

Individual Decision



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

Thursday 29 August 2019

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Individual Executive Member Decision

Compton 20mph Speed Limit Consultation

Committee considering report: Individual Executive Member Decision

Date ID to be signed: 29th August 2019

Portfolio Member: Councillor Richard Somner

Date Portfolio Member agreed report: N/A

Forward Plan Ref: ID3710

1. Purpose of the Report

- 1.1 To inform the Executive Member for Highways and Transport of the responses received during the initial consultation on the introduction of a 20mph speed limit and associated traffic calming within Compton to seek approval of officer recommendations.

2. Recommendation

- 2.1 That the Executive Member for Highways and Transport approves the proposals as set out in Section 9 of this report.

3. Implications

- 3.1 **Financial:** The implementation of the physical works would be funded from S106 funding received in relation to developments in the Compton parish.
- 3.2 **Policy:** The consultation was carried out in accordance with the Council's consultation procedure.
- 3.3 **Personnel:** None arising from this report.
- 3.4 **Legal:** None at this stage.
- 3.5 **Risk Management:** If implemented, the project will be managed in accordance with the Transport and Countryside's approach to risk management.
- 3.6 **Property:** None arising from this report.
- 3.7 **Other:** None arising from this report.

4. Consultation Responses

Members:

Leader of Council:	Councillor Lynne Doherty - Responded 11/08/19 ' <i>I would support officer recommendations to move to formal consultation.</i>
Overview & Scrutiny Management Commission Chairman:	Councillor Alan Law - Any comments received will be verbally reported at the Individual Decision meeting.
Ward Member:	Councillor Carolyn Culver - Responded 15/08/19 ' <i>I support making amendments to the original proposal as suggested in 8.1 (3)</i> '
Opposition Spokesperson:	Councillor Alan Macro - Any comments received will be verbally reported at the Individual Decision meeting.

Local Stakeholders: Consulted in February 2019 via informal consultation with those residents deemed to be most likely affected by the proposed works. See Appendix C for a summary of the responses.

Officers Consulted: Jon Winstanley, Neil Stacey and Glyn Davis

Trade Union: N/A

5. Other options considered

5.1 None.

6. Introduction/Background

- 6.1 At the request of Compton Parish Council a meeting between Officers from the Traffic Management and Road Safety Team and Compton PC was held on the 19th May 2017. During this meeting several issues in Compton were discussed including a request for a request for a 20mph speed limit to cover the village centre and Compton Primary school.
- 6.2 The original request was for two separate 20mph speed limits, one at the school with another at the village centre. It was explained that this was unlikely to be feasible due to the Department for Transport's guidelines covering the minimum length of speed restrictions, as well as the desire to avoid drivers being subject to many changes to the speed limit within a short distance. It was suggested that an application for a single 20mph zone would be more likely to be acceptable. However it was highly likely that some traffic calming would be required if average speeds were above 24mph as there is a requirement for 20mph speed limits and zones to be self-enforcing.
- 6.3 Compton Parish Council agreed to the above and submitted a formal request for this to be referred to at the next Speed Limit Review. This request was reviewed at the Speed Limit Review held on the 10th October 2017. Data collected revealed that average speeds on School Road were in the region of 29mph, which exceeds the level where a 20mph speed limit can be installed using signs only. The request for a 20mph speed limit in Compton was supported by the Speed Limit Task Group

providing that traffic calming measures were installed to ensure the limit was self-enforcing. The recommendations from the Speed Limit Review were later agreed on 17.12.17 at ID3998 by the Executive Member for Highways and Transport.

- 6.4 A traffic calming scheme was designed that would control speeds to enable the 20mph speed limit to be introduced. This entailed the introduction of vertical traffic calming in the form of speed cushions. Officers felt that these were the only viable measures due to the low volume of traffic. Horizontal measures such as chicanes rely on opposing flow to be effective whereas cushions remain effective in all traffic flows if correctly designed. They can however create some noise and ground borne vibration, to mitigate this features would be positioned as far as possible away from buildings.
- 6.5 The design was taken to the Ward Member and Parish Council on the 23rd May 2018 for initial consultation. Both the Member and the Parish Council were in support of the proposed speed limit and associated traffic calming. It was then taken to all residents living within the extent of the proposed 20mph zone on the 5th February 2019 by means of a hand delivered plan with an explanatory letter. This was in order to engage with those directly affected at an early stage and prior to any statutory consultation for the speed limit being undertaken

7. Supporting Information

- 7.1 250 letters were hand delivered to which 45 responses were received by the end of the consultation period.
- (1) 18 of those that responded were against the scheme although 3 of this group supported the reduced speed limit but not the associated traffic calming. 27 respondents were in support of the proposed scheme.
 - (2) Of the 18 respondents that were against the scheme, 3 were in favour of a lower speed limit, 3 made general comments requesting speed enforcement cameras, 1 requested additional parking restrictions, 1 requested alternative traffic calming features and 4 did not consider the proposals necessary as being unlikely to have any affect or being a waste of money.
 - (3) One resident in particular was strongly opposed to the proposed traffic calming associated with the scheme and the consultation process. The resident has made numerous approaches to Council Officers, the former Executive Member for Highways and Transport, the former Ward Member for Compton and the Parish Council. He has also made several Freedom of Information enquiries to the Council regarding this and other similar schemes carried out throughout the district.
- 7.2 In an attempt to resolve the concerns regarding both the scheme and the consultation process to date, a meeting was arranged by the former Ward Member for Compton Cllr Virginia von Celsing. Also at the meeting were Principal Traffic Engineer Glyn Davis and the resident. During the meeting the process was explained to the resident including that a further statutory consultation would be required that would be open to all and not those just within the proposed new 20mph zone.

7.3 It was concluded at the meeting that the resident would contact the Parish Council and seek their support in changes to the proposed scheme and considering the level of opposition the results of this consultation would be taken to Individual Decision.

7.4 Responses to the consultation together with officer comments are detailed in Appendix C.

8. Options for Consideration

8.1 There are three options for consideration as follows:

- (1) Abandon the proposals and retain the current 30mph limit.
- (2) Continue with the proposal in its current state to formal statutory consultation. This will give all those opposed to the scheme (including those not living within the proposed 20mph zone) the opportunity to voice their concerns.
- (3) Make amendments to the proposed traffic calming features as suggested by the resident. For this, it is suggested that all amendments are agreed and supported by CPC before continuing to formal consultation.

9. Proposals

9.1 It is recommended that the scheme continues to statutory consultation as per the original proposal.

9.2 Should Compton Parish Council support any suggested amendments these will be investigated and implemented if officers are confident they will work while controlling the speed of the traffic to that expected in a 20mph zone/limit and unlikely to become a cause for objection.

9.3 That the respondents to the consultation be informed accordingly.

10. Conclusion

10.1 This consultation has revealed some differences in opinion with one resident in particular having strong concerns. However the majority of those that did respond were in support of this proposed scheme, as were Compton Parish Council. If progressed to statutory consultation this will give a further opportunity for all to raise their concerns including those that were not included in this consultation. However, it should be noted that officers can only look at the area that was recommended at the speed limit review in 2017. Any extensions or reductions to the area are outside the scope of this scheme and would need to be referred back to the Speed Limit Review for further consideration.

Background Papers:

Consultation Dwg No:TM/257/002
Comp 01 Consultation letter
Comp 02 Consultation plan
Comp 03 Consultation record
Comp 04 Speed limit review minutes
Comp 05 Speed limit review report

Subject to Call-In:

Yes: ☒ No: ☐

Wards affected:

Compton.

Strategic Aims and Priorities Supported:

The proposals will help achieve the following Council Strategy aim(s):

- ☐ **BEC – Better educated communities**
- ☐ **SLE – A stronger local economy**
- ☐ **P&S – Protect and support those who need it**
- ☒ **HQL – Maintain a high quality of life within our communities**
- ☐ **MEC – Become an even more effective Council**

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

- ☐ **BEC1 – Improve educational attainment**
- ☐ **BEC2 – Close the educational attainment gap**
- ☐ **SLE1 – Enable the completion of more affordable housing**
- ☒ **SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy**
- ☐ **P&S1 – Good at safeguarding children and vulnerable adults**
- ☒ **HQL1 – Support communities to do more to help themselves**
- ☐ **MEC1 – Become an even more effective Council**

The proposals contained in this report will help to achieve the above Council Strategy aims and priorities by addressing local road safety concerns associated with parking.

Officer details:

Name: Chris Vidler
Job Title: Senior Engineer
Tel No: 01635 503232
E-mail Address: chris.vidler@westberks.gov.uk

11. Appendices

11.1 Appendix A – Data Protection Impact Assessment

11.2 Appendix B – Equalities Impact Assessment

11.3 Appendix C – Supporting Information – summary of comments to Consultation

Appendix A

Data Protection Impact Assessment – Stage One

The General Data Protection Regulations require a Data Protection Impact Assessment (DPIA) for certain projects that have a significant impact on the rights of data subjects.

Should you require additional guidance in completing this assessment, please refer to the Information Management Officer via dp@westberks.gov.uk

Directorate:	Economy and Environment
Service:	Transport and Countryside
Team:	Traffic Services
Lead Officer:	Chris Vidler
Title of Project/System:	Compton 20mph Speed Limit Consultation
Date of Assessment:	24 May 2019

Do you need to do a Data Protection Impact Assessment (DPIA)?

	Yes	No
Will you be processing SENSITIVE or “special category” personal data? Note – sensitive personal data is described as “data revealing racial or ethnic origin, political opinions, religious or philosophical beliefs, or trade union membership, and the processing of genetic data, biometric data for the purpose of uniquely identifying a natural person, data concerning health or data concerning a natural person’s sex life or sexual orientation”	<input type="checkbox"/>	X
Will you be processing data on a large scale? Note – Large scale might apply to the number of individuals affected OR the volume of data you are processing OR both	<input type="checkbox"/>	X
Will your project or system have a “social media” dimension? Note – will it have an interactive element which allows users to communicate directly with one another?	<input type="checkbox"/>	X
Will any decisions be automated? Note – does your system or process involve circumstances where an individual’s input is “scored” or assessed without intervention/review/checking by a human being? Will there be any “profiling” of data subjects?	<input type="checkbox"/>	X
Will your project/system involve CCTV or monitoring of an area accessible to the public?	<input type="checkbox"/>	X
Will you be using the data you collect to match or cross-reference against another existing set of data?	<input type="checkbox"/>	X
Will you be using any novel, or technologically advanced systems or processes? Note – this could include biometrics, “internet of things” connectivity or anything that is currently not widely utilised	<input type="checkbox"/>	X

If you answer “Yes” to any of the above, you will probably need to complete [Data Protection Impact Assessment - Stage Two](#). If you are unsure, please consult with the Information Management Officer before proceeding.

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 as set out in the Public Sector Equality Duty (Section 149 of the Equality Act), which states:

- “(1) A public authority must, in the exercise of its functions, have due regard to the need to:**
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;**
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; This includes the need to:**
 - (i) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;**
 - (ii) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;**
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it, with due regard, in particular, to the need to be aware that compliance with the duties in this section may involve treating some persons more favourably than others.**
- (2) The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.**
- (3) Compliance with the duties in this section may involve treating some persons more favourably than others.”**

The following list of questions may help to establish whether the decision is relevant to equality:

- Does the decision affect service users, employees or the wider community?
- (The relevance of a decision to equality depends not just on the number of those affected but on the significance of the impact on them)
- Is it likely to affect people with particular protected characteristics differently?
- Is it a major policy, or a major change to an existing policy, significantly affecting how functions are delivered?
- Will the decision have a significant impact on how other organisations operate in terms of equality?
- Does the decision relate to functions that engagement has identified as being important to people with particular protected characteristics?
- Does the decision relate to an area with known inequalities?
- Does the decision relate to any equality objectives that have been set by the council?

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

What is the proposed decision that you are asking the Executive to make:	To approve the proposals as set out in Section 9 of the main report.
Summary of relevant legislation:	Road Traffic Regulation Act 1984 Traffic Management Act 2004
Does the proposed decision conflict with any of the Council's key strategy priorities?	No
Name of assessor:	Chris Vidler
Date of assessment:	24 May 2019

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

1 What are the main aims, objectives and intended outcomes of the proposed decision and who is likely to benefit from it?	
Aims:	To improve the quality of life for residents and those using the school and village centre facilities. To address concerns of the above over drivers driving at high speeds through the village. To promote safer roads.
Objectives:	<ol style="list-style-type: none"> 1. To encourage drivers to drive through the vulnerable areas of Compton at an appropriate speeds. 2. To offer improved quality of life of those using the facilities in Compton without the concerns relating to rouge drivers travelling through the village at high speed.
Outcomes:	To provide a safer environment in the vulnerable areas of the village. Address road safety concerns associated with speeding drivers.
Benefits:	<ol style="list-style-type: none"> 1. A safer improved highway network. 2. Reduced conflict between pedestrians and motor vehicles.

2 Note which groups may be affected by the proposed decision. 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	Improved road safety.	The proposals will reduce speeds throughout the treated section of the village.
Child pedestrians	Improved road safety in the vicinity of the school included within this scheme.	Reducing speeds will result in a lower probability of a collision occurring and a lower risk of serious injury or death.
Disability/Elderly	Lower speeds will make it easier and safer for those with disabled with mobility issues. Provide this user group more confidence before crossing the carriageway.	Reduced speeds will assist those crossing the road particularly at the village centre where the road is fairly wide for a village such as this.
Further Comments relating to the item:		

3 Result

Are there any aspects of the proposed decision, including how it is delivered or accessed, that could contribute to inequality?

No

Please provide an explanation for your answer: The Compton 20mph scheme does not contribute to inequality, the slower speeds could help certain groups such as the elderly and disabled cope with the using the highway.

Will the proposed decision have an adverse impact upon the lives of people, including employees and service users?

No

Please provide an explanation for your answer: Traffic calming is designed to slow drivers down in sensitive area's making it safer and for residents and vulnerable highway users such as pedestrians and cyclists.

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 Two 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

Name: Chris Vidler

Date: August 2019

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

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