

Individual Decision



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

Friday 2nd August 2024

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Theale Village Pilot 20mph Project

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	2 August 2024
Portfolio Member:	Councillor Stuart Gourley
Report Author:	Neil Stacey
Forward Plan Ref:	ID4573

1 Purpose of the Report

- 1.1 To summarise the responses to the statutory consultation of the proposed 20mph speed limit scheme in Theale and to make recommendations as to how to proceed in light of the comments received.
- 1.2 To discuss potential implications for future similar schemes.

2 Recommendations

- 2.1 It is recommended that:
 - (a) The proposed speed limit order is introduced as advertised.
 - (b) The following issues are noted in respect of the implementation and monitoring of this pilot project and any subsequent projects:
 - i) Post-implementation monitoring of vehicle speeds is required to gauge compliance with new speed limits.
 - ii) Thames Valley Police have made it clear that no additional enforcement for newly lowered speed limits will be carried out over and above their current routine activity.
 - iii) Speed limits should be “self-enforcing” but where vehicle speeds are not within an acceptable margin of the speed limit, further measures may be required to promote compliance, which would in turn require additional funding. Alternatively, speed limits which do not achieve sufficient compliance may need to be reconsidered.
 - iv) Further work may be required in subsequent projects to obtain greater engagement in the consultation process from residents, in order to be able to demonstrate local support for speed limit reductions.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	<p>The project is funded from the existing capital budget associated with speed limit changes and is anticipated to cost approximately £5,000. Should further 20mph limits be implemented, it is estimated that the cost of the physical work to replace signs would cost an average of approximately £3,170 per kilometre of road covered.</p> <p>If observed vehicle speeds are not within an acceptable margin of a newly lowered speed limit, there may be a requirement for physical measures to promote compliance, such as traffic calming or interactive signing. The cost of installing and maintaining these measures is not included within the project budget.</p> <p>There is an ongoing financial cost in respect of the maintenance of speed limit signing, noting that 30mph limits do not generally require “repeater” signs, but 20mph limits do. Traffic signs have a long life and would not need wholesale replacement for many years, but in order for a speed limit to be legally enforceable all signs within the limit need to be present and correct. Signs may be damaged, vandalised or overgrown by vegetation and should therefore be checked periodically. Painted “20” markings on the carriageway may also be used to reinforce a speed limit, but these deteriorate relatively quickly and would require more regular maintenance.</p>
Human Resource:	<p>Whilst not creating an immediate or significant financial pressure, the installation of more traffic signs places additional workload on the Officers responsible for inspecting and maintaining them.</p>
Legal:	<p>The speed limit order will need to be sealed by the Legal Services Team.</p>
Risk Management:	<p>N/A</p>
Property:	<p>N/A</p>
Policy:	<p>This project is a pilot scheme which will inform the development of future policies and processes in respect of 20mph speed limits.</p>

	Positive	Neutral	Negative	Commentary
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		x		
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		x		
Environmental Impact:		x		The introduction of a 20mph speed limit may lead to an increased propensity to walk and cycle among local residents, thereby decreasing vehicle emissions and improving local air quality. There would also be a benefit if vehicles are driven at a constant 20mph speed, rather than accelerating and braking to account for local hazards and conditions. Ultimately, the effect on emissions and air quality from vehicles will depend largely on how they are driven. Given the relatively small area covered by this proposed restriction and the small number of motor vehicles involved, an in-depth analysis has not been carried out. The overall environmental effect has therefore been assessed as being neutral.

Theale Village Pilot 20mph Project

Health Impact:	x			The introduction of a 20mph speed limit may lead to increased propensity to walk and cycle among local residents, thereby promoting active and healthy lifestyles.
ICT Impact:		x		
Digital Services Impact:		x		
Council Strategy Priorities:	x			This project is relevant to Council Strategy Priority no. 5, Thriving Communities with a Strong Local Voice, in that it will implement a 20mph speed limit in an area where there is public support.
Core Business:		x		Although contributing to the above Council Strategy Priority and wider social and environmental objectives, the delivery of this type of project is not in itself a statutory service.
Data Impact:		x		

Consultation and Engagement:	<p>Local stakeholders and road users were consulted on the proposed speed limit by way of:</p> <ul style="list-style-type: none">• Statutory advertisement of a Traffic Order, including newspaper and online publication (May-June 2024).• Officer attendance at a meeting of Theale Parish Council (May 2024). <p>This report has been circulated to the local ward member, shadow portfolio holder and minority group leader.</p> <p>Councillor Alan Macro, the ward member for Theale, stated that he is fully supportive of the scheme. He also pointed out that some roads in Theale had previously been the subject of petitions requesting 20mph speed limits, with over 100 signatures received, and that these should be taken into account when evaluating local support for the proposals.</p> <p>Any other comments received prior to the date of the Individual Decision will be reported verbally.</p>
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4 Executive Summary

- 4.1 This report highlights the feedback received during the statutory consultation of a proposed Traffic Order which would reduce the speed limit on various roads in Theale. The purpose of this report is to enable a decision to be made as to whether the scheme is implemented as advertised, modified or withdrawn. In view of the local support, it is recommended that the proposal is implemented as advertised.
- 4.2 This project is a pilot project which is intended to shape future policies and processes in respect of 20mph speed limits. The report therefore also discusses issues arising from the consultation and learning points from the project to date which are relevant to future schemes.

5 Introduction/Background

Introduction

- 5.1 A statutory consultation on a proposal to introduce lower speed limits on various roads in Theale was held between 25th April and 6th June 2024. The main part of the proposal was to reduce the speed limit on the majority of residential roads in the parish from 30mph to 20mph, but three roads were proposed to be reduced from either 40mph or the national speed limit to 30mph. This project resulted from a motion to Council in March 2023, which proposed more widespread use of 20mph speed limits, and was addressed by a resolution of the Council's Executive in November 2023 (ref EX4435). Specifically, the Executive resolved to undertake a pilot project

with a view to adopting new criteria for the use of 20mph speed limits and introducing further 20mph speed limits across the district based on the outcome of the pilot.

Background

- 5.2 The Council, as the Local Highway Authority, has powers under the Road Traffic Regulation Act 1984 to set the speed limits on the roads for which it is responsible. In order to be legally enforceable, speed limits require a legal order to be made under various sections of the Road Traffic Regulation Act 1984. The process of consulting on and making speed limit orders is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The signing of speed limits is governed by the Traffic Signs Regulations and General Directions 2016, and a Local Highway Authority is not permitted to erect speed limit signs unless a legal Order is in force.
- 5.3 When determining local speed limits, the Council follows the Department for Transport guidance document "[Setting Local Speed Limits](http://www.gov.uk)" (www.gov.uk). In respect of 20mph speed limits, the guidance makes the following important points:
- a) 20mph zones and limits are now widespread. But that does not mean they should be introduced to every road. There should be careful consideration of the safety case and local support, to ensure their use is appropriate.
 - b) There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds, and where collisions do occur, there is a lower risk of fatal injury at lower speeds.
 - c) Benefits of 20mph may include encouragement of healthier modes of travel, such as walking and cycling, and with potential environmental benefits.
 - d) Schemes need to aim for compliance with the new speed limit. Where new limits are put in, they should be in places where most drivers are likely to comply. Compliance is better on smaller, narrower roads than on wider roads where the layout gives drivers a clear run.
 - e) Successful 20mph zones and 20mph speed limits are generally self-enforcing: that is, the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance, there should be no expectation on the police to provide additional enforcement beyond their routine activity unless this has been explicitly agreed.
- 5.4 The Council Strategy 2023-27 includes five priorities, including "Thriving Communities with a Strong Local Voice". Within this priority there is a commitment to "work with local communities and partners to enhance our main towns and large villages" and a key initiative to implement "20mph zones where communities want them".
- 5.5 The previous work done on 20mph speed limits determined that it would not be cost effective or manageable to implement 20mph speed limits on a street-by-street basis in response to individual requests from the community and that an area-wide approach was preferable. Furthermore, introducing 20mph speed limits on roads with particular characteristics on an area-wide basis, rather than on specific roads in response to individual requests, is considered more likely to have a positive impact on vehicle speeds because drivers' expectations of what a 20mph "looks and feels like"

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would be re-set. It would also enable publicity to be targeted towards road users as new limits were introduced.

- 5.6 It should be stressed that this does not mean that the default 30mph speed limit is proposed to reduce to 20mph in the same way that the Welsh Government did in 2023. In this pilot project, all the residential roads in Theale were assessed against draft criteria to determine whether they are suitable to be reduced to 20mph limits. The draft criteria include the following factors:
- (a) The road classification and type – residential no-through-roads are more likely to be suitable for 20mph limits and “main” or distributor roads less suitable.
 - (b) The level of roadside development – densely built up and populated areas are more likely to be suitable for 20mph limits than sparsely populated areas.
 - (c) The presence of schools – although 20mph speed limits and lower speeds are generally desirable in the vicinity of schools, many schools are situated on “main” roads and it may not be realistic to expect vehicles to be driven at 20mph outside school hours; this may require measures which target particular times of day.
 - (d) The numbers of pedestrians and cyclists – roads with high pedestrian and cyclist activity would be more suitable for 20mph speed limits.
- 5.7 Whilst the safety record of a road in terms of the frequency of injury accidents may also be taken into account, the reality is that speed-related accidents are thankfully very rare in residential areas of West Berkshire and therefore it is unlikely that a reduction in speed limit will directly lead to a demonstrable reduction in the frequency or severity of accidents.
- 5.8 When setting speed limits, a further consideration is the location and number of signs that are required to give effect to the restriction. Excessive transitions between different limits should be avoided and it is important that signs are readily visible at transition points.

Consultation process and results

- 5.9 Considering all the above factors, a series of proposals were made for the speed limits in Theale. The statutory consultation document and plans showing existing and proposed speed limits are shown in Appendices A, B and C respectively. A statutory consultation on the proposals was held between 25th April and 6th June 2024 and included:
- (a) Notices placed in local newspapers.
 - (b) Correspondence with statutory consultees, including Thames Valley Police.
 - (c) Advertisement on the Council’s website at westberks.gov.uk/theale20mph.
 - (d) Officer attendance at a meeting of Theale Parish Council on 29th April 2024.

- 5.10 A press release from the Council, social media posts and an article in the Residents' Bulletin publicised the consultation, which was also covered on local news websites including the Reading Chronicle, Newbury Today and BBC Berkshire.
- 5.11 A total of 54 responses to the consultation were received, of which 26 were in favour of the proposals and 22 were against or included a specific objection. Six responses were neutral. 53 responses were from members of the public, whilst one was from Thames Valley Police, responding in their capacity as a statutory consultee.
- 5.12 Of the public responses, 23 were from residents of Theale and 21 from residents living outside Theale. Although the consultation documents asked for respondents to include their address, nine replies were received from members of the public who did not state their address. 14 of the Theale residents were in favour of the proposals, with seven against and two neutral.
- 5.13 Theale has a population of approximately 3,000, therefore the 23 replies represent a response rate of less than 1%, which is disappointing considering the publicity that the consultation received.
- 5.14 Despite the low response rate, it should be noted that several roads within Theale, including Crown Lane, Blossom Lane and Meadow Way, were the subject of petitions requesting 20mph speed limits in 2021. The petitions were signed by over 100 residents.
- 5.15 A summary of the consultation responses and brief Officer comments is included in Appendix D. The following paragraphs summarise the most frequently raised points of concern and objection to the proposed speed limits.

Recurring themes raised by objectors

- 5.16 Enforcement – Some respondents believed that, without enforcement, the 20mph speed limits would not be respected; others were concerned that the limits would be rigorously enforced in order to generate income from fines.

Officer comment – The Council has no powers to enforce speed limits, which can only be enforced by the police. The majority of roads included in the project are residential, with frequent junctions, curved alignments, on-street parking and/or existing traffic calming in place. As such, speeds are already low and a 20mph speed limit would be largely “self-enforcing”. See also paragraph 5.21 below.

- 5.17 Compliance on Church Street – It was pointed out that (unlike the above comment) Church Street is largely wide and straight with good visibility and that drivers are unlikely to drive at 20mph.

Officer Comment – It is fair to say that the layout of Church Street is less likely to make the proposed 20mph speed limit “self-enforcing”. However, there are two schools and a pre-school day nursery located on Church Street, along with a library, a pub and two zebra crossings. There is also, therefore, a higher concentration of vulnerable road users, ie pedestrians and cyclists. Lower speeds are desirable on a road with these characteristics, which is why the reduction to 20mph has been proposed. Should the lower limit be implemented, this road will be closely monitored

and further speed surveys carried out. If these surveys show that speeds are not within an acceptable margin of 20mph, physical measures may be required or the suitability of the speed limit reconsidered.

- 5.18 Perceived failure of 20mph schemes elsewhere in the UK – Some respondents raised the examples of Wales and Oxfordshire, which have introduced widespread 20mph speed limits.

Officer Comment – It would not be appropriate to comment in detail on other authorities' projects, but it should be stressed that the Council is not proposing to implement 20mph speed limits on a "blanket" basis but after careful consideration of the characteristics of each road, in line with the Department for Transport guidance.

- 5.19 Funding – several responses suggested that funds could be better spent on other projects and services.

Officer Comment – Opinions will vary as to the relative merits of the services and projects that local authorities provide. The Council has made a policy decision to implement 20mph speed limits where there is support among local residents, which forms part of the Council Strategy.

- 5.20 Environmental concerns – It has been suggested that congestion and pollution will be increased as a result of the lower speed limits.

Officer Comment – The introduction of a 20mph speed limit may lead to an increased propensity to walk and cycle among local residents, thereby decreasing vehicle emissions and improving local air quality. There would also be a benefit if vehicles are driven at a constant 20mph speed, rather than accelerating and braking to account for local hazards and conditions. Ultimately, the effect on emissions and air quality from vehicles will depend largely on how they are driven. Given the relatively small area covered by this proposed restriction and the small number of motor vehicles involved, an in-depth analysis has not been carried out. The overall environmental effect has therefore been assessed as being neutral.

- 5.21 Evidence/Data – It has been pointed out that the consultation documents did not reference evidence from accident or speed data.

Officer Comment – As noted above, speed-related accidents are thankfully very rare in residential areas of West Berkshire and therefore it is unlikely that a reduction in speed limit will directly lead to a demonstrable reduction in the frequency or severity of accidents. However, speed data was considered and indicated that the majority of proposed speed limits would be self-enforcing by virtue of the road environment. Should this project go ahead, "before and after" speed data will be compared in order to gauge its effectiveness and to inform future projects.

Consultation response from Thames Valley Police

- 5.22 Whilst Thames Valley Police have confirmed that they do not wish to formally object to the proposed speed limit order, they did express a number of reservations. Their response is reproduced in Appendix D, with Officer Comments also included.

5.23 The most significant comment is that “there is no agreement from Thames Valley Police to enforce these speed limits over and above our routine activity”. This reinforces the need for 20mph speed limits to be self-enforcing and there should therefore be no expectation that the Police will undertake additional enforcement to achieve compliance where speed limits are reduced.

6 Options for consideration

6.1 The following paragraphs outline the three options in respect of the proposed speed limit order that has been subject to statutory consultation.

Amend the proposed speed limit order

6.2 Some consultees have suggested amendments or additions to the proposed speed limits. These suggestions have been addressed in the “Officer Comment” section of Appendix D and it is not considered necessary to make any changes to the proposals.

Do not implement the proposed speed limit order

6.3 As outlined above, the statutory consultation has resulted in a significant number of objections, which have been given due consideration.

Implement the proposed speed limit order as advertised

6.4 Overall, slightly more respondents to the statutory consultation were in favour of the proposed speed limit order than were against. Residents of Theale were more strongly in favour than against.

7 Proposals

7.1 In view of the above, it is proposed that the speed limit order is implemented as advertised.

8 Conclusion

8.1 Despite a number of objections, the statutory consultation process has shown local support for the proposed speed limit reductions in Theale. As such, it is recommended that the speed limit order is implemented as advertised in the consultation.

8.2 The following issues have been identified, which should be noted in respect of the implementation and monitoring of this pilot project and any subsequent projects:

- (a) Post-implementation monitoring of vehicle speeds is required to gauge compliance with new speed limits.
- (b) Thames Valley Police have made it clear that no additional enforcement for newly lowered speed limits will be carried out over and above their current routine activity.
- (c) Speed limits should be “self-enforcing” and where vehicle speeds are not within an acceptable margin of the speed limit, further measures may be required to promote compliance, which would in turn require additional funding. Alternatively,

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speed limits which do not achieve sufficient compliance may need to be reconsidered.

- (d) Further work may be required in subsequent projects to obtain greater engagement in the consultation process from residents, in order to be able to demonstrate local support for speed limit reductions.

8.3 Appendix A – Statutory consultation document

8.4 Appendix B – Plan showing existing speed limits in Theale

8.5 Appendix C – Plan showing proposed speed limits in Theale

8.6 Appendix D – Summary of consultation responses

Background Papers:

[Executive Report EX4435 - Response to Council Motion on 20mph Speed Limits \(November 2023\)](#)

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 Scrutiny Commission or associated Committees or Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

Wards affected: Theale ward is directly affected, but as a pilot project all wards are potentially affected in the longer term as the experience here will shape the future implementation of 20mph speed limits across the district.

Officer details:

Name: Neil Stacey
Job Title: Network Manager (Highways)
Tel No: 01635 519113
E-mail: neil.stacey@westberks.gov.uk

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WEST BERKSHIRE DISTRICT COUICL
(VARIOUS ROADS, THEALE)
(20 M.P.H AND 30 M.P.H SPEED LIMIT) ORDER 2024

WEST BERKSHIRE DISTRICT COUNCIL PROPOSES to make an Order under Sections 84(1) and (2) and Schedule 9 to the Road Traffic Regulation Act 1984 the effect of which is to impose a 20 MPH and a 30 MPH speed limit as follows:

SCHEDULE 1 - 20 MPH SPEED LIMIT (IN THE PARISH OF THEALE)

- Entire lengths of: Alderfield Close, Andrews Close, Blatchs Close, Blossom Avenue, Blossom Lane, Cavalier Close, Chestnut Close, Church Street, Church Street Service Road, Cloister Mews, Crown Lane, Ellerton Close, High Street, James Butcher Drive, Kathleen Sanders Court, Meadow Way, Morton Place, Mulberry Way, Muswell Close, North Walk, Play Platt, Rotherfield Close, Roundhead Road, Spring Gardens, Swallowfield Gardens, The Crescent, The Orchard, Trinity Court, Volunteer Road, Whitehart Close, Woodfield Way, Worsley Place.
- Deadmans Lane - Between its junction with Church St and a point approx. 70m north of its junction with Spring Gardens.
- Englefield Road - Between a point approx. 45m west of its junction with North St and its junction with Church St.
- Lambfields - Entire length of public highway.
- Station Road - Between its junction with High St and a point approx. 32m south of its junction with Meadow Way.
- Unnamed road from A340 to The Green - Between its junction with The Green and a point approx. 38m north.

SCHEDULE 2 - 30 MPH SPEED LIMIT (IN THE PARISH OF THEALE)

- Englefield Road - Between a point approx. 15m east of its junction with Pangbourne Road (A340) and a point approx. 45m west of its junction with North Street.
- North Street - Between its junction with Englefield Road and a point approx. 21m north.
- Unnamed road from A340 to The Green - Between a point approx. 15m east of its junction with Pangbourne Road (A340) and a point approx. 38m north of its junction with The Green.

The Order will revoke Royal County of Berkshire (Various Roads, Theale) (40 MPH Speed Limit) Order 1997, West Berkshire District Council (Various Roads, Theale) (20 MPH Speed Limit) Order 2008 and West Berkshire District Council (Englefield Road and North Street, Theale) (30 MPH and 40 MPH Speed Limit) Order 2019 in their entirety.

No statutory provision imposing a speed limit on motor vehicles shall apply to any vehicle on an occasion when it is being used for fire brigade, ambulance or police purposes, if the observance of that provision would be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion.

No speed limit imposed by this Order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3(5) of those Regulations.

Copies of the draft Order, Revoked Orders, explanatory statement and Plan can be inspected during the hours of 9.00 a.m. to 4.30 p.m. Mondays to Fridays at the offices of West Berkshire District Council (at main reception on the Ground Floor) Council Offices Market Street Newbury RG14 5LD, by scanning the QR code and by visiting the Council's Website www.westberks.gov.uk/consultation.

Objections to the proposals, together with the grounds on which they are made, should be sent in writing to the undersigned, quoting reference 9527 by not later than **Thursday 6th June 2024**

Dated 25th April 2024

**Jon Winstanley, Service Director, Environment, West Berkshire District Council,
Market Street Newbury Berkshire RG14 5LD**



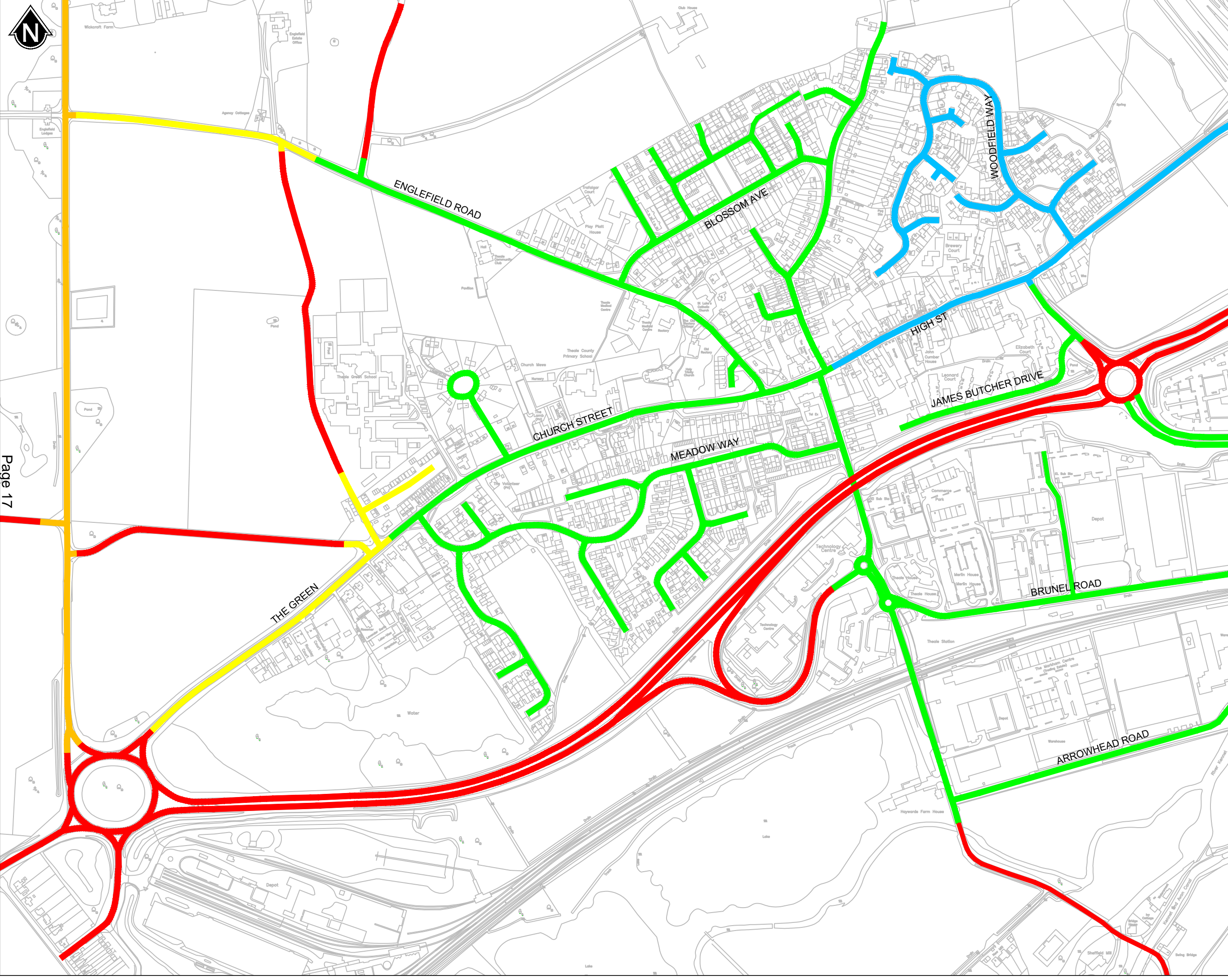
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- KEY**
- 20MPH SPEED LIMIT
 - 30MPH SPEED LIMIT
 - 40MPH SPEED LIMIT
 - 50MPH SPEED LIMIT
 - NATIONAL SPEED LIMIT

- 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

West Berkshire
COUNCIL

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

PROJECT TITLE

**THEALE VILLAGE
20MPH PILOT SPEED LIMIT**

DRAWING TITLE

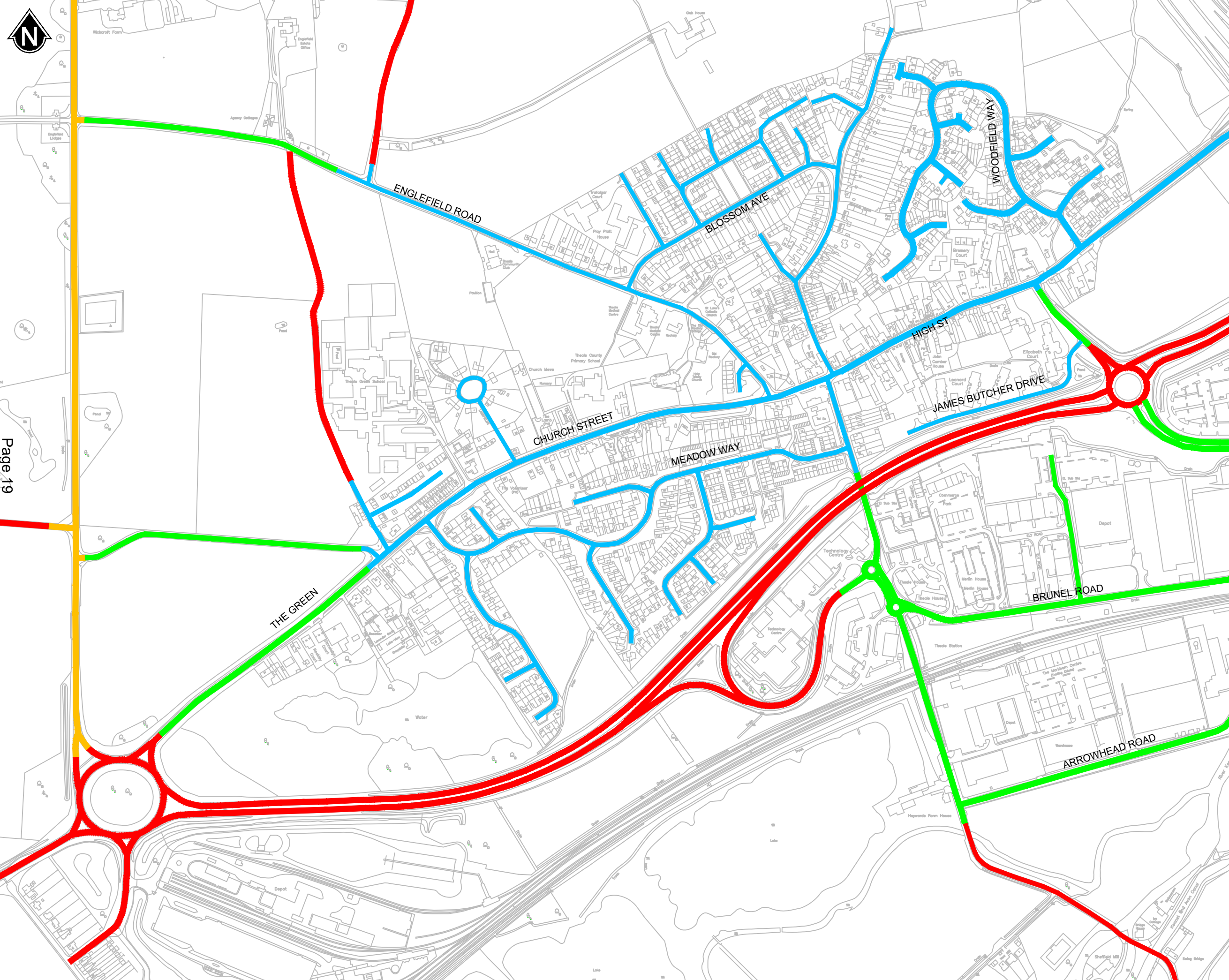
CURRENT SPEED LIMITS

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NOV 2023	HJY	CJV	A3	1:50

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SLR/21/06/001

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KEY

—	20MPH SPEED LIMIT
—	30MPH SPEED LIMIT
—	40MPH SPEED LIMIT
—	50MPH SPEED LIMIT
—	NATIONAL SPEED LIMIT

- NOTES**
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CONSULTATION PLAN

REV	REV DATE	DESCRIPTION	DR	AU



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

PROJECT TITLE
**THEALE VILLAGE
20MPH PILOT SPEED LIMIT**

DRAWING TITLE
PROPOSED SPEED LIMITS

DATE	DRAWN BY	CHECKED BY	PAPER SIZE	SCALE
JAN 2024	HJY	CJV	A3	1:50
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Summary of consultation responses

Support = 26

Objection = 22

Neutral = 6

	Reply from	Comments made	Officer Comment
1.	Theale resident	<ul style="list-style-type: none"> a) Supportive b) How will it be enforced? 	<ul style="list-style-type: none"> a) Noted b) See paragraph 5.16 of the main report.
2.	Theale resident	<ul style="list-style-type: none"> a) Supportive b) 20mph should be extended to include more houses fronting The Green c) Deadmans Lane should be subject to 20mph. Although no development, heavily used by vulnerable road users. 	<ul style="list-style-type: none"> a) Noted b) The Green has not been included within the proposed 20mph limit because it is less densely built up and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be “self-enforcing”. c) Plans are underway to consult on a “no motor vehicles” restriction on Deadmans Lane. This would make 20mph speed limit unnecessary.
3.	Non Theale resident	<ul style="list-style-type: none"> a) Objection b) Whole area to be covered by surveillance cameras to generate income 	<ul style="list-style-type: none"> a) Noted b) See paragraph 5.16 of the main report.
4.	Non Theale resident	<ul style="list-style-type: none"> a) Objection b) Which Political Party is this driven by? 	<ul style="list-style-type: none"> a) Noted b) A proposal to enable more widespread use of 20mph speed limits was included in the Liberal Democrats’ 2023 manifesto for the local elections. Following the election, the new Council Strategy includes a key initiative to implement “20mph zones where communities want them”.
5.	Non Theale resident	<ul style="list-style-type: none"> a) No formal objection. b) Why is it on every road in the village and not just those with a history of accidents c) Cyclists and motorcyclists generally exceed speed limits so this unfairly penalises motorists 	<ul style="list-style-type: none"> a) Noted b) Speed-related accidents are thankfully very rare in residential areas and therefore it is unlikely that a reduction in speed limit will directly lead to a demonstrable reduction in the frequency or

	Reply from	Comments made	Officer Comment
			<p>severity of accidents. Accident reduction is therefore not the main driver for introducing 20mph speed limits.</p> <p>c) See paragraph 5.16 of the main report.</p>
6.	Non Theale resident	<p>a) Support</p> <p>b) 20mph should be extended on Englefield Road to discourage rat running</p> <p>c) National speed limit on Deadmans Lane should be reconsidered</p>	<p>a) Noted</p> <p>b) The western section of Englefield Road beyond the school has not been included within the proposed 20mph limit because it is less densely built up and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be “self-enforcing”.</p> <p>c) Plans are underway to consult on a no motor vehicles restriction on Deadmans Lane. This would make 20mph speed limit redundant.</p>
7.	Member of the public (residence unknown)	<p>a) Support</p> <p>b) Surprised that Deadmans Lane is unrestricted and not 20mph</p> <p>c) What enforcement measures will there be?</p>	<p>a) Noted</p> <p>b) Plans are underway to consult on a no motor vehicles restriction on Deadmans Lane. This would make 20mph speed limit redundant.</p> <p>c) See paragraph 5.16 of the main report.</p>
8.	Non Theale resident	<p>a) Support for residential roads, High St & The Green</p> <p>b) Object to 20mph on Church St as its similar in quality (width and lack of on street parking) to The Green. This could confuse drivers.</p> <p>c) Would prefer (and support) 20mph when lights flash advisory wig wag outside Theale Green School</p>	<p>a) Noted</p> <p>b) See paragraph 5.17 of the main report.</p> <p>c) Flashing light signs should not be used on the approach to Zebra crossings, so would not be appropriate here.</p>
9.	Theale	<p>a) Supportive</p> <p>b) Object if traffic calming also introduced – e.g.</p>	<p>a) Noted</p> <p>b) Additional physical traffic calming features are not</p>

	Reply from	Comments made	Officer Comment
	resident	speed humps	being proposed as part of this scheme. Only speed limit repeater signs would be used to inform drivers of the limit.
10.	Theale resident	<ul style="list-style-type: none"> a) Objection b) Support 20mph on narrow roads and accident blackspots but not a blanket reduction c) Money could be better spent in other areas of greater need 	<ul style="list-style-type: none"> a) Noted b) See paragraph 5.18 of the main report. c) See paragraph 5.19 of the main report.
11.	Non Theale resident	<ul style="list-style-type: none"> a) Support – roads will be safer 	<ul style="list-style-type: none"> a) Noted
12.	Non Theale resident	<ul style="list-style-type: none"> a) Objection b) No consultation with residents c) No accident or near miss data provided d) Additional restrictions are a waste of money as traffic calming is already in place e) No reason to impose constant 20mph limit on Church Road when visibility is good f) Proposals will only frustrate the majority of road users and have little effect on the few who actually speed. g) Funds could be better spent elsewhere 	<ul style="list-style-type: none"> a) Noted b) This is the consultation with residents. c) See paragraph 5.20 of the main report. d) See paragraph 5.19 of the main report. e) See paragraph 5.17 of the main report. f) See paragraph 5.16 of the main report. g) See paragraph 5.19 of the main report.
13.	Theale resident	<ul style="list-style-type: none"> a) Objection b) No accident history c) Traffic congestion and pollution will increase d) Difficult to overtake parked cars e) Focus should be on maintaining core services e.g. drainage not new initiatives 	<ul style="list-style-type: none"> a) Noted b) See paragraph 5.21 of the main report. c) See paragraph 5.20 of the main report. d) Noted, but parked cars in the carriageway can result in lower speeds, increasing compliance with speed limits. e) See paragraph 5.19 of the main report.

	Reply from	Comments made	Officer Comment
14.	Non Theale resident	<ul style="list-style-type: none"> a) Objection b) No data to justify proposals c) How will it help vulnerable highway users? Who are they? d) More crossing points instead? e) Cant drive over 20mph on Meadow Way anyway f) Traffic calming would be inconvenient, increase pollution and disadvantage vulnerable highway users g) Why is Church St included when no issues? h) Why is the Green included when no issues? i) What are the current speeds and how will we measure if it's been a success? 	<ul style="list-style-type: none"> a) Noted. b) See paragraph 5.21 of the main report. c) Pedestrians and cyclists will benefit from lower vehicle speeds due to the reduced risk of accidents. d) The current number and location of pedestrian crossings caters for the existing demand. e) This is an example of a self-enforcing speed limit. f) No new physical traffic calming features are being proposed. g) See paragraph 5.17 of the main report. h) It is proposed to reduce the speed limit on The Green to 30mph, not 20mph. A 30mph limit is appropriate due to the new development in the area which has increased the density of residential properties, but The Green has not been included within the proposed 20mph limit because it is still less densely built up than the rest of the village and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be "self-enforcing". i) Current average speeds are 34.15mph on The Green (40mph limit), 29.85mph on Church St (30mph limit) and 18.95mph on Englefield Road (30mph limit). Post-implementation monitoring of vehicle speeds is required to gauge compliance with new speed limits and effectiveness of the scheme.

	Reply from	Comments made	Officer Comment
15.	Non Theale resident	<ul style="list-style-type: none"> a) Lack of evidence of the need for the project. b) What are the anticipated benefits and disadvantages? c) What are current speeds? 	<ul style="list-style-type: none"> a) See paragraph 5.17 of the main report. b) There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds, and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Benefits of 20mph may include encouragement of healthier modes of travel, such as walking and cycling. c) Current average speeds are 34.15mph on The Green (40mph limit), 29.85mph on Church St (30mph limit) and 18.95mph on Englefield Road (30mph limit).
16.	Member of the public (residence unknown)	<ul style="list-style-type: none"> a) New developments bring increased traffic volume and size. Lower speed limits can only be a good thing. 	<ul style="list-style-type: none"> a) Noted
17.	Theale resident	<ul style="list-style-type: none"> a) Long overdue especially as there are 3 schools in the Village 	<ul style="list-style-type: none"> a) Noted
18.	Member of the public (residence unknown)	<ul style="list-style-type: none"> a) Pleased that the Council are doing something 	<ul style="list-style-type: none"> a) Noted
19.	Member of the public (residence unknown)	<ul style="list-style-type: none"> a) Proposals are sensible as Theale High St is narrow with parked cars. 	<ul style="list-style-type: none"> a) Noted. Theale High St is already within a 20mph zone so the speed limit will not change.

	Reply from	Comments made	Officer Comment
20.	Non Theale resident	<ul style="list-style-type: none"> a) No environmental impact statement b) Likely increase in vehicle emissions c) Likely increase of brake and tyre particles 	See paragraph 5.19 of the main report.
21.	Theale resident	<ul style="list-style-type: none"> a) Support in general b) Speeding is already an issue on The Green, Meadow Way and Englefield Road c) Request for enforcement, speed cameras, speed humps, SID. 	<ul style="list-style-type: none"> a) Noted b) Speed data does not indicate a speeding problem on these roads. c) See paragraph 5.16 of the main report. Speed limits should be “self-enforcing” but where vehicle speeds are not within an acceptable margin of the speed limit, further measures such as SIDs (Speed Indicator Devices) may be required to promote compliance, which would in turn require additional funding.
22.	Theale resident	<ul style="list-style-type: none"> a) Support b) Request for speed camera on The Green c) Request for SID at eastern end of The Green and Englefield Road/North St d) Community Speedwatch training 	<ul style="list-style-type: none"> a) Noted b) See paragraph 5.16 of the main report. c) Speed limits should be “self-enforcing” but where vehicle speeds are not within an acceptable margin of the speed limit, further measures such as SIDs (Speed Indicator Devices) may be required to promote compliance, which would in turn require additional funding. d) Community Speedwatch is a Thames Valley Police initiative.
23.	Non Theale resident	<ul style="list-style-type: none"> a) Waste of money and resources b) WBC should collaborate and learn from surrounding authorities, e.g. Oxfordshire c) Theale is not comparable to Lambourn so should not be considered as a pilot scheme 	<ul style="list-style-type: none"> a) See paragraph 5.19 of the main report. b) See paragraph 5.18 of the main report. c) Whilst the roads in Theale and Lambourn are different, the pilot project is about testing the process and draft criteria for 20mph limits. Once finalised, the criteria can be consistently applied in any location.

	Reply from	Comments made	Officer Comment
24.	Non Theale resident	<ul style="list-style-type: none"> a) Would prefer temporary speed limits outside schools during drop off/pick up so as not to slow all traffic all the time b) Oxford hasn't been successful 	<ul style="list-style-type: none"> a) This may be considered as part of the post-implementation monitoring of the pilot project. b) See paragraph 5.18 of the main report.
25.	Theale resident	<ul style="list-style-type: none"> a) No evidence of speeding. On street parking prevents speeding. b) Reducing The Green to 30mph will unnecessarily prolong journeys c) Wales already removing some of their 20mph limits d) Proposals are a waste of money that could be better spend elsewhere, e.g. parking enforcement 	<ul style="list-style-type: none"> a) See paragraph 5.21 of the main report. b) It is proposed to reduce the speed limit on The Green to 30mph, not 20mph. A 30mph limit is appropriate due to the new development in the area which has increased the density of residential properties. The 40mph speed limit on The Green is just 430m long and it would only take 8 seconds longer to travel this distance at 30mph compared to 40mph, which is not significant. c) See paragraph 5.18 of the main report. d) See paragraph 5.19 of the main report.
26.	Member of the public (residence unknown)	<ul style="list-style-type: none"> a) It will make the streets safer for all pedestrians b) 'Main street' is difficult to walk down or cross because of parked cars and traffic 	<ul style="list-style-type: none"> a) Noted b) Theale High St is already within a 20mph zone so the speed limit will not change.
27.	Theale resident	<ul style="list-style-type: none"> a) How much is this expected to cost? b) Can't travel above 20mph on Woodfield Way because of speed humps or on Meadow Way because of parked cars . c) Who is going to enforce them? d) Money could be better spent elsewhere 	<ul style="list-style-type: none"> a) Approx £5,000 b) This is an example of a self-enforcing speed limit. c) See paragraph 5.16 of the main report. d) See paragraph 5.19 of the main report.
28.	Non Theale resident	<ul style="list-style-type: none"> a) Welsh Government are backtracking on their blanket 20mph speed limits b) Consultation responses should be accepted in 	<ul style="list-style-type: none"> c) See paragraph 5.18 of the main report. d) Comments were accepted in any format. Website updated to clarify accordingly during the

	Reply from	Comments made	Officer Comment
		any format, not just Word.	consultation.
29.	Theale resident	<ul style="list-style-type: none"> a) Support but with requested amendments: b) Deadmans Lane also subject to 20mph. c) Englefield Road 20mph extended to meet Deadmans Lane. d) The Green should also be 20mph due to new housing developments 	<ul style="list-style-type: none"> a) Noted b) Plans are in place to prohibit motor vehicles from Deadmans Lane making a speed restriction unnecessary. c) The western section of Englefield Road beyond the school has not been included within the proposed 20mph limit because it is less densely built up and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be “self-enforcing”. d) The Green has not been included within the proposed 20mph limit because it is still less densely built up than the rest of the village and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be “self-enforcing”.
30.	Non Theale resident	<ul style="list-style-type: none"> a) Strongly in favour b) Near silent electric vehicles are dangerous for pedestrians and cyclists 	<ul style="list-style-type: none"> a) Noted b) Noted
31.	Non Theale resident	<ul style="list-style-type: none"> a) Support b) Requesting the same in Upper Bucklebury 	<ul style="list-style-type: none"> a) Noted b) Could be implemented across the District subject to the success of this scheme and available funding.
32.	Theale resident	<ul style="list-style-type: none"> a) Support proposals but needs to be enforced b) Also requesting parking enforcement 	<ul style="list-style-type: none"> a) See paragraph 5.16 of the main report. b) Noted, but not linked to this project.

	Reply from	Comments made	Officer Comment
33.	Non Theale resident	<ul style="list-style-type: none"> a) Justified in cities but unnecessary in towns and villages. Is there evidence to suggest otherwise? b) Improved braking and suspension of modern vehicles means current speed are reasonable. c) Those who speed in a 30mph will also speed in a 20mph. d) 20mph can give pedestrians/cyclists a false sense of security e) 20mph is less economical than 30mph and results in more pollution 	<ul style="list-style-type: none"> a) See paragraph 5.21 of the main report. b) Noted. c) Noted. d) More widespread use of 20mph will eventually lead to a greater emphasis on safety, and behaviour change in drivers. e) See paragraph 5.20 of the main report.
34.	Non Theale resident	<ul style="list-style-type: none"> a) Support as some people attempt to drive at 30mph even when its inappropriate b) Children are not as aware of risks posed by vehicles as adults are c) 20mph prevents tailgating slower drivers d) Request for speed cameras 	<ul style="list-style-type: none"> a) Noted b) Proposals should benefit both children and adults c) Noted. d) See paragraph 5.14 of the main report.
35.	Theale resident	<ul style="list-style-type: none"> a) No objection b) Unless change in speed is monitored, it's pointless c) Unless its enforced, it's pointless 	<ul style="list-style-type: none"> a) Noted. b) It is proposed that post-implementation speed monitoring is carried out to gauge compliance with the new speed limits and any change to driver behaviour. c) See paragraph 5.16 of the main report.
36.	Theale resident	<ul style="list-style-type: none"> a) Will the new limit reduce/prevent car meets? b) Request speed reduction on country lanes e.g. Sulham Hill. 	<ul style="list-style-type: none"> a) Unlikely, irresponsible road use associated with car meets is a separate issue. b) This project is primarily concerned with more densely populated, residential areas.
37.	Theale resident	<ul style="list-style-type: none"> a) Support the proposals. 	<ul style="list-style-type: none"> a) Noted

	Reply from	Comments made	Officer Comment
38.	Theale resident	a) Support the proposals.	a) Noted
39.	Theale resident	a) Vehicle speeds are low already due to parked cars b) Not good use of public money – better spent on carriageway maintenance	a) This is an example of a self-enforcing speed limit. b) See paragraph 5.19 of the main report.
40.	Theale resident	a) Traffic can be heavy - Theale is often used as a cut through and a changeover point for commuters b) Lower speeds would improve already poor air quality c) Reduction in speeds would make the village safer, especially around the schools	a) Noted, but this project is not expected to address this issue directly. b) See paragraph 5.20 of the main report. c) Noted.
41.	Theale resident	a) If the current speed limits were enforced there would be no need to change them . b) What is the point of reducing the limits if they're not going to be enforced? c) No serious accidents recently so safety is not the motivation . d) Proposals would discriminate against elderly if aim is to promote active travel . e) Proposed speed limits couldn't be exceeded due to road layout & on street parking . f) Waste of money.	a) See paragraph 5.16 of the main report. b) See paragraph 5.16 of the main report. c) See paragraph 5.21 of the main report. d) It is not considered that the proposals discriminate on the basis of age. No road users are being prevented from travelling by any particular transport mode. e) This is an example of a self-enforcing speed limit. f) See paragraph 5.19 of the main report.
42.	Member of the public (residence unknown)	a) In favour. Current speeds are a worry	a) Noted

	Reply from	Comments made	Officer Comment
43.	Theale Resident	<ul style="list-style-type: none"> a) Will not increase road safety b) Will frustrate drivers c) Generate income from speed cameras d) Wales given as example of abandoned 20mphs 	<ul style="list-style-type: none"> a) It is proposed that post-implementation speed monitoring is carried out to gauge compliance with the new speed limits, changes to driver behaviour and associated impact on road safety. b) Proposals do not prevent or prohibit any journey from taking place and the associated increases to journey times will be negligible. c) See paragraph 5.16 of the main report. d) See paragraph 5.18 of the main report.
44.	Member of the public (residence unknown)	<ul style="list-style-type: none"> a) Lower speeds are needed due to an increase in speeding cars and young families 	<ul style="list-style-type: none"> a) Noted
45.	Non Theale resident	<ul style="list-style-type: none"> a) It made little/no difference in Oxfordshire, where some obeyed 20mph limit, some didn't. Those who didn't took bigger risks overtaking/tailgating b) Physical traffic calming is needed to actually slow traffic down c) Money could be better spent elsewhere 	<ul style="list-style-type: none"> a) See paragraph 5.18 of the main report. b) See paragraph 5.16 of the main report. c) See paragraph 5.19 of the main report.
46.	Non Theale resident	<ul style="list-style-type: none"> a) Most people will ignore it. b) It wont be enforced. c) Concerns raised in respect of speeding elsewhere in the district. d) Most speeders will be locals e) Physical traffic calming needed instead f) Signs with no enforcement is a waste of money 	<ul style="list-style-type: none"> a) It is proposed that post-implementation speed monitoring is carried out to gauge compliance with the new speed limits and any change to driver behaviour. b) See paragraph 5.16 of the main report. c) Issues elsewhere can be investigated separately if reported to the Council. d) This suggestion is noted, but our speed surveys are not generally able to discern "local" versus

	Reply from	Comments made	Officer Comment
			<p>“visiting” vehicles.</p> <p>e) See paragraph 5.16 of the main report.</p> <p>f) See paragraph 5.19 of the main report.</p>
47.	Member of the public (residence unknown)	a) 20mph should only be introduced in vicinity of schools, nowhere else	a) Noted.
48.	Theale Resident	<p>a) Support 20mph on residential roads as speeds are already low</p> <p>b) Object to 20mph on Church Street as main road through village.</p> <p>c) Support 30mph on The Green but object to 20mph on The Green</p>	<p>a) Noted</p> <p>b) See paragraph 5.17 of the main report.</p> <p>c) The proposal is to lower The Green to 30mph, not 20mph.</p>
49.	Member of the public (residence unknown)	<p>a) Support 20mph on side roads (Mewdow Way/Crown Lane etc)</p> <p>b) Object to changes on The Green and Church St (existing limits are already appropriate for these roads)</p> <p>c) Speed limits should be reflective of their surroundings to deliver greatest compliance</p> <p>d) WBC trialling unpopular changes away from Newbury</p>	<p>a) Noted.</p> <p>b) It is proposed to reduce the speed limit on The Green to 30mph, not 20mph. A 30mph limit is appropriate due to the new development in the area which has increased the density of residential properties, but The Green has not been included within the proposed 20mph limit because it is still less densely built up than the rest of the village and there are fewer hazards and vulnerable road users. Unlike the remainder of the village, it is not considered that a 20mph limit would be “self-enforcing”. See also paragraph 5.17 of the main report.</p> <p>c) Agreed. It is considered that the proposed speed limits are in accordance with this principle.</p> <p>d) Theale was chosen for this pilot due to 3 separate</p>

	Reply from	Comments made	Officer Comment
			requests for speed limit changes already in progress and because it contains a variety of road types in a self-contained area.
50.	Non Theale resident	<ul style="list-style-type: none"> a) Introducing 20mph will reduce visitor Nos, affecting the High Street commercially b) Other areas where 20mph have been introduced are reversing their decision c) Money could be better spent elsewhere d) Supporters can enter multiple comments anonymously, but objectors can't as they must give their contact details. 	<ul style="list-style-type: none"> a) Any increases in journey times associated with the speed limit changes will be negligible and should not adversely affect the attractiveness of businesses on the High Street. b) See paragraph 5.18 of the main report. c) See paragraph 5.19 of the main report. d) The consultation process asks for contact details so that we can update respondents when decisions are made.
51.	Theale Resident	<ul style="list-style-type: none"> a) Proposal will help address speeding complaints in residential areas 	<ul style="list-style-type: none"> a) Noted
52.	Non Theale resident	<ul style="list-style-type: none"> a) No strong reason to make the proposed changes stated in Statement of Reasons. b) No acknowledgement of vulnerable users being at risk by current speeds. No accident data. c) No mention of other comparable real world trials – Wales & Oxfordshire d) WBC are in financial crisis but no costs have been provided to allow respondents to determine if these proposals justify the money spent. 	<ul style="list-style-type: none"> a) There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds, and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Benefits of 20mph may include encouragement of healthier modes of travel, such as walking and cycling. b) See paragraph 5.21 of the main report. c) See paragraph 5.18 of the main report. d) See paragraph 5.19 of the main report.
53.	Theale Resident	<ul style="list-style-type: none"> a) Support lower speed on Meadow Way as lots of school children cross to get to Theale Green School 	<ul style="list-style-type: none"> a) Noted

	Reply from	Comments made	Officer Comment
54.	Thames Valley Police	<ul style="list-style-type: none"> a) Confirmation of no objection b) The collision history over the last five years is low, none of the recorded slight injury collisions are speed related. I do not see a casualty reduction benefit as a result of the reduced speed limits. c) The current street lit 30mph speed limit does not require any signing or additional roundels on the road surface. d) The introduction of a 20mph speed limit requires terminal and repeater signing and roundels on the road surface. This will create sign clutter in residential streets which is something DfT are keen to reduce. e) Should the proposals go ahead I recommend repeater signing as per table 8-4 TSRGD Chapter 3 as a minimum to ensure the best chance of compliance. f) I seek assurances that all related signage will be maintained, something which is not evident on many of West Berkshires roads where foliage has grown over terminal, repeater and other important road safety information signs, and white lining has not been maintained. g) At existing fixed and mobile speed enforcement sites it is a constant struggle to get foliage growing over terminal and repeater signage removed. Thames Valley Police will not enforce speed limits unless the relevant signage is legally compliant, it would be 	<ul style="list-style-type: none"> a) Noted b) As noted in paragraph 5.7 of the main report, it is accepted that because speed-related accidents are thankfully very rare in residential areas, a reduction in speed limit is unlikely to directly lead to a demonstrable reduction in the frequency or severity of accidents. c) Agreed. d) Agreed, although the use of carriageway roundels will be kept to a minimum due to their need of regular maintenance. It is accepted that repeater signs will result in sign clutter but where possible these will be mounted on existing posts or lamp columns to avoid adding new posts to the street-scene. e) Agreed. f) Very few, if any, of the new signs required to give effect to the speed limit order are at risk of being overgrown by roadside vegetation. Any signs that are damaged, vandalised or missing will be repaired or replaced as part of the Council's routine maintenance activities. See also the "Financial Implications" section of the main report. g) Noted. h) Agreed, it is proposed that post-implementation speed monitoring is carried out to gauge compliance with the new speed limits and any change to driver behaviour. i) Noted.

	Reply from	Comments made	Officer Comment
		<p>unethical to do so.</p> <p>h) I ask that post reduction speed monitoring is completed and that should speeds increase the highway authority has a plan of how it intends to reduce speeds.</p> <p>i) Our position is that 20mph speed limits and zones are self-enforcing. There is no agreement from TVP to enforce these speed limits over above our routine activity.</p>	

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