

Cheshire East Council

Cabinet

Date of Meeting:	13 th September 2016
Report of:	Andrew Round, Interim Executive Director of Economic Growth & Prosperity
Subject/Title:	Speed Management Strategy
Portfolio Holder:	Cllr David Brown

1. Report Summary

- 1.1. This report proposes that Cheshire East Council adopts and utilises a Speed Management Strategy for addressing all matters relating to speed management on the Council's local highway network, ensuring a consistent evidence led approach to provide the best outcome for our residents, businesses and users of the highway network. Road safety and speed is now our resident's second highest priority for the Highway Service behind road condition.
- 1.2. This will be achieved by adopting a consistent evidence led approach, supported by key stakeholders including Cheshire Constabulary, that sets speed limits that are self-explanatory and seek to reinforce people's assessment of what is a safe and appropriate speed to travel that encourages self-compliance.
- 1.3. This approach will ensure that the Council sets local speed limits that are appropriate for individual roads, reflecting the local needs of residents, businesses, local ward members, and town and parish councils in line with national guidance from the Department of Transport Circular 01/2013 'Setting Local Speed Limits'.
- 1.4. Importantly adoption of this approach is strongly supported by Cheshire Constabulary, one of the Council's key stakeholders in the determination of appropriate speed limits and the organisation to whom enforcement of speed limits is the sole responsibility.
- 1.5. This approach will also ensure integrity and resilience in the Council's approach to management of speed across the highway network and encourage public and stakeholder confidence in the Council benefitting its image and reputation through a transparent approach.

2. Recommendation

- 2.1. It is recommended that Cabinet approve the Speed Management Strategy. See Appendix 1 for the Speed Management Strategy.

3. Reasons for Recommendation

- 3.1. The Council does not currently have a formally adopted strategy for the management of speed, the absence of which has in the recent past led to a less consistent approach to the consideration and assessment of requests for changes in speed limits on a number of roads across the Borough. This has led to the introduction of some speed limits that are potentially less self-explanatory and do not necessarily reinforce people's assessment of what is a safe and appropriate speed to travel.
- 3.2. Adoption of this strategy formalises the process currently being applied which is in line with guidance from the Department for Transport and supported by Cheshire Constabulary's own approach to the consideration of speed enforcement requests which itself follows guidelines adopted by police forces nationally.
- 3.3. The introduction of such speed limits in the past few years using a less formal and more flexible process has not necessarily delivered the intended benefits of the promoters, local residents, businesses, local ward members, town and parish councils and road users because the speed limit does not reflect people's assessment of a safe speed for the road, does not encourage self-compliance which in turn increases the dissatisfaction of local residents.
- 3.4. In such circumstances where a less evidence based approach has been used there are cases where the approved speed limit is not encouraging self-compliance and has led for calls from local residents and councillors for speed enforcement. Cheshire constabulary cannot physically enforce some of these speed limits and will not commit limited resources to enforce others where there has been insufficient evidence to support the implemented speed limit and where they have raised concerns and objections to proposed speed limit changes as a consultee to the process.

4. Other Options Considered

- 4.1. The Council has the option to continue to address local speeding concerns through their local Area Highway Groups, however this system does not adequately assess the economic implications or network management implications of speed reductions.

5. Background

- 5.1. The highway network is the largest and most visible Council owned asset. It is used daily by the majority of the travelling public for commuting, business, social and leisure activities. It is fundamental to the economic,

social and environmental wellbeing of our local communities and to the prosperity of the borough.

- 5.2. At a national level our economic prosperity relies on reliable movement of goods and people around the highway network. At a local level the highway network helps to shape the character and quality of local areas and makes an important contribution to wider local authority priorities, including regeneration, social inclusion, community safety, education and health.
- 5.3. The management of speed is essential to economic prosperity at a national and local level in providing for the safe and efficient movement of traffic around the highway network. It is important in helping to shape the character and quality of the local environment for our residents and supporting the Council in delivering against its wider Residents First objective.
- 5.4. The Speed Management Strategy is necessary to formalise the system currently in use by the Council and will provide a clear and transparent system for residents, local ward members, town and parish councils and businesses in line with national guidance and fully supported by key stakeholders, including Cheshire Constabulary.
- 5.5. The implementation of appropriate speed limits and the management of speed on the local highway network is a key element in helping the Council meet our statutory duties to deliver a safe highway network within the Borough for residents, business and other road users. The formal adoption of the strategy supports our goal and collaborative working with others in public sector to help reduce the number of killed and seriously injured on our roads.

6. Wards Affected and Local Ward Members

- 6.1. All Wards and Ward Members are affected.

7. Implications of Recommendation

7.1. Policy Implications

- 7.1.1. The decision will have an influence on the service's contribution to the delivery of the Cheshire East Council Three Year Plan outcomes:

- Outcome 2: Cheshire East has a strong and resilient economy
- Outcome 4: Cheshire East is a green and sustainable place

7.2. Legal Implications

- 7.2.1. The Speed Management Strategy supports the Council's role as the Local Traffic Authority for Cheshire East in meeting its statutory duties

under the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984. These include for making Traffic Orders for avoiding danger to persons or other traffic using a road, facilitating the expeditious movement of traffic and preserving and improving the amenity of areas through which a road runs.

7.3. Financial Implications

7.3.1. The Speed Management Strategy will provide a clear process for the consideration of speed management related issues that affect the Council's highway network. It provides a clear, consistent and transparent approach for the structured assessment of new proposals that will be managed within the Council's annual budget allocations for Road Safety.

7.4. Human Resources Implications

7.4.1. None.

7.5. Equality Implications

7.5.1. None.

7.6. Rural Community Implications

7.6.1. The Speed Management Strategy is focused on addressing the concerns of all our communities, seeking a consistent approach to better manage traffic speeds.

7.7. Public Health Implications

7.7.1. The Speed Management Strategy will support the Councils Road Safety agenda by reducing the number of killed and seriously injured on our roads where speed is a contributory factor.

8. Risk Management

8.1. The risk of the Highways Service not following approved policies and strategies is that development of programmes could become fragmented and may not follow best practice and national guidance to provide best value. This could result in financial, operational and reputational risks to Cheshire East Council.

9. Access to Information/Bibliography

9.1. The following report is referenced in the production of this report:

Speed Management Strategy – Appendix 1

10. Contact Information

Contact details for this report are as follows:

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