

# Individual Decision

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The attached report will be taken as  
Individual Portfolio Member Decision on:

**Monday, 11th April, 2011**

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<b>Ref:</b>	<b>Title</b>	<b>Portfolio Member(s)</b>	<b>Page No.</b>
ID2217	<b>Petition - Dangerous speeding in Eastbury</b>	Councillor David Betts	1 - 8



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## Individual Executive Member Decision

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<b>Title of Report:</b>	<b>Petition - Dangerous speeding in Eastbury</b>
<b>Report to be considered by:</b>	Individual Executive Member Decision
<b>Date on which Decision is to be taken:</b>	11 April 2011
<b>Forward Plan Ref:</b>	ID 2217

**Purpose of Report:** To respond to a petition that has been submitted to the Council.

**Recommended Action:** That the Executive Member for Highways, Transport (Operational) & ICT resolves to approve the recommendations as set out in section 4 of this report.

**Reason for decision to be taken:** To respond to a petition that has been submitted to the Council.

**Statutory:**       **Non-Statutory:**   
**Other:**

**Other options considered:** The petition.  
Results of the vehicle survey.

**Key background documentation:** Appendix A - EIA Stage 1

Portfolio Member Details	
<b>Name &amp; Telephone No.:</b>	Councillor David Betts - Tel (0118) 942 2485
<b>E-mail Address:</b>	dbetts@westberks.gov.uk

Contact Officer Details	
<b>Name:</b>	Andrew Garratt
<b>Job Title:</b>	Principal Traffic & Road Safety Engineer
<b>Tel. No.:</b>	01635 519491
<b>E-mail Address:</b>	agarratt@westberks.gov.uk

## Implications

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<b>Policy:</b>	None arising from this report.
<b>Financial:</b>	None arising from this report.
<b>Personnel:</b>	None arising from this report.
<b>Legal/Procurement:</b>	None arising from this report.
<b>Environmental:</b>	None arising from this report.
<b>Partnering:</b>	None arising from this report.
<b>Property:</b>	None arising from this report.
<b>Risk Management:</b>	None arising from this report.
<b>Community Safety:</b>	None arising from this report.
<b>Equalities:</b>	EIA Stage 1 attached as Appendix A.

## Consultation Responses

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### Members:

<b>Leader of Council:</b>	Councillor Graham Jones requested if a couple of VAS's be considered.
<b>Overview &amp; Scrutiny Management Commission Chairman:</b>	Councillor Brian Bedwell - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
<b>Ward Members:</b>	Councillor Gordon Lundie - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting. Councillor Graham Jones - see comment above.
<b>Opposition Spokesperson:</b>	Councillor Keith Woodhams - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
<b>Local Stakeholders:</b>	N/A
<b>Officers Consulted:</b>	Mark Cole and Mark Edwards
<b>Trade Union:</b>	N/A

<b>Is this item subject to call-in.</b>	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval	<input type="checkbox"/>	
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>	
Delays in implementation could compromise the Council's position	<input type="checkbox"/>	
Considered or reviewed by OSC or associated Task Groups within preceding 6 months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	

## Supporting Information

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### 1. Background

- 1.1 A petition containing 168 signatures was submitted to the Council on 23 November 2010. The petition states:

*“We the undersigned demand that it is your duty as Parish Council to take immediate Action to stop the dangerous speeding through Eastbury to save lives”*

- 1.2 Although the petition referred to the Parish Council they have no powers in respect of traffic and road safety issues. Consequently the petition has been referred to West Berkshire Council as the Highway Authority.
- 1.3 The main road through Eastbury links the villages of Lambourn and Great Shefford. The road width does vary but typically it is approximately 5.5 metres wide and is a single lane two-way carriageway. The village is subject to a 30mph speed limit which is highlighted by gateway features at the start of the speed limit. There are no footways and some of the residential properties abut the highway.
- 1.4 In the last ten years there have been no recorded injury accidents within the village on the roads subject to a 30mph speed limit.

### 2. Results of Survey

- 2.1 The Councils Speed Indicator Device (SID) has been deployed twice in the last year outside the Village Hall and the results of these checks showed general compliance with the 30mph speed limit.
- 2.2 Further traffic surveys were undertaken from 8<sup>th</sup> to 15<sup>th</sup> December 2010 outside the Village Hall and in the vicinity of Willow End. The results are shown in the table below.

Location	Direction	Average Speeds	85 <sup>th</sup> percentile speeds	Average daily volume
Vicinity of Willow End	SE	33	39	533
	NW	29	34	127
Outside the Village Hall	SE	27	31	440
	NW	27	32	935

### 3. Reducing Traffic Speeds

- 3.1 Vertical deflections such as speed cushions are not appropriate due to the width of the road and the close proximity of the residential properties. The street lighting would also need to be upgraded to the required standard.

3.2 Horizontal deflections such as build outs and narrowings are not appropriate for Eastbury as the width of the carriageway is insufficient to create adequate deflection and there is insufficient opposing traffic for them to work effectively. Also the number of signs necessary would be difficult to locate as there are no footways.

#### **4. Conclusions**

4.1 The gateway features at the start of the 30mph speed limit have the effect of informing drivers that they are about to enter a village which is subject to a 30mph speed limit.

4.2 The results of the traffic survey tend to indicate that speeds are not unusually high for a 30mph speed limit.

4.3 Due to the nature of the road, any form of vertical or horizontal traffic calming measures are not considered appropriate. It is considered that the absence of any footways may make pedestrians perceive traffic speeds to be higher than they actually are.

4.4 Given the concerns in the petition Eastbury village will be included in the Speed Intervention Programme. This programme uses SID to educate drivers of their speeds.

4.5 As part of the consultation with ward members councillor Graham Jones requested if a couple of Vehicle Activated Signs could be considered. This request has been investigated but given the results of the speed surveys VAS's are not considered appropriate for the locations as they would not be activated very often and would therefore have limited benefits for the community. Also as most drivers are regular users they are likely to ignore them.

#### **5. Recommendations**

5.1 Given the results of the traffic surveys and the very low accident record it is considered that physical traffic calming features are not appropriate.

5.2 That Eastbury village be included in the speed intervention programme.

5.3 The petition organiser should be advised accordingly.

### **Appendices**

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Appendix A - EIA Stage 1

## Equality Impact Assessment Template – Stage One

<b>Name of item being assessed:</b>	<b>Petition - Dangerous speeding in Eastbury</b>
<b>Version and release date of item (if applicable):</b>	17 March 2011
<b>Owner of item being assessed:</b>	Andrew Garratt – Principal Traffic & Road Safety Engineer
<b>Name of assessor:</b>	Andrew Garratt
<b>Date of assessment:</b>	17 March 2011

**1 What are the main aims of the item?**

The main aim of this item is to respond to a petition that has been submitted to the Council.

**2 Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this.**

**(Please demonstrate consideration of all strands – Age, Disability, Gender, Race, Religion or Belief and Sexual Orientation.)**

<b>Group Affected</b>	<b>What might be the effect?</b>	<b>Information to support this.</b>
Local Residents	See comments below.	SID has been shown to have a positive impact in other similar locations.
Elderly Pedestrians	See comments below.	SID has been shown to have a positive impact in other similar locations.
Persons with less mobility	See comments below.	SID has been shown to have a positive impact in other similar locations.
Child pedestrians	See comments below.	SID has been shown to have a positive impact in other similar locations.

**Further Comments relating to the item:**


Surveys carried out have identified that speeds are not unusually high for a 30mph speed limit. There have been no recorded injury accidents in the last 10 years and the nature of the road prevents the use of physical traffic calming measure. The proposal to include Eastbury village in the speed intervention programme should have a positive impact on speeds in the village.



<b>3 Result (please tick)</b>	
	<b>High Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment.
	<b>Medium Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment
	<b>Low Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment
✓	<b>No Relevance</b> This does not need to undergo a Stage 2 Equality Impact Assessment

For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.

<b>4 Identify next steps as appropriate:</b>	
<b>Stage Two required</b>	
<b>Owner of Stage Two assessment:</b>	
<b>Timescale for Stage Two assessment:</b>	
<b>Stage Two not required:</b>	✓

<p>Signed: </p>	<p><b>Date:</b> 17/3/11</p>
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