

Individual Executive Member Decision

Title of Report:	Petition - Dangerous speeding in Eastbury
Report to be considered by:	Portfolio Holder for Highways, Transport (Operational), ICT and Customer Services
Date on which Decision is to be taken:	29 June 2011
Forward Plan Ref:	ID 2217 A

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: To provide a response to the petitioners

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

Other options considered: As set out in the report

Key background documentation: The petition.
Results of the vehicle survey.

Portfolio Member Details	
Name & Telephone No.:	Councillor David Betts - Tel (0118) 942 2485
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Contact Officer Details	
Name:	Andrew Garratt
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Implications

Policy: None arising from this report.
Financial: None arising from this report.
Personnel: None arising from this report.
Legal/Procurement: None arising from this report.

Environmental: None arising from this report.
Partnering: None arising from this report.
Property: None arising from this report.
Risk Management: None arising from this report.
Community Safety: None arising from this report.
Equalities: EIA Stage 1 attached as Appendix A..

Consultation Responses

Members:

Leader of Council: Councillor Graham Jones - Could a prominent gateway (both gate and carriageway) feature on the entrance to the village from Lambourn be improved as it would help ensure that drivers knew they were entering a village.

Overview & Scrutiny Management Commission Chairman: Councillor Brian Bedwell - From the report it does seem that the 30 mph limit is being observed, clearly the local perception is that this is too fast!. Has consideration been given to reducing limit to 20mph through village.

Ward Members: Councillor Gordon Lundie - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Opposition Spokesperson: Councillor Keith Woodhams concurs with officers recommendations.

Local Stakeholders: N/A

Officers Consulted: Mark Cole and Mark Edwards

Trade Union: N/A

Is this item subject to call-in.	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 OSC or associated Task Groups within preceding 6 months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	

Supporting Information

1. Background

- 1.1 A petition containing 168 signatures was submitted to the Council on 23 November 2010. The petition states:

“We the undersigned demand that it is your duty as Parish Council to take immediate Action to stop the dangerous speeding through Eastbury to save lives”

- 1.2 Although the petition referred to the Parish Council they have no powers in respect of traffic and road safety issues. Consequently the petition has been referred to West Berkshire Council as the Highway Authority.
- 1.3 The main road through Eastbury links the villages of Lambourn and Great Shefford. The road width does vary but typically it is approximately 5.5 metres wide and is a single lane two-way carriageway. The village is subject to a 30mph speed limit which is highlighted by gateway features at the start of the speed limit. There are no footways and some of the residential properties abut the highway.
- 1.4 In the last ten years there have been no recorded injury accidents within the village on the roads subject to a 30mph speed limit.
- 1.5 A report (ID2217) on the petition was considered on 11 April 2011 when it was deferred to assess the comments from Councillor Graham Jones who requested if a couple of Vehicle Activated Signs (VAS) could be considered.

2. Results of Survey

- 2.1 The Councils Speed Indicator Device (SID) has been deployed twice in the last year outside the Village Hall and the results of these checks showed general compliance with the 30mph speed limit.
- 2.2 Further traffic surveys were undertaken from 8th to 15th December 2010 outside the Village Hall and in the vicinity of Willow End. The results are shown in the table below.

Location	Direction	Average Speeds	85 th percentile speeds	Average daily volume
Vicinity of Willow End	SE	33	39	533
	NW	29	34	127
Outside the Village Hall	SE	27	31	440
	NW	27	32	935

3. Traffic Calming Features

- 3.1 Vertical deflections such as speed cushions are not appropriate due to the width of the road and the close proximity of the residential properties. The street lighting would also need to be upgraded to the required standard.
- 3.2 Horizontal deflections such as build outs and narrowings are not appropriate for Eastbury as the width of the carriageway is insufficient to create adequate deflection and there is insufficient opposing traffic for them to work effectively. Also the number of signs necessary would be difficult to locate as there are no footways.

4. Conclusions

- 4.1 The gateway features at the start of the 30mph speed limit have the effect of informing drivers that they are about to enter a village which is subject to a 30mph speed limit. Whilst the gateway features from the East Garson direction are appropriate, improvements could be made to the gateway features from the Lambourn.
- 4.2 Due to the nature of the road, any form of vertical or horizontal traffic calming measures are not considered appropriate. It is considered that the absence of any footways may make pedestrians perceive traffic speeds to be higher than they actually are.
- 4.3 The results of the traffic survey tend to indicate that speeds are not unusually high for a 30mph speed limit. However they are too high for a 20mph speed limit. To provide this traffic calming measures would be required but these are not considered appropriate.
- 4.4 Given the concerns in the petition Eastbury village will be included in the Speed Intervention Programme. This programme uses SID to educate drivers of their speeds.
- 4.5 The introduction of a VAS has been investigated in the vicinity of the Village Hall. However due to the narrowness of the carriageway and the lack of a suitable footway or verge a VAS could not be located here. The results of the traffic survey indicate that a VAS would rarely be activated and therefore not serving its purpose if one could be provided.
- 4.6 The introduction of a VAS has been investigated in the vicinity of the Willow End. It is considered that the bends to the west of Willow End tend to control traffic speeds approaching the village, where as the results of the traffic data show that the highest traffic speeds are for vehicles leaving the village. Introducing a VAS for traffic leaving the village would not be beneficial as there are no frontages on the northern side of the road and a vehicle is leaving the 30mph speed limit.

5. Recommendations

- 5.1 Given the results of the traffic surveys and the very low accident record it is considered that physical traffic calming features are not appropriate.
- 5.2 That Eastbury village be included in the speed intervention programme.

- 5.3 Due to the nature of the road and lack of footway or verge VAS's are not recommended for Eastbury.
- 5.4 That the gateway feature from the Lambourn direction be improved.
- 5.5 The petition organiser should be advised accordingly.

Appendices

Appendix A - EIA Stage 1