating knob, located under the push button, can be used to alert the user to the green phase.

Dropped kerbs can be used at crossings – to assist those with restricted mobility. Dropped kerbs can also be used with tactile paving to enable those with restricted vision to identify where to cross and alert of potential hazards.

5 CONSULTATION WITH LOCAL PEOPLE

Consultation associated with the provision of traffic calming or installation of a pedestrian crossing will be carried out in accordance with the requirements of the 'highway and transport concern' process⁴ and Government Regulation (including Highways (Road Humps) Regulation 1999, Highways (Traffic Calming) Regulation 1999), and will include consultation with:

- The police, ambulance and fire services (to ensure proposals do not negatively affect the response times for the emergency services or affect the county's agreed abnormal load network),
- parishes and ward members,
- organisations or groups who use, or represent those who use the road (including resident's, local bus operator/s, haulage and agricultural organisations), and
- other stakeholders who may be affected by proposed traffic calming measures.

In addition, some measures (figure 6) may require further statutory consultation – details of which can be found within the relevant Act or Regulation.

Figure 6 – Measures requiring additional statutory consultation

Traffic calming measure	Act or regulation
Road humps/ cushions/ raised table junctions and thumps on a public highway.	Highway Act 1980 Section 90 C (1)
Speed limit alterations	Section 84(1) of the Road Traffic Regulation Act 1984
Schemes requiring the creation or amendment of a Traffic Regulation Order	Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 as amended The Road Traffic (Temporary Restrictions) Procedure Regulations 1992, as amended.

⁴ Please visit our website for more information on the 'highway and transport concern' process: <https://www.rutland.gov.uk/my-community/transport/transport-strategy/highway-and-transport-concerns/>

6 FUNDING, MAINTENANCE AND ASSOCIATED COSTS

Who will fund the cost of installing measures?

Where there is an evidenced problem and an engineering solution has been agreed by Rutland County Council (RCC), the work will be funded by RCC - subject to sufficient funding being available. If there isn't funding available, the approval will stand but the scheme will be subject to any future funding that may come forward.

What if the evidence finds there isn't a problem? Where there is insufficient evidence to justify the provision of engineering measures the parish or town council may if they wish, submit a request to implement the measures at their own cost (including the installation, operation and future maintenance costs - as set out below). All measures requested must meet all site and design criteria and be deemed acceptable to RCC. In these instances, the design and construction works must be delivered by RCC's approved contractor.

Who will maintain measures?

All traffic calming infrastructure and pedestrian crossing facilities (irrespective of how they were initially funded) will be inspected in accordance with RCC's Highway Inspection Policy.

Any remedial work will be carried out by RCC's chosen contractor.

Who is responsible for any associated costs? The responsibility for maintenance, operation and replacement costs will depend on whether measures were initially funded by RCC or the parish/ town council:

<p>RCC funded measures: Where traffic calming measures or pedestrian crossings have been approved by RCC for construction, we will cover the cost of ongoing maintenance, operation and any end of life replacement or removal costs.</p>	<p>Parish/ town council funded measures: Where traffic calming or pedestrian crossing measures have been installed from funding from a parish/ town council, the parish/ town council will be responsible for the maintenance and operational costs for the first 5 years. These costs could be part of the parish/ town council's precept or from a developer commuted sum.</p> <p>After the first 5 years, RCC will become responsible for the maintenance and operation costs of any measures installed.</p> <p>Any end of life replacement or removal costs however will remain with the parish/ town council.</p>
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7 HOW WILL SCHEMES BE REVIEWED?

All traffic calming schemes will be reviewed to determine whether they have delivered their stated objectives. Reviews will be carried out in accordance with the timeframes outlined in figure 7.

All scheme reviews will include data on the current vehicle speeds and recent collision statistics, together with any follow up actions where appropriate

Figure 7 – Review timeframes

Scheme decision	Review date
Schemes approved for construction.	Approximately 12 months after installation
Schemes where the recommendation was do nothing.	Approximately 3 years from the decision date.
Schemes where the recommendation was do nothing – however the parish/ town council funded the installation of measures.	Approximately 3 years from the decision date.

Case study: Chicane – South Luffenham

Location: The A6121 on the east bound approach to South Luffenham.

Problem: Vehicle speeds were in excess of the speed limit. The recorded mean bidirectional speed (both directions) was 36mph and the 85th percentile speed was 42mph.

Measure installed: Chicane

Impact: A year after the chicane was installed, the bidirectional vehicle speeds were reviewed. The average speed was 29mph and the 85th percentile speed was 36.6mph.

Conclusion: The chicane has reduced the average speed by 7mph and the 85th percentile speed by 5mph. Whilst the chicane has reduced speeds, the 85th percentile is still over the recommended limit. The site will be reconsidered to identify any further measures that would bring the 85th percentile down further.



8 WHAT COMMUNITIES CAN DO

Excessive speed is a commonly reported concern from our residents, one that can reduce the sense of safety.

Communities wishing to get involved in supporting our desire to tackle the problem may wish to consider implementing a Community Speed Watch (CSW) scheme.

What is community speed watch?

Community Speed Watch is a scheme provided by the police, in conjunction with the local highway authority that enables trained volunteers from the community to monitor the speed of vehicles travelling within a given area. The speed data collected is shared with the police and the highway authority – for them to take action where they think appropriate.

Community Speed Watch campaigns don't result in driver prosecutions, however, where vehicles are found to be speeding the police may send a letter to the individuals concerned – this approach is seen as helping to underline the community's commitment to reducing the speeds of vehicles in their community.

Who can request a Community Speed Watch scheme?

All requests to take part in CSW must come from the local parish – and they will need a group of willing volunteers. These requests are then logged and the applicant contacted to explain the process in more detail and discuss when the scheme could take place.

Please note - there are a limited number of schemes we are able to deliver each year and scheme requests will be dealt with in the order with which they are received.

How to register interest in the scheme

Parishes are able to register their interest in running a Community Speed Watch scheme by emailing:

Tstrategy@rutland.gov.uk or
calling the Road Safety Officer –
01572 758248.

9 WHAT CAN THE POLICE DO?

Leicestershire Police undertake a number of enforcement activities and campaigns in Rutland – focusing on high risk road users and dangerous driving/ riding behaviours.

Wherever possible we will support the police with these enforcement activities and campaigns. Examples of current and future activities delivered by the police are outlined below.

9.1 SPEED ENFORCEMENT

Within Rutland the police operate a mobile ‘Safety Camera Scheme’ – identifying any vehicles travelling in excess of the speed limit.

Sites visited by the mobile safety camera van fall into two categories: core sites and concern sites. Core sites are attended every time the mobile speed camera van visits Rutland, whilst concern sites are visited on a rota basis, approximately once every 12 weeks.

Each year, in conjunction with the police, we will review the core and concern sites – to confirm whether the mobile speed camera’s presence is still required.

Details of where the mobile safety camera van visits in Rutland can be found on the Leicester, Leicestershire & Rutland Safety Camera Scheme website: www.speedorsafety.com.

Can I suggest a new site for the van to visit?

If you would like a new safety camera van location considered, in the first instance please contact your local parish or town council, who if in agreement will submit the request via the Leicester, Leicestershire & Rutland Safety Camera Scheme website: www.speedorsafety.com

The Leicestershire Police will then review the request – taking into consideration the collision history of the site along with existing speed data.

Fixed safety cameras: Rutland currently has no fixed or average speed cameras or traffic light cameras. Such provisions are usually installed by a local safety partnership - where there is a proven requirement that cannot be achieved through alternative engineering measures and where the criteria outlined in the Department for Transport Circular 01/2007 has been met.

Where this criteria has not been met, some authorities have trialed self-funded safety cameras outside of the local safety partnership arrangement. Over the coming years we will consider the findings of these trials – to identify whether self-funded cameras would be suitable in Rutland.

9.2 WHEN WILL THE POLICE TAKE ENFORCEMENT ACTION AGAINST SPEED?

ACPO (the Association of Chief Police Officers) guidance relating to speed enforcement advises that no enforcement action should take place unless a vehicle is observed travelling at **a speed in excess of 10% + 2mph of the actual speed limit**. As an example, this would place the enforcement threshold for a 30mph speed limit at 35mph.

9.3 OTHER ROAD SAFETY ACTIVITIES AND CAMPAIGNS

Speeding is only one element of enforcement carried out by the police. The police carry out a number of other enforcement activities focusing on areas such as dangerous driving or riding and the use of illegal vehicles.

Future police campaigns:

Future campaigns which may be delivered in Rutland include:

- **Share the Road:** Aims to raise awareness and understanding of the needs of different road users. Further information can be found online: <https://www.leics.police.uk/sharetheroad>
- **Ditch the Distraction** - which aims to highlight the risks to pedestrians from walking whilst using mobile phones or wearing headphones.

Fatal 4 campaigns

The Fatal 4 campaign targets drivers found to be speeding, drink driving, using their mobile phone or not wearing a seat belt - 4 contributory factors commonly seen in road collisions.

During the last Fatal 4 campaign in Rutland, 19 motorists were caught without a seatbelt and 1 using a mobile phone.



10 WHAT ELSE ARE WE DOING TO IMPROVE ROAD SAFETY

A fuller, strategic document will be produced at a later date, forming a technical appendix to this guide. The technical appendix will offer more information about how we are tackling wider road safety concerns across the county (focusing on the priorities in figure 8) – providing an integrated approach that delivers;

- Safer roads and mobility,
- Safer road users,
- Safer vehicles, and
- Enhanced post-crash response.

Figure 8 – Likely priority focus areas of our forthcoming strategic, road safety technical appendix



Accompanying the technical appendix will be an action plan – setting out the specific schemes and campaigns we will deliver over the coming years. However, the remainder of this section summarises some of the likely key actions from each of the elements.

Safer road users

Education

- Deliver walking and cycling training to primary and pre-school children.
- Provide subsidised Pass Plus (post-test training) for new and young drivers.
- Deliver awareness campaigns (such as 'Be Bright, Be Seen') focusing on our most vulnerable road users.

Enforcement

- Support the police with road safety enforcement activities.
- Continue to implement and enforce parking restrictions (where we have power) to reduce dangerous parking.

Safer vehicles

Fleet vehicles

- Vehicles safely maintained and staff driver training provided.

Safe vehicle design and technology

- Consider the highway alterations required to support new vehicle technology.
- Provide education on the safe use of new vehicle technologies.

Private hire

- Through vehicle licensing, ensure private hire vehicles are legally roadworthy.

HGVs and other large vehicles

- Encourage local businesses, contractors and developers to join accreditation schemes working to deliver safer construction journeys.

Bicycle maintenance

- Promote bicycle maintenance.

Safer roads

Safe highway design

- Highways designed to reduce the risk of, and severity of collisions.
- Ensure street lighting, signage and street furniture is installed in line with approved policies: [Street Lighting Policy](#) and the '[Rutland Signs Guidance & Street Furniture Policies](#)' document.
- Where required carry out road safety audits on highway improvement schemes.

Safely maintained highways

- Inspect and manage highways in line with our [Highway Inspection Policy](#) and [Highways Asset Management Plan](#).
- Cut highway grass verges to ensure visibility. In some cases the local parishes do this.
- During cold weather, salt roads identified in the [Winter Service Policy](#).

Post-crash response

Emergency response:

- Ensure new highway measures don't slow emergency service vehicle response times.
- In the event of a collision set up road closures and diversions and prior to reopening clear debris and carry out all emergency repairs.

Collision investigation:

- Investigate fatal collisions to identify whether highway factors contributed to the collision and whether additional engineering works are required to reduce the risk of repeat collisions.
- Identify collision cluster sites (where there have been a high number of collisions in a location) and determine remedial measures to reduce future risk.

11 FOR FURTHER INFORMATION

This guide aims to provide the first point of contact for residents who may have road safety related concerns.

We hope that this document has given you the information you need, however if you still have questions you can get in touch with us or use the resource list below to:

- find ward member, parish and town council contact details,
- report a problem or register interest in a scheme,
- view other road safety related policies, plans and strategies, or
- find out more about a number of road safety related topics.

How to contact us

If you have a road safety concern please;

- **Call us:** 01572 722577,
- **Email us:**
tstrategy@rutland.gov.uk,
or
- **Visit our website:**
www.rutland.gov.uk

We will then direct your query to the relevant member of staff.

11.1 HOW TO CONTACT MY LOCAL PARISH OR WARD MEMBERS

What do you want to do?	How to...	Further information
Find my local parish's contact details	By contacting RCC using the contact details above. Online	https://rutlandcounty.modern.gov.co.uk/mgParishCouncilDetails.aspx?bcr=1
Find out who my ward members are	By contacting the RCC using the contact details above. Online	https://rutlandcounty.modern.gov.co.uk/mgMemberIndex.aspx?bcr=1

11.2 HOW TO REPORT A PROBLEM OR REGISTER INTEREST

What do you want to do?	Examples of concerns/ issues covered	How to...	Further information
Report a highway maintenance problem.	Graffiti, fly tipping, overgrown vegetation, broken paving slabs, pot	For matters causing immediate danger	https://rutland.fixmystreet.com

Appendix A – Road Safety Guide

	holes or street lights out.	please call us. All other non-urgent maintenance matters can be reported online.	
Raise a concern about a highway safety or transport related problem.	Volume or speed of traffic, inconsiderate or dangerous parking or road safety concerns.	Concerns should be raised with your local parish or ward member, who (if supportive) will direct these to us, through the highway and transport concern web form. Further information is also available online.	https://www.rutland.gov.uk/my-community/transport/transport-strategy/highway-and-transport-concerns/
Report a road traffic collision	Reporting a road traffic collision after the event. If it is an emergency call 999.	Online Telephone – 101 (non emergencies) The Police Help Desk at Rutland County Council, Oakham.	https://www.leics.police.uk/ro/report/rti/rti-a/report-a-road-traffic-incident/
Register interest in delivering a Community Speed Watch scheme	Register interest in running a community speed watch scheme and find out about qualifying criteria	Email: tstrategy@rutland.gov.uk	

11.3 VIEW OTHER RELATED POLICIES, PLANS AND STRATEGIES

What do you want to do?	Examples of concerns/ issues covered	How to...	Further information
View the RCC's highway policies, plans and strategies.	Highways asset management plan, highway inspection policy, tree maintenance policy, street lighting policy and signs and street furniture policy.	Online	https://www.rutland.gov.uk/my-community/roads-and-highways/transport-plans-and-policies/
View RCC's transport related strategies, policies and plans.	Strategic road safety technical appendix, Local Transport Plan 4, Passenger Transport Strategy and Rights of Way Improvement Plan.	Online A hard copy of these documents can also be viewed at the RCC offices, Oakham or at all Rutland libraries.	https://www.rutland.gov.uk/my-community/transport/transport-strategy/

11.4 FIND OUT ABOUT...

What do you want to do?	Examples of concerns/ issues covered	How to...	Further information
Find out about highway maintenance	Road maintenance, flooding and drainage, grass cutting and hedges and trees.	Online	https://www.rutland.gov.uk/my-community/roads-and-highways/highway-maintenance/
Find out about winter maintenance	Gritting, winter safety advice, weather warnings and snow wardens.	Online	https://www.rutland.gov.uk/my-community/roads-and-highways/winter-service/
Find out about roadworks and closures	Information about the latest roadworks taking place throughout Rutland.	Online	https://www.rutland.gov.uk/my-community/roads-and-highways/

Appendix A – Road Safety Guide

Find out about street furniture	Furniture installed on the road or pavement – such as litter bins, traffic lights, safety barriers and cycle stands.	Online	https://www.rutland.gov.uk/my-community/roads-and-highways/street-furniture/
Find out about street lighting, road markings and signs	Street lighting, road markings, road signs, street name plates and tourism signs	Online	https://www.rutland.gov.uk/my-community/roads-and-highways/street-lighting-road-marking-and-signs/
Find out about road safety training courses	Pedestrian, cycle, scooter, motorcycle and driver training (including Pass Plus).	Online Telephone.	https://www.rutland.gov.uk/my-community/transport/road-safety/
Find out about sustainable travel alternatives	Walking, cycling, bus transport and car sharing.	Online Telephone.	https://www.rutland.gov.uk/my-community/transport/sustainable-travel-smarter-travel-choices/
Find out how highway or transport concerns are dealt with.	How to report a concern, the process and timescales.	Online Telephone.	https://www.rutland.gov.uk/my-community/transport/transport-strategy/highway-and-transport-concerns/
View information relating to the Highway and Transport Working Group	Date of future meetings, agendas, meeting minutes and associated documents such as feasibility studies.	Online	https://www.rutland.gov.uk/my-community/transport/transport-strategy/highway-and-transport-concerns/
View national road casualty data	Statistics relating to collisions and casualties reported to the police in Great Britain.	Online	https://www.gov.uk/government/collections/road-accidents-and-safety-statistics
View the Leicestershire Police website	About the Police and reporting incidents.	Online	https://www.leics.police.uk/
Find out more about other road safety topics	General road safety matters.	Online	Brake – the road safety charity: https://www.brake.org.uk/info-and-resources/facts-

Appendix A – Road Safety Guide

			<p>advice-research/road-safety-advice</p> <p>RoSPA: https://www.rospa.com/en/About</p> <p>Road Safety GB: http://roadsafetygb.org.uk/</p> <p>Think! – Road Safety: https://www.think.gov.uk/</p>
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12 APPENDIX A: RELEVANT LEGISLATION, GUIDANCE AND STATUTORY DUTIES

12.1 LEGISLATION

Legislation	Relevant sections and topics
Highways Act 1980	<ul style="list-style-type: none"> - Section 64: Roundabout installation - Section 68: Pedestrian refuge installation - Section 75: Variation in the relative width of carriageways and footways - Section 77: Alterations in the level of the highway - Section 90 A-F: Construction of road humps - Section 90 G-I: Powers to carry out traffic calming works
Traffic Calming Act 1992	Amended the Highways Act 1980 through the addition of Section 90G to 90H – allowing works to be carried out for the purpose of promoting safety and preserving or improving the environment.
Highways (Traffic Calming) Regulations 1999	Defines the types of various traffic calming measures, the consultation process and timescales, the specification for vertical faces, any street lighting and road signage requirements.
Highway (Road Humps) Regulations 1999	Defines the types of various road humps, their nature, dimensions and location specifications/restrictions, any street lighting and road signage requirements, the consultation process and timescales and when installed adjacent to formal pedestrian crossings.
The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997	Defines the construction and layout for zebra, pelican and puffin crossings.
Road Traffic Act 1984	Section 2 of this Act sets out the purpose for which Traffic Regulation Orders may be used and includes options for prohibitions, restrictions and regulations relating to the use of any road by traffic or pedestrians.
Road Traffic Act 1988	Section 9 of this Act promotes road safety and the investigation of collisions – including measures to prevent additional collisions.
Traffic Signs Regulations and General Direction (TSRGD) 2016	Gives guidance to all road traffic signs and all road markings, together with those associated with traffic regulation orders.
Road Traffic Regulation Act 1984	Parts I, II, IV: Creation of Traffic Regulation Orders (TRO).

12.2 GUIDANCE

Guidance document	Topic covered
Local Transport Note 01/07	Traffic Calming
Local Transport Note 2/95	The Design of Pedestrian Crossings
Local Transport Note 1/95	The Assessment of Pedestrian Crossings
Local Transport Note 2/08	Shared use Routes for Pedestrians and Cyclists
Local Transport Note 1/12	Shared use Routes for Pedestrians and Cyclists
Traffic Advisory Leaflet 1/07	Emergency Services Traffic Calming Schemes – A Code of Practice
Traffic Advisory Leaflet 2/08	Cycle Infrastructure Design
Department for Transport (DfT) Circular 01/2013 – Setting Local Speed Limits	Local speed limits
The Association of Chief Police Officers Speed Enforcement Policy Guidelines 2011- 2015.	Local speed limits and enforcement

12.3 STATUTORY DUTIES

As a Local Highway Authority there are a number of statutory duties with which we must comply. These are outlined below.

Act	Section	Key responsibilities
The Road Traffic Act 1988	Section 39	<ul style="list-style-type: none"> • Road safety promotion. • Road collision investigation. • Measures to prevent similar collisions (where possible). • Safe design of new roads.
The Highways Act 1980	Section 41, 41a and 154	<ul style="list-style-type: none"> • Highway maintenance. • Winter maintenance. • Overhanging vegetation.
The Railways and Transport Safety Act 2003	Section 111	<ul style="list-style-type: none"> • Winter maintenance.
Traffic Management Act 2004	Section 16	<ul style="list-style-type: none"> • Unimpeded movement of vehicles along the highway.

13 APPENDIX B: HIGHWAY AND TRANSPORT CONCERN PROCESS

