

**TO: EXECUTIVE MEMBER FOR PLANNING AND TRANSPORTATION**

**19<sup>th</sup> OCTOBER 2021**

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## **BROOKERS ROW, CROWTHORNE – SPEED LIMIT CHANGE**

**Executive Director: Place Planning & Regeneration**

### **1 PURPOSE OF DECISION**

- 1.1 To consider a reduction in the speed limit on Brookers Row, Crowthorne.

### **2 RECOMMENDATIONS**

- 2.1 **That the formal objections received during the statutory consultation process and the corresponding Officer comments are noted;**
- 2.2 **That the position with regard to local ward Members comments received during the informal consultation process is noted;**
- 2.3 **That the speed limit proposal be amended to 40mph in light of the objection received from Thames Valley Police;**
- 2.4 **That the Borough Solicitor be authorised to bring the Brookers Row – 40mph speed limit Order into effect.**

### **3 REASONS FOR RECOMMENDATIONS**

- 3.1 Residents of Brookers Row have requested the speed limit on the road be lowered to a 30mph speed limit rather than the existing 60mph. During the Traffic Regulation Order statutory consultation period the Council received an objection to the 30mph speed limit proposal from Thames Valley Police. In order to continue a policy of working with the police on speed limits it is recommended to modify the proposal to a 40mph which the police have indicated they would support.

### **4 ALTERNATIVE OPTIONS CONSIDERED**

- 4.1 To not install a lower speed limit would likely be unpopular with local residents and local Council members, therefore not progressing with the proposals is not seen as a viable option.
- 4.2 Proceeding with the installation of a 30mph speed limit would be in contravention of the Council's policy of working with the Police on the introduction & enforcement of speed limits.

## 5 SUPPORTING INFORMATION

### Background

- 5.1 Last year the Council received complaints that Brookers Row, Crowthorne was being used as a short cut for cars to avoid the Old Wokingham Road/Bracknell Road junction. As part of the of the investigation into this issue it was noted that the speed limit on the road was National Speed Limit/60mph despite it being residential in nature. It was suggested that a reduction in speed limit may act as a deterrent to motorists continuing to use this road as a through route as it would be clearly identifiable as 'residential' and staying on adjoining roads would offer quicker journey times.
- 5.2 The Council committed to carry out a speed survey in the road to ascertain existing average speeds. This survey was carried out in earlier this year and resulted in 7day average speeds of 30.7 mph and 85<sup>th</sup> percentile speeds of 35.9mph being recorded. The recorded average speeds conformed with the Department of Transport guidelines for the implementation of 30mph speed limits, whilst the 85<sup>th</sup> percentile speeds were within 1mph of the Police threshold for speed enforcement. The proposal was made on the assumption that the newly signed reduction in speed limit may achieve a 1-2 mph reduction in speeds, bringing the speeds within the thresholds expected within a 30mph and therefore it was included within the Council's 2021/22 Capital programme.
- 5.3 The original 30mph speed limit proposal is shown on the attached plan in Annex A and the revised 40mph speed limit proposal is shown in Annex B. Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex C.

### Informal consultation

- 5.4 In accordance with the standard consultation process for transport schemes, informal comments are sought from local Ward Members at the early stage of scheme promotion. In this case, the speed limit proposals involved consultation with the Crowthorne members, who both indicated their support.

### Statutory consultation

- 5.5 The Statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Thames Valley Police and other affected parties.
- 5.6 Two formal comments were received and are summarised on the attached 'Objections to Traffic Regulation Orders' table with corresponding Officer comments (Annex B). The objection was passed to the Local Members for their comments and these too are included in the tables.
- 5.7 Due to the objection received from Thames Valley Police, the Council reviewed the 30mph proposal. The Council has a policy of working with the Police on the introduction and enforcement of speed limits so to continue with this proposal was not considered a practical option. Due to our commitment to lower the speed limit on Brookers Row and Thames Valley Polices support for a 40mph it has been agreed with local members to recommend this option.

## **6 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS**

### Borough Solicitor

- 6.1 The Borough Solicitor has been consulted on the recommended changes to the proposals and its implications on the Traffic Regulation Order (TRO) process. It is considered that as the change from 30mph to 40mph is a 'lesser' restriction than the TRO consultation does not need to be carried out again.

### Borough Treasurer

- 6.2 The costs associated with the introduction of the 30mph speed limit will be met from the 2021/2022 Traffic Management capital budget.

### Equalities Impact Assessment

- 6.3 It is anticipated that the work resulting from this Order will have a positive road safety impact on road users and local residents.

### Strategic Risk Management Issues

- 6.4 None

## **7 CONSULTATION**

- 7.1 The 30mph speed limit proposal has been subject to an informal and statutory consultation process in accordance with the agreed process for transport schemes.

### Background Papers

None

### Contact for further information

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### Doc. Ref