

Individual Decision

The attached reports will be taken as
Individual Portfolio Member Decisions on:

Thursday, 26th April, 2012

Ref:	Title	Portfolio Member(s)	Page No.
ID2469	Petition for Access Only Restriction - Falkland Drive, Newbury	Councillor David Betts	1 - 6
ID2470	A4 Padworth - Proposed 50mph Speed Limit	Councillor David Betts	7 - 16
ID2411	St. John's Road, Newbury - Zebra Crossing and Cycle Lanes	Councillor David Betts	17 - 30



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Individual Executive Member Decision

Title of Report:	Petition for Access Only Restriction Falkand Drive, Newbury
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	26 April 2012
Forward Plan Ref:	ID2469

Purpose of Report: To respond to a petition that has been submitted to the Council.

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

Reason for decision to be taken: To provide a response to the petitioners.

Other options considered: N/A

Key background documentation: The Petition.

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:	None arising from this report.
Financial:	The introduction of improved streetname signs will be funded from the approved Capital Programme.
Personnel:	None arising from this report.
Legal/Procurement:	None arising from this report.
Environmental:	None arising from this report.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Equalities Impact Assessment:	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 I is satisfied with the recommendation.

Ward Members: Councillor Mike Johnston is generally content with the report. Councillor Ieuan Tuck - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

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"/>
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 Overview and Scrutiny Management Commission or associated Task Groups within preceding six months	<input checked="" type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	
Report is to note only	<input type="checkbox"/>	

Supporting Information

1. Background

- 1.1 A petition containing 30 signatures was submitted to the Overview and Scrutiny Management Commission on 21 February 2012. The petition states:

“We the undersigned being residents of Falkland Drive, request the council to make Falkland Drive an “Access Only” road.

The reason for this is that there is a proposal to make adjoining roads more resident friendly, we feel that as Falkland Drive is a cul de sac, an access only road would suit our requirements better.”

- 1.2 Falkland Drive is a 225 metres long residential cul de sac with 25 properties. It is accessed off the A343 Andover Road and located approximately opposite a new development that was previously part of St Bartholomew School. There is a ‘no through road’ sign at the entrance of Falkland Drive.
- 1.3 Parking restrictions consisting of junction protection markings have recently been introduced on the Andover Road at its junctions with Bartlemy Road, Erleigh Dene and Wendan Road, which are in the vicinity of Falkland Drive. School time restrictions have also been introduced on Bartlemy Road at the pedestrian access to St Bartholomew School.

2. Conclusion

- 2.1 There are no proposals or measures that have been introduced, other than those detailed above, to make the adjoining roads more resident friendly. Therefore there will be no displacement of on street parking into Falkland Drive.
- 2.2 It is considered that on street parking in Falkland Drive may have recently increased due to persons working on the development at the St Bartholomew School site. As the site is nearly completed it is expected that on street parking will return to it's previous levels.
- 2.3 An access only restrictions is a prohibition of driving traffic order which includes an exemption for persons going to and from premises situated on or adjacent to the specified road. Prohibition of driving orders can only be enforced by the Police and are time consuming and difficult to enforce as it needs to be established that the owner of an offending vehicle is contravening the restriction and not visiting a property in the road. It is therefore likely that enforcement would be a very low priority for the Police.
- 2.4 There are other measures such as parking restrictions that could be introduced to reduce the number of non residents from parking in a road. Although these types of restrictions are not considered appropriate for Falkland Drive at the present time, the parking situation should be monitored as the new development becomes occupied to determine if there is a parking problem.

2.5 However to further emphasise that Falkland Drive is a cul de sac the 'no through road' sign could be incorporated within the street nameplate. This may reduce the number of vehicles entering Falkland Drive.

3. Recommendations

3.1 That an 'Access Only' restriction is not introduced and that the parking situation be monitored.

3.2 Incorporate a 'no through road' sign within the street nameplate for Falkland Drive.

3.3 That the petition organiser be informed of the decision.

Appendices

Appendix A – Equality Impact Assessment – Stage 1

Equality Impact Assessment – Stage One

Name of item being assessed:	Petition for Access only restriction Falkand Drive Newbury
Version and release date of item (if applicable):	5 April 2012
Owner of item being assessed:	Andrew Garratt, Principal Traffic & Road Safety Engineer
Name of assessor:	Andrew Garratt
Date of assessment:	5 April 2012

1. What are the main aims of the item?
The main aim of this item is to respond to a petition that has been submitted to the Council.

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 reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation)

Group Affected	What might be the effect?	Information to support this.
Local Residents	See comments below.	N/A
Child pedestrians	See comments below.	N/A
Person with less mobility	See comments below.	N/A

Further comments relating to the item:
Falkland Drive is a small residential cul de sac and any restrictions are unlikely to effect the above groups.

3. Result (please tick by double-clicking on relevant box and click on 'checked')
<input type="checkbox"/> High Relevance - This needs to undergo a Stage 2 Equality Impact Assessment
<input type="checkbox"/> Medium Relevance - This needs to undergo a Stage 2 Equality Impact Assessment
<input type="checkbox"/> Low Relevance - This needs to undergo a Stage 2 Equality Impact Assessment
<input checked="" type="checkbox"/> 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:	Not required

Name: Andrew Garratt

Date: 5 April 2012

Individual Executive Member Decision

Title of Report:	A4 Padworth - Proposed 50mph Speed Limit
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	26 April 2012
Forward Plan Ref:	ID2470

Purpose of Report: To inform the Executive Member for Highways, Transport (Operational), ICT & Customer Services of the responses received during the statutory consultation on the proposed 50mph Speed Limit, on the A4 at Padworth and to seek approval of the recommendations.

Recommended Action: That the Executive Member for Highways, Transport (Operational), ICT & Customer Services 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.

Other options considered: N/A

Key background documentation:

- Email objection - 3rd February 2012.
- Minutes of the Speed Limit Review - 20th December 2010.
- Individual Decision (ID 2144) – Speed Limit Review December 2010.
- Plan No SLR/10/04/002A

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 introduction 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.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Equalities Impact Assessment:	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 supports the proposals for the single carriageway but a speed limit should not be installed on the length which is dual carriageway.

Ward Members: Councillor Irene Neill (Aldermaston Ward) supports the proposals for the single carriageway but a speed limit should not be installed on the length which is dual carriageway.

Councillors Keith Chopping (Beenham Ward) and Mollie Lock (Padworth Ward) To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor Geoff Mayes (Padworth Ward) commented that the dual carriageway section should stay at 60mph.

Opposition Spokesperson: Councillor Keith Woodhams make the following comments:

- The A4 needs to remain signed at 60 mph, apart from towns and villages. Chopping and changing speed limits in other areas of this road will confuse drivers. I would be surprised if motorists adhered to a 50 mph speed limit in light traffic conditions.
- I would have expected a comment from the police in the ID, stating whether they felt 50 mph was a realistic speed limit on this stretch of road.

- I would not support a 50 mph speed limit on the dual carriageway as this is the earliest section of road where eastbound cars can overtake lorries safely, from as far back as Thatcham.

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"/>
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 Overview and Scrutiny Management Commission or associated Task Groups within preceding six months		<input type="checkbox"/>
Item is Urgent Key Decision		<input type="checkbox"/>
Report is to note only		<input type="checkbox"/>

Supporting Information

1. Background

- 1.1 In August 2006 the Department for Transport (DfT) published Circular 01/2006 Setting Local Speed Limits, which superseded the guidance, set in 1993. As part of the new guidance all traffic authorities had to review the speed limits on all of their A and B classified roads in accordance with the new guidance.
- 1.2 The length of the A4 between the A340 roundabout at Aldermaston and the A340 roundabout at Theale was considered by the Speed Limit Review task group at its meeting on 1st December 2010.
- 1.3 The Task Group, having considered the guidance specified in the Circular, traffic survey results and the number of recorded injury accidents recommended that the length of the national speed limit on the A4 between a point to the west of the A340 Aldermaston roundabout and east of its junction to Beenham be reduced to 50mph. This was approved by Individual Decision (ref ID 2144) on 27th January 2011.
- 1.4 The statutory consultation and advertisement of the speed limit proposals was undertaken between 12th January and 2nd February 2012 so that if approved they could be introduced in conjunction with a pedestrian safety scheme between Station Road and Beenham Industrial Estate.

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 resident of Sulham who objected to any reduction to the current speed limit and made the following comments:

- The A4 is a main trunk road which has been derestricted for decades. The council appear to be proposing a 50mph limit because of the proximity of junctions, and this will be used as a 'wedge' to make the whole of the A4 50mph.
- Considers that using the mean speeds as specified in Circular 01/2006 is incorrect and that the 85 percentile speeds should be used when setting speed limits.
- The outcome of a collision at 50mph is likely to be the same as that at 60mph.
- The council has not justified the reduction in terms of reduced injuries or mean speed.

3. Conclusion

- 3.1 The A4 has not been a trunk road for over 40 years and the area fronting the A4 at Padworth has changed considerably in the last two decades. The speed limit has been reviewed taking into account the latest guidance from DfT, the number of recorded injury accidents and the results of recent traffic surveys.
- 3.2 The proposed 50mph speed limit covers the recent developments on the A4 and no further speed limit reductions on the A4 were considered appropriate by the task group. Therefore the proposed speed limit is not a wedge for to reduce the speed limit on the whole of the A4.
- 3.3 At the time of the speed limit review the three year injury accident record, to the end of July 2010, showed that there had been 28 accidents on the A4 between the two A340 roundabouts. These resulted in 4 serious and 33 slight injuries. In the latest three year period, to the end of December 2011 there have been 10 recorded injury accidents within the length of the proposed speed limit, which have resulted in 1 fatal, 3 serious and 11 slight injuries being received.
- 3.4 The results of traffic surveys undertaken during May 2010 in the vicinity of Padworth Close (located at the western end of the dual carriageway) showed that the mean speed of westbound traffic was 41mph with an 85th percentile speed of 47mph. The 85th percentile speed is below that of the proposed speed limit and shows that a 50mph speed limit is appropriate for the length proposed.
- 3.5 Given the above it is considered that the objector was not fully aware of the issues and many of their concerns had already been taken into account by the task group when the speed limit was reviewed.
- 3.6 During the consultation of the draft report several members commented that they do not support a 50mph speed limit on the dual carriageway section. There seems to be some confusion as the national speed limit is to remain on the dual carriageway section. The extent of the proposed speed limit is shown on Plan No SLR/10/04/002A.
- 3.7 Councillor Woodhams as part of his consultation response was expecting to see comments from the Police. The emergency services are statutory constultees on any traffic regulation order and if they comment about the proposals then they are

included within the Individual Decision report. The Police are also part of the speed limit review task group which supported the introduction of the 50mph speed limit.

4. Recommendations

- 4.1 That the proposed speed limit is introduced as advertised.
- 4.2 That the respondent to the statutory consultation be informed accordingly.

Appendices

Appendix A – Equality Impact Assessment – Stage 1

APPENDIX A

Equality Impact Assessment – Stage One

Name of item being assessed:	A4 Padworth – Proposed 50mph Speed Limit.
Version and release date of item (if applicable):	5 April 2012
Owner of item being assessed:	Andrew Garratt, Principal Traffic & Road Safety Engineer
Name of assessor:	Andrew Garratt
Date of assessment:	5 April 2012

1. What are the main aims of the item?
The main aim of this item is to introduce a 50mph limit on the A4 through Padworth. This is in accordance with DfT Circular 01/2006 requesting that all authorities review the speed limits on all A and B class roads and seeks to improve road safety at this location.

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 reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation)		
Group Affected	What might be the effect?	Information to support this.
Local Residents	Improved road safety	Lower vehicle speeds in built up area.
Elderly Pedestrians	Improved road safety	Slower speeds will make safer environment.
Person 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 by double-clicking on relevant box and click on 'checked')
<input type="checkbox"/> High Relevance - This needs to undergo a Stage 2 Equality Impact Assessment

<input type="checkbox"/>	Medium Relevance - This needs to undergo a Stage 2 Equality Impact Assessment
<input type="checkbox"/>	Low Relevance - This needs to undergo a Stage 2 Equality Impact Assessment
<input checked="" type="checkbox"/>	No Relevance - This does not need to undergo a Stage 2 Equality Impact Assessment

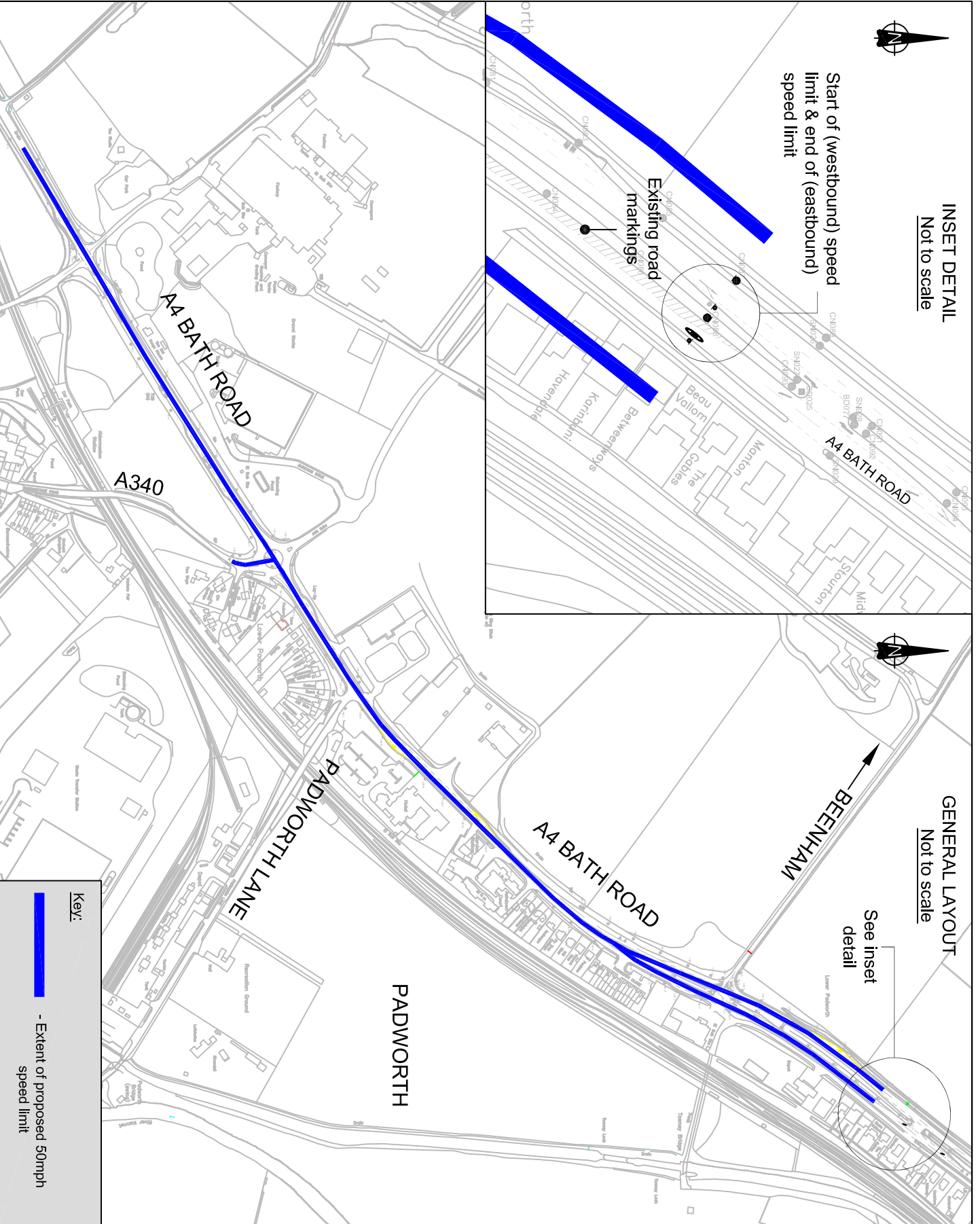
For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.

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

Name: Andrew Garratt

Date: 5 April 2012

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INSET DETAIL
Not to scale


GENERAL LAYOUT
Not to scale

Start of (westbound) speed limit & end of (eastbound) speed limit

Existing road markings

See inset detail

Key:

 - Extent of proposed 50mph speed limit

- Notes:**
1. This drawing is indicative only
 2. Do not scale drawing

REV	DESCRIPTION	BY	CHK	DATE
1	Initial design/working drawing	CV	AW	18.04.12
2		DR	AW	REV DATE

West Berkshire COUNCIL
Highways and Transport | Council Offices
Market Street | Newbury | RG14 5LD

A4 BATH ROAD, ALDERMASTON & PADWORTH, BERKSHIRE

PROPOSED 50MPH SPEED LIMIT

DATE	BY	CHK	APP	STATUS
OCT 2011	CV	AW	AA	NTS
SLR/10/04/002				A

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Individual Executive Member Decision

Title of Report:	St. John's Road, Newbury Zebra Crossing and Cycle Lanes
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	26 th April 2012
Forward Plan Ref:	ID2411

Purpose of Report: To consider the responses to the consultation of the above scheme and make a decision as to how to proceed.

Recommended Action: It is recommended that:
 (a) The project proceeds as shown in Appendix C.
 (b) The suggestions for minor improvements received during the consultation process are implemented where appropriate.
 (c) The respondents to the consultation are informed accordingly.

Reason for decision to be taken: To consider the responses to the consultation of the above scheme and make a decision as to how to proceed

Other options considered: As detailed in the report

Key background documentation: Traffic survey data.

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

Contact Officer Details	
Name:	Neil Stacey
Job Title:	Principal Engineer
Tel. No.:	01635 519113
E-mail Address:	nstacey@westberks.gov.uk

Implications

Policy:	None
Financial:	If implemented, the scheme will be funded from the Cycle Improvements budget as part of the approved Capital Programme.
Personnel:	None
Legal/Procurement:	None
Environmental:	None
Property:	None
Risk Management:	If implemented, the project will be managed in accordance with the Highways and Transport Service's approach to risk management.
Equalities Impact Assessment:	<p>The Zebra Crossing will be of particular benefit to elderly and disabled pedestrians, who are likely to find particular difficulty in crossing St Johns Road. Tactile paving will be included at the dropped kerbs for the benefit of pedestrians with impaired vision.</p> <p>If the scheme does not proceed, no such facilities will be provided, but conditions for disabled pedestrians will be no worse than in the current circumstances.</p>

Consultation Responses

Members:

Leader of Council:	Councillor Graham Jones: No response received before the report publication deadline. Any comments subsequently received will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell: "No comment."
Ward Members:	Councillors Hunneman: Councillor David Allen: Councillor Ieuan Tuck: Councillor Mike Johnston: No response received before the report publication deadline. Any comments subsequently received will be verbally reported at the Individual Decision meeting. Ward Members' response to the original consultation are in Appendix B.
Opposition Spokesperson:	Councillor Keith Woodhams: "I support the officer recommendation"

Local Stakeholders: Consulted in February 2012 via a leaflet drop and local publicity. See Appendix B for a summary of the responses.

Officers Consulted: Jon Winstanley, Mark Edwards, Andrew Garratt, Valerie Witton

Trade Union: Not applicable.

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 Overview and Scrutiny Management Commission or associated Task Groups within preceding six months	<input type="checkbox"/>	
Item is Urgent Key Decision	<input type="checkbox"/>	
Report is to note only	<input type="checkbox"/>	

Supporting Information

1. Background

- 1.1 A project to install cycle lanes and a Zebra Crossing on St. Johns Road, Newbury, was included in the highways capital programme for the financial year 2012/13. The consultation leaflet for the project, which includes a plan of the proposals, is available for reference in Appendix C.
- 1.2 This report summarises the responses to the consultation of the scheme.

2. Project details

- 2.1 St Johns Road is part of the A343 route between Newbury and Andover and runs between the roundabout junctions with the A339 and Andover Road/Bartholomew Street/Newtown Road. The road is approximately 350 metres long and between 7 and 9 metres wide.
- 2.2 The adjoining Andover Road and Bartholomew Street both have facilities for cyclists in the form of on- and off-carriageway cycle lanes.
- 2.3 In order to extend the cycle route towards Newbury railway station and the A339, it is proposed to implement on-carriageway cycle lanes over most of the length of St Johns Road. In places, the road is not wide enough to accommodate cycle lanes on both sides and therefore there is a "gap" in the south-eastbound lane.
- 2.4 Close to the junction with Catherine Road, there is a traffic island which acts as a pedestrian refuge. However, the island is just 1.1 metres wide, compared with the desirable width of 2 metres. In order to accommodate cycle lanes, on this section of the road, the island would have to be removed, but this would remove a useful pedestrian facility. It is therefore proposed to replace the island with a Zebra Crossing, which would improve safety for pedestrians and reduce the potential conflict between cyclists and motor vehicles.

3. Consultation responses and officer comments

- 3.1 Leaflets explaining the proposals were sent to residential properties in the area and to other local stakeholders. A total of 7 responses to the consultation were received of which two express support of the proposals, four express opposition or objection and one is neutral. Appendix B contains a summary of all the responses received. The main concerns and suggestions are summarised below, together with brief comments.

Cycle Lanes are not wide enough

- 3.2 The width of the proposed cycle lanes is 1.2 metres. It should also be noted that the remaining carriageway width for motor vehicles would in places also be as low as 2.8 metres compared to the desirable minimum of 3.0 metres. Cycle lanes should ideally be a minimum of 1.5 metres wide, but there is insufficient carriageway width to accommodate lanes of this width. It is, however, permissible to use 1.2 metre widths and it is considered that they would in this instance be sufficient due to the very low proportion heavy goods vehicles using the road (approximately 2.3 per cent compared to an average of over 8 per cent on most other A roads in the district). An Independent Stage 1/2 Road Safety Audit has been carried out on the project, which did not raise this issue as a problem.

Cycle Lanes unlikely to be heavily used

- 3.3 It is accepted that the current volume of cyclists is relatively low; a two way flow of 90 cycles was observed in a survey carried out between 07:00 and 19:00 on 17th February 2011. It would be expected that this would be greater during the summer months. The introduction of cycle facilities is also intended to encourage cycling, as well as make improvements for existing cyclists, so there may well be a growth in the number of cycles over time.

Designate the footways as shared footway/cycleways instead

- 3.4 This is a valid suggestion, and could be achieved within the existing footway, which is typically 2 metres wide. However, on-carriageway lanes are generally preferred, as they enable cyclists to make more rapid progress without coming into conflict with pedestrians on the footway or having to slow down at side road junctions or private accesses. There are two side roads and four private accesses on the north side of St Johns Road; there are three side roads and ten private accesses on the south side, all of which would have to be negotiated by cyclists if using a shared footway/cycleway.

Need other minor improvements for cyclists in the area

- 3.5 Some suggestions have been made regarding the need for other minor improvements, such as dropped kerbs and improved signing. These can be accommodated as part of the project. See Appendix B for details.

4. Options for consideration

- 4.1 The following paragraphs summarise 3 options, their advantages and disadvantages:

Option 1 – Proceed with the proposals unaltered

4.2 Advantages:

- i) Cycle facilities are provided along most of St Johns Road, with no loss of priority for cyclists at side roads and private accesses;
- ii) A pedestrian crossing facility is provided.

4.3 Disadvantage:

The cycle lanes are only 1.2 metres wide, compared to the desirable 1.5 metres, therefore cyclists could be travelling closer to motor vehicles.

Option 2 – Convert the footways to shared footway cycle ways and proceed with the Zebra Crossing

4.4 Advantages:

- i) Cycle facilities are provided along most of St Johns Road;
- ii) A pedestrian crossing facility is provided.

4.5 Disadvantages:

- i) Cyclists' progress along St Johns Road would be interrupted by the frequent side junctions and private accesses and by the Zebra Crossing;
- ii) Cyclists and pedestrians would be unsegregated and may come into conflict on the shared facility.

Option 3 – Introduce no cycle facilities, but proceed with the Zebra Crossing

4.6 Advantages:

- i) A pedestrian crossing facility is provided.
- ii) This is a lower cost option than Options 1 and 2.

4.7 Disadvantages:

- i) No cycle facilities are provided.

5. Equalities Impact Assessment Outcomes

5.1 West Berkshire Disability Alliance was consulted on the proposals but did not make any comments.

5.2 The Zebra Crossing will be of particular benefit to elderly and disabled pedestrians, who are likely to find difficulty in crossing St Johns Road at busy times. Tactile paving will be included at the dropped kerbs for the benefit of pedestrians with impaired vision.

5.3 If the scheme does not proceed, no such facilities will be provided, but conditions for disabled pedestrians will be no worse than in the current circumstances.

6. Conclusion

6.1 The consultation process resulted in a low response rate, but the responses received were relatively balanced. The comments opposing the scheme have been given due consideration, however, on balance it is officers' view that the project should proceed as planned. In addition to the works originally proposed, the suggestions made to further improve facilities for cyclists in this part of Newbury can also be implemented.

7. Recommendation

7.1 In view of the above it is recommended that:

- (a) The project proceeds as shown in Appendix C.
- (b) The suggestions for minor improvements received during the consultation process are implemented where appropriate.
- (c) The respondents to the consultation are informed accordingly.

Appendices

Appendix A – Equality Impact Assessment – Stage 1

Appendix B – Summary of responses to consultation

Appendix C – Consultation Leaflet (including scheme plan)

Equality Impact Assessment – Stage One

Name of item being assessed:	St Johns Road, Newbury, Proposed Cycle Lanes and Zebra Crossing.
Version and release date of item (if applicable):	ID2411, 26 th April 2012
Owner of item being assessed:	Neil Stacey
Name of assessor:	Neil Stacey
Date of assessment:	27 th March 2012

1. What are the main aims of the item?
Introduction of cycle lanes and a Zebra Crossing

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 reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation)

Group Affected	What might be the effect?	Information to support this.
Disabled people (people with impaired mobility)	The Zebra Crossing will be of particular benefit to elderly and disabled pedestrians, who are likely to find particular difficulty in crossing St Johns Road. If the scheme does not proceed, no such facilities will be provided, but conditions for disabled pedestrians will be no worse than in the current circumstances.	Vehicular traffic will have to give priority to pedestrians who wish to cross the road. Tactile paving will be included at the dropped kerbs for the benefit of pedestrians with impaired vision.
All other groups	No effect.	N/A

Further comments relating to the item:
None.

3. Result (please tick by double-clicking on relevant box and click on 'checked')
<input type="checkbox"/> High Relevance - This needs to undergo a Stage 2 Equality Impact Assessment
<input type="checkbox"/> Medium Relevance - This needs to undergo a Stage 2 Equality Impact Assessment
<input type="checkbox"/> 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:	

Name: Neil Stacey

Date: 27th March 2012

	Reply from	Comments made	Officer response
1	Newbury Town Council	The Town Council is in support of this facility which extends the cycleway and provides a safer pedestrian crossing	Noted
2	West Berkshire Spokes (cycling interest group)	<p>1) We welcome an on road cycle route where the widths permit this.</p> <p>2) At the Eastern end of the cycle track, North side of the road, we would like to see a drop kerb which cyclists can use to easily mount the pavement at the end of the on road route.</p> <p>3) As stated, the cycle route when existing will be a minimum of 1.2m. This has been stated previously (for other schemes) and then the result literally "on the ground" has been less than 1.2m, so you may wish to stress the minimum to those who implement the scheme.</p> <p>4) A natural desire line for cycling, and use of this route will be from the underpass that exists at the Eastern end of Howard Road, then cyclists would either use Tudor Road or Chesterfield Road to get to St. John's Road. We would like to see drop kerbs at the top of the underpass at the Eastern end of Howard Road.</p>	<p>Should the scheme proceed, the requests for dropped kerbs at these locations can be taken forward.</p> <p>The support for the cycle route and the comment about the 1.2 metre widths are noted.</p>
3	Councillor Tony Vickers	<p>Intermittent on-road cycle lanes on busy roads are worse than useless: they are positively dangerous. So are cycle lanes that are less than 1.2m wide. If we cannot have cycle lanes at least 1.2m wide on both sides of St Johns Rd, then we'd rather have none.</p> <p>Better to accept what is done by many now as being least dangerous: make both pavements shared-use for pedestrians and cyclists - and provide safe entry and access points from the cycle network to the east and west.</p> <p>Whereas I myself will continue to cycle on-road (as will many braver/foolish adult cyclists) the test should be: would you allow (let alone encourage - which is what the Council would be doing by implementing these proposals) a 12-year-old child who has just passed their cycling proficiency test to ride up and down on this road using these lanes? We say "NO"! I was hoping that there would be room on St Johns Road for proper</p>	<p>Councillor Vickers' reservations regarding the 1.2 metre cycles lanes and his support for the Zebra Crossing are noted.</p> <p>The suggestion to make the footways shared use is valid, however, cyclists on a shared use facility would have to give way to vehicular traffic at side roads, may come into conflict with pedestrians and may come into conflict with vehicles turning at the various private entrances on St Johns Road.</p> <p>Improvements at the Eeklo Place/Howard Road underpass can be taken forward.</p>

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		<p>cycle lanes. There is room on most of Andover Road and we badly need a good cycle route from Racecourse Estate to St Barts School (the nearest, if not the catchement school at present) to be in place before homes there are occupied.</p> <p>The only alternative route, which the Council should now look at seriously, would be via the underpass from Greenham / Eeklo Place to Howard Road, then onto Porchester and Newtown Roads to the St Johns Roundabout.</p> <p>Do go ahead with the zebra crossing. And remove the traffic islands.</p>	
4	Councillor Mike Johnston	<p>No objection to it from a practical point of view for what it achieves.</p> <p>I am interested in how it connects to what I assume is permitted cycling along the footpath from the Burger King roundabout to the Railway Station. Is cycling permitted on the pavement there and is it possible to demarc it from pedestrians?</p>	The suggestion to clarify the status of the footways near the Burger King Roundabout can be addressed by additional signing as part of this project
5	Councillor Roger Hunneman	<p>I welcome the pedestrian crossing arrangements but I am concerned that the space for cycle lanes is minimal – indeed the westbound one finishes at Chesterfield Road (presumably some of the cyclists may disappear up there!)</p> <p>I suppose nothing can be done to improve the width of the cycle lanes - would there be any possibility of increasing the width of the footways and going for shared use? It all really does look very constrained.</p> <p>I also note and agree with Cllr Johnson's observations/comments about cycle lane / on footpath arrangements to the east, round into the A339 area – this needs some clarification.</p>	<p>Support for the Zebra crossing and concern for the width of the cycle lanes is noted.</p> <p>The suggestion to widen the footways to allow shared pedestrian/cycle use would require physical engineering work, as oppose to the installation of road markings and as such would be prohibitively expensive given the funds available for this project.</p> <p>As above, the status of the footways can be clarified with extra signing.</p>
6	Thames Valley Police	Cycle lanes should be a minimum of 1.5 metres	The overall width of the road means that 1.5 metre cycle lanes are not achievable.

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		<p>From the drawing received the road markings suggest advisory cycle lane yet the signing suggest mandatory.</p>	<p>If implemented, the cycle lanes would be advisory and the discrepancy with the signing would be corrected at the detailed design stage.</p>
7	Local Resident	<p>My initial reaction to the proposals was one of amazement, as my perception on the number of cyclists using the road didn't seem to justify the expense given the pressures on the Council's budget. (A nice to do rather than a definite need). However, I'm willing to be proved wrong about that. My main concern about the proposals is the siting of the new crossing. Whilst I understand the rationale of it's being a replacement for the existing safe (?) using the island, I do feel it would be better sited at the Burger King end of the road. My reasons for this are as follows:-</p> <p>a The crossing would only serve residents in the middle of the road. Those at the Newtown Rd end would presumably continue to use the one opposite the church, whilst those at the Burger King end would continue to cross using the islands there. This crossing is used not only by residents of St.John's but by pedestrians from the Greenham area and from the Abbots Road area.</p> <p>b The majority of the people crossing the road are either going to or coming from the town, so crossing at the middle of the road is of no benefit. On the other hand no one who currently uses the Burger king crossing point is going to walk 50 yds west to use the new crossing and 50yds back. A greater benefit would be gained by siting it at the Burger king end , and would afford some protection from the traffic which speeds round the roundabout.</p> <p>c Whilst I am in favour of redressing the balance between cars and the rest of us , having two crossings (proposed and Newtown Rd) so close together might be thought an unreasonable interruption to the traffic flow.</p>	<p>The comment on the low number of cycles using St Johns Road is noted.</p> <p>The Zebra crossing is proposed in this location to replace the current (sub standard) traffic island. It is considered that this crossing would be well used, particularly with the residents of Queens Court and those walking to the railway station.</p> <p>The need for further pedestrian crossing facilities close to the junction with the A339 could be investigated separately.</p>

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St Johns Road Cycle Improvements and Zebra Crossing

Proposed works will include:

- Removal of the existing traffic islands providing extra carriageway width.
- Addition of on carriageway cycle lanes where possible.
- Installation of a zebra crossing to provide a safe crossing point for pedestrians.
- Additional street lighting provided at the new crossing.

Background information

The proposed cycle lanes along St Johns Road will extend the current cycle network towards the railway station. To accommodate this the crossing islands will need to be removed to allow adequate carriageway width. This has given us an opportunity to install a zebra crossing at the site providing a safer crossing and to improve street lighting in the area.

If you have any comments regarding the scheme please contact us on the details below by the 24th February 2012.

Contact:

Neil Stacey or Peter Morgan on **01635 42400**
email: nstacey@westberks.gov.uk or pmorgan@westberks.gov.uk

WBC/H&T/PM/01/12

St Johns Road Cycle Improvements and Zebra Crossing

