



# **WOKINGHAM BOROUGH COUNCIL**

A Meeting of an **INDIVIDUAL EXECUTIVE MEMBER DECISION** will be held at the Civic Offices, Shute End, Wokingham on  
**TUESDAY 12 MAY 2015 AT 10.00 AM**

A handwritten signature in black ink, appearing to read 'Andy Couldrick', written in a cursive style.

Andy Couldrick  
Chief Executive  
Published on 30 April 2015

## **Our Vision**

***A great place to live, an even better place to do business***

### ***Our Priorities***

**Improve educational attainment and focus on every child achieving their potential**

**Invest in regenerating towns and villages, support social and economic prosperity, whilst encouraging business growth**

**Ensure strong sustainable communities that are vibrant and supported by well designed development**

**Tackle traffic congestion in specific areas of the Borough**

**Improve the customer experience when accessing Council services**

### ***The Underpinning Principles***

**Offer excellent value for your Council Tax**

**Provide affordable homes**

**Look after the vulnerable**

**Improve health, wellbeing and quality of life**

**Maintain and improve the waste collection, recycling and fuel efficiency**

**Deliver quality in all that we do**

**For consideration by**

**John Kaiser, Executive Member for Planning and Highways**

**Officers Present**

**Matt Davey, Head of Highways and Transport**

**Anne Hunter, Service Manager - Democratic Services**

<b>IMD NO. 2015</b>	<b>WARD</b>	<b>SUBJECT</b>
<b>IMD20</b>	Norreys	<b>WARREN HOUSE ROAD (WOKINGHAM AND HURST) 30 MPH SPEED LIMIT</b> To approve the formal sealing and advertisement of the Wokingham Borough Council (Warren House Road, Wokingham and Hurst) (30 mph Speed Limit) Order 2015.

**5 - 12**

**Susan Coulter**  
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# Agenda Item IMD20

## NOTICE OF INDIVIDUAL EXECUTIVE MEMBER DECISION

<b>ITEM NO.</b>	IMD 2015 – 20
<b>TITLE</b>	Warren House Road (Wokingham and Hurst) 30 mph Speed Limit
<b>DECISION TO BE MADE BY</b>	Councillor John Kaiser, Executive Member for Planning and Highways
<b>DATE AND TIME OF DECISION</b>	Tuesday 12 May 2015 at 10:00am
<b>VENUE</b>	WSP meeting room, Council Offices, Shute End, Wokingham
<b>REPORT TO BE PUBLISHED ON</b>	Friday 1 May 2015

**INDIVIDUAL EXECUTIVE MEMBER DECISION  
REFERENCE IMD: 2015 - 20**

<b>TITLE</b>	Warren House Road (Wokingham and Hurst) 30 mph Speed Limit
<b>FOR CONSIDERATION BY</b>	Councillor John Kaiser, Executive Member for Planning and Highways
<b>ON</b>	Tuesday 12 May 2015
<b>TIME</b>	10:00am
<b>WARD</b>	Norreys and Hurst
<b>STRATEGIC DIRECTOR</b>	Heather Thwaites, Director of Environment

**OUTCOME / BENEFITS TO THE COMMUNITY**

- Reduction in vehicle speeds near a new housing development and maintaining safety on the approach to a roundabout junction.

**RECOMMENDATION**

It is recommended that the Executive Member for Highways and Planning:

- Approve the formal sealing and advertisement of the WOKINGHAM BOROUGH COUNCIL (WARREN HOUSE ROAD, WOKINGHAM AND HURST) (30 MPH SPEED LIMIT) ORDER 2015.
- Inform those who have responded to the consultation accordingly.

**SUMMARY OF REPORT**

The Council introduced a temporary 30mph speed limit along Warren House Road in 2013 as a new roundabout was being constructed to serve the new Kentwood Farm Development. Officers consider that the speed limit should now be made permanent, rather than allow the temporary order to lapse, and the speed limit revert to a derestricted 60mph. The proposal to make the 30mph limit permanent was advertised in January 2015 and both objections and support were received, considered further in this report.

## Background

In May 2013 a temporary order was introduced to reduce the speed limit on Warren House Road to 30mph in order that work could commence on implementing a roundabout which would become the access to the Kentwood Farm Development.

Now the roundabout is complete and the development has started to be occupied, it is considered appropriate to make the temporary order permanent. The approach to the roundabout from the north has limited forward visibility due to the brow of a hill as the road crosses the A329(M). Together with the roundabout junction and associated vehicle movements, it is also likely that there will be more cyclists and pedestrians using this length of Warren House Road than previously. It is also considered a retrograde step if the temporary order is allowed to lapse as the speed limit would revert back to a derestricted 60mph.

## Proposal

The drawing no. 5049 2031 illustrates the length of Warren House Road to which the proposed 30mph limit would apply. This restriction was agreed with Thames Valley Police prior to the public consultation.

## Response to TRO Consultation

The TRO was announced on 22 January 2015 with a closing date of 16 February 2015. As a result 4 responses were received, two of which were objections. All of these responses are detailed in Appendix A.

There were also some comments made on the council's face book page on the internet, but all of those making comments were informed that they would have to communicate their response officially through the normal channel. One of those commenting did so.

## Recommendation & Conclusion

The objections received were against the reduction from national speed limit to 30mph. Whilst it is true that, before the roundabout was installed, the national limit for a single lane road of 60mph applied, the temporary 30mph speed limit has now been in place for some 20 months. If the speed limit were to be raised, motorists may be of the view that the road has been improved to a higher standard, whereas the alignment and roundabout arrangements have not in fact altered. The retention of the 30mph limit has also been agreed by the police and is therefore accepted as being an appropriate limit for the location.

On balance, it is recommended that the 30mph speed limit should be made permanent. The speed limit can be monitored, and if compliance is problematic then it can be reviewed and/or additional measures supporting the speed limit considered further.

## FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£250	Yes	Revenue Budget
Next Financial Year (Year 2)	£250	Yes	Revenue Budget
Following Financial Year (Year 3)	£0		

<b>Other financial information relevant to the Recommendation/Decision</b>
N/A

<b>Cross-Council Implications</b> (how does this decision impact on other Council services and priorities?)
Does not impact on other services.
Does not impact on any of the council's priorities.

<b>SUMMARY OF CONSULTATION RESPONSES – FINAL CONSULTATION</b>	
<b>Strategic Director - Resources</b>	No response
<b>Monitoring Officer</b>	No response
<b>Leader of the Council</b>	No response
<b>Town and Parish Councils</b>	
Wokingham Town Council	A request to support the permanent adoption of a 30mph speed limit in Warren House Road was received and considered. Members noted that the temporary limit was not being observed, and if adopted it should be enforced.  It was resolved that the Committee would support the proposal and request that a prominent sign be erected to the north of the A329(M) bridge to warn southbound motorists of the new roundabout.
<b>Local Ward Members</b>	
David Lee	In favour of the proposal

<b>Reasons for considering the report in Part 2</b>
N/A

<b>List of Background Papers</b>
<ul style="list-style-type: none"> <li>• Appendix A</li> <li>• Drawing 5049 2031</li> <li>• Notice of Intent</li> </ul>

<b>Contact</b> Mike Horton	<b>Service</b> Environment Services
<b>Telephone No</b> 0118 974 6202	<b>Email</b> <a href="mailto:michael.horton@wokingham.gov.uk">michael.horton@wokingham.gov.uk</a>
<b>Date</b> 9 March 2015	<b>Version No.</b> 1
<b>Date</b> 30 <sup>th</sup> April 2015	<b>Version No.</b> 2

**APPENDIX A  
WARREN HOUSE ROAD, 30MPH SPEED LIMIT – COMMENTS & OBJECTIONS SUMMARY**

Letter/Email from	Comment/Objection	Officer Comment
Cllr David Lee, Norreys Ward.	In favour of the proposal.	Noted.
Wokingham Town Council's Planning & Transportation Committee	Agree to support the proposal.	Noted.
<Name redacted>	<p>I would like to register an objection to this proposed order on the following grounds:</p> <ul style="list-style-type: none"> <li>- This is a straight, rural road outside of the urban area of Wokingham and so should only be subject to the normal National Speed limits.</li> <li>- Implementation of a 30MPH limit will simply add to the creeping urbanization of the area. The addition of the required signage for a 30MPH limit exacerbates this.</li> </ul> <p>If it is determined that this limit should be imposed, then it should be limited to the stretch of road up to the new roundabout from Wokingham.</p> <p>As an aside, ultimately it is pointless process anyway, as no one pays any attention to the speed limits heading out of the town. They simply drive at what they consider to be the appropriate (or not) speed for the conditions.</p>	<p>The road is straight in horizontal alignment but there is a brow of a hill (vertical alignment) meaning that forward visibility of the roundabout is limited. The terminal signs are required by the national regulations, but are already in place on site to support the temporary speed limit order (since May 2013). No additional signage is required.</p> <p>The approach to (and north of) the roundabout has limited forward visibility, and it is considered that the 30mph should therefore apply to this stretch also.</p> <p>Thames Valley police have agreed to the proposal, which indicates that it would be subject to enforcement. The police have limited resources for speed enforcement, but they are undertaking such in Wokingham and motorists therefore risk being penalised if they do not comply with speed limits.</p>
<Name redacted>, Comment initially made on the internet	<p>Doesn't the character change of the road actually make a stronger case for the original speed limit? If this will be a through-route for a new housing estate traffic to and from Wokingham, Twyford and Winnersh they will need easy, expedient access... 30mph will not stop speeding, as it has not so far, but it will penalise good drivers just trying to get home at a reasonable 50 to 60 mph. If pedestrians and cyclists need use of the road, then put appropriate pavements and carriageways in, don't punish drivers for Wokingham's lack of infrastructure around these estates.</p> <p>I drive, run and cycle on that road. That doesn't mean a blanket 30mph, it means better overall planning (lighting, road surface etc)</p>	<p>The new housing development (Kentworth Farm), served by the new roundabout junction, is located adjacent to the Keephatch residential area. As there is no significant distance between the estate and the main residential area it would be inappropriate for vehicles to accelerate to 50mph over such a short distance.</p> <p>The lack of footways, or indeed other measures to protect vulnerable road users, constitutes a good reason for keeping traffic to a lower speed. However, the lowering of the speed limit does not prevent such measures being considered in due course.</p>

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