

Individual Decision

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

Tuesday 20 December 2016

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Individual Executive Member Decision

A343/ Wash Water Newbury - objection to speed limit change

Committee considering report: Individual Executive Member Decision

Date ID to be signed: 20 December 2016

Portfolio Member: Councillor Jeanette Clifford

Forward Plan Ref: ID3185

1. Purpose of the Report

1.1 To inform the Executive Member for Highways and Transport of the response received during statutory consultation on the proposal to lower the current 50mph limit on the A343 at Wash Water to 40 mph and to seek approval of the officers recommendations.

2. Recommendations

2.1 That the Executive Member for Highways and Transport resolves to approve the Recommendations as set out in section 6 of this report.

3. Implications

3.1 **Financial:** The recommendations will be funded from the Council's approved capital budget.

3.2 **Policy:** The consultation is in accordance with the Council's Consultation procedures.

3.3 **Personnel:** None arising from this report.

3.4 **Legal:** Sealing of the traffic regulation order will be undertaken by legal services.

3.5 **Risk Management:** None arising from this report.

3.6 **Property:** None arising from this report.

3.7 **Other:** None arising from this report.

4. Consultation Responses

Members:

Leader of Council: Cllr Roger Croft - To date no response has been received from Councillor Roger Croft, however any comments will be verbally reported at the Individual Decision meeting.

Overview & Scrutiny Management Commission Chairman:
Ward Members:

Cllr Emma Webster - To date no response has been received from Councillor Emma Webster, however any comments will be verbally reported at the Individual Decision meeting.

Cllr Howard Bairstow – Supports the proposal.

Cllr Adrian Edwards – To date no response has been received from Councillor Adrian Edwards, however any comments will be verbally reported at the Individual Decision meeting.

Cllr Anthony Stansfeld – To date no response has been received from Councillor Anthony Stansfeld, however any comments will be verbally reported at the Individual Decision meeting.

Cllr James Cole - To date no response has been received from Councillor James Cole, however any comments will be verbally reported at the Individual Decision meeting.

Opposition Spokesperson:

Cllr Billy Drummond - To date no response has been received from Councillor Billy Drummond, however any comments will be verbally reported at the Individual Decision meeting.

Local Stakeholders:

One objection received from a local resident Mr Geoffrey Edwards, which has given rise to this report.

Officers Consulted:

Mark Edwards and Mark Cole

Trade Union:

N/A

5. Other options considered

5.1 N/A

Background Papers:

Objection form – Mr Edwards, TMA 188

Subject to Call-In:

Yes: X No:

- The item is due to be referred to Council for final approval
- Delays in implementation could have serious financial implications for the Council
- Delays in implementation could compromise the Council's position
- Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

Wards affected:

Kintbury and Newbury (Falkland)

Strategic Aims and Priorities Supported:

The proposals contained in this report will help to achieve the following Council Strategy priority:

X SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy

The proposals contained in this report will help to achieve the above Council Strategy priority by contributing towards a safer highway network.

Officer details:

Name: Glyn Davis
Job Title: Principal Engineer
Tel No: 01635 519501
E-mail Address: glyn.davis@westberks.gov.uk

6. Executive Summary

- 6.1 Requests for amended speed limits are considered by the Council's speed limit review panel, this consists of council members, officers and a police representative. When assessing the request, current guidance, traffic surveys, accident history and local conditions are taken into account.
- 6.2 During routine monitoring a cluster of minor injury accidents was identified in the vicinity of the A343 and Wash Water junction. In order to investigate these accidents a Traffic Management Assessment (TMA) was carried out. One of the recommendations of this TMA was to reduce the speed limit from 50 to 40mph. This recommendation was considered by the speed limit review panel in September 2015 and agreed.
- 6.3 The necessary Traffic Regulation Order for the proposed speed limit was advertised in August 2016. During the statutory consultation one objection was received from Mr Edwards who objected to the proposed speed limit on the grounds that it 'was outside the built up area'
- 6.4 Since receiving the objection we have contacted Mr Edwards several times explaining the reasons for the proposed speed limit change. To date we have not received any response from Mr Edwards.
- 6.5 It is recommended that the speed limit is reduced as agreed by the speed limit review panel and that the objector is informed accordingly.

7. Conclusion

- 7.1 The recommendations set out in 6.5 above are therefore put forward for approval.

8. Appendices

- 8.1 Appendix A – Traffic Management Assessment 188/Correspondence Mr Edwards
- 8.2 Appendix B - Equalities Impact Assessment

Wash Water Speed limit ID report
Appendix A

1. Statement of reasons and assessment report.

The Order is necessary in the interest of road safety to reduce the 50 mph speed limit in this area to 40 mph as identified in a traffic management assessment of the area in June 2015 (reproduced below) and agreed by the Council's speed limit review panel in September 2015

TRAFFIC MANAGEMENT ASSESSMENT REPORT

LOCATION: A343 Sandpit Hill and Wash Water Junction. Newbury

Parish Ref. No. TM 38.1 Falkland

Proposal / Request:

This Location has been identified for investigation as part of the Local Safety Scheme 2014/15 works programme.

Background

The A343 is the main route from the south west (Andover) into Newbury. For an 'A' classification route it is relatively lightly trafficked. Wash Water joins the A343 from the west, close to the authority border with Basingstoke and Deane, the junction was subject to a projects team improvement scheme approximately seven years ago where the junction was improved by widening the turn into Wash water from the south. To the north of the Wash Water junction the A343 has a double bend on a moderate Hill, this is known as Sandpit Hill. See attached plan for the layout of the area.

Travelling south down the A343 away from Newbury there is a 40 mph limit as the houses thin out. Entering Sandpit Hill is a left hand, downhill bend, at this point the speed limit changes to 50 mph. The bend is delineated with marker posts. There is a junction warning sign on the nearside, this is in poor condition, set against foliage and not in the driver's line of site. Visibility from the last bend to the junction exceeds 175m, however the offside junction itself is masked by a hedge and the driver's initial attention is drawn to the nearside sign structure opposite it. For vehicles turning north to west the visibility to on coming vehicles from the south is good with approximately 150 metres.

For vehicles travelling north on the A343 towards the junction there is good view, however the speed limit terminal signs are in poor condition.

Travelling from Wash water towards the A343, although there is clearly a junction ahead the give way sign is masked by the nearside hedge. At the junction the drivers view to the offside, towards Hampshire is 100 metres and is a slightly acute angle.

Accident History

In the last three years there have been a total of four accidents at the junction. All four accidents were classified as 'slight' resulting in four casualties. These are summarized as follows.

1. 2nd October 2012, Vehicle 2 travelling from the north braking to turn right into Wash Water vehicle 1 travelling behind failed to stop and hit rear of vehicle 2.
2. 5th September 2013, Vehicle 1 travelling from the north turning right into Wash Water turned into the path of vehicle 2 travelling north (reportedly at speed).
3. 24th December 2013, Vehicle 1 travelling from the north turning right into Wash Water turned into the path of vehicle 2 travelling north.
4. 15th July 2014, Vehicle 1 travelling from the north waiting to turn right into Wash Water vehicle 1 travelling behind failed to stop and hit rear of vehicle 2.

In addition there has been one accident on Sandpit Hill north of the junction, this involved a car travelling north, at speed, crossing onto the oncoming lane and hitting a car travelling south. This was classified as serious injury.

Officer Analysis

At the junction there is no concern with wet or dark accidents as three of the four accidents occurred in the dry and during the day. All the accidents involved a vehicle turning right from north to west. Two of the accidents were rear end shunts and the other two involved collisions with vehicles travelling south to north.

The approach from the north is downhill with a series of bends approaching the junction however

Speed

A speed survey was carried out at the junction in June 2015, this showed an average speed of 36 mph southbound (85th %ile 45)
Northbound average 37 (85th %ile 46)

Speed was a probable causation factor in at least two of the accidents. The current speed limit at this location is 50mph. The character of the highway changes slightly to the north of the junction and this may be leading drivers to increasing speed as they leave the built up area.

Officer Recommendations

1. A343 southbound towards the junction. Refurbish the bend marker posts. Replace the junction warning sign in a more prominent position, repeat it on the offside. Redesign the signs at the junction by removing the tourist signs and replacing them with advance signs which would be additional warnings of the junction.
2. A343 northbound, refurbish the speed limit terminal signs.
3. Wash Water, consider putting in an advance give way sign if space allows.

Speed limit, consider reducing the 50 speed limit to 40 mph. This is because the change from 40 to 50 as a driver leaves the built up area implies he can accelerate into safe environment, whereas he is approaching a hazard. This would also improve the safety margin for vehicles travelling north.

2. Objection from Mr Brown. (No further explanation given)

I object to this proposal as the stretch of road specified is outside the residential area.

3. **Letter to Mr Brown**, no reply received as of 21st September 2016.

12th September 2016

Mr G Edwards
Limes
Garden Close Lane
Newbury
RG14 6PR

Highways and Transport

Council Offices
Faraday Road Newbury
Berkshire RG14 2AF

Our Ref: 004674MS

Your Ref:

Please ask for: Bob Bosley

Direct Line: 01635 519229

e-mail: bob.bosley@westberks.gov.uk

Dear Mr Edwards

Proposed extension of the 40 mph speed limit on the A340/Wash Water.

This letter is a follow up to the e mail sent on 6th September, in case that has gone astray and is an acknowledgement that we have received your objection to this proposal and it will be duly considered.

Part of the process is that I should attempt to resolve your concerns so that the order can be made as proposed or amended to cater for your concerns.

I am the engineer responsible for the proposal which arises from a safety review into the Wash water junction, for your information a copy of the report is attached.

I am loath to propose reducing speed limits but in this case it is appropriate, as you will see the current limit increases to 50 and is an invitation for a driver, not familiar with the area, to increase speed only to find he is accelerating into a hazard. We could move the start of the 50 limit but this would then mean the length of 50 was below the minimum distances recommended by the Department of Transport. The only viable option is to remove the short sections of 50 mph completely so we have a uniform 40 mph limit to the authority boundary.

The proposal was discussed at the council's speed limit review panel in September last year when it was agreed by all parties so there is a consensus that the limit should be reduced. The consultation has closed and your objection is the only representation that has been made.

If you would like to discuss this please give me a ring on my direct number but in any case could you indicate if you still wish to pursue the objection. If you wish to pursue the objection the next step is the proposal will be referred to the councilor responsible Highways and Transport who will make a decision on the outcome based on all the representations made, which will include yours.

Yours sincerely

Bob Bosley, Project Engineer, Traffic and Road Safety

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Appendix B

Equality Impact Assessment - Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity.

Please complete the following questions to determine whether a Stage Two, Equality Impact Assessment is required.

Name of policy, strategy or function:	A343 Wash Water 40 mph speed limit
Version and release date of item (if applicable):	N/A
Owner of item being assessed:	Glyn Davis
Name of assessor:	Mark Cole
Date of assessment:	20/11/16

Is this a:		Is this:	
Policy	No	New or proposed	Yes
Strategy	No	Already exists and is being reviewed	Yes
Function	Yes	Is changing	Yes
Service	Yes		

1. What are the main aims, objectives and intended outcomes of the policy, strategy function or service and who is likely to benefit from it?	
Aims:	To address an accident issue by installing measures identified in TMA188 by reducing the speed limit. This was agreed by the speed limit review panel who reviewed the request within the current Department for Transport guidelines.
Objectives:	To set appropriate and consistent speed limits within our district taking into consideration government guidance, accident history and community benefits.
Outcomes:	Setting the correct speed limit will help in addressing poor injury accident records, guide drivers as to the appropriate speed for a route and address community concern.
Benefits:	A safer improved highway network.

2. Note which groups may be affected by the policy, strategy, function or service. Consider how they may be affected, whether it is positively or negatively and what sources of information have been used to determine

<p>this. (Please demonstrate consideration of all strands – Age, Disability, Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)</p>		
Group Affected	What might be the effect?	Information to support this
All Highway Users encompassing all of the strands.	Setting an appropriate speed limit will guide drivers to drive at an appropriate speed. Setting limit unrealistically low will result in none compliance. Setting lower speed limits within towns and villages may help in addressing community concern and poor accident records.	The Department for Transport Circular 1/2013 (setting local speed limits) Traffic Signs Regulations and General Directions Manual
<p>Further Comments relating to the item:</p>		
No further comments		

3. Result	
<p>Are there any aspects of the policy, strategy, function or service, including how it is delivered or accessed, that could contribute to inequality?</p>	No
<p>Please provide an explanation for your answer: All highway users needs have been considered in undertaking this review.</p>	
<p>Will the policy, strategy, function or service have an adverse impact upon the lives of people, including employees and service users?</p>	No
<p>Please provide an explanation for your answer: Reducing the speed of traffic where necessary has a positive impact on all people.</p>	

If your answers to question 2 have identified potential adverse impacts and you have answered ‘yes’ to either of the sections at question 3, or you are unsure about the impact, then you should carry out a Stage 2 Equality Impact Assessment.

If a Stage Two Equality Impact Assessment is required, before proceeding you should discuss the scope of the Assessment with service managers in your area. You will also need to refer to the Equality Impact Assessment guidance and Stage Two template.

4. Identify next steps as appropriate:	
Stage Two required	No
Owner of Stage Two assessment:	N/A
Timescale for Stage Two assessment:	N/A

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Stage Two not required:	Not required
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Name: Glyn Davis

Date: 20/11/2016

Please now forward this completed form to Rachel Craggs, the Principal Policy Officer (Equality and Diversity) for publication on the WBC website.

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Individual Executive Member Decision

Speed Limit Review October 2016

Committee considering report:	Individual Executive Member Decision
Date ID to be signed:	20 December 2016
Portfolio Member:	Councillor Jeanette Clifford
Forward Plan Ref:	ID3186

1. Purpose of the Report

- 1.1 To inform the Executive Member for Highways and Transport of the recommendations of the Speed Limit Task Group following the speed limit review undertaken on the 25th October 2016 and to seek approval of the recommendations.

2. Recommendations

- 2.1 That the Executive Member for Highways and Transport approves the Recommendations as set out in section 6 of this report.

3. Implications

- 3.1 **Financial:** The recommendations will be funded from the Council's approved capital budget.
- 3.2 **Policy:** The consultation is in accordance with the Council's Consultation procedures.
- 3.3 **Personnel:** None arising from this report.
- 3.4 **Legal:** The speed limit traffic regulation orders will follow the statutory consultation / advertisement procedure.
- 3.5 **Risk Management:** None arising from this report.
- 3.6 **Property:** None arising from this report.
- 3.7 **Other:** N/A

4. Consultation Responses

Members:

Leader of Council:	Cllr Roger Croft - To date no response has been received from Councillor Roger Croft, however any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management	Cllr Emma Webster - To date no response has been received from Councillor Emma Webster, however any comments will

Commission Chairman: be verbally reported at the Individual Decision meeting.

Ward Members: Cllr Alan Macro – To date no response has been received from Councillor Alan Macro, however any comments will be verbally reported at the Individual Decision meeting.

Cllr Virginia von Celsing – To date no response has been received from Councillor Virginia von Celsing, however any comments will be verbally reported at the Individual Decision meeting.

Cllr Garth Simpson – To date no response has been received from Councillor Garth Simpson, however any comments will be verbally reported at the Individual Decision meeting.

Cllr Paul Hewer - To date no response has been received from Councillor Paul Hewer, however any comments will be verbally reported at the Individual Decision meeting.

Cllr James Podger – To date no response has been received from Councillor James Podger, however any comments will be verbally reported at the Individual Decision meeting.

Cllr Graham Jones - To date no response has been received from Councillor Graham Jones, however any comments will be verbally reported at the Individual Decision meeting.

Cllr Gordon Lundie - To date no response has been received from Councillor Gordon Lundie, however any comments will be verbally reported at the Individual Decision meeting.

Cllr Anthony Stansfeld – To date no response has been received from Councillor Anthony Stansfeld, however any comments will be verbally reported at the Individual Decision meeting.

Cllr James Cole - To date no response has been received from Councillor James Cole, however any comments will be verbally reported at the Individual Decision meeting.

Opposition Spokesperson: Cllr Billy Drummond - To date no response has been received from Councillor Billy Drummond, however any comments will be verbally reported at the Individual Decision meeting.

Local Stakeholders: N/A

Officers Consulted: Mark Edwards and Mark Cole

Trade Union: N/A

5. Other options considered

5.1 N/A

Background Papers:

Speed Limit Review Minutes.

Subject to Call-In:

Yes: X No:

- The item is due to be referred to Council for final approval
- Delays in implementation could have serious financial implications for the Council
- Delays in implementation could compromise the Council's position
- Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

Wards affected:

Theale, Kintbury, Lambourn Valley, Compton and Cold Ash

Strategic Aims and Priorities Supported:

The proposals contained in this report will help to achieve the following Council Strategy priority:

X SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy

The proposals contained in this report will help to achieve the above Council Strategy priority by contributing towards a safer highway network.

Officer details:

Name: Glyn Davis
Job Title: Principal Engineer
Tel No: 01635 519501
E-mail Address: glyn.davis@westberks.gov.uk

6. Executive Summary

- 6.1 The Speed Limit Task Group carefully considers the introduction or amendment of speed limits that have been requested by Members, Parish or Town Councils, or officers. These requests are assessed with regard to the Department for Transport Circular 1/2013 (setting local speed limits), the character and nature of the road, the recorded injury accident record and any available traffic survey data.
- 6.2 The Speed Limit Task Group, which met on 25th October 2016, is comprised of the following members:
- Councillor Graham Pask;
 - Councillor Alan Macro;
 - Glyn Davis, Principal Traffic & Road Safety Engineer;
 - Alan Dunkerton, Speed Management Co-ordinator;
 - Chris Hulme, Thames Valley Police Traffic Management Officer;
 - Cheryl Evans, Senior Road Safety Officer;
- 6.3 The Task Group considered seven requests for an amendment or introduction of a speed limit at the following locations:
- (1) Cold Ash Hill, Cold Ash – request for a 30mph speed limit.
 - (2) Yattendon Lane, Yattendon – request for a 20mph speed limit.
 - (3) Charnham Park, Hungerford – request for a 30mph speed limit.
 - (4) Newbury Road, Weston – Extension to the western 30mph speed limit.
 - (5) Englefield Road, Theale – request for a 20mph speed limit.
 - (6) A338, Great Shefford – request for a 30mph speed limit.
 - (7) Unnamed Road, Hamstead Marshall – request for the 30mph speed limit to be relocated closer to the village.
- 6.4 If the recommendations contained in this report are approved then the individual sites will be taken forward to the statutory consultation stage, which means that the formal and public consultation of a speed limit can be undertaken. This will include consulting a wide range of statutory consultees together with the appropriate parish/town council, local members and local residents by the way of a notice published in the local newspaper, notices erected on site and publication on the Council's web site.
- 6.5 A report of any comments and objections received during the formal consultation together with an officer's recommendation will be presented to the Executive Member for Highways and Transport for Individual Decision. Should the proposal to introduce or change a speed limit be considered appropriate then that proposal will be implemented.
- 6.6 The Task Group considered all of the above requests and recommended that the following is progressed to the statutory advertisement and consultation stage:
- (1) 5: Englefield Road, Theale – request for a 20mph speed limit to be introduced at the proposed new school was accepted but it was recommended by the task group that a 40mph buffer be introduced prior to the 20mph limit. Speed data surveys are to be carried out and design recommendations made to the Property Services Team to be

incorporated by their consultants. Design to be agreed by Ward Member, Parish Council and task group prior to proceeding with statutory stakeholder and public consultation.

- (2) 7: Unnamed Road, Hamstead Marshall – request to relocate the 30mph speed limit closer to the village, it was recommended that the area in between the current 30mph terminal signs and the new location is converted to a 40mph speed limit.

6.7 The Task Group recommended that:

- (1) 1: Cold Ash Hill, Cold Ash - the current 40mph speed limit is appropriate and should not be changed.
- (2) 2: Yattendon Lane, Yattendon - that a 20 mph speed though the village is not introduced. The Traffic Management Team investigate any improvements that can be made to signing and markings through the village.
- (3) 3: Charnham Park, Hungerford - that the current 40 mph speed limit is appropriate and should not be changed.
- (4) 4: Newbury Road, Weston - that the speed limit at the western approach, is not extended. Traffic Management Team to investigate improving signage and visibility.
- (5) 6: A338, Great Shefford - the current 40mph speed limit is appropriate and should not be changed.

6.8 All the persons requesting the speed limit amendments will be informed of the Executive Member's decision.

6.9 Subject to there being no objections received to the statutory consultation for individual Traffic Regulation Orders for each speed limit, the advertised restrictions will be introduced.

7. Conclusion

7.1 Following the task group meeting two of the seven requests were recommended for approval. Further investigation/work was recommended at Yattendon and Weston. The recommendations set out in 6.6 and 6.7 above are therefore put forward for approval.

8. Appendices

8.1 Appendix A - Equalities Impact Assessment

8.2 Appendix B – Minutes of Speed Limit Review October 2016

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Appendix A

Equality Impact Assessment - Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity.

Please complete the following questions to determine whether a Stage Two, Equality Impact Assessment is required.

Name of policy, strategy or function:	Speed Limit Review October 2016
Version and release date of item (if applicable):	N/A
Owner of item being assessed:	Glyn Davis
Name of assessor:	Mark Cole
Date of assessment:	14/11/16

Is this a:		Is this:	
Policy	No	New or proposed	Yes
Strategy	No	Already exists and is being reviewed	Yes
Function	Yes	Is changing	Yes
Service	Yes		

1. What are the main aims, objectives and intended outcomes of the policy, strategy function or service and who is likely to benefit from it?	
Aims:	To review speed limits on our highways within the current Department for Transport guidelines.
Objectives:	To set appropriate and consistent speed limits within our district taking into consideration government guidance, accident history and community benefits.
Outcomes:	Setting the correct speed limit will help in addressing poor injury accident records, guide drivers as to the appropriate speed for a route and address community concern.
Benefits:	A safer improved highway network.

<p>2. Note which groups may be affected by the policy, strategy, function or service. Consider how they may be affected, whether it is positively or negatively and what sources of information have been used to determine this.</p> <p>(Please demonstrate consideration of all strands – Age, Disability, Gender)</p>

Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)		
Group Affected	What might be the effect?	Information to support this
All Highway Users encompassing all of the strands.	Setting an appropriate speed limit will guide drivers to drive at an appropriate speed. Setting limit unrealistically low will result in none compliance. Setting lower speed limits within towns and villages may help in addressing community concern and poor accident records.	The Department for Transport Circular 1/2013 (setting local speed limits) Traffic Signs Regulations and General Directions Manual
Further Comments relating to the item:		
No further comments		

3. Result	
Are there any aspects of the policy, strategy, function or service, including how it is delivered or accessed, that could contribute to inequality?	No
Please provide an explanation for your answer: All highway users needs have been considered in undertaking this review.	
Will the policy, strategy, function or service have an adverse impact upon the lives of people, including employees and service users?	No
Please provide an explanation for your answer: Reducing the speed of traffic where necessary has a positive impact on all people.	

If your answers to question 2 have identified potential adverse impacts and you have answered 'yes' to either of the sections at question 3, or you are unsure about the impact, then you should carry out a Stage 2 Equality Impact Assessment.

If a Stage Two Equality Impact Assessment is required, before proceeding you should discuss the scope of the Assessment with service managers in your area. You will also need to refer to the Equality Impact Assessment guidance and Stage Two template.

4. Identify next steps as appropriate:	
Stage Two required	No
Owner of Stage Two assessment:	N/A
Timescale for Stage Two assessment:	N/A
Stage Two not required:	Not required

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Name: Glyn Davis

Date: 14/11/2016

Please now forward this completed form to Rachel Craggs, the Principal Policy Officer (Equality and Diversity) for publication on the WBC website.

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Appendix B

Minutes of Speed Limit Review 2016

Held on 25th October 2016

Present Councillor Graham Pask (GP)
 Councillor Alan Macro (AM)
 Chris Hulme TVP (CH)
 Glyn Davis WBC (GD)
 Alan Dunkerton WBC (AD)
 Cheryl Evans WBC (CE) (Minutes)

Apologies No apologies received

Introduction

All the task group members introduced themselves to those attending the review. GP gave an overview of process for the speed limit review and roles of the Task Group. GD reported updates to the Traffic Signs Regulations and General Directions manual which was released April 2016. CH asked if WBC will be adopting the new regulations. GD responded that in general we would be sticking to the old process but will be mindful of the new regulations when introducing new signs or maintaining existing signs. CH suggested if challenged in Court the new regulations may help Thames Valley Police (TVP)

Updates from last meeting:

- A343 Washwater: Draft Traffic Regulation Order (TRO)with Legal team
- East Ilsley: TRO advertised / Legal Team
- A329 Purley: TRO advertised
- A339 Shaw cum Donnington (Vodafone): TRO advertised
- Boxford: TRO advertised now with the Legal Team
- Common Hill: Scheme complete and installed

AM mentioned Wokingham 20mph flashing signs and benefits to road safety outside schools. GD reported, we had carried out a trial at three schools in West Berkshire using these signs, data was taken before and after and this showed no significant change to the speeds recorded pre/post installation and a decision was made not to continue with this scheme.

GD/GP agreed the speed limit review would only meet once a year going forward with this one serving 2016/2017. AM suggested that all Parish Councils should be reminded to ensure they know this is the case. GD agreed to send email.

Speed Limit Requests

1. Cold Ash Hill, Cold Ash - request to reduce the 40mph speed limit to 30mph at the foot of Cold Ash Hill.

Attendees

Cllr M Munro (MM)
Cllr G Simpson (GS)

Discussion

MM introduced the report which was aimed at introducing better road safety in the area. Reported coming into the village the pavement is very narrow which hindered pedestrian movement.

Appendix B

Minutes of Speed Limit Review 2016

Held on 25th October 2016

	<p>GP explained that the 40mph limit sits between two built up areas and this will encourage drivers to slow down when they see the 30mph limit as they can associate the environment with the speed limit.</p> <p>GD had concerns that removing the current gateway would result in higher speeds. Also commented there is a vehicle activated sign in the area and it is a police enforcement site.</p> <p>AM felt if the environment didn't match the speed limit drivers would not reduce their speed.</p> <p>GS explained he had concerns of late night time speeding (C Class road / rat run). Pavements are very narrow and the combination of bends makes the area for the majority of pedestrians/buggy users dangerous.</p> <p>MM supported GS comments above.</p> <p>CH pointed out that the speeding concerns needed to be tackled by local enforcement. He is not in favour of reducing a speed limit as the data collected is consistent with the speed limit, but if the environment changes or more development is approved in the area this could be revisited.</p> <p>AM/GP both agreed anti-social driving happens all the time. 30mph speed limits need to maintain impact where needed. If the issue is path / pavement width this could be addressed by a Members Bid.</p> <p>MM asked about the possibilities of installing an ANPR camera. CH explained back office administration was a huge task and although this may result in good compliance the staffing resources and costs are too high to be sustainable.</p>
Recommendation	Existing speed limit is appropriate.
2. Yattendon - request to reduce the 30mph speed limit to 20mph.	
Attendees	<p>Cllr Virginia Von Celsing (VC)</p> <p>Cllr Wendy Mole (WM)</p> <p>Cllr Phillip Bickford Smith (PBS)</p>
Discussion	<p>VC asked about street lighting for 20mph</p> <p>GD explained the criteria needs to be self enforcing. If physical features are introduced this would require street lighting to be introduced. VC thought this would not be popular in the village.</p> <p>WM introduced the report – she explained she had been hit by a wing mirror from a vehicle whilst walking her dogs and she was able to personally report there had been lots of damage only incidents in the village and request the speed limit be reduced to 20mph</p>

Appendix B

Minutes of Speed Limit Review 2016

Held on 25th October 2016

	<p>GP asked about gateway features – GD explained these were not introduced at all West Berkshire villages.</p> <p>VC reported the double yellow lines near the school were successfully slowing traffic down during the busy mornings but didn't agree with the proposal for 20mph through the whole village.</p> <p>WM reported maybe it wasn't needed for the entire village as requested in the proposal.</p> <p>CH reiterated the Department for Transport regulations that 20mph speed limits need to be self enforcing and therefore at or below 24 mph. AD explained how the data was collected via the Speed Data Recorder which at 31/34 mph didn't support a 20mph request.</p> <p>AM suggested chevrons and a gateway to the village be considered. GP agreed. GD concerned about current budget constraints but agreed to submit Yattendon for consideration on the Traffic Management 2017/18 works programme.</p>
Recommendation	Existing speed limit is appropriate. Traffic Management improvements to be considered for approval on the 2017/18 Traffic Management works programme.
3. Charnham Park, Hungerford, request by Hungerford Town Council to reduce the 40mph speed limit to 30mph on Charnham Park.	
Attendees	<p>Cllr Paul Hewer (PH)</p> <p>Cllr Rob Brookman (RB)</p>
Discussion	<p>RB expressed a local resident's concern.</p> <p>PH opposed the proposed speed limit change stating he felt the current speed limit was appropriate.</p> <p>GD reported the area is not residential and when driving in the area he felt the 40 mph speed limit was appropriately set for the environment.</p> <p>GP/AM both support 30mph only where there is a residential development and cannot see justification for a reduction in an area with no direct development along the route.</p> <p>CH explained if the speed is set unrealistically the burden will be on TVP and wouldn't support a speed reduction.</p> <p>RB agreed and suggested if he had seen the data prior to the meeting he would have withdrawn the request.</p>
Recommendation	Current speed limit is appropriate. No change recommended.

Appendix B
Minutes of Speed Limit Review 2016
Held on 25th October 2016

4. A338 Wantage Road, Great Shefford - request to reduce the speed limit to 30mph	
Attendees	Not represented
Discussion	GP/AM/GD: Current 40mph starts well outside the village and the environment does not meet the criteria for a 30mph speed limit. Non compliance rates if introduced are expected to be high. CH: suggested this is being looked at as a new enforcement camera van site.
Recommendation	Current speed limit is appropriate. No change recommended.
5. Hamstead Marshall request for the 30mph speed restriction to be returned to the previous 2008 location closer to the village.	
Attendees	Not represented
Discussion	GD explained the site history with regular road traffic accidents occurring at Chapel Corner including a vehicle losing control and hitting a cottage ending up in the living room. A number of road improvement measures have been introduced but non-injury accidents are still occurring, although at a reduced rate. On research it was revealed the accidents started to occur about the time the speed limit was moved outside the village in 2010. CH suggested a buffer of 40mph to incorporate the farm entrance would be recommended. GD explained due to the environment and adjacent banks that it may not be possible to site the 30mph limit to cover the first few properties in the village but if approved the new gateway would be located as near to the edge of the residential development as possible.
Recommendation	Re-locate the 30mph speed limit to previous 2010 location. Create 40mph buffer from current 30mph location to this point.
6. Newbury Road, Weston - extension of approx 100m to the 30mph speed limit to the west of the village towards Great Shefford.	
Attendees	Parish Cllr David Hunt (DH)
Discussion	DH explained 3 properties originally accessed this road. After recent development a further 10 houses have been built at Western Gate. Traffic on the Newbury Road approaches the left junction at speed, where visibility out of the junction is poor with high banks. GP noted the signage doesn't stand out and that maybe the 30mph could be enhanced. Remedial work such as hedge cutting by local farmer would improve sightlines. GD suggested that the junction warning sign could be replaced with a more prominent sign and relocated to the opposite side of the road for

Appendix B

Minutes of Speed Limit Review 2016

Held on 25th October 2016

	<p>improved visibility to the sign.</p> <p>CH suggested the introduction of a 'SLOW' road marking but GD resisted the proposal due to ongoing maintenance and budget restrictions.</p>
Recommendation	Existing speed limit is appropriate. Improve junction warning and speed terminal signs - relocate to opposite side of the road where visibility will be improved.
7. Englefield Road, Theale - request for 20mph speed limit outside the newly proposed Theale school site.	
Attendees	<p>Bill Bagnell (BB) – WBC Special Projects Nicola Lang (NL) – WBC Project Coordinator Jo Friend (JF) – Theale Parish Council</p>
Discussion	<p>BB spoke first – schools are an emotive issue and he understands the need to re-site the school from its present location. The Parish Council are duty bound to ensure the safety of the children before they will release the land. 20mph request is a result of the Parish Council's desire to show community individuals that they take child safety seriously. BB said the 20mph speed limit zone is desirable if it gives greater comfort to the Parish Council and assists in the release of the land required for the new school.</p> <p>JF (Clerk to the Parish Council) explained the Parish Council has a problem with the proposal as a national speed limit road leads onto the 20mph proposal. She read a list of Parish Council concerns:</p> <ul style="list-style-type: none"> • Greenfield site – New school will increase users • Informal crossing by children • Pedestrian congestion outside the school • Pavement only on the south side • Traffic from the west – nothing to naturally slow the area • No parking restrictions • Not sensible to use parked cars as traffic calming <p>GP emphasised that the purpose of the Speed Limit Task Group was to look at speed limits only.</p> <p>BB explained he had spent over a year on an independent consultation as part of the application to overcome the issues.</p> <p>A further discussion continued on what potential changes could be made to further ensure the safety of the new and existing users:</p> <ul style="list-style-type: none"> • Extend 50mph from A340 • Buffer of 40mph/30mph leading to 20mph • Traffic calming to control speeds within the 20mph zone • 20mph will require street lighting

Appendix B

Minutes of Speed Limit Review 2016

Held on 25th October 2016

	<p>It was agreed it is difficult to make any decisions about the speed limit of the road until the school has been built. The current layout does not support a 20mph zone.</p> <p>GP stated the demand from the Parish Council is not possible without further work and investigations.</p> <p>JF stated the WBC new school Project Board did not provide clear answers to their highways concerns and the reason the Parish Council have requested a 20mph zone was to ensure the Parish Council were taken seriously and their concerns were heard and not to demand the 20mph zone.</p>
Recommendation	<p>Existing speed limit is appropriate for the current road users. It was agreed further data needed to be collected by AD and GD and for a draft a scheme to be devised probably including a lower speed buffer zone between the A340 and Theale. This is to be passed to the Property Services Team who will draw up a scheme for approval by Ward Member, Task Group, Parish Council and Traffic Management.</p>
AOB	<p>GP – Costco 25mph speed limit in use, CH explained this was private land and not enforceable.</p> <p>AM – Bowling Green Road, Thatcham, he felt the enforcement was in the wrong place. AD explained the situation and history.</p> <p>GP thanked everyone for their hard work and preparation on this speed limit review.</p>
Next Meeting (To be confirmed)	
End of meeting 14:47	

Note: This is a summary of the Speed Limit Review meeting

Individual Executive Member Decision

Mill Lane, Newbury - proposed 20mph speed limit

Committee considering report:	Individual Executive Member Decision
Date ID to be signed:	20 December 2016
Portfolio Member:	Councillor Jeanette Clifford
Forward Plan Ref:	ID3179

1. Purpose of the Report

- 1.1 To inform the Executive Member for Highways and Transport of the responses received during the statutory consultation on the proposal to lower the current 30 mph speed limit on Mill Lane, Connaught Road, Greenham Mill and Boundary Road, Newbury, to 20 mph and to seek approval of officer recommendations.

2. Recommendations

- 2.1 That the Executive Member for Highways and Transport approves the Recommendations as set out in Section 7 of this report.

3. Implications

- 3.1 **Financial:** The implementation of the physical works would be funded from the approved Capital Programme.
- 3.2 **Policy:** The consultation was in accordance with the Council's Consultation procedure.
- 3.3 **Personnel:** None arising from this report.
- 3.4 **Legal:** Sealing of the Traffic Regulation Order would be undertaken by Legal Services.
- 3.5 **Risk Management:** None arising from this report.
- 3.6 **Property:** None arising from this report.
- 3.7 **Other:** N/A

4. Consultation Responses

Members:

Leader of Council:	Councillor Roger Croft - to date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management	Councillor Emma Webster- to date no response has been received, however any comments will be verbally reported at

Commission Chairman: the Individual Decision meeting.

Ward Members: Councillors Dennis Benneyworth and James Fredrickson - to date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Opposition Spokesperson: Councillor Billy Drummond - As opposition spokesman for highways, I am 100% in favour of a 20mph speed limit.

Local Stakeholders: N/A

Officers Consulted: Mark Edwards, Mark Cole and Glyn Davis.

Trade Union: N/A

5. Other options considered

5.1 None.

Background Papers:

Minutes of the Speed Limit Review – 20 May 2013.

Minutes of the Speed Limit Review – 7 March 2014.

Minutes of the Speed Limit Review – 29 October 2014.

Responses received during statutory consultation.

Subject to Call-In:

Yes: No:

Wards affected:

Victoria

Strategic Aims and Priorities Supported:

The proposals will help achieve the following Council Strategy aim:

X HQL – Maintain a high quality of life within our communities

The proposals contained in this report will help to achieve the following Council Strategy priority:

X SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy

The proposals contained in this report will help to achieve the above Council Strategy aim and priority by addressing road safety concerns associated with inappropriate speed

Officer details:

Name: Alex Drysdale

Job Title: Project Engineer

Tel No: 01635 503236

E-mail Address: alex.drysdale@westberks.gov.uk

6. Executive Summary

- 6.1 Requests for amended speed limits are considered by the Council's Speed Limit Task Group review panel, which consists of council members, officers and a police representative. When assessing the request, current guidance, traffic surveys, accident history and local conditions are taken into account.
- 6.2 A 20mph speed limit for this area was first considered by the Speed Limit Task Group in May 2013 when it was agreed to assess physical measures to control speeds on Hambridge Road. This assessment however reported that the introduction of a 20mph speed limit would require the removal of the safety cameras on Hambridge Road and at the Speed Limit Task Group in May 2014 it was therefore recommended that Hambridge Road be omitted and the 20mph speed limit should be introduced for Mill Lane, Boundary Road (north of the railway bridge) and part of Kings Road instead.
- 6.3 This was further considered in October 2014 by the Speed Limit Task Group, which then recommended that the Kings Road length be omitted from the proposed scheme due to the delays over the Stirling Cables site planning application and that the proposal be advertised for Mill Lane and Boundary Road only.
- 6.4 The statutory consultation and advertisement of the agreed proposals was undertaken between 22 January and 12 February 2015.
- 6.5 At the end of the statutory consultation period three responses had been received. One objection was later withdrawn as the respondent no longer lived in the area and did not wish to contest the speed limit change.
- 6.6 One of the remaining objections was based on the grounds that the respondent was fed up with speed limits and speed humps and considered there was no need to slow traffic any further on this road. The other respondent considered the proposal to be a waste of money and questioned whether there would be any change in driver behaviour or any enforcement if the new speed limit was introduced.

7. Conclusion

- 7.1 Having considered the responses to the consultation the concerns of the local community would best be served by the change to the speed limit and the objections received do not justify omission of this proposal from the approved works programme.
- 7.2 It is recommended that the speed limit is introduced as advertised and that the respondents to the statutory consultation are informed accordingly.

8. Appendices

- 8.1 Appendix A - Equalities Impact Assessment

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Appendix A

Equality Impact Assessment - Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity.

Please complete the following questions to determine whether a Stage Two, Equality Impact Assessment is required.

Name of policy, strategy or function:	Speed Limit Task Group decision – Mill Lane 20 mph speed limit
Version and release date of item (if applicable):	N/A
Owner of item being assessed:	Alex Drysdale
Name of assessor:	Mark Cole
Date of assessment:	28 November 2016

Is this a:		Is this:	
Policy	No	New or proposed	Yes
Strategy	No	Already exists and is being reviewed	Yes
Function	Yes	Is changing	Yes
Service	Yes		

1. What are the main aims, objectives and intended outcomes of the policy, strategy function or service and who is likely to benefit from it?	
Aims:	To address a community concern issue by reducing the speed limit. This was agreed by the Speed Limit Task Group panel who reviewed the request within the current Department for Transport guidelines.
Objectives:	To set appropriate and consistent speed limits within our district taking into consideration government guidance, accident history and community benefits.
Outcomes:	Setting the correct speed limit will help in addressing poor injury accident records, guide drivers as to the appropriate speed for a route and address community concern.
Benefits:	A safer improved highway network.

2. Note which groups may be affected by the policy, strategy, function or service. Consider how they may be affected, whether it is positively or negatively and what sources of information have been used to determine this.

(Please demonstrate consideration of all strands – Age, Disability, Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)

Group Affected	What might be the effect?	Information to support this
All Highway Users encompassing all of the strands.	Setting an appropriate speed limit will guide drivers to drive at an appropriate speed. Setting limit unrealistically low will result in none compliance. Setting lower speed limits within towns and villages may help in addressing community concern and poor accident records.	The Department for Transport Circular 1/2013 (setting local speed limits). Traffic Signs Regulations and General Directions 2016.
Further Comments relating to the item:		
No further comments		

3. Result

Are there any aspects of the policy, strategy, function or service, including how it is delivered or accessed, that could contribute to inequality?

No

Please provide an explanation for your answer: All highway users needs have been considered in undertaking this review.

Will the policy, strategy, function or service have an adverse impact upon the lives of people, including employees and service users?

No

Please provide an explanation for your answer: Reducing the speed of traffic where necessary has a positive impact on all people.

If your answers to question 2 have identified potential adverse impacts and you have answered ‘yes’ to either of the sections at question 3, or you are unsure about the impact, then you should carry out a Stage 2 Equality Impact Assessment.

If a Stage Two Equality Impact Assessment is required, before proceeding you should discuss the scope of the Assessment with service managers in your area. You will also need to refer to the Equality Impact Assessment guidance and Stage Two template.

4. Identify next steps as appropriate:	
Stage Two required	No
Owner of Stage Two assessment:	N/A
Timescale for Stage Two assessment:	N/A
Stage Two not required:	Not required

Name: Alex Drysdale

Date: 28/11/2016

Please now forward this completed form to Rachel Craggs, the Principal Policy Officer (Equality and Diversity) for publication on the WBC website.

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Individual Executive Member Decision

A329 Oxford Road Pedestrian Crossing Improvement

Committee considering report: Individual Executive Member Decision

Date ID to be signed: 20 December 2016

Portfolio Member: Councillor Jeanette Clifford

Forward Plan Ref: ID3206

1. Purpose of the Report

- 1.1 To report on consultation responses on proposed pedestrian crossing improvements on the A329 Oxford Road, Purley-on-Thames and recommend whether to proceed with the proposal.

2. Recommendations

2.1 It is recommended that:

- (1) a traffic signal controlled “Puffin” crossing is installed as proposed in the consultation;
- (2) the respondents to the consultation are informed accordingly.

3. Implications

- 3.1 **Financial:** If implemented, the scheme will be funded from Section 106 funds acquired from the Shanly Homes Development for highway improvement works.
- 3.2 **Policy:** None
- 3.3 **Personnel:** None
- 3.4 **Legal:** None
- 3.5 **Risk Management:** If implemented, the project will be managed in accordance with the Highways and Transport Service’s approach to risk management.
- 3.6 **Property:** None
- 3.7 **Other:** None

4. Consultation Responses

Members:

Leader of Council: Councillor Roger Croft

Overview & Scrutiny Management Commission Chairman: Councillor Emma Webster

Ward Members: Councillor Rick Jones has made no objection at the time of writing.
Councillor Tim Metcalfe has made no objection at the time of writing.
Councillor Laszlo Zverko (neighbouring ward) has made no objection at the time of writing.

Opposition Spokesperson: Councillor Billy Drummond has “no problem with the proposed crossing, especially if it makes it safer for pedestrians”.

Local Stakeholders: Consulted in October 2016 via leaflet drop. See Appendix C for a summary of the responses.

Officers Consulted: Mark Edwards, Neil Stacey, Glyn Davis

Trade Union: Not applicable

5. Other options considered

- 5.1 The possibility of constructing a continuous footway on the south side of the A329 connecting Theobald Drive to Roebuck Rise was examined. This is not considered to be feasible due to its impact on the adjacent tree protection area and land ownership issues.
- 5.2 The option of an uncontrolled crossing point consisting of a central traffic island and dropped kerbs was investigated. This would involve the construction of a 2m wide (minimum width) pedestrian refuge with 3m running lanes either side of the island. As Oxford Road is currently 6m at this point, this would require widening of the carriageway by a minimum of 2m, plus an additional 2m to construct a footpath on the south side of the road. This widening and footway construction would have a significant impact on the tree preservation order area, would involve the construction of an expensive retaining structure and involve the purchase of land outside the highway boundary. It is also considered that due to the speed and volume of traffic using Oxford Road, a controlled crossing, which does not require vulnerable pedestrians to wait in the centre of the road, is the safer option.

Background Papers:

Traffic Survey Data

Subject to Call-In:

Yes: No:

The item is due to be referred to Council for final approval

Delays in implementation could have serious financial implications for the Council

Delays in implementation could compromise the Council's position

Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months

Item is Urgent Key Decision

Report is to note only

Wards affected:

Purley-on-Thames, Westwood

Strategic Aims and Priorities Supported:

The proposals will help achieve the following Council Strategy aims:

- P&S – Protect and support those who need it**
- HQL – Maintain a high quality of life within our communities**

The proposals contained in this report will help to achieve the following Council Strategy priority:

- SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy**

The proposals contained in this report will help to achieve the above Council Strategy aims and priority by providing a safer route for pedestrians.

Officer details:

Name: Jon Winstanley
Job Title: Projects Manager
Tel No: 01635 519087
E-mail Address: jon.winstanley@westberks.gov.uk

6. Executive Summary

- 6.1 Oxford Road is part of the A329 route between Purley-on-Thames and Reading. The site is situated adjacent to the junction with Theobald Drive. As part of the planning approval for a new development to the east of Roebuck Rise, funding has been secured to improve local footways and pedestrian crossing facilities.
- 6.2 A vehicle and pedestrian survey was undertaken on Thursday 30th June 2016 between 07:00 and 19:00. 85th percentile speeds were 39mph eastbound and 37mph westbound, significantly in excess of the 30mph speed limit. During the survey, a two-way total of 10,686 vehicles were recorded and a total of 63 pedestrians crossed the road in the vicinity of the Theobald Drive junction. The busiest hourly period was between 15:00 and 16:00, corresponding with the end of the school day. Around half of pedestrians crossing were children under the age of 11 years.
- 6.3 Although the number of pedestrians crossing the road is low, and would not normally be sufficient to justify the provision of a controlled crossing, the high vehicle speeds and traffic volumes need to be taken into account. It is considered that the difficulty in crossing Oxford Road and perceived safety issues (ie high traffic speeds) may be discouraging local residents from using the route. A controlled crossing may therefore encourage more people to walk to school or the nearby Tilehurst Station. It should also be noted that the new development will generate additional local journeys, some of which could be made on foot.
- 6.4 Local stakeholders were consulted in October 2016 by means of a leaflet drop. The leaflet proposed that a controlled crossing should be installed and is included in Appendix C.
- 6.5 The consultation resulted in a low response rate, with only three responses received, two from members of the public and one on behalf of the Theobald Drive Residents' Association. All the responses were strongly in favour of a controlled crossing, although some suggestions for further improvements were also made. The responses are summarised in Appendix C, together with Officer's comments on the further suggestions.

7. Appendices

- 7.1 Appendix A – Supporting Information
- 7.2 Appendix B – Equalities Impact Assessment
- 7.3 Appendix C - Consultation leaflet and Summary of responses

A329 Oxford Road Pedestrian Crossing Improvement – Supporting Information

1. Introduction/Background

- 1.1 Oxford Road is part of the A329 route between Purley-on-Thames and Reading. The site is situated adjacent to the junction with Theobald Drive. As part of the planning approval for a new development to the east of Roebuck Rise, funding has been secured to improve local footways and pedestrian crossing facilities.

2. Supporting Information

- 2.1 A vehicle and pedestrian survey was undertaken on Thursday 30th June 2016 between 07:00 and 19:00. 85th percentile speeds were 39mph eastbound and 37mph westbound, significantly in excess of the 30mph speed limit. During the survey, a two-way total of 10,686 vehicles were recorded and a total of 63 pedestrians crossed the road in the vicinity of the Theobald Drive junction. The busiest hourly period was between 15:00 and 16:00, corresponding with the end of the school day. Around half of pedestrians crossing were children under the age of 11 years.
- 2.2 Although the number of pedestrians crossing the road is low, and would not normally be sufficient to justify the provision of a controlled crossing, the high vehicle speeds and traffic volumes need to be taken into account. It is considered that the difficulty in crossing Oxford Road and perceived safety issues (ie high traffic speeds) may be discouraging local residents from using the route. A controlled crossing may therefore encourage more people to walk to school or the nearby Tilehurst Station. It should also be noted that the new development will generate additional local journeys, some of which could be made on foot.

3. Options for Consideration

- 3.1 In view of the above, it was considered that a “Puffin” (traffic light) pedestrian crossing would be of benefit to the community.
- 3.2 An alternative option of an uncontrolled crossing point consisting of a central traffic island and dropped kerbs was investigated. This would involve the construction of a 2m wide (minimum width) pedestrian refuge with 3m running lanes either side of the island. As Oxford Road is currently 6m at this point, this would require widening of the carriageway by a minimum of 2m, plus an additional 2m to construct a footpath on the south side of the road. This widening and footway construction would have a significant impact on the tree preservation order area, would involve the construction of an expensive retaining structure and involve the purchase of land outside the highway boundary. It is also considered that due to the speed and volume of traffic using Oxford Road, a controlled crossing, which does not require vulnerable pedestrians to wait in the centre of the road, is the safer option.

3.3 The possibility of constructing a continuous footway on the south side of the A329 connecting Theobald Drive to Roebuck Rise was examined. This is not considered to be feasible due to its impact on the adjacent tree protection area and land ownership issues.

4. Proposals

4.1 It is proposed to construct a “Puffin” crossing.

5. Conclusion

5.1 A “Puffin” crossing offers an affordable and safe way of improving pedestrian facilities on the A329.

6. Consultation and Engagement

6.1 Local stakeholders were consulted in October 2016 by means of a leaflet drop. The leaflet proposed that a controlled crossing should be installed and is included in Appendix C.

6.2 The consultation resulted in a low response rate, with only three responses received, two from members of the public and one on behalf of the Theobald Drive Residents’ Association. All the responses were strongly in favour of a controlled crossing, although some suggestions for further improvements were also made. The responses are summarised in Appendix C, together with Officer’s comments on the further suggestions.

Background Papers:

- Traffic Survey data

Subject to Call-In:

Yes: No:

- The item is due to be referred to Council for final approval
- Delays in implementation could have serious financial implications for the Council
- Delays in implementation could compromise the Council’s position
- Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

Strategic Aims and Priorities Supported:

The proposals will help achieve the following Council Strategy aims:

- P&S – Protect and support those who need it**
- HQL – Maintain a high quality of life within our communities**

The proposals contained in this report will help to achieve the following Council Strategy priority:

- SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy**

The proposals contained in this report will help to achieve the above Council Strategy aims and priority by providing a safer route for pedestrians.

Officer details:

Name: Jon Winstanley
Job Title: Projects Manager
Tel No: 01635 519087
E-mail Address: jon.winstanley@westberks.gov.uk

Appendix B

Equality Impact Assessment - Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity.

Please complete the following questions to determine whether a Stage Two, Equality Impact Assessment is required.

Name of policy, strategy or function:	A329 Oxford Road Pedestrian Crossing Improvement
Version and release date of item (if applicable):	
Owner of item being assessed:	Jon Winstanley
Name of assessor:	Jon Winstanley
Date of assessment:	14/11/2016

Is this a:		Is this:	
Policy	No	New or proposed	Yes
Strategy	No	Already exists and is being reviewed	No
Function	Yes	Is changing	No
Service	No		

1. What are the main aims, objectives and intended outcomes of the policy, strategy function or service and who is likely to benefit from it?	
Aims:	Improve safety for pedestrians crossing the A239, Oxford Road, Purley-on-Thames
Objectives:	To install signal controlled crossing facility
Outcomes:	A safer crossing point for pedestrians
Benefits:	Pedestrians will have precedence over vehicles allowing safe crossing.

<p>2. Note which groups may be affected by the policy, strategy, function or service. Consider how they may be affected, whether it is positively or negatively and what sources of information have been used to determine this.</p> <p>(Please demonstrate consideration of all strands – Age, Disability, Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)</p>
--

Group Affected	What might be the effect?	Information to support this
Disabled people (people with impaired mobility)	<p>The crossing will be of particular benefit to young, elderly and disabled pedestrians, who are likely to find particular difficulty in crossing Oxford Road at the proposed location.</p> <p>If the scheme does not proceed, no such facilities will be provided, but conditions for disabled pedestrians will be no worse than in the current circumstances.</p>	<p>When a pedestrian pushes a button, vehicular traffic will have to stop at a red light to enable pedestrians to cross the road.</p> <p>Tactile paving will be included at the dropped kerbs and rotating tactile cones will be installed below the push button units for the benefit of pedestrians with impaired vision.</p>
All other groups	No effect.	N/A
Further Comments relating to the item:		
None		

3. Result	
Are there any aspects of the policy, strategy, function or service, including how it is delivered or accessed, that could contribute to inequality?	No
Please provide an explanation for your answer: The proposed crossing will reduce, rather than contribute to inequality, as explained above.	
Will the policy, strategy, function or service have an adverse impact upon the lives of people, including employees and service users?	No
Please provide an explanation for your answer: The proposed crossing will have a positive, rather than adverse effect on peoples' lives, as explained above.	

If your answers to question 2 have identified potential adverse impacts and you have answered 'yes' to either of the sections at question 3, or you are unsure about the impact, then you should carry out a Stage 2 Equality Impact Assessment.

If a Stage Two Equality Impact Assessment is required, before proceeding you should discuss the scope of the Assessment with service managers in your area. You will also need to refer to the Equality Impact Assessment guidance and Stage Two template.

4. Identify next steps as appropriate:	
Stage Two required	No
Owner of Stage Two assessment:	N/A

Timescale for Stage Two assessment:	N/A
Stage Two not required:	Yes

Name: Jon Winstanley

Date: 14/11/2016

Please now forward this completed form to Rachel Craggs, the Principal Policy Officer (Equality and Diversity) for publication on the WBC website.

Consultation leaflet

West Berkshire Council Highways and Transport Service

Pedestrian Crossing Improvement A329 Oxford Road, Purley



Background information

As part of the planning approval for the development to the east of Roebuck Rise, funding has been secured to improve local footways and pedestrian crossing facilities.

West Berkshire Council is therefore pleased to propose the provision of a safe crossing point for pedestrians on Oxford Road between Roebuck Rise and Theobald Drive. This will involve the installation of a signal controlled crossing and a new section of footway (please see the drawing overleaf for further details).

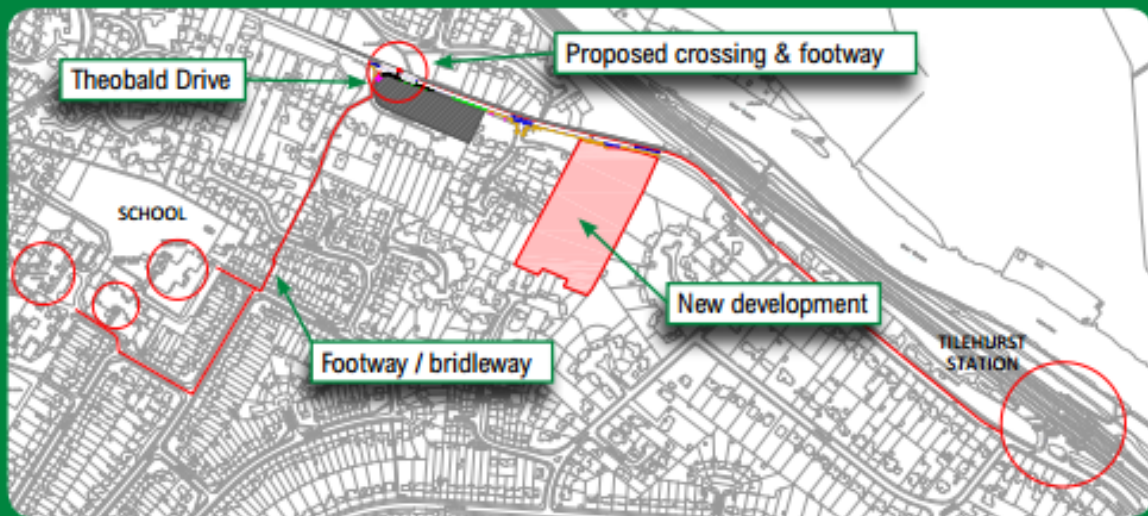
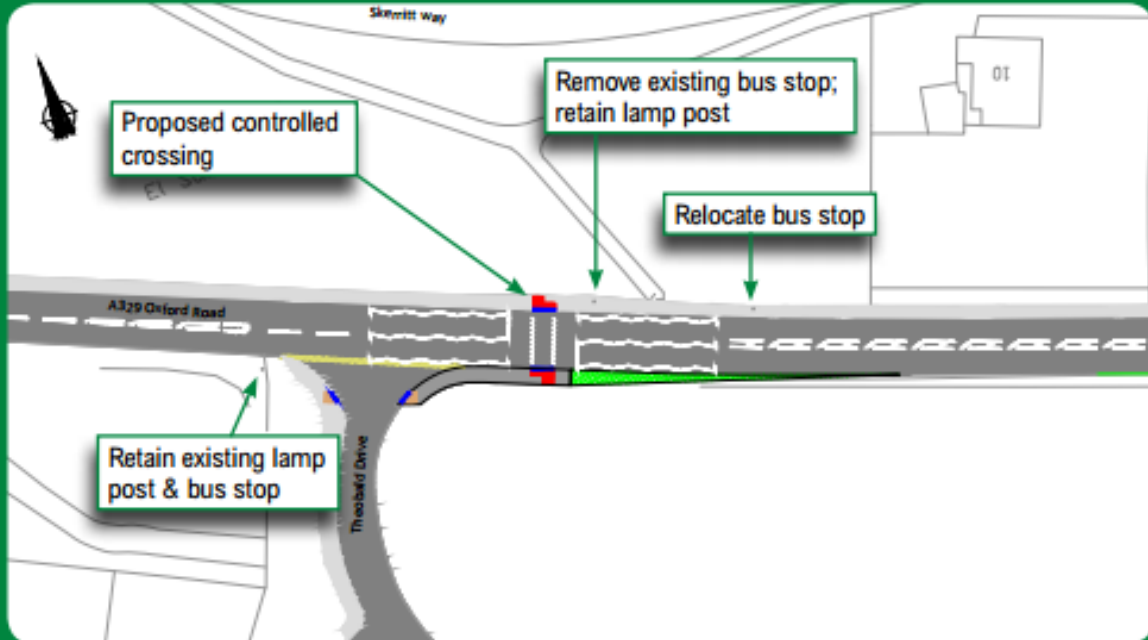
This proposal will provide a safe route from Tilehurst via the footpath/bridleway, connecting to Theobald Drive, Skerrit Way, the new development and on to Tilehurst railway station.

Proposed works include:

- Installation of a signal controlled crossing providing a safe crossing point.
- Addition of a new footway linking the new crossing with Theobald Drive.
- Relocation of an existing bus stop to accommodate the proposed crossing.

If you require further information or have any comments on this scheme then please get in touch using the contact details overleaf before 7 November 2016.

Pedestrian Crossing Improvement A329 Oxford Road, Purley



Contact:

Neil Stacey on (01635) 519113 or Amar Thapa on (01635) 503239
Email: projects@westberks.gov.uk

WBC/H&T/AT/1016

Summary of replies to consultation

	Reply from	Comments made	Officer comment
1.	Local Resident	<p>a) It is good that the stretch of the Oxford Road between Tilehurst Station and the Knowsley Road roundabout is being improved by the provision of a new crossing. The new lights opposite the Shanly Homes estate are also very welcome.</p> <p>b) However, there is a gap in the lighting between the new lights and the next one travelling westwards, resulting in a very dark section of pavement at night. At the very least some of the trees there should be pruned, as they block the lighting that is available, but another light would be welcome. Can you tell me if there are any plans for a further light to be placed there.</p>	<p>a) Noted.</p> <p>b) Following the road safety audit, the proposal now includes for reduction of tree canopy from above the highway over the length of the crossing controlled area. The lighting arrangement in the area is considered sufficient and therefore there is no plan to include further lighting. Removal of obstruction to lighting due to tree overgrowth is considered as above</p>
2.	Local Resident	<p>a) A great proposal and one which I fully support</p> <p>b) Can you confirm if there will be a path all the way from Roebuck Rise to Theobald Drive (I think that is the case from the drawings but it's not clear)?</p> <p>c) Will you be adding any 30mph reminder signs as part of the proposal? It's clear that a lot of drivers think that stretch of road is 40 or even 50mph limit due to the sylvan nature of the appearance and lack of clear signage at either end (Knowsley Rd and Overdown Road roundabouts). This could be a great opportunity to slow the average speed down.</p>	<p>a) Noted</p> <p>b) The possibility of constructing a continuous footway on the south side of the A329 connecting Theobald Drive to Roebuck Rise was examined. This is not considered to be feasible due to its impact on the adjacent tree protection area and land ownership issues. A short new footway is included to link Roebuck Rise to the proposed crossing</p> <p>c) 30mph "repeater" signs are not permitted within a system of street lights and therefore it will not be possible to install additional speed limit signs.</p>
3.	Theobald Drive Residents' Association	<p>a) The meeting was generally supportive of the proposal but raised the following other points:</p> <p>b) Suggested double white lines on the A329 at Purley</p> <p>c) Suggested double yellow lines on the corner(s) of Theobald Drive and the A329 where pedestrians will be</p>	<p>a) Noted.</p> <p>b) Double white lines can only be installed in cases of reduced forward visibility where there is a high potential for accidents involving overtaking. It is considered that the existing central hatching is a</p>

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		<p>crossing Theobald Drive</p> <p>d) Requested a flashing (vehicle activated) 30mph sign for eastbound traffic on the A329</p> <p>e) Suggested approaching the adjacent land owner to discuss extending the new footpath further into Theobald Drive.</p>	<p>sufficient deterrent to overtaking.</p> <p>c) The Traffic and Road Safety team is responsible for the assessment of requests for new parking restrictions and will add this request to the list of sites needing investigation.</p> <p>d) The provision of Vehicle Activated signs is subject to an assessment by the Traffic and Road Safety team under the relevant policy document and the availability of funding. An assessment will be carried out in due course and the Residents' Association informed of the outcome.</p> <p>e) The land owner will be contacted as part of the detailed design process if this project goes ahead. If this land is not available, however, it would not prevent the project from being implemented.</p>