

## Individual Decision

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<b>Title of Report:</b>	<b>Greenham Road/Pyle Hill Footway/Cycleway, Greenham</b>		
<b>Report to be considered by:</b>	<b>Cllr. Keith Chopping</b>	<b>on:</b>	<b>6 March 2006</b>
<b>Forward Plan Ref:</b>	<b>ID1155</b>		

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### **Purpose of Report:**

To report the results of a public consultation on the provision of footway/cycleway adjacent to Greenham Road/Pyle Hill, between Water Lane and Nightingales, Greenham.

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### **Recommended Action:**

That the scheme illustrated on drawing no. LJT/81235/3 is competitively tendered and a contract awarded to the successful contractor, and that the scheme be implemented subject to any amendments resulting from safety audit and detail design.

### **Reason for decision to be taken:**

To progress the scheme as detailed in the body of the report.

### **List of other options considered:**

Not applicable

### **Key background documentation:**

- WSP Report - Greenham Transport Study, 2004.

<b>Portfolio Member:</b>	Councillor Keith Chopping
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### **Contact Officer Details**

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## Supporting Information

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### 1. Background

- 1.1 Greenham Road/Pyle Hill is the main residential distributor road connecting Greenham to Newbury Town Centre. The main part of Greenham Road is residential and subject to a 30mph speed limit, however the section under consideration is at the southern end of Greenham Road between Water Lane and Nightingales, which is rural in nature and subject to 40mph restriction. The proposed footway/cycleway will connect the Pigeons Farm and Water Lane areas of Greenham to Greenham Court Primary School, the Nightingales and on to Newbury Town Centre.
- 1.2 At present a footway extends along the eastern side of Greenham Road, however this footway is sub-standard being only 0.8m wide (the desirable minimum for a new footway is 1.5m). This poses particular difficulties for parents with push-chairs and wheelchair users.
- 1.3 Conditions for cycling on carriageway are not ideal as there is no street lighting along this section of Greenham Road. The road is tree lined and has a number of bends which reduce forward visibility. Combined with the 40mph speed limit it is considered that less confident cyclists (particularly parents with school children) may be discouraged from using the route.
- 1.4 Transport consultants WSP Group were commissioned in 2003 to undertake a transport study of the Greenham area. One of the study conclusions is that the current lack of footways and poor conditions for cyclists along this section of Greenham Road would act as a significant barrier to residents of Water Lane and Pigeons Farm areas wishing to walk and cycle to local amenities.
- 1.5 A number of improvement options were considered, with one possibility being to widen the existing footway on the east side of Greenham Road. This was discounted due to land constraints, level differences between the highway and adjacent land and the presence of mature trees also represented a barrier.
- 1.6 The ideal option is to construct a continuous footway/cycleway along the western side of Greenham Road (this would also link into a new section of footway being provided across the front of the Bowling Club by a developer). However this scheme would involve the removal of a number of mature oak trees and an established hedge-row between the West Berkshire Bowls club and Water Lane (for details see drawing no. LJT/81235/3). As can be seen from the drawing, this is on land outside of the Councils ownership (owned by Rivar Ltd). Initial consultation with Local Ward Members, Greenham Parish and West Berkshire Countryside Officers revealed that removal of the trees and hedge would be environmentally unacceptable.
- 1.7 Taking these points into consideration a scheme has therefore been designed to provide a 3m shared use footway/cycleway on the western side of Greenham Road between Water Lane and Nightingales. To avoid removal of the mature oaks and hedgerow an agreement has been reached between the Council and Rivar Ltd to purchase the strip of land to the rear of the hedgerow. Negotiations have taken place between land agents representing both parties and a sum of £30,000 has been provisionally agreed for the land.
- 1.8 The scheme also involves the provision of street lighting along the route, the installation of a traffic island crossing point at the junction with Water Lane, and a new pedestrian/cycle access to Greenham Court Primary School from Greenham Road.

- 1.9 All the local stakeholders consulted (including the parish council and school) have welcomed this proposal, particularly in view of the existing severance caused by the inadequate footway provision, and the fears over personal safety due to the lack of street lighting. Some concern has been expressed by cycle group Spokes over the appropriateness of the cycle facilities; however their concerns along with an officer's response are detailed in annex 1. If approved construction could start early in the new financial year (following a competitive tender process).

## Appendices

Appendix – Consultation responses.

## Implications

<b>Policy:</b>	These proposals will contribute to the corporate priorities of: (i) CP5 - Ensuring the street environment is clean, well maintained and safe (ii) CP8 - Improving transportation
<b>Financial:</b>	The proposed scheme is estimated at <b>£140,000</b> (including land acquisition) and can be funded from section 106 developer contributions as per the approved 2005/06 Highways and Engineering Capital Programme, as detailed in the Capital Strategy and Programme 2005/06 – 2009/10.
<b>Personnel:</b>	None arising from this report.
<b>Legal:</b>	None arising from this report
<b>Environmental:</b>	These proposals will improve the environment by reducing congestion and the effects of future developments.  The proposed scheme utilises land that is known to be inhabited by an endangered species of Great Crested Newt. A licence has therefore been gained from the Department for Environment, Food and Rural Affairs (DEFRA), to relocate and introduce mitigation measures. All construction works will conform to the terms of the licence.
<b>Equalities:</b>	None arising from this report.
<b>Partnering:</b>	None arising from this report.
<b>Property:</b>	None arising from this report.
<b>Risk Management:</b>	The scheme will be managed in accordance with the West Berkshire Council's Project Management methodology, and a full risk register will be maintained throughout the project.
<b>Community Safety:</b>	None arising from this report.

## Consultation Responses

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### Members:

- Leader of Council:** Councillor Graham Jones has raised no objection to this report.  
**Select Committee Chairman:** Councillor Quentin Webb has raised no objections to this report.

**Ward Members:** Both Local Ward Members have been consulted and are more than happy to support the proposal. "This scheme will have great benefit in reducing severance and encouraging walking/cycling in the area. It will also help all the young mums who have to manage to push a buggy and handle a small child at the same time, which is particularly dangerous on the existing narrow pavement" – Cllr Drummond.

**Opposition Spokesperson:** Councillor Owen Jeffery has been consulted and has raised no objection to this report.

**Local Stakeholders:** Parish Council, Greenham Racecourse, Locals Residents.

**Officers Consulted:** Derek Crouch, Andy Garratt, Phil Frost, Tim Slaney, Mark Edwards, Paul Hendry.

**Trade Union:** Not applicable.

## APPENDIX

No.	Consultee	Comment	Officers Response
1)	Greenham Parish Council	Greenham Parish Council are fully in favour of this proposal	-
2)	Greenham Court Primary School	The School supports the scheme which will encourage cycling and walking in line with their travel plan. The new access will connect to the new cycle parking installed.	-
3)	Spokes	<p>1) In spokes view a shared use footway as proposed is neither desirable nor practical for either cyclists or pedestrians, and Spokes do not support this proposal.</p> <p>2) The proposed solution fails to tackle the primary source of danger for cycling road users that is the speed and volume of motor vehicle traffic travelling along Greenham Road. It is this issue which is most in need of attention.</p> <p>3) The proposal to introduce a central pedestrian refuge to the immediate south of Water Lane will not benefit cyclists. Those wishing to cross and use the shared-use footway here will not be protected by it, and those cyclists travelling along the carriageway will be forced into conflict with motorists because of it. There is not a sufficiently wide carriageway to justify the installation of such a feature. It would make for more sense if the crossing point were to the immediate north of the Greenacres Leisure Centre junction.</p> <p>4) Spokes insist that a proper cycle route audit be conducted using IHT Guidance for Cycle Audit and Review before money is spent on a scheme which is not proven.</p>	<p>The cycle route will be 3m wide and segregated to separate cyclists from pedestrians. The route will have only 2 side roads/crossovers and every attempt will be made to give cyclists priority at these junctions.</p> <p>The proposal offers a choice for cyclists, especially the less confident cyclists that may not use the present route. The proposal does not prevent cyclists from continuing to cycle along the carriageway if they wish to do so, and indeed the provision of street lighting will improve conditions for cycling in general.</p> <p>Considering the speed of vehicles on this section of road the traffic island is considered essential to ensure safe access to the route for both pedestrians and cyclists from Water Lane.</p> <p>The provision of a crossing point immediately north of Greenacres was considered, however this would be closer to the bend and would significantly reduce visibility northbound, and is therefore not considered a safe place to cross.</p> <p>The proposed scheme has been designed with vulnerable road users in mind, and the IHT guidelines indicate that where vehicle speeds (85<sup>th</sup> percentile) are in excess of 40 mph cycle lanes or segregated cycle tracks should be</p>

No.	Consultee	Comment	Officers Response
			considered. As the carriageway is too narrow to accommodate cycle lanes a segregated path has been provided.
4)	West Berkshire Disability Association	<p>1) WBDA have made some detailed comments concerning the use of tactile paving which will be incorporated into the scheme.</p> <p>2) WBDA are also concerned that providing a footway/cycleway that is separated from the road by a row of trees will lead to security fears and personal safety concerns during the hours of darkness. WBDA recommend that the trees and hedge be removed and a footway/cycleway be provided adjacent to the carriageway.</p>	Noted
5)	Newbury Town Council	<p>The Town Council discussed the proposals at their Planning and Highways Committee on 23 January 2006, at which Councillors stated that:</p> <ul style="list-style-type: none"> <li>• The plans are acceptable</li> <li>• It is long overdue</li> <li>• Regular symbols need to be painted on the path as well as being sited on signage, as often pedestrians stray onto the cycle paths elsewhere in the town.</li> </ul>	The comment regarding the signing of the scheme is noted and will be considered during the detail design process.