

MCC Speed Management Policy

Agenda

- Purpose of the Speed Management Policy
- Results of feedback from previous Road Safety workshop
- Sum Up; Questions & Close

MCC Speed Management Policy

Purpose of the Speed Management Policy

To set out the Council's approach to speed management in the County in order to:

- Make a significant contribution to reducing inappropriate vehicle speeds within the County.
- Ensure the Council operates within the statutory requirements of Highway Authorities.
- Advise Local Members, residents and highway users in a transparent way on how concerns about speeding traffic will be considered and dealt with.
- Make best use of limited resources via evidence led decisions that are proportionate to the problem and level of risk
- Increase awareness of speeding and speed related issues through Education, Training and Publicity resources.

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- Who has responsibility for “speed” issues within the County?
- The Council can make traffic regulation orders to dictate/control what speed motorists travel at.
- The Police have overall responsibility for enforcing the speed limits.
- Go Safe (formerly the Safety Camera Partnership) undertake the physical enforcement via static and mobile speed cameras

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- Why are we promoting this?
- It has been determined that when raising speed related concerns, members of the public have 3 distinct options in terms of where they direct their issue. MCC, Gwent Police & Go Safe. It was found that if they did not receive a favourable response from 1 partner they would try a different avenue, ultimately, searching for support.
- The speed management policy attempts to rationalise the speed concern process by creating a single point of contact for all 3 organisations, namely the Traffic section of MCC.

Cont.

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- Once an enquiry is received by the Traffic Section, an initial review will be conducted.
- Forwarding to the relevant Local Elected Member to gain their support - without member support the enquiry will not be progressed further
- Notifying partners that an enquiry has been received
- Advising all correspondents that an assessment will be undertaken

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- Gathering all existing evidence - speed/volume/classification data, casualty data, near miss/minor collisions, any previous complaints.
- All evidence will be entered into an assessment form
- Upon completion of the assessment the enquiry will be ranked in line with the following;
 - Green - Insufficient grounds/evidence to conduct any further activity
 - Amber - The “complaint” has merit and requires further work
 - Red - A review/multi agency problem solving meeting to be held to agree a response

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This process will be followed for all speed complaints/enquires, such as specific “location” excessive speed complaints and requests for a lower overall speed limit.

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Results of RS Workshop

- Agreement that MCC be nominated as the SPOC for all speeding enquiries.
- A log number to be issued for any enquiry made - My Monmouthshire will be developed to accommodate this
- All enquiries for speed related issues will need to go through My Monmouthshire
- A robust scoring mechanism needs to be developed in order to be clear to the public how cases have been scored - An assessment form has been developed which includes local issues along with casualty and speed data

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- A risk assessment based approach needs to underpin the scoring system - all local needs have been included within the assessment form
- Average speed limits, who sets these? What if detailed analysis shows high speeds with a low average speed? - there are no such things as average speed limits, however, average speed cameras can enforce vehicles exceeding a set speed limit over a longer length of road. Unfortunately, we are unable to address motorists who disregard posted speed limits, the average speed recording gives the Authority a good indication of the speeds being used by the majority of motorists.

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- **How can we effectively capture local knowledge and data** - Local member support is essential, the local member will seek to validate any enquiry within their own communities
- **Town & Community Councils can contribute to providing road safety measures** - The Traffic Section are more than happy to listen and work with community groups, this information should be collated via the Local Member who validates the request.

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- The risk assessment should be published to provide transparency about the decision making process. - A detailed response will be provided to all enquiries and published on the website.
- Hand held speed data not considered effective, tubes give a more accurate reflection of speeds. - Tubes are normally used to determine travelling speeds.
- Should the multi agency group should include lay people - this is not considered appropriate, professional Engineers, Police Officers have significant experience in determining speeding issues and suggesting potential solutions

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- Any petition submitted should include a minimum number of signatures, to date petitions that have been referred to Area Committees have resulted in no action - All enquiries regarding speeding will be logged via My Monmouthshire, resulting in the process being commenced, this should include any petitions received. All petitions will be reported to Members.
- The outcome and reasoning behind any decision needs to be both transparent and readily available to the complainant and the public - All enquiries will be determined in accordance with the agreed process and results fed back to the complainant via My Monmouthshire and the Local Member

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- The outcome report should (where possible) contain some positive approaches that communities could consider if no actions are planned. E.g. community speed watch or improving signage to village entrances CC's may be able to contribute towards funding - All potential solutions to an issue will be considered as part of the process, the Authority is more than happy to work with Communities to achieve lower travelling speeds where necessary.
- Not all about speeding but the setting of speed limits which appear inconsistent across the County - The Authority will consider local speed limits in line with current guidance, this will form part of the overall process

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- Flashing signs which show speeds being used are considered more effective than actual speed limit reminders - the Authority are currently looking at replacing old, faulty or ineffective VAS units with SID units.
- Some villages could be remedied through Engineering solutions, reducing visibility at roundabouts to reduce travelling speeds - all available solutions will be considered as part of the process
- CC's are often given lack of funding as a reason for lack of signage. CC's could pay if it didn't meet criteria or local businesses could sponsor - the Authority will be happy to consider outside funding providing any solutions are appropriate

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- Need for temporary signs to say “ we are collecting data for this area” to remind motorists and to reassure communities that action is taking place - The collecting of data should be covert as possible thereby, gaining an accurate picture of speeds being used
- Requirement for an appeals process when the decision not to proceed has been determined. The speed management working group which consisted of elected members, Police Officers and Council Officers determined that an appeals process is not required due to the robust process that will be followed.

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Questions?