

TO: EXECUTIVE MEMBER FOR PLANNING AND TRANSPORTATION

4th APRIL 2022

A332 SWINLEY ROAD, WINKFIELD – SPEED LIMIT CHANGE

Executive Director: Place Planning & Regeneration

1 PURPOSE OF DECISION

- 1.1 To consider a reduction in the speed limit on A332 Swinley Road, Winkfield.

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;
- 2.4 That the Borough Solicitor be authorised to bring the A332 Swinley Road, Winkfield – 50mph speed limit Order into effect.

3 REASONS FOR RECOMMENDATIONS

- 3.1 An analysis of personal injury accidents occurring on A332 Swinley Road has shown a number of accidents where speed could be considered as a factor including one fatality. Speed surveys have shown that a 50mph speed limit on A332 Swinley Road would be in line with current Department of Transport guidelines.

4 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 To not install a lower speed limit would likely result in the continuation of personal injury accidents where speed may be considered as a factor.

5 SUPPORTING INFORMATION

Background

- 5.1 Historically, the Council has received requests to lower the speed limit however speed surveys have shown that average speeds are lower than the 60mph speed limit so there has been little justification previously.
- 5,2 An analysis of personal injury accidents that have occurred along Swinley Road in the last 5 years has shown that a number of accidents involved loss of control (incl 1 fatality) and late braking.
- 5.2 Speed surveys carried out in December 2020 resulted in 7 day average speeds of 42.9 mph and 85th percentile speeds of 49.4mph being recorded. The recorded average

speeds conformed with the Department of Transport guidelines for the implementation of 50mph speed limits therefore it was included within the Council's 2021/22 Capital programme.

- 5.3 The 50mph speed limit proposal is shown on the attached plan in Annex A. Comments and/or objections received during the TRO consultation process, and the resultant Officer recommendation is detailed in Annex B.

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 Ascot ward 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 One formal objection and one formal comment 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.

6 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS

Borough Solicitor

- 6.1 There are no specific legal implications arising from this report. The statutory consultation requirement has been complied with.

Borough Treasurer

- 6.2 The costs associated with the introduction of the 50mph 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

- 6.3 None

7 CONSULTATION

- 7.1 The 50mph 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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