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Notice of Meeting

Place Overview and Scrutiny Panel

Councillors Siân Martin (Chair), George Blundell (Vice-Chair),
Clive Baskerville, Alison Carpenter, Jodie Grove, Asghar Majeed,
Gurch Singh, Kashmir Singh and Leo Walters

Co-Optees:

Margaret Lenton (Wraysbury Parish Council) and Pat McDonald (White Waltham Parish Council)

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Royal Borough
of Windsor &
Maidenhead

Thursday 14 September 2023 7.00 pm

Council Chamber - Town Hall - Maidenhead & on [RBWM YouTube](#)

Agenda

Item	Description	Page
1	Apologies for Absence The Panel shall receive any apologies for absence.	-
2	Declarations of Interest The Panel are asked to declare any interests that they may have.	3 - 4
3	Minutes To consider and approve the minutes of the meeting held on 12 th June 2023.	5 - 10
4	Resident Scrutiny Suggestion - Bike Thefts at Windsor Leisure Centre The report outlines a suggested topic submitted by a resident for consideration by the relevant Overview and Scrutiny Panel. Topics can be suggested by residents and then considered by the relevant Overview and Scrutiny Panel for further consideration. Residents are able to access the criteria on the council's website. The suggested topic received as follows: "Bike thefts are occurring in broad daylight outside Windsor Leisure Centre. This is worrying and children are having their bikes stolen." The Panel are asked to consider the report and decide whether any further scrutiny is required.	11 - 14
5	A308 speed limit reduction: Monkey Island Lane to M4 motorway bridge This is a Cabinet report which is looking to amend the speed limit on the A308 between Monkey Island Lane and the M4 motorway bridge from the current 40 mph to 30 mph. This is in response to requests from local residents and members of the Bray parish council. The reduction is not supported by officers based on evidence gathered in the last two years using traffic count surveys. The speed at the 85 th percentile is significantly below the current speed limit and whilst minor injury-related incidents have been recorded by the police, the current limit appears correct	15 - 28

	<p>of a road of this nature.</p> <p>Furthermore, the police have issued a formal objection with the proposed changes likely to result in a high degree of non-compliance and as this road is part of a diversion route on the strategic road network does not believe that the proposed 30 mph limit to be acceptable.</p> <p>The report will be considered by Cabinet on 27th September 2023. The Place Overview and Scrutiny Panel are asked to consider the report, make comments on the proposal and agree a recommendation to be considered by Cabinet.</p>	
6	<p>Work Programme</p> <p>The Panel are to consider the work programme for the remainder of the municipal year.</p>	29 - 30

By attending this meeting, participants are consenting to the audio & visual recording being permitted and acknowledge that this shall remain accessible in the public domain permanently.

Please contact Mark Beeley, Mark.Beeley@RBWM.gov.uk, with any special requests that you may have when attending this meeting.



Published: 6th September 2023

MEMBERS' GUIDE TO DECLARING INTERESTS AT MEETINGS

Disclosure at Meetings

If a Member has not disclosed an interest in their Register of Interests, they **must make** the declaration of interest at the beginning of the meeting, or as soon as they are aware that they have a Disclosable Pecuniary Interest (DPI) or Other Registerable Interest. If a Member has already disclosed the interest in their Register of Interests they are still required to disclose this in the meeting if it relates to the matter being discussed.

Any Member with concerns about the nature of their interest should consult the Monitoring Officer in advance of the meeting.

Non-participation in case of Disclosable Pecuniary Interest (DPI)

Where a matter arises at a meeting which directly relates to one of your DPIS (summary below, further details set out in Table 1 of the Members' Code of Conduct) you must disclose the interest, **not participate in any discussion or vote on the matter and must not remain in the room** unless you have been granted a dispensation. If it is a 'sensitive interest' (as agreed in advance by the Monitoring Officer), you do not have to disclose the nature of the interest, just that you have an interest. Dispensation may be granted by the Monitoring Officer in limited circumstances, to enable you to participate and vote on a matter in which you have a DPI.

Where you have a DPI on a matter to be considered or is being considered by you as a Cabinet Member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

DPIS (relating to the Member or their partner) include:

- *Any employment, office, trade, profession or vocation carried on for profit or gain.*
- *Any payment or provision of any other financial benefit (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her election expenses*
- *Any contract under which goods and services are to be provided/works to be executed which has not been fully discharged.*
- *Any beneficial interest in land within the area of the council.*
- *Any licence to occupy land in the area of the council for a month or longer.*
- *Any tenancy where the landlord is the council, and the tenant is a body in which the relevant person has a beneficial interest in the securities of.*
- *Any beneficial interest in securities of a body where:*
 - a) *that body has a place of business or land in the area of the council, and*
 - b) *either (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or (ii) the total nominal value of the shares of any one class belonging to the relevant person exceeds one hundredth of the total issued share capital of that class.*

Any Member who is unsure if their interest falls within any of the above legal definitions should seek advice from the Monitoring Officer in advance of the meeting.

Disclosure of Other Registerable Interests

Where a matter arises at a meeting which **directly relates** to one of your Other Registerable Interests (summary below and as set out in Table 2 of the Members Code of Conduct), you must disclose the interest. **You may speak on the matter only if members of the public are also allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.** If it is a 'sensitive interest' (as agreed in advance by the Monitoring Officer), you do not have to disclose the nature of the interest.

Other Registerable Interests:

- a) any unpaid directorships
 - b) any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority
 - c) any body
 - (i) exercising functions of a public nature
 - (ii) directed to charitable purposes or
 - (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union)
- of which you are a member or in a position of general control or management

Disclosure of Non- Registerable Interests

Where a matter arises at a meeting which **directly relates** to your financial interest or well-being (and is not a DPI) or a financial interest or well-being of a relative or close associate, or a body included under Other Registerable Interests in Table 2 you must disclose the interest. **You may speak on the matter only if members of the public are also allowed to speak at the meeting** but otherwise **must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation**. If it is a 'sensitive interest' (agreed in advance by the Monitoring Officer) you do not have to disclose the nature of the interest.

Where a matter arises at a meeting which **affects** –

- a. your own financial interest or well-being;
- b. a financial interest or well-being of a friend, relative, close associate; or
- c. a financial interest or well-being of a body included under Other Registerable Interests as set out in Table 2 (as set out above and in the Members' code of Conduct)

you must disclose the interest. In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied.

Where a matter (referred to in the paragraph above) **affects** the financial interest or well-being:

- a. to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b. a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest

You may speak on the matter only if members of the public are also allowed to speak at the meeting but otherwise **must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation**. If it is a 'sensitive interest' (agreed in advance by the Monitoring Officer, you do not have to disclose the nature of the interest.

Other declarations

Members may wish to declare at the beginning of the meeting any other information they feel should be in the public domain in relation to an item on the agenda; such Member statements will be included in the minutes for transparency.

Agenda Item 3

PLACE OVERVIEW AND SCRUTINY PANEL

Monday 12 June 2023

Present: Councillors Siân Martin (Chair), George Blundell (Vice-Chair), Clive Baskerville, Alison Carpenter, Jodie Grove, Gurch Singh, Kashmir Singh and Genevieve Gosling

Also in attendance: Councillor Jack Douglas

Also in attendance virtually: Councillor Maureen Hunt

Officers: Mark Beeley and Andrew Durrant

Officers in attendance virtually: Alysse Strachan and Chris Joyce

Election of Chair

Councillor Blundell proposed that Councillor Martin be Chair of the Place Overview and Scrutiny Panel for the 2023/24 municipal year. This was seconded by Councillor Baskerville.

No other nominations were received and therefore a named vote was not required.

AGREED: That Councillor Martin be elected Chair of the Place Overview and Scrutiny Panel for the 2023/24 municipal year.

Election of Vice Chair

Councillor Grove proposed that Councillor Carpenter be elected as Vice Chair of the Place Overview and Scrutiny Panel for the 2023/24 municipal year. This was seconded by Councillor Carpenter.

A named vote was taken.

Election of Councillor Carpenter as Vice-Chair of the Panel for municipal year 2023/24 (Motion)	
Councillor Siân Martin	Against
Councillor George Blundell	Against
Councillor Clive Baskerville	Against
Councillor Alison Carpenter	For
Councillor Jodie Grove	For
Councillor Gurch Singh	Against
Councillor Kashmir Singh	Against
Councillor Genevieve Gosling	For
Rejected	

The result was 5 against and 3 for, so the motion fell.

Councillor Gurch Singh proposed that Councillor Blundell be elected as Vice Chair of the Place Overview and Scrutiny Panel for the 2023/24 municipal year. This was seconded by Councillor Martin.

A named vote was taken.

Election of Councillor Blundell as Vice-Chair of the Panel for municipal year 2023/24 (Motion)	
Councillor Siân Martin	For
Councillor George Blundell	For
Councillor Clive Baskerville	For
Councillor Alison Carpenter	Against
Councillor Jodie Grove	Against
Councillor Gurch Singh	For
Councillor Kashmir Singh	For
Councillor Genevieve Gosling	Against
Carried	

AGREED: That Councillor Blundell be elected as Vice Chair of the Place Overview and Scrutiny Panel for the 2023/24 municipal year.

Apologies for Absence

Apologies for absence were received from Councillor Walters and Councillor Majeed. Councillor Gosling was attending as substitute.

Declarations of Interest

No declarations of interest were made.

Minutes

The panel noted and approved the minutes of the meetings held on 12 April 2023 and 20 April 2023.

Resident Scrutiny Suggestion - Weekly Bin Collections

Alysse Strachan, Head of Neighbourhood Services, said that a suggestion had been received from a resident on bin collections. The resident had felt that bin collections should be weekly, particularly in hot weather, as they had noticed that there was an increase in rats. Responding to the topic, Alysse Strachan said that collections could not be altered for a temporary period as this would require significant additional resource. The main part of the problem was the rats which had been sited, this would be more likely due to food waste and this collection was done weekly all year round. The Environmental Health team had also responded and had been visiting businesses in the vicinity of the affected area to ensure that trade waste was being handled and dealt with correctly. At the current time, it was recommended that waste collections were not increased during the summer period.

Councillor Kashmir Singh noted that there were areas of his ward which had not had their waste collected for over two weeks. He felt that there were issues with the report it tool on the website.

Councillor Carpenter asked whether the resident was referring to waste in bags or in large bins, it would be difficult for rats to get into large waste bins. In Windsor, some residents had bag collections and these were still weekly.

Alysse Strachan said that this was not confirmed either way, as long as residents secured waste properly within bins there should not be any issues.

Councillor Gurch Singh said that he had not been supportive of the original decision to move to fortnightly collections. In his ward of St Marys, there were a number of flats and houses of multiple occupants and they had waste collected weekly, which was good to see. He felt that

most residents were sensible when it came to sorting their waste, however he thought that there was an issue with rats in Maidenhead. Councillor Gurch Singh considered whether it would be worth looking at the pest control offer which the council could provide for residents.

Alysse Strachan said that Environmental Health had visited all the food commercial businesses in the area and a review had been undertaken in the surrounding parks and green spaces. A pest control service was provided by the council and there were concessionary rates for those on income support and various other support schemes.

Pat McDonald, Co-optee, asked if it was known how much it was costing the council to catch rats.

ACTION – Alysse Strachan to ask the Environmental Health team how much pest control cost for the council.

Councillor Grove had recently noted that it was possible for residents to apply for a second food waste bin, this should be communicated to residents so that they knew it was option.

Alysse Strachan suggested that this could be advertised on the website again, the team were looking to recruit some extra officers who would be able to help educate residents on the options possible in tackling waste and recycling effectively. However, a second food waste bin was not the preferred choice as this was a significant amount of food waste for one household and waste minimisation would be explored first.

Councillor Baskerville asked what the situation was for residents who had damaged black bins which needed to be replaced and if there was a stock of them. He had heard of one case from a resident who had been offered a smaller black bin by the council.

Alysse Strachan confirmed that there was a stock of black bins, if a bin was damaged residents were encouraged to apply for a replacement by completing a report it form.

RESOLVED UNANIMOUSLY: That the Place Overview and Scrutiny Panel noted the report and did not recommend a further consideration of seasonal changes to the frequency of waste collections.

Work Programme

Mark Beeley, Principal Democratic Services Officer – Overview and Scrutiny, explained that Panel Members could suggest items for inclusion in the work programme by completing a scoping document. A recent good example of how the process worked was the cost of living item which had been considered by the Corporate Overview and Scrutiny Panel. There were also two items from the previous municipal year, on the River Thames Scheme and the Community Infrastructure Levy, the Panel needed to consider whether it wanted to bring these items forward for consideration.

The Chair read out an email from Councillor Bermange, who had suggested that the Panel could look at the resource and capacity within the planning development management and enforcement teams.

Councillor Gurch Singh felt that this needed to be scrutinised to ensure that the planning process was performing as expected.

Councillor Grove was supportive of the topic, in her ward there were planning limitations but she had found that these limitations were often being pushed and sometimes even ignored by developers. If pre-application was being brought back, it would be worth reviewing the advice that was given as part of the pre-application stage. The Panel could also look at cases where planning enforcement had not been effective on some applications. Councillor Grove added that she would appreciate the opportunity to scope the topic on the River Thames Scheme.

ACTION – Mark Beeley to send Councillor Grove the context behind the topic, including the original suggestion and minutes from the meeting where the item was discussed.

Councillor Carpenter requested that grass cutting schedules were considered, the timing had been late and she felt that quality had been poor.

Andrew Durrant, Executive Director of Place Services, said that there was a planning service improvement plan so that could feed into the item. Pre-application advice was offered and this could be discussed. Recruitment and retention was a wider issue in local authorities across the country. In terms of performance, the Citizens Portal showed that for major applications the planning team were above the target, while minor and other applications were very close to the target. There had been some difficult conditions around the Tivoli contract and there had been a back log.

Alysse Strachan said that officers had worked hard with Tivoli to improve performance after issues had been identified. It had been a wet season and the grass was difficult to cut frequently. The cemeteries and parks had been prioritised, a number of verges were wild verges and were therefore only cut twice a year. A Parks and Open Spaces Contract Manager had been recruited and they would be able to closely monitor the contract performance, this would improve scrutiny internally.

Councillor Kashmir Singh said that it would be useful to receive a schedule from officers on where and when Tivoli were planning to cut the grass and also which grass verges had been designated as wilding areas. He asked if financial penalties had been applied to the contractors.

Alysse Strachan confirmed that there were schedules but these were not widely publicised as they could change at short notice. She was happy to share the schedules with Panel Members.

ACTION – Alysse Strachan to share Tivoli cutting schedules with Panel Members.

Councillor Kashmir Singh commented on the grass trimmings which had been left were often caught up in drains and had caused flooding issues in recent weeks.

Alysse Strachan said that normally this was not an issue as the grass was cut at a shorter length but admitted that this had been problematic with longer grass now being cut. Changing to a cut and collect schedule would have significant costs on resource, both staffing and machinery.

Councillor Gurch Singh asked if the report on the planning performance was available to Panel Members. He asked if the planning service improvement plan could be considered by the Panel.

Andrew Durrant suggested that the planning service improvement plan should be linked to the planning resource scrutiny item. The performance could be monitored by Councillors and the public through the Citizens Portal, which was available through the RBWM Together website. The exact link could be shared with Panel Members.

ACTION – Link to planning performance to be shared with Panel Members.

Councillor Baskerville raised concern about hedge cuttings, there were some in his ward which had not been cut for a significant amount of time. He asked how regularly were drains and roadside gutters cleaned out.

Councillor Grove raised the issue of rural connectivity from Datchet, Horton and Wraysbury into Windsor. A petition was currently live which requested that a bus route was explored and

funded. A number of residents were isolated from essential services like health centres. Parking was also difficult for residents and therefore made for a greater reliance on bus services.

Councillor Gurch Singh highlighted a report from Greenpeace which suggested that plastic recycling was not being recycled properly and it was costing more environmentally to collect plastic when it could not be recycled.

Alysse Strachan said that plastic was difficult to recycle but the government were looking at placing more responsibility with the producers of plastic. The government were also reviewing consistent collections and investigating what could be collected at the kerbside. A waste composition analysis was planned by the council which would look to influence communications with residents.

Councillor Gosling raised the issue of potholes, the council fixed them on a temporary basis before going back to fix them permanently. She asked if there was a way for potholes to be sorted in one trip.

Andrew Durrant said that he was aware of the impact of potholes, this was an issue for both RBWM and other neighbouring local authorities. Officers were looking into other fixes and treatments to ensure that temporary fixes lasted for enough time for the permanent fix to be implemented. The team were also exploring whether the communication around temporary fixes could be relayed better so that residents were aware.

Alysse Strachan added that the temporary fixes were designed to minimise disruption and ensure that issues were resolved until the permanent solution would be brought in. The new highways contract would be coming in from April 2024 and new solutions would be explored with the contractor. Early intervention was key to ensuring the longevity of the road surface.

Councillor Grove picked up on the work done by the Panel in the previous municipal year on street lighting with the Youth Council. She had received various bits of casework from residents in her ward who were concerned about the level of street lighting and that this had led to an increase in crime. She asked if this was something to look at further, particularly the key performance indicators on the contractors.

Andrew Durrant said that bringing together community safety and street lighting was a good topic, hot spots could be identified. Key performance indicators were part of the contract, the contractors were currently not hitting the target in one area. There had been issues with stock levels but this had now been resolved.

Councillor Gurch Singh suggested that the Panel should invite the relevant Cabinet Members to the next meeting to outline their priorities over the coming municipal year. The work programme and meetings could then be planned around key reports coming to Cabinet, which would allow the Panel the opportunity to scrutinise reports before a decision was made.

Mark Beeley encouraged Panel Members to have a look at the Cabinet Forward Plan so that more pre-decision scrutiny could take place.

Councillor Kashmir Singh highlighted some roadworks which had been taking place on the border of the Riverside and Furze Platt wards, there had been a number of examples where the temporary traffic lights had been stuck on red. He asked how much the council had to pay to residents who had made a damages case against the council due to potholes not being repaired.

Andrew Durrant confirmed that there was an insurance team who looked after liabilities and costs, this could be reported to the Panel.

ACTION – The amount of money paid to residents from damage caused by potholes to be reported back to the Panel.

Mark Beeley asked if there was any interest in bringing a topic forward on Community Infrastructure Levy.

Councillor Gurch Singh confirmed that he was happy to explore the scope of this topic.

The meeting, which began at 7.00 pm, finished at 8.03 pm

Chair.....

Date.....

Report Title:	Resident Scrutiny Suggestion – Bike Thefts at Windsor Leisure Centre
Contains Confidential or Exempt Information	No - Part I
Meeting and Date:	Place Overview and Scrutiny Panel – 14 September 2023
Responsible Officer(s):	Andrew Durrant, Executive Director of Place Services Alysse Strachan, Head of Neighbourhood Services Andy Aldridge, Community Safety Manager
Wards affected:	All

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REPORT SUMMARY

- The report outlines a suggested topic submitted by a resident for consideration by the relevant Overview and Scrutiny Panel. Topics can be suggested by residents and then considered by the relevant Overview and Scrutiny Panel for further consideration (criteria outlined in paragraph 1.1.) Residents are able to access the criteria on the [council's website](#).
- Details of the resident who has submitted this topic have been anonymised.
- The suggested topic received as follows: “Bike thefts are occurring in broad daylight outside Windsor Leisure Centre. This is worrying and children are having their bikes stolen.”
- It is recommended that this topic is considered by the Place Overview and Scrutiny Panel.

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That the Place Overview and Scrutiny Panel notes the report and considers whether any further scrutiny is required.

2. CRITERIA OF ASSESSMENT FOR SUGGESTED TOPICS RECEIVED BY RESIDENTS

2.1 Residents should only submit topics that relate to a **service, event or issue** which affects the social, environmental or economic wellbeing of a group or community of people in the Borough.

2.2 What makes a good scrutiny topic?

- **Scope** – is it an issue of concern to our local communities and other associated organisations?

- **Significance** – could a review of this issue improve the Council’s (or other organisations) processes or performance and make a positive difference to the lives of our residents?
- **Appropriate** – is this review timely and does it avoid duplicating other work?

2.3 Items that will not be considered include:

- Individual service complaints for which there is a corporate complaints procedure (please click [here](#) for more details)
- Topics outside of the remit of the council or where the council has no powers or influence to change an outcome
- Issues which scrutiny has considered in the last 12 months
- Areas relating to quasi-judicial functions e.g. planning, licensing and standards

3. INITIAL ASSESSMENT OF SUGGESTED TOPIC

Scope:

- 3.1 The Windsor Leisure Centre is located on Stovell Road in Windsor. The centre is run by Leisure Focus on behalf of the council. A number of cycle spaces are available for users of the leisure centre.
- 3.2 The council have been successful in securing funding from Active Travel England to build the borough’s first secure public cycle parking garage.
- 3.3 This is planned to be located near the leisure centre to enhance provision and security for cycle parking for visitors and staff while also linking in with the recent street improvements. It is hoped that this will improve accessibility to the leisure centre and encourage physical activity.
- 3.4 The new cycle storage facility is currently in the process of being designed and submitted for planning approval before being implemented.
- 3.5 The Community Warden team are aware of the issue and have been making regular patrols outside the leisure centre to deter thieves and provide reassurance.

Significance:

- 3.4 Early engagement was carried out in spring with local cycling organisations like the Windsor Cycle Hub and Windsor Ascot & Maidenhead Active Travel to understand the requirements, and this has supported us in working with Cyclepods (supplier) to finalise the design.
- 3.5 The structure will have an entry system provided by Spokesafe. This system is instantly bookable via an app and provides both access and customer service 24/7. All members who access Spokesafe locations complete an ID verification process which includes email and telephone number verification and an ID Check to ensure that we know the true identity of users who are

accessing spaces. Spokesafe will charge members a small fee to use the facility. This facility also includes CCTV with 24/7 monitoring.

- 3.6 The cycle parking will include 36 cycle parking spaces with options for two tier racks, Sheffield stands, cargo stands and a pump and repair stand. There will be lockers provided for cyclists to store helmets and belongings.
- 3.7 Officers have also liaised with Thames Valley Police to advise them of the proposal, they are supportive of the proposed plans.
- 3.7 The planning application process has commenced and the application is due to go on the planning portal in the next few weeks. Approval is expected around mid-October and scheme construction is proposed to start in January.

Appropriate:

- 3.8 The creation of the proposed new cycle storage would improve the situation and ensure that bikes from users of the leisure centre are safely secured.
- 3.9 Organisations such as the Windsor Cycle Hub have been consulted on the proposals and have been invited to the meeting to provide their feedback on the proposals and what more could be done to improve bike safety and security at Windsor Leisure Centre.
- 4.0 Work is being done by the council to solve the issues of bike crime and the Place Overview and Scrutiny Panel are asked to consider whether there any further improvements which could be made.

4. CORPORATE PRIORITY AREAS

- 4.1 When assessing a topic it is important to understand whether this item would fall under one of the key objectives set out in the Corporate Plan 2021-2026, which has the overarching vision of 'Creating a sustainable borough of opportunity and innovation'. It has been assessed that this topic would fall under the following objectives and priorities:
 - **Inspiring Places:** Supporting the borough's future prosperity and sustainability.
 - Quality infrastructure that connects neighbourhoods and businesses and allows them to prosper.

5. CONSULTATION

Name of consultee	Post held
Andrew Durrant	Executive Director of Place
Alysse Strachan	Head of Neighbourhood Services
Andy Aldridge	Community Safety Manager
Michael Shepherd	Sport and Leisure Service Manager
Dug Tremellen	Transport Policy Manager
Rajpreet Johal	Project Management Officer

REPORT HISTORY

Decision type:	Urgency item?	To follow item?
For the Panel to consider if further scrutiny is required.	No	No

Report Author: Mark Beeley, Principal Democratic Services Officer –
Overview and Scrutiny
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mark.beeley@rbwm.gov.uk

Report Title:	A308 speed reduction from Monkey Island Lane to M4 motorway bridge
Contains Confidential or Exempt Information	No
Cabinet Member:	Councillor Hill, Lead member for Transport
Meeting and Date:	Cabinet – 27 September 2023
Responsible Officer(s):	Andrew Durrant – Executive Director for Place and Chris Joyce – Assistant Director for ISEG
Wards affected:	Bray

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REPORT SUMMARY

To amend the speed limit on the A308 between Monkey Island Lane and the M4 motorway bridge from the current 40 mph to 30 mph. This is in response to requests from local residents and members of the Bray parish council.

The reduction is not supported by officers based on evidence gathered in the last two years using traffic count surveys. The speed at the 85th percentile is significantly below the current speed limit and whilst minor injury-related incidents have been recorded by the police, the current limit appears correct of a road of this nature.

Furthermore, the police have issued a formal objection with the proposed changes likely to result in a high degree of non-compliance and as this road is part of a diversion route on the strategic road network does not believe that the proposed 30 mph limit to be acceptable.

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That the Cabinet meeting on 27th September 2023 notes the report and:

- i) *Decides on whether to reduce the speed limit on this stretch of the A308 from 40 mph to 30 mph.*

2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

Options

Table 1: Options arising from this report

Option	Comments
Retains the current speed limit of 40 mph on the stretch of the A308 between Monkey Island Lane and the M4 motorway bridge This is the recommended option	This recommendation is based on both advice from RBWM's traffic safety team and in line with the Thames Valley Police view that the 40 mph limit is the appropriate one for this stretch of road.

Option	Comments
Uses the council's highway authority to reduce the speed limit from 40 mph to 30 mph	Going against advice from officers and against the formal objection of Thames Valley Police. It is likely that this will result in a high level of non-compliance with little change of enforcement whilst making a known diversion route on the strategic road network less accessible.

- 2.1 Officers have based their recommendation on the speed survey data that indicates a high degree of compliance with the current limit.
- 2.2 Only reducing the speed limit is unlikely to have a major impact on average speeds and this will likely result in a high degree of non-compliance with the proposed 30 mph speed limit.
- 2.3 The police have formally objected to the reduction in the speed limit proposed stating that this would result high degree of non-compliance, unduly criminalising a lot of people. The road is a main artery between Maidenhead and Windsor as well as a diversion route for the M4 and a lower limit is not appropriate for such a road.
- 2.4 The police would also object to introduce any traffic calming measures which, whilst not being proposed at this stage, would likely be required to achieve a drop in average speed from what is currently observed to below the new speed limit of 30 mph.
- 2.5 Whilst a number of injury related accidents have occurred, and recorded by the police, only one of these had speed as an attributing factor, and this was used by TVP as a further reason not to support the proposed change.

3. KEY IMPLICATIONS

- 3.1 The recommended option is the maintain the status quo with the speed limit at 40mph. This will mean that there would be no new implications if that recommendation is backed.
- 3.2 Should the decision be to overrule officer recommendation and police objections, the following implications are possible.

Table 2: Key Implications

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Increase in cars exceeding the speed limit				X	As soon as speed limit is changed

4. FINANCIAL DETAILS / VALUE FOR MONEY

- 4.1 There would be no cost to the recommended option as this maintains the current speed limit.
- 4.2 Should the decision be to support the reduction to 30mph, this would require the writing of a new Traffic Regulation Order and installation of signage. For a road of this length this would usually result in a one-off cost around £5,000.

5. LEGAL IMPLICATIONS

- 5.1 There are no legal implications to the recommended option.
- 5.2 The alternative option to reduce the speed requires a legal consultation which may garner formal objections. Once completed, the Traffic Regulation Order will reduce the limit to 30mph and enforcement will become the responsibility of Thames Valley Police.

6. RISK MANAGEMENT

- 6.1 There are no new risks with the recommended option.
- 6.2 Reducing the speed limit may result in the following risks:

Table 3: Impact of risk and mitigation

Threat or risk	Impact with no mitigations in place or if all mitigations fail	Likelihood of risk occurring with no mitigations in place.	Mitigations currently in place	Mitigations proposed	Impact of risk once all mitigations in place and working	Likelihood of risk occurring with all mitigations in place.
There is a risk that more drivers fail to observe the new 30 mph speed limit	Moderate 2	High	Current speed limit is appropriate for the road and data indicates this is being observed by most drivers	Introduce traffic calming measures though this are costly and would result in further objections from the police	Moderate 2	High
More complaints to the council and the police as a result of drivers not observing the new speed limit, using up limited resources	Low 1	High	Current speed limit is appropriate for the road and data indicates this is being observed by most drivers	No mitigations and police unlikely to dedicate enforcement resources if decision is against their objection	Low 1	High

Lower speeds can lead to traffic being more closely bunched together with fewer opportunities to cross the road.	Moderate 2	Low	Speed at the appropriate 40mph allowing for natural gaps in the traffic	If this risk is particularly bad mitigation of new traffic signals would be required further impacting the flow of traffic.	Low 1	Low
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7. POTENTIAL IMPACTS

- 7.1 Equalities. An Equality Impact Assessment is available as Appendix A.
- 7.2 Climate change/sustainability: There are trials ongoing to determine the impact of reduced speeds on local air quality conditions. At this time there is some supporting evidence of improvements at higher speeds but it is unclear whether this would be replicated when changing the speed limit from 40 mph to 30 mph, especially if there is concern that traffic will actually slow down.
- 7.3 Data Protection/GDPR. Not required as this paper relates to whether to change the speed limit on a stretch of road. Should the decision be taken not to follow the recommended option, a consultation will be run to support the new Traffic Regulation Order and this would be completed in accordance with data protection rules.

8. CONSULTATION

- 8.1 Internal discussions to date with formal consultation with Thames Valley Police.
- 8.2 Should the decision be taken not to go ahead with the recommended option, a consultation to support the new Traffic Regulation Order will be required.

9. TIMETABLE FOR IMPLEMENTATION

- 9.1 There will be no implementation if the recommended option is chosen.
- 9.2 Implementation date if the choice is made to proceed with the speed reduction and not called in: **Immediately** The full implementation stages are set out in table 4

Table 4: Implementation timetable

Date	Details
October 2023	Preparation of Traffic Regulation Order (TRO)
November 2023	Public consultation on TRO
December 2023	Advertising of speed limit changes and installation of new signage

10. APPENDICES

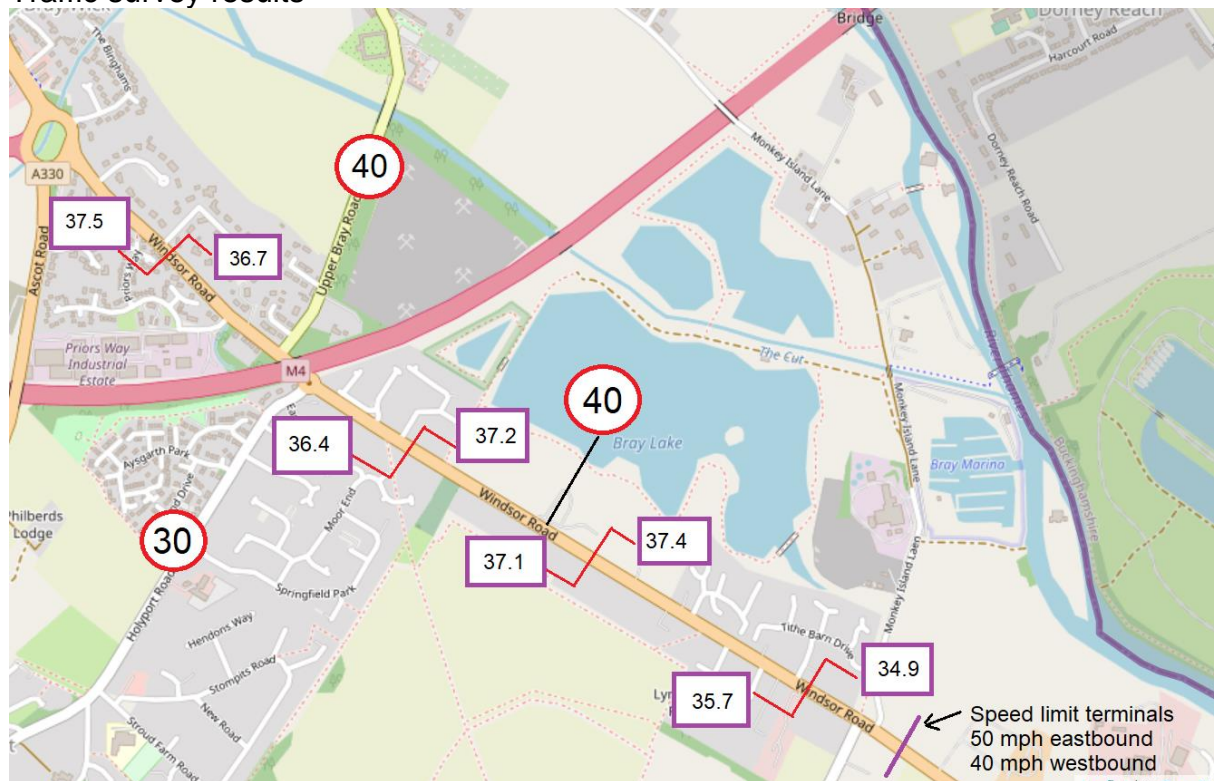
10.1 This report is supported by 1 appendix:

- Appendix A – Equality Impact Assessment

11. BACKGROUND DOCUMENTS

11.1 This report is supported by the following background documents:

- Traffic survey results



- Thames Valley Police response



Tony GRIFFITHS
Traffic Management Officer
Joint Roads Policing Unit

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07/08/2023

Subject: Change of speed limit, A308 Windsor Road, Bray, reduction from 40-30mph

Dear Councillors and elected members of RBWM,

Thank you for the consultation, in relation to the proposed speed limit change, for the A308 Windsor Road, Bray.

Thames Valley police welcome the opportunity to engage on plans for road safety improvement and acknowledge that speed limits can be a useful tool in road safety. There are other reasons that a change on speed limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.

The policy of Thames Valley police is to use sound practical and realistic criteria ([Setting local speed limits - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/setting-local-speed-limits)) 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 limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.

The key factors that should be taken into account in any decisions on setting local speed limits are:

- history of collisions
- road geometry and engineering
- road function
- composition of road users (including existing and potential levels of vulnerable road users)
- existing traffic speeds
- road environment

In November 2021 I was asked to provide an informal response to a proposed change of speed limit on the A308 Windsor Road. After careful consideration of the documents and speed data provided: Thames Valley Police stated their position would be to oppose the change of speed limit as it stood at the time due to various reasons. I have been asked again to formally respond and to date I have not received any further data or information to change our previous position on the matter.

SY 09A – Joint Ops Unit Letterhead (11/2012)

Thames Valley police continue to object to the proposed speed limit change for the following reasons:

- History of collisions: When I replied in November 2021 there had on been 10 slight injury collisions and only one was attributed to speed in the last 5 years. However since then there have been a further, 1 slight injury and 2 serious injury collisions. However one serious injury has been attributed to impairment through drugs and the other was a collapse due to illness, with the slight being as a result of a rear end shunt at the roundabout. From my research speed has not been a contributory factor in almost all of the collisions.
- Road geometry, engineering and function: The road is a main arterial route between Maidenhead and Windsor and it is a diversionary route for the M4. The road is straight and wide and as such to reduce the speeds to gain compliance would require additional traffic calming measures. Which I believe RBWM are not proposing to install. We would also object to traffic calming as this would impact on the ability of the road to carry out its function as a diversionary route for the M4.
- Composition of road users (including existing and potential levels of vulnerable road users) and road environment: This is a busy road used by all forms of traffic, however there is a dual use foot and cycle route already in place, which does reduce the risk to some elements of the vulnerable groups.
- Existing traffic speeds: From the data provided the mean speeds are near to the acceptable criteria for DfT. However, digging further down into the figures and the likelihood of compliance if the speed limit was reduced, I am uncertain as to the road achieving general compliance without changes to the road layout and environment. At this time there is a high degree of compliance with the 40mph limit, 2 – 5.5% exceeding posted limit. If it is accepted that reducing the speed limit by sign only reduces the speed of traffic by 1 -2 mph then with the recorded traffic data this could put as much as 50% of traffic not complying within the NPCC thresholds for prosecuting speeding. Further, a change of speed from 40mph to a 30mph would result in the removal of repeater signs and therefore the driver will no longer be reminded of the speed limit and has to make a judgement based on their observations. As this is a wide straight road a situation could result in an increase in the mean and 85% speeds, without the drivers being reminded of the limit by repeaters. DfT guidance on setting local speed limits states that, 'general compliance needs to be achievable without an excessive reliance on enforcement.'

In short at this time there is a high degree of compliance and the collision history doesn't appear to be of any concern or attributable to excessive speed. I believe a change in speed limit would result in a high degree of noncompliance, unduly criminalising a lot of people, without much impact on collisions or safety. Any scheme to reduce speed by traffic calming would also have an effect on the ability for the road to carry out a secondary function of diversionary route and if this was to come into play could have environmental impacts.

Should the Traffic Authority decide to proceed with the change of speed limit Thames Valley police ask that the following advice on signing of the limit is considered carefully as it may adversely affect our ability to successfully prosecute.

TSRGD 2016, removed the necessity for 2 terminal signs to be placed at the start and end of a speed limit. It also removed the necessity for at least 1 repeater sign to be placed along a speed limit and provided the traffic authority the ability to decide on the number of repeaters used. However the advice also states that, 'Any decision to reduce the number of terminal signs should be underpinned by robust risk analysis.' And, 'The onus is on the traffic authority to determine the appropriate provision of speed limit repeater signs having regard to existing guidance. In deciding this, it is strongly recommended that consideration is given to the potential for challenge to the enforcement of the speed limit.'

Thames Valley police recommend that [Traffic Signs Manual – Chapter 3 - Regulatory Signs \(publishing.service.gov.uk\)](#) is followed and Table 8-3 is followed in relation to visibility for terminal signs and that Table 8-4 is followed in relation to repeater signs.

Should any deviation from The Traffic Signs Manual - Chapter 3 be considered or implemented by the traffic authority in relation to the speed limit signing, Thames Valley police ask that we are provided with the risk analysis or rationale behind that decision.

In relation to Restricted Roads, [The Traffic Signs Regulations and General Directions 2016 \(legislation.gov.uk\)](#) Part 4, Schedule 10 General Directions 2 prohibits the use of repeater signs where the road has a system of street lighting. If the traffic authority wish to deviate from these Regulations and have repeater signs, then they must first obtain the Secretary of State's authorisation. Any restricted road with repeater signs and without the authorisation of the Secretary of State could be considered not lawfully placed and as such no offence is committed and any prosecutions are likely to fail. This also includes the use of Diagram 1065 painted on the road as repeaters. Diagram 1065 may however be used in conjunction with Terminal signs.

Yours Sincerely

Tony

Mr Tony GRIFFITHS 1735 (TVP) 18639 (Hants)
Roads Policing Operations, Traffic Management Officer
Telephone: 101 / Mobile: 07971 159410



12. CONSULTATION

Name of consultee	Post held	Date sent	Date returned
<i>Mandatory:</i>		<i>Statutory Officer (or deputy)</i>	
Elaine Browne	Head of Law & Governance/ Interim Monitoring Officer		15/08/23
<i>Deputies:</i>			
Julian McGowan	Stand in S151 Officer		ELT 23/08/23
<i>Mandatory:</i>		<i>Procurement Manager (or deputy) - if report requests approval to go to tender or award a contract</i>	
Lyn Hitchinson	Procurement Manager		
<i>Mandatory:</i>		<i>Data Protection Officer (or deputy) - if decision will result in processing of personal data; to advise on DPIA</i>	
Samantha Wootton	Data Protection Officer		
<i>Mandatory:</i>		<i>Equalities Officer – to advise on EQiA, or agree an EQiA is not required</i>	
Ellen McManus-Fry	Equalities & Engagement Officer		22/08/23
<i>Other consultees:</i>			
<i>Directors (where relevant)</i>			
Andrew Durrant	Executive Director of Place		22/08/23
Kevin McDaniel	Executive Director of Adult Social Care & Health		ELT 23/08/23
Lin Ferguson	Executive Director of Children's Services & Education		ELT 23/08/23
<i>Heads of Service (where relevant)</i>			
Chris Joyce	Assistant Director of ISEG		29/08/23
<i>External (where relevant)</i>			

Confirmation relevant Cabinet Member(s) consulted	Cabinet Member for Transport	Yes

REPORT HISTORY

Decision type:	Urgency item?	To follow item?
If a Cabinet report: Key decision and	No	No

state the date it was First entered into the Cabinet Forward Plan: 1/08/23		
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Report Author: Tim Golabek, Service lead Transport, 07770934646

Equality Impact Assessment

For support in completing this EQIA, please consult the EQIA Guidance Document or contact equality@rbwm.gov.uk

1. Background Information

Title of policy/strategy/plan:	<u>A308 Speed limit reduction</u>
Service area:	<u>ISEG</u>
Directorate:	<u>Place</u>

Provide a brief explanation of the proposal:

- What are its intended outcomes?
- Who will deliver it?
- Is it a new proposal or a change to an existing one?

Whilst the recommendation is to retain the 40mph speed limit on the stretch of the A308 between Monkey Island Lane and the M4 motorway bridge, the second option is to reduce this to 30mph. Proponents believe this will result in a safer road however, this would be against officer advice and Thames Valley Police objection.

2. Relevance Check

Is this proposal likely to directly impact people, communities or RBWM employees?

- If No, please explain why not, including how you've considered equality issues.
- Will this proposal need a EQIA at a later stage? (for example, for a forthcoming action plan)

Yes, if the second option is selected, in the form of a reduced speed limit with new signage on this stretch of road.

If 'No', proceed to 'Sign off'. If unsure, please contact equality@rbwm.gov.uk

3. Evidence Gathering and Stakeholder Engagement

Who will be affected by this proposal? For example, users of a particular service, residents of a geographical area, staff
All road users in the area whether using it for local movements or as part of the main link between Maidenhead and Windsor.
Among those affected by the proposal, are protected characteristics (age, sex, disability, race, religion, sexual orientation, gender reassignment, pregnancy/maternity, marriage/civil partnership) disproportionately represented? For example, compared to the general population do a higher proportion have disabilities?
No, all users will be equally affected if the secondary option is approved. There is no evidence that this area has a greater proportion of protected characteristics, although there is a hospice along this stretch of road.
What engagement/consultation has been undertaken or planned? <ul style="list-style-type: none">• How has/will equality considerations be taken into account?• Where known, what were the outcomes of this engagement?
Internal engagement and discussions with the police who formally object to the proposed changes. The recommendation is to retain the current 40mph speed limit based on this being the appropriate speed for the road.
What sources of data and evidence have been used in this assessment? Please consult the Equalities Evidence Grid for relevant data. Examples of other possible sources of information are in the Guidance document.
Traffic surveys, AccsMaps collision data collected by the police and checks with national guidance on appropriateness of speeds on roads of this nature.

4. Equality Analysis

Please detail, **using supporting evidence**:

- How the protected characteristics below might influence the needs and experiences of individuals, in relation to this proposal.
- How these characteristics might affect the impact of this proposal.

Tick positive/negative impact as appropriate. If there is no impact, or a neutral impact, state 'Not Applicable'

More information on each protected characteristic is provided in the Guidance document.

Only applicable if the second option is selected against officer advice and police objection.

	Details and supporting evidence	Potential positive impact	Potential negative impact
Age	Reduced speed may improve ability to cross the road for younger and older people	Yes	
Disability	Reduced speed may improve ability to cross the road for people with disabilities	Yes	
Sex	Not applicable		
Race, ethnicity and religion	Not applicable		
Sexual orientation and gender reassignment	Not applicable		
Pregnancy and maternity	Reduced speed may improve ability to cross the road for pregnant women or those on maternity.	Yes	
Marriage and civil partnership	Not applicable		
Armed forces community	Not applicable		
Socio-economic considerations e.g. low income, poverty	Not applicable		
Children in care/Care leavers	Not applicable		

5. Impact Assessment and Monitoring

If you have not identified any disproportionate impacts and the questions below are not applicable, leave them blank and proceed to Sign Off.

What measures have been taken to ensure that groups with protected characteristics are able to benefit from this change, or are not disadvantaged by it? For example, adjustments needed to accommodate the needs of a particular group
Not applicable. The secondary option would impact all users of the road in a similar way.
Where a potential negative impact cannot be avoided, what measures have been put in place to mitigate or minimise this? <ul style="list-style-type: none">For planned future actions, provide the name of the responsible individual and the target date for implementation.
Not applicable. The secondary option would impact all users of the road in a similar way.
How will the equality impacts identified here be monitored and reviewed in the future? See guidance document for examples of appropriate stages to review an EQIA.
Not applicable. The secondary option would impact all users of the road in a similar way.

6. Sign Off

Completed by: Tim Golabek	Date: 02.08.2023
Approved by:	Date:

If this version of the EQIA has been reviewed and/or updated:

Reviewed by:	Date:
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WORK PROGRAMME - PLACE OVERVIEW AND SCRUTINY PANEL

EXECUTIVE DIRECTORS	<ul style="list-style-type: none"> • Stephen Evans (Chief Executive) • Andrew Durrant (Executive Director of Place)
LINK OFFICERS & HEADS OF SERVICES	<ul style="list-style-type: none"> • Chris Joyce (Head of Infrastructure, Sustainability and Economic Growth) • Alysse Strachan (Head of Neighbourhood Services) • Adrien Waite (Head of Planning)

MEETING: 30th JANUARY 2024

ITEM	RESPONSIBLE OFFICER
Work Programme	Mark Beeley , <i>Principal Democratic Services Officer – Overview & Scrutiny</i>

MEETING: 10th APRIL 2024

ITEM	RESPONSIBLE OFFICER
Work Programme	Mark Beeley , <i>Principal Democratic Services Officer – Overview & Scrutiny</i>

ITEMS SUGGESTED BUT NOT YET PROGRAMMED

ITEM	COMMENTS
RBWM Property Company – Action Plan and Improvements to Governance	Andrew Durrant , <i>Executive Director of Place</i>
Community Infrastructure Levy (CIL) Review	<i>In progress – shared with officers.</i>
Datchet to Hythe End Flood Improvement Programme	<i>Scoping document to be drafted by Councillor Grove.</i>
Planning Service Improvement Plan – considering resource and capacity in the Planning team	
Street Lighting Performance	<i>Suggested by Councillor Grove – scoping document to be drafted.</i>
Tivoli Contract	<i>In progress – shared with officers. Resident has also requested that this topic is considered by the Panel.</i>

[Terms of Reference for the Place Overview and Scrutiny Panel](#)

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