

Minutes of Speed Limit Review 2015

Held on 28th September 2015

Present Councillor Graham Pask (GP)
 Chris Hulme TVP (CH)
 Glyn Davis WBC (GD)
 Alan Dunkerton WBC (AD)
 Matthew McMahon WBC (MM) (Minutes)

Apologies Councillor Billy Drummond
 Councillor Tim Metcalfe

Introduction	
All the task group members introduced themselves to those attending the review. (GP) Gave an overview of process for the speed limit review.	
Speed Limit Requests	
1. A343 Newbury - request to extend the 40mph speed limit.	
Attendees	Cllr Howard Bairstow (HB)
Discussion	<p>GD introduced the report – Request from WBC after a traffic management assessment report identified an issue with accidents occurring at the Wash Water junction (x3) accidents. Speed limit increases from 40mph to 50mph to the north of the Wash Water junction, this encourages southbound drivers to speed up just before the hazard (junction) and this is the location where the accidents have occurred. Additionally the footpath on the A343 switches sides at the junction and there is also a public house on Wash Water near the junction with no footways along Wash Water. The traffic assessment report recommends improved signing and a reduction to a 40mph speed limit.). Average speed is 37mph</p> <p>HB People are coming straight off the A34 at high speed and have a high speed mentality travelling from the south along the A343 into a local road still doing up to 50mph. 100 meters past the little bridge there is a blind junction on the left which is dangerous. Would like to see the limit reduced to make this safer and the hedge cut back 10 feet giving people better clarity going along the road. People doing up to 50mph having less time to react.</p> <p>CH Concern that a speed limit reduction should not be considered for isolated hazards such as this and other measures should be considered first. The mean speed is 37 and therefore a 85th percentile speed of low 40's. So lowering the speed limit without other measures will not make a sufficient difference. The sign improvements may work without a speed limit reduction.</p> <p>GP West Berkshire Council are currently looking into the possibility of a footpath along Wash Water. Using this junction a lot I understand the danger that this junction presents. I see the logic in this change and understand the police will not see it as a priority for enforcement. A driver travelling at the current 50mph limit will find that the junction can</p>

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	be upon you very quickly whilst travelling at 40mph will have more time to react to any vehicles at the junction.
Recommendation	That the speed limit is reduced to 40mph and to investigate enhancing signs at the junction.
2. B4000 Ermin Street, Shefford Woodlands - request for a 50mph speed limit.	
Attendees	Parish Cllr Janice Winfield (JW)
Discussion	<p>GD introduced the report – The B4000 is a 'B' class road with a weight restriction. Request received by three residents whose properties front the B4000. Concerns about the speed travelling past their properties and problem with visibility to the east when exiting their driveways where visibility is restricted by a slight hill and bend. Only 1 injury accident recorded causation attributed to animal on road. 85th percentile speed is around 60mph. Traffic team believe that the existing limit is appropriate for this road.</p> <p>JW Thanked the committee for the chance to speak about this again. There are a number of farm entrances on both sides. One of the main hazards is a junction on the north side of the B4000 into Templers farm. Long yard entrance has a number of commercial properties and the number of commercial vehicles is a particular concern. In wet conditions you are unable to see the SLOW markings as they have faded. There is a problem with overhanging vegetation, highways only cutting back certain areas and local farmers helping where they can. There are a lot of farm vehicles using the road and frustrated drivers overtaking on blind bends. There are lots of reports of near misses on this road. Traffic is increasing and concerned that as the speed data was collected in February during the holidays it would not reflect normal traffic numbers. Other implications such as cyclists using this route. Understands that this may fall under isolated hazards and what other measures could be looked at if the lower speed limit can't be taken forward?</p> <p>CH The road has a number of isolated hazards. Based on the speed data he is not be in favour of reducing the speed limit, as it would not serve any real purpose.</p> <p>GP Suggested it was clear there are number problems along this road. Also from commuters using it as a 'rat run'. Understands that there are a number of residents that have concerns for this area. But from the comments made from traffic (GD) and the police (CH) would say it is not a speed limit issue and the road markings should be refurbished.</p>
Recommendation	Existing speed limit is appropriate. To refurbish the road markings when new budgets become available. Check signing locations and enhance warning signs. Pass on concern about overgrown vegetation to County Side department for consideration.
3. Padworth - Rectory Road, Padworth Lane, Silver Lane, School Road, Sopers Lane - request for a lower speed limit	

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Attendees	Cllr Graham Bridgman (GB), Parish Cllr Mike Warner (MW)
Discussion	<p>MW Expressed the Parishioners concerns about the various roads around Padworth. With the main concern being Rectory Road and Padworth Lane as they form a link between the A4 and Reading Road. Rectory Road is very narrow being single track in places with a national speed limit, the road also has a width restriction of 6ft 6". Problem times are morning and evenings where commuters using the route as a 'rat run' along with parents going to the two schools. Doesn't make sense that they go from a 50mph on Reading Road into a national limit on a narrow road with blind corners. There have been two minor shunt accidents in the last couple of months that the Council are probably not aware of. Understands that it is likely to be un-enforceable and initially wanted a 30mph but having spoken with GD, decided to apply for 40mph speed limit. Concerned about location of where speed data was collected and traffic slowing down for a tight corner. Lower lodge farm has a number of works vehicles that use the road. It would be wrong to reject a speed limit here for the reason that other rural areas might decide to apply as well.</p> <p>GB There is an issue on these roads and concern has been expressed from residents in the area. We need to consider what can be done to address these issues. Implementing a lower speed limit is likely to change the driver's mindset. Currently message being sent to the drivers that they can now do up to 60mph on this road and this should be considered when deciding on whether to change the speed limit. Signs and issues at the school should also be investigated..</p> <p>CH Based on the speed data and that drivers should drive to the environment/conditions. Doubts that putting a lower speed limit on these routes are unlikely to have any effect on speeds as data shows drivers speeds are already low and proposed speed limit is higher than the current 85th percentile speeds (around 38mph). These roads are very rural and contain hazards that cause the majority of people to drive slower. Lots of the rural roads around West Berkshire have similar problems to those around Padworth. If there is a problem at the locations of the schools, we need to address the problems instead of changing the speed limit for the entire stretch.</p> <p>GP We have a large network of rural roads across the county and if we introduce a speed limit in here, similar cases could be made for all these areas. This would contravene both the DfT guidelines for setting speed limits and the West Berkshire policy of keeping lower speed limits tight to village or urban boundaries. Having recently driven the roads around Padworth I note that most of these are single track roads and generally only able to drive at 30mph. Although driving from a 50mph into national speed limit, in reality you're not going to drive at the national limit as speed will be controlled by the road layout. If the speed limit was to be lowered it I fear it would have no effect on speeds with those that drive at inappropriate speeds still doing so.</p>
Recommendation	Although a difficult decision it is felt the current national speed limit is appropriate and that speeds are currently controlled by road layout.

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	Improvement to signs should be investigated along with electronic signs at the schools.
4. Goring Lane - request for lower speed limit and the 30mph out of Burghfield to be extended. 2:05	
Attendees	Cllr Graham Bridgman, Parish Cllr Jim Thompson
Discussion	<p>GD introduced the report – Request by ex Cllr Geoff Mayes to review the whole length of Goring Lane from Burghfield to the district border. A further request had been received from the Burghfield Neighbourhood Action Group (NAG), to extend the 30mph speed limit leaving Burghfield to prevent drivers speeding up when they see the unrestricted signs from within the 30mph speed limit. There are several clusters of accidents at the junctions of Hollybush Lane and Lockram Lane. It was also noted during the site survey that the visibility exiting Hollybush Lane was restricted by vegetation; this has now been cut back. There were reports that people were speeding over the two mini roundabouts as they entered Goring Lane. We have investigated this issue and intend to dome the mini roundabouts to reduce speeds. Accidents are not speed related and are either failure to negotiate bend or failure to give way.</p> <p>AD National terminals signs can be seen from the roundabouts. If moved back that they won't be able to see these until further down the road and drive at more appropriate speeds.</p> <p>JT Informed us that GH felt that it was particularly dangerous to walk along the Lane in between Burghfield and Goddards Green. The road has a staggered junction. Bridal way with ditches with water flowing across the road which can freeze in winter. People are accelerating as they see the national terminal signs from Burghfield. Have not had any further issues around Hollybush Lane since GH previous request to review. A number of long straights leading into tight bends. People misjudging the speed of traffic coming up Goring Lane.</p> <p>GB Accidents start from the bend before the staggered junction of Hollybush Lane. There is evidence of a number of accidents along this road and asked the committee, would a change of speed limit help this or is it another issue?</p> <p>CH It is a very rural road and did not support the idea of moving the signs further out as this would not be effective. The national speed limit should start from the mini roundabout and was extended by the panel to cover the exit of the residential properties. However, drivers are never going comply with the 30mph at this location due to the nature of the route and lack of development. Currently a strain on police resources where there are other higher priority locations in the area. Thought the current speed limits on Goring lane were appropriate.</p> <p>GP It is a commuting 'rat run'. The 30mph is already a long way out. People should be doing 30mph until the hit the national limit, but</p>

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	clearly they are accelerating before. Against moving the 30mph further away from existing location. The domed roundabouts should help the speeding issue from the mini roundabouts. Concerned about the number of accidents within the location. Is there something we have missed through this section and what action can be taken? Issue of Hollybush Lane area that needs to be looked at.
Recommendation	Current speed limits on Goring Lane are appropriate. Accidents at the two junctions should be investigated.
5. Goodboy's Lane, Wokefield - request for a lower speed limit.	
Attendees	Cllr Graham Bridgman, Parish Cllr Jim Thompson
Discussion	<p>JT Request received from a resident. Goodboy's Lane is used by many drivers travelling to and from Wokefield Park who are being directed by their sat navs. Drivers travel at speed along this route. Mixed message of drivers coming into narrow lane being told they can do national speed limit along a narrow route with sharp bends that cyclists and pedestrians regularly use. There are two recycling businesses plus other businesses along the route who manage their deliveries to use the more suitable entrance to sites. There is also a dairy farm that move cattle down the lane which includes a blind 'S' bend between fields.</p> <p>CH No different to other rural narrow roads mentioned previously. Understands there are a number of local issues made but doesn't consider changing the speed limit would solve this. Does not support a change of speed limit.</p> <p>GD The speed limit is controlled by the nature of the road and survey speeds were very low.</p> <p>GP Similar to Padworth Lane and other rural routes. Although signs are posted at national limit it doesn't mean that people will drive at that speed. Typical single track road that is not appropriate for a lower speed limit. Doesn't have support from local police or traffic officers and need to be consistent of these types of roads.</p>
Recommendation	Current speed limit is appropriate no change recommended.
6. One way system/Church Hill, East Ilsley - request for a 20 mph speed limit.	
Attendees	Parish Cllr Roger Hick (RH) Councillor Clive Hooker CH
Discussion	GD A 20mph limit or zone should be self enforcing and speed data collected shows speeds already low enough to implement a lower speed limit. If a 20mph were introduced roundels markings would be considered to reinforce the 20mph limit and no need for further traffic calming measures. There are two public houses a church and a school within the area with a fair amount of pedestrian and cycle traffic between the facilities..

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	<p>RH Speed around village is already slow. It is a very pedestrian village and seems sensible to control the speed. Traffic volumes can be high and rushing through the village heading to the A34. Bus stop on blind corner with lots of children gathering in the mornings.</p> <p>CH 20mph zones should be self enforcing and not require police enforcement. The amount of extra signs to the village will need to be considered. Will not feature for police enforcement.</p> <p>GP It is a village with limited footpaths and a high number of pedestrians in the road. Good reasons suggested for applying a 20mph through village.</p>
Recommendation	20mph speed limit is introduced to cover the one way system and Church Hill.
7. A329 Purley Rise - request for an extension to the 30mph speed limit.	
Attendees	Cllr Rick Jones (RJ)
Discussion	<p>GD introduced the report – Complaints from residents living near the 30mph terminal sign that people are entering the village at high speeds. Concern over safety exiting Beech Road which is close to the current 30mph terminal signs. Existing VAS Further in village.</p> <p>RJ 30mph terminal signs not visible until you come round the bend, moving them will increase visibility. 30mph is currently within the residential area. The 50mph signs are visible from a distance within the village and people are speeding up before reaching the signs.</p> <p>CH Concern that existing speed limit already extends a fair distance out of village, going against policy to keep lower speed limits tight to village and this would extend it further.</p> <p>GP This is a visibility issue and should be resolved by moving the speed limit by only a short distance.</p>
Recommendation	Agreed to extend the current 30mph speed limit by approximately 100 metres.
8. Carbinswood Lane, Woolhampton - request for a lower speed limit.	
Attendees	-
Discussion	<p>GD introduced the report – Request from a local resident to lower the speed limit to 30mph reports that drivers are travelling too fast along Carbinswood Lane and he has concerns over the safety of his family that walk along the lane..</p> <p>GP The road is narrow and has a number of bends. 85th percentile for the area 26/28mph. Speed limit is low due to self enforcing nature of road and continuing with policy rural roads around West Berkshire, the</p>

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	speed limits won't be changed.
Recommendation	Current speed limit is appropriate and speeds are currently controlled by the nature of the road.
9. A339 Shaw-cumDonnington – request extension to the 50mph speed limit.	
Attendees	-
Discussion	<p>GD introduced the report – This is a traffic management request in response to a traffic management assessment. We have an accident issue with vehicles failing to negotiate the Vodafone roundabout from the northern approach. Whist most of the accidents are damage only there is a maintenance liability in repairing signs and street furniture. The report recommended that the chevron signs were upgraded, this has now been done. The report also highlighted that the 50mph speed limit is only a short distance from the roundabout; it also notes that the nearside 50mph sign is located within the left turn lane to Vodafone and this restricts visibility to the sign on the approach. Moving the limit to a point before the splay will increase visibility to the signs as well as covering an uncontrolled pedestrian crossing point across the A339.</p> <p>GP The approach is well sign posted and other measures. It shouldn't be an issue, but agreed to the measures based on the results of the assessment.</p> <p>CH There are no target enforcements along this stretch and this new section would also be unenforceable.</p>
Recommendation	Agreed to extend the 50mph speed limit by approximately 100metres to the north.
Speed Limit Update	
<p>Mill Lane Objections were received during the statutory consultation. This will be now be taken to ID.</p> <p>Westwood Road Previously tasked with collecting further speed data and costing for traffic calming measures. AD has completed the speed checks. Most of them are around 24mph, with some being slightly over this. The road condition is pretty poor and there are concerns that when re-surfaced the speeds will increase. To be self enforcing traffic calming measures will be required to make this a 20mph zone. The cost of introducing traffic calming will be in the region of £75k. Our current view is to only install traffic calming as a last resort where there are injury accidents where speed is a contributory factor. We do not have accidents of this nature at this location so would not be able to fund this from our safety scheme budget.</p> <p>Radley Bottom, Hungerford We applied to the DfT for a shorter then approved stretch of 30mph speed limit as requested by this panel. This request was rejected by the DfT so we are going to advertise for a 40mph limit.</p> <p>B4000 between Stockcross and Speen</p>	

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An objections to the 50mph speed limit has been received and we are in the process of taking this to ID.

Stockcross

Northern entrance, road marking scheme has been ordered and will be implemented soon..

AOB

GP has been contacted by a local police about wanting to increase local speed enforcement.

GD Looking at possibility of reducing Speed Limit reviews to one per year. With expected lower budget and staffing resources.

GP Understands the issues behind this and there is a need to continue looking at the speed limits. GD to propose this in the future.

GP was unsure about being able to attend the proposed next meeting date and will advice GD on this.

GP thanked GD for all his hard work and preparation on his first speed limit review.

Next Meeting

18th February 2016 (To be confirmed)

End of meeting

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