

# Executive Report

Delegated Decisions - 14 November 2023

## 20MPH LIMIT AND 20MPH ZONE PROGRAMME 2023/24

Name of Cabinet Member	<b>Councillor Lauren Townsend</b> Cabinet member for Public Realm
Report sponsor	<b>Stuart Proffitt</b> Director of Environment and Property
Report author	<b>Murray Woodburn</b> Traffic & Transportation Manager <a href="mailto:murray.woodburn@milton-keynes.gov.uk">murray.woodburn@milton-keynes.gov.uk</a>

Exempt / confidential / not for publication	<b>No</b>
Council Plan reference	<b>Not in Council Plan</b>
Wards affected	<b>All wards</b>

### Executive summary

The Cabinet Member for Public Realm, under delegated powers, previously authorised an application process and a method for the prioritisation of a programme of sites for the implementation of 20mph speed limit and zone restrictions in MKCC in 2018. Schemes in the programme would be determined on the basis of collision history, community support, speed data and environmental factors, and limited by the available annual budget.

This year, the Council has received fifteen applications from members of the public and local Ward Councillors to introduce 20mph speed limits or 20mph speed zones (as shown in Annex A to the report). Of these fifteen, thirteen were deemed deliverable and viable schemes that would be supported by Thames Valley Police and could be delivered with the available budget.

The scoring matrix for these schemes is attached at Annex A. The thirteen schemes that will progress into the programme are set out at Annex B.

### Proposed Decision

- 1.1 That seven applications (as set out in Annex B) be progressed (subject to statutory consultation) as part of the 2023/24 programme, to be funded from:
  - a) the 20mph Limit capital budget of £100k; and
  - b) top-up funding from the Traffic Management & Road Safety budget of £650k (for schemes involving traffic management measures).

- 1.2 That six applications (as set out in Annex B) be deferred due to delivery timescale issues in the 2024/25 financial year and that remaining funding from the 2023/24 budget be carried forward to implement these schemes (subject to statutory consultation) early next financial year.
- 1.3 That the Council undertake a statutory consultation for the proposal to make a Traffic Regulation Order (Speed Restriction Order) under section 84 of the Road Traffic Regulation Act 1984 for the thirteen recommended 20mph speed restrictions.
- 1.4 That the Council undertake a statutory notification for the proposal to install the additional traffic calming features in Fishermead and High Street, Haversham under section 90A of the Highways Act 1980.
- 1.5 That, subject to the outcome of statutory consultation:
  - a) the Head of Legal Services be authorised to seal the proposed Traffic Regulation Order; and
  - b) the thirteen 20mph speed restrictions be implemented.

## 2. Why is the decision needed?

- 2.1 Since 2018, the Council has had a process described on the website by which stakeholders can apply for a 20mph limit or zone in their area. Applications are invited during the first few months of each financial year with a deadline of 31<sup>st</sup> August. 15 proposals for 20mph limits or zones were received via this process this year.
- 2.2 Officers then assess these schemes using the previously agreed scoring matrix and identify a programme to be taken forward in the remainder of the financial year that is within the annual funding envelope.
- 2.3 As there will be a new Council Term Highways Contract in place for April 2024, officers have been requested to ensure that all small schemes must be completed on site by the end of February 2024, so that there is no carry over of small projects into the new contract. This will minimise administrative issues at the end of the existing contract and ensure there is a 'clean break' into the new one. As a result, only those schemes that can confidently be completed in this timeframe are included in this year's programme, with those that cannot be guaranteed to be completed by Feb 24 deferred to next year's programme, with their funding carried over from this year to next. We would expect to deliver these schemes in the early part of next Financial Year under the new contractual arrangements, while the application process for the 2024/25 20mph programme is ongoing.
- 2.4 The 2023/24 capital budget for the 20mph scheme programme is £100k with top-up funding from the Traffic Management & Road Safety budget of £650k, as some of the schemes involve traffic management measures. The overall cost of the 20mph programme is estimated at £250k.
- 2.5 It is important that the Council responds to the concerns of residents over speeding vehicles in their neighbourhoods, so the 20mph scheme programme is an important component of the Council's project programme.

2.6 Next year’s programme timetable is proposed as follows:

- Closing date for Applications - by 31 August 2024
- Complete Speed surveys and scheme verification - by mid October 2024
- Complete evaluation for priority listing of schemes - by 31 October 2024
- Delegated decision on schemes - by 30 November 2024
- Carry out statutory consultation - by 31 January 2024
- Implementation - by 31 March 2024 (for simpler schemes, with any more complex schemes carried over as appropriate)

2.7 It should also be noted that, for next year and subsequent years, officers are encouraging residents and Parish Councils to consider 20mph zone applications covering a number of roads with clear boundaries (such as main roads, parks, rivers, railways, etc.) instead of 20mph limits on single roads, as the former are more effective in delivering speed and casualty reductions. The guidance for applications on the Council website has been amended accordingly.

### 3. Implications of the decision

Financial	Y	Human rights, equalities, diversity	N
Legal	Y	Policies or Council Plan	N
Communication	N	Procurement	N
Energy Efficiency	N	Workforce	N

#### a) Financial implications

The cost to implement the thirteen applications/schemes from this year’s programme (as shown in Annex B to the report) is estimated to be c.£250k (including contingencies) and will be met initially from this year’s allocated capital budget for 20mph schemes of £100k and the remainder from the Traffic Management and Road Safety schemes budget of £650k.

Seven schemes will be completed this year before the anticipated change of Council term contractor, so there will be a need to carry forward the remainder of this year’s funding for the remaining schemes into next year to complete the other six schemes.

Because all thirteen valid applications received can be progressed with the available budget, there are no schemes to be carried forward into next year’s priority assessment.

#### b) Legal implications

The introduction of a 20mph speed limit and speed zone restrictions will require the Council to make a traffic regulation Order under section 84 of the Road Traffic Regulation Act 1984.

A Traffic Regulation Order (TRO) or speed restriction Order is a legal order, which allows the Highways Authority to regulate the speed of vehicles which is enforceable by law.

The Council will need to carry out statutory consultation on the proposed Order and to carry out a statutory notification for the installation of road humps.

The public have a right to formally object to the proposal during the statutory consultation process.

The Council must then consider all objections before the proposed Order is made and the 20mph speed restrictions are introduced.

#### c) Other implications

The introduction of 20mph restrictions in residential areas can improve:

- road safety;
- levels of active travel;
- traffic speeds;
- air and noise pollution levels; and
- the quality of life for residents by making streets more people-friendly

In order to implement the 20mph speed limit, each application will require the following:

- Detailed surveys
- Statutory consultation
- A Traffic Regulation Order (TRO) to be made
- Boundary speed signs and posts
- Repeater speed signs and posts
- 20mph roundel road markings
- Traffic calming measures (if necessary)

## 4. Alternatives

4.1 The Council could re-allocate the budget for 20mph limits and zones to another project, but resident and Parish concerns over local speeding and safety issues would not be addressed and road safety risks would remain. This does not meet with resident aspirations and could present reputational issues for the Council. Failing to address an identified unsafe location would also be a breach of the Council's Network Management Duty under the Traffic Management Act 2004.

4.2 Consequently, there is no alternative but to allocate funding in this area and for a number of speed reduction schemes to progress.

## 5. Programme Delivery

5.1 Two applications for schemes unfortunately cannot be progressed.

5.2 The application in the Hardmead area has high traffic speeds and would require traffic calming before it would be supported by TVP. However, as there is no street lighting in the area at present, it would need to be introduced before traffic calming measures could be implemented, and this adds excessive costs to the scheme beyond the scope of the 20mph programme budget. This scheme can only be revisited if there is a street lighting upgrade undertaken in this area.

- 5.3 The application for Wood Lane, Weston Underwood could not be progressed as the road in question is a single track road leading to a farm premises, and is only partly adopted as public highway. There were also no accidents at all in a three year period at this location.
- 5.4 The remaining 13 applications will all move forward to implementation. The following 7 schemes which can be completed by end Feb 2024 will be implemented in 2023/24, subject to statutory consultation outcomes:
- Walnut Tree
  - Haversham, Wolverton Road
  - Fishermead
  - Emerson Valley
  - Medbourne
  - Water Eaton
  - West Bletchley
- 5.5 The following 6 schemes will be delivered in early 2024/25, subject to statutory consultation outcomes:
- Newport Pagnell, Willen Road
  - Woolstone
  - Little Brickhill
  - Olney, Yardley Road & Aspreys
  - Haversham, High Street
  - Oxley Park
- 5.6 It should be noted that the Haversham High Street scheme currently has speeds in excess of 30mph, so traffic calming measures will be required to support a 20mph limit in this location. Traffic calming has previously been proposed here in 2019 and was not well-supported, so the progression of this scheme in 2024/25 will be dependent on the statutory consultation outcome.

---

## List of Annexes

Annex A – Scoring Matrix for 20mph applications

Annex B - List of 20mph limit and 20mph zone schemes for delivery

## List of Background Papers

None