

Wards Affected:

Broughton

ITEM 13**CABINET****12 SEPTEMBER 2017****EASTERN EXPANSION AREA - CITY STREETS AND SURROUNDING NETWORK
REVIEW: PROGRESS REPORT**

Responsible Cabinet Member: Councillor Gowans (Cabinet Member for Public Realm)

Report Sponsor: D Sharkey (Corporate Director - Place)

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Executive Summary:

In order to ensure that all matters related to the EEA are dealt with effectively and appropriately, a working group including Members, Places for People and officers from Planning and Highways was set up. Additional Highways staff has been allocated to support this approach. The group continues to identify key activities and agree timeframes for delivery of appropriate measures. This report gives a brief update on the current situation and progress made on the various live issues.

1. Recommendation(s)

That the progress to date of the Eastern Expansion Area – City Street and surrounding network be noted.

2. Key Strategic Issues

2.1 Countess Way Speed Management This remains a key local issue. Initial designs were prepared using traffic signs and road markings to manage the traffic flows along Countess Way. A design review has now been undertaken with informal input being provided by police and road safety officers. The Highways Service is currently reviewing the proposed design to ensure works are delivered within the remaining budget. It is acknowledged that the scheduling of speed management measures will need to be coordinated with adjacent construction works.

2.2 Fen Street / Newport Road Junction Reconfiguration of the junction was completed in July with the junction being opened to 2 way traffic ahead of the original programmed date of end August / early September. Peripheral works within the verge and Red ways continue but should be completed by the end of September. Highways staff worked with the developer and contractors to ensure a smooth transition to the new flow pattern.

2.3 Fen Street Unofficial Signing and Speed Checks

Unofficial signing had been installed to deter speeding in Fen Street. These were removed and a number of speed enforcement visits have now been made by the police at Brooklands Farm School to assess the current situation. Milton Keynes Council also carried out a 24 hour speed survey between Orient Chase and Canberra Chase and this recorded a mean speed of 27.5mph and an 85th percentile speed of 32mph. (*Note: 85th*

percentile speeds are typically used for setting speed limits as it means that 85% of drivers are driving at that speed or below.)

- 2.4 **Fen Street Construction works** A new power cable is currently being installed in existing Red ways and footpaths and new pedestrian crossing points are also being programmed for construction. Bus Shelters and miscellaneous white lining requires completion, but these works should be completed by middle of September by the developer. A vehicle activated sign (30mph) in Commodore Place has been repaired and reinstalled and is currently fully operational. Feedback from this device will form part of future reports.
- 2.5 **Pedestrian Connectivity** Pedestrian movements continue to be monitored and assessed by the Council's Urban Design team, particularly in close proximity to the schools. As highlighted in previous reports, it will be some time before a more accurate understanding of the true pedestrian desire lines is obtained. Milton Keynes Council will therefore be undertaking pedestrian counts once the school holidays have been completed to identify the location and nature of potential future additional formal crossing points. Funding for additional crossing points will need to be considered as currently no allocation has been made available.
- 2.6 **A5130 Newport Road Fen Street Link** is open and this will allow the agreed de-classification of the A5130 Newport Road from Northfield Roundabout to the A4012 junction at Crawley Road in Central Bedfordshire. The de-classification process, in collaboration with the Department of Transport and Central Bedfordshire, is proceeding as expected although a completion date is not yet known. The Council continue to push DfT for progress on the date of completion. A traffic sign survey and design is currently being progressed by Ringway to determine required alterations to the layout and the associated cost of any changes brought about by this de-classification. With the declassification, the pattern of traffic flow will be directed away from Fen Street and along the grid network, thus reducing the impact of HGV traffic along Fen Street.

3. Initiatives

- 3.1 **Traffic Regulation Order** With the land owners permission an off-street Traffic Regulation Order introducing 'no waiting' and 'no stopping' restrictions to parts of Countess Way and Fen Street was issued by Milton Keynes Council in July 2017. The restrictions should help to improve safety for children travelling to and from school, alleviate obstruction and current danger to all motorists, pedestrians and cyclists and enable a safer environment to be achieved throughout the roads. The order will be enforceable from 7 September 2017 which is aligned to the new term start dates.
- 3.2 **Site Attendance.** Inspecting officers from Milton Keynes Council Highway Adoptions Team are working closely with the developer to ensure that progress is maintained and any issues are dealt with as quickly and effectively as practicable.

3.3 **Thames Valley Police (TVP).** The police will be able to enforce the new traffic regulation orders through close collaboration with the Milton Keynes Council inspecting officers. The involvement of TVP has been crucial to ensure that all aspects of enforcement measures are provided to allow them to enforce.

4. Implications

4.1 Policy

The design, construction and layout of City Streets is contained in various MKC planning policies and consents that were subject to all relevant scrutiny and decision making.

4.2 Resources and Risk

The Council's transport capital program for 2017/18 has been approved. A remaining amount of circa £45,000 is available. The majority of this amount is aligned to the delivery of Option 2 scheme along Countess Way. This is to be included in the capital programme and will be completed within this financial year once the design has been finalised.

Y	Capital		Revenue		Accommodation
	IT		Medium Term Plan	Y	Asset Management

4.3 Carbon and Energy Management

Nothing in this paper is likely to impact on the Council's Carbon and Energy Management policy.

4.4 Legal

None.

4.5 Other Implications

There are no other 'Implications'

N	Equalities/Diversity	N	Sustainability	N	Human Rights
N	E-Government	Y	Stakeholders	N	Crime and Disorder

5. Conclusion

5.1 The Eastern Expansion Area Working Group has pulled together appropriate partners and continues to progress with the matters that are outlined in the original report.

5.2 As part of the work that the Eastern Expansion Area Working Group continues to undertake, a thematic approach will be taken to allow a wider number of individual matters to be considered in the continuing debate, all reliant upon appropriate funding being available.

Background Papers: Quarterly Cabinet Review Reports [13 June 2017 Cabinet Meeting](#)