

# Individual Decision

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The attached report will be taken as  
Individual Portfolio Member Decision on:

**17 June 2010**

<b>Ref:</b>	<b>Title</b>	<b>Portfolio Member(s)</b>	<b>Page No.</b>
ID2052	A329 – Purley on Thames – Proposed 30mph Speed Limit	Councillor David Betts/ Graham Jones	3 - 9



## Individual Executive Member Decision

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<b>Title of Report:</b>	<b>A329 Purley on Thames - Proposed 30mph speed limit</b>
<b>Report to be considered by:</b>	Individual Executive Member Decision
<b>Date on which Decision is to be taken:</b>	24 June 2010
<b>Forward Plan Ref:</b>	ID2052

**Purpose of Report:** To inform the Executive Member for Highways, Transport (Operational) & ICT of the responses received during the statutory consultation on the proposed 30mph speed limit on the A329 through Purley on Thames.

**Recommended Action:** That the Executive Member for Highways, Transport (Operational) & ICT resolves to approve the recommendations as set out in Section 4 of this report.

**Reason for decision to be taken:** To enable the proposed speed limit to be introduced.

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

**Other options considered:**

**Key background documentation:** Responses received during statutory consultation, Report to the Speed Limit Review - 16<sup>th</sup> December 2009, Minutes of the Speed Limit Review - 16<sup>th</sup> December 2009, Individual Decision Report ID 1957.

Portfolio Member Details	
<b>Name &amp; Telephone No.:</b>	Councillor David Betts - Tel (0118) 942 2485
<b>E-mail Address:</b>	dbetts@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

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<b>Policy:</b>	The consultation is in accordance with the Council's Consultation procedures.
<b>Financial:</b>	The Statutory Consultation and advertisement procedure and implementation of the physical works will be funded from the approved Capital Programme. If there are any financial implications contained within this report this section <b>must</b> be signed off by a West Berkshire Group Accountant. Please note that the report cannot be accepted by Policy and Communication unless this action has been undertaken.
<b>Personnel:</b>	None arising from this report.
<b>Legal/Procurement:</b>	The sealing of the Traffic Regulation Order will be undertaken by Legal Services.
<b>Environmental:</b>	A reduced speed limit will make a more pleasant environment for local residents.
<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. For advice please contact Principal Policy Officer (Equalities) on Ext. 2441.

## Consultation Responses

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<b>Members:</b>	
<b>Leader of Council:</b>	Councillor Graham Jones has not commented as he is due to consider the report.
<b>Overview &amp; Scrutiny Management Commission Chairman:</b>	Councillor Brian Bedwell supports the view of the Parish Council.
<b>Select Committee Chairman:</b>	N/A
<b>Ward Members:</b>	Councillor David Betts and Tim Metcalfe support the recommendation.
<b>Opposition Spokesperson:</b>	To date no response has been received from Councillor Keith Woodhams however any comments 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

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### 1. Background

- 1.1 A request from the Parish Council for the existing 40mph speed limit to be reduced to 30mph through Purley on Thames was considered by the Speed Limit Task Group at its meeting on 17<sup>th</sup> March 2006. The Task Group, which consists of Council officers, Members and the Police considered the matter in relation to the relevant guidance and agreed not to reduce the speed limit at that time.
- 1.2 In August 2006 the Department for Transport published Circular 01/2006 Setting Local Speed Limits, which superseded the guidance, set in 1993. Circular 01/2006 also requested all traffic authorities to review the speed limits on all of their A and B roads, and implement any necessary changes, by 2011 in accordance with the new guidance.
- 1.3 The length of the A329 between the district boundary with Reading and the parish boundary with Pangbourne was considered by the Speed Limit Task Group at its meeting on 16<sup>th</sup> December 2009. The Task Group also considered a request from the Parish Council for the existing 40mph speed limit to be reduced to 30mph.
- 1.4 The Task Group, having considered the guidance specified in the Circular, traffic survey results, the number of recorded injury accidents and the Parish Councils concerns recommended that the length of the 40mph speed limit be reduced to 30mph. This was approved by Individual Decision (ref ID1957) on 15<sup>th</sup> February 2010 and followed by the statutory consultation and advertisement of the proposals, which was undertaken between 15<sup>th</sup> April and 6<sup>th</sup> May 2010.

### 2. Responses to statutory consultation

- 2.1 At the end of the statutory consultation period four responses had been received, including one from the Police.
- 2.2 A summary of the comments received during the statutory consultation, together with officer comments is provided in Appendix A to this report.

### 3. Conclusion

- 3.1 Concerns about vehicle speeds and requests for a lower speed limit have been expressed by local residents for many years. Since the change in the speed limit guidance, a 30mph Speed Limit on the A329 through Purley is considered appropriate.
- 3.2 The proposed 30mph speed limit is no different to that of the existing 30mph speed limit within Reading, especially between the Norcot Road Roundabout and the district boundary with West Berkshire.
- 3.3 The Speed Limit Task Group considers a number of factors when considering a speed limit. These include the current speed limit, the injury accident record, results of any traffic surveys, the character and nature of the road. Given that the

Task Group consider that a 30mph speed limit is appropriate it is recommended that a 30mph speed limit is introduced.

#### **4. Recommendations**

- 4.1 In view of the above it is recommended that the proposed 30mph speed limit be introduced.
- 4.2 That the respondents to the statutory consultation be informed accordingly.

#### **Appendices**

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Appendix A – Summary of Comments to Statutory Consultation

## Appendix A

## Summary of comments to Statutory Consultation

No. of Comments	Comments	Officer Comments
1	<p>Whilst the Thames Valley Police agree with sections of the 40mph being lowered to 30mph they are opposed to the lowering of the whole length. Their reasons are that the speed of traffic is above ACPO threshold and it would burden the Police with enforcement. The removal of the repeater signs will also mean drivers will have no reminder of the speed limit thereby increasing speeds and compromising road safety.</p>	<p>The Police are members of the Speed Limit Review Task Group and who were represented when the A329 through Purley on Thames was considered.</p> <p>It was considered that a 30mph speed limit was appropriate for the majority of its length. It would not be appropriate for the short length between the Reading boundary and Knowsley Road roundabout to remain at 40mph when the A329 from Reading town centre and through Purley would have a 30mph speed restriction.</p> <p>For consistency it would be appropriate for the whole length of the A329 through Purley on Thames to be reduced to 30mph. There are existing Vehicle Activated Signs which would be changed to display the 30mph roundel for vehicles exceeding the speed limit.</p>
1	<p>A local resident of Beech Road regularly crosses and walks along the A329 and does not feel exposed to risk from vehicles travelling at or below the current speed limit. Whilst the resident appreciates that some vehicles travel in excess of the speed limit putting pedestrians at risk, he considers that lowering the speed limit to 30mph will increase the speed differential between those observing the speed limit and those exceeding it.</p>	<p>Whilst the resident does not feel exposed to risk during the latest three year period there have been five recorded injury accidents resulting in one serious and five slight casualties, within the length of the A329 between Knowsley Road and the start of the 40mph at its western end. These involved two rear end shunts, a vehicle hitting a pedal cyclist, a vehicle hitting a child pedestrian and a loss of control on ice.</p> <p>Concerns have been expressed by many other residents about the speed of traffic using the A329 through Purley. A 30mph speed limit would make it safer especially for the many pedestrians, including children that cross the road. The nature of the road is appropriate for a 30mph speed limit.</p>



## Appendix A

## Summary of comments to Statutory Consultation

1	A local resident objected commenting that modern cars will not be in top gear making them inefficient and increasing pollution levels. Also drivers are likely to watch their speedometer and not the road which is dangerous.	There are many locations where the speed limit is 30mph or less which do not have increased pollution levels or make a car inefficient. All drivers have to observe speed limits and should be able to do so whilst maintaining vision of the road.
1	A resident from Reading objected as lowering the speed limit will increase their journey time to work, which is approx 19 miles. Also a lower limit would not be adhered too.	Lowering the speed limit will very slightly increase the journey time and due to the roundabouts and traffic signal junction any difference would not be noticed.  As with all speed limits they should be complied with or the driver could be prosecuted.