

# Individual Executive Member Decision

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<b>Title of Report:</b>	<b>Falmouth Way Traffic Calming</b>
<b>Report to be considered by:</b>	Individual Executive Member Decision
<b>Date on which Decision is to be taken:</b>	06/01/2011
<b>Forward Plan Ref:</b>	ID2189

**Purpose of Report:** To consider an objection to a proposed traffic calming feature on Falmouth Way, Thatcham.

**Recommended Action:** That the additional traffic calming feature be constructed as planned.

**Reason for decision to be taken:** To consider an objection to a proposed traffic calming feature on Falmouth Way, Thatcham.

**Statutory:**       **Non-Statutory:**   
**Other:**

**Other options considered:** Not to proceed with the project.

**Key background documentation:** Plan ref. 81484/001

Portfolio Member Details	
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## Implications

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<b>Policy:</b>	None
<b>Financial:</b>	The proposed traffic calming feature would be funded from the 2010-11 Capital Programme. The scheme is ultimately funded from Section 106 contributions.
<b>Personnel:</b>	None
<b>Legal/Procurement:</b>	None
<b>Environmental:</b>	None
<b>Partnering:</b>	None
<b>Property:</b>	None
<b>Risk Management:</b>	None
<b>Community Safety:</b>	The proposal would contribute to a reduction in speeding and inappropriate driving of motor vehicles on Falmouth Way.
<b>Equalities:</b>	Not applicable.

## Consultation Responses

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### Members:

<b>Leader of Council:</b>	No comments received from Councillor Graham Jones.
<b>Overview &amp; Scrutiny Management Commission Chairman:</b>	Councillor Brian Bedwell has no comment, provided that the ward members are satisfied (email received 16/11/2010).
<b>Select Committee Chairman:</b>	Not applicable.
<b>Ward Members:</b>	Councillor Owen Jeffery supports the recommendations of this report (email received 15/11/2010). Councillor Bob Morgan notes the objection of Thatcham Town Council but supports the recommendations of the report (email received 13/12/2010)
<b>Opposition Spokesperson:</b>	Councillor Keith Woodhams supports the views of the ward members (email received 16/11/2010).
<b>Local Stakeholders:</b>	Adjacent residents and Thatcham Town Council were consulted on the proposals in summer 2010. The only objection was from Thatcham Town Council.
<b>Officers Consulted:</b>	Jon Winstanley, Mark Edwards.
<b>Trade Union:</b>	Not applicable.

<b>Is this item subject to call-in.</b>	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
<p>If not subject to call-in please put a cross in the appropriate box:</p> <p>The item is due to be referred to Council for final approval <input type="checkbox"/></p> <p>Delays in implementation could have serious financial implications for the Council <input type="checkbox"/></p> <p>Delays in implementation could compromise the Council's position <input type="checkbox"/></p> <p>Considered or reviewed by OSC or associated Task Groups within preceding 6 months <input type="checkbox"/></p> <p>Item is Urgent Key Decision <input type="checkbox"/></p>		

## Supporting Information

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### 1. Background

- 1.1 The 2010-11 Highways Capital Programme includes a project to extend the existing traffic calming scheme on Falmouth Way, Thatcham. Funding for the scheme is from Section 106 contributions associated with the development of the site now occupied by Scottish and Southern Energy (S.S.E.), on Pipers Way adjacent to its junction with Falmouth Way.
- 1.2 The project comprises a single traffic calming “narrowing” whereby westbound vehicles must give way to eastbound vehicles. This type of feature is commonly used to inhibit vehicle speeds as an alternative to vertical traffic deflections (speed humps). There are three similar narrowings at the western end of Falmouth Way which were constructed as part of the “Safer Routes to School” scheme for Francis Bailey School. Following the introduction of this project in 2008, feedback from one of the ward members, Councillor Terry Port (who has since left his position), indicated that although speeds had reduced within the traffic calmed area, there was a need to extend the traffic calming eastwards towards Pipers Way.
- 1.3 A plan of the proposed narrowing is included in Appendix A.

### 2. Consultation on the proposals

- 2.1 The ward members were consulted on the proposals in July 2010 and both were supportive. In September 2010, local residents in the immediate vicinity of the proposed road narrowing and Thatcham Town Council were consulted. No objections were received from the residents but Thatcham Town Council objected as they considered that there was a “lack of supporting evidence justifying the expenditure or impact on kerbside parking issues at the eastern end of Falmouth Way”. The full letter is included in Appendix B.
- 2.2 Further information was provided to the Town Council in response to their letter to explain the background of the project and to clarify that any impact on parking on Falmouth Way could be investigated and managed once the project was implemented. However, the Town Council did not feel able to withdraw its objection.

### 3. Officer response to the objection

- 3.1 A vehicle speed survey was undertaken between 14<sup>th</sup> and 18<sup>th</sup> October 2010 on Falmouth Way to the east of its junction with Scrivens Mead, close to the location of the proposed narrowing. The 85<sup>th</sup> percentile speeds for eastbound and westbound traffic were 34 and 31 mph respectively. The corresponding average (mean) speeds were 28.8 and 26.5 mph. 34 per cent of eastbound vehicles and 15 per cent of westbound vehicles exceeded the 30mph speed limit.
- 3.2 The above survey results are not considered to indicate a severe speeding problem, but as the proposed traffic calming feature is intended to complement an existing scheme it is considered that it would assist in the control of vehicle speeds. Because the road is narrowed to both sides, the calming feature should reduce speeds in both directions, not just the vehicles which have to give way. It would also assist in deterring traffic from using Falmouth Way as a “rat-run” and encourage drivers to use the A4 and Pipers Way, the main distributor roads in the area.

3.3 Parking problems associated with vehicles visiting the S.S.E. site have been observed on Falmouth Way close to its junction with Pipers Way. However, a series of restrictions has been introduced by the Traffic and Road Safety team to remove parked vehicles from potentially dangerous locations and address the concerns of local residents. It is considered that any further problems with parked vehicles could be addressed after the construction of the narrowing. It should be noted that the vast majority of vehicles which have been parked on Falmouth Way have been linked to the S.S.E. site and not owned by local residents. Residual parking issues in the area could be resolved by dialogue with S.S.E.

#### **4. Conclusions and Recommendations**

- 4.1 In view of the above, and recognising that this project was initiated by a request from the local ward member, it is recommended that the traffic calming feature should be constructed as planned.
- 4.2 In response to the concerns raised by Thatcham Town Council, it is further recommended that on-street parking on Falmouth Way be monitored following completion of the project and appropriate measures taken as necessary.

#### **Appendices**

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Appendix A – Plan ref. 81484/001

Appendix B – Letter of objection from Thatcham Town Council