

# Individual Decision

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

**Thursday 30 March 2017**

<b>Ref:</b>	<b>Title</b>	<b>Portfolio Member</b>	<b>Page No.</b>
ID3261	<b>Traffic Management and Road Safety Programme 2017/18</b>	Councillor Jeanette Clifford	3 - 16



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## Individual Executive Member Decision

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### Traffic Management & Road Safety Programme 2017/18

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**Committee considering report:** Individual Executive Member Decision

**Date ID to be signed:** 30 March 2017

**Portfolio Member:** Councillor Jeanette Clifford

**Forward Plan Ref:** ID3261

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#### 1. Purpose of the Report

1.1 To present the Traffic Management and Road Safety Works Programme 2017/18 for consideration by the Executive Member for Highways & Transport.

#### 2. Recommendation

2.1 That the Executive Member for Highways & Transport approves the Traffic Management & Road Safety Works Programme for 2017/18.

#### 3. Implications

3.1 **Financial:** None arising from this report because the Traffic Management and Road Safety programme is funded from the Councils Revenue budget and Capital Programme.

3.2 **Policy:** The recommendations within this report accord with existing Council policy.

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

3.4 **Legal:** None arising from this report.

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

3.6 **Property:** The public highway is an important and valuable asset. Failure to maintain it and the associated equipment will devalue the asset and conflict with the government's aim to implement Highway Asset Management and Whole Life Accounting.

3.7 **Other:** N/A

#### 4. Consultation Responses

##### Members:

**Acting Leader of** Cllr Graham Jones - To date no response has been received

**Council:** from Councillor Graham Jones, however any comments will be verbally reported at the Individual Decision meeting.

**Overview & Scrutiny Management Commission Chairman:** 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.

**Opposition Spokesperson:** Cllr Billy Drummond – Reported ‘I have no problems with the report’.

**Local Stakeholders:** All Members were consulted and the following responses were received – Councillor Graham Bridgeman requested further information on four items on the programme for which I have supplied a response and has been acknowledged. Councillor Rick Jones ‘Thanks for the information, it looks good to me’. Councillor Jeff Beck ‘Thank you for sending this documentation, I have scanned through and not found any item to require further explanation/clarification’.

**Officers Consulted:** Mark Edwards and Mark Cole

**Trade Union:** N/A

## 5. Other options considered

N/A

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### Background Papers:

None

### Subject to Call-In:

Yes: X No:

### Wards affected:

All wards.

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**

### Officer details:

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## 6. Executive Summary

- 6.1 The purpose of this report is to seek approval of the Traffic Management and Road Safety Programme 2017/18. 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 2017/18.

Approximately 60% of the work undertaken by the Traffic Management and Road Safety Team is planned. These schemes are identified under a number of work areas including signing and marking maintenance (programmed), network and tourism signing schemes, local and school safety schemes, parking review, speed limit review and road safety.

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 activities may include assessments, signing and marking maintenance (reactive), reviewing planning applications, road closures, petition reports, recharge schemes, correspondence and telephone enquiries.

## 7. Conclusion

- 7.1 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 2017/18, which includes an estimated number of schemes for unplanned work in response to the various stakeholders' requests, is shown in Appendix C. This is based on the level of work completed in previous years.
- 7.2 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 and may result in reprogramming of some schemes.

## 8. Appendices

- 8.1 Appendix A - Supporting Information.
- 8.2 Appendix B – Equalities Impact Assessment.
- 8.3 Appendix C – Traffic Management and Road Safety Proposed Programme for 2017/18.

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# Traffic Management & Road Safety Programme 2017/18 – Supporting Information

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## 1. Introduction/Background

- 1.1 The purpose of this report is to seek approval of the Traffic Management and Road Safety Programme for 2017/18. 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 2017/18.

## 2. Supporting Information

- 2.1 Approximately 60% 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.
- 2.2 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 activities fall within the following work areas:
- Assessment Reports – Traffic Assessments and Home to School Assessments.
  - Road Marking Maintenance.
  - Road Signing Maintenance.
  - Temporary Traffic Regulation Orders – e.g. Road Closures.
  - Petition Reports.

- Rechargeable Schemes – e.g. Tourist Signs, Access Protection Markings.
- Vehicle Operators Licences – Assessment and attending Public Inquiries.
- Letters & E-mails requiring a response.
- Telephone enquiries.

2.3 A programme of schemes for 2017/18 is provided in Appendix C and is based on the level of work completed in previous years, draft budgets for 2017/18 and reductions to staffing levels.

2.4 Delivery of the works programme for 2017/18 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 and Transport.

### 3. Options for Consideration

3.1 Please refer to Appendix C – Proposed Traffic Management & Road Safety Programme for 2017/18.

### 4. Proposals

4.1 The purpose of this report is to seek approval for the proposed Traffic Management and Road Safety programme for 2017/18.

### 5. Conclusion

5.1 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 2017/18, which includes an estimated number of schemes for unplanned work in response to the various stakeholders' requests, is shown in Appendix C. This is based on the level of work completed in previous years, draft budgets for 2017/18 and reductions to staffing levels.

5.2 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 and may result in reprogramming of some schemes.

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#### Background Papers:

None.

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#### 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

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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

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**Wards affected:**

All Wards

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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**
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## 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.

<b>Name of policy, strategy or function:</b>	Traffic Management & Road Safety Proposed Programme for 2017/18
<b>Version and release date of item (if applicable):</b>	
<b>Owner of item being assessed:</b>	Glyn Davis
<b>Name of assessor:</b>	Mark Cole
<b>Date of assessment:</b>	05 January 2017

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?	
<b>Aims:</b>	To maintain traffic management assets on the highway and improve safety for those using the highway.
<b>Objectives:</b>	To achieve our aims by means of maintenance, good design and education.
<b>Outcomes:</b>	The proposed works programme will guide the team in meeting its duty to maintain and improve traffic management highway assets and deliver road safety education to the residents of West Berkshire.
<b>Benefits:</b>	A safer improved highway network.

2 Which groups may be affected by the policy, strategy, function or service?		
Group Affected	What might be the effect?	Information to support this.
Age	<p>Reduced education will be delivered to elderly drivers as it is proposed to reduce the 'Flourish' programme to reflect the loss of a road safety officer during the latest round of cost saving cuts to services.</p> <p>Some Road Safety campaigns targeting children at several key stages and young drivers have been removed or reduced from the road safety programme to reflect the reductions to staffing and budget. The loss of a full time road safety officer and reductions to funding for the Berkshire Safer Roads Partnership means that the number of road safety campaigns delivered will be reduced. The impact of this is unknown but evidence would suggest that these groups will have a reduced awareness of risks associated with road safety.</p>	<p>Elderly drivers have been identified as an 'at risk group' by national road safety bodies. West Berkshire Council provided training and advice to older drivers to help reduce the risk of them being involved in injury accidents.</p> <p>Most of the campaigns were data led and aimed at higher risk groups. Before and after surveys indicate increased awareness after education. West Berkshire continually monitors personal injury accidents occurring on its highways. In 2000 the government set targets to reduce child killed or seriously injured (KSI) casualties by 50%. A 40% reduction in all KSI casualties was also set. WBC achieved this target through engineering and education. Reducing the education element may result in an increase to casualties on WBC roads and both the elderly and young will be more affected by reduction in road safety education.</p>
Disability	Where possible traffic management schemes will improve facilities to cater for the needs of those with disabilities.	Facilities will where possible be constructed to comply with the 'Streets for Living' guidelines for disabled access.
Gender Reassignment	There is no evidence to indicate that there will be a greater impact on this group than on any other.	
Marriage and Civil Partnership	There is no evidence to indicate that there will be a greater impact on this group than on any other.	
Pregnancy and	There is no evidence to indicate that there will be a greater	

## Appendix B

Maternity	impact on this group than on any other.	
Race	There is no evidence to indicate that there will be a greater impact on this group than on any other.	
Religion or Belief	There is no evidence to indicate that there will be a greater impact on this group than on any other.	
Sex and Sexual Orientation	There is no evidence to indicate that there will be a greater impact on this group than on any other.	
<b>Further Comments relating to the item:</b>		
The loss of a road safety officer and the loss or reduction to the funding for the safer roads partnership will have a severe impact in the education we are able to deliver. We have made cuts to school, young drivers, motorcyclist and elderly education.		

<b>3 Result</b>	
<b>Are there any aspects of the policy, strategy, function or service, including how it is delivered or accessed, that could contribute to inequality?</b>	<b>No</b>
<b>Please provide an explanation for your answer:</b>	
<b>Will the policy, strategy, function or service have an adverse impact upon the lives of people, including employees and service users?</b>	<b>Yes</b>
<b>Please provide an explanation for your answer:</b>	
The educational road safety activities that we undertake provides training for vulnerable road users such as school children, young and elderly drivers, young motorcyclists and cyclists. Reducing or stopping these activities could significantly impact on their lives.	

<b>4 Identify next steps as appropriate:</b>	
<b>Stage Two required</b>	Yes
<b>Owner of Stage Two assessment:</b>	Mark Cole
<b>Timescale for Stage Two assessment:</b>	After member consultation.

**Signed: Glyn Davis**

**Date: 23 January 2017**

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## Appendix C

### Traffic Management & Road Safety Proposed Programme for 2017/18

Project Name	Scheme	Comments
<b>School Safety</b>		
	St Johns - Mortimer	Investigate SCP loss mitigating scheme
	Burghfield - The Willink	School Lane/Recreation Road pedestrian improvement investigate
	Cold Ash School	PV <sup>2</sup> Assessment at the school.
	The Willows	Safety improvements to be investigated
	Pangbourne Investigation A329 post SCP removal	Safety improvements to be investigated
	Long Lane - Tilehurst	Marking improvements
<b>Local Safety Schemes</b>		
	TMA188 A343 - Sand Pit Hill	Recommendations from TMA 188 implemented
	Aldermaston Wharf	Speed reduction scheme investigation
	Upgrade VAS B4494	
	Upgrade VAS Ufton Nervet	
	Peasemore	Local Safety Scheme
	A339 Sandford Safety Camera hardstanding	Investigate
	B4000 Upper Lambourn	40mph VAS Rowdown
<b>Speed Limit Review</b>		
	Speed limit review process	1 meeting per year
	Implementation of approved Speed Limits	Average 12 per review
	A343 Washwater	Introduce 40mph Speed Limit
	A329 Purley Rise	Extend 30mph limit
	A339 Vodafone Rbt	Extend 50mph limit
	East Ilsley	Introduce 20mph speed limit - one way system and Church Hill
	Boxford	20mph Westbrook
	Hamstead Marshall	30mph Reduction
<b>Parking Schemes</b>		
	Parking amendment 25	Locations to be identified
	Parking amendment 26	Locations to be identified
	Parking amendments identified throughout the year	Locations to be identified
	Disabled Parking Bays (6 per year)	Location to be identified
<b>Signing Schemes</b> (average 10 schemes per year )		
	Weight restriction Flag Sign	A4/Lower Denford
	West Ilsley	Gateway improvements
	Brightwalton Holt	Gateway signs B4494
	Route De-Clutter	A4
	Route De-Clutter	A340
	Route De-Clutter	A338
	Route De-Clutter	A339
	Review Eastbury direction signs (condition accuracy and extra if req)	Lambourn & Great Shefford
	Review weight restriction signs	Stoney Lane
	Schemes identified throughout the year.	8-10 to be identified
<b>Traffic Signals</b> (average 3 schemes per year )		
	Traffic cameras at traffic signals - LongLane/A329	
	Schemes identified throughout the year.	2-5 to be identified
<b>Traffic Signal Contract</b>		
	Maintenance of signals and equipment	Various sites identified throughout the year.
<b>Signing &amp; Lining Maintenance</b>		
	Average 50 road sign maintenance schemes per year	This is a reactive programme as schemes are identified throughout the year following inspections or RTA's.
	Average 30 road marking maintenance schemes per year	
	B4000 A338-Wickham	
<b>Rechargeable Work</b>		
	Access Protection Road Markings - average 5 schemes per year	1-5 to be identified
	Tourist / Direction Signs - (8 schemes per year)	1-8 to be identified
	Damaged Signs / rechargeable work - average 10 per year	1-10 to be identified
<b>Section 106 funded schemes</b>		
	Pangbourne Hill VAS (poss speed indicator)	Member request and agreed with PC
	Grove Road - SPEEN	Proposed Members bid - VAS
	Cold Ash Hill	Assess Pedestrian Refuge for PC
	Pangbourne A329	Bollards o/s The Cheese Shop
	Lambourn Sign Revision	Post assessment

	Schemes identified throughout the year.	
<b>Other Schemes</b>		
	(maximum 5 per year)	
	Grove Road - SPEEN	Proposed Members bid(50%)/S106(50%) - VAS
	Slippery Road Signs	Installation or removal of warning signs at identified sites.
	Schemes identified throughout the year.	3-5 to be identified
<b>Permanent / Temporary Traffic Regulation Orders</b>		
	Section 14(2) & Section 21 - Emergency orders	Average 65 per year.
	Section 14 (1) Programmed Temporary Orders (i.e. road closures)	Average 65 per year.
	Section 16A Programmed Temporary Orders (i.e. Special events)	2 Orders covering approx 40 regular Charitable events and Remembrance Day Parades
	Section 21 of the Town Police Clauses Act 1847	Mainly required for Street Parties
<b>Road Safety Events and Campaigns</b>		
	Supporting National Road Safety campaigns	Campaigns to be identified: 1 to be identified
	Safe Drive Stay Alive	Three day event to be held during November 2017.
	Driver campaigns	Drive Start: 3 to be held throughout year.
	Powered Two Wheeler campaign	To be identified
	Road Safety Theatre Productions (Subject to H&W funding)	Road Rangers - new intake project 1-10 schools to be identified
	Flourish	1 - 2 To be identified.
	Work Related Road Risk	Meetings as identified
	Walk to school - safety project	To be identified
<b>Cycle training:-</b>		
	Bikes, Big Trucks & You with Royal Mail	Yr6 Project: 1 - 5 to be identified (Pilot Scheme in Schools)
	New instructor training sessions, risk assessment of sites and cycle training admin.	
	Cycle Training (Subject to government funding)	Bikeability training and monitoring
	Cycle Training	Holiday Courses during school summer holidays
	Cycle Training (Subject to H&W funding)	Adult cycle training
<b>Road Safety Education</b>		
	SID	Support current Parish Council with SID loans & risk assessments
	Speed Intervention Programme	Community Speed Watch 1-2 sites per week
	Speed Intervention Programme	Mobile VAS 1-sites per year - to be identified
	Speed Intervention Programme	Poster Campaign to support Speedwatch 1-to be identified
	Wheelie Bin sticker pilot	1-5 locations to be identified
<b>Speed Management</b>		
	Speed Data Recorder (SDR)	120 per year
	Speed Limit Review	1 per year
<b>Reports / Assessments</b>		
	<b>Petitions</b> (approx 2 Petitions per year)	
	<b>Home to School Transport Assessments / School Travel Plans</b> (approx 5 assessments per year)	1 to 5 to be identified
	<b>School Crossing Patrol - Risk Assessments of existing Sites</b> (approx 6 assessments per year)	1-6 to be identified
	<b>Traffic Management Assessments</b> (approx 5 per year)	
	Accident Investigation Goring Lane	
	A343 St Johns - Accident Investigation	
	Reading Road/Amners Farm Accident Investigation	
	Curridge School Parish concerns	
	Lambourn Gateway & horse warning sign review	
	<b>Vehicle Operators Licence</b>	
	Checking applications	Average 26 per year
	Preparing and attending inquiries	If required
	<b>Planning Applications</b>	
	Checking and commenting on planning applications and developers drawings	Average 20 per year
	<b>Accident Investigation and monitoring</b>	Monthly updates and post fatal accident meetings
	<b>Letters &amp; Emails</b>	Average 135 responses / month - Including letters, e-mails & Streetcare enquiries.
	<b>Telephone enquiries</b>	Approximately 1,000 calls per month