

# Minutes of Speed Limit Review 2019

## Wednesday 9<sup>th</sup> October

**Present**                    Councillor Graham Pask (GP)  
                                   Councillor Alan Macro (AM)  
                                   Chris Hulme TVP (CH)  
                                   Glyn Davis WBC (GD)  
                                   Gareth Dowding WBC (GD2)  
                                   Cheryl Evans WBC (CE) (Minutes)  
                                   Graham Markham WBC (GM)

Apologies                None

<b>Introduction</b>	
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. There was a recap of the last meetings minutes and a brief update on the items discussed at the previous meeting.	
<b>Speed Limit Requests</b>	
<b>A343 Andover Road, Newbury 20mph</b>	
Attendees	Cllr Adrian Abbs (AA) , Cllr David March (DM) Apologies Cllr Tony Vickers
Discussion	<p>Presented at last years speed limit review but because of under reporting and quality of Police casualty data the Parish requested a review.</p> <p>There had been a school pupil incident at the site although completely unconnected to the general school community times. The contributing factors were not speed related.</p> <p>Video played: – as previously noted. Garage/shop busy area. Good grass verge separates pavements from the carriageway.</p> <p>GD introduced the site and explained again why West Berkshire do not operate the ‘20mph when flashing’ type signs in general but due to support the parish has initiated a trial to capture any evidence of reductions in speed.</p> <p>CE explained this is currently not available but would be the information and data would be shared once available. CE expressed her concern that the sign designs were not as originally agreed (as the cost was substantial £7K) and that what actually went up was already being reported as being ignored. GD agreed that one the data had been collected the information would be use to establish the next steps and possible a bigger sign if budgets allow. CE mentioned BRITE report regarding speed reductions encouraging more sustainable transport but these roads need to support a driver’s acceptance to 20mph suitability.</p>

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	<p>DM reported that he felt the average speed data disguises the issue as stationary traffic in one direction can affect the results. Also school activities are extended beyond the core school times at a secondary school so the school flashing sign in this area is not flashing long enough. CE explained the sign times can be changed.</p> <p>GD added schools are not operational 24/7 and therefore compliance to the speed limit difficult to justify</p> <p>CH stated for the whole road to be changed to 20mph the road would need to be self-enforcing. The speed cameras in the area would also have to be removed.</p> <p>AA – Requested 20mph to slow the road at key times, to address the safety of times when child movement is peak, to consider air quality outside schools. DM would welcome a permanent 20mph sign. Dft views where we have Urban areas this is a standard approach. GD – Speeds are too high to install a 20mph limit and traffic calming in the form of vertical features will be required to make it ‘self-enforcing’. CH - These roads need to be traffic calmed otherwise there would be no way to make people comply without continued enforcement. At school movement times or school holidays the safety for ALL needs to be considered. GP – Drew the discussions back to speed limits and felt that a permanent 20mph limit would not be a solution to effectively reduce speeds. DM – wants something that works AA – wants 20mph where it can be most effective and requested to see the data hour by hour.</p> <p>CH – Figures show the speed are lower during school times – if not then robust traffic calm will need to be added AM – 20mph lead to more pollution</p>
<p>Recommendation</p>	<p>20mph not recommended <b>but agreed that there were no plans to remove the 20mph when flashing signs when the trail was complete</b> Action – CE to keep AA / DM updated on 20mph school flashing signs project.</p>
<p><b>2. A343 Andover Road, Newbury 30mph</b></p>	
<p>Attendees</p>	<p>Cllr Adrian Abbs (AA) , Cllr David March (DM) Apologies Tony Vickers</p>

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Discussion	<p>Video played DM – Residential both sides of Badgerwood Garden, system of street lights, low stats 19, low average speed – residents cut off from library, bus stop and continue to have noise issues. Pedestrian crossing would help to reach these services and encourage more walking and cycling. AA – stated DM’s report was comprehensive and added the area is Urban, housing is evident so why not 30mph at the top of the hill and there is a blind bend near to Coniston Road. GP agrees there has been considerable development in the area but asked CH to explain the reasons around missing data. CH – TVP only look at accident history when reported (stats 19). Near misses are not reported and therefore not relevant to this meeting. History leads to speed limit reviews. AA – History not actual that communities are dealing with CH – A lower speed limit should not be set on isolated incidents. AA – need more police / more enforcement GP – reminded group this is not relevant for today’s discussions DM added support for crossing the road is in the 40mph and it would be sensible to move the 30mph where there is a change in character. GD – suggested a light controlled crossing is <b>feasible but would need to be properly assessed. This would need to be requested through other channels.</b></p>
Recommendation	<p><b>Recommended partial 30mph. The current 30mph speed limit to be extended south to the vicinity of Conifer Crescent. The remainder to remain at a 40mph speed limit</b></p>
<p><b>3. Cow Lane, East Ilsley</b></p>	
Attendees	<p>PC Andrew Sharp Apologies Cllr Carolyn Culver</p>
Discussion	<p>Video played AS – 1700 more houses being developed in this area. East to West road, setting sun issues vision out of road is not easy to blind hill. Empty Farm being to holiday lets, business units and other planning. Economic input to village to encourage the area to thrive.  GD2 – having checked the planning approval, stated the access to the exciting site would be no different and changes to the highway would not be considered any more than expected than the original site usage. AM – felt it shouldn’t be national speed limit CH – 85<sup>th</sup> – 47.8mph GD – reported there is safe passage for pedestrians <b>which runs</b></p>

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	<p><b>behind</b> the hedgerow. GM – good view to the left and reasonable right</p>
Recommendation	<p>30mph not approved, no evidence to reduce road to 30mph. Actions – AS stated he will return to SLR once the planning has been implemented.</p>
<p><b>4. Colthrop Lane. Thatcham</b></p>	
Attendees	<p>Cllr <b>Owen Jeffery (OJ)</b></p>
Discussion	<p>Video played GD explained the anomaly with the current speed limit and recommended on basis of the speed data a 30mph speed limit be introduced. <b>OJ</b> - delighted with the recommendation and thanked the SLR task group for recognising the anomaly.</p>
Recommendation	<p>Agreed to 30mph limit introduced as per plan</p>
<p><b>5. Rectory Road, Streatley</b></p>	
Attendees	<p>Nicola Swan representing PC, Trevor Long – resident, PC Alan Clerk</p>
Discussion	<p>Video played</p> <p>GP – Opening comments: SLR takes into account local views within National policy our own considerations around speed limits where they are needed. 30 cannot be everywhere and common sense is required. If there are other factors not brought to SLR will be considered and this particular road has been before SLR twice and in 2004 the 30mph limit was extended from the golf club. Serval houses in the area and the mean speed in very low. A rural road in an area of natural beauty, and a change to 30mph will require further signage. As speeds are already low – why treat?</p> <p>AC reported considerable vehicles braking at the brow NS added there was a large equestrian business and continued to describe the road, blind bend on hill, single track that leads to houses. The Ridgeway is a National Trust Trial and a byway 5 months of the year. Warren Farm and Meadow Farm are being developed. Appreciates it is a rural road and wants it to stay an area of natural beauty but also safety for vulnerable users. Speaks on behalf of the Parish / residents but feels the SLR document is not a true representative of the area. West has double the residents of the East where it is 30mph. included in this school aged children walk and cycle regularly.</p>

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	<p>Because it is a National Trust trial it also encourages other users including but not exclusive to Scout groups, Duke of Edinburgh and Ramblers Association.</p> <p>The Equestrian Centre has 21 horses exercising on road as well as those using vehicles to get to the centre.</p> <p>Data was taken in August at a time when users are potentially at peak and others on holiday and a more in-depth analysis of the data might help support this. The Parish would continue to use SID to support awareness and appreciates 85% respect the current speed limit. But more than double of the residents live and travel where the speed limit is higher.</p> <p>GP acknowledged NS thorough report and asked AC/TL if they had any new evidence to add</p> <p>AC added that there has been an increase in overall traffic around delivery vans and those using the area see the National speed limit as right to achieve inappropriate speeds.</p> <p>GP suggested the area in the main is used by residents – will they keep to the speed limit?</p> <p>NS felt residents do support the safe passage of the local school aged children</p> <p>CH suggested that the speed limit guidance was never going to meet the lower speed limit and this was a case of more inappropriate speeding.</p> <p>NS reported in his experience the locals are very supportive of the 30mph and would abide by the limit set.</p> <p>CH warned that it would not be appropriate to extend all along the road and that the required signage has a minimum sight line for road users and this may be difficult to achieve.</p> <p>GP commented it is a narrow rural road would a speed limit encourage more caution? And asked if GD could confirm the required distance between repeaters.</p> <p>GP offered his experience around Quite Lane signs (18 years in Bucklebury), in general they are to support all users.</p> <p>GD stated: <b>A pilot scheme was undertaken in the Bucklebury area but no changes were detected so we have</b> moved away from installing these types of schemes.</p> <p>GP reminded those present across West Berkshire we have pockets of houses in National Speed limit Roads, this road is not a rat run or a through road.</p> <p>AM added it was also important to recognise why roads are derestricted and not to extend into what is classed as countryside.</p>
<p>Recommendation</p>	<p>Approved with restrictions. Action: 30mph to be extended to the region of White Lodge (The Lodge). Signs for the Equestrian Centre to be erected.</p>
<p><b>6. Hungerford Common, Hungerford</b></p>	

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Attendees	James Cole, Helen Simpson, John Downe, Rob Chicken (HTC), Nicolas Lumley, Phillip Porter (HT&M)
Discussion	<p>Video played</p> <p>GD explained that this road had moved from National to 40mph approx. 9/10 years ago. The speed surveys were carried out when cattle were on the common and majority of the users are travelling <b>below</b> 40mph. 2006 SLR it was agreed to reduce the road to 30mph and was sent to GOSE for authorisation. This was before the time GD attended the SLR and was unable to provide clarification why there was no <b>record of the GOSE response or any record of why the recommendation went from 30mph to a 40mph but a 40mph limit was approved at I.D.</b></p> <p>GP acknowledged the common was wide, open and obviously cattle roam freely.</p> <p>NL explained the cattle roam 8 months of the year April to October 24/7</p> <p>PP explained there is a dip/ blind bend (zero visibility) and cows gather in those areas</p> <p>GD/GM confirmed data was collected to encompass these areas</p> <p>CH asked if cattle grids were present – YES</p> <p>NS reported 4 cows / 1 pedestrian injured</p> <p>PP felt there was a need to slow vehicles down</p> <p>RC suggested roundabouts or dummy cattle grids (rumble strips)</p> <p>JC need to slow the speeds down but won't solve all the problems and shared his personal experiences being cattle aware</p> <p>GP understood the New Forest have 180 animals hit per year</p> <p>CH reinforced that lowering a speed limit does not change the attitude of the road user.</p> <p>PP when a cow is involved it's a problem</p> <p>CH appreciated this can be controversial</p> <p>GD2 confirmed that a roundabout needs to be lit as part of the highway</p> <p>CE suggested introducing signs to raise awareness around cattle during April to October</p> <p>GD <b>Minchihampton Common had used</b> signs/ silhouettes of cattle along the route.</p> <p>CH reported in his experience if the speed limit of a road is too low this can lead to more road users breaking the speed limit due to overtaking</p> <p>JC asked if speed limit could be seasonal</p> <p>HS the parish have embraced SID training and will continue to build rapport</p> <p>RC suggested it could be beneficial to create a promotional video to raise awareness</p> <p>NL felt there was no support from police with the six incidents</p>

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	<p>reported  AM recognised the issues and reminded all that Greenham Common was 30mph and for the sake of consistency it would make sense for Hungerford Common to also be 30mph.  GD mentioned that Greenham Common was different in nature with bends and properties along the route.</p>
Recommendation	Request for 30mph speed limit approved.
<b>7. Lower Denford lane, Hungerford</b>	
Attendees	James Cole, Helen Simpson, John Downe, Rob Chicken (HTC), Nicolas Lumley, Phillip Porter (HT&M)
Discussion	<p>Video played</p> <p>GD opening comments, speeds are very low and are already below the requested 30mph. Installing a 30mph will require a system of repeater signs in an ANOB. Do not feel this is required or appropriate for this route.</p> <p>NL reported there are cows in this area too</p> <p>PP added the speed was national before bridge and it's a narrow road</p> <p>GD remarked, 60mph doesn't mean drivers need to drive at this speed</p> <p>JC reported that vehicles exiting the A4 that high speeds are achievable and many are rat running with local development this will make this worse. Common to A4 no issues, A4 to common is significant includes negotiation of bridges and road narrowing</p> <p>GM disagreed that drivers could speed in these areas</p> <p>GP state if by putting speed limits on roads that can't actual reach the speed – is this a perception of speed?</p> <p>JC suggested resident perception is that there is a speeding issue</p> <p>AM thought that extending the 30 to reach the cattle grid was appropriate</p> <p>JC considered local has issues at the A4 end</p> <p>GP confirmed that this was perceived</p> <p>JC agreed</p> <p>GP making un-necessary changes brings the SLR process into disrepute</p> <p>HS asked if reminder signs were a possibility</p> <p>GD suggested that it was not required the speeds were already low</p> <p>NL reported there was local support for no right turn and discourage rat running</p> <p>AM commented that opposing traffic helps slow traffic coming off</p>

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	<p>A4 JC felt the traffic coming off the A4 needed to be addressed GP asked officers to review to see if there was anything that could be offered to support and supported AM extending the small length linked to the common reducing to 30mph</p>
Recommendation	<p>30mph <b>approved but only on the section from Hungerford Common to the cattle grid. The remainder between the A4 and the cattle grid to remain unchanged.</b></p> <p>Actions Officer assessment to consider what else could be done to improve the junction. The small length of road linked to the common to be part of the reduction of the speed limit related to Hungerford Common.</p>
<b>AOB</b>	<p>GP / AM Thanked Glyn Davis and Alan Dunkerton (now retired) for their contribution to the SLR process over the years and welcomes Gareth Dowding in his role as the new Principal Engineer.</p>
<b>Next Meeting</b> (To be confirmed)	
<b>End of meeting 14:15</b>	

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