

Individual Decision

The attached report(s) will be taken as
Individual Portfolio Member Decision(s) on:

Thursday, 17th February, 2011

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Individual Executive Member Decision

Title of Report:	Petition - Resurfacing of Roads in Speen
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	17 February 2011
Forward Plan Ref:	ID2208

Purpose of Report: To inform the Executive Member for Highways, Transport and ICT of the receipt of a petition concerning the resurfacing of Coxeter Road, Kersey Crescent, Brummell Road and Burchell Road in Speen.

Recommended Action: That the Executive Member for Highways, Transport (Operational) & ICT resolves to approve the recommendations as set out in section X of this report.

Reason for decision to be taken:

Statutory:



Non-Statutory:



Other options considered:

Key background documentation:

The Petition.
Road condition data
3 Year Highway Improvement Programme

Portfolio Member Details	
Name & Telephone No.:	Councillor David Betts - Tel (0118) 942 2485
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Contact Officer Details	
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Implications

Policy:	None arising from report
Financial:	None arising from report
Personnel:	None arising from report
Legal/Procurement:	None arising from report
Environmental:	None arising from report
Partnering:	None arising from report
Property:	None arising from report
Risk Management:	None arising from report
Community Safety:	None arising from report
Equalities:	None arising from report

Consultation Responses

Members:

Leader of Council:	Councillor Graham Jones fully supports the report and agrees with the recommendations.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell fully supports the report and agrees with the recommendations.
Select Committee Chairman:	Councillor Quentin Webb fully supports the report and agrees with the recommendations.
Ward Members:	<p>Paul Bryant commented that whilst it would be nice to resurface every road, he accepts that this is not possible in the current financial climate. He fully supports the report and agrees with the recommendations.</p> <p>Marcus Franks was pleased that the roads mentioned (with exception of Burchell) form part of the next 2 financial year programme and asked for the estate roads of Burchell Road and those off it to be monitored closely.</p>
Opposition Spokesperson:	Councillor Keith Woodhams supports the petition from residents requesting the roads be surfaced.
Local Stakeholders:	Petition is from local residents
Officers Consulted:	Mark Edwards, Paul Clements
Trade Union:	N/A

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
<p>If not subject to call-in please put a cross in the appropriate box:</p> <p>The item is due to be referred to Council for final approval <input type="checkbox"/></p> <p>Delays in implementation could have serious financial implications for the Council <input type="checkbox"/></p> <p>Delays in implementation could compromise the Council's position <input type="checkbox"/></p> <p>Considered or reviewed by OSC or associated Task Groups within preceding 6 months <input type="checkbox"/></p> <p>Item is Urgent Key Decision <input type="checkbox"/></p>		

Supporting Information

1. Background

- 1.1 A petition containing 483 signatures was presented by Councillor Paul Bryant at a meeting of the full Council on 9th December 2010. The petition states:

“We the undersigned wish to register our dissatisfaction with the condition of the roads at the following locations: Coxeter Road, Kersey Crescent, Brummell Road and Burchell Road, Speen, Newbury, RG14. We would like the re-surfacing of these roads carried out as a matter of urgency. The numerous temporary repairs that have been carried out are not satisfactory”.

- 1.2 The petition was first received as a letter on 9 September 2010. Following a discussion with the Petition organiser, it was decided to deal with the petition as a service request as a prompt response was requested. A full and detailed analysis was carried out using the 2009 condition data and the petition organiser was informed of the outcomes and Council’s recommendations on 29 September 2010 (by letter) and 4 October 2010 (by email). A copy of the response is provided in Appendix A.
- 1.3 The roads referred to in the petition form part of the unclassified road network and with the exception of Brummell Road which is a through road that links the A4 Bath Road to Grove Road, all the roads listed are minor link roads and cul-de-sacs serving residential areas, and as a consequence, only carry local traffic. The roads comprise concrete construction with a thin bituminous overlay.
- 1.4 Each year, the Council carries out a series of surveys to establish the condition of the District’s road network. The data from these surveys is used to produce National Indicators for Central Government and develop appropriate repair programmes using the asset management principles as set out in Government guidelines.
- 1.5 In addition to condition surveys, routine safety inspections are also undertaken to ensure the highway network remains in a safe and serviceable condition. Any defects exceeding the Council’s defined intervention levels are made safe under an emergency 2 hour response.
- 1.6 The Council’s current 3 Year Highway Treatment Programme (2010/11 to 2012/13) is detailed in Appendix B of this report and was developed using 2009 carriageway condition data and budget allocations. Whilst every effort is made to deliver this programme on time, changes in budget and other factors including adverse weather, utility works etc may result in changes in the timings within the programme.
- 1.7 Following receipt of a formal petition on 9 December 2010, a full analysis using 2010 carriageway condition data, injury accidents and complaints was undertaken. The conclusions of this analysis are detailed in Section 2 of this report. A summary of the results is detailed in Appendix C of this report.

- 1.8 Coxeter Road and Kersey Crescent form part of the current 2010/11 – 2012/13 Highway Treatment Programme and are programmed to be repaired in 2011/12.
- 1.9 Brummell Road, Lewendon Road and De Montford Road have deteriorated since the analysis that was carried out in September's using the 2009 carriageway condition data and will now form part of the emerging 2011/12 – 2013/14 Highway Treatment Programme.
- 1.10 Burchell Road remains in a serviceable condition and does not warrant repair at this present time.

2. Survey Results

- 2.1 During the initial site inspection, areas of lamination (stripping of the thin bituminous surface layer from the underlying concrete) and shallow potholes were recorded. Whilst aesthetically unpleasing, lamination in itself does not affect the structural integrity of the road or impact on safety to general road users.
- 2.2 Over the last 3 years, there have been no recorded injury accidents.
- 2.3 The conclusions of the analysis are summarised below and a summary of the results are detailed in Appendix C of this report.

Road	2010 Survey Condition	Main Defects	Current Position	Section to be Treated
Coxeter Road	100% amber	Potholes, lamination	Forms part of the 3 Year Highway Improvement Programme. Programmed for 2011/12	All
Brummell Road	22% Green, 20% Amber, 58% Red	Potholes, lamination	To be added to the 3 Year Highway Improvement Programme. Provisionally programmed for 2011/12	All
Burchell Road	Green	Minor areas of lamination.	Does not form part of the 3 Year Highway Improvement Programme.	This road does not warrant repair at this present time. Will be reassessed on receipt of 2011/12 condition data.
Lewendon Road	100% red	Potholes.	To be added to the 3 Year Highway Improvement Programme. Provisionally programmed for 2011/12	All
Kersey Crescent	70% Green 30% Red	Potholes.	Forms part of the 3 Year Highway Improvement Programme. Programmed for 2011/12	Section between Lewendon Road and Coxeter Road.
De Montford Road	50% Amber 50% Red	Potholes, lamination.	To be added to the 3 Year Highway Improvement Programme. Provisionally programmed for 2011/12	All

3. Recommendations

- 3.1 Coxeter Road and Kersey Crescent form part of the current 2010/11 - 2012/13 Highway Improvement Programme and are programmed to be resurfaced in 2011/12. Subject to no changes in budget or any unforeseen circumstances arising in 2011/12, it is recommended that these roads remain in the 2011/12 programme.
- 3.2 Brummell Road, Lewendon Road and De Montford Road have deteriorated since the first analysis in September 2010 using the 2009 carriageway condition data. Subject to no changes in budget or any unforeseen circumstances arising in 2011/12, it is recommended that these roads are added to the 2011/12 programme.
- 3.2 Based on current condition data, it is recommended that we continue to monitor the condition of Burchell Road.

Appendices

Appendix A: Council's response to service request received 9 September 2010.

Appendix B: 2010/11 – 2012/13 Highway Improvement Programme

Appendix C: Pavement Condition Summary

2010/11 to 2012/13 Highway Improvement Programme - Speen

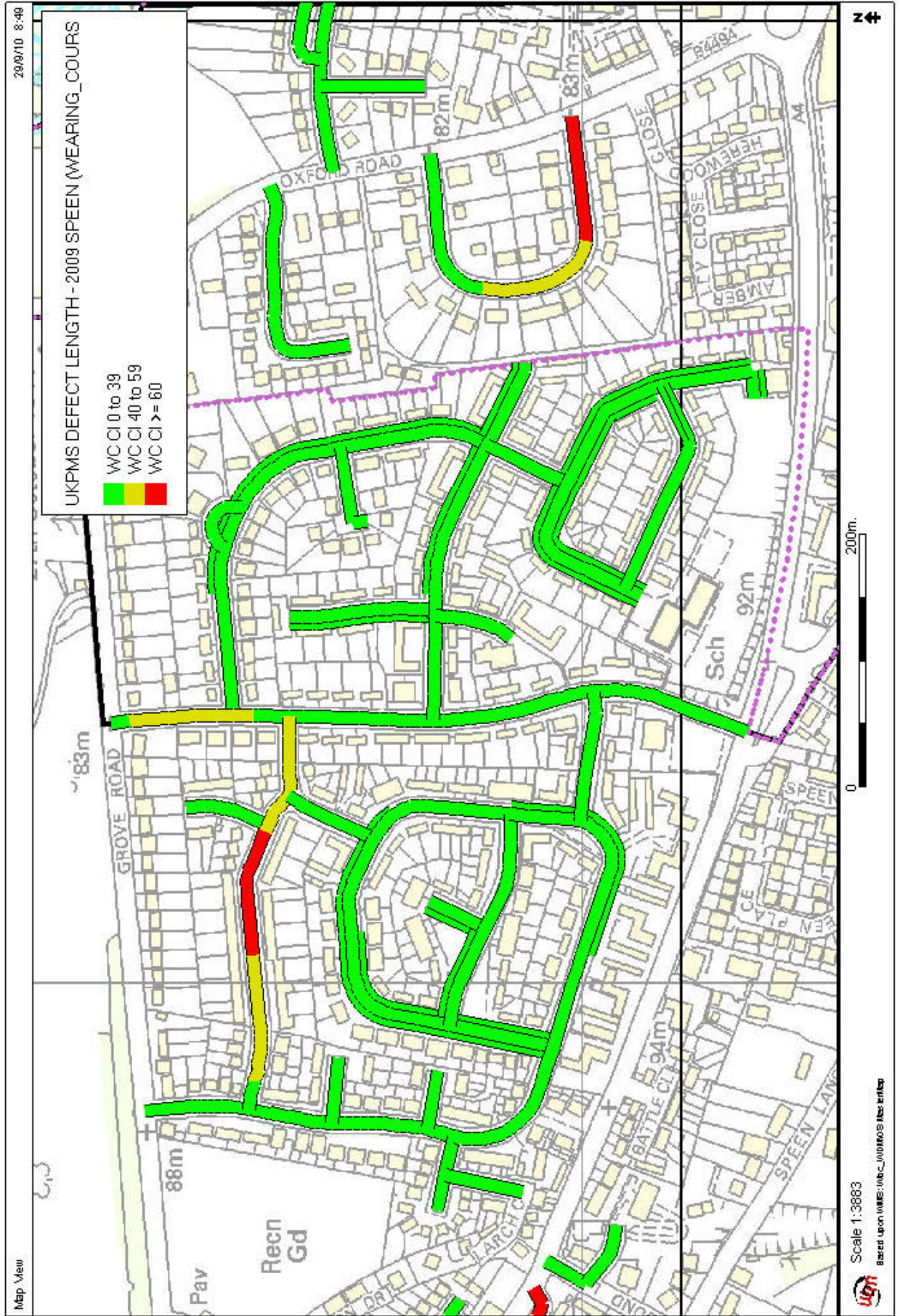


12/03/2010

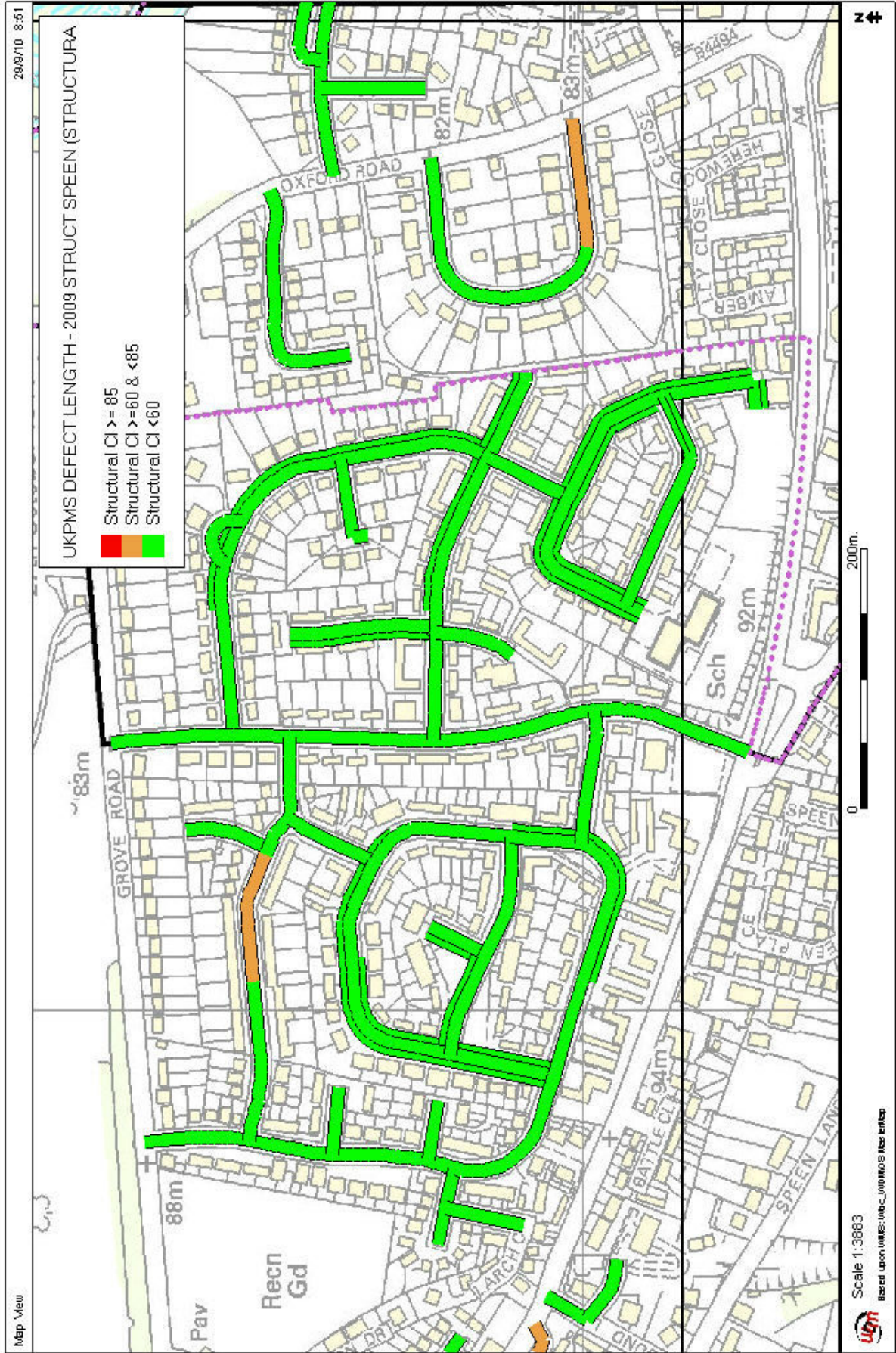


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Course Visual Inspection – Wearing Course 2009 Survey Data



Course Visual Inspection – Structural 2009 Survey Data



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2010/11 - 2012/13 Highway Improvement Programme

2010/11 Schemes

Parish	Location	From	To	Treatment
Aldermaston	Spring Lane	Church Road	Rag Hill	Thin Overlay (40-60mm)
Aldworth	Un-named road to St Mary's Church	B4009	B4009 Ambury Road	Surface Dressing
Basilidon	Un-named road to Coddessdon Lodge (Frying Pan Lane)	Park Wall Lane	End White Cottage	Thin Overlay (40-60mm)
Boxford	High Street	Roodhill	Baydon Road	Surface Dressing
Bradfield	Southend Road	Hungerford Lane	War memorial	Surface Dressing
Bradfield	Admoor Lane	South End Road	Webbs Lane	Surface Dressing
Brightwalton	B4494 Wantage Road	Holt Lane	Copperage Road	Surface Dressing
Brightwalton	Holt Lane	The Green	B4494	Surface Dressing
Bucklebury	Bushnells Green Road	Manor Farm Road	250m North	Surface Dressing
Burghfield	Theale Road	Swing Bridge	Hose Hill	Surface Dressing
Burghfield	Folly Road	Theale Road	Jaques Lane	Surface Dressing
Chaddleworth	Unnamed Road from Nodmoor	Hangmanstone Lane	Thicket Crossroads	Surface Dressing
Chaddleworth	Boitmore Way	Hangmanstone Lane	Tower Hill	Surface Dressing
Chaddleworth	Buckham Hill	A338 Wantage Road	Botmoor Way	Surface Dressing
Chieveley	Old Oxford Road	Graces Lane	Down Farm (Surface Change)	Surface Dressing
Chieveley	Unnamed road known as Curridge Road	Entrance to Arlington Grange Farm	Kiin Drive	Thin Overlay (40-60mm)
Chieveley	Green Lane	Graces Lane	All	Thin Overlay (40-60mm)
Cold Ash	B4009 North of Fishers Lane	Fishers Lane	Red Shute Hill	Surface Dressing

2010/11 - 2012/13 Highway Improvement Programme

2010/11 Schemes

Parish	Location	From	To	Treatment
Cold Ash	Hermitage Road/Cold Ash Hill	Gladstone Lane	The Ridge	Thin Inlay (40mm)
Enborne	Wheatlands Lane	Enborne Street	Skinner's Green Lane	Surface Dressing
Farnborough	Copperage Road	Farnborough Eastern Speed Limit	350m East of Lands End	Surface Dressing
Farnborough	B4494 Wantage Road	Copperage Road	District Boundary	Surface Dressing
Frlisham	Brocks Lane	Hatchets Lane	New Barn Farm junction with un-named road, Bucklebury	Thin Overlay (40-60mm)
Great Shefford	A338 Hungerford Hill	B4000 South Junction	Newbury Road	Surface Dressing
Greenham	Greenham Road/Pyle Hill	Racecourse Road	The Nightingales	Thin Inlay (40mm)
Hamstead Marshall	Enborne Road	Craven Arms Public House	Junction to White Hill	Surface Dressing
Hermitage	B4009 Hampstead Norreys Road	Manor Lane	Unnamed Road to Worlds End	Surface Dressing
Hungerford	A338 Wantage Road	At Junction With Tally Ho! Public House (50m Approaches to X Roads)		Calcined Bauxite (Anti-Skid)
Hungerford	A338 High Street	Church Way	A4/A338 Junction	Thin Inlay (40mm)
Inkpen	Spray Road	Lower Green	Wiltshire Boundary	Surface Dressing
Inkpen	Unnamed Road from Spray Road to Upper Green	Unnamed Road from Bell Lane to Lower Green	Spray Lane	Surface Dressing
Leckhampstead	B4494 Wantage Road	Holt Lane	Hill Green Lane	Surface Dressing
Midgham	Cox's Lane	A4 Bath Road	Broad Lane	Thin Overlay (40-60mm)
Newbury	Faraday Road	A4	End	Ralumac

2010/11 - 2012/13 Highway Improvement Programme

2010/11 Schemes

Parish	Location	From	To	Treatment
Newbury	Oxford Street	A4 Western Avenue	Clock Tower	Moderate Inlay (90-110mm)
Newbury	Nightingales/Greenlands Rd	Greenham Road	Greenham Road	Thin Inlay (40mm)
Padworth	Padworth Rd	Soke Rd Roundabout	Silver Lane	Thin Overlay (40-60mm)
Pangbourne	Cedar Drive	Flowers Hill	All	Ralumac
Peasmore	Peasmore Hill	B4494 Wantage Road	Hillgreen Lane	Thin Overlay (40-60mm)
Purley on Thames	Westbury Lane	A329 Oxford Road	End	Surface Dressing
Shaw Cum Donnington	B4494 Wantage Road	Red Lodge House	A34 Overbridge	Thin Overlay (40-60mm)
Stratfield Mortimer	Victoria Road/Stephens Firs/Stephens Road	St Catherine's Hill	Brewery Common Monument	Thin Inlay (40mm)
Sulhamstead	A4 Bath Road	Bostock Lane	A340 roundabout	Thin Inlay (40mm)
Thatcham	Westfield Road	Henwick Lane	Northfield Road	Ralumac
Thatcham	Loundyes Close	Baily Avenue	End	Ralumac
Theale	A4 Theale By-Pass (Incl. Slips)	A4/A340 Rbt	Arlington Rbt	Thin Inlay (40mm)
Tidmarsh	A340 The Street	Tidmarsh Grange bridge	Flowers Hill	Thin Inlay (40mm)
Tilehurst	Dark Lane	Long Lane	Overdown Road	Thin Inlay (40mm)
Tilehurst	Ashbury Drive	Compton Avenue	Warborough Avenue	Thin Inlay (40mm)
Welford	Easton Hill	B4000 Ermin Street	Showells - Top of Easton Hill	Surface Dressing
Winterbourne	B4494 Wantage Road	Unnamed Road to Penclose Farm	Hill Green Road	Surface Dressing
Wokefield	Goring Lane	Lockram Lane	District Boundary	Surface Dressing

2010/11 - 2012/13 Highway Improvement Programme

2010/11 Schemes

Parish	Location	From	To	Treatment
Woolhampton	Kiff Green	Cods Hill	Hatch Lane	Surface Dressing
Woolhampton	New Road Hill	School Hill	350m North	Surface Dressing

2010/11 - 2012/13 Highway Improvement Programme

2011/12 Schemes

Parish	Location	From	To	Treatment
Aldworth	Westridge Green	B4009	End	Thin Overlay (40-60mm)
Basilidon	Kiln Corner Ashampstead Road	Long Bottom Road	Quicks Green	Thin Overlay (40-60mm)
Beech Hill	Trowes Lane	Beech Hill Road	Unnamed Road (Right Junction)	Surface Dressing
Brightwalton	Unnamed Road from Hangmans Stone Lane to Holt Lane	School Hill	Spray Lane	Surface Dressing
Brightwalton	Spray Lane	The Green	500m West	Thin Overlay (40-60mm)
Brimpton	Brimpton Lane	Wasing Lane	Back Lane	Surface Dressing
Bucklebury	Manor Farm Road	Broad Lane, Chapel Row	St Mary's Church, Bucklebury	Surface Dressing
Bucklebury	Bucklebury Road	Brocks Lane	The Rookery	Surface Dressing
Bucklebury	Unnamed road from Burntbush Lane to Manor Farm Road (Part of Circle)	Briff Lane	Manor Farm Road	Thin Overlay (40-60mm)
Bucklebury	Holly Farm Lane	Broad Lane	Picton Farm	Thin Overlay (40-60mm)
Burghfield	Bennetts Hill	Theale Road	Un-named Road (Sheffield Bottom)	Surface Dressing
Burghfield	Burghfield Road	Traffic Lights on Cunning Man side	Reading Borough Boundary	Thin Overlay (40-60mm)
Burghfield	Hollybush Lane	Glebe End	Entrance to Leisure Centre (Willink)	Thin Inlay (40mm)
Chaddleworth	Mount Lane	670m North of Botmoor Way	920m North of Botmoor Way	Thin Overlay (40-60mm)
Chieveley	Priors Court Road	50m Approach to Junction with B4009 Long Lane		Calced Bauxite (Anti-Skid)
Chieveley	Curriage Road	Kiln Drive	B4009 Long Lane	Thin Inlay (40mm)
Cold Ash	The Rise	Collaroy Road	End	Ralumac

2010/11 - 2012/13 Highway Improvement Programme

2011/12 Schemes

Parish	Location	From	To	Treatment
Compton	Fairfield	Un-named Road	End	Ralumac
East Garston	School Lane	Front Street	End	Surface Dressing
Englefield	Common Hill	140m SE of Union Road	Bostock Lane	Thin Overlay (40-60mm)
Englefield	Bostock Lane	A4 Bath Road	Common Hill	Thin Overlay (40-60mm)
Frilsham	Unnamed Road from Yattendon to Bucklebury	Church Lane	Hatchets Lane	Surface Dressing
Great Shefford	A338/B4000 Junction	At Junction - A338 50m NE Approach to B4000 and B4000 50m Approach to A338		Calcined Bauxite (Anti-Skid)
Great Shefford	B4000 Ermin Street	50m Approach to Junction with A338		Calcined Bauxite (Anti-Skid)
Holybrook	A4 Bath Road	M4 Junction 12 Roundabout	Dorking Way (Incl. Roundabout & Spur)	Thin Inlay (40mm)
Hungerford	Park Street/Inkpen Road	At Junction (50m Approaches to and from Junction)		Calcined Bauxite (Anti-Skid)
Hungerford	A338 Wantage Road	50m North of Junction with Left Turn to Lovelocks	Junction with Left Turn to Lovelocks	Calcined Bauxite (Anti-Skid)
Hungerford	Atherton Crescent	A338 Salisbury Road	Atherton Road	Ralumac
Hungerford	Priory Road	School Access	A338 Salisbury Road	Thin Inlay (40mm)
Inkpen	Weavers Lane/Folly Road	Craven Road	Kintbury Road	Surface Dressing
Inkpen	Heads Lane	Rooks Nest Lane	310m east	Ralumac
Kintbury	Inkpen Road	Sadlers Road	New Surface Dressing near Entrance to Cold Harbour	Surface Dressing
Kintbury	Unnamed road from Tinkers Corner to H'stead M.	Forbury Lane	Old Lane	Surface Dressing
Kintbury	Craven Close	Queens Way	End	Ralumac

2010/11 - 2012/13 Highway Improvement Programme

2011/12 Schemes

Parish	Location	From	To	Treatment
Kintbury	Queens Way (Incl. Spur)	Craven Way	Holt Road	Ralumac
Lambourn	B4000 Upper Lambourn Road	Malt Shovel Lane	High Street	Surface Dressing
Lambourn	Bearfield Lane	B4001 Chilton Foliat Road	North to un-named road to Ragnal	Thin Overlay (40-60mm)
Lambourn	Half Mile Road	Unnamed Road from B4001	Unnamed Road to Pitt Cottage	
Newbury	B3421 Hambridge Road	50m Approach to Junction with A4		Calcined Bauxite (Anti-Skid)
Newbury	A343 Andover Road	50m West of A339/A343 Roundabout	A339/A343 Roundabout	Calcined Bauxite (Anti-Skid)
Newbury	A339 Newtown Road	170m North of St Gabriels School Entrance (outside Sandeleford Farm Entrance)	Entrance to St Gabriels School	Calcined Bauxite (Anti-Skid)
Newbury	A4 London Road	Both 50m Approaches to Faraday Road Traffic Lights		Calcined Bauxite (Anti-Skid)
Newbury	B4494 Oxford Road	A4 Roundabout	Grove Road	Thin Inlay (40mm)
Padworth	Rectory Road/Padworth Lane	Rag Hill	Lodge Farm	Surface Dressing
Peasemore	Un-named road Rowdown	Peasemore Hill	Sheep Leeze Lane	Surface Dressing
Peasemore	Field Road	Hailey Lane	Heath Lane	Surface Dressing
Shaw Cum Donnington	Shop Lane	B4494 Wantage Road	End	Thin Overlay (40-60mm)
Speen	Valley Road	Snake Lane	Combesbury Lane	Surface Dressing
Speen	Coexeter Road/Kersey Crescent	Groveland Road	Brummell Road	Ralumac
Stratfield Mortimer	The Street	Kiln Lane	50m West of Kiln Lane	Calcined Bauxite (Anti-Skid)
Stratfield Mortimer	Beech Hill Road	220m North of Mortimer Lane	800m East of Mortimer Lane	Surface Dressing
Sulhamstead	Bannister Road	Hollybush Lane	Jordans Lane	Ralumac

2010/11 - 2012/13 Highway Improvement Programme

2011/12 Schemes

Parish	Location	From	To	Treatment
<i>Thatcham</i>	<i>Harts Hill Road</i>	<i>Floral Way</i>	<i>Broad Lane</i>	<i>Surface Dressing</i>
<i>Thatcham</i>	<i>A4 London Road</i>	<i>50m East of Lower Way</i>	<i>Lower Way</i>	<i>Calcined Bauxite (Anti-Skid)</i>
<i>Thatcham</i>	<i>Lower Way</i>	<i>50m East of Tarn Howes Close</i>	<i>Tarn Howes Close</i>	<i>Calcined Bauxite (Anti-Skid)</i>
Thatcham	Link Way	Roman Way	Bailey Avenue	Ralumac
Thatcham	Baily Avenue	Westfield Road	Westland	Ralumac
Thatcham	Blyth Avenue	Oak Tree Road	Station Road	Ralumac
Thatcham	Turners Drive	Station Road	End	Ralumac
Thatcham	Chesterton Road	Sagecroft Road	End	Ralumac
Thatcham	Ashbourne Way (Incl. Spur)	Paynesdown Road	Paynesdown Road	Ralumac
Thatcham	Barfield Road	Henwick Lane	End	Ralumac
Thatcham	The Haywoods	The Frances	The Henrys	Ralumac
Thatcham	The Henrys	Park Avenue	Park Avenue	Ralumac
Thatcham	Wenlock Way	Ilkley Way	End	Ralumac
<i>Thatcham</i>	<i>Northfield Road</i>	<i>A4 Bath Rd</i>	<i>Heath Lane</i>	<i>Thin Inlay (40mm)</i>
Thatcham	Heath Lane	Northfield Road	Park Lane	Thin Inlay (40mm)
Thatcham	Cold Ash Hill	Heath Lane	Hatchgate Lane	Thin Inlay (40mm)
Thatcham	Greenham Common East Access	Crookham Common Road	Thornford Road	Thin Overlay (40-60mm)
Thatcham	Prince Hold Road	Lower Way	End	Thin Overlay (40-60mm)
Tilehurst	Chaffinch Close	Goldcrest Way	End	Ralumac

2010/11 - 2012/13 Highway Improvement Programme

2011/12 Schemes

Parish	Location	From	To	Treatment
<i>Tilehurst</i>	<i>Langley Hill</i>	<i>Reading Borough Boundary</i>	<i>100m South of Yew Tree Rise</i>	<i>Thin Inlay (40mm)</i>
<i>Ufton Nervet</i>	<i>Reading Road</i>	<i>Camp Road</i>	<i>50m North East of Island Farm Road</i>	<i>Surface Dressing</i>
<i>Welford</i>	<i>Valley Road</i>	<i>50m South of The Row</i>	<i>150m South of The Row</i>	<i>Calcined Bauxite (Anti-Skid)</i>
<i>Wokefield</i>	<i>New Road</i>	<i>Lockram Lane</i>	<i>Goring Lane</i>	<i>Thin Overlay (40-60mm)</i>

2010/11 - 2012/13 Highway Improvement Programme

2012/13 Schemes

Parish	Location	From	To	Treatment
Aldermaston	Red Lane	Rag Hill	Reading Road	Surface Dressing
Ashampstead	Reading Road	150m south east of junction of Unnamed Road to Southridge Farm	700m south east of junction of unnamed road to Noakes Hill	Surface Dressing
Basildon	Gardeners Lane	Aldworth Road	Dark Lane	Surface Dressing
Basildon	Park Wall Lane	Blandys Lane	Unnamed road to Coddesson Lodge	Thin Overlay (40-60mm)
Beech Hill	Bloomfieldhatch Lane	Cross Lane	District Boundary	Surface Dressing
Beenham	Back Lane	Stoneyfield	The Stocks	Thin Inlay (40mm)
Boxford	Winterbourne Road	Hangmanstone Lane	Winterbourne village	Surface Dressing
Bradfield	Back Lane	Ashampstead Rd	Cock Lane	Surface Dressing
Brimpton	Station Road	Shalford Bridge	400 metres north	Thin Overlay (40-60mm)
Bucklebury	Roundfield	Broad Lane	End	Ralumac
Burghfield	Reading Road	Holly Bush Lane	Manns Hill	Thin Inlay (40mm)
Chieveley	Arlington Lane	Oxford Road	B4494 Wantage Road	Thin Overlay (40-60mm)
Cold Ash	The Ridge	B4009 Hermitage Road	Collaroy Road	Thin Inlay (40mm)
East Ilsley	Copperage Road	Ball Pit Road	Bury Lane	Surface Dressing
East Ilsley	Abingdon Road	Sheepdown	A34(T)	Surface Dressing
Englefield	A340 The Street	Common Hill	Tidmarsh Grange Bridge	Surface Dressing

2010/11 - 2012/13 Highway Improvement Programme

2012/13 Schemes

Parish	Location	From	To	Treatment
Fawley	Un-named road from Dog Kennel Lane to Old Warren	Dog Kennel Lane	End	Surface Dressing
Greenham	New Road	Westwood Road	End	Ralumac
Greenham	Racecourse Road	Greenham Road	Westwood Road	Thin Inlay (40mm)
Hermitage	Yattendon Road	B4009 Newbury Road	Chapel Lane	Thin Inlay (40mm)
Hampstead Norreys	B4009 Newbury Road/Forge Hill	Compton Road	Wyld Court Hill	Thin Inlay (40mm)
Hungerford	Smitham Bridge Road	Bend nr Ash Tree Cottage	30m East of Freemans Close	Ralumac
Hungerford	Priory Avenue	Priory Road	Nr 21 (Orchard Park Close)	Ralumac
Hungerford	Sarum Way	Priory Road	End	Ralumac
Hungerford	Honeyfields	Prospect Road	Church Way	Ralumac
Hungerford	Atherton Road	A338 Salisbury Road	Church Way	Ralumac
Kintbury	Denford Lane/Winding Wood	1330m East of Radley Bottom	Unnamed road to Orpenham Farm	Surface Dressing
Lambourn	B4001 Wantage Road	Northfields	100m North of Seven Barrows Turn	Surface Dressing
Lambourn	B4001 Faringdon Rd	525m North of Seven Barrows Turn	District Boundary	Surface Dressing
Lambourn	Un-named road to Eastbury Grange	Valley Road	Eastbury Grange	Surface Dressing
Lambourn	B4001 Oxford Road	Parsonage Lane	The Granthams	Thin Inlay (40mm)
Lambourn	Un-named road from Baydon Road to Keeps Cottage Lambourn Woodlands	300m South-West of Baydon Road	End	Thin Overlay (40-60mm)
Newbury	Garford Crescent	Valley Road	Valley Road	Ralumac

2010/11 - 2012/13 Highway Improvement Programme

2012/13 Schemes

Parish	Location	From	To	Treatment
Newbury	Arnhem Road	Bone Lane	End	Ralumac
Newbury	Meadow Road	Wendan Road	Paddock Road	Ralumac
Newbury	Westwood Road	Greenham Road	New Road	Ralumac
Newbury	Stable Court	Love Lane	End	Ralumac
Newbury	Fir Tree Lane	Gaywood Drive	Turnpike Road	Thin Inlay (40mm)
Newbury	Enborne Road	Buckingham Road	Bartholemew Street	Thin Inlay (40mm)
Shaw Cum Donnington	Owen Road	Kingsley Close	End	Thin Inlay (40mm)
Shaw Cum Donnington	Love Lane	Church Road	B4009 Shaw Hill	Thin Inlay (40mm)
Speen	Furze Hill	360m South of Wickham Rd	A4 Bath Road	Surface Dressing
Speen	Groveland Road	Sutton Road	Brummel Road	Ralumac
Stanford Dingley	Cock Lane	Bushnells Green Road (Bucklebury Rd)	Back Lane	Surface Dressing
Stratfield Mortimer	College Piece	Stephens Firs	Stephens Firs	Ralumac
Streatley	A417 Wantage Road	Rectory Rd	District Boundary	Surface Dressing
Streatley	A329 Wallingford Road	A417 Wantage Road	175m South of Streatley X Roads	Thin Inlay (40mm)
Streatley	B4009 Aldworth Road	650m West of Lewendon Hill	Lewendon Hill	Surface Dressing
Sulhamstead	Woodmans Lane	Bannister Road	Abbots Road	Ralumac
Sulhamstead	Whites Hill	100m North of St Michaels Ln	460m South of St Michaels Lane	Thin Overlay (40-60mm)
Thatcham	Cygnets Close	Ashbourne Way	End	Ralumac
Thatcham	Coombe Court	A4 Chapel St	Hartmead Road	Ralumac

2010/11 - 2012/13 Highway Improvement Programme

2012/13 Schemes

Parish	Location	From	To	Treatment
Thatcham	Coopers Crescent	Beverley Close	Beverley Close	Ralumac
Thatcham	Braemore Close (Both Spurs)	Ilkley Way	End	Ralumac
Thatcham	Quantocks	Wenlock Way	End	Ralumac
Thatcham	The Broadway	The Moors	Church Gate	Thin Inlay (40mm)
Thatcham	A4 Bath Road	Northfield Road	St Johns Road	Thin Inlay (40mm)
Theale	North Street	Englefield Road	Grantham Road	Surface Dressing
Tilehurst	A4 Bath Road	Langley Hill	Fords Farm Dual CWay	Thin Inlay (40mm)
Tilehurst	Curlew Drive	Partridge Drive	Partridge Drive	Thin Inlay (40mm)
Wokefield	Goring Lane	Reading Road	Lockram Lane	Surface Dressing

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Individual Executive Member Decision

Title of Report:	B4009 Westridge Green - Proposed 30mph speed limit
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	17 February 2011
Forward Plan Ref:	ID2165

Purpose of Report: To inform the Executive Member for Highways & Transport (Operational) & ICT of the responses received during the statutory consultation on the proposed 30mph speed limit in the village of Westridge Green.

Recommended Action: That the Executive Member for Highways, Transport (Operational) & ICT resolves to approve the recommendations as set out in Section 4 of this report.

Reason for decision to be taken: To enable the proposed speed limit to be introduced.

Statutory: **Non-Statutory:**

Other options considered:

Key background documentation: Email objection - 29th October 2010,
Minutes of the Speed Limit Review - 21th April 2010
EIA Stage 1 - Appendix A.

Portfolio Member Details	
Name & Telephone No.:	Councillor David Betts - Tel (0118) 942 2485
E-mail Address:	dbetts@westberks.gov.uk

Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal Traffic & Road Safety Engineer
Tel. No.:	01635 519491
E-mail Address:	agarratt@westberks.gov.uk

Implications

Policy:	The consultation is in accordance with the Council's Consultation procedures.
Financial:	The implementation of the speed limit will be funded from the approved Capital Programme.
Personnel:	None arising from this report.
Legal/Procurement:	The sealing of the Traffic Regulation Order will be undertaken by Legal Services.
Environmental:	A reduced speed limit will make a more pleasant environment for local residents.
Partnering:	The Council has worked in partnership with the Parish Council and the Police when proposing the new speed limit.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Community Safety:	None arising from this report.
Equalities:	EIA Stage 1 attached as Appendix A.

Consultation Responses

Members:

Leader of Council:	Councillor Graham Jones - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell is in agreement with proposals.
Select Committee Chairman:	N/A
Ward Members:	Councillor Alan Law is entirely supportive of the Objections and comments. I do not wish to see additional signage cluttering the countryside.
Opposition Spokesperson:	Councillor Keith Woodhams - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Local Stakeholders:	N/A
Officers Consulted:	Mark Cole and Mark Edwards
Trade Union:	N/A

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
<p>If not subject to call-in please put a cross in the appropriate box:</p> <p>The item is due to be referred to Council for final approval <input type="checkbox"/></p> <p>Delays in implementation could have serious financial implications for the Council <input type="checkbox"/></p> <p>Delays in implementation could compromise the Council's position <input type="checkbox"/></p> <p>Considered or reviewed by OSC or associated Task Groups within preceding 6 months <input type="checkbox"/></p> <p>Item is Urgent Key Decision <input type="checkbox"/></p>		

Supporting Information

1. Background

- 1.1 In August 2006 the Department for Transport published Circular 01/2006 Setting Local Speed Limits, which superseded the guidance, set in 1993. Circular 01/2006 also requested all traffic authorities to review the speed limits on all of their A and B roads, and implement any necessary changes, by 2011 in accordance with the new guidance. The B4009 between Streatley and Aldworth is therefore being assessed as part of this initiative and was considered by the Speed Limit task group at its meeting on 21st April 2010.
- 1.2 Also a 63 signature petition was received from residents of Westridge Green for the existing 40mph speed limit to be reduced to 30mph. It was agreed that this would be considered as part of the Speed Limit review process.
- 1.3 The Task Group, having considered the guidance specified in the Circular, traffic survey results, the number of recorded injury accidents and the residents concerns recommended that the length of the 40mph speed limit through Westridge Green be reduced to 30mph. This was approved by Individual Decision (ref ID 2095) on 28th May 2010 and followed by the statutory consultation and advertisement of the proposals, which was undertaken between 14th October and 4th November 2010.

2. Responses to statutory consultation

- 2.1 At the end of the statutory consultation period only one response had been received. This response was from a local resident who did not want additional sign clutter and questioned why West Berkshire Council was wasting money. They considered that a 20mph speed limit was more appropriate.

3. Conclusion

- 3.1 The response received during the statutory consultation period is not a direct objection to the advertised order but a request for a lower speed. A 20mph speed limit is not appropriate for this section of road.
- 3.2 The proposal to replace the whole length of the existing 40mph will not significantly increase the number of signs, however if the length of the proposed 30mph limit is reduced to cover Westridge Green, leaving a 40mph speed Limit between Westridge Green and Aldworth, then there will be no additional signs as only the sign face details will change.
- 3.3 The Speed Limit Task Group considers a number of factors when considering a speed limit. These include the current speed limit, the injury accident record, results of any traffic surveys, the character and nature of the road. Given that the Task Group consider that a 30mph speed limit is appropriate it is recommended that the new speed limit is introduced.

4. Recommendations

- 4.1 In view of the above it is recommended that the proposed 30mph speed limit be introduced to cover the village of Westridge green, leaving a 40mph speed limit between Westridge Green and Aldworth.
- 4.2 That the respondent to the statutory consultation be informed accordingly.

Appendices

Appendix A – EIA Stage 1

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Equality Impact Assessment Template – Stage One

Name of item being assessed:	B4009 Westridge Green - Proposed 30mph Speed Limit
Version and release date of item (if applicable):	7 January 2010
Owner of item being assessed:	Andrew Garratt – Principal Traffic & Road Safety Engineer
Name of assessor:	Andrew Garratt
Date of assessment:	7 January 2010

1 What are the main aims of the item?

The main aim of this item is to reduce the current 40mph limit in the village of Westridge Green to 30mph. This was requested via a petition from local residents and would seek to improve road safety by having a consistent speed limit throughout the village.

2 Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this.

(Please demonstrate consideration of all strands – Age, Disability, Gender, Race, Religion or Belief and Sexual Orientation.)


Group Affected	What might be the effect?	Information to support this.
Local Residents	Improved road safety	Lower vehicle speeds in village environment.
Elderly Pedestrians	Improved road safety	Slower speeds will make safer environment.
Persons with less mobility	Will feel safer when crossing the road.	Slower speeds will make safer environment.
Child pedestrians	Improved road safety	Slower vehicle speeds will give motorists more time to react to an unexpected situation.

Further Comments relating to the item:

3 Result (please tick)	
	High Relevance This needs to undergo a Stage 2 Equality Impact Assessment.
	Medium Relevance This needs to undergo a Stage 2 Equality Impact Assessment
	Low Relevance This needs to undergo a Stage 2 Equality Impact Assessment
✓	No Relevance This does not need to undergo a Stage 2 Equality Impact Assessment

For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.

4 Identify next steps as appropriate:	
Stage Two required	
Owner of Stage Two assessment:	
Timescale for Stage Two assessment:	
Stage Two not required:	✓

<p>Signed: </p>	<p>Date: 19/10/10</p>
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Individual Executive Member Decision

Title of Report:	Various Villages Parking Review 2010 - Amendment 8
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	17 February 2011
Forward Plan Ref:	ID2185

Purpose of Report:

To inform the Executive Member for Highways, Transport (Operational) & ICT of the responses received during the statutory consultation on the review and introduction of waiting restrictions within various villages (Brimpton, Chieveley, East Garston, East Ilsley, Enborne, Great Shefford, Hampstead Norreys, Hermitage, Kintbury, Ufton Nervet, Upper Basildon, Upper Bucklebury, Woolhampton and Yattendon) and to seek approval of officer recommendations.

Recommended Action:

That the Executive Member for Highways, Transport (Operational) & ICT resolves to approve the recommendations as set out in Section 4 of this report.

Reason for decision to be taken:

To enable the Various Villages Parking Review 2010 to be progressed to implementation

Statutory: **Non-Statutory:**

Other options considered:

None

Key background documentation:

Plan Nos: Q36(SC1), U41(SC1), U42(SC1), U75(SC1), V40(SC1), V41(SC1), V75(SC1), AE84(SC1), AN52(SC1), AN53(SC1), AO53(SC1), AQ18(SC1), AU47(SC1), AU48(SC1), AX37(SC1), AZ67(SC1), BA68(SC1), BA69(SC1), BC44(SC1), BC45(SC1), BD45(SC1), BD84(SC1), BH71(SC1), BK36(SC1), BK37(SC1) and BS72(SC1)
Residents Parking Policy and Guidance Report dated 12th August 2004.

Portfolio Member Details	
Name & Telephone No.:	Councillor David Betts - Tel (0118) 942 2485
E-mail Address:	dbetts@westberks.gov.uk

Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal Traffic and Road Safety Engineer
Tel. No.:	01635 519491
E-mail Address:	agarratt@westberks.gov.uk

Implications

Policy:	The consultation is in accordance with the Council's Consultation procedures.
Financial:	The Statutory Consultation and advertisement procedure and implementation of the physical works will be funded from the approved Capital Programme.
Personnel:	None arising from this report.
Legal/Procurement:	The sealing of the Traffic Regulation Order will be undertaken by Legal Services.
Environmental:	The proposals make best use of available road space for parking, balancing wherever possible the needs of residents and other road users.
Partnering:	None arising from this report.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Community Safety:	None arising from this report.
Equalities:	A Stage One EIA was undertaken on 13 January 2011 and is attached as Appendix A. This indicated that a Stage Two EIA would not be required.

Consultation Responses

Members:

Leader of Council:	Councillor Graham Jones - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell is satisfied that they can be introduced as long as the ward member has been consulted and agrees to these restrictions.
Select Committee Chairman:	N/A

Ward Members:

Brimpton and Woolhampton Councillor Irene Neill - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Chieveley Councillor Hilary Cole - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

East Garston and Great Shefford Councillors Graham Jones and Gordon Lundie - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

East Ilsley Councillor George Chandler supports the proposals.

Enborne and Kintbury Councillors Andrew Rowles and Anthony Stansfeld - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Hampstead Norreys and Yattendon Councillor Barbara Alexander - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Hermitage and Upper Bucklebury Councillors Graham Pask and Quentin Webb - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Ufton Nervet Councillors Keith Lock and Mollie Lock - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Upper Basildon Councillor Alan Law has no issues with the proposals.

Opposition Spokesperson:

Councillor Keith Woodhams supports the recommendations of officers having taken into consideration the views of expressed by interested groups and the Ward Member(s).

Local Stakeholders:

N/A

Officers Consulted:

Mark Edwards and Mark Cole

Trade Union:

N/A

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval	<input type="checkbox"/>	
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>	
Delays in implementation could compromise the Council's position	<input type="checkbox"/>	
Considered or reviewed by OSC or associated Task Groups within preceding 6 months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	

Supporting Information

1. Background

- 1.1 During 2009 the West Berkshire Clear Streets Strategy had reached the point where the programme was rolled out to cover the outlying areas of the District. In May 2009, all Parish Councils were asked to submit parking related issues they would wish to be addressed as part of the Clear Streets Strategy.
- 1.2 The villages listed below were prioritised for consultation during the 2010/11 financial year:
- Brimpton
 - Chieveley
 - East Garston
 - East Ilsley
 - Enborne
 - Great Shefford
 - Hampstead Norreys
 - Hermitage
 - Kintbury
 - Ufton Nervet
 - Upper Basildon
 - Upper Bucklebury
 - Woolhampton
 - Yattendon
- 1.3 Following investigation into the parking issues the Ward Members and Parish Councils covering the above areas were consulted for any comments to the parking proposals. The consultation resulted in some minor changes to the proposals which were then progressed to statutory consultation.
- 1.4 The statutory consultation and advertisement of the agreed proposals was undertaken between 28th October and 18th November 2010.

2. Responses to statutory consultation

- 2.1 At the end of the statutory consultation period no objections had been received in respect of proposals for Chieveley, East Ilsley, Hermitage, Ufton Nervet, Upper Basildon or Woolhampton.
- 2.2 One response was received for both Brimpton and East Garston from the respective Parish Councils indicating support for the proposals.
- 2.3 3 responses were received on the proposals for Enborne. Both the school and the Chairman of Governors for the school indicated their full support for the proposals. The Parish Council however objected to the proposals.
- 2.4 6 responses were received on the proposals for Great Shefford. The Parish Council and four residents of Riverway objected to the proposals for Riverway. One comment was received from a resident of The Close who objected to the

proposed disabled bay for that location. At the end of the consultation period a telephone call was received from the resident of The Close who requested the disabled bay, indicating they wished to withdraw their application due to the objection and comments, but no formal notice has been received regarding this.

- 2.5 5 responses were received on the proposals for Hampstead Norreys. The Parish Council and four residents of Water Street objected to the proposals for Water Street.
- 2.6 6 responses were received on the proposals for Kintbury, including an objection from the Parish Council.
- 2.7 8 responses were received on the proposals for Upper Bucklebury. The Parish Council, the school Chair of Governors, a parent governor and five residents of Berrys Road all objected to the proposals for Berrys Road/Blacklands Road junction. One comment was subsequently withdrawn once the proposals were fully explained to the objector.
- 2.8 1 response was received on the proposals for Yattendon. The Parish Council requested that the proposal be held in abeyance pending further enquiries by them to provide alternative parking facilities for visitors to the school.
- 2.9 A summary of the comments received during the statutory consultation, together with officer comments is provided in Appendix B to this report.

3. Conclusion

- 3.1 It is considered that the current parking issues for Chieveley, East Ilsley, Hermitage, Ufton Nervet, Upper Basildon and Woolhampton have been satisfactorily addressed, as no objections were received during the statutory consultation.
- 3.2 The objection from Enborne Parish Council was partly based on their consideration that the school should be taking up an offer to use an adjacent field for parking by school visitors. The school have indicated that they will not be taking up this offer and it is not clear whether planning approval would be given for this change of use in any case. It is considered that the proposed formal parking restrictions will address the immediate road safety concerns fronting the school.
- 3.3 The request by Yattendon Parish Council to hold the proposed parking restrictions in abeyance could be agreed under the following options:
 - (1) Include the proposed restrictions within the final Order but not actually introduce them on street immediately. This would enable the advertised restrictions to be introduced at a later date without a need to re-advertise and would allow the Parish Council some time to carry out their investigations. Introduction of the proposals at a later date would be subject to funds still being available. If the parking restrictions are not required, they would then have to be formally revoked as part of a subsequent parking scheme.
 - (2) Omit the proposed restrictions from the final Order and include them in a subsequent parking review. This will enable the length and position of the proposed parking restrictions to be reconsidered, following investigations carried out by the Parish Council and subject to further

consultation with the Parish Council. This would not impact on the overall progress of the parking restrictions in relation to the other villages within the proposed Order.

On balance it is considered that alternative (2) is the preferable option.

- 3.4 Requests for additional restrictions cannot be made without going through the full statutory consultation process again, but requests resulting in a relaxation to a proposed restriction can be accommodated by amendments to the Traffic Regulation Order (TRO) prior to its Sealing.
- 3.5 Having considered the objections and comments received for Enborne, Great Shefford, Hampstead Norreys, Kintbury, Upper Bucklebury and Yattendon, it is considered that the following adjustment will initially address the comments received during the consultation period and can be incorporated without the need for re-advertisement of the TRO:
- The proposal to introduce waiting restrictions in the turning head in Riverway, Great Shefford is deleted from the final scheme.
 - The proposal to introduce a disabled parking bay in The Close, Great Shefford is deleted from the final scheme.
 - The proposal to introduce KEEP CLEAR road marking and waiting restrictions in Water Street, Hampstead Norreys is deleted from the final scheme.
 - The proposal to introduce 30 minute limited waiting Monday-Saturday 8am-6pm restrictions in Church Street, Kintbury be relaxed to allow 1 hour limited waiting Monday-Saturday 8am-6pm.
 - The proposal to introduce waiting restrictions 'at any time' on High Street, Kintbury at a point opposite the entrance to The Croft be relaxed to a waiting restriction which is in operation Monday-Saturday 8am-6pm.
 - The proposal to introduce waiting restrictions at the junction of Berrys Road and Blacklands Road, Upper Bucklebury is deleted from the final scheme.
 - The proposed waiting restrictions in Yattendon be omitted from the final scheme and included in a subsequent parking review.
- 3.6 Due to the nature of parking schemes, it can sometimes be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will need to be monitored to determine their effectiveness and should any amendments be required these can be introduced as part of the review process, subject to the standard consultation procedure.

4. Recommendations

- 4.1 That the revisions to the proposed restrictions as detailed in Section 3.5 of this report be approved.

- 4.2 That the remaining proposed restrictions be introduced as advertised.
- 4.3 That the parking schemes be monitored so that any parking displacement can be addressed as part of a future review.
- 4.4 That the respondents to the statutory consultation be informed accordingly.

Appendices

Appendix A – EIA Stage 1

Appendix B – Summary of Comments to Statutory Consultation

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Equality Impact Assessment Template – Stage One

Name of item being assessed:	Various Villages Parking Review 2010 – Amendment 8
Version and release date of item (if applicable):	13 January 2011
Owner of item being assessed:	Andrew Garratt – Principal Traffic & Road Safety Engineer
Name of assessor:	Andrew Garratt
Date of assessment:	13 January 2011

1 What are the main aims of the item?

The main aim of this item is the proposed introduction of parking restrictions in various locations to address road safety concerns, verge damage caused by HGV parking, vehicle obstruction issues and provide parking for Blue Badge Holders in residential locations.

2 Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this.

(Please demonstrate consideration of all strands – Age, Disability, Gender, Race, Religion or Belief and Sexual Orientation.)


Group Affected	What might be the effect?	Information to support this.
Local Residents	Improved road safety	Better visibility at road junctions by preventing vehicles parking too close .
Child pedestrians	Improved road safety on approaches to those schools included within this scheme.	Restricting or prohibiting parking will make a safer environment and enable vulnerable pedestrians to be seen by passing traffic.
Persons with less mobility	Blue Badge Holder residents in two Upper Bucklebury locations will be able to park closer to their property where competition for parking space is a problem.	Formal Disabled Parking Bay will be provided.

Further Comments relating to the item:

3 Result (please tick)	
	High Relevance This needs to undergo a Stage 2 Equality Impact Assessment.
	Medium Relevance This needs to undergo a Stage 2 Equality Impact Assessment
	Low Relevance This needs to undergo a Stage 2 Equality Impact Assessment
✓	No Relevance This does not need to undergo a Stage 2 Equality Impact Assessment

For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.

4 Identify next steps as appropriate:	
Stage Two required	
Owner of Stage Two assessment:	
Timescale for Stage Two assessment:	
Stage Two not required:	✓

<p>Signed: </p>	<p>Date: 13 January 2011</p>
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Summary of comments to Statutory Consultation

No. of Comments	Comments	Officer Comments
Enborne comments		
1	<p>Enborne Parish Council indicated that they considered the proposals to be a waste of time as they would not be enforced and would probably be dangerous. They considered that the school should instead be progressing an application to use a field adjacent to the school for parking purposes.</p>	<p>The proposed parking restrictions have been designed to address road safety concerns associated with vehicles parking at the junction opposite the school and will provide an area to the front of school which would be free of parked vehicles and ensure that school children crossing the road into the playing field opposite the school entrance are visible to passing traffic.</p> <p>Once parking restrictions are introduced on site there would be an increased enforcement presence by our Civil Enforcement Officers (CEO), although as with all schools in the district, the enforcement would be intermittent due to limited number of CEOs. With the support of the school however, it is anticipated that the message would be passed to parents on the need to comply and respect the proposed restrictions.</p> <p>The school had previously responded to the Parish Council that they did not wish to take up the offer of the field for parking and it is not clear that planning approval would be given for this change of use in any case.</p>
1	<p>Enborne Parish Council commented on a typographical error on the Street Notice which stated 'Enbourne' rather than 'Enborne' and highlighted that the road fronting the school had been incorrectly named.</p>	<p>Our current method of describing parking restrictions for the final TR0 is through use of formal plans which clearly identify locations for parking restrictions, rather than through written description used during the consultation, so this will remove any potential for confusion on location.</p>
1	<p>Enborne school and their Chairman of Governors indicated that they fully supported the proposed restrictions and considered that they would improve road safety in the area of the school.</p>	<p>Comments noted.</p>

Summary of comments to Statutory Consultation

Great Sheffield comments	
<p>5</p>	<p>Great Sheffield Parish Council and four residents of Riverway objected to the proposed waiting restriction in that location, which included the turning head, on the basis that it is a short residential cul-de-sac, there were no road safety concerns with vehicles parking here and concerns associated with displacement into Station Road if the restrictions were to be introduced.</p> <p>Residents also objected to the potential introduction of yellow road markings as being unsightly.</p>
<p>2</p>	<p>A resident of The Close objected to the proposed disabled parking bay for that location as they considered it to be unfair on the other residents, especially as there are reportedly two other Blue Badge Holders out of the four properties in The Close.</p> <p>Great Sheffield Parish Council also thought that this bay would not achieve what the applicant wanted and considered that such a bay may cause friction in The Close.</p> <p>The applicant subsequently contacted the Council and verbally requested that the bay be omitted from the scheme as they did not want to cause a problem with the neighbours. No written confirmation of this withdrawal has been received.</p>
<p>This restriction was specifically requested by a resident of Riverway as they indicated that residents experienced problems due to vehicles owned by a neighbour parking in the turning head and on the footway. Turning areas are designed to assist large vehicles, such as delivery or refuse vehicles, in accessing all properties. They should of course normally remain clear of parked vehicles and we would generally rely on considerate parking by neighbours to ensure that the area continues to be made available. However, if the majority of residents (four out of the seven properties in Riverway) strongly object to the proposals and the location has not been raised as a particular concern by our Waste Service section then it is recommended that this proposal be omitted from the final scheme. If vehicles park on the footway and cause occasional obstruction then it can be addressed through existing legislation and does not require formal parking restrictions to be in place before police can take action.</p>	<p>There are only four residential properties in The Close, three of which are understood to have Blue Badge Holder residents (The Adult Social Care team have confirmed that there are currently two Blue Badge Holders in The Close including the applicant, with one other holder who has not yet renewed their badge.)</p> <p>It is recommended that this proposal be omitted from the final scheme.</p>

Summary of comments to Statutory Consultation

<p>Hampstead Norreys comments</p>	
<p>5</p>	<p>Hampstead Norreys Parish Council and four residents of Water Street objected to the proposed waiting restrictions and KEEP CLEAR road marking for that location due to concerns over displacement and having no alternative parking available for their properties.</p> <p>The formal waiting restrictions were proposed to prevent vehicles parking close to the junctions with Water Street. It has since been commented by residents and Parish Council that this is not a regular occurrence.</p> <p>In light of the local objections it is recommended that the proposed waiting restrictions and the KEEP CLEAR marking be omitted from the final scheme. If however the obstruction continues to cause a problem for buses the Council reserves the right to reconsider a KEEP CLEAR road marking, which does not require formal consultation with residents.</p>
<p>Kintbury comments</p>	
<p>2</p>	<p>Two residents objected to the proposed waiting restrictions for High Street on the basis that they were excessive for a location where properties have few, if any, alternative parking facilities available and already experience pressure from parking by visitors to the pub.</p> <p>The proposed restriction on High Street opposite the entrance to The Croft was intended to address the obstruction problems routinely experienced by large vehicles such as oil tankers and delivery vehicles, as they turned into and out of The Croft. As this is mainly a daytime problem it is recommended that the restriction opposite The Croft be reduced to the minimum length to ensure turning is unimpeded and relaxed to a restriction which operates Monday to Saturday, 8am-6pm.</p> <p>The other location on High Street where an extension to the 'At Any Time' waiting restriction is proposed will address road safety concerns associated with parking close to the junction and will also provide an unloading location for the regular delivery vehicles to the shop. Currently the delivery vehicles often stop in a position which presents an obstruction to passing traffic. It is recommended that this proposed extension is retained in the final scheme.</p>

Summary of comments to Statutory Consultation

1	A representative for the local traders on Church Street indicated that the proposed 30 minute limited waiting was too short a period for shoppers.	Comment noted. It is recommended that the proposed limited waiting period be relaxed to allow 1 hour of limited waiting during the same operational hours.
1	A resident of Church Street objected to the proposals on the basis that they were unclear whether the restrictions applied to the whole, or part of the street and that the restrictions would devalue property.	The proposed limited waiting restrictions are designed to provide short term parking space to encourage passing trade for local shops. The restrictions are primarily fronting the shops rather than the whole street and the objector was contacted and this was clarified. It is not considered that the restrictions will have a detrimental effect on property prices but may in fact have a beneficial effect as they will encourage turnover for the village shops.
1	A resident of Church Street objected to the proposals and made more general comments regarding footway parking obstruction issues and commented that the restrictions would not be enforced. They also requested that resident parking restrictions be introduced to resolve parking by visitors to the canal.	If the proposals are approved there will be routine enforcement by our Civil Enforcement Officers as they could be included as part of the role of enforcement associated with Hungerford. Issues regarding footway parking and obstruction can be dealt with by the police and does not require formal parking restrictions to be in place before they can take action. Resident parking restrictions would not really be appropriate for Church Street but could be considered as part of a future review if the overwhelming majority of residents supported such a scheme. Currently, if there are any parking problems associated with visitors to the canal then they are too few in number to cause serious concerns.
1	Kintbury Parish Council objected to the proposals relating to Church Street, Station Road, High Street and the 30 minute limited waiting restriction on the basis that they did not believe it will be policed.	The limited waiting restrictions have been requested and supported by all of the local traders and it is felt that they will encourage passing trade by providing better parking opportunities and removing long term parking. It has been recommended that the 30 minute restriction be relaxed to allow 1 hour waiting. Regarding enforcement, our Civil Enforcement Officers will be able to routinely patrol the restrictions as they could be included as part of the role of enforcement associated with Hungerford.

Summary of comments to Statutory Consultation

Upper Bucklebury comments	
7	<p>Bucklebury Parish Council, the primary school Chair of Governors, a parent governor and four residents of Berrys Road objected to the proposal to introduce waiting restrictions at the junction of Berrys Road and Blacklands Road to prevent parking close to the junction during school peak periods. The objections were based on displacement concerns and concerns relating to additional lines and signs giving an 'urban feel' to the location.</p> <p>An additional Berrys Road resident objected but subsequently withdrew their objection once the reason and the extent of the restriction was explained.</p>
<p>This restriction was proposed to address a low risk road safety concern regarding vehicles parking close to junctions. Given the level of objection from local residents and other parties it is recommended that this proposal be omitted from the final scheme.</p> <p>The 'Considerate Car Use' leaflet has been sent to the school so that they are able to distribute to parents and this will reinforce the message that vehicles should not be parking close to this junction.</p>	
Yattendon comments	
1	<p>Yattendon Parish Council requested that the proposals be held in abeyance pending further enquiries by them to provide alternative parking facilities for visitors to the school.</p>
<p>The proposed parking restrictions could be held in abeyance if the restrictions are included within the final Sealed Order but not actually implemented on street. This would enable the restrictions to be introduced at a later date subject to funds being available for this work, following investigations carried out by the Parish Council, without a need to re-advertise the proposals.</p> <p>If however their investigations are successful and they decide that they would not want the parking restrictions to be implemented the restrictions would have to be formally revoked as part of a subsequent parking scheme and removed from the Consolidated Order.</p> <p>Alternatively, if the proposed restrictions are omitted from the final scheme and held in abeyance, it would enable the length and position of the proposed parking restrictions to be reconsidered, following investigations carried out by the Parish Council on whether they have been able to provide suitable alternative parking to remove vehicles from the carriageway and subject to further consultation. This would not impact on the overall progress of the TRO in relation to the other villages within the TRO.</p> <p>It is therefore recommended that the proposed restrictions be omitted from the Amendment Order.</p>	

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