

Report of the Strategic Director of Regeneration to the meeting of the Shipley Area Committee to be held on 15 June 2016

Subject:**B**

Petition requesting the introduction of traffic calming on roads within Cullingworth Village

Summary statement:

This report considers a petition requesting the introduction of traffic calming within Cullingworth Village. The petition goes on to request that consideration be given to the provision of safety cameras or other measures to address local traffic concerns.

It is recommended that:

- On the basis of the speed survey results contained within this report, B6144 Haworth Road be included on the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works; and
- On the basis of the volumetric 'through traffic' survey results contained within this report, Hallows Park Road, Sunningdale Crescent, Westhill Avenue and Greenside Lane be included within this Committee's list of scheme candidates considered annually for possible inclusion within its future programme of locally determined works; and
- In the event of the mini-roundabout at the junction of Manywells Brow and B6144 Cullingworth Road not been included within the list of proposed casualty reduction schemes to form part of this Committee's 2016/17 Safer Roads Scheme Programme, that the mini-roundabout be included on the list of scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works.

Ward 03 – Bingley Rural

Mike Cowlam
Strategic Director
(Regeneration)

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Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:

Environment & Waste Management



1.0 SUMMARY

- 1.1 A 158 signature petition has been received from residents of various streets and roads within Cullingworth Village. 33 of the signatories are not local residents of Cullingworth. The petitioners' request is attached (verbatim) as Appendix 1 to this report.
- 1.2 The lead petitioner is a resident of Cullingworth.

2.0 BACKGROUND

- 2.1 The petitioners have expressed concern with the volume and speed of traffic at various locations within Cullingworth Village. They have also expressed concern with the parking which occurs in Cullingworth and make reference to road safety incidents they claim have occurred on the pedestrian crossings on Halifax Road, Cullingworth. The petitioners request traffic calming measures to reduce traffic speeds and volumes and improve road safety. They also request that an assessment be made regarding the potential for the introduction of road humps, safety cameras, or other measures to reduce residents' road safety fears.
- 2.2 The roads and streets comprising Cullingworth Village are identified within Appendix 2 of this report. The three main routes into/out of the southern end of Cullingworth Village are B6144 Cullingworth Road, B6144 Haworth Road and Manywells Brow, and there is a mini roundabout located at the junction of these three roads. Some drivers travelling along Cullingworth Road and heading towards the northern end of the village choose to avoid negotiating the mini-roundabout and instead use Hallows Park Road, Sunningdale Crescent, or Westhill Avenue as a through route. The two main routes into/out of the northern end of the village are Keighley Road and B6429 Bingley Road. The northern and southern ends of the village are linked by Halifax Road which has a mixture of residential and retail premises along its length, and a side road (New School Lane) on which Cullingworth Primary School is located. Halifax Road has two pedestrian crossing facilities located along its length and is an important link route for traffic travelling between Halifax and Bingley (and vice versa). Parkside secondary school is located at the northern end of Parkside Terrace.
- 2.3 All the roads or sections of road identified within Appendix 2 of this report (with the exception of those road sections shaded pink) are subject to a 30mph speed limit. Cullingworth Road, Haworth Road, Manywells Brow, Halifax Road, Hallows Park Road, Sunningdale Crescent, Westhill Avenue, Greenside Lane and Parkside Terrace are all bus routes.
- 2.4 In previous years, Vehicle Activated Signs have been erected on Halifax Road, B6429 Halifax Road and Keighley Road, and traffic calming features have been introduced on Parkside Terrace. Formal waiting restrictions have also been introduced on Mill Street/Lodge Street, and Station Road.

2.5 Local Members have been informed of the petition, and one Member has advised that the main concerns are those listed below:

- Speeding on Haworth Road especially on the stretch in the 30mph limit from Coldspring House to the mini-roundabout outside The Fleece public house;
- The bends on Keighley Road and traffic speeds towards the village;
- Through Greenside Lane/Hallowes Park Road/Sunningdale Avenue – (which are bus routes either for the school or regular services);
- The junctions within the village – The Fleece, Greenside Lane/Halifax Road/Mill Street, Church Lane/Halifax Road;
- Parking/driving behaviour associated with Cullingworth Primary School and Parkside Schools and the Co-operative Foodstore;
- Other routes into the village.

The Member also states that there is a significant difference of opinion within the village between those residents who want to drive through the village without encountering parked vehicles (the drivers of which may be attending local shops and amenities) and those who are keen to see the village amenities thrive and therefore accept the need for parking. The Member also states that parking at safe locations within the village can be a speed reducing measure in itself.

3.0 Traffic Collisions

3.1 Council records show that in the five year period ending 31 December 2015, 19 traffic collisions resulting in personal injury have occurred within Cullingworth Village. The location of the traffic collisions is identified within Appendix 2 of this report.

3.2 Of the 19 collisions, 16 were slight in terms of their severity, 2 were serious and 1 was fatal.

3.3 There are no identified patterns regarding the geography or causation factors associated with the 9 collisions which did not occur at the mini-roundabout.

4.0 Speed and Volumetric Survey Results

4.1 Data logger units were erected at various locations within the village with a view to collecting traffic speed and volumetric data.

4.2 The locations where the data loggers were erected are tabulated below:

Site Location	Existing Speed Limit
B6144 Haworth Road, Cullingworth (close to its junction with Turf Lane)	30mph
B6144 Cullingworth Road (close to its junction with Sunningdale Crescent)	30mph
Halifax Road, Cullingworth (close to its junction with South Road)	30mph
Hallowes Park Road, Cullingworth (on lighting column no.7 Hallowes Park Road)	30mph
Sunningdale Crescent (on lighting column No.3 fronting No. 31 Sunningdale Crescent)	30mph
Keighley Road (on lighting column No.8 fronting No.8 Keighley Road)	30mph
Hallas Lane (Bridleway No.204) (on lighting column No.4 Hallas Lane)	30mph

4.3 The speed and volumetric data associated with each of the data logger sites is identified within Appendix 3 of this report.

4.4 A survey of 'through traffic' using Hallowes Park Road, Sunningdale Crescent, Westhill Avenue and Greenside Lane was undertaken on Wednesday 25 May 2016 during the morning peak period (07:30 – 09:30) and evening peak period (15:00 – 18:00). A survey location plan, and the analysed survey results are shown within Appendix 4 of this report.

5.0 OTHER CONSIDERATIONS

5.1 In the Devolved Budget – Safer Roads Scheme report for the 2015/16 financial year (presented to this Committee on 1 July 2015) the mini-roundabout at the junction of Manywells Brow with Haworth Road, Cullingworth, was ranked 5th within the 'reserve list' of potential Shipley Area Casualty Reduction Schemes 2015/16. Proposed treatment of the mini-roundabout included improved advance warning signs and new carriageway markings at a cost of £4,000. The site was not included within this Committee's agreed 2015/16 Casualty Reduction Schemes programme.

5.2 Analysis of traffic collisions giving rise to personal injury within Cullingworth for the latest 5 year period will take place at the start of the 2016/17 financial year, with a view to identifying sites which, on the basis of the traffic collision record, this Committee may want to include within its future Local Safety Schemes programme.

5.3 B6144 Cullingworth Road is the only site located within Cullingworth Village which is currently included within this Committee's list of scheme candidates considered annually for possible inclusion within its programme of Locally Determined schemes. Consideration has previously been given to extending the length of the existing 30mph speed limit on Cullingworth Road, with a sum of £10,000 being required, but to date, the site has not been included within this Committee's works programme.

- 5.4 The petitioners have made a specific request that an assessment be made regarding the possible provision of safety (speed) cameras within the village. The criteria regarding the introduction of safety cameras (as adopted by the West Yorkshire Casualty Reduction Partnership (Appendix 5 of this report refers)) is not met with respect to roads within Cullingworth Village.

6.0 OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

- 6.1 This report has not been considered by the Overview and Scrutiny Committee.

7.0 OPTIONS

7.1 Option1

On the basis of the speed survey results contained within this report, B6144 Haworth Road be included on the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works; and

On the basis of the volumetric 'through traffic' survey results contained within this report, Hallows Park Road, Sunningdale Crescent, Westhill Avenue and Greenside Lane be included within this Committee's list of scheme candidates considered annually for possible inclusion within its future programme of locally determined works; and

In the event of the mini-roundabout at the junction of Manywells Brow and B6144 Cullingworth Road not been included within the list of proposed casualty reduction schemes to form part of this Committee's 2016/17 Safer Roads Scheme Programme, that the mini-roundabout be included on the list of scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works. (Recommended)

- 7.2 Option 2 – Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from officers. (Not Recommended)

8.0 FINANCIAL & RESOURCE APPRAISAL

- 8.1 The cumulative cost of promoting an area wide scheme within Cullingworth Village to address petitioners' concerns are unknown at this stage and any funding allocated to undertake any design work would need to be sourced from this Committees Devolved Budget. However, it is anticipated that the cumulative costs including design, processing and legal fees and works costs would be above the level of funding generally available to the Area Committee for traffic management measures. Furthermore, it has been acknowledged at a West Yorkshire level that there needs to be a re-focus on Casualty Reduction in order to meet the KSI reduction target within the Local Transport Plan. Therefore it has been determined

Report to the Shipley Area Committee (by the LTP Board and resolved by the Transport Committee) that the next 3 years Implementation Plan (2014-2017) will introduce an evidence-based approach to prioritise a significant proportion of the budget available for Traffic Management measures to address those sites where it is expected that highways improvements will improve safety and reduce casualties.

8.2 The funding split determined by WYCA is 70% for Casualty Reduction schemes and 30% for Locally Determined schemes, such as on-street parking management, speeding or other community priorities (where there are perhaps perceived safety issues rather than a history of recorded collisions).

8.3 With the exception of the mini-roundabout, (the traffic collision record of which will be re-analysed at the start of the 2016/17 financial year (sections 5.1 and 5.2 of this report refers)) there has not been a history of recorded collisions resulting in injury at any site within Cullingworth Village. Accordingly (with the possible exception of the mini-roundabout) no locations within the village could be prioritised for an allocation of the 70% Casualty Reduction funding, and any of the works which the petitioners' have requested would therefore need to be funded by either:

- The 30% funding allocation designated for Locally Determined schemes;
- The Council's own reserves; or
- An external funding body.

However, the revised funding criteria which are being applied by external funding bodies (eg. Enhancement in GVA or carbon reduction) mean that it is unlikely that a scheme could be developed which demonstrates such benefits in the short to medium term.

9.0 RISK MANAGEMENT

There are no risk management implications

10.0 LEGAL APPRAISAL

There are no legal implications at present

11.0 OTHER IMPLICATIONS

11.1 EQUALITY AND DIVERSITY

In the event that a scheme were developed, due regard would be given to Section 149 of the Equality Act 2010.

11.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

11.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

11.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications.

11.5 HUMAN RIGHTS ACT

There are no implications for human rights

11.6 TRADE UNION

There are no implications for the trade unions

11.7 WARD IMPLICATIONS

None

11.8 NOT FOR PUBLICATION DOCUMENTS

None

12.0 RECOMMENDATIONS

12.1 Option1

On the basis of the speed survey results contained within this report, B6144 Haworth Road be included on the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works; and

On the basis of the volumetric 'through traffic' survey results contained within this report, Hallows Park Road, Sunningdale Crescent, Westhill Avenue and Greenside Lane be included within this Committee's list of scheme candidates considered annually for possible inclusion within its future programme of locally determined works; and

In the event of the mini-roundabout at the junction of Manywells Brow and B6144 Cullingworth Road not being included within the list of proposed casualty reduction schemes to form part of this Committee's 2016/17 Safer Roads Scheme Programme, that the mini-roundabout be included on the list of scheme candidates to be

Report to the Shipley Area Committee
considered annually by this Committee for possible inclusion within its future
programme of locally determined works.

12.2 That the lead petitioner be informed accordingly.

13.0 APPENDICES

13.1 The petitioner's request (Appendix 1)

13.2 A location plan identifying those streets to which this report relates and traffic collisions resulting in personal injury (Appendix 2)

13.3 Speed and volumetric survey Data (Appendix 3)

13.4 'Through traffic' volumetric survey data (including survey location plan)-(Appendix 4)

13.5 Safety camera criteria (Appendix 5)

14.0 BACKGROUND DOCUMENTS

14.1 Report of the Strategic Director, Regeneration and Culture to the meeting of this Committee on 1 July 2015.

Appendix 1

Cullingworth village traffic calming measures needed. Our small village is getting too busy

- [Browse all current ePetitions](#)

We as residents would like the safety of our roads to be urgently looked at. There have been a few incidents on the main road through the village and on the crossings. We see daily the parking issue cause near misses and the speed it like a motorway. We have issues all around the village with speeding, inconsiderate parking and road safety.

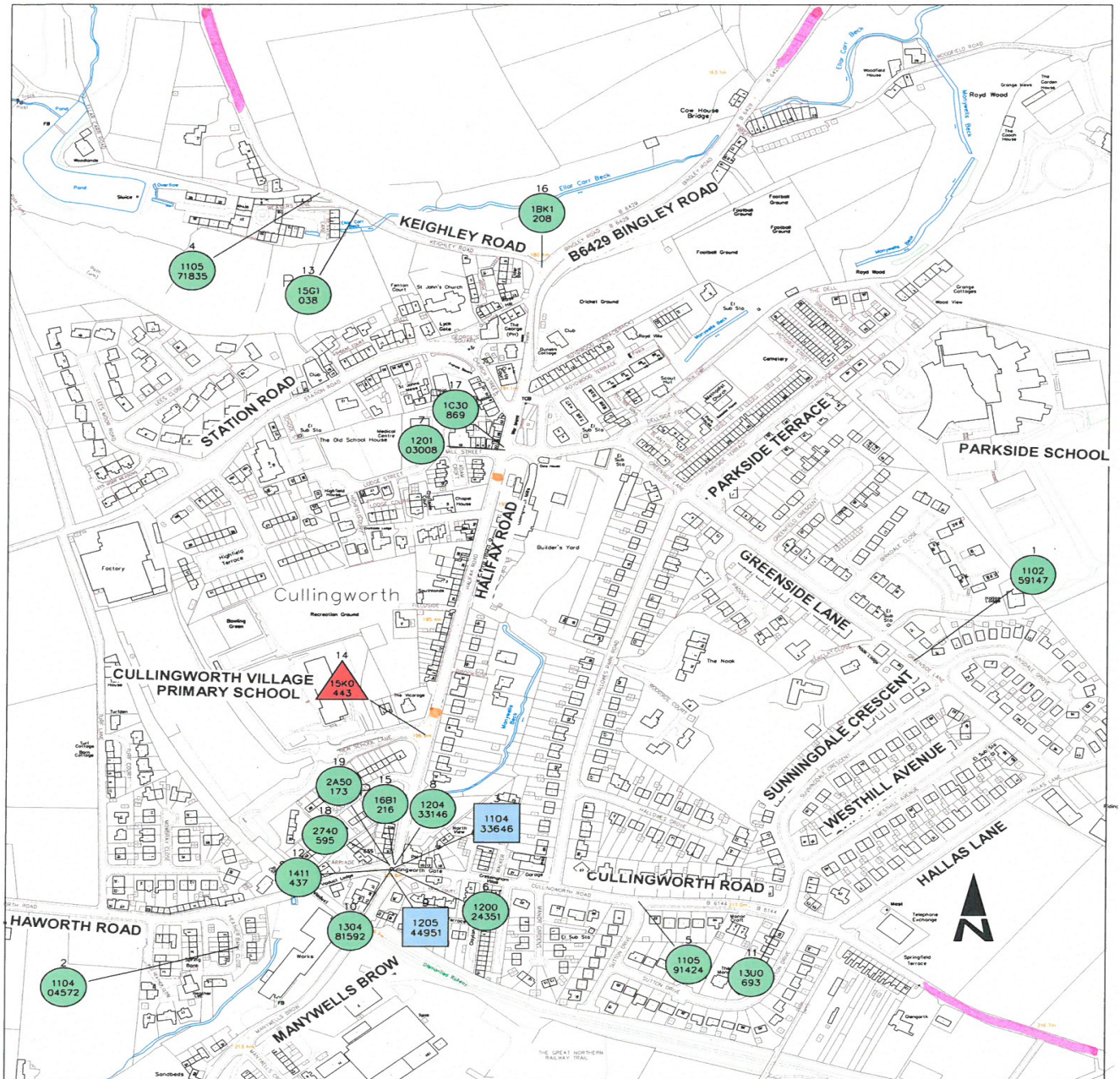
We as residents would like the safety of our roads to be urgently looked at. There have been a few incidents on the main road through the village and on the crossings. We see daily the parking issue cause near misses and the speed it like a motorway. We have issues all around the village with speeding, inconsiderate parking and road safety.

We are requesting that traffic calming measures are put in place to reduce traffic, speed and incidents occurring. We impose the village needs to be assessed for speed bumps, cameras or other measures to decrease the daily issues and fear for safety with the residents

This Paper petition ran from 26/03/2015 to 10/07/2015 and has now finished.

158 people signed this Paper petition.

Report to the Shipley Area Committee
Appendix 2



Appendix 3

Speed and volumetric survey data relating to B6144 Haworth Road, Cullingworth (close to its junction with Turf Lane and within a 30mph speed limit).

Direction of Travel: Towards the junction of Halifax Road with Cullingworth Road

	Survey Date			
	Sat 13 Sept 2014 (24 hour period)	Sun 14 Sept 2014 (24 hour period)	Mon 15 Sept 2014 (24 hour period)	Tues 16 Sept 2014 (24 hour period)
Mean (average) speed	34.0mph	33.4mph	33.0mph	33.0mph
85th percentile speed*	40.2mph	39.7mph	39.2mph	39.0mph
Total Volume	2096	1919	2644	2626

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards the junction Of Haworth Road with A629 Halifax Road (ie. towards Flapitt Spring)

	Survey Date			
	Sat 13 Sept 2014 (24 hour period)	Sun 14 Sept 2014 (24 hour period)	Mon 15 Sept 2014 (24 hour period)	Tues 16 Sept 2014 (24 hour period)
Mean (average) speed	35.2mph	34.7mph	34.8mph	34.8mph
85th percentile speed*	40.6mph	40.4mph	40.4mph	40.5mph
Total Volume	2085	1964	2510	2476

*The speed at or below which 85% of vehicles are travelling

Appendix 3 (Cont)

Speed and volumetric survey data relating to B6144 Cullingworth Road, Cullingworth (close to its junction with Sunningdale Crescent and within a 30mph speed limit).

Direction of Travel: Towards Wilsden

	Survey Date			
	Tues 19 Jan 2016 (24 hour period)	Wed 20 Jan 2016 (24 hour period)	Thurs 21 Sept 2016 (24 hour period)	Fri 22 Jan 2016 (24 hour period)
Mean (average) speed	31.8mph	30.9mph	31.3mph	31.6mph
85th percentile speed*	36.6mph	35.7mph	35.7mph	36.4mph
Total Volume	3277	3247	2644	3177

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards Mini-roundabout

	Survey Date			
	Tues 19 Jan 2016 (24 hour period)	Wed 20 Jan 2016 (24 hour period)	Thurs 21 Sept 2016 (24 hour period)	Fri 22 Jan 2016 (24 hour period)
Mean (average) speed	30.3mph	30.0mph	30.4mph	30.2mph
85th percentile speed*	35.0mph	34.8mph	35.0mph	35.0mph
Total Volume	3256	3283	3061	3228

*The speed at or below which 85% of vehicles are travelling

Appendix 3 (Cont)

Speed and volumetric survey data relating to Halifax Road, Cullingworth (close to its junction with South Road, Cullingworth and within a 30mph speed limit).

Direction of Travel: Towards Manywells Mini-Roundabout

	Survey Date			
	Thur 4 Sept 2014 (24 hour period)	Fri 5 Sept 2014 (24 hour period)	Sat 6 Sept 2014 (24 hour period)	Sun 7 Sept 2014 (24 hour period)
Mean (average) speed	25.3mph	26.1mph	26.9mph	27.5mph
85th percentile speed*	30.4mph	30.5mph	30.8mph	32.4mph
Total Volume	3879	4092	3119	2585

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards Harden

	Survey Date			
	Thur 4 Sept 2014 (24 hour period)	Fri 5 Sept 2014 (24 hour period)	Sat 6 Sept 2014 (24 hour period)	Sun 7 Sept 2014 (24 hour period)
Mean (average) speed	26.0mph	25.7mph	27.3mph	27,1mph
85th percentile speed*	30.4mph	30.7mph	32.2mph	30.9mph
Total Volume	3959	3887	2987	2761

*The speed at or below which 85% of vehicles are travelling

Appendix 3 (Cont)

Speed and volumetric survey data relating to Hallowes Park Road, Cullingworth (data logger erected on lighting column No.7 outside No31 Hallowes Park Road, and within a 30mph speed limit).

Direction of Travel: Towards Green Lane

	Survey Date				
	Sat 9 Jan 2016 (24 hour period)	Sun 10 Jan 2016 (24 hour period)	Mon 11 Jan 2016 (24 hour period)	Tues 12 Jan 2014 (24 hour period)	Wed 13 Jan 2016 (24 hour period)
Mean (average) speed	24.0mph	22.5mph	25.0mph	25.4mph	25.6mph
85th percentile speed*	31.0mph	29..8mph	30.2mph	30.7mph	30.8mph
Total Volume	433	408	571	593	603

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards Howarth Road

	Survey Date				
	Sat 9 Jan 2016 (24 hour period)	Sun 10 Jan 2016 (24 hour period)	Mon 11 Jan 2016 (24 hour period)	Tues 12 Jan 2014 (24 hour period)	Wed 13 Jan 2016 (24 hour period)
Mean (average) speed	27.1mph	28.0mph	26.2mph	26.2mph	26.5mph
85th percentile speed*	34.1mph	34.1mph	32.4mph	32.8mph	32.9mph
Total Volume	430	281	606	629	687

*The speed at or below which 85% of vehicles are travelling

Appendix 3 (Cont)

Speed and volumetric survey data relating to Sunningdale Crescent, Cullingworth (data logger erected on lighting column No.3 outside No.31 Sunningdale Crescent ,and within a 30mph speed limit).

Direction of Travel: Towards Greenside Lane

	Survey Date – 23 February 2016						
	09:00 – 10:00am	10:00 – 11:00am	11:00 – 12:00am	12:00 – 13:00pm	13:00 – 14:00pm	14:00 – 15:00pm	15:00 – 16:00pm
Mean (average) speed	19.6 mph	20.8 mph	21.4mph	19.4mph	21.4mph	19.0 mph	20.6mph
85th percentile speed*	23.8 mph	25.6 mph	25.3mph	24.5mph	25.5mph	24.4 mph	25.0mph
Total Volume	14	11	14	17	14	20	21

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards B6144 Cullingworth Road

	Survey Date – 23 February 2016						
	09:00 – 10:00am	10:00 – 11:00am	11:00 – 12:00am	12:00 – 13:00pm	13:00 – 14:00pm	14:00 – 15:00pm	15:00 – 16:00pm
Mean (average) speed	24.1 mph	24.8 mph	21.7mph	21.5mph	23.5mph	23.0 mph	23.5mph
85th percentile speed*	28.6 mph	27.4 mph	25.3mph	24.8mph	29.5mph	28.6 mph	27.5mph
Total Volume	16	16	19	20	16	33	24

*The speed at or below which 85% of vehicles are travelling

Appendix 3 (Cont)

Speed and volumetric survey data relating to Keighley Road, Cullingworth (data logger erected on lighting column No.8 outside No.8 Keighley Road, and within a 30mph speed limit).

Direction of Travel: Towards Keighley

	Survey Date			
	Thur 25 Feb 2016 (24 hour period)	Fri 26 Feb 2016 (24 hour period)	Sat 27 Feb 2016 (24 hour period)	Sun 28 Feb 2016 (24 hour period)
Mean (average) speed	27.5mph	27.7mph	28.0mph	28.1mph
85th percentile speed*	31.4mph	32.6mph	32.5mph	32.7mph
Total Volume	1680	1786	1324	1001

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards Cullingworth Village

	Survey Date			
	Thur 25 Feb 2016 (24 hour period)	Fri 26 Feb 2016 (24 hour period)	Sat 27 Feb 2016 (24 hour period)	Sun 28 Feb 2016 (24 hour period)
Mean (average) speed	27.3mph	27.3mph	27.8mph	27.6mph
85th percentile speed*	30.8mph	30.9mph	32.2mph	31.5mph
Total Volume	1809	1875	1359	1013

*The speed at or below which 85% of vehicles are travelling

Report to the Shipley Area Committee
Appendix 3 (Cont)

**Speed and volumetric survey data relating to Hallas Lane, Cullingworth (unadopted highway);
Data logger erected on lighting column No.4 and within a 30mph speed limit.**

Direction of Travel: Towards B6144 Cullingworth Road

	Survey Date
	Thur 25 Feb 2016 (24 hour period)
Mean (average) speed	11.7 mph
85th percentile speed*	14.5 mph
Total Volume	11

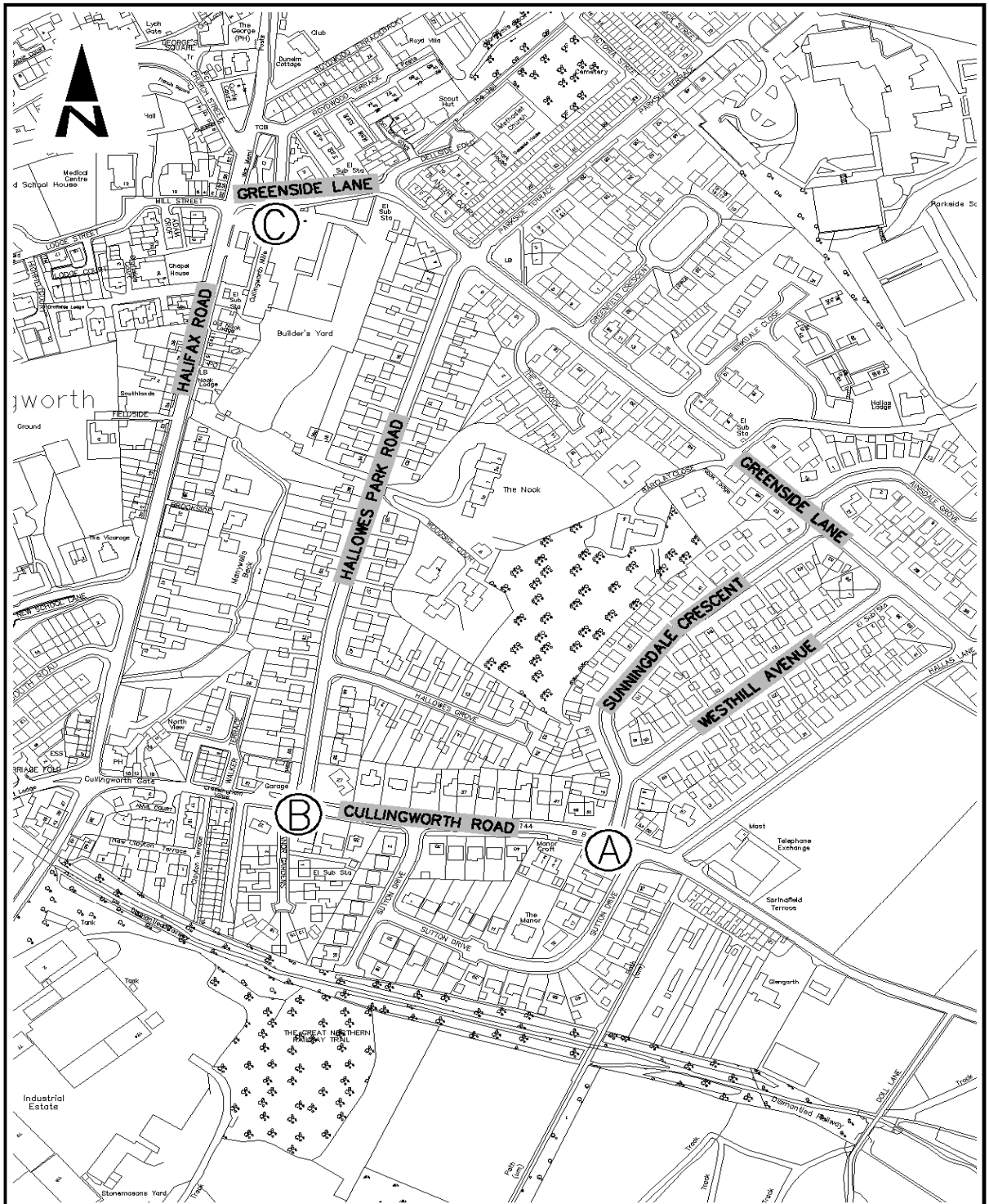
*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards Greenside Road

	Survey Date
	Thur 25 Feb 2016 (24 hour period)
Mean (average) speed	9.5 mph
85th percentile speed*	N/A mph
Total Volume	5

*The speed at or below which 85% of vehicles are travelling

Report to the Shipley Area Committee
Appendix 4



City of Bradford MDC www.bradford.gov.uk Department of Regeneration Strategic Director Mike Corbett BA (Hons) Town & Country Planning, Dip. M, Dip. EPP		Design Drawn: J. G. 14 Checked: [] Subscribed: []	Surveyed: [] Projected to Scale: [] C P Leach BSc(Hons) CEng MICE DMS	SURVEY OF THROUGH TRAFFIC Drawing No: [] Drawing No: []
Planning, Transportation & Highways Service Traffic & Highways North Road Highways 2021 v.01	A Original Revision Date: []	Progress to Scale: [] C P Leach BSc(Hons) CEng MICE DMS	Drawing No: []	

Appendix 4 (Cont)

	Time Period	
	Morning Peak Period (07:30 – 09:30)	Evening Peak Period (15:00 – 18:00)
Volume of traffic using Hallowes Park Road to access Cullingworth Road from Halifax Road (ie. Location C to B)	38	41
Volume of traffic using Hallowes Park Road to access Halifax Road from Cullingworth Road (ie. Location B to C)	28	29
Volume of traffic using Sunningdale Crescent or Westhill Avenue to access Cullingworth Road from Halifax Road (ie. Location C to A)	21	9
Volume of traffic using Sunningdale Crescent or Westhill Avenue to access Halifax Road from Cullingworth Road (ie. Location A to C)	N/A	N/A

Survey date: Wednesday 25 May 2016

Appendix 5

What are the criteria for getting new cameras installed in West Yorkshire?

These have changed over the years but since April 2009 we have been working to the following conditions based on the number of accidents where someone is Killed or Seriously Injured (KSI) and a points system where each KSI accident scores 5 points and slight injury accidents score 1. Fixed camera lengths automatically qualify for mobile enforcement as well and both can be used together.

For General Fixed Cameras

At least 4 accidents causing death or serious injury in the previous 5 complete years prior to commissioning of the site.

And

A score of at least 36 points per km if the speed limit is 40mph or less and 30 points per km if the speed limit is over 40mph.

And

Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.

Mobile Enforcement

Liveried enforcement vehicles parked in conspicuous locations on signed lengths of road.

At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site.

And

A score of at least 11 points per km if the speed limit is 40mph or less and 9 points per km if the speed limit is over 40mph.

And

Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.