



Hincley & Bosworth Borough Council

Forward timetable of consultation and decision making

Hincley Area Committee 3 November 2021

Wards affected: Hincley Clarendon, Hincley Trinity, Hincley De
Montfort and Hincley Castle

Speeding Initiative

Report of Director Community Services

1. Purpose of report

- 1.1 To inform members of the ongoing partnership work to tackle speeding in the Hincley area and propose the purchase of additional equipment to enable the work to progress.

2. Recommendation

- 2.1 That the Committee notes the contents of this report and endorses the work taking place
- 2.2 Approve a supplementary budget of £10,000 from the HAC for purchase of 1 Mobile Vehicle Activated Signs (MVAS) and 22 posts for erecting the signs to enhance the efforts to tackle speeding

3. Background to the report

- 3.1 Hincley ward councillors continue to get ongoing complaints from their communities regarding speeding at a number of sites within the ward areas. These complaints relate to both vehicles exceeding the speed limit and vehicles being perceived to be exceeding the speed limit.
- 3.2 Ward Councillors, the community safety team, police and neighbourhood watch have been working together to tackle issues and to engage with communities. Liaison with county council has taken place. A working group to progress work to find solutions to these issues has been established.

3.3 MVAS Units

3.3.1 Basics

- MVAS units provide the area with an ongoing method of addressing excessive speeding within an area.
- It is suggested that MVAS boxes should be moved regularly between approximately 4 different sites.
- They must be attached to an existing metal lamppost approved by the county council or new poles can be erected by county council at a cost and with their approval.
- MVAS units flash up the speed of an approaching vehicle and record the speed at which the vehicle was travelling. They do not record any other data other than the speed of the oncoming vehicle.
- They are battery operated and so have a life span of around two weeks when installed before being taken down for recharging and the results assessed.
- MVAS units cost approximately £2500 per unit and are available from a number of suppliers
- MVAS units are key in collecting data that can be used to feedback to communities or to push for more sustainable traffic calming measures if the data supports this.

3.3.2 Current set up

- Currently the ward areas in question have one MVAS unit
- Currently there are 63 lampposts approved for mounting of MVAS units in the ward areas.
- Communication is ongoing with county council to progress 22 new posts to be installed across the area that would enable the MVAS units to be mounted at key hotpot areas identified by the working group

3.4 Partnership Work

- The current MVAS box has been moved to some key locations highlighted by councillors and results assessed
- Feedback on results has been shared with councillors so that they can feedback to local communities
- Results to date have not reached thresholds needed for county to take further action, however there are signs of increased traffic in some areas and there is evidence of speeding vehicles.
- The working group has put together a list of key sites so that a schedule is in place going forward for the MVAS box. This is limited due to the fact that there is only one box which has to be up for 2 weeks in one location then taken down, recharged, results assessed and then remounted elsewhere.
- Going forward it is planned, dependant on risk identified and capacity allowing, to follow the mounting of an MVAS box with an initiative where Neighbourhood Watch, Police and Fire and Rescue do a speed action session in the locality where they can ticket and educate speeding drivers.

3.5 Next steps

3.5.1 In order to build on the partnership work and enhance the capacity to capture information on speeding it is proposed to increase the number of MVAS boxes from 1 to 4 with the purchase of 3 additional cameras. Councillor Mullaney and Councillor Bill have agreed to purchase one unit each from the Member Highway funding they receive from the County Council for. Therefore the HAC is being asked to fund one camera. In addition, 24 new posts in key locations are proposed to enable units to be located in key locations around Hinckley. The county council are funding two of these posts and the HAC are asked to fund the remaining 22 at a cost of £250 each.

3.5.2 The breakdown of costs associated with the proposal are:

Proposal	Unit cost	Total cost
22 Posts for erection of MVAS	£250	£5500
MVAS unit, bracket and 2 batteries	£2751.00	£2751.00
Engineer support	£500	£500
Contingency	£1249	£1249
Total cost		£10,000

4. Exemptions in accordance with the Access to Information procedure rules

4.1 To be taken in open session.

5. Financial implications [AW]

5.1 The £10,000 will be paid from the reserves of the reserves held in the special expenses reserve, therefore there will be no impact on the special expense council tax charge. The Supplementary will be approved by the Section 151 Officer and the Chief Executive and will not need to be approved a Council.

6. Legal implications [MR]

6.1 This seems to be the take up of an opportunity supported by the County Council to provide MVASs to address excessive speed in areas of the community

6.2 The agreement of the County Council as the Highway Authority would be needed for such units to be attached to existing metal posts and if no such posts exist it may then be possible for the County Council to install new posts at agreed locations

6.3 The County Council has produced a template memorandum of agreement to give effect to any such proposals

7. Corporate Plan implications

7.1 Supports corporate plan priorities of People – helping people to stay healthy, active and protected from harm and Places – creating clean and attractive places to live and work.

8. Consultation

8.1 Community information on issues in their areas in terms of speeding.

8.2 Ward Councillor intelligence.

8.3 Neighbourhood Watch Feedback and Intelligence.

8.4 Community Safety Partnership.

9. Risk implications

9.1 It is the council’s policy to proactively identify and manage significant risks which may prevent delivery of business objectives.

9.2 It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer’s opinion based on the information available, that the significant risks associated with this decision / project have been identified, assessed and that controls are in place to manage them effectively.

9.3 The following significant risks associated with this report / decisions were identified from this assessment:

Management of significant (Net Red) risks		
Risk description	Mitigating actions	Owner
None		

10. Knowing your community – equality and rural implications

10.1 This project will benefit all residents who have issues with speeding with the ward areas identified.

11. Climate implications

11.1 No direct significant impact on climate change

12. Corporate implications

12.1 By submitting this report, the report author has taken the following into account:

- Community safety implications
- Environmental implications
- ICT implications
- Asset management implications
- Procurement implications
- Human resources implications
- Planning implications
- Data protection implications
- Voluntary sector

Background papers:

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