

EXECUTIVE

DATE: 10th APRIL 2006

SUBJECT: SPEED MANAGEMENT STRATEGY

REPORT BY: HEAD OF ENGINEERING AND TRANSPORTATION

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IMPLICATIONS:

LEGAL	✓	STAFFING	
EQUALITIES	✓	COMMUNITY SAFETY	
FINANCIAL	✓	RISKS	✓

OTHER

CONSULTATIONS:

COUNCILLORS CONSULTED	✓	SCRUTINY COMMITTEE CONSULTED
STAKEHOLDERS CONSULTED	✓	OTHER

WARDS AFFECTED: ALL

LEAD EXECUTIVE MEMBER(S): COUNCILLOR STRANGE

RECOMMENDATION(S)

1. Executive is recommended to approve the proposed Speed Management Strategy as Council Policy.

REPORT

2. In 2005 the Council approved the Road Safety Strategy 2005-2011 as Council Policy. This proposed the preparation and implementation of a Speed Management Strategy in 2006.

3. The Council as the highway authority has a duty to carry out studies into accidents within its area and must in the light of those studies, take such measures as appear to be appropriate to prevent such accidents.
4. Government research has shown that
 - 85% of people die when hit by vehicles travelling at 40mph
 - 20% of people die when hit by vehicles travelling at 30mph
 - 5% of people die when hit by vehicles travelling at 20mph
 - A reduction of 1mph in average speed is expected to cut accidents by 5%
5. The proposed Speed Management Strategy sets out a framework of how the authority is going to tackle the issues of speed management within Luton and thereby reduce the likelihood of accidents occurring through Engineering, Publicity, Training and Enforcement using a number of different initiatives and measures (The Speed Management Toolkit).

LEGAL IMPLICATIONS

6. Legal implications are covered in the body of this report and this has been agreed by the relevant solicitor in Legal Services on 22nd March 2006.

EQUALITIES IMPLICATIONS

7. An Equalities Impact Assessment has been carried out on the Speed Management Strategy and is included in the Strategy as Appendix 1.
8. The Assessment found that although the Speed Management Strategy has a neutral effect on Equality issues. However, it is known that individual groups such as race, gender, age and disabilities do have different probabilities of being involved in a road accident.

FINANCIAL IMPLICATIONS

9. There are no financial implications of the Strategy other than those already addressed within the Council's approved budget. Agreed by the Chief Accountant on 22nd March 2006 (in the absence of the Department's Finance Manager).

RISK IMPLICATIONS

10. If the Speed Management Strategy was not adopted then the Council will not have a robust way of demonstrating that it has a policy on Speed Management and therefore may not be able to show in Court that it is carrying out its duties to prevent accidents.

COUNCILLOR CONSULTATIONS

11. All Councillors were consulted in March 2005.
12. Comments from residents and organisations including ward forums, area committees and letters have been used in the formulation of the Speed Management Strategy.

STAKEHOLDERS CONSULTATIONS

13. Stakeholders and all Area Committees were consulted during 2005. A list of consultees is shown in Appendix 2 of the Speed Management Strategy.

OPTIONS

14. To approve the Speed Management Strategy as Council policy - **This is recommended**
15. Not to approve the Speed Management Strategy as Council

APPENDIX

16. Appendix 1 Speed Management Strategy

BACKGROUND PAPERS

17. Road Safety Strategy 2005-2011