

Individual Executive Member Decision

Speed Limit Review October 2018

Committee considering report:	Individual Executive Member Decision
Date ID to be signed:	13/12/2018
Portfolio Member:	Cllr Jeanette Clifford
Date Portfolio Member agreed report:	9 November 2018
Forward Plan Ref:	ID3664

1. Purpose of the Report

1.1 To inform the Executive Member for Transport and Countryside of the recommendations of the Speed Limit Task Group following the speed limit review undertaken on the 17th October 2018 and to seek approval of the recommendations.

2. Recommendation

2.1 That the Executive Member for Transport and Countryside approves the Recommendations as set out in the ID report.

3. Implications

- | | | |
|-----|-------------------------|---------------------------------------------------------------------------------------------------|
| 3.1 | Financial: | The recommendations will be funded from the Council's approved speed limit review capital budget. |
| 3.2 | Policy: | The consultation is in accordance with the Council's Consultation procedures. |
| 3.3 | Personnel: | None arising from this report. |
| 3.4 | Legal: | None arising from this report. |
| 3.5 | Risk Management: | None arising from this report. |
| 3.6 | Property: | None arising from this report. |
| 3.7 | Other: | N/A |

4. Consultation Responses

Members:

Leader of Council:	Cllr Graham Jones - Any comments received will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management	Cllr Emma Webster - Any comments received will be verbally reported at the Individual Decision meeting.

Commission Chairman:

Ward Members:

Cllr Adrian Edwards - Any comments received will be verbally reported at the Individual Decision meeting.

Cllr Howard Bairstow - Any comments received will be verbally reported at the Individual Decision meeting.

Cllr Anthony Stansfeld - Any comments received will be verbally reported at the Individual Decision meeting.

Cllr James Cole - Any comments received will be verbally reported at the Individual Decision meeting.

Cllr Dominic Boeck - Any comments received will be verbally reported at the Individual Decision meeting.

Cllr Gordon Lundie - Any comments received will be verbally reported at the Individual Decision meeting.

Cllr Mollie Lock - Any comments received will be verbally reported at the Individual Decision meeting.

Cllr Graham Bridgeman - Any comments received will be verbally reported at the Individual Decision meeting.

Cllr Hillary Cole – I am happy with this report and have no further comments to make.

**Opposition
Spokesperson:**

Cllr Lee Dillon - Any comments received will be verbally reported at the Individual Decision meeting.

Local Stakeholders: N/A

Officers Consulted: Mark Edwards and Mark Cole

Trade Union: N/A

5. Other options considered

5.1 N/A

6. Introduction/Background

- 6.1 The Speed Limit Task Group carefully considers the introduction or amendment of speed limits that have been requested by Members, Parish or Town Councils, or Officers. These requests are assessed with regard to the Department for Transport

Circular 1/2013 (setting local speed limits), the character and nature of the road, the recorded injury accident record and any available traffic survey data.

6.2 The Speed Limit Task Group, which met on 17th October 2018, was comprised of the following members:

- Councillor Graham Pask;
- Councillor Alan Macro;
- Glyn Davis, Principal Traffic & Road Safety Engineer;
- Chris Hulme, Thames Valley Police Traffic Management Officer;
- Cheryl Evans, Senior Road Safety Officer;
- Alan Dunkerton, Speed Co-ordinator Officer;

6.3 The Task Group considered six requests for an amendment or introduction of a speed limit at the following locations:

- (1) A343 Andover Road, Newbury – request for a 20mph speed limit.
- (2) A343 Andover Road, Newbury – request for a 30mph speed limit to the south of Park House School.
- (3) B4000 Wickham Village – request for a 30mph speed limit.
- (4) Welford Village – request for a 30mph speed limit.
- (5) Eastbury, Lambourn – request for a 20mph speed limit.
- (6) Reading Road, Aldermaston/Burghfield – request for a 40mph speed limit between the Easter Park roundabout and the junction with Rectory Road.
- (7) Oxford Road, Chieveley – Request to reduce the current national speed limit to either a 40 or 50mph speed limit.

6.4 If the recommendations contained in this report are approved then the individual sites will be taken forward to the statutory consultation stage, which means that the formal and public consultation of a speed limit can be undertaken. This will include consulting a wide range of statutory consultees together with the appropriate parish/town council, local members and local residents by the way of a notice published in the local newspaper, notices erected on site and publication on the Council's web site.

6.5 A report of any comments and objections received during the formal consultation together with an officer's recommendation will be presented to the Executive Member for Transport and Countryside for Individual Decision. Should the proposal to introduce or change a speed limit be considered appropriate then that proposal will be implemented.

7. Recommendations

7.1 The Task Group considered all of the above requests and recommended that the following are progressed to the statutory advertisement and consultation stage:

- (1) 3: B4000 Wickham Village, Welford – request for a 30mph speed limit was rejected. The panel believe drivers are driving to the environment and reducing it would make the speed limit artificially low which would result in large scale non-compliance. It was recommended that the Council look at improving pedestrian facilities at the crossroads. The Parish Council also informed the panel that they were considering purchasing a VAS for south bound traffic. It was agreed that the current speed limit to the north west of the village is brought in closer to the village to increase its effect.
- (2) 4: Welford Village – The request to introduce a 30mph limit through the village was agreed. It was also agreed to extend the current 40mph limit on Rood Hill.
- (3) 7: Oxford Road, Chieveley, A request for a 50mph speed limit was approved.

7.2 The Task Group recommended that:

- (1) 1: A343 Andover Road, Newbury 20mph – request for a 20mph speed limit be rejected on the grounds that current speeds were too high for a 20mph to be introduced without installing traffic calming. When school time speed data was looked at in isolation mean speeds fell to 20mph. It was requested that the 30mph terminal signs to the south are improved.
- (2) 2: A343 Andover Road, Newbury 30mph – request to reduce the speed limit to 30mph be rejected. The panel said this was a high quality road with good visibility and pedestrian facilities. Drivers are driving to the environment and reducing it would be make the speed limit artificially low which would result in non-compliance.
- (3) 5: Eastbury, Lambourn – request for the 20mph zone in the village was rejected. Current mean speed in one direction is too high for a 20 mph zone to be introduced without traffic calming measures. It was agreed that a scheme to improve markings and investigate ways of slowing drivers down would be put forward for Member approval on the Traffic Management & Road Safety works programme for 2019/20.
- (4) 6: Reading Road, Aldermaston/Burghfield – speed limit request be rejected. A 40mph speed limit would be out of character to the environment and current speeds would indicate there would be an issue with non-compliance.

8. Conclusion

- (1) Following the task group meeting two of the seven requests were recommended for approval. A further change was recommended at Wickham which wasn't requested but was agreed with the Parish Council Chair at the review. The recommendations set out in 7.1 and 7.2 above are therefore put forward for approval.

Background Papers:

Department for Transport Circular 1/2013 (setting local speed limits)

Subject to Call-In:

Yes: ☒ No: ☐

Wards affected:

Falkland, Kintbury, Chieveley, Lambourn Valley, Aldermaston, Mortimer

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**
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Officer details:

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Appendices

- 8.2 Appendix A – Data Protection Impact Assessment
- 8.3 Appendix B – Equalities Impact Assessment
- 8.4 Appendix C – Minutes Speed Limit Review 17th October 2018

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 & Environment
Service:	Transport & Countryside
Team:	Traffic Management & Road Safety
Lead Officer:	Glyn Davis
Title of Project/System:	Speed Limit Review
Date of Assessment:	23/10/2018

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

	Yes	No
<p>Will you be processing SENSITIVE or “special category” personal data?</p> <p><i>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”</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will you be processing data on a large scale?</p> <p><i>Note – Large scale might apply to the number of individuals affected OR the volume of data you are processing OR both</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will your project or system have a “social media” dimension?</p> <p><i>Note – will it have an interactive element which allows users to communicate directly with one another?</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will any decisions be automated?</p> <p><i>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?</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will your project/system involve CCTV or monitoring of an area accessible to the public?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will you be using the data you collect to match or cross-reference against another existing set of data?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will you be using any novel, or technologically advanced systems or processes?</p> <p><i>Note – this could include biometrics, “internet of things” connectivity or anything that is currently not widely utilised</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 recommendations put forward from the Speed Limit Review.
Summary of relevant legislation:	Department for Transport Circular 1/2013 (setting local speed limits)
Does the proposed decision conflict with any of the Council's key strategy priorities?	No
Name of assessor:	Glyn Davis
Date of assessment:	

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

1 What are the main aims, objectives and intended outcomes of the proposed decision and who is likely to benefit from it?	
Aims:	To review speed limits on our highways within the current Department for Transport guidelines.
Objectives:	To set appropriate and consistent speed limits within our district taking into consideration government guidance, accident history and community benefits.
Outcomes:	Setting the correct speed limit will help in addressing poor injury accident records, guide drivers as to the appropriate speed for a route and address community concern.
Benefits:	A safer improved highway network.

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

Age	None	All groups will be effected equally
Disability	None	All groups will be effected equally
Gender Reassignment	None	All groups will be effected equally
Marriage and Civil Partnership	None	All groups will be effected equally
Pregnancy and Maternity	None	All groups will be effected equally
Race	None	All groups will be effected equally
Religion or Belief	None	All groups will be effected equally
Sex	None	All groups will be effected equally
Sexual Orientation	None	All groups will be effected equally
Further Comments relating to the item:		
None		

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: All highway users needs have been considered in undertaking this review.	
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: Reducing the speed of traffic where necessary has a positive impact on all people	

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: Glyn Davis

Date:23/10/2018

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.