

Wards Affected:

All Wards

ITEM 13**CABINET****5 MARCH 2019****SPEED REDUCTION PLAN**

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

Report Sponsor: Stuart Proffitt - Director Environment and Property

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Executive Summary:

To deliver a Speed Reduction Plan for Milton Keynes.

Establish a package of measures to be implemented by Milton Keynes Council, partners and communities to effectively manage and reduce the speed of vehicles to improve safety, wellbeing and health and to contribute towards quality of life and sustainability for all Milton Keynes residents, visitors and businesses.

1. Recommendation(s)

1.1 That the implementation of the Milton Keynes Speed Reduction Plan including community measures to be delivered by the Council, working with parish councils, communities and partners, be approved.

2. Issues

2.1 Successful road safety measures include an element of engineering, education, enforcement and encouragement, often referred to as 'the 4 E's'. This report considers an approach to speed management to include all of the above factors.

2.2 Traffic speeds and perception of speed within some communities throughout Milton Keynes remains an issue. It can have a negative impact on quality of life and feelings of safety. It remains as an area of concern for Milton Keynes Council (MKC), Thames Valley Police (TVP) and key strategic partners across the authority area from members of the public.

2.3 These concerns from communities are not always evidenced by casualty statistics. This does not mean that speeding traffic isn't an issue within these communities or that it doesn't contribute to a general feeling of unease. It does however mean that the extent of the speeding needs to be evidenced in other ways.

2.4 A reduction in speed can deliver positive community outcomes including a reduction in casualties (and the related burden on emergency services). Other improvements can include improved air quality, noise reduction and general community cohesion and wellbeing. In particular, a perceived increase in

personal road safety can encourage more forms of 'active' travel too, such as cycling and walking.

- 2.5 Driving and riding too fast for the conditions in our communities affects us all. All of us have a part to play in managing the speed of vehicles travelling throughout our neighbourhoods. This includes, but is not restricted to the Department for Transport, Highways England, Milton Keynes Council (MKC), Thames Valley Police (TVP), NHS Milton Keynes Clinical Commissioning Group, Buckinghamshire Fire & Rescue Service, Local Councils, schools, community groups, local business organisations and individual road users.
- 2.6 Milton Keynes has a mix of urban, rural and grid roads. The grid road network will be the subject of a separate review. Therefore, for the purposes of this paper we will be considering rural and urban roads.
- 2.7 Generally speaking, rural roads have a speed limit of 40mph or more and urban roads have a speed limit of 30mph or less.
- 2.8 The Speed Reduction Plan is part of a wider review of policies for MKC to work with communities to enhance the wellbeing of residents.
- 2.9 The Milton Keynes Futures 2050 Commission Report refers to 'ensuring that everyone who lives, works, studies, or does business in the city is able to move freely and on demand. It will provide mobility for all by harnessing the flexibility of grid roads and Redways to enable travel by car, cycle, on foot, and by shared public transport to provide mobility for all.' People being able to move freely and safely within their own communities, contributes towards this objective.
- 2.10 As with all other public services, the Council has limited budgets and the demand for services is very often higher than can be supplied. Therefore, it is necessary to identify innovative ways of working to deliver good quality services and it is now becoming increasingly common for communities to come together to support the delivery of services where possible. This helps to support people to feel safe and be safe.
- 2.11 MKC has continued to refer requests for fixed and mobile safety cameras to TVP.
- 2.12 Within recent years a mixture of speed-related road safety awareness and education has been delivered in communities in addition to physical infrastructure and speed limit reviews. The programme has included Vehicle Activated Signs (VAS), Speed Indicator Devices (SID's), Temporary Speed Posters and more recently, Community Speedwatch. These are described below:
 - (a) VAS are located at specific sites and are activated by vehicles travelling past them at 'trigger' speeds to warn drivers of specific hazards in the location or to reinforce the local speed limit. There are currently 22 VAS signs on the network in Milton Keynes.
 - (b) SIDs are temporarily placed at various locations for a short period of time to advise drivers of their speed.

- (c) Temporary speed message posters were previously placed on the highway to encourage drivers and riders to drive at appropriate speeds. Temporary signs are more likely to be noticed than permanent ones but require additional resource to regularly erect and dismantle them safely during their display period.
- (d) Community Speedwatch allows local volunteers to use equipment to manually record vehicle speeds, noting the date, time and vehicle details including registration mark and the speed if it is travelling above an agreed threshold. The information is then securely transferred to TVP for input into the Police National Computer (PNC) where the information is verified for vehicle make and type and a warning letter issued to the owner. The general traffic count data is NOT recorded. This initiative has proven extremely popular with local communities.

2.13 The Council has invested in additional Speedwatch devices this year and there are now 10 sets of equipment available for use. Full engagement now needs to take place with Town and Parish Councils to understand how this community initiative can best be delivered and managed.

2.14 In addition, Speed Data Recorders (SDR's) have been trialled as a way to measure traffic speed and volumes and this has proved successful. The use of this equipment has become increasingly preferred over the use of measurement 'tubes' from a health and safety perspective for some sites.

Other initiatives for consideration include:

- (a) the placing of semi-permanent posters on privately owned residential or business properties;
- (b) the distribution of speed awareness literature in leaflet or digital forms; and
- (c) communication and engagement delivery plans to support and reinforce the positive messages on reduced speeds and improved quality of life in local communities.

2.15 All of the above measures rely on the whole community understanding that speeding traffic is unwanted. This applies not just in the residential areas where we live, work and socialise but recognises that we should all respect the other communities that we drive to, through or from on our day to day journeys. A sense of respect for all communities, not just our own, can help to build ownership of the speeding issue throughout the wider area we travel to and through as we live our daily lives.

3. Options

3.1 To approve the Speed Reduction Action Plan (attached as an **Annex**) as the procedural basis for the new Community Speed Reduction Plan for Milton Keynes.

3.2 To only select a number of the proposed measures as the Community Speed Reduction Plan for Milton Keynes.

3.3 Do not adopt a Community Speed Reduction Plan for Milton Keynes.

4. Resources and Risk

4.1 The purchase of additional Community Speedwatch equipment and road safety educational posters and stickers (or templates) is required. This can be funded from existing budgets in 2018/19.

4.2 Agreement from Town and Parish Councils to support and work with Community Speedwatch, including maintenance contracts, renewal and distribution of Community Speedwatch equipment within the Milton Keynes area is required. Monitoring and evaluation of data is required to measure success or consider future improvements to the Community Speed Reduction Plan.

Y	Capital	Y	Revenue	N	Accommodation
N	IT	N	Medium Term Plan	Y	Asset Management

4.3 Carbon and Energy Management

A reduction in vehicle speeds could result in a reduction in vehicle emissions.

4.4 Legal

Community Speedwatch is supported by Thames Valley Police and sensitive data gathered is transferred to police volunteers to issue warning letters.

Temporary posters do not require planning permission on the highway.

4.5 Other Implications

The police may have additional resource implications at the outset of community Speedwatch in terms of increased data input to Police National Computer (PNC) systems. However, initial informal discussions have highlighted the police already have volunteers in place to meet the initial increase in referrals and as a result they are unlikely to object to the proposal.

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

Background papers:

None

Annex:

Speed Reduction Action Plan