



WOKINGHAM BOROUGH COUNCIL

A Meeting of an **INDIVIDUAL EXECUTIVE MEMBER DECISION** will be held in David Hicks 2 - Civic Offices, Shute End, Wokingham RG40 1BN on **FRIDAY 28 JUNE 2019 AT 6.45 PM**

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

Susan Parsonage
Chief Executive
Published on 20 June 2019

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WOKINGHAM BOROUGH COUNCIL

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

Pauline Jorgensen, Executive Member for Highways and Transport

Officers Present

Martin Heath, Traffic Management, Parking & Road Safety Team Manager

Callum Wernham, Democratic & Electoral Services Specialist

IMD NO.	WARD	SUBJECT	
IMD 2019/18	Emmbrook; Winnersh	OLD FOREST ROAD - PROPOSED 30MPH SPEED LIMIT ORDER	5 - 8

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Agenda Item IMD18

INDIVIDUAL EXECUTIVE MEMBER DECISION

REFERENCE IMD: IMD 2019/18

TITLE	Old Forest Road - Proposed 30mph Speed Limit Order
DECISION TO BE MADE BY	Executive Member for Highways and Transport - Pauline Jorgensen
DATE, MEETING ROOM and TIME	28 June 2019 David Hicks 2 at 6.45pm
WARD	Emmbrook; Winnersh;
DIRECTOR / KEY OFFICER	Director of Locality and Customer Services - Sarah Hollamby

PURPOSE OF REPORT (Inc Strategic Outcomes)

The purpose of this report is to record the Executive Member's decision following consideration of the request to replace the existing 40mph speed limit with a 30mph speed limit in Old Forest Road, Emmbrook

Following public consultation it is proposed that the formal reduction in speed limit to 30mph and the associated traffic calming features are not installed at this time and that further investigation and surveys are carried out following the construction and opening of the NWDR. This will benefit the community by saving money and focusing on other projects within the borough.

RECOMMENDATION

That the Executive Member for Highways and Transport agrees:

1. That the Speed Limit Traffic Order and associated traffic calming measures are not installed at this time;
2. To allow the building of the NWDR and then carry out further monitoring of the area with traffic surveys to enable consideration as to whether, at that time, a reduced speed limit would be practical;
3. To approve the implementation of Speed Indicator Devices (SIDs) and the collection of traffic speed/flow data;
4. That officers will write to objectors informing them of this decision.

SUMMARY OF REPORT

This report provides a background to the need for a decision over actions to manage speeds in Old Forest Road, Emmbrook. The previous IMD relating to this decision, IMD 2019/05, was postponed to allow time for further clarification of the issues.

Background

Old Forest Road is expected to be affected by the development of the North Wokingham Distributor Road (NWDR). It is considered that the realignment of the forthcoming NWDR, away from Old Forest Road just after the Toutley Bridge, towards the motorway and then through the allotments onwards to a new junction with Reading Road, would remove a significant proportion of through traffic from this section of Old Forest Road between the junction of Reading Road and Toutley Road.

During the planning process for NWDR a new roundabout was proposed at the junction of Old Forest Road and Reading Road but this was later discounted and the developer agreed to use some of those funds to improve existing traffic conditions in the local area instead.

Local residents including the Emmbrook Residents Association requested that such funds could be used to reduce the speed limit along Old Forest Road prior to the NWDR being opened and a request for a reduced speed limit from residents was received by the Council in 2018. However, this was declined, as it did not meet the adopted criteria or receive Police support for enforcement without physical measures to encourage lower speeds.

The proposal currently being considered is the reduction of the speed limit accompanied by traffic calming measures along Old Forest Road. Currently, surveys show that there is a good level compliance with the current 40mph speed limit with average speeds recorded on the section of Old Forest Road between Commons Lane and Toutley Road within the tolerances for violations considered acceptable by the Police.

When setting speed limits local authorities are required to follow guidance provided by the Department for Transport, which states that speed limits should be evidence-led, self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should also encourage self-compliance and be seen by drivers as the maximum rather than a target speed.

Where the nature and character of a road does not support self-compliance then physical measures must be provided to encourage traffic to travel at the new speed limit. Thames Valley Police, as the only agency with authority to enforce speed limits, has advised that they would only accept a reduced speed limit accompanied by physical measures such as speed bumps or chicanes, otherwise they would object to the speed limit order making process.

During the July 2018, WBC subsequently carried out a consultation with local residents in the Emmbrook area with a view to installing traffic calming on Old Forest Road to achieve a speed limit reduction to 30mph. The consultation results showed a small majority of responders would like to see the road reduced to 30mph and the decision to progress to formal advertisement of the scheme was taken in November 2018.

Formal consultation started on 13th December and ended on 11th January 2019. A majority of objections to the scheme were received from residents and the Emmbrook Resident's Association. Further representations from residents and Members resulted in a further review and it is now considered that a formal 30mph speed limit should not be implemented, but that measures to reduce excessive speed should be implemented in advance of the NWDR enabling works as reflected in the recommendations above. These

measures would take the form of Speed Indicator Devices (SIDs) which, coupled with the effective speed reduction created by temporary traffic management controls implemented by contractors as part of the NWDR/road realignment enabling works, would be expected to improve compliance with the existing 40mph speed limit.

The temporary traffic management controls might include either 20mph and/or 30mph speed limits or none at all depending on the nature, duration and extent of the enabling works. The existing speed limit will remain 40mph on sections of road with the temporary traffic management zones.

In practice the combination of SIDs and temporary traffic management controls, with or without temporary speed limits, is also likely to reduce traffic speeds along adjacent lengths of Old Forest Road. Speed surveys will be carried out whilst the SIDs are in place will inform the assessment of a potential permanent 30mph speed limit to be implemented after the road realignment/NWDR works are complete.

Business Case (including Analysis of Issues)

Funding from Section 106 contributions covers most of the works, with a small contribution required from the 2019/20 capital budget for highways works. The works are considered necessary and despite being superseded after the completion of the NWDR, will be available for application elsewhere on the borough road network and therefore, represent good value for money.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council continues to face severe financial challenges over the coming years as a result of reductions to public sector funding and growing pressures in our statutory services. It is estimated that Wokingham Borough Council will be required to make budget reductions of approximately £20m over the next three years and all Executive decisions should be made in this context.

	How much will it Cost	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£9800	Yes	Capital
Next Financial Year (Year 2)	£3000	Yes	Revenue
Following Financial Year (Year 3)	£0	n/a	n/a

Other financial information relevant to the Recommendation/Decision

Funding to enable one of the SID's to be installed has been identified and the feasibility costs of power supply connection options is being undertaken. Since this still requires assessment the actual cost of delivering the measures cannot yet be determined. The funding will come from developer contributions and any shortfall will need to be met from the Council's capital budget for traffic management schemes in 2019/20

Cross-Council Implications
This proposal will have an impact on other traffic management priorities, both in capital costs and the officer time/resources required to implement the measures, delaying the work required to attend to other ongoing traffic management issues. There will be a need to coordinate streetworks required to implement the measures recommended with the streetworks required to undertake the enabling work for the NWDR scheme.

SUMMARY OF CONSULTATION RESPONSES	
Director – Corporate Services	No comments received
Monitoring Officer	No comments received
Leader of the Council	No comments received

For Highways use only	
Town and Parish Councils	
Emmbrook Parish Council	No comments received
Winnersh Parish Council (adjacent)	Supported introduction, but would like to see extents to include the railway bridge
Local Ward Members	
Rachel Bishop-Firth	No comments received
Imogen Shepherd-DuBey	No comments received
Ullakarin Clark	No comments received
Prue Bray	No comments received
Paul Fishwick	No comments received
Rachelle Shepherd -DuBey	No comments received

Reasons for considering the report in Part 2
N/A

List of Background Papers
IMD 2018/37; IMD 2019/05

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