

# Appendix B

## Minutes of Speed Limit Review 2016

### Held on 25<sup>th</sup> October 2016

**Present**                      Councillor Graham Pask (GP)  
                                      Councillor Alan Macro (AM)  
                                      Chris Hulme TVP (CH)  
                                      Glyn Davis WBC (GD)  
                                      Alan Dunkerton WBC (AD)  
                                      Cheryl Evans WBC (CE) (Minutes)

Apologies                      No apologies received

<b>Introduction</b>	
<p>All the task group members introduced themselves to those attending the review. GP gave an overview of process for the speed limit review and roles of the Task Group. GD reported updates to the Traffic Signs Regulations and General Directions manual which was released April 2016. CH asked if WBC will be adopting the new regulations. GD responded that in general we would be sticking to the old process but will be mindful of the new regulations when introducing new signs or maintaining existing signs. CH suggested if challenged in Court the new regulations may help Thames Valley Police (TVP)</p> <p>Updates from last meeting:</p> <ul style="list-style-type: none"> <li>• A343 Washwater: Draft Traffic Regulation Order (TRO)with Legal team</li> <li>• East Ilsley: TRO advertised / Legal Team</li> <li>• A329 Purley: TRO advertised</li> <li>• A339 Shaw cum Donnington (Vodafone): TRO advertised</li> <li>• Boxford: TRO advertised now with the Legal Team</li> <li>• Common Hill: Scheme complete and installed</li> </ul> <p>AM mentioned Wokingham 20mph flashing signs and benefits to road safety outside schools. GD reported, we had carried out a trial at three schools in West Berkshire using these signs, data was taken before and after and this showed no significant change to the speeds recorded pre/post installation and a decision was made not to continue with this scheme.</p> <p>GD/GP agreed the speed limit review would only meet once a year going forward with this one serving 2016/2017. AM suggested that all Parish Councils should be reminded to ensure they know this is the case. GD agreed to send email.</p>	
<b>Speed Limit Requests</b>	
<b>1. Cold Ash Hill, Cold Ash - request to reduce the 40mph speed limit to 30mph at the foot of Cold Ash Hill.</b>	
Attendees	Cllr M Munro (MM) Cllr G Simpson (GS)
Discussion	MM introduced the report which was aimed at introducing better road safety in the area. Reported coming into the village the pavement is very narrow which hindered pedestrian movement.

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	<p>GP explained that the 40mph limit sits between two built up areas and this will encourage drivers to slow down when they see the 30mph limit as they can associate the environment with the speed limit.</p> <p>GD had concerns that removing the current gateway would result in higher speeds. Also commented there is a vehicle activated sign in the area and it is a police enforcement site.</p> <p>AM felt if the environment didn't match the speed limit drivers would not reduce their speed.</p> <p>GS explained he had concerns of late night time speeding (C Class road / rat run). Pavements are very narrow and the combination of bends makes the area for the majority of pedestrians/buggy users dangerous.</p> <p>MM supported GS comments above.</p> <p>CH pointed out that the speeding concerns needed to be tackled by local enforcement. He is not in favour of reducing a speed limit as the data collected is consistent with the speed limit, but if the environment changes or more development is approved in the area this could be revisited.</p> <p>AM/GP both agreed anti-social driving happens all the time. 30mph speed limits need to maintain impact where needed. If the issue is path / pavement width this could be addressed by a Members Bid.</p> <p>MM asked about the possibilities of installing an ANPR camera. CH explained back office administration was a huge task and although this may result in good compliance the staffing resources and costs are too high to be sustainable.</p>
Recommendation	Existing speed limit is appropriate.
<b>2. Yattendon - request to reduce the 30mph speed limit to 20mph.</b>	
Attendees	<p>Cllr Virginia Von Celsing (VC)</p> <p>Cllr Wendy Mole (WM)</p> <p>Cllr Phillip Bickford Smith (PBS)</p>
Discussion	<p>VC asked about street lighting for 20mph</p> <p>GD explained the criteria needs to be self enforcing. If physical features are introduced this would require street lighting to be introduced. VC thought this would not be popular in the village.</p> <p>WM introduced the report – she explained she had been hit by a wing mirror from a vehicle whilst walking her dogs and she was able to personally report there had been lots of damage only incidents in the village and request the speed limit be reduced to 20mph</p>

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	<p>GP asked about gateway features – GD explained these were not introduced at all West Berkshire villages.</p> <p>VC reported the double yellow lines near the school were successfully slowing traffic down during the busy mornings but didn't agree with the proposal for 20mph through the whole village.</p> <p>WM reported maybe it wasn't needed for the entire village as requested in the proposal.</p> <p>CH reiterated the Department for Transport regulations that 20mph speed limits need to be self enforcing and therefore at or below 24 mph. AD explained how the data was collected via the Speed Data Recorder which at 31/34 mph didn't support a 20mph request.</p> <p>AM suggested chevrons and a gateway to the village be considered. GP agreed. GD concerned about current budget constraints but agreed to submit Yattendon for consideration on the Traffic Management 2017/18 works programme.</p>
Recommendation	Existing speed limit is appropriate. Traffic Management improvements to be considered for approval on the 2017/18 Traffic Management works programme.
<b>3. Charnham Park, Hungerford, request by Hungerford Town Council to reduce the 40mph speed limit to 30mph on Charnham Park.</b>	
Attendees	Cllr Paul Hewer (PH) Cllr Rob Brookman (RB)
Discussion	<p>RB expressed a local resident's concern.</p> <p>PH opposed the proposed speed limit change stating he felt the current speed limit was appropriate.</p> <p>GD reported the area is not residential and when driving in the area he felt the 40 mph speed limit was appropriately set for the environment.</p> <p>GP/AM both support 30mph only where there is a residential development and cannot see justification for a reduction in an area with no direct development along the route.</p> <p>CH explained if the speed is set unrealistically the burden will be on TVP and wouldn't support a speed reduction.</p> <p>RB agreed and suggested if he had seen the data prior to the meeting he would have withdrawn the request.</p>
Recommendation	Current speed limit is appropriate. No change recommended.

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<b>4. A338 Wantage Road, Great Shefford - request to reduce the speed limit to 30mph</b>	
Attendees	Not represented
Discussion	GP/AM/GD: Current 40mph starts well outside the village and the environment does not meet the criteria for a 30mph speed limit. Non compliance rates if introduced are expected to be high. CH: suggested this is being looked at as a new enforcement camera van site.
Recommendation	Current speed limit is appropriate. No change recommended.
<b>5. Hamstead Marshall request for the 30mph speed restriction to be returned to the previous 2008 location closer to the village.</b>	
Attendees	Not represented
Discussion	GD explained the site history with regular road traffic accidents occurring at Chapel Corner including a vehicle losing control and hitting a cottage ending up in the living room. A number of road improvement measures have been introduced but non-injury accidents are still occurring, although at a reduced rate. On research it was revealed the accidents started to occur about the time the speed limit was moved outside the village in 2010.  CH suggested a buffer of 40mph to incorporate the farm entrance would be recommended.  GD explained due to the environment and adjacent banks that it may not be possible to site the 30mph limit to cover the first few properties in the village but if approved the new gateway would be located as near to the edge of the residential development as possible.
Recommendation	Re-locate the 30mph speed limit to previous 2010 location. Create 40mph buffer from current 30mph location to this point.
<b>6. Newbury Road, Weston - extension of approx 100m to the 30mph speed limit to the west of the village towards Great Shefford.</b>	
Attendees	Parish Cllr David Hunt (DH)
Discussion	DH explained 3 properties originally accessed this road. After recent development a further 10 houses have been built at Western Gate. Traffic on the Newbury Road approaches the left junction at speed, where visibility out of the junction is poor with high banks.  GP noted the signage doesn't stand out and that maybe the 30mph could be enhanced. Remedial work such as hedge cutting by local farmer would improve sightlines.  GD suggested that the junction warning sign could be replaced with a more prominent sign and relocated to the opposite side of the road for

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	<p>improved visibility to the sign.</p> <p>CH suggested the introduction of a 'SLOW' road marking but GD resisted the proposal due to ongoing maintenance and budget restrictions.</p>
Recommendation	Existing speed limit is appropriate. Improve junction warning and speed terminal signs - relocate to opposite side of the road where visibility will be improved.
<b>7. Englefield Road, Theale - request for 20mph speed limit outside the newly proposed Theale school site.</b>	
Attendees	<p>Bill Bagnell (BB) – WBC Special Projects          Nicola Lang (NL) – WBC Project Coordinator          Jo Friend (JF) – Theale Parish Council</p>
Discussion	<p>BB spoke first – schools are an emotive issue and he understands the need to re-site the school from its present location. The Parish Council are duty bound to ensure the safety of the children before they will release the land. 20mph request is a result of the Parish Council's desire to show community individuals that they take child safety seriously. BB said the 20mph speed limit zone is desirable if it gives greater comfort to the Parish Council and assists in the release of the land required for the new school.</p> <p>JF (Clerk to the Parish Council) explained the Parish Council has a problem with the proposal as a national speed limit road leads onto the 20mph proposal. She read a list of Parish Council concerns:</p> <ul style="list-style-type: none"> <li>• Greenfield site – New school will increase users</li> <li>• Informal crossing by children</li> <li>• Pedestrian congestion outside the school</li> <li>• Pavement only on the south side</li> <li>• Traffic from the west – nothing to naturally slow the area</li> <li>• No parking restrictions</li> <li>• Not sensible to use parked cars as traffic calming</li> </ul> <p>GP emphasised that the purpose of the Speed Limit Task Group was to look at speed limits only.</p> <p>BB explained he had spent over a year on an independent consultation as part of the application to overcome the issues.</p> <p>A further discussion continued on what potential changes could be made to further ensure the safety of the new and existing users:</p> <ul style="list-style-type: none"> <li>• Extend 50mph from A340</li> <li>• Buffer of 40mph/30mph leading to 20mph</li> <li>• Traffic calming to control speeds within the 20mph zone</li> <li>• 20mph will require street lighting</li> </ul>

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	<p>It was agreed it is difficult to make any decisions about the speed limit of the road until the school has been built. The current layout does not support a 20mph zone.</p> <p>GP stated the demand from the Parish Council is not possible without further work and investigations.</p> <p>JF stated the WBC new school Project Board did not provide clear answers to their highways concerns and the reason the Parish Council have requested a 20mph zone was to ensure the Parish Council were taken seriously and their concerns were heard and not to demand the 20mph zone.</p>
<p><b>Recommendation</b></p>	<p>Existing speed limit is appropriate for the current road users. It was agreed further data needed to be collected by AD and GD and for a draft a scheme to be devised probably including a lower speed buffer zone between the A340 and Theale. This is to be passed to the Property Services Team who will draw up a scheme for approval by Ward Member, Task Group, Parish Council and Traffic Management.</p>
<p><b>AOB</b></p>	<p>GP – Costco 25mph speed limit in use, CH explained this was private land and not enforceable.</p> <p>AM – Bowling Green Road, Thatcham, he felt the enforcement was in the wrong place. AD explained the situation and history.</p> <p>GP thanked everyone for their hard work and preparation on this speed limit review.</p>
<p><b>Next Meeting</b> (To be confirmed)</p>	
<p><b>End of meeting 14:47</b></p>	

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