

# Individual Executive Member Decision

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<b>Title of Report:</b>	<b>Petition - Traffic Calming on Oregon Avenue, Tilehurst</b>
<b>Report to be considered by:</b>	Individual Executive Member Decision
<b>Date on which Decision is to be taken:</b>	30 September 2011
<b>Forward Plan Ref:</b>	ID2322

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

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

**Reason for decision to be taken:** Referral of petition by Executive

**Other options considered:** N/A

**Key background documentation:** The Petition  
Results of traffic surveys

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

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

## Implications

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<b>Policy:</b>	None arising from this report.
<b>Financial:</b>	None arising from this report.
<b>Personnel:</b>	None arising from this report.
<b>Legal/Procurement:</b>	None arising from this report.
<b>Environmental:</b>	None arising from this report.
<b>Property:</b>	None arising from this report.
<b>Risk Management:</b>	None arising from this report.
<b>Equalities Impact Assessment:</b>	A Stage One EIA was undertaken on 12 September 2011 and is attached as Appendix A. This indicated that a Stage Two EIA would not be required.

## Consultation Responses

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### Members:

<b>Leader of Council:</b>	Councillor Graham Jones - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
<b>Overview &amp; Scrutiny Management Commission Chairman:</b>	Councillor Brian Bedwell - In view of the evidence contained in the report, I support the recommendations.
<b>Ward Members:</b>	Councillor Laszlo Zverko would like double yellow on both side of Oregon on the bend, at peak times.
<b>Opposition Spokesperson:</b>	Councillor Keith Woodhams To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
<b>Local Stakeholders:</b>	N/A
<b>Officers Consulted:</b>	Mark Cole and Mark Edwards
<b>Trade Union:</b>	N/A

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

## Supporting Information

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### 1. Background

- 1.1 A petition containing 10 signatures was presented at a meeting of the Executive on 16<sup>th</sup> June 2011 by Councillor Laszlo Zverko. The petition addressed to Councillor Zverko states:

“Dear Sirs,

With reference to a road calming scheme in Oregon Avenue as discussed with yourself on 31<sup>st</sup> March, please find below signatures of local residents”.

- 1.2 Oregon Avenue is a residential cul de sac approximately 310 metres in length with 43 properties. There are a further two culs de sac accessed from Oregon Avenue serving a total of 34 properties. The road is subject to a 30mph speed limit and is approximately 5.5metres wide with footways on both sides.
- 1.3 The petition organiser has also contacted the council about parking problems on the bend in Oregon Avenue caused by parents collecting their children from a nearby school. To address the concerns parking restrictions are proposed which form part of the parking proposals for Tilehurst. The Parish Council and ward members are currently being consulted on these proposals.
- 1.4 The recorded injury accident records, which date back to January 1994 show that there have been no recorded injury accidents in Oregon Avenue or its adjacent culs de sac.
- 1.5 To determine the existing traffic conditions on Oregon Avenue a survey was undertaken during July 2011 for a duration of seven days. The results showed that the average speed of eastbound traffic was 16.9 mph with an 85<sup>th</sup> percentile speed of 20mph. The average speed of westbound traffic was 17.4 mph with an 85<sup>th</sup> percentile speed of 20mph. A two way daily volume of 107 vehicles was recorded.

### 2. Conclusion

- 2.1 It is considered that the majority of users are local residents and the results of the traffic survey show that traffic speeds are well below the 30mph speed limit.
- 2.2 The concerns about parking on the bend are being addressed as part of the parking proposals for Tilehurst.
- 2.3 Due to the location of private accesses traffic calming measures would need to be in the form of speed cushions. However given the road length and its nature and the accident record for Oregon Avenue these measures are not justified.

### 3. Recommendations

- 3.1 Given the good accident record, the results of the traffic surveys and the nature of the road the introduction of traffic calming measures are not recommended.

3.2 The petition organiser should be advised accordingly.

## **Appendices**

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Appendix A – Equality Impact Assessment – Stage 1

# APPENDIX A

## Equality Impact Assessment – Stage One

<b>Name of item being assessed:</b>	<b>Petition - Traffic Calming on Oregon Avenue, Tilehurst</b>
<b>Version and release date of item (if applicable):</b>	12 September 2011
<b>Owner of item being assessed:</b>	Andrew Garratt – Principal Traffic & Road Safety Engineer
<b>Name of assessor:</b>	Andrew Garratt
<b>Date of assessment:</b>	12 September 2011

<b>1. What are the main aims of the item?</b>
The main aim of this item is to respond to a petition that has been submitted to the Council.

<b>2. Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this. (Please demonstrate consideration of all strands – Age, Disability, Gender, Race, Religion or Belief and Sexual Orientation.)</b>
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<b>Group Affected</b>	<b>What might be the effect?</b>	<b>Information to support this.</b>
Local Residents	See comments below.	
Elderly Pedestrians	See comments below.	
Persons with less mobility	See comments below.	
Child pedestrians	See comments below.	

<b>Further comments relating to the item:</b>
The traffic survey carried out has identified that speeds are reasonably low for a 30mph speed limit. There have been no recorded injury accidents in the last 17 years and Oregon Avenue being a cul de sac means that there is no through traffic and is used mainly by the residents.

<b>3. Result (please tick by double-clicking on relevant box and click on 'checked')</b>
<input type="checkbox"/> <b>High Relevance</b> - This needs to undergo a Stage 2 Equality Impact Assessment
<input type="checkbox"/> <b>Medium Relevance</b> - This needs to undergo a Stage 2 Equality Impact Assessment
<input type="checkbox"/> <b>Low Relevance</b> - This needs to undergo a Stage 2 Equality Impact Assessment

√	<b>No Relevance</b> - This <b>does not</b> need to undergo a Stage 2 Equality Impact Assessment
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**For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.**

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

**Name:** Andrew Garratt

**Date:** 12 September 2011