

# Individual Decision

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**Thursday, 19th August, 2021**

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<b>Ref:</b>	<b>Title</b>	<b>Portfolio Members</b>	<b>Page No.</b>
ID4058	<b>Hungerford Common and Colthrop 30mph Speed Limit Consultation</b>	Councillor Richard Somner	3 - 14
ID3874	<b>Network Management - Minor Works Programme 2021-22</b>	Councillor Richard Somner	15 - 34



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# Hungerford Common and Colthrop 30mph Speed Limit Consultation

<b>Committee considering report:</b>	Individual Executive Member Decisions
<b>Date of Committee:</b>	19 <sup>th</sup> August 2021
<b>Portfolio Member:</b>	Councillor Richard Somner
<b>Report Author:</b>	Gareth Dowding
<b>Forward Plan Ref:</b>	ID 4058

## 1 Purpose of the Report

- 1.1 To inform the Executive Member for Planning, Transport and Countryside of the responses received during the statutory consultation on the introduction of 30mph speed limits at Hungerford Common and on Colthrop Lane and Gables Way in Thatcham and to seek approval of officer recommendations.

## 2 Recommendations

- 2.1 It is recommended that:
- (a) both the proposed 30mph speed limits are introduced as advertised and that the objectors are informed accordingly;
  - (b) the proposed 30mph speed limits are monitored for a period of 18 months from the date of implementation in order to gauge their effectiveness and a report of the findings is submitted for review by the Speed Limit Review Task Group if appropriate.

## 3 Implications and Impact Assessment

Implication	Commentary
<b>Financial:</b>	The implementation of the physical sign works will be funded from existing Capital budgets as part of the Network Management team's Minor Works Programme for 2021-22.
<b>Human Resource:</b>	N/A

<b>Legal:</b>	The Traffic Regulation Orders required to amend the speed limits will be processed and sealed by the Legal Services team.			
<b>Risk Management:</b>	If implemented, the projects will be managed in accordance with the Environment Department's approach to risk management.			
<b>Property:</b>	N/A			
<b>Policy:</b>	The consultation was in accordance with the Council's consultation procedure.			
	<b>Positive</b>	<b>Neutral</b>	<b>Negative</b>	<b>Commentary</b>
<b>Equalities Impact:</b>				
<b>A</b> Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		x		N/A
<b>B</b> Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		x		N/A
<b>Environmental Impact:</b>		x		N/A
<b>Health Impact:</b>		x		N/A
<b>ICT Impact:</b>		x		N/A

<b>Digital Services Impact:</b>		x		N/A
<b>Council Strategy Priorities:</b>		x		N/A
<b>Core Business:</b>		x		N/A
<b>Data Impact:</b>		x		N/A
<b>Consultation and Engagement:</b>	<p>Local stakeholders and road users were consulted on the proposed speed limit changes by way of statutory advertisement of proposed Traffic Regulation Orders.</p> <p>Affected ward members were consulted on this report during July 2021. Councillors James Cole, Claire Rowles and Steve Ardagh-Walter confirmed that they have no objection to the conclusion and recommendations.</p>			

## 4 Executive Summary

- 4.1 The purpose of this report is to inform the Executive Member for Planning, Transport and Countryside of the responses received during the statutory consultation of two speed limits advertised as a result of the 2019-20 speed limit review and to seek approval of officer recommendations.
- 4.2 Objections were received to the introduction of 30mph speed limits at Hungerford Common and on Colthrop Lane and Gables Way in Thatcham. This report summarises those objections and makes a recommendation to the Executive Member that the speed limits be implemented as advertised.

## 5 Supporting Information

### Introduction

- 5.1 Requests for new or amended speed limits are considered by the Speed Limit Review Task Group, which consists of Council officers, Members and the Police. When assessing the request the Task Group consider current guidance (principally the Department for Transport Circular 01/2013 'Setting local speed limits'), traffic survey results, the number of recorded injury accidents and the local road environment. Following approval of the Task Group's recommendations, speed limit proposals are subject to a statutory consultation process. Where no objections are received, the speed limits are implemented and new signs are erected on-street, but where proposals attract statutory objections, these must be referred to the Executive Member for a decision as to how to proceed. Objections were received to two speed limits advertised as a result of the 2019-20 speed limit review and this report summarises those objections and makes a recommendation to the Executive Member.

## Background

- 5.2 Hungerford Town Council, supported by Hungerford Town & Manor, requested that the existing 40mph speed limit be reduced to 30mph across the extent of Hungerford Common.
- 5.3 Officers from the Network Management Team identified discrepancies in existing speed limits on Colthrop Lane and Gables Way in the Colthrop Industrial Area in Thatcham and suggested that the speed limits be reduced to 30mph.
- 5.4 These requests were considered by the Task Group at its meeting on 9<sup>th</sup> October 2019. The Task Group recommended that both speed limits be amended and these recommendations were approved by Individual Decision (ref ID3868) on 23<sup>rd</sup> January 2020 and included within the following year's works programme.
- 5.5 Plans of the speed limit requests are included as Appendix C.
- 5.6 Following a delay resulting from issues associated with the Covid-19 pandemic, statutory consultation and advertisement of the proposals was undertaken between 28<sup>th</sup> January and 18<sup>th</sup> February 2021.

## Responses to Statutory Consultation and Officer Comments

### Hungerford Common

- 5.7 At the end of the statutory consultation period one objection had been received. The objector made the following points:

- (a) Whilst the request for a reduced limit arose from local concerns, many local road users are likely to be exceeding the existing limit.

Officer Comment: Whilst it is not uncommon for drivers to exceed speed limits in their own local area, our surveys are not detailed enough to discriminate between local and non-local drivers. The intention is to encourage lower speeds among all users but local publicity when the limit initially changes will raise awareness among local road users.

- (b) A reduction in recorded vehicle speeds is unlikely to occur unless additional measures are introduced and will result in further speed complaints.

Officer Comment: This point is accepted, but given the minimal amount of available highway land and the absence of a system of street lighting no additional measures, particularly physical engineering measures, are possible at this location.

- (c) This location more closely meets the criteria for a 40mph speed limit than a 30mph limit as set out in the Department for Transport Circular 01/2013 'Setting local speed limits' and given that livestock do not use the common all year round lowering the speed limit would set a bad precedent.

Officer Comment: This point is also valid, but the speed surveys recorded mean speeds of between 28 and 32mph and 85<sup>th</sup> percentile speeds between 33 and

38mph. This indicates that a 30mph speed limit is not unrealistic. Furthermore, Bury's Bank Road, the road through the unfenced part of Greenham Common, already has a speed limit of 30mph and reducing the limit on Hungerford Common would be consistent with that.

- (d) The proposed 30mph speed limit would require additional speed limit repeater signs at set distances.

Officer Comment: The new 30mph speed limit repeater signs will utilise the existing 40mph repeater sign locations.

- (e) There could be more effective initiatives available to reduce traffic speeds that would not have such a negative impact on traffic during the winter months when the cattle aren't on the common.

Officer Comment: As above, there is little scope for alternative physical measures. It is accepted that cattle are not present during winter months, but there are other hazards during the winter, ie longer hours of darkness and colder conditions, during which lower speeds are desirable in any case.

#### Colthrop Industrial Estate Area

5.8 At the end of the statutory consultation period one objection had been received. The objector made the following points:

- (a) Would rather avoid the costs associated with officer time, lawyer fees and expenses and the cost of new signage that could be utilised elsewhere.

Officer Comment: There is an annual capital budget allocated to reviewing speed limits and implementing any resulting changes. The costs of this proposal will be funded from this budget.

- (b) The existing highway layout is of a modern standard with good visibility and generous footways that result in pedestrians not being intimidated by passing traffic.

Officer Comment: The existing highway layout meets the standards for a 30mph speed limit as set out in the Department for Transport Circular 01/2013 'Setting local speed limits'.

- (c) No evidence has been provided to justify a reduced speed limit and no accident record or evidence of regular speeding has been seen. Would like to know if any speed checks have been undertaken to provide average speed data.

Officer Comment: Speed data obtained for the Speed Limit Review indicates that recorded vehicle speeds are already consistent with the proposed 30mph speed limit. Mean speeds were recorded at 27mph on both Colthrop Lane and Gables Way, with 85<sup>th</sup> percentile speeds all being below 35mph.

- (d) Is the proposed speed limit a result of complaints about the existing speed limit or as the result of a petition being raised.

Officer Comment: The proposed 30mph speed limit is a result of a review of current speed limits undertaken internally by the Traffic Team and is aimed at introducing a consistent speed limit through the whole of the Colthrop industrial area. The area currently has a mixture of 30mph, 40mph and national speed limits, despite the roads being of a similar nature throughout, and this proposal will bring consistency without introducing unrealistically low limits.

## Proposals

5.9 In view of the above, is proposed that:

- (a) both the proposed 30mph speed limits are introduced as advertised and that the objectors are informed accordingly.
- (b) the proposed 30mph speed limits are monitored for a period of 18 months from the date of implementation in order to gauge their effectiveness and a report of the findings is submitted for review by the Speed Limit Review Task Group if appropriate.

## 6 Other options considered

6.1 Not to proceed with the proposed changes to the speed limits. As the proposed speed limit changes have been subject to a robust process and having each attracted only one statutory objection, this option is not recommended.

## 7 Conclusion

7.1 The Council has a robust and long standing process in place to assess requests to alter speed limits and the conclusion of this process was that the speed limits in Hungerford and Colthrop should be reduced. The proposals each attracted just one statutory objection when the draft Traffic Regulation Orders were advertised and the points made in the objections have been addressed in Section 5 of this report. It is therefore considered that the revised speed limits should be implemented as advertised.

## 8 Appendices

8.1 Appendix C – Consultation Drawings No: SLR/19/03/002 & SLR/19/04/002

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### Background Papers:

Individual Executive Member Decision report ref ID3868

### Subject to Call-In:

Yes:  No:

The item is due to be referred to Council for final approval



- 
- Delays in implementation could have serious financial implications for the Council
  - Delays in implementation could compromise the Council's position
  - Considered or reviewed by Overview and Scrutiny Management Committee or associated Task Groups within preceding six months
  - Item is Urgent Key Decision
  - Report is to note only

**Wards affected:** Hungerford and Thatcham Colthrop & Crookham

**Officer details:**

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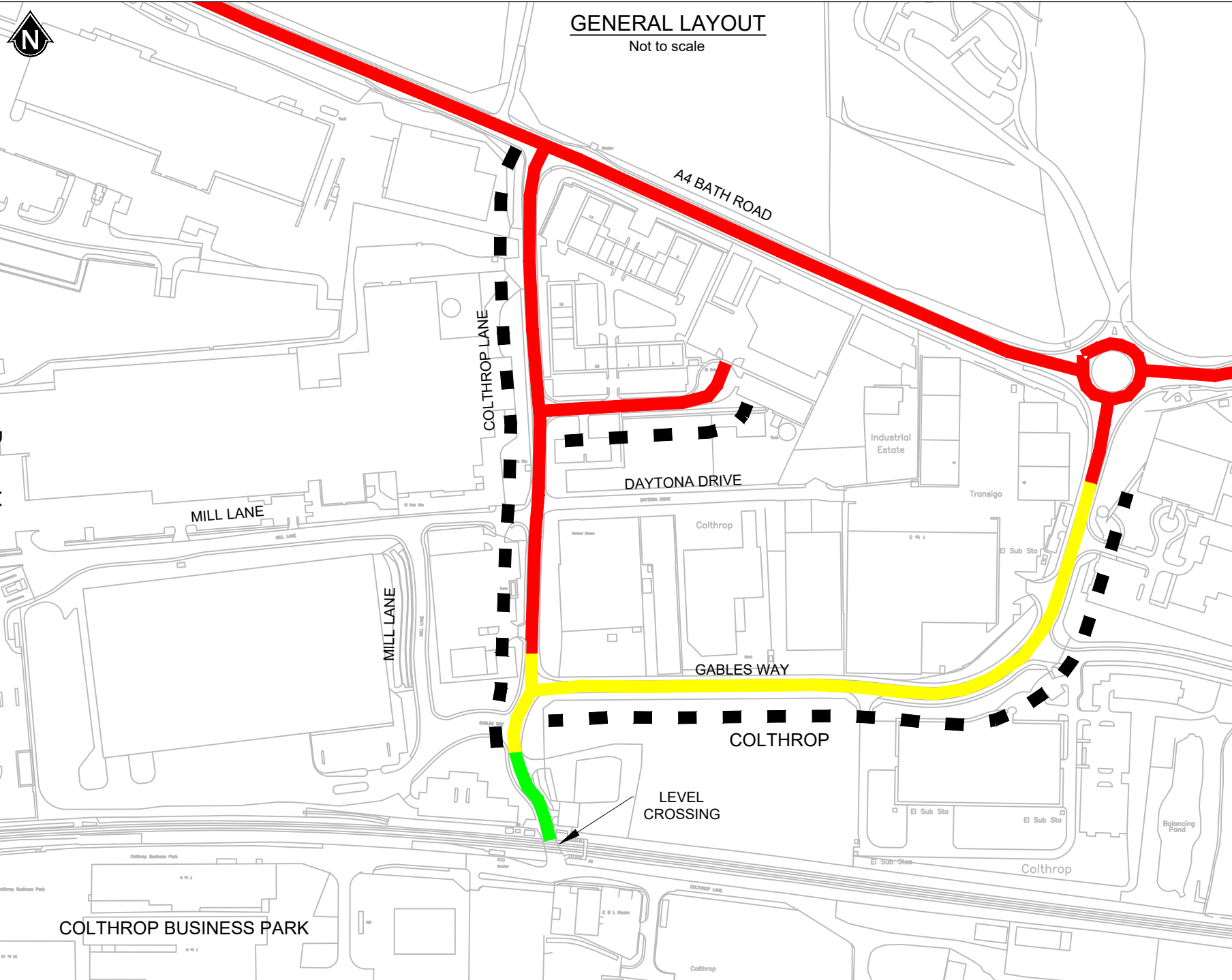
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Version:		Date Modified:	
Author:			
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**Change History**

Version	Date	Description	Change ID
1			
2			

## Appendix A

### Consultation Drawings SLR/19/03/002 & SLR/19/04/002



**GENERAL LAYOUT**  
Not to scale

**KEY**

- Existing 30mph speed limit
- Existing 40mph speed limit
- Existing 60mph speed limit
- ■ Request for 30mph speed limit

**NOTES**

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS SHOWN OTHERWISE.
3. THIS DRAWING SHOWS A PROPOSED FEASIBILITY OPTION AND IS SUBJECT TO CHANGE.
4. WBC STANDARD DETAILS MUST BE ADHERED TO AT ALL TIMES UNLESS SPECIFIED BY THE OVERSEEING ORGANISATION.
5. PRIOR TO ANY EXCAVATIONS THE CONTRACTOR WILL ESTABLISH THE LOCATION OF EXISTING UTILITY SERVICES. THE CONTRACTOR SHOULD UNDERTAKE THEIR OWN UTILITY SEARCHES.
6. THE PURPOSE OF THIS PLAN IS TO IDENTIFY THE VARIOUS UTILITY APPARATUS LOCATIONS. WBC HAVE TRIED TO MAKE IT AS ACCURATE AS POSSIBLE BUT WE CANNOT GUARANTEE ITS ACCURACY. AS THE LOCATIONS HAVE BEEN DRAWN FROM PLANS SUPPLIED BY EACH INDIVIDUAL UTILITY COMPANY. THEREFORE, YOU MUST NOT RELY SOLELY ON THIS PLAN IF YOU ARE CARRYING OUT ANY EXCAVATION OR OTHER WORKS IN THE VICINITY OF THE UTILITY LOCATIONS SHOWN. THE ACTUAL POSITION OF ANY UNDERGROUND SERVICE MUST BE VERIFIED BY CABLE DETECTION EQUIPMENT, ETC. AND ESTABLISHED ON SITE BEFORE ANY EXCAVATION IS UNDERTAKEN. THERE MAY ALSO BE FURTHER SERVICES UNKNOWN TO WBC. WBC ACCEPT NO RESPONSIBILITY OR LIABILITY IN THE EVENT OF INACCURACY.

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REV	REV DATE	DESCRIPTION	DR	AU



TRANSPORT AND COUNTRYSIDE  
COUNCIL OFFICES - MARKET STREET - NEWBURY - RG14 5LD

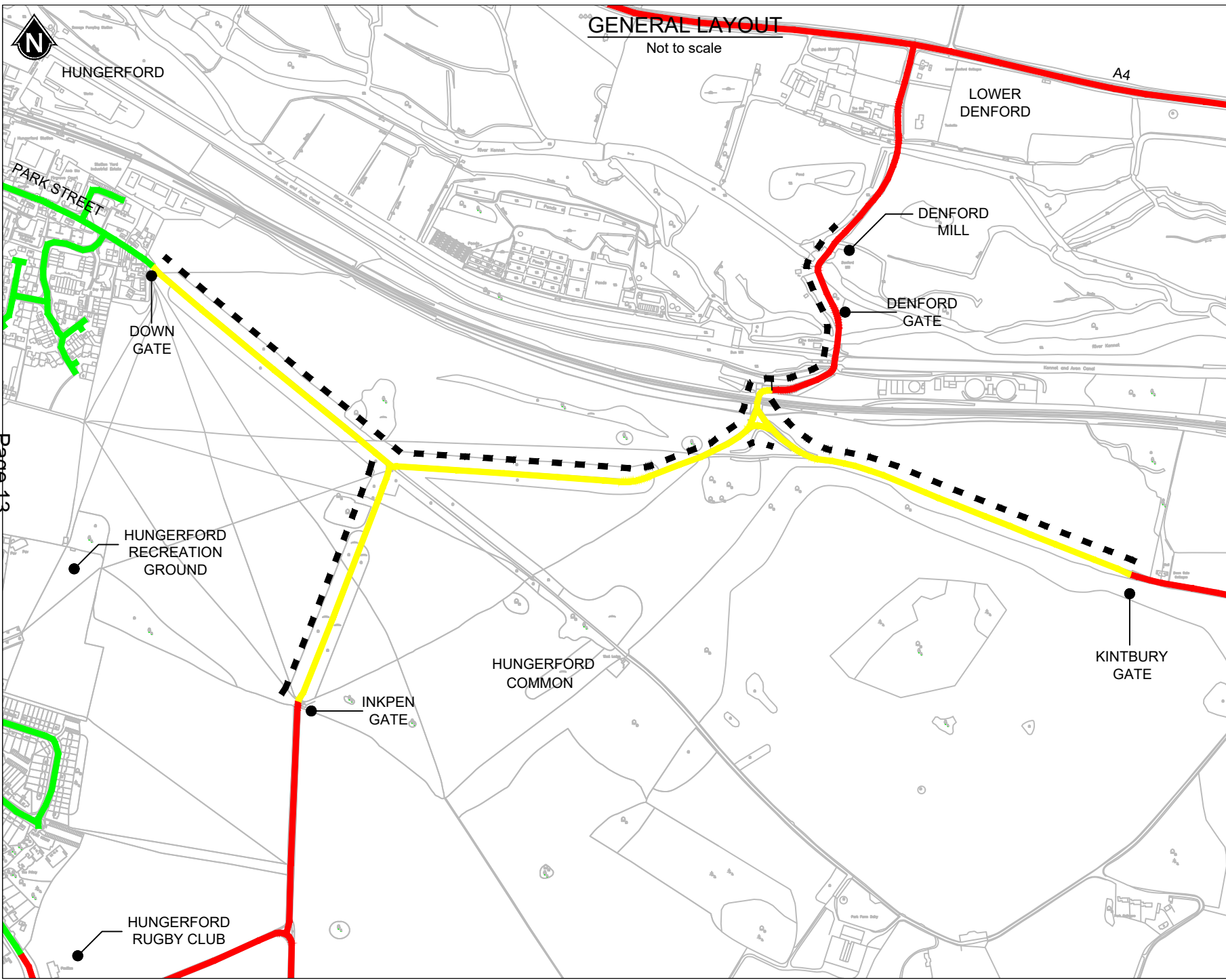
PROJECT TITLE  
**COLTHROP LANE,  
COLTHROP, THATCHAM  
PROPOSED 30MPH SPEED LIMIT**

DRAWING TITLE  
**LOCATION PLAN**

DATE	DRAWN BY	CHECKED BY	PAPER SIZE	SCALE
OCT 2020	CJV	Gdo	A4	NTS

DRAWING NUMBER	REVISION
SLR/19/03/002	-

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**GENERAL LAYOUT**  
Not to scale


**KEY**

- Existing 30mph speed limit
- Existing 40mph speed limit
- Existing 60mph speed limit
- Proposed 30mph speed limit

**NOTES**

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REV	REV DATE	DESCRIPTION	DR	AU



TRANSPORT AND COUNTRYSIDE  
COUNCIL OFFICES - MARKET STREET - NEWBURY - RG14 5LD

PROJECT TITLE

**HUNGERFORD COMMON, HUNGERFORD  
PROPOSED 30MPH SPEED LIMIT**

DRAWING TITLE

**LOCATION PLAN**

DATE	DRAWN BY	CHECKED BY	PAPER SIZE	SCALE
OCT 2020	CJV	GD0	A4	NTS

DRAWING NUMBER

SLR/19/04/002

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## Network Management – Minor Works Programme 2021-22

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<b>Committee considering report:</b>	Individual Executive Member Decisions
<b>Date of Committee:</b>	19 <sup>th</sup> August 2021
<b>Portfolio Member:</b>	Councillor Richard Somner
<b>Report Author:</b>	Neil Stacey
<b>Forward Plan Ref:</b>	ID3874

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### 1 Purpose of the Report

The purpose of this report is to seek approval for the Network Management Minor Works Programme for 2021-22.

### 2 Recommendation

It is recommended that the Portfolio Holder for Planning, Transport and Countryside approves the proposed Minor Works Programme for 2021-22 as presented in Appendix C of this report.

### 3 Implications and Impact Assessment

Implication	Commentary
<b>Financial:</b>	The Minor Works Programme will be funded from various Capital and Revenue budgets approved as part of the Council's overall budget for 2021-22.
<b>Human Resource:</b>	N/A
<b>Legal:</b>	N/A
<b>Risk Management:</b>	Projects within the Programme will be managed in accordance with the relevant processes in respect of financial and health & safety risks.
<b>Property:</b>	N/A

Policy:	N/A			
	Positive	Neutral	Negative	Commentary
<b>Equalities Impact:</b>				
<b>A</b> Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		x		
<b>B</b> Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?	x			Some of the projects will be implemented in such a way as to improve conditions for vulnerable users, particularly disabled people.
<b>Environmental Impact:</b>	x			Some of the projects will deliver infrastructure to encourage or enable sustainable travel and will therefore have a beneficial impact on the environment.
<b>Health Impact:</b>	x			Some of the projects will deliver infrastructure to encourage or enable active travel and will therefore have a beneficial impact on the health of those using the infrastructure.
<b>ICT Impact:</b>		x		
<b>Digital Services Impact:</b>		x		



<b>Council Strategy Priorities:</b>	x			Some of the projects to be undertaken as part of the Minor Works Programme will support the priority to <u>maintain a green district</u> . Specifically, projects will help deliver the commitments to <u>develop more sustainable transport solutions which protect the environment</u> (for example the provision of infrastructure for public transport and electric vehicles) and <u>promote and improve cycleways in the District</u> (for example the construction of improved routes in Newbury and Thatcham).
<b>Core Business:</b>		x		
<b>Data Impact:</b>		x		
<b>Consultation and Engagement:</b>	All Ward Members have been consulted as to the content of this report. No specific comments have been received to date but any comments received after publication of this report will be reported verbally at the Individual Decision meeting.			

## 4 Executive Summary

- 4.1 The purpose of this report is to seek approval for the Network Management Minor Works Programme for 2021-22.
- 4.2 The Council's Capital Programme and Revenue budget for 2021-22, approved at the Council meeting in March 2021, allocates funding for the delivery of a range of projects and services, many of which are the responsibility of the Network Management team in the Environment Department. The purpose of the Minor Works Programme is to list the projects and services proposed to be delivered in the forthcoming financial year and to confirm a formal mandate to proceed with them. This report presents the proposed programme to the Executive Member for Planning, Transport and Countryside for approval.

## 5 Supporting Information

### Introduction

- 5.1 The following explains the need for a Minor Works Programme and the type of projects and services that it contains.

### Background

- 5.2 The Network Management Team, within the Environment Department, is comprised of five sub-teams, described as follows:

- 5.3 The Traffic Management and Road Safety team's responsibilities include:
- (a) The management and regulation of traffic (for example by implementing speed limits, parking restrictions and traffic signs);
  - (b) Investigating road traffic accident records and implementing measures to prevent such accidents;
  - (c) Implementing engineering measures to improve safety outside and close to schools;
  - (d) Providing cycle training to children;
  - (e) Collecting vehicle speed data and undertaking engineering and education measures to encourage compliance with speed limits;
  - (f) Road safety education campaigns, particularly aimed at vulnerable road users.
- 5.4 The Intelligent Transport Systems (ITS) & Sustainable Travel Infrastructure team is responsible for:
- (a) Maintaining, operating and improving the Council's stock of traffic signals and variable message signs;
  - (b) Using computer-based systems to optimise the operation of traffic signals to manage traffic flows efficiently;
  - (c) The ongoing development of the Local Cycling and Walking Infrastructure Plan (LCWIP) and the delivery of smaller projects associated with its delivery;
  - (d) Installing, maintaining and monitoring Electric Vehicle Charging Points on the Highway.
- 5.5 The Network Improvements team is mainly responsible for delivering a variety of large projects, most of which are listed in the Capital Programme in their own right and will therefore not feature in the Minor Works Programme. However, the Network Improvements team has the capacity to assist the Traffic & Road Safety and ITS teams to deliver small and medium sized projects not specifically listed in the Capital Programme. This team also carries out feasibility assessments and compiles cost estimates for potential future projects.
- 5.6 The Highways Development Control team:
- (a) Assesses the Highways impact of planning applications and determines appropriate mitigation measures to accommodate any adverse impacts;
  - (b) Provides a street naming and numbering service;
  - (c) Supervises the construction of developer-led projects on the Highway.
- 5.7 The Streetworks team:

- (a) Manages and co-ordinates applications for permits to undertake works on the Highway;
- (b) Inspects third party sites;
- (c) Where necessary, issues fixed penalty notices to works promoters who do not comply with the conditions of their permits.

5.8 The Traffic Management & Road Safety, ITS & Sustainable Travel Infrastructure and Network Improvement teams all contribute to the delivery of the Minor Works Programme, whereas the Highways Development Control and Streetworks teams do not deliver their own projects on the Highway.

### **Comment on the 2020-21 programme**

5.9 The Covid-19 pandemic resulted in a change in priorities for many staff, particularly in the Traffic Management & Road Safety team. The various measures implemented on the highway in response to the pandemic were resourced at the expense of projects on the Minor Works Programme and as a result many schemes on the programme were delayed and have been deferred until 2021-22.

### **Additional information regarding changes to Speed Limits**

5.10 Requests for new or amended speed limits are considered by the Speed Limit Review Task Group, which consists of Council officers, Members and the Police. When assessing the requests the Task Group considers current guidance (principally the Department for Transport Circular 01/2013 'Setting local speed limits'), traffic survey results, the number of recorded injury accidents and the local road environment. The task group has recommended that four speed limits be amended as a result of the review undertaken on 9<sup>th</sup> December 2020 and these are included in the proposed Minor Works Programme. The minutes of the task group meeting are included as Appendix D.

### **Proposals**

5.11 A proposed programme of works for the 2021-22 financial year has been compiled based on the budgets available and the staff resources in each of the teams. The programme is included as Appendix C. Some projects have been included based on a specific need identified by Officers, for example the refurbishment of life-expired traffic lights at the pedestrian crossing on Lower Way. Other projects have been included as a result of requests from stakeholders over the course of previous months or years, for example the proposed new footway in Ufton Nervet.

5.12 Further projects may be identified over the course of the year and implemented using any funds remaining once the projects listed have been delivered or if the projects listed are delayed by unforeseen circumstances. This also gives officers a degree of operational flexibility to implement minor works using existing budgets where a need is identified during the year. Non-project based activities, particularly services delivered by the Traffic and Road Safety team, are also listed on the programme, for example road safety education campaigns and speed management initiatives.

5.13 Reactive work such as responding to customer requests, petitions and Council motions, is included in the programme. However, it should be noted that although estimates have been made regarding the volume of such work, the delivery of project-based work can be delayed by reactive work due to the need to respond within reasonable timescales.

## 6 Other options considered

Not publishing a Minor Works Programme. Without an approved programme of works, however, the Network Management team would have no formal mandate to implement any particular improvement schemes or deliver any particular road safety initiatives. This would require several separate decisions to be made over the course of the year, which would not be an efficient use of time for either Officers or Members and is therefore not recommended.

## 7 Conclusion

The Minor Works Programme gives the Network Management team a formal mandate to implement a series of highway enhancement projects and to deliver a range of non-project services within the agreed budgets. This report presents the programme to the Executive Member for Planning, Transport and Countryside for approval.

## 8 Appendices

8.1 Appendix C – Proposed Network Management Minor Works Programme 2021-22

8.2 Appendix D – Minutes of a meeting of the Speed Limit Task Group held on 9<sup>th</sup> December 2020

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### Background Papers:

None.

### Subject to Call-In:

Yes:  No:

- |  |                          |
|--|--------------------------|
| 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 Overview and Scrutiny Management Committee or associated Task Groups within preceding six months | <input type="checkbox"/> |
| Item is Urgent Key Decision  | <input type="checkbox"/> |
| Report is to note only   | <input type="checkbox"/> |
-

**Wards affected:** All wards in the district will potentially benefit from the projects and services delivered under this programme of work.

**Officer details:**

Name: Neil Stacey  
Job Title: Network Manager (Highways)  
Tel No: 01935 519113  
E-mail Address: neil.stacey@westberks.gov.uk

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**Document Control**

Document Ref:		Date Created:	
Version:		Date Modified:	
Author:			
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**Change History**

Version	Date	Description	Change ID
1			
2			

## Appendix A

### Network Management Minor Works Programme 2020-21

## Network Management Minor Works Programme 2021-22

Ref	Budget Heading / Type of Activity / Lead Team	Project/Activity
	<b><u>Speed Limit Review (Capital)</u></b>	
1	Traffic & Road Safety	Hungerford Common - reduction of speed limit from 40mph to 30mph (identified in the Speed Limit Review held on 09/10/2019)
2	Traffic & Road Safety	Colthrop industrial area - 30pmh speed limit (identified in the Speed Limit Review held on 09/10/2019)
3	Traffic & Road Safety	Ramsbury Road, Lambourn Woodlands - 40mph speed limit (identified in the Speed Limit Review held on 09/12/2020)
4	Traffic & Road Safety	A338 Salisbury Road, Hungerford - extension to existing 30mph speed limit (identified in the Speed Limit Review held on 09/12/2020)
5	Traffic & Road Safety	Stoney Lane, Newbury - extension to existing 30mph speed limit (identified in the Speed Limit Review held on 09/12/2020)
6	Traffic & Road Safety	A4 London Road/Benham Hill, Thatcham - reduction of speed limit from 40mph to 30mph (identified in the Speed Limit Review held on 09/12/2020)
7	Traffic & Road Safety	Meetings of Speed Limit Task Group and Assessment of requests
8	Traffic & Road Safety	Welford Speed Limit Gateway improvements
9	Traffic & Road Safety	Upper Basildon Gateway improvements
10	Traffic & Road Safety	Improvements to speed limit signing and gateways (further locations to be identified)
	<b><u>Local Safety/Accident Recution Schemes (Capital)</u></b>	
11	Traffic & Road Safety	Eastbury Village Calming (deferred from 2020-21 programme)
12	Traffic & Road Safety	New Vehicle Activated Sign - Main Street, West Ilsley
13	Traffic & Road Safety	Footway improvements Lambourn (former Lamb pub)
14	Traffic & Road Safety	Premier Inn, Newbury - Taxi drop off dropped kerb (deferred from 2020-21 programme)
15	Traffic & Road Safety	Carruthers Court, Newbury - Pedestrian access (deferred from 2020-21 programme)
16	Traffic & Road Safety	Purchase and/or installation of new speed monitoring equipment
17	Traffic & Road Safety	Reactive safety schemes identified throughout the year (locations to be identified)
	<b><u>Signing Improvements (Capital)</u></b>	
18	Traffic & Road Safety	Parking Restrictions Review - implementation of revised signing
19	Traffic & Road Safety	Electric Vehicle parking bays - implementation of new signing
20	Traffic & Road Safety	Vehicle Activated Signs - maintenance and servicing (approx 10 sites, district wide)
21	Traffic & Road Safety	M4 J11-12 diversion route signage (deferred from 2020-21 programme)
22	Traffic & Road Safety	M4 J12-13 diversion route signage (deferred from 2020-21 programme)
23	Traffic & Road Safety	A343 Andover Road/Monks Lane Direction Signing improvements (deferred from 2020-21 programme)
24	Traffic & Road Safety	Various Locations - Weight Limit signing improvements
25	Traffic & Road Safety	A338, Great Shefford - signing improvements
26	Traffic & Road Safety	Colthrop Level Crossing - signing improvements
27	Traffic & Road Safety	Lower Way Thatcham replacement of SCP signage at Lower Way/The Moors Jct (deferred from 2020-21 programme)
28	Traffic & Road Safety	Removal of redundant signs (de-cluttering) - district wide and ongoing
29	Traffic & Road Safety	Reactive signing schemes identified throughout the year (locations to be identified)

	<b><u>Traffic Signals and Systems Upgrades (Capital)</u></b>	
30	ITS & Sustainable Travel	Pedestrian Crossing replacement - Lower Way, Thatcham (life expired)
31	ITS & Sustainable Travel	Pedestrian Crossing replacement - Kiln Road, Newbury (life expired)
32	ITS & Sustainable Travel	Pedestrian Crossing replacement - Reading Road, Burghfield Common (life expired)
33	ITS & Sustainable Travel	Pedestrian Crossing replacement - Station Road, Thatcham (life expired)
34	ITS & Sustainable Travel	Pedestrian Crossing replacement - Pinchington Lane, Newbury (life expired)
35	ITS & Sustainable Travel	Pedestrian Crossing improvement - PN148 A4, Newbury (add to SCOOT region) (deferred from 2020-21)
36	ITS & Sustainable Travel	Traffic Signal Improvement - A4/Sainsbury's/IKEA Calcot (MOVA revalidation) (deferred from 2020-21)
37	ITS & Sustainable Travel	Traffic Signal Improvement - Streatley Crossroads (MOVA revalidation) (deferred from 2020-21)
38	ITS & Sustainable Travel	Reactive ITS capital schemes identified throughout the year (locations to be determined)
	<b><u>Active Travel Infrastructure (Capital)</u></b>	
39	Traffic & Road Safety	Provision of cycle parking at schools (continued from 2021-22)
40	ITS & Sustainable Travel	A4 Cycle Signing Improvements - Theale and Calcot (deferred from 2020-21)
41	Traffic & Road Safety	Motor vehicle restriction - Lawrences Lane, Thatcham (part of DfT Active Travel Fund project)
42	Traffic & Road Safety	Motor vehicle restriction - Deadmans Lane, Theale (part of DfT Active Travel Fund project)
43	Traffic & Road Safety	Pilot School Streets Project, Calcot Infant and Junior Schools (part of DfT Active Travel Fund project)
44	ITS & Sustainable Travel	Purchase and installation of traffic data collection equipment (eg to enable project monitoring)
45	ITS & Sustainable Travel	Minor reactive capital schemes to improve walking and cycling infrastructure (locations to be determined)
	<b><u>School Safety (Capital)</u></b>	
46	Network Improvements	New footway to Sulhamstead and Ufton Nernet Primary School (match funded from other sources)
47	Traffic & Road Safety	Footway improvements outside Thatcham Park Primary School - (deferred from 2020-21)
48	Traffic & Road Safety	Replacement of school warning signs at Lower Way/The Moors (deferred from 2020-21 programme)
49	Traffic & Road Safety	Minor reactive capital schemes to improve safety outside schools (locations to be determined)
	<b><u>Public Transport Infrastructure (Capital)</u></b>	
50	ITS & Sustainable Travel	Bus stop accessibility and signing improvements (district-wide, sites to be identified throughout the year)
51	ITS & Sustainable Travel	Accessibility and signing improvements close to railway stations (district-wide, sites to be identified throughout the year)
52	ITS & Sustainable Travel	Zebra Crossing on Wharf Road to improve pedestrian access to bus station and library (subject to safety issues being resolved)
53	Various	Participation in, and matters arising from the West Berkshire Bus Enhanced Partnership
54	ITS & Sustainable Travel	Investigation/development of real-time information systems
	<b><u>On Street Electric Vehicle Charge Points (Capital)</u></b>	
55	ITS & Sustainable Travel	Installation of on-street EV charge points in residential areas (district-wide, following consultation with Parish Councils)
	<b><u>Miscellaneous Traffic Regulation Orders (Capital and Revenue)</u></b>	
56	Traffic & Road Safety	Parking Restrictions Review(s) (district wide)
57	Traffic & Road Safety	Electric Vehicle parking bays experimental order
58	Traffic & Road Safety	Kiln Road/Turnpike Road Cycleway Designation Order
59	Traffic & Road Safety	Motor vehicle restriction - Lawrences Lane, Thatcham (part of DfT Active Travel Fund project)
60	Traffic & Road Safety	Motor vehicle restriction - Deadmans Lane, Theale (part of DfT Active Travel Fund project)
61	Traffic & Road Safety	Motor vehicle restriction - Station Road, Newbury (part of DfT Active Travel Fund project)
62	Traffic & Road Safety	Pilot School Streets Project, Calcot Infant and Junior Schools (part of DfT Active Travel Fund project)
63	Traffic & Road Safety	Various Locations - Weight Limit amendments as required to enable signing improvements



	<b><u>Miscellaneous Section 106 funded schemes</u></b>	
64	Traffic & Road Safety	Curridge Road, Curridge - new footway - (deferred from 2020-21 programme)
65	ITS & Sustainable Travel	Traffic Signal Improvement - A329 Skew Bridge (MOVA installation (deferred from 2020-21)
66	Traffic & Road Safety	New footway - Priors Court Road by Acres of Fun, Hermitage - (deferred from 2020-21 programme)
67	ITS & Sustainable Travel	Dropped kerb Alder Close Tilehurst - (deferred from 2020-21 programme)
68	Network Improvements	The Hatch, Burghfield - extension of verge protection (grasscrete)
69	Various	Reactive minor projects identified throughout the year
	<b><u>Traffic Signal Maintenance (Revenue)</u></b>	
70	ITS & Sustainable Travel	Quarterly Maintenance Charges x 4
71	ITS & Sustainable Travel	Chargeable Maintenance/Repair (estimated 12 repair and maintenance orders over the year)
	<b><u>Road Safety: Speed Management (Revenue)</u></b>	
72	Traffic & Road Safety	Speed Data Collection: "Black Cat" surveys (approximately 15 sites surveyed per month)
73	Traffic & Road Safety	Speed Intervention Programme (SID)
74	Traffic & Road Safety	Speed Intervention Programme (Posters)
75	Traffic & Road Safety	Speed Intervention Programme (Community Speed-Watch)
76	Traffic & Road Safety	Removal of life expired speed cameras and replacement with permanent SIDs.
77	Traffic & Road Safety	Implementation of new Speed Framework Policy Document (deferred from 2020-21)
78	Traffic & Road Safety	Implementation of new Third Party Equipment Policy
	<b><u>Road Safety: Events and Campaigns (Revenue)</u></b>	
79	Traffic & Road Safety	Supporting National Road Safety campaigns
80	Traffic & Road Safety	Safe Drive Stay Alive
81	Traffic & Road Safety	Driver campaigns
82	Traffic & Road Safety	Road Safety Theatre Productions
83	Traffic & Road Safety	School & Community Engagement
84	Traffic & Road Safety	Work Related Road Risk
85	Traffic & Road Safety	Walk to school - safety project
	<b><u>Road Safety: School Crossing Patrols</u></b>	
86	Traffic & Road Safety	Take over responsibility for School Crossing Patrol Service from Education
87	Traffic & Road Safety	Ongoing management of the School Crossing Patrol Service
88	Traffic & Road Safety	School Crossing Patrol - New Site Assessments (approx 3 new assessments per year)
89	Traffic & Road Safety	School Crossing Patrol - Risk Assessments of existing Sites (approx 6 assessments per year)
	<b><u>Road Safety: Cycle training (Revenue)</u></b>	
90	Traffic & Road Safety	New instructor training sessions, risk assessment of sites and cycle training admin.
91	Traffic & Road Safety	Cycle Training (Subject to government funding)
	<b><u>Rechargeable Works</u></b>	
92	Traffic & Road Safety	Access Protection Markings (estimated 10 per year)
93	Traffic & Road Safety	Third party funded Schemes, eg tourist direction signs (estimated 10 per year)
94	ITS & Sustainable Travel	Third party damage to Traffic Signals Equipment (estimated 3 per year)

	<b><u>Traffic Regulation Orders for Special Events on the Highway (Revenue)</u></b>	
95	Traffic & Road Safety	Section 16A of the Road Traffic Regulation Act 1984 Programmed Temporary Orders (estimated 5 per year)
96	Traffic & Road Safety	Section 21 of the Police Town Clauses Act 1847 (ie Street Parties) (estimated 3 per year)
	<b><u>Licencing</u></b>	
97	Traffic & Road Safety	Assessment and issuing of pavement licences for tables and chairs on the highway (cafes, pubs etc)
	<b><u>Assessments, Reports and Feasibility Work (Capital and Revenue)</u></b>	
98	Various	Traffic Surveys to support investigations into requests received throughout the year
99	Traffic & Road Safety	Network Management Assessment - Burghfield School Safety
100	Network Improvements	Network Management Assessment - Goring Lane Footway
101	Traffic & Road Safety	Network Management Assessment - A4 Strongrove Hill Junction Safety Improvements
102	Traffic & Road Safety	Network Management Assessment - Beedon Hill Safety Improvements
103	Traffic & Road Safety	Network Management Assessment - Streatley High Street parking/congestion/safety (started during 2020-21, to be completed during 2021-22)
104	Various	Network Management Assessment Reports arising from service requests (5 - 10 per year - lead team depends on the nature of the assessment)
105	Various	Responses to Petitions and Council Motions (assume 4 of each per year - lead team depends on the nature of the request)
106	Traffic & Road Safety	Home to School Transport Assessments / School Travel Plans (assume 5 assessments per year)
107	Traffic & Road Safety	Vehicle Operators Licences - check applications and attend inquiries if necessary
108	Traffic & Road Safety	Accident Investigation and monitoring
109	ITS & Sustainable Travel	Investigate the benefits of using the LORA-WAN (Long Range Wide Area Network) to connect to traffic signal sites
110	Traffic & Road Safety	Ongoing development of Local Cycling and Walking Improvement Plan (LCWIP)
111	Traffic & Road Safety	Feasibility investigation - extend the Hermitage Railway Path (consultants report)
	<b><u>Day to Day Reactive Work</u></b>	
112	All teams	Stakeholder correspondence, complaints and Freedom of Information Requests
113	All teams	ELMs (responses to stakeholders using the Enquiry Logging Manager system)
114	All teams	Telephone enquiries

## Appendix B

### Minutes of the meeting of the Speed Limit Task Group held on 09/12/2020

# Minutes of Speed Limit Review 2020

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

**Present**

Councillor Graham Pask (GP) (Chairman)  
 Councillor Alan Macro (AM) (Vice Chairman)  
 Chris Hulme (CH) (TVP)  
 Gareth Dowding WBC (GD) (Traffic and Road Safety)  
 Cheryl Evans WBC (CE) (Road Safety Officer)  
 Graham Markham WBC (GM) (Speed Management Officer)  
 Neil Stacey (NS) (Network Manager)

Apologies                      None

<b>Introduction</b>	
<p>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 then NS gave a brief update on how WBC are looking at being more responsive to requests and the need to streamline the process. Discussions were had about how WBC might look at having virtual meeting with the Task Group every 2/3 months with a formal review once a year to discuss requests that have been assessed as being required so that requests are assess and approved to go forward or dismissed more efficiently and those making the request are not kept waiting for so long as presently they are. It was also discussed that the ID report for the outcome of the SLR each would be included within the Network Management's ID report for the upcoming Works Programme to reduce the number of ID reports.</p>	
<b>Speed Limit Requests</b>	
<b>Oxford Road Beedon</b>	
Attendees	<p>Cllr Steve Price (SP) (Beedon Parish Council)          Cllr Clive Hooker (CH) (Downlands Ward Member)</p>
Discussion	<p>The report of the gathered information was presented, this outlined why this was an item to be discussed and no recommendation had been determined.</p> <p>Video played: – clearly validates, the area in question including the restriction in road layout and existing environment.</p> <p>BPC explained the main issues being faced within the parish and how the residents have reported a large number of speed related issues. Two incidents involving vehicles that had crashed outside the Village Hall and concerns of excessive vehicle speeds exiting the A34 were discussed. Position of existing VAS needs to be looked at and although traffic calming would be welcome it was understood that as the Oxford Road is the diversion for the A34 this would not be an option.</p> <p>Parish would like to get more involved in the management of speed through this area and welcome the chance to work with the Road Safety Team in addressing issues using the Speed Management Framework protocols.</p>
Recommendation/Action	<p>Action – Traffic Team to start discussions with Parish over the use of the new ProGen5 SID machines and investigate the options available to the Council within the Speed Management Framework and if appropriate, provide the evidence to the PC to</p>

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	enable them to engage with TVP around enforcement of existing limit(s). Broken VAS to be repaired (already in hand).
<b>2. Ramsbury Road Lambourn Woodlands</b>	
Attendees	Cllrs Sue Cocker (SC) and Bridget Jones (BJ) Lambourn Parish Council Apologies: Cllr Howard Woolaston (HW) (Lambourn Ward Member)
Discussion	<p>Report presented and video shown to show existing road layout and environment. Comments made by HW in an Email were read out and presented to the Task Group in which he supported a reduction and would welcome a 30 mph.</p> <p>SC and BJ highlighted the existing concerns of the residents and parish council in this area and that their request for a reduction of the speed limit to a 20 MPH was as a direct result of the concerns brought to their attention. The main issues being not only the large volume of lorries using this road as a direct result of the rapid redevelopment of the Industrial area on the former airfield but the speed ,noise and pollution from these vehicles right into the night and early morning. They understood a 20 mph was not a feasible option as it's unlit and doesn't meet the criteria so could a 30 mph be considered.</p> <p>GP and AM discussed the comments made by the Parish and Ward member and listened to comments from CH re speed limits being appropriate and that an unrealistic speed limit creates more issues than not having a speed limit. CE explained about changing Driver Behaviour and how that is more effective in some areas over just changing a speed limit in reducing speed (CE and Parish to discuss this separately in more details). BJ commented on the environmental harm being caused by speeding lorries and how the speed data collection had been carried out in the wrong location and therefore gave miss leading data which the Task Group were being asked to consider as part of their evidence.</p>
Recommendation	Request for a 30 mph not approved but a 40 mph from the B4000 to the tight right hand bend (with junction) to the South to be approved together with additional signage to warn of HGV's in the area. Consideration for possible alteration to this changed not restricted to every 3 years as normal but allowed to be ongoing if things dramatically change.
<b>3. Main Street West Illsley</b>	
Attendees	Cllrs Carolyn Culver (CC) (Ridgeway Ward Member) Clive

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	<p>Hooker (CH) (Downlands Ward Member) Justin Gilbert (JG) West Ilsley Parish Council</p>
<p>Discussion</p>	<p>Report presented and video shown of exiting road layout, position of 30mph into village and existing environment. JG read out the concerns of the Parish Council and residents and expanded on what had been happening recently within the village with regards a petition and action groups looking at changing the speed limit, its position and the inclusion of horse crossing facilities a little further up the hill towards East Ilsley. The Parish commented then on incidents recorded within the village involving speeding traffic and went on to state there had been several incidents where vehicles have hit cars and building within the village and felt that speed was a contributing factor. CC followed this up with additional details of all the correspondence that she had been sent about this issue and details of further near misses and issues with the horses crossing the road further out of the village up the hill especially in foggy conditions that occur at this time of year. Discussions were then focused on the way the speed data had been collected and how it must have been altered by the fact several points during the collection period the A34 was shut and traffic was diverted through the village affecting traffic speeds.</p> <p>CH then commented on how inappropriate speed limits would cause additional problems. CH explained the limitations of Police enforcement and local neighbourhood officers should be contacted in the first instance should the data evidence prevail. The PC and Ward Member also suggested a 40mph buffer. CH reported neither requests would be supported by the Police.</p> <p>GP and AM considered the comments made by the PC and TVP and the recommendation within the report and concluded that as the speed data might have been affected by the A34 closures, the horse crossing and buffer zone elements being new and not having previously been discussed perhaps it would be a good idea to suspend making a recommendation now and to capture new speed data after Christmas and look at what other measures could be deployed in tackling speeding through the Speed Management Framework document. CE contributing factors of the recorded incidents had not been recorded as speed related specifically and therefore needed further investigation. CE and the Parish to discuss this separately.</p>
<p>Recommendation</p>	<p>No recommendation to be made until additional speed data collection has taken place over a time period in which traffic through the village is not affected by an A34 closure. Additional behaviour work to be undertaken by the Road Safety Team based upon the Speed Management Framework process and additional work on advance signage and warning signs for the existing horse crossing activities further up the hill away from the village to be investigated. Officers to discuss directly with the Parish, Ward Member and Task Group and to bring back</p>

## Minutes of Speed Limit Review 2020 Wednesday 9<sup>th</sup> December

	<p>suggestion in the next 4 months with agreed action after that time following discussions with all.</p> <p><b>Post-Meeting update – July 2021:</b>  <b>Following the completion of speed and traffic volume surveys during March and April 2021, Officers submitted a detailed report to West Ilsley Parish Council in July confirming that it was not possible to alter the current start point of the existing 30 mph limit into the village and not possible to provide a 40 mph buffer speed limit in advance of the existing 30 mph limit. This is because of a lack of forward visibility and non-compliance of the DfT Circular 01/2013 setting of Local Speed Limits. Options to site a vehicle activated sign (VAS), which displays an illuminated “30” sign to speeding drivers, on the approach to the Village are now being explored with the Parish Council. If a suitable location can be found, the VAS could be installed during the current financial year.</b></p>
<b>4. A338 Sailsbury Road Hungerford</b>	
Attendees	<p>Cllrs Dennis Benneyworth (DB) and James Cole (JC) (Hungerford Ward Members), John Downe (JD) Hungerford Town Council</p> <p>Apologies: Councillor Claire Rowles (Hungerford Ward Member)</p>
Discussion	<p>Report presented and video shown to show existing road layout and environment.</p> <p>The principle of the extension was agreed without any further comments outside of the prepared report. However the Ward Members and Town Council collectively asked about the possibility of the limit being extended further out or a 40 MPH buffer being provided.</p> <p>This was discussed in detail and CH commented that it's not the sort of thing TVP would necessarily support and that a properly positioned 30 terminal would be just as efficient when placed with the roundabout in slowing vehicles down on the approach to Hungerford.</p> <p>It was accepted that the final position of the start of the 30 would be confirmed to the Ward Members and TC and would be positioned as far out as reasonable allowing for sight lines etc.</p>
Recommendation	Agreed to 30mph limit introduced as per report although exact location of start of new 30 mph limit to be confirmed.
<b>5. Stoney Lane Newbury</b>	
Attendees	Cllrs Jeff Beck (JB) (Newbury Clay Hill Ward Member) and Tony Vickers (TV) (Newbury Wash Common Ward Member)
Discussion	Report presented and video of existing road and environment

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	<p>shown. GP/AM discussed report and approved recommendation. CH agreed. No further discussion held as no further comments made.</p>
Recommendation	Agreed to 30mph limit introduced as per report
<b>6. A4 London Road and Benham Hill Thatcham</b>	
Attendees	<p>Cllrs Jeff Brooks (KB) and Keith Woodhams (KW) (Thatcham West Ward Members), Jeff Beck (JB) (Newbury Clay Hill Ward Member), Simon Pike (SP) and John Boyd (JB1) Thatcham Town Councillors, Mel Taylor (MT) and Trudy Blackney (TB) Thatcham Town Council.</p>
Discussion	<p>Report presented and Video of existing road and environment shown. Comment made by a resident of the A4 against the proposed reduction were read out and shown to the SLR</p> <p>This item had come to the SLR as the result of a Councillor Motion by KB supported by KW following a number of complaints by residents of speeding and inappropriate speeds resulting in a number of high profile incidents including one involving a young child. SP of Thatcham TC gave a brief summary of Thatcham TC thoughts on the existing situation supporting the proposed reduction.</p> <p>All the speed and accident data collected prior to the SLR was discussed and although the A4 is a well-used road the evidence suggested vehicular speeds were in fact reasonable for such a busy main road.</p> <p>As the length of road being discussed was quite long it was agreed that splitting it up into two defined lengths would assist in assessing the speed limit along there.</p> <p>During the discussion it was felt that the section from Henwick Lane to Tull Way was probably the most appropriate length to be reduced to a 30 mph as it had more frontal development and with the park opposite would have more pedestrian movements along and across it. CH agreed that it was a reasonable assumption and didn't have any views either way on it.</p> <p>Therefore initially it was agreed Henwick Lane to Tull Way would be reduced to 30 and Tull Way to Lower Way would remain as it currently is especially as CH confirmed that TVP would be unlikely to enforce a reduced speed limit along that length of carriageway.</p> <p>CE Road Safety Officer however then pointed out that if the Authority wanted to promote alternative modes of travel (walking ,cycling etc) and wish to fully engage in the Active Travel initiative being rolled out by the Government then surely if we are improving cycle facilities along the A4 at this location then it should all be a 30 MPG from Lower Way to Henwick Lane in order to satisfy the requirements of the ATI.</p> <p>Following further discussions including further comments from</p>



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	CH re TVP enforcement GP and AM agreed to a reduction to 30 MPH along the entire length of A4 being discussed
Recommendation	Request for speed limit approved between Lower Way and Henwick Lane.
<b>AOB</b>	GP / AM Thanked Officers for all their assistance especially as this meeting was in a slightly different format as normal.
<b>Next Meeting</b> (To be confirmed)	
<b>End of meeting 13:30</b>	

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

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