

Individual Decision

The attached reports will be taken as
Individual Portfolio Member Decisions on:

Friday, 27 February, 2015

Ref:	Title	Portfolio Members	Page No.
ID2953	Petition - Church Street, Theale	Councillor Garth Simpson on behalf of Councillor Pamela Bale	3 - 8
ID2949	Traffic Management and Road Safety Programme 2015/16	Councillor Garth Simpson on behalf of Councillor Pamela Bale	9 - 16



This page is intentionally left blank

Individual Executive Member Decision

Title of Report:	Petition - Church Street, Theale
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	27 February 2015
Forward Plan Ref:	ID2953

Purpose of Report: To respond to a petition that has been submitted to the Council requesting measures to improve road safety for school children crossing Church Street and Englefield Road, Theale and to seek approval of officer recommendations.

Recommended Action: That the Executive Member for Emergency Planning acting on behalf of the Executive Member for Highways, Transport (Operations), Newbury Vision resolves to approve the recommendations as set out in section 5 of this report.

Reason for decision to be taken: To provide a response to the petitioners.

Other options considered: N/A

Portfolio Member Details	
Name & Telephone No.:	Councillor Pamela Bale - Tel (0118) 9842980
E-mail Address:	pbale@westberks.gov.uk

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

Implications

Policy:	The recommendations within this report accord with existing Council policy.
Financial:	None arising from this report.
Personnel:	None arising from this report.
Legal/Procurement:	None arising from this report.
Property:	None arising from this report.
Risk Management:	None arising from this report.

Is this item relevant to equality?	Please tick relevant boxes	Yes	No
Does the policy affect service users, employees or the wider community and:			
• Is it likely to affect people with particular protected characteristics differently?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Is it a major policy, significantly affecting how functions are delivered?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Will the policy have a significant impact on how other organisations operate in terms of equality?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Does the policy relate to an area with known inequalities?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Outcome (Where one or more 'Yes' boxes are ticked, the item is relevant to equality)			
Relevant to equality - Complete an EIA available at http://intranet/EqIA			<input type="checkbox"/>
Not relevant to equality			<input checked="" type="checkbox"/>

Consultation Responses

Members:

Leader of Council:	To date no response has been received from Councillor Gordon Lundie, however any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell agrees with the recommendations.
Ward Members:	To date no response has been received from Councillor Alan Macro, however any comments will be verbally reported at the Individual Decision meeting.
Opposition Spokesperson:	To date no response has been received from Councillor Keith Woodhams, however any comments will be verbally reported at the Individual Decision meeting.
Local Stakeholders:	N/A
Officers Consulted:	Mark Edwards, Mark Cole and Caroline Cocoran
Trade Union:	N/A

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

Supporting Information

1. Background

- 1.1 A petition containing 138 signatures was submitted at a meeting of the Executive on 18th December 2014. The petition states:

We, the undersigned, call upon West Berkshire Council to improve road safety for school children crossing Church Street and Englefield Road to get to and from Theale C of E Primary School by imposing 20MPH limits past the school accesses and:

- *Install speed tables on the crossings, and*
- *Employ school crossing patrols (lollipop persons) or*
- *Install traffic-light controlled crossings*

- 1.2 Church Street is the main route between the A4/A340 roundabout and the High Street. There are two zebra crossings, which are located outside Theale Green School and Theale Primary School.
- 1.3 The zebra crossing by Theale Primary School was subject to a petition in 2011 as parents were concerned about safety when using the crossing. As a result of this petition improvements to the Zebra crossing were undertaken and completed in November 2013. The improvements consisted of narrowing the width of the crossing by widening the footway, which also improved visibility for pedestrians using the crossing.
- 1.4 As part of the School Safety Programme two School warning signs with flashing lights were installed on Church Street during November 2008 to cover both Theale Primary School and Theale Green School. Another two School warning signs with flashing lights were installed on Englefield Road during November 2008 to cover the rear access to the Primary School.
- 1.5 Within the latest five year period, to the end of November 2014, there have been no recorded injury accidents in the vicinity of the Primary School.
- 1.6 A traffic survey undertaken during June 2011 on Church Street opposite the Church showed that average speed was 28mph with an 85th percentile speed of 32mph and 33mph for eastbound and westbound traffic respectively. An average two way total of 3,769 vehicles was recorded during the survey period.

2. Response to the petition

- 2.1 20MPH limits past the school
It is not currently Council Policy to introduce blanket 20mph speed limits outside schools as many locations would require physical measures to be introduced, which would prove to be expensive. The Executive considered a report (EX1539) on 20mph speed limits outside schools on 24th April 2008 and resolved that the introduction of such a limit should be considered as an option for schemes identified in the School Safety Programme and implemented where appropriate. It was further agreed that the school warning signs with flashing lights be introduced on the approaches to all schools.

2.2 Install speed tables on the crossings

The introduction of a raised crossing is often expensive as it requires additional drainage to be installed. A vertical feature such as a raised table should not be introduced without a speed reducing feature on its approaches.

2.3 Employ school crossing patrols (lollipop persons)

School crossing patrols (SCP) are introduced where a high number of primary school aged children with an adult cross the road on the way to and from school.

However due to the working hours of the job school crossing patrollers are difficult to recruit and retain. Therefore other measures are often considered to assist pedestrian movements across the road, which are designed in accordance with the number of pedestrian and vehicle movements. These can include narrowings, buildouts and zebra crossings.

Observations during the end of a school day showed that the zebra crossing was well used and worked well.

2.4 Install traffic-light controlled crossings

When a crossing location is assessed the type of facility recommended needs to be appropriate to the circumstances of the site and the demands and behaviour of road users.

Vehicles and pedestrians are positively controlled by signal-controlled crossings, whereas pedestrians are given precedence over vehicles at Zebra crossings. However caution should be exercised where pedestrian flows are generally light or light for long periods of the day as drivers who become accustomed to not being stopped at the crossing may begin to ignore its existence, with dangerous consequences.

3. Equalities Impact Assessment Outcomes

3.1 Surveys carried out have identified that speeds are appropriate for the nature of the road and 30mph speed limit.

3.2 There have been no recorded injury accidents in the last five years and the existing zebra crossing is appropriate for children and parents to use when walking to and from school.

4. Conclusions

4.1 Improvements were made to the zebra crossing in November 2013 following a previous petition.

4.2 The zebra crossing is mainly used at the start and end of a school day by children who are accompanied by an adult.

4.3 Drivers are aware of the school due to the presence of the school flashing signs. A 20mph speed limit should not be introduced without physical features, however this can be considered when all schools including Theale Primary School are listed in the School Safety Programme, which the priority order for investigation is currently being updated.

- 4.4 Given the difficulties in recruiting and retaining SCP's other measures are often considered. Given that there is an existing zebra crossing, which is mainly used at the start and end of a school day by children who are accompanied by an adult, a SCP would not be necessary.
- 4.5 It is considered that the existing zebra crossing is the most appropriate facility in this location given the number of pedestrian movements, the results of the traffic survey and the recorded injury accident record.

5. Recommendations

- 5.1 That a 20mph speed limit and raised crossing be considered when Theale Primary School is listed for investigation in the School Safety Programme, where the priority listing is currently being updated.
- 5.2 That the existing zebra crossing is an appropriate crossing facility for the location and a signal crossing facility or SCP are not introduced.
- 5.3 That the petition organiser be informed of the decision.

Appendices

There are no Appendices to this report.

Individual Executive Member Decision

Title of Report:	Traffic Management & Road Safety Programme 2015/16
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	27 February 2015
Forward Plan Ref:	ID2949

Purpose of Report: To seek approval of the Traffic Management and Road Safety Programme 2015/16.

Recommended Action: That the Executive Member for Emergency Planning acting on behalf of the Executive Member for Highways, Transport (Operations), Newbury Vision approves the Programme.

Reason for decision to be taken: To ensure that the programme is approved so that it runs alongside the Councils Capital Programme and is in place for the financial year 2015/16.

Other options considered: N/A

Portfolio Member Details	
Name & Telephone No.:	Councillor Pamela Bale - Tel (0118) 9842980
E-mail Address:	pbale@westberks.gov.uk
Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal traffic & Road Safety Engineer
Tel. No.:	01635 519491
E-mail Address:	agarratt@westberks.gov.uk

Implications

Policy:	The recommendations within this report accord with existing Council policy.
Financial:	None arising from this report because the Traffic Management and Road Safety Programme is funded from the Councils Revenue and Capital Programmes.
Personnel:	None arising from this report.
Legal/Procurement:	None arising from this report.
Property:	None arising from this report.
Risk Management:	None arising from this report.

Is this item relevant to equality?	Please tick relevant boxes	Yes	No
Does the policy affect service users, employees or the wider community and:			
• Is it likely to affect people with particular protected characteristics differently?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Is it a major policy, significantly affecting how functions are delivered?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Will the policy have a significant impact on how other organisations operate in terms of equality?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Does the policy relate to an area with known inequalities?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Outcome (Where one or more 'Yes' boxes are ticked, the item is relevant to equality)			
Relevant to equality - Complete an EIA available at http://intranet/EqIA			<input type="checkbox"/>
Not relevant to equality			<input checked="" type="checkbox"/>

Consultation Responses

Members:

Leader of Council:	To date no response has been received from Councillor Gordon Lundie, however any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	To date no response has been received from Councillor Brian Bedwell, however any comments will be verbally reported at the Individual Decision meeting.
Ward Members:	All Councillors will be sent a copy of the report prior to the Individual Decision meeting and any comments will be verbally reported before the Decision is made.
Opposition Spokesperson:	Councillor Keith Woodhams notes the report.
Local Stakeholders:	N/A
Officers Consulted:	Mark Edwards and Mark Cole
Trade Union:	N/A

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

Supporting Information

1. Background

1.1 The purpose of this report is to seek approval of the Traffic Management and Road Safety Programme 2015/16. The programme needs to be approved at this time so that it runs alongside the Councils Capital Programme and is in place for the financial year 2015/16.

1.2 Approximately 50% of the work undertaken by the Traffic Management and Road Safety Team is planned. These schemes are identified under the following work areas:

- School Safety Programme.
- Local Safety Schemes.
- Network Signing Schemes.
- Parking Schemes.
- Speed Limit Review.
- Section 106 Schemes.
- Safety Campaigns.
- Road Safety Events.

1.3 Due to the nature of the work undertaken by the Traffic Management and Road Safety Team many schemes cannot be identified in advance as they are requested throughout the year by Members, in correspondence with stakeholders, at Neighbourhood Action Groups or from maintenance inspections. These schemes fall within the following work areas:

- Assessment Reports – Traffic Assessments, Home to School Assessments and School Crossing Patrol Assessments.
- Road Marking Maintenance.
- Road Signing Maintenance.
- Temporary Traffic Regulation Orders – i.e. Road Closures.
- Petition Reports.
- Rechargeable Schemes – i.e. Tourist Signs, Access Protection Markings.
- Vehicle Operators Licences – Assessment and attending Public Inquiries.
- Letters & E-mails requiring a response.
- Telephone enquiries.

- 1.4 A programme of schemes for 2015/16 is provided in Appendix A and is based on the level of work completed in previous years and the draft budgets for 2015/16.
- 1.5 At the end of March 2015 approximately 96% of the 290 schemes and projects listed in the 2014/15 works programme will have been completed. This includes an additional 29 schemes and projects that were not originally identified as part of the works programme.
- 1.6 Delivery of the works programme for 2015/16 is based on a fully resourced Traffic Management and Road Safety Team. The precise number of schemes to be delivered within the programme is dependent on the detail of what is actually required when the individual schemes are developed. This programme is therefore a desirable outcome subject to sufficient funding being available from various funding sources. Any variations will be agreed with the Executive Member for Highways, Transport (Operations), Emergency Planning, Newbury Vision.

2. Equalities Impact Assessment Outcomes

- 2.1 The main aim of this item is for the approval of the Traffic Management and Road Safety works programme for 2015/16. The programme consists of many different types of schemes/projects and any requiring an Individual Decision report will have an EIA attached at that stage if required. For the schemes/projects that do not require an Individual Decision, the appropriate groups will be considered as part of the design and implementation process.

3. Conclusions

- 3.1 Given the high volume of work and the available resources to deliver it the prioritisation of work is important. The Traffic Management and Road Safety programme for 2015/16, which includes an estimated number of schemes for unplanned work in response to the various stakeholders' requests, is shown in Appendix A. This is based on the level of work completed in previous years and draft budgets for 2015/16.
- 3.2 If the programme is approved it will commit a fully resourced Traffic Management and Road Safety team for the year. Any variations to the programme resulting from changed priorities will require the approval of the Executive Member for Highways, Transport (Operations), Emergency Planning, Newbury Vision and may result in reprogramming of some schemes.

4. Recommendations

- 4.1 That the Traffic Management and Road Safety Programme 2015/16 as shown in Appendix A is approved.

Appendices

Appendix A - Traffic Management and Road Safety Programme 2015/16.

This page is intentionally left blank

Traffic Management & Road Safety Programme 2015/16

No	Project Name	Scheme	Comments	Status
<u>School Safety</u>				
1		Cold Ash St Marks C of E School	Safety improvements to be investigated.	To be programmed
2		Shefford C of E Primary School	Safety improvements to be investigated.	To be programmed
3		Bradfield Primary School	Safety improvements to be investigated.	To be programmed
4		John O'Gaunt, Hungerford	Safety improvements for crossing Priory Road	To be programmed
5		St Joseph's School, Newbury	Safety improvements to be investigated.	To be programmed
6		Additional schemes identified throughout the year		To be programmed
<u>Local Safety Schemes</u>				
7	(average 10 schemes per year)	Motor Cycle collisions	Measures from report produced in October 2014	To be programmed
8		A343 Junction with Wash Water	High Risk Site - Accident Investigation	To be programmed
9		stockcross	investigate build out at western end of village	To be programmed
10		A4 Dual Carriageway, Padworth	Reduction to one lane for westbound traffic	To be programmed
11		Additional safety scheme identified throughout the year		To be programmed
<u>Speed Limit Review</u>				
12		Speed limit review process	2 meeting per year.	To be programmed
13		Implementation of approved Speed Limits	Average 5 per review	To be programmed
14		Newport Road, Walton Way, Newbury	introduction of 20mph speed limit	To be programmed
15		B4000 between Stockcross and A4	introduction of 50mph speed limit	To be programmed
16		Radley Bottom, Hungerford Newtown	Introduction of speed limit	To be programmed
<u>Parking Schemes</u>				
17		Parking amendment 18	locations to be identified.	To be programmed
18		Parking amendment 19	Locations to be identified.	To be programmed
19		Parking amendments identified throughout the year	Locations to be identified.	To be programmed
20		Disabled Parking Bays	Location to be identified.	To be programmed
<u>Signing Schemes</u> (average 15 schemes per year)				
21		Station Road, Theale	Improved signing of width restriction at Canal	To be programmed
22		Boundary Road, Newbury	review of weight limit following bridge reconstruction.	To be programmed
23		Tilehurst Weight limit	review of weight limits.	To be programmed
24			3-10 to be identified	To be programmed
<u>Traffic Signals</u> (average 10 schemes per year)				
25		Traffic cameras at traffic signals	Location to be identified.	To be programmed
26		Newtown Road, Newbury	Conversion of Zebra to signal controlled crossing.	To be programmed
27		Schemes identified throughout the year.	3-10 to be identified	To be programmed
<u>Traffic Signal Contract</u>				
28		Maintenance of signals and equipment	Various sites identified throughout the year.	To be programmed
<u>Signing & Lining Maintenance</u>				
29		Average 50 road sign maintenance schemes per year	This is a reactive programme as schemes are identified throughout the year following inspections or as a result of sign being knocked down.	To be programmed
30		Average 50 road marking maintenance schemes per year	This is a reactive programme as schemes are identified throughout the year following inspections.	To be programmed
<u>Rechargeable Work</u>				
31		Access Protection Road Markings - average 5 schemes per year	1-5 to be identified	To be programmed
32		Tourist / Direction Signs - average 10 schemes per year	1 - Tourist sign to Newbury & Crookham Golf Club	To be programmed
33			2 - Review of direction signs to Newbury Racecourse	To be programmed
34			3-10 to be identified	To be programmed
35		Damaged Signs / rechargeable work - average 10 per year	1-10 to be identified	To be programmed
<u>Section 106 funded schemes</u>				
36		Pangbourne	Safety improvements to Reading Road	To be programmed
37		Pangbourne	Safety improvements on Pangbourne Hill adjacent to Church	To be programmed
38		Hungerford	Introduction of zebra crossing on Bridge Street	To be programmed
39		Schemes identified throughout the year.		To be programmed
<u>Other Schemes</u>				
40		Bradfield College	Junction improvements and relocation of narrowing	To be programmed
41		Slippery Road Signs	Installation or removal of warning signs at identified sites.	To be programmed
41		Schemes identified throughout the year.		To be programmed
<u>Speed Management</u>				
42		Speed Indicator Device (SID)	Average 4 SID checks per working week	To be programmed

43	Speed Indicator Device (SID)	Training for Parish Councils	To be programmed
44	Speed Data Recorder (SDR)	SDR surveys (approx 200 per year)	To be programmed
45	Speed Intervention Programme	Community Speed Watch - Average 1 check per week	To be programmed
46	Speed Intervention Programme	Mobile VAS	To be programmed
47	Speed Intervention Programme	Poster Campaign to support Speedwatch	To be programmed
48	Speed, seatbelt/mobile phone and Drink/Drugs awareness checks (average 5 per year)	1 - 5 Location to be identified	To be programmed
49	Other Roadside checks (average 2 per year)	Operation and location to be identified	To be programmed
Road Safety Events and Campaigns			
50	Safe Drive Stay Alive	Three day event to be held during November 2015.	To be programmed
51	Driver campaigns	To be identified.	To be programmed
52	Road Safety Theatre Productions	To be identified.	To be programmed
53	Powered Two Wheelers campaigns (average 4 per year)	Ridestart programmed for April 2015.	To be programmed
54		2 - 4 To be identified	To be programmed
55	Supporting National Road Safety campaigns	Campaigns to be identified.	To be programmed
56	Summer Drink & Drug Driving Campaign	To be identified.	To be programmed
57	Christmas Drink Driving Campaign	To be identified.	To be programmed
58	Winter Driving Campaign	To be identified.	To be programmed
59	Child Car Seat Safety Event	2 events to be identified.	To be programmed
60	Cycle Events (average 3 per year)	Feel Good Fortnight during April	To be programmed
61		2 to 3 to be identified	To be programmed
62	junior travel ambassador	Pilot scheme in 20 schools	To be programmed
Cycle training:-			
63	New instructor training sessions, risk assessment of sites and cycle training admin.		To be programmed
64	Cycle Training	Bikeability training and monitoring.	To be programmed
65	Cycle Training	Holiday Courses during school summer holidays	To be programmed
66	Cycle Training	Adult cycle training	To be programmed
Road Safety Education			
67	Various schemes	i.e. Walking Bus, Footsteps, older drivers etc....	To be programmed
68	Work Related Road Risk	Presentations and meetings as necessary.	To be programmed
69	School in take information	Presentation and information to schools for start of new school year	To be programmed
70	Education presentations	Flourish - Older driver education programmed for Autumn	To be programmed
71	Education presentations	Presentation to local community groups to be identified	To be programmed
72	School Training Booklet	Update booklet for Road Safety Education to Schools.	To be programmed
Reports / Assessments			
Permanent / Temporary Traffic Regulation Orders			
73	Section 14 (1) Programmed Temporary Orders (i.e. road closures)	Average 65 per year.	To be programmed
74	Section 14(2) - Emergency orders	Average 65 per year.	To be programmed
75	Section 16A Programmed Temporary Orders (i.e. Special events)	Orders covering approx 40 regular Charitable events and Remembrance Day Parades	To be programmed
76	Section 21 of the Police Town Clauses Act 1847	Mainly required for Street Parties	To be programmed
77	Petitions (approx 5 Petitions per year)	1 - 5 to be identified	To be programmed
78	Home to School Transport Assessments / School Travel Plans (approx 10 assessments per year)	1 to 5 to be identified	To be programmed
79	School Crossing Patrol - New Site Assessments (approx 5 new assessments per year)	1 to 5 to be identified	To be programmed
80			
81	School Crossing Patrol - Risk Assessments of existing Sites (approx 12 assessments per year)	1-10 to be identified	To be programmed
82			
Traffic Management Assessments (approx 8 per year)			
83		TMA 183 - Chapel Corner, Hamstead Marshall - Road Safety investigation.	To be programmed
84		TMA 184 - Cheap Street Newbury	To be programmed
85		TMA 185 - Crookham Common Road, Brimpton - Signing improvements at Crookham Park	To be programmed
86		Other assessments to be identified.	To be programmed
Vehicle Operators Licence			
87	Checking applications	Average 26 per year	programmed
88	Preparing and attending inquiries	Average 2 per year	To be programmed
89	Accident Investigation and monitoring	Monthly updates and post fatal accident meetings	programmed
90	Letters & Emails	Average 135 responses / month - Including letters, e-mails & Streetcare enquires	programmed
91	Telephone enquiries	Approximately 1,000 calls per month	programmed