

## PLACE OVERVIEW AND SCRUTINY PANEL

Thursday 14 September 2023

Present: Councillors Siân Martin (Chair), Gary Reeves, Clive Baskerville, Alison Carpenter, Jodie Grove, Asghar Majeed, Gurch Singh, Kashmir Singh and Julian Sharpe

Also in attendance: Councillor Suzanne Cross

Also in attendance virtually: Councillor Joshua Reynolds

Officers: Mark Beeley and Andrew Durrant

Officers in attendance virtually: Chris Joyce and Tim Golabek

### Apologies for Absence

Apologies for absence were received from Councillor Walters and Councillor Blundell.

Councillor Sharpe and Councillor Reeves were attending the meeting as substitutes.

### Declarations of Interest

There were no declarations of interest received.

### Minutes

**AGREED UNANIMOUSLY: That the minutes of the meeting held on 12<sup>th</sup> June 2023 were approved as a true and accurate record.**

### Resident Scrutiny Suggestion - Bike Thefts at Windsor Leisure Centre

*Item removed for the purpose of 27 September 2023's Cabinet agenda.*

### A308 speed limit reduction: Monkey Island Lane to M4 motorway bridge

Tim Golabek said that the Cabinet Member for Highways and Transport, Customer Service Centre and Employment, had requested that the section of the A308 between Monkey Island Lane and the M4 motorway bridge was reviewed and that the speed limit was reduced from 40mph to 30mph. This had been long requested, the highways team and the police had gathered data and recommended that the current 40mph speed limit was retained. The report would be considered by Cabinet at the end of the month and a decision would be made.

There were two public speakers on the agenda item. Councillor Cross was the ward Councillor for Bray and lived very close to this section of the A308. Police had advised that there was generally good speed compliance. Councillor Cross said that this data had been gathered towards the end of the pandemic and the way it had been finalised was against government regulations. There was an active and effective Speedwatch group and a speed camera on this stretch, she felt that compliance was 'more than likely.' There were a number of 30mph sections on this road already and as this was a diversion off the M4, it would be difficult to travel at a quick speed anyway. There had recently been a serious accident as a car was leaving Thames Hospice, a 1mph drop in speed could result in a 5% drop-in casualty rate. Residents were afraid of leaving their houses, particularly with the narrow footpaths and this

left walkers and cyclists vulnerable. There was strong support from the local community to reduce the speed limit.

Andrew Cormie was representing the Holyport Residents Association. He had circulated a document to the Panel ahead of the meeting setting out government guidance on setting speed limits. In planning, there was strict guidance which needed to be followed. He felt that the guidance had not been followed by the council on speed limits. Once light posts had been installed on this section of road, the speed limit should have been reduced. Andrew Cormie noted that a petition previously submitted to the council had been signed by over 100 residents on this issue. He urged the Panel to recommend to Cabinet that the speed limit should be reduced to 30mph.

Andrew Durrant, Executive Director of Place Services, thanked both speakers for their comments. He added that officers had worked with the police to provide a factual report and judgement. The discussion should be based around debating the proposal and forming a recommendation to be submitted to Cabinet for consideration.

Councillor Grove felt that this was a clear decision to make, considering the spacing of the streetlights, the width of the footpath and other street features, there could be similar comparisons made to other 30mph roads in the borough. She did not see anything in the report which convinced her that the road should be kept at 40mph. The council was supposed to look after the best interests of residents, a significant number of residents wanted to see a change.

Councillor Baskerville was concerned about consistency, he argued that Cannon Lane in Cox Green was 30mph but was more rural than the A308. He felt that reducing the speed limit to 30mph would be consistent with other similar roads in the borough.

Councillor G Singh said that the area was becoming more built up and was difficult to justify the 40mph limit. He was pleased that the report had been considered by scrutiny before going to Cabinet, he welcomed this. Councillor Singh noted that after Monkey Island Lane, the speed limit would go back up to 50mph. He suggested that there could be a 40mph section added as a buffer.

Councillor Carpenter said that she agreed with the comments made by Councillor Grove. The speed camera was a good deterrent, the council needed to be responsible and ensure the safety of residents. Present day data could be used to provide a more accurate picture of the current speed of users of the road.

Councillor K Singh noted that officers and the police were against reducing the speed limit. He suggested that traffic calming measures could be required to enforce a lower limit as it could be difficult to enforce if the speed limit was reduced.

Councillor Grove countered that every road was not monitored, the 50mph to 30mph could be looked at and the suggestion of a 40mph buffer zone could be explored. However, this was not a reason to maintain the speed limit at 40mph for the whole stretch of road. Traffic calming measures were not being requested as there was an active Speedwatch group and speed camera already in place.

Councillor K Singh felt that the whole A308 needed to be considered holistically, rather than just the small stretch as a change in speed limit could affect the dynamics of traffic along the full route.

Councillor Sharpe suggested that officers and the police had more experience of managing speed limits than Councillors did. Roads often did have natural speed limits, the dual carriageway section into Maidenhead was 40mph and this suited the piece of road. Councillor Sharpe felt that either traffic calming measures or a speed camera were needed to enforce a new limit on the proposed section.

Councillor G Singh felt the section of road was narrow and considering the perspective of cyclists, it would be safer for this section to be 30mph.

Councillor Grove felt it was ludicrous that this section was the same speed as Braywick Road which was a dual carriageway. The traffic calming measures were already in place and could be used to enforce a new lower speed limit.

Councillor Grove proposed a recommendation that Cabinet reduced the speed limit on this section of the A308 to 30mph. This was seconded by Councillor G Singh.

A named vote was taken.

<b>Recommendation to Cabinet that the speed limit is reduced to 30mph (Motion)</b>	
Councillor Siân Martin	For
Councillor Gary Reeves	For
Councillor Clive Baskerville	For
Councillor Alison Carpenter	For
Councillor Jodie Grove	For
Councillor Asghar Majeed	For
Councillor Gurch Singh	For
Councillor Kashmir Singh	Abstain
Councillor Julian Sharpe	For
<b>Carried</b>	

**AGREED: That the Place Overview and Scrutiny Panel recommended that Cabinet reduce the speed limit on the Monkey Island Lane to M4 motorway bridge section of the A308 to 30mph.**

Work Programme

*Item removed for the purpose of 27 September 2023's Cabinet agenda.*

The meeting, which began at 7.00 pm, finished at 8.25 pm

Chair.....

Date.....