

# Agenda Item IMD25

## INDIVIDUAL EXECUTIVE MEMBER DECISION REFERENCE IMD: 2017/25

<b>TITLE</b>	Nine Mile Ride and Park Lane, Barkham and Finchampstead – proposed 30mph speed limit
<b>DECISION TO BE MADE BY</b>	Councillor Chris Bowring, Executive Member for Highways and Transport
<b>DATE AND TIME</b>	12.30 Tuesday 15 August 2017
<b>WARD</b>	Barkham and Finchampstead South
<b>DIRECTOR</b>	Clare Lawrence - Assistant Director, Place
<b>REPORT TO BE PUBLISHED ON</b>	8 August 2017
<b>VENUE</b>	Second Floor Landing Room, Shute End

### OUTCOME / BENEFITS TO THE COMMUNITY

The reduction in the speed limits along Nine Mile Ride and Park Lane will help accident prevention along these roads and create an environment that is safer for all road users. This will also promote walking and cycling as a transport choice for the Bohunt School pupils to commute to the school.

### RECOMMENDATION

That the Executive Member for Highways and Transport:

- 1) approves the making of the Wokingham Borough Council (Nine Mile Ride and Park Lane) (30mph Speed Limit) Order 2017, as advertised, and
- 2) authorises officers to inform respondents of the results of the consultation accordingly.

### SUMMARY OF REPORT

Following a review of speed limits on routes to the new Bohunt School, it is proposed to reduce the existing 40mph speed limit along the western end of Nine Mile Ride to 30mph.

The formal consultation for the Traffic Regulation Order (TRO) generated 17 responses covering various issues detailed within Appendix A. Assessment of these responses has indicated there were 14 in support, the police had no objection, one respondent made comments and one objected.

Following full consideration of the objection received it is the officers' recommendation to proceed as advertised. Subject to the Executive Member's approval, this new 30mph speed limit TRO will be introduced in August 2017, and all those that response to the consultation will be informed accordingly about the outcome of the process.

## **Background**

As part of the Bohunt School development within Arborfield, the opportunity has been taken to review the existing speed limits, within Barkham and Finchampstead.

The first phase of this review, to the north of the Bohunt development, took place in the Summer of 2016, with the reduction of speed limits to 30 mph along Barkham Road, Bearwood Road and Langley Common Road. A second phase includes the western end of Nine Mile Ride and a section of Park Lane.

A series of speed surveys were conducted over the period of one week in either July 2016 or December 2016. The results showed that, although the average speeds were a little high, with accompanying signing and lining measures, it would be feasible to lower the speed limits through Barkham and Finchampstead on the approach roads to the new Bohunt School. There are also planned improvements to the footway along Nine Mile Ride and Park Lane including the implementation of a new puffin crossing near the Park Lane/Hogwood Lane junction.

As part of the above proposals we are consolidating various existing speed limit orders within this new order. The speed limits on these roads will remain unchanged.

## **Consultation**

The formal consultation for the proposed TRO was undertaken by means of a newspaper advert, on-line access to maps and TRO documents, letter drops to all local residents affected and emails to statutory consultees. It ran from 15 June 2017 through to 10 July 2017. Of the 17 responses, 14 were in support, the police had no objection, one respondent made comments and one objected.

## **Analysis of Issues**

The resident who objected to the proposal welcomed the improvements to pathways but felt that the proposed speed limit reduction is unnecessary and that 40mph is sufficient; they have commented that the issue surely is to keep the traffic moving and this long straight road serves as a major route in to and out of Wokingham. In their opinion Children do not walk to school and certainly do not use this section of the road as a route even to the new Bohunt School. The 'rat run' that is Park Lane and Common Field Lane for Hogwood employees is of more concern. A full copy of the objection is recorded in Appendix A

With the construction of the new Bohunt School on the old Arborfield Garrison site, there has been a need to review the safer route to the new school in particular developing and promoting the walking route along Nine Mile Ride & Park Lane to the new Bohunt School. Children will be walking along this route to the School, when it opens in Sep 17. One of the barriers to using sustainable modes of transports particularly in relation to vulnerable road users is the perception of safety or lack of it; a significant contributory factor to this is the speed of the traffic. Speed survey data has confirmed that the existing speed of traffic on these routes along with appropriate lining and signing to reinforce the new speed limit is sufficiently low to enable the posted speed limit to be reduced to 30mph. This has been discussed in detail with the Police, the agency responsible for the enforcement of the speed limit, and together we have

agreed a number of addition lining and signing options to ensure maximum compliance of the new speed limit.

The positive benefits in reducing the speed of vehicle along this section out way the slightly longer travel time that motor vehicle users will experience due to the reduced speed. It will take approximately 30 seconds longer to travel 1 mile at 30mph then it would have at 40mph; this will have no discernable impact of traffic flows along Nine Mile Ride.

Issues raised relating to ‘rat running’ traffic to Hogwood are not part of the current proposal, however the concerns raised have been noted and will be considered in more detail as development of the Arborfield Strategic Development Location progresses.

**Recommendation and Conclusion**

On this basis officers do not consider there are any substantive grounds to uphold the objective and given the level of support this proposal has received and therefore recommends proceeding as proposed.

**FINANCIAL IMPLICATIONS OF THE RECOMMENDATION**

*The Council faces severe financial challenges over the coming years as a result of the austerity measures implemented by the Government and subsequent reductions to public sector funding. It is estimated that Wokingham Borough Council will be required to make budget reductions in excess of £20m over the next three years and all Executive decisions should be made in this context.*

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£1500	Yes	Revenue
Next Financial Year (Year 2)	-	-	-
Following Financial Year (Year 3)	-	-	-

**Other financial information relevant to the Recommendation/Decision**

<b>Cross-Council Implications</b>
Implementation of the speed limit reduction <ul style="list-style-type: none"> <li>• will assist in promotion of Active travel (Walking or cycling) as a means of travelling to the new school at Arborfield;</li> <li>• provide benefits in relation to health and wellbeing;</li> <li>• ensuring a safer route to school reduces the need to provide school transport;</li> <li>• safer environment for all providing positive benefits in road safety.</li> </ul>

<b>SUMMARY OF CONSULTATION RESPONSES</b>	
<b>Director –Finance and Resources</b>	No response
<b>Monitoring Officer</b>	No response

<b>Leader of the Council</b>	No response
<b>Town and Parish Councils</b>	
Barkham Parish Council	No further response
Finchampstead Parish Council	I can confirm that we have no further comments aside to say that we are delighted that (subject to any further comments) the TRO will be confirmed. We also note that the 'success' of this will be monitored and further traffic calming considered if necessary.
<b>Local Ward Members</b>	
John Kaiser, Member for Barkham	No response
Ian Pittock, Member for Finchampstead South	No response
Simon Weeks, Member for Finchampstead South	To reiterate my previous comments, I fully support the proposed speed limit reduction in NMR and Park Lane.

<b>List of Background Papers</b>
Notice of Intent, Statement of Reasons, Nine Mile Ride_Park Lane Speed Limits v2, consultation letter and responses.

<b>Contact:</b> Paul White	<b>Service</b> Highways & Transport
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<b>Date</b> 8/7/2017	<b>Version</b> No.3

**APPENDIX A  
NINE MILE RIDE & PARK LANE – SPEED LIMIT ORDER 2017 (formal consultation)**

	<b>Letter/Email from</b>	<b>Received</b>	<b>Supports / Objects / Comment</b>	<b>Comment/Objection</b>	<b>Officer Comment</b>
1.	Local Resident	email received - 20170614	Supports	My wife and I are delighted to hear that you are planning to reduce the posted speed limit along NMR past our house. This will hopefully reduce the ambient noise (from the worst road surface in Wokingham) as well as provide some additional safety margins. My only question, and probably more for the police than your office, is how do you propose to enforce the new limit? Regularly cars and motorbikes currently pass our house at 70-80 mph, ignoring the 40mph limit. How about a mini roundabout at White Horse Lane, or maybe some traffic reducing bollards to encourage more reasonable speeds. I guess the Constabulary would be in favour of a bright yellow revenue generating camera. Simply advertising a new limit of 30mph will have very little effect on the arrogant few who flout the law. Do it sooner rather than later!	<p>Enforcement of the new speed limit will be the responsibility if Thames Valley Police (TVP).</p> <p>Wokingham Borough Council have been working with TVP to ensure that the speed limit change is implemented along with a number of addition lining and signing options to ensure maximum compliance of the new speed limit.</p>
2.	Local Resident	email received - 20170614	Supports	I fully support the proposed speed reductions. I also believe speed cameras should be placed along Nine Mile Ride to enforce the restriction. As a community nurse working in Finchampstead, I constantly witness vehicles speeding along the road taking no notice of the speed limit. There are never mobile speed cameras in vans monitoring the road. That stretch of road is not a safe cycle	Wokingham Borough Council have been working with TVP to ensure that the speed limit change is implemented along with a number of addition lining and signing options to ensure maximum compliance of the new speed limit.

				route for children, without speed cameras.	Options such as speed cameras would be considered at a later date should additional measures be required.
3.	Local Resident	email received - 20170615	Supports	I write to offer my wholehearted support for the proposed speed limit reductions on Nine Mile Ride and Park Lane. These reductions are long overdue and should go some way to making journeys by car and on foot safer and more pleasant. Please ensure the speed reduction measures associated with these reductions are clear and effective. My only question is why you are not also reducing the limits on Warren Lane, White Horse Lane and the remainder of Park Lane. These 3 roads are wholly unsuited to 60mph National Speed limits and should also be reduced to a safer and more appropriate limit. May I suggest that these should also be 'Consolidated' to 30mph.	These proposals have been considered as part of a review of safer Routes to the new school in Arborfield and have therefore focused on the principle routes that would be used by vulnerable road users accessing the new school.  Consideration to changes of speed limits on other routes could be considered at a later date.
4.	S. Bromley (Finchampstead PC)	email received - 20170615	Supports	We are fully in support of your proposals	Noted
5.	Thames Valley Police	email received - 20170616	Not opposed	Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits .All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc.	Noted.  WBC agreed that further measures to encourage compliance of the new speed limit would be considered should the need arise.

			<p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self-compliance is the 85<sup>th</sup> percentile speed. If the 85<sup>th</sup> percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and drivers speed .Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility.</p> <p>Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the</p>	
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			<p>police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.</p> <p>Therefore speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>I appreciate current vehicle speeds may not fully support what is proposed, however it is hoped that the level of additional measures, will achieve this. Perhaps you can confirm in due course the full extent of these measures preferably before formal consultation commences.</p> <p>Once implemented I would expect regular monitoring to confirm that speeds have reduced .If lower speeds have not been achieved I would also require confirmation that further calming measures would be implemented.</p> <p>Following our visit and careful consideration of the documents and speed data provided I will not object to this current proposal.</p>	
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				During our site visit it was also mentioned that current speeds in the existing 30 limit along Nine Mile Ride were cause for concern. I would ask the Authority to also consider additional calming measures for this section, bearing in mind your new proposal will considerably lengthen this existing 30 limit.	
6.	Local Resident	email received - 20170616	Supports	With reference to the letter we received concerning the above suggested speed restrictions along Nine Mile Ride and Park Lane I would like to give my support for these speed restrictions to be put in place.	Noted
7.	Local Resident	email received - 20170616	Supports	I am writing to share my support for the speed limit reductions for Nine Mile Ride (Warren Lane to Park Lane) and Park Lane (reducing 60mph to 30mph near Hogwood lane).My daughter attends nursery on Nine Mile Ride (Oaktree) and I frequently worry about the speed of cars next to the open car park	Noted
8.	Clerk to Finchampstead Parish Council	email received - 20170619	Supports	I can confirm that this Council fully supports the proposal	Noted
9.	Local Resident	email received - 20170617	Supports	I welcome the letter you have sent proposing a speed reduction to 30mph for Nine Mile Ride and Park Lane from 40mph and 60mph as it will make the route considerably safer for children walking/cycling to Bohunt School.	Noted
10.	Local Resident	email received - 20170617 & 20170616	Supports	As a parent of a child starting at Bohunt School in September, I do not accept that we have a safe walking route to the school from Finchampstead unless the speed limits are reduced to 30 along these roads.	Noted

11.	Local Resident	email received - 20170616	Supports	<p>I am fully in support of the proposed changes to the speed limits affecting Nine Mile Ride and Park Lane, reducing the speed to 30 MPH on the proposed walking route to Bohunt School.</p> <p>However, I feel that you have missed an area that is a very likely walking and cycling route for children heading to Bohunt School. The new Greenway route crosses Commonfield Lane very close to Biggs lane. Visibility is restricted in the area of the crossing when travelling from the North towards Biggs Lane and the speed limit is currently 60 MPH on that section of road. It should also be reduced to 30 MPH in the area about 100m north of the crossing through to the junction with Biggs Lane.</p>	<p>The issues that have been raised relating to the Greenway route have been noted and will be considered by the team delivering the Greenways project.</p>
12.	Local Resident	email received - 20170620	Comments	<p>Regarding the reduction of the speed limit along Nine Mile Ride, from 40 to 30 mph:</p> <p>I actually don't think it does need to be reduced, but I am happy for this to happen. The problem along NMR is the fact that few drivers adhere to the limits. As I live along that stretch of road I obviously use it regularly. I have lost count of the number of times that I have been overtaken (doing 30 in the 30, or 40 in the 40) and tailgating is a real problem. It isn't just cars, but lorries, vans and even buses have caught up to me (in my rear view mirror) so they are speeding as I am doing the limit.</p> <p>Enforcement is what is required down NMR. And it isn't sufficient to put a policeman or a camera for</p>	<p>Enforcement of the new speed limit will be the responsibility if Thames Valley Police (TVP). Similarly, dangerous and intimidating behavior such as tailgating or indiscriminate overtaking is the responsibility of the police.</p> <p>Wokingham Borough Council have been working with TVP to ensure that the speed limit change is implemented along with a number of addition lining and signing options to</p>

				<p>an hour every 6 months or so. That catches very few, and certainly does not deter people offending. They see them in advance and slow down anyway.</p> <p>As the majority of drivers speed along NMR (I am not exaggerating), something needs to be done to protect those people adhering to the limits, from abuse, road rage, impatience and dangerous and intimidating drivers.</p>	<p>ensure maximum compliance of the new speed limit.</p> <p>WBC have agreed with the Police that further measures to encourage compliance of the new speed limit would be considered should the need arise.</p>
13.	Local Resident	email received - 20170629	Supports	<p>We only moved into our house in February 2016 and in that short space of time, we have seen a marked increase in traffic on Nine Mile Ride (NMR). Having said that, we are realists and I work for a property development company specialising in strategic mixed-use developments so understand the sensitivities around car use. We are also a multi-car household so fully understand the need for people to get from 'A to B'. However, I have to say, the speed at which the majority of cars travel along NMR road is scarily high. My parents are regular visitors to our house and refuse to walk along the NMR path with our young daughter, as the speed and proximity to the road is a risk not worth taking. It is not a pleasant walk at all.</p> <p>I can only estimate that the majority of cars travelling along the road exceed the 40 mph, the majority being somewhere close to 50mph. After 19.00 I would have thought most will average around 55-60mph, cars travelling after 22.00 must be up to 60-70 mph and on the odd occasion cars must have travelled nearer to 80/90 mph. This is</p>	<p>Enforcement of the new speed limit will be the responsibility if Thames Valley Police (TVP). Similarly, dangerous and intimidating behavior such as tailgating or indiscriminate overtaking is the responsibility of the police.</p> <p>Wokingham Borough Council have been working with TVP to ensure that the speed limit change is implemented along with a number of addition lining and signing options to ensure maximum compliance of the new speed limit.</p> <p>WBC have agreed with the Police that further measures to encourage compliance of the new speed limit would be</p>

			<p>not an exaggeration. In fact, I would be interested to see the results of the survey work carried out as I struggle to believe that “average speeds were a little high”. How can I access them please?</p> <p>As you can tell, we fully support the proposal to reduce the speed limit down to 30 mph. However, any reduction must also be supported by enforcement. It is too easy on a long straight road such as NMR to ignore signage and continue at 50/60mph – lining and signage, as you are suggesting, will not prevent speeding. I suggest either cameras or other methods of speed reduction enforcement.</p> <p>Furthermore, the noise pollution generated by speeding cars is beginning to affect our quality of life. We have identified the main problem as being the road surface itself. It is not a road surface which is able to support the increased traffic generation being proposed by the Aborfield regeneration and would urge you to review it as part of this piece of work. When driven over at speed it creates a very very loud noise, more so than most tarmac surfaced roads. May I suggest that either a new road surface is laid between Warren Lane and the end of Nine Mile Ride. Perhaps the costs of road re-surfacing could be recovered via a Section 106 Agreement contribution, should planning consent be granted on the scheme being promoted by Welbeck Land at ‘Land North of Nine Mile Ride’? The costs would be minimal in relation to the value of the scheme and would fully justifiable in planning terms.</p>	<p>considered should the need arise.</p> <p>The survey data is available at request. Please contact the Traffic management team @ <a href="mailto:traffic.management@wokingham.gov.uk">traffic.management@wokingham.gov.uk</a></p> <p>Comments relating to the road surface condition and the related noise have been noted and passed onto the appropriate team for consideration.</p>
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14.	Local Resident	email received - 20170704	<b><u>OBJECTS</u></b>	<p>I am writing to register my concerns about the proposed speed limit changes to Nine Mile Ride. The improvements to pathways on the road and Hogwood Lane are to be welcomed but I object to the reduction of the speed limit on the Nine Mile Ride to 30mph. The issue surely is to keep the traffic moving and this long straight road serves as a major route in to and out of Wokingham. The reduction some years ago to 40mph (from 50mph) is sufficient. Children do not walk to school and certainly do not use this section of the road as a route even to the new Bohunt School. It beggars belief that White Horse Lane is a 60mph route but I guess the very nature of that road means these speeds are rarely achieved.</p> <p>The 'rat run' that is Park Lane and Common Field Lane for Hogwood employees is of more concern. Please reconsider your views on this speed reduction.</p>	<p>With the construction of the new Bohunt School on the old Arborfield Garrison site, there has been a need to review the safer route to the new school in particular developing and promoting the walking route along Nine Mile Ride &amp; Park Lane to the new Bohunt School. Children will be walking along this route to the School, when it opens in Sep 17. One of the barriers to using sustainable modes of transports particularly in relation to vulnerable road users is the perception of safety or lack of it; a significant contributory factor to this is the speed of the traffic. Speed survey data has confirmed that the existing speed of traffic on these routes along with appropriate lining and signing to reinforce the new speed limit is sufficiently low to enable the posted speed limit to be reduced to 30mph. This has been discussed in detail with the Police, the agency responsible for the</p>
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					<p>enforcement of the speed limit, and together we have agreed a number of addition lining and signing options to ensure maximum compliance of the new speed limit.</p> <p>The positive benefits in reducing the speed of vehicle along this section out way the slightly longer travel time that motor vehicle users will experience due to the reduced speed. It will take approximately 30 seconds longer to travel 1 mile at 30mph then it would have at 40mph; this will have no discernable impact of traffic flows along Nine Mile Ride.</p> <p>Issues raised relating to 'rat running' traffic to Hogwood are not part of the current proposal, however the concerns raised have been noted and will be considered in more detail as development of the Arborfield Strategic Development Location progresses.</p>
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15.	Local Resident	letter received - 20170705	supports	<p>In answer to your letter about the speed limit on Nine Mile Ride, as you see we live in the residential park and many of our residents use the bus stop is just outside the park, when standing there you won't believe the speed cars come down there. One resident on a rainy day was soaked as a car went by at 60mph. We welcome the new speed limit but unless there is a camera we don't think it will work, some cars even overtake on the hill coming from the California crossroads. We also have been in touch with the council about the bus stops our side is so near the road but we can step into the woods but the other side is just two slabs and then a ditch. If a wheelchair or pushchair get off its really dangerous. We understand that may be up to the bus company, but be grateful if you can help.</p>	<p>Enforcement of the new speed limit will be the responsibility if Thames Valley Police (TVP). Similarly, dangerous and intimidating behavior such as tailgating or indiscriminate overtaking is the responsibility of the police.</p> <p>Wokingham Borough Council have been working with TVP to ensure that the speed limit change is implemented along with a number of addition lining and signing options to ensure maximum compliance of the new speed limit.</p> <p>WBC have agreed with the Police that further measures to encourage compliance of the new speed limit would be considered should the need arise.</p> <p>Concerns relating to the bus stop have been noted and past onto the appropriate team for consideration</p>
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16.	Head, Bohunt School	email received 20170710	supports	<p>Thank you for sending to us proposals for speed reductions at the above locations.</p> <p>We strongly support these proposals, which will in our view provide safer routes for the many students who travel to Bohunt School Wokingham.</p>	Noted.
17.	Clerk to Barkham PC	email received 20170712	supports (and further comments)	<p>Barkham Parish Council are in favour of the reduced speed limit on Park Lane but felt that it would be more sensible to reduce the speed limit to 30 mph for the entirety of Park Lane rather than a small section. In fact the section that it is proposed to leave at 60 mph is around the sharp bend in the road where often people are crossing the road to access the country park. It makes no sense at all to have a very short section at 60 mph then reduce it to 30 mph, motorists will have no idea what the limit is and certainly will not adhere to it.</p>	<p>These proposals have been considered as part of a review of safer Routes to the new school in Arborfield and have therefore focused on the principle routes that would be used by vulnerable road users accessing the new school.</p> <p>Consideration to changes of speed limits on other routes could be considered at a later date.</p>