

# Individual Decisions

---

The attached reports will be taken as  
Individual Portfolio Member Decisions on:

**27<sup>th</sup> April 2009**

---

<b>Ref:</b>	<b>Title</b>	<b>Portfolio Member(s)</b>	<b>Page No.</b>
ID1819	<b>Speed Limit outside Welford and Wickham C.E. Primary School</b>	Councillor Emma Webster	3 - 8
ID1820	<b>Speed Calming Measures in Fifth Road and Valley Road, Newbury</b>	Councillor Emma Webster	9 - 14



## Individual Executive Member Decision

---

<b>Title of Report:</b>	<b>Speed Limit outside Welford and Wickham C.E. Primary School</b>
<b>Report to be considered by:</b>	Individual Executive Member Decision
<b>Date on which Decision is to be taken:</b>	27 April 2009
<b>Forward Plan Ref:</b>	ID1819

**Purpose of Report:** To inform the Executive Member for Highways, Transport (Operational) and ICT of the receipt of a petition requesting a 20mph speed limit outside Welford and Wickham Church of England Primary School

**Recommended Action:** That the Executive Member for Highways, Transport (Operational) and ICT endorse the Officers recommendation as detailed in Section 3 of this report.

**Reason for decision to be taken:** Referral of petition by Executive on 10th July 2008

**Key background documentation:** The petition  
Report to Executive 24th April 2008, ref EX 1539

Portfolio Member Details	
<b>Name &amp; Telephone No.:</b>	Councillor Emma Webster - Tel (0118) 9411676
<b>E-mail Address:</b>	ewebster@westberks.gov.uk
Contact Officer Details	
<b>Name:</b>	Andrew Garratt
<b>Job Title:</b>	Principal Traffic & Road Safety Engineer
<b>Tel. No.:</b>	01635 519491
<b>E-mail Address:</b>	agarratt@westberks.gov.uk

## Implications

---

<b>Policy:</b>	None arising from this report.
<b>Financial:</b>	There are no financial implications arising from this report but any subsequent costs would be funded from the approved capital programme for Speed Limit Reviews.
<b>Personnel:</b>	None arising from this report.
<b>Legal/Procurement:</b>	Should the 30mph speed limit be recommended by the Speed Limit Task Group a traffic regulation order will be required and hence sealing by Legal Services.
<b>Environmental:</b>	None arising from this report.
<b>Partnering:</b>	None arising from this report.
<b>Property:</b>	None arising from this report.
<b>Risk Management:</b>	None arising from this report.
<b>Community Safety:</b>	None arising from this report.
<b>Equalities:</b>	None arising from this report.

## Consultation Responses

---

### Members:

<b>Leader of Council:</b>	To date no response received from Councillor Graham Jones. However any comments received will be verbally reported at the Individual Decision meeting.
<b>Overview &amp; Scrutiny Commission Chairman:</b>	Councillor Brian Bedwell does not support the proposal to reduce the speed limit to 20 mph, but agrees that a more sensible approach would be to make it 30 mph. In fact I am surprised it is not 30 mph in my opinion no school should have a speed limit above 30 mph outside.
<b>Policy Development Commission Chairman:</b>	
<b>Ward Members:</b>	Councillor Anthony Stansfeld totally supports this request for a 30mph speed limit. outside the school.  To date no response received from Councillor Andrew Rowles. However any comments received will be verbally reported at the Individual Decision meeting.
<b>Opposition Spokesperson:</b>	To date no response received from Councillor Keith Woodhams. However any comments received will be verbally reported at the Individual Decision meeting.
<b>Local Stakeholders:</b>	N/A
<b>Officers Consulted:</b>	Mark Cole and Mark Edwards
<b>Trade Union:</b>	N/A

<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

---

### 1. Background

- 1.1 A petition containing 31 signatures was presented by Councillor Keith Woodhams to the Executive at its meeting on 10<sup>th</sup> July 2008. The petition states:

*“The community of Welford and Wickham CE School would like to support the petition for lower speed limits outside schools. The speed limit outside our school is 40mph and we feel very strongly about the dangers this presents to our school and its local community.*

*Please sign below if you would like the speed limit reduced to 20mph outside our school.”*

- 1.2 A report (ref EX. 1539) was considered by the Executive on 24<sup>th</sup> April 2008. This report concluded that introducing a “blanket” 20mph speed limit outside all schools was not appropriate, but school warning signs with flashing lights should be installed outside all schools in West Berkshire. Furthermore, additional safety features, which may include 20mph zones, could be introduced depending on individual circumstances.
- 1.3 A Safer Routes to School scheme was constructed for Welford and Wickham School during the summer of 2006. This scheme mainly consisted of footway improvements to assist pedestrians walking to and from the school. The current School Safety Programme has school warning signs with flashing lights identified for implementation outside the school during the 2012-13 financial year.
- 1.4 Welford and Wickham Church of England Primary School is located on Welford Road in Wickham. All roads within Wickham village are subject to a 40mph speed limit, which was introduced in 2000.
- 1.5 No injury accidents have been recorded on Welford Road in the last five year monitoring period, 1<sup>st</sup> December 2003 to 30<sup>th</sup> November 2008.
- 1.6 To determine the speed of traffic on Welford Road a traffic survey was undertaken near its junction with St. Swithins Close for a five day period between 10<sup>th</sup> and 15<sup>th</sup> February 2009. The results showed that the 85<sup>th</sup> percentile speed of south-westbound traffic was 32mph with an average speed 26mph and the 85<sup>th</sup> percentile speed of north-eastbound traffic was 30mph with an average speed 24mph. An average two way daily volume of 686 vehicles was recorded.

### 2. Conclusion

- 2.1 Given the very good safety record for the road it would not be considered a high enough priority to warrant substantial further improvements when compared to other local safety schemes.
- 2.2 A 20mph speed limit is not appropriate but a request for a 30mph speed limit could be considered by the Speed Limit Task Group at its meeting in October 2009.

### **3. Recommendations**

3.1 In view of the above it is recommended that:

- (a) A proposal to reduce the speed limit to 30mph is considered by the Speed Limit Task Group at its meeting in October 2009;
- (b) School warning signs with flashing lights are installed as programmed in the School Safety Programme, unless alternative funding, such as section 106 contributions is available sooner.

3.2 The petition organiser should be advised accordingly.

### **Appendices**

---

There are no Appendices to this report.





## Individual Executive Member Decision

---

<b>Title of Report:</b>	<b>Speed Calming Measures in Fifth Road and Valley Road, Newbury</b>
<b>Report to be considered by:</b>	Individual Executive Member Decision
<b>Date on which Decision is to be taken:</b>	27 April 2009
<b>Forward Plan Ref:</b>	ID1820

**Purpose of Report:** To inform the Executive Member for Highways, Transport (Operational) and ICT of the receipt of a petition requesting measures to reduce vehicle speeds on Valley Road and Fifth Road, Newbury.

**Recommended Action:** That the Executive Member for Highways, Transport (Operational) and ICT endorse the Officer's recommendation as detailed in Section 5 of this report.

**Reason for decision to be taken:** Referral of petition by Executive on 29th May 2008

**Key background documentation:** The petition  
Report to Executive 24th April 2008, ref EX 1539

Portfolio Member Details	
<b>Name &amp; Telephone No.:</b>	Councillor Emma Webster - Tel (0118) 9411676
<b>E-mail Address:</b>	ewebster@westberks.gov.uk

Contact Officer Details	
<b>Name:</b>	Neil Stacey
<b>Job Title:</b>	Senior Engineer (Traffic and Road Safety)
<b>Tel. No.:</b>	01635 503207
<b>E-mail Address:</b>	nstacey@westberks.gov.uk

## Implications

---

<b>Policy:</b>	None arising from this report.
<b>Financial:</b>	The cost of the recommended measures can be funded through the approved capital programme.
<b>Personnel:</b>	None arising from this report.
<b>Legal/Procurement:</b>	None arising from this report.
<b>Environmental:</b>	None arising from this report.
<b>Partnering:</b>	None arising from this report.
<b>Property:</b>	None arising from this report.
<b>Risk Management:</b>	None arising from this report.
<b>Community Safety:</b>	None arising from this report.
<b>Equalities:</b>	None arising from this report.

## Consultation Responses

---

### Members:

<b>Leader of Council:</b>	To date no response received from Councillor Graham Jones. However any comments received will be verbally reported at the Individual Decision meeting.
<b>Overview &amp; Scrutiny Commission Chairman:</b>	Councillor Brian Bedwell concurs with the report.
<b>Policy Development Commission Chairman:</b>	N/A
<b>Ward Members:</b>	Councillor Adrian Edwards is "somewhat disappointed and dismayed with the recommendation that no traffic calming measures are introduced" and has made a number of further comments which have been considered and added to the report.  To date no response received from Councillor Howard Bairstow. However any comments received will be verbally reported at the Individual Decision meeting.
<b>Opposition Spokesperson:</b>	To date no response received from Councillor Keith Woodhams. However any comments received will be verbally reported at the Individual Decision meeting.
<b>Local Stakeholders:</b>	N/A
<b>Officers Consulted:</b>	Andrew Garratt, Mark Cole and Mark Edwards
<b>Trade Union:</b>	N/A

<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

---

### 1. Background

- 1.1 A petition containing 130 signatures was presented to a meeting of the Executive on 29<sup>th</sup> May 2008. The petition states:

*"We, the undersigned ask that measures be undertaken to address the problem of speeding motor vehicles in both Fifth and Valley Roads, Newbury.*

*These roads serve a number of schools and a local shop and as a result speeding vehicles constitute a higher than normal risk to both pedestrians and road users.*

*There have been many incidences on both these roads over recent years – it is now time to provide speed calming measures in order to avoid further incidence and reduce the chances of fatalities."*

- 1.2 Valley Road and Fifth Road are residential roads which provide access through a residential area of Newbury. Both roads are subject to a 30mph speed limit, which is considered appropriate to the characteristics of the roads.
- 1.3 As the roads are used by children going to and from St. Bartholomew's and John Rankin Junior and Infant schools, the introduction of school warning signs with flashing lights is programmed during the 2009/10 financial year as part of the School Safety Project.
- 1.4 A recent assessment on Valley Road identified that a location close to its junction with Montgomery Road meets the criteria for a School Crossing Patrol. However this issue has been referred to the Education Service, as they are responsible for the recruitment of School Crossing Patrol officers.
- 1.5 In the latest 3 year monitoring period, from 1<sup>st</sup> January 2006 to 31<sup>st</sup> December 2008, one personal injury accident was recorded on Valley Road and one on Fifth Road. The collision on Fifth Road involved an intoxicated driver who lost control turning out of Salcombe Road onto Fifth Road. The collision on Valley Road occurred as an intoxicated driver travelling at excess speed lost control of their vehicle, which then hit a tree. A third accident was recorded on Elizabeth Avenue (which is the continuation of Valley Road) just to the south of Valley Road and this also involved an intoxicated driver who drove into a parked car. All these collisions were classified as "slight" and none of them occurred during school times, with two being recorded in the evening and one on a Saturday afternoon.
- 1.6 These accidents do represent a higher concentration of accidents involving intoxicated drivers than would normally be expected in a residential area and are therefore worthy of further investigation. No children, pedestrians or cyclists have been injured on Valley Road or Fifth Road.
- 1.7 Traffic surveys were undertaken on Valley Road and Fifth Road in order to determine the existing traffic conditions.

## **2. Results of Traffic Surveys**

- 2.1 The traffic surveys were undertaken 24 hours a day between 27<sup>th</sup> January and 1<sup>st</sup> February 2009. The results for Fifth Road showed that the 85<sup>th</sup> percentile speed of traffic, which is the speed that 85 per cent of traffic is travelling at or below and is a commonly used measure of vehicle speeds, was recorded at 33mph in either direction. The average speed was 27mph in either direction.
- 2.2 The results for Valley Road showed the 85<sup>th</sup> percentile speed of traffic was 34mph with an average speed of 28mph.

## **3. Possible Traffic Calming Measures**

- 3.1 Given the length of Valley Road and Fifth Road, and the number of private entrances, traffic calming in the form of horizontal deflections (i.e. build-outs and priority working) is not appropriate. Also, this form of traffic calming is ineffective at quiet times because there is no opposing traffic to give way to.
- 3.2 Vertical deflections in the form of speed cushions could be introduced. Up to 15 pairs of speed cushions would be required, which would cost in the region of £25,000.
- 3.3 During the consultation of this report with Ward Members, Councillor Adrian Edwards asked whether speed cameras could be considered as a means of reducing traffic speeds. Speed Cameras are only normally employed where there has been a high concentration of speed-related injury accidents, which is not the case on Valley Road and Fifth Road. However, a review of speed camera locations is currently being undertaken in West Berkshire and should be completed within the next 18 months. Valley Road and Fifth Avenue will be considered as part of this review.

## **4. Conclusion**

- 4.1 Although the recorded injury accident record shows that there have been three accidents, it is still considered that the roads have a good safety record especially as no vulnerable road users have been involved.
- 4.2 The results of the traffic surveys are as expected for a road of this nature and show that the majority of traffic is travelling within an acceptable margin of the 30mph speed limit.
- 4.3 The introduction of the school warning signs with flashing lights in 2009/10 will be a positive road safety improvement for children when going to and from the nearby schools. It is also possible that a School Crossing Patrol will be introduced. Further monitoring can be carried out after these measures are in place.
- 4.4 Given the very good safety record and the results of the traffic surveys it is considered that Valley Road and Fifth Road are not a high enough priority to warrant substantial further improvements when compared to other local safety schemes.

- 4.5 During the consultation of this report with Ward Members, Councillor Adrian Edwards expressed concern that “someone has to be seriously injured or killed” for traffic calming measures to be installed. Potential traffic calming schemes are carefully assessed and prioritised according to the safety record for the road and the observed traffic conditions. Unfortunately, there are locations within West Berkshire which have a higher number of recorded injury accidents than Valley Road and Fifth Road and some of these locations are identified for treatment under the annual Local Safety Scheme programme. It would not be appropriate for a scheme to be implemented on Valley Road and Fifth Road in preference to these locations. However, Councillor Edwards may wish to make a separate bid for funding for a scheme to be included in a future year’s Capital Programme.

## **5. Recommendations**

- 5.1 In view of the above it is recommended that:
- (a) Traffic calming measures on Valley Road and Fifth Road are not introduced;
  - (b) Traffic conditions on Valley Road and Fifth Road are monitored following the introduction of the flashing warning signs and School Crossing Patrol;
- 5.2 The petition organiser should be advised accordingly.

## **Appendices**

---

There are no Appendices to this report.