

# Individual Decisions

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

24 May 2007

<b>Ref:</b>	<b>Title</b>	<b>Member</b>	<b>Page No.</b>
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ID1457	Greenham Road/Bury's Bank Road Junction Improvements	Keith Chopping	8

## Individual Decision

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<b>Title of Report:</b>	<b>Hungerford Parking Strategy</b>		
<b>Report to be considered by:</b>	<b>Councillor Keith Chopping</b>	<b>on:</b>	<b>24<sup>th</sup> May 2007</b>
<b>Forward Plan Ref:</b>	<b>ID1329</b>		

### Purpose of Report:

To inform the Executive Member for Planning and Highways of the responses received during the statutory and public consultation on revised proposals, associated with the prohibition and restriction of waiting, pay and display parking and one way traffic restrictions within the Hungerford Parking Strategy and to seek approval of officer recommendations.

### Recommended Action:

That the Executive Member resolves to approve the recommendations as set out in section 4 of this report.

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

To enable the Hungerford Parking Strategy to be progressed to implementation.

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

Not applicable.

### **Key background documentation:**

- Residents Parking Policy and Guidance report dated 12 August 2004.
- Hungerford Parking Study report dated November 2005.
- Final scheme plans Nos. 81284/H1/001 – 007.

<b>Portfolio Member:</b>	Councillor Keith Chopping
<b>Tel. No.:</b>	0118 983 4625
<b>E-mail Address:</b>	<a href="mailto:kchopping@westberks.gov.uk">kchopping@westberks.gov.uk</a>

### **Contact Officer Details**

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## **Supporting Information**

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### **1. Background**

- 1.1 A Parking Study was undertaken in Hungerford during 2005, which reviewed the parking situation within the town and the study report recommended a number of changes to address problems identified during the study. The overall Parking Strategy concept of making best use of available road space for parking, balancing wherever possible the needs of residents, commuters, workers, shoppers and visitors was a key factor when preparing this report.
- 1.2 The study report formed the basis of the Hungerford Parking Strategy in conjunction with officer observations. The Hungerford Parking Strategy has been designed to address road safety concerns, resolve parking issues related to long term parking, review the suitability of the existing parking arrangements in the town and consolidate the Traffic Regulation Orders that will continue to be in effect as part of the Strategy.
- 1.3 The Parking Strategy also included a review of the off-road pay and display parking on the High Street and the directional signing associated with it.
- 1.4 An initial scheme design was prepared for a public exhibition held in the Hungerford Town Hall on 12<sup>th</sup> and 13<sup>th</sup> September 2006. Comments were received from a large number of local residents and businesses during the exhibition and where feasible the design was adjusted to address the comments received.
- 1.5 Statutory consultation and advertisement of the proposals was undertaken between 8<sup>th</sup> February and 1<sup>st</sup> March 2007.

### **2. Responses to statutory consultation**

- 2.1 At the end of the statutory consultation and advertisement period a total of six responses had been received. Of these, one indicated support for the proposals although suggested minor amendments to The Croft area, with the remaining five responses all objecting to the proposals. The five objections included a letter signed by eight employees of a business in High Street and also two separate objections from a married couple in Park Street.
- 2.2 A summary of the comments received to the statutory consultation, together with officer comments, is provided in Appendix A to this report.
- 2.3 Subsequent to the consultation period and advertisement of the proposals, additional concerns were raised by a business on Charnham Street and residents of Prospect Road. However to address these concerns will require the introduction of new parking restrictions, which will need to be addressed by a separate Traffic Regulation Order.

### **3. Conclusion**

- 3.1 There has been a relatively low response to the consultation. It is considered that the public exhibition was able to satisfactorily address the majority of parking concerns held by local residents and businesses.

- 3.2 The following adjustments will address most of the comments received during the consultation period and can be incorporated within the scheme without the need for the re-advertisement of the order. These adjustments are:
- (1) Croft Road – Removing a proposed length of prohibition of waiting under the railway bridge and on the eastern side close to the junction with the private unmade road leading to Nos. 5 – 11 The Croft.
  - (2) Parsonage Lane – Reducing lengths of proposed prohibition of waiting at the western end under the railway bridge and in the area around the church so that unrestricted parking continues to be made available to meet the needs of visitors to the facilities in the area.
- 3.3 Requests resulting in a relaxation of waiting restriction proposals, or repositioning of residents parking and limited waiting restrictions can be accommodated by schedule amendments prior to sealing of the Traffic Regulation Order without the need for re-advertisement as the scheme objectives are not compromised.
- 3.4 Given the responses were received following the close of the statutory consultation and advertisement period, a new Traffic Regulation Order will need to be introduced to address the concerns expressed by the business on Charnham Street and residents of Prospect Road.
- 3.5 The Hungerford Parking Strategy restrictions will be subject to a monitoring period of approximately six months to confirm the effectiveness of the new measures, at which time amendments can be made to the scheme if the results are not as anticipated.

#### **4. Recommendations**

- 4.1 It is recommended that the proposed restrictions be introduced as advertised, with the amendments detailed in section 3.2 of this report.
- 4.2 That a separate Traffic Regulation Order is introduced to address the concerns of the business on Charnham Street and residents of Prospect Road.
- 4.3 That the objectors be informed accordingly.

#### **Appendices**

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Appendix A – Summary of the responses received during the statutory and public consultation, with officer comments.

#### **Implications**

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<b>Policy:</b>	The consultation is in accordance with the Council's Consultation procedures.
<b>Financial:</b>	The implementation of the physical works will be funded from the approved Capital Programme. The costs of the Statutory Consultation and Traffic Regulation Order processes are funded from the Capital Programme.
<b>Personnel:</b>	None arising from this report.

- Legal:** 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, commuters, workers, shoppers and visitors. Consequently they provide environmental benefits for residents of the area.
- Equalities:** None arising from this report
- Partnering:** The Council is working in partnership with the Police to ensure that the project operates as it should.
- Property:** None arising from this report.
- Risk Management:** None arising from this report.
- Community Safety:** None arising from this report.

**Consultation Responses**

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**Members:**

**Leader of Council:** Unable to contact Councillor Graham Jones however any comments will be verbally reported when the decision is made.

**Overview & Scrutiny Commission Chairman:** Councillor Jeff Brooks is happy with the recommended action provided that the ward members support the proposals.

**Policy Development Commission Chairman:** N/A

**Ward Members:** Councillors Paul Hewer and David Holtby are happy to support the recommended action.

**Opposition Spokesperson:** Councillor Keith Woodhams is happy with the recommended action provided that the ward members support the proposals.

**Local Stakeholders:** Have been consulted as part of the public and statutory consultation process.

**Officers Consulted:** Mark Edwards, Mark Cole, Andrew Garratt.

**Trade Union:** Not applicable.

<b>Is this item subject to call-in.</b>	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>		

## Summary of comments to Statutory Consultation

## Appendix A

No. of Comments	Comments	Officer Comments
8	<p>Station Road car park and Church Street library car park would not be able to cope with additional parking as they are full to capacity on most days.</p> <p>Businesses that do not have their own staff parking areas will be badly affected as limited public transport availability serving Hungerford results in staff having to travel into town by private car.</p> <p>Those who have purchased a permit for the Station Road car park may now be unable to find a parking space if the restrictions result in increased use of the car park.</p>	<p>The Station road car park is routinely operating substantially less than capacity and could accommodate a greater number of vehicles requiring off-street parking. Traffic direction signs to the car park will be improved as part of the parking strategy.</p> <p>The parking strategy is not designed to address public transport issues. The continued importance of the car is acknowledged however and the parking strategy has been developed to provide the best compromise for the various stakeholder groups.</p> <p>The issuing of a permit does not guarantee the holder a space for their vehicle and this is also the case for on-street resident permit holders. However as stated above there is spare capacity.</p>
2	<p>Park Street residents object to the proposed changes as they indicate that they have never experienced parking problems in the street or competition for space in the two years since being in the property.</p> <p>Any measures to remove parked vehicles will result in increased traffic speeds.</p> <p>Permits will cost £50 as opposed to the £25 charge indicated in previous correspondence from the council.</p>	<p>These changes were requested by a large number of Park Street residents during the public exhibition, who regularly compete for limited available road space with railway commuters. Additional parking restrictions have been proposed along Park Street to address any potential displacement effect.</p> <p>The proposals do not remove on street parking and so it is not considered that there will be a noticeable increase in vehicle speeds.</p> <p>Resident permits for Park Street will be charged at £25. The reference to £50 permits in the Street Notice only refers to those residents of High Street who may apply for a permit exempting them from the off-street pay and display charges.</p>

## Summary of comments to Statutory Consultation

## Appendix A

No. of Comments	Comments	Officer Comments
2	Removal of the parking bay in Bridge Street will have a detrimental effect on business in this area of Hungerford and the lifestyle of those people who also live above the businesses.	The amendments to the parking restrictions between the entrance to the John O'Gaunt pub and the canal bridge will include an additional parking bay on the north side close to the bend in the road and it is hoped that this measure will compensate for the loss of this bay. This proposal had overwhelming support during the public exhibition and is considered necessary in the interests of road safety and the alleviation of the congestion currently experienced throughout the day.
1	Proposals will make parking in The Croft much worse and the nursery school will be adversely affected.	The restrictions for The Croft include long sections of 4 hour limited waiting which will prevent all day parking by businesses in favour of residents. This restriction would not affect parents visiting the nursery.
1	Current restrictions are not being properly enforced.	The police have indicated that some enforcement is being undertaken by the PCSO. High Street pay and display is enforced by council staff and the intention is that all parking will eventually be enforced by council staff once those powers are transferred from the police.
1	The removal of the parking bay in Bridge Street will increase traffic speeds.	The road characteristics and short length between the mini roundabout and bend in the road would not support this view.
1	There is no disabled parking facility close to the businesses in Bridge Street if the parking bay is removed.	Blue badge holders are permitted to park on double yellow lines for a maximum of 3 hours, provided they do not cause an obstruction and also are not subject to limited waiting restrictions so would still be able to park close to the businesses.

**Summary of comments to Statutory Consultation**

**Appendix A**

<p>1</p>	<p>The proposed scheme in Park Street would cause problems as they are a two car family with no off-street facility, who also have a regular on-street delivery of a hire car for business use.</p>	<p>It is recognised that there may be some problems in these particular circumstances, however current policy on the issue of permits allows for two permits per household. Arrangements may have to be made for the hire car to be either collected or delivered to an area away from the restriction fronting this property.</p>
<p>1</p>	<p>Comment from a resident of The Croft in general support of the proposals, although with some suggested amendments to the restrictions in this area in favour of the residents.</p>	<p>The Croft area restrictions have been reviewed following the statutory consultation and some minor relaxations have been made which creates additional unrestricted parking which will be available for residents and non-residents.</p> <p>There is an ongoing dispute between a number of residents of The Croft and Hungerford Town and Manor regarding the status of the village green area, however as this is private or common land and is off the public highway this cannot form part of the Parking strategy.</p>



## Individual Decision

<b>Title of Report:</b>	<b>Greenham Road/Bury's Bank Road Junction Improvements</b>		
<b>Report to be considered by:</b>	<b>Executive Member for Planning and Highways Councillor Keith Chopping</b>	<b>on:</b>	<b>24<sup>th</sup> May 2007</b>
<b>Forward Plan Ref:</b>	ID1457		

### Purpose of Report:

To report the results of a consultation exercise into junction improvements at the Greenham Road/Bury's Bank Road junction in Greenham, Newbury.

### Recommended Action:

That the proposed scheme detailed on drawing no 81235/5 in Appendix 5 (developed from Option 2 - mini roundabout) be implemented subject to Secretary of State approval.

**Reason for decision to be taken:** To progress the scheme as detailed in the body of the report.

**List of other options considered:** Options considered are detailed within the report.

**Key background documentation:** None

<b>Portfolio Member:</b>	Councillor Keith Chopping
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<b>E-mail Address:</b>	kchopping@westberks.gov.uk

#### Contact Officer Details

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## Supporting Information

### 1. Background

- 1.1 Greenham Road and Bury's Bank Road are local distributor roads which form part of a route from villages to the south and east of Newbury into the town centre. Bury's Bank Road is also a popular route to access the A339 from south Thatcham.
- 1.2 The Greenham Rd/Bury's Bank Rd junction is bounded by residential properties to the east of the junction, to the west of the junction is common land (known locally as School Green) and Greenham Common is accessed to the south of the junction.
- 1.3 This busy intersection is particularly congested at peak times and has queues of up to 20 vehicles on the southbound approach which is exacerbated considerably during Newbury Racecourse events. New developments in the area (Newbury Retail Park extension, housing to the south of Newbury Racecourse) will also add to the existing congestion problems at the junction. Concern has also been expressed by local residents about the difficulties experienced by pedestrians in crossing Bury's Bank Road to access Greenham Common.

### 2. Improvement Options Considered

- 2.1 Three improvement options have been considered as detailed below:
- Option 1 – a conventional 'full size' roundabout (Appendix 1);
  - Option 2 – a mini-roundabout (Appendix 2);
  - Option 3 – widening the existing junction to provide a right turn lane from Bury's Bank to Greenham Road and the provision of traffic islands (Appendix 3).
- 2.2 All of the above options would deliver some benefits over the current situation; however all would require construction on common land.
- 2.3 The improvement options were modelled (using the latest traffic modelling software) to assess their performance and value for money. The following table gives an overview of the scheme cost combined with the operational benefits.

Option	Operational effects	Estimated cost
1	<p>This completely removes any queuing from the junction and creates a generous amount of capacity.</p> <p>Will not be as beneficial for pedestrians attempting to cross as large roundabout will tend to encourage high speed entry and exit from the junction, thus presenting a potential road safety concern.</p> <p>It also requires the use of the largest area of common land (approximately 760m<sup>2</sup>).</p>	£220,000
2	<p>Is effective in reducing the queuing on the approaches to the junction. The queues do not completely disappear, however they are reduced to a maximum of 3 to 4 vehicles (on the west bound</p>	£130,000

	<p>approach) during the peak periods.</p> <p>It is more effective (than option 1) in improving pedestrian access to Greenham Common as informal crossing points can be provided as part of the design and vehicle speeds will be reduced.</p> <p>The common land required for this scheme is approximately 160m<sup>2</sup>.</p>	
3	<p>This is the least effective in reducing congestion at the junction, and when consulted, the Parish expressed concern that this proposal may make turning right from Greenham Road more difficult.</p> <p>It offers the most benefits for pedestrians accommodating two traffic islands to improve crossing.</p> <p>The common land required for this scheme is approximately 110m<sup>2</sup>.</p>	£118,000

### 3. Consultation

- 3.1 An initial consultation exercise was undertaken with the Local Ward Members and Greenham Parish Council at a Parish meeting in February 2007 where details of the three options were presented. All parties agree that the mini-roundabout scheme (option 2) provides best value, and full details of the consultation responses can be seen in Appendix 4.
- 3.2 Following this initial discussion with the Parish and Ward Members a wider consultation exercise on the provision of a mini roundabout (option 2) was undertaken during March 2007. This involved consultation with adjacent properties and stakeholders. On the whole the comments received have been in favour of the proposed scheme; however detailed comments along with officers response can be seen in Appendix 4.

### 4. Recommendation

- 4.1 It is considered that the provision of a mini roundabout will provide best value for money, and coupled with footpath improvements to link Greenham Common to the new footpath/cycle-way on Greenham Road will give the best results for all users, the full proposed scheme is detailed on drawing no. 81235/4 in Appendix 5.
- 4.2 It is therefore recommended that the scheme be progressed to detailed design and construction, and that the approval of the Secretary of State be sought under Section 194 of the Law of Property Act for use of common land for highway works.

### Appendices

- Appendix 1 – Option 1 Drawing No. 81235/01 – Full Roundabout Scheme  
Appendix 2 – Option 2 Drawing No. 81235/02 – Mini Roundabout Scheme  
Appendix 3 – Option 3 Drawing No. 81235/03 – Right turn Lane Scheme  
Appendix 4 – Consultation responses

Appendix 5 – Drawing No. 81235/04 – Proposed Improvements Scheme

**Implications**

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- Policy:** The proposals contained in the report help to achieve the following Council Plan Theme:  
**CPT2 – A Cleaner and Greener West Berkshire – a better place to live.**  
The proposals will also help achieve the following Council Plan outcomes:  
**CPO1 – Better Roads and Transport**  
**CPO2 – Thriving Town Centres**  
**CPO5 – Cleaner and Greener**  
**CPO8 – A healthier life**
- Financial:** Cost - £130,000  
This scheme has been identified in the 2007/08 Capital Programme and will be funded by S106 developer contributions.
- Personnel:** None arising from this report
- Legal:** As the proposal involves construction on Common Land, the scheme requires consent from the Secretary of State under section 194 of the Law of Property Act, subject to the agreement of the commoners.  
An application will be made to the Secretary of State following consultation with the Commoners and approval of this report.
- Environmental:** The proposal will constitute a significant environmental improvement for residents, pedestrians and cyclists in Greenham Road.
- Equalities:** None arising from this report
- Partnering:** None arising from this report
- Property:** None arising from this report
- Risk Management:** The project will be managed in accordance with the West Berkshire Project Management Methodology.
- Community Safety:** The scheme will improve road safety and access to Greenham Common.

**Consultation Responses**

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**Members:**

**Leader of Council:** Graham Jones has been consulted and has raised no objection to the report recommendations.

**Overview and Scrutiny Commission Chairman:** Quentin Webb has been consulted and has raised no objection to the report recommendations.

**Policy Development Commission Chairman (where appropriate):** N/A

**Ward Members:** Both West Berkshire Council Members representing the Greenham Ward have been consulted and are in favour of the scheme.

**Opposition Spokesperson:** Keith Woodhams has been consulted and has raised no objection to the proposed scheme.

**Local Stakeholders:** The following have been consulted:

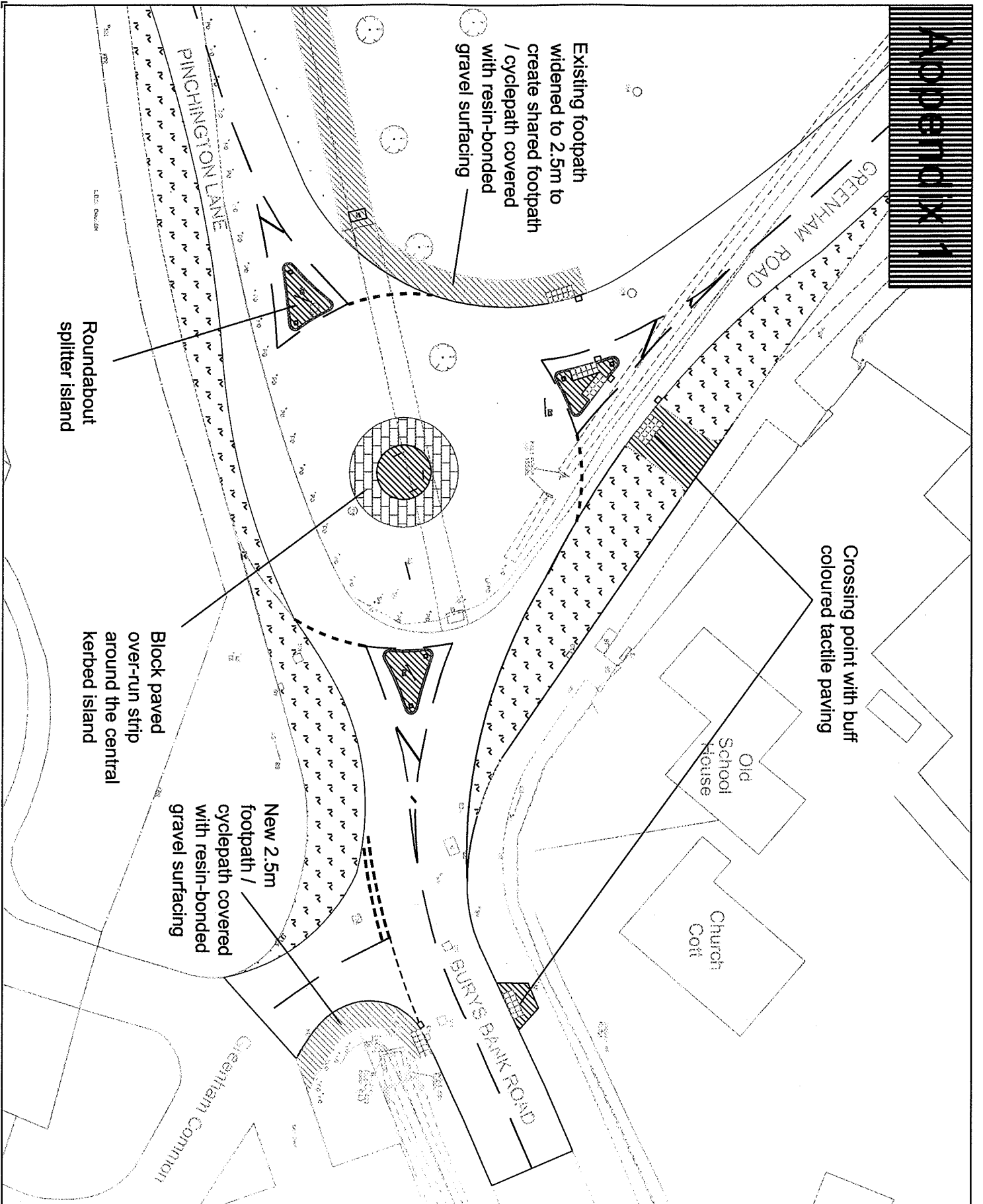
- Spokes – No response received
- Greenham Parish Council – Favourable response
- Emergency Services – No response
- West Berkshire Disability Alliance – No response
- Local Residents of Greenham Road opposite Stroud Green – responses in appendix 4.

**Officers Consulted:** Paul Hendry  
Andy Garratt  
Jenny Noble

**Trade Union:** N/A

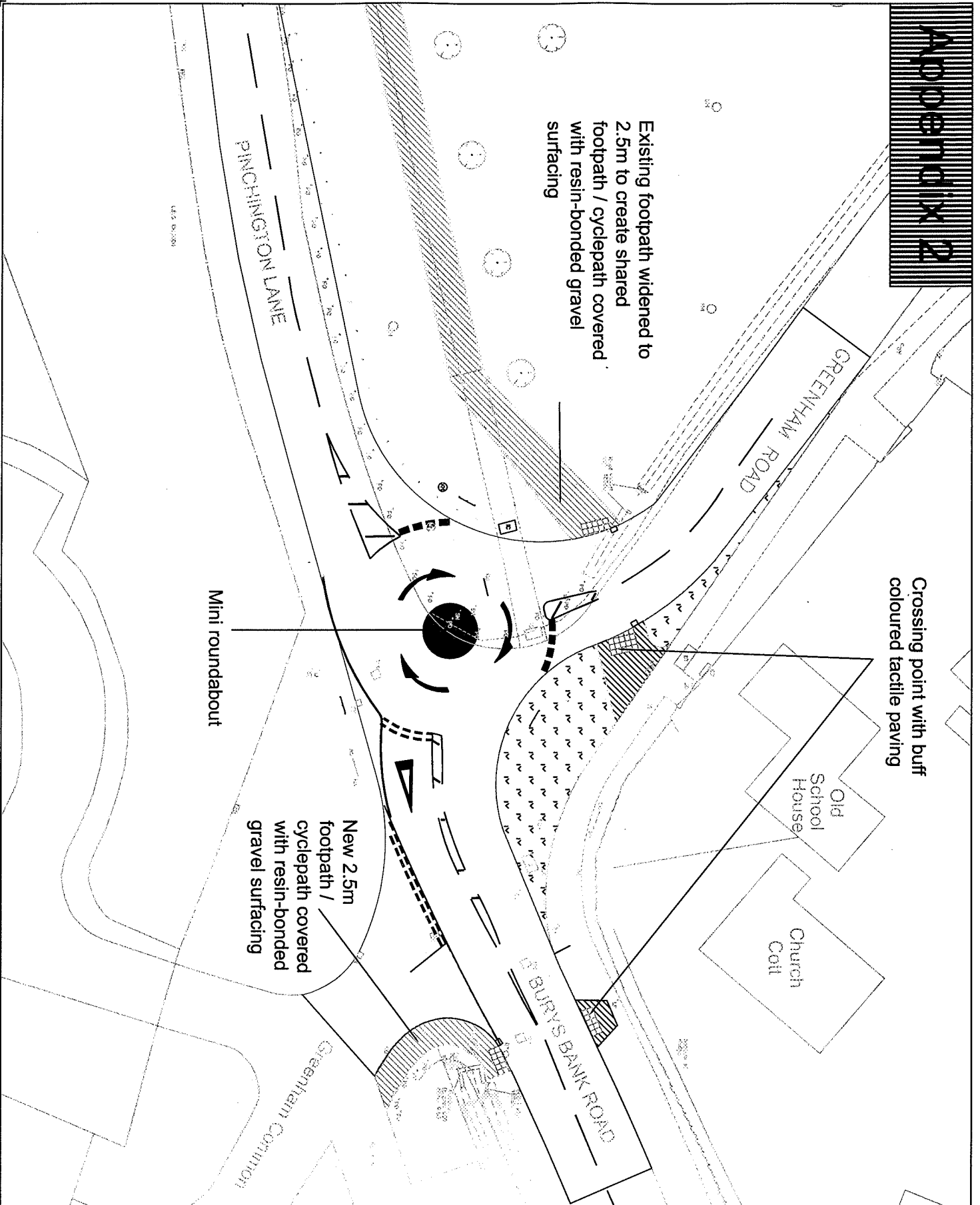
<b>Is this item subject to call-in.</b>	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval	<input type="checkbox"/>	
Delays in implementation could have 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"/>	

**APPENDIX 1**



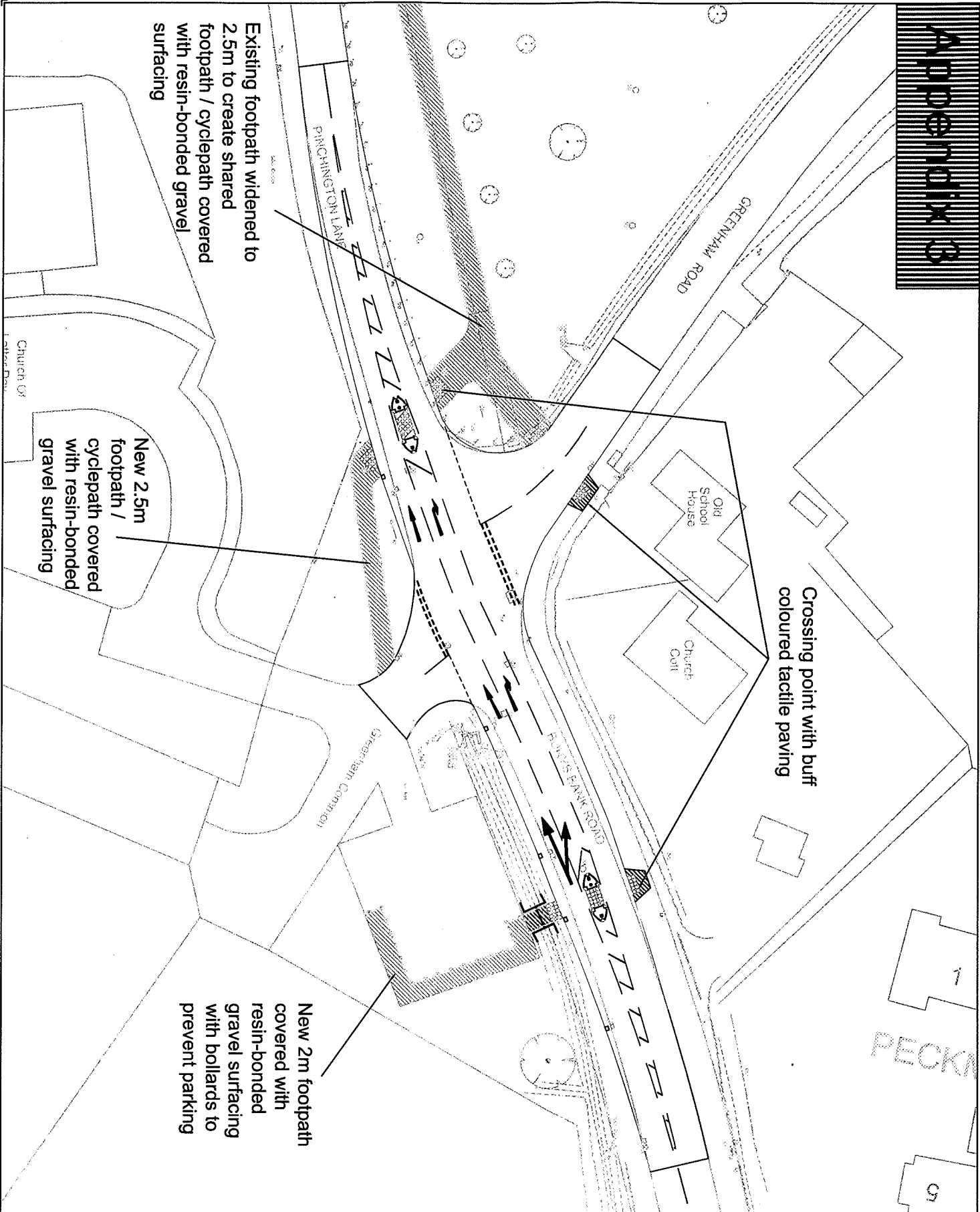
<p>Highways and Transport  <b>West Berkshire</b>          COUNCIL          Planning and          Transport          Newbury          RG14 2AF</p>		<p>Approval of the Council of the Authority is hereby given for the proposed works to the junction of Pinchington Lane, Greenham Road and D'Urrys Bank Road, Newbury, RG14 2AF.</p>
DATE	DESCRIPTION	DESIGN AUTHORITY
<p>OPTION 1          KERBED ROUNDABOUT</p>		
DATE	DATE	DATE
JW	NTS	AM
81235 / 01		

**Appendix 2**



<p>REV</p> <p>DATE</p> <p>DESCRIPTION</p> <p>AUTHORISED</p>	<p>PROJECT</p> <p>81235 / 02</p>	 <p><b>West Berkshire</b> COUNCIL</p> <p>Highways and Engineering Fensley Road Newbury RG14 2AF</p>	<p>Approved for the Council of the County of West Berkshire on the 14th day of January 2007 by the Council of the County of West Berkshire The Council of the County of West Berkshire The Council of the County of West Berkshire The Council of the County of West Berkshire</p>
<p><b>OPTION 2</b></p> <p><b>MINI ROUNDABOUT</b></p> <p><b>JUNCTION IMPROVEMENT</b> <b>GREENHAM / BURY'S BANK</b></p>			
<p>DESIGNED BY</p> <p>DATE</p> <p>APPROVED BY</p>	<p>DATE</p> <p>DATE</p> <p>DATE</p>		

**Appendix 3**



REV	DESCRIPTION	DRAWN
01	Issue for Approval	AW/MS
02	Issue for Approval	AW/MS
03	Issue for Approval	AW/MS

Approved for the Council by the Executive on 24 May 2007. The Council has agreed to fund the proposed works. The Council has agreed to fund the proposed works. The Council has agreed to fund the proposed works.

**West Berkshire Council**  
Highways and Engineering  
Council Offices  
Farnham Road  
Reading RG4 2AF

**OPTION 3**  
RIGHT TURN LANE

**JUNCTION IMPROVEMENT**  
GREENHAM / BURY'S BANK

Drawn by: LIT  
Checked by: JW  
Date: JAN 07  
Scale: N/A

81235 / 03



## Appendix 4

### Greenham mini-roundabout consultation

**Greenham Parish Council** – unanimously approved the mini roundabout scheme. The Parish also commented that they would like to ensure that any utility diversions as part of the scheme can accommodate future expansion of the junction.

**Newbury Town Council** – welcomed the proposal to improve the junction of Greenham Road and Burys Bank Road.

**Thames Valley Police** – have no objections to the proposals.

<p><b>The Pedestrian Association - Email</b></p> <p>Concerned that there is no intention to provide central refuges at the pedestrian crossing points. Roundabouts make life more difficult for pedestrians who wish to cross the road at or close to a junction. Refuges would improve matters.</p>	<p>Pedestrian refuges have not been provided due to the lack of available road width. If they were to be included, much larger sections of Common Land would be required in order to accommodate the road widening. This would, in turn, significantly increase costs and reduce the viability of the overall scheme.</p> <p>The running lanes of the carriageway are designed to a width of 3 metres which is the minimum allowable width for this type of road. The mini roundabout will mean that the vehicle entry and exit speeds will be low, compared to a full sized kerbed roundabout. We also intend to reduce the speed limit on Greenham Road to 30mph and move the speed limit gateway on Burys Bank Road further east which will also reduce speeds on approach to the junction.</p>
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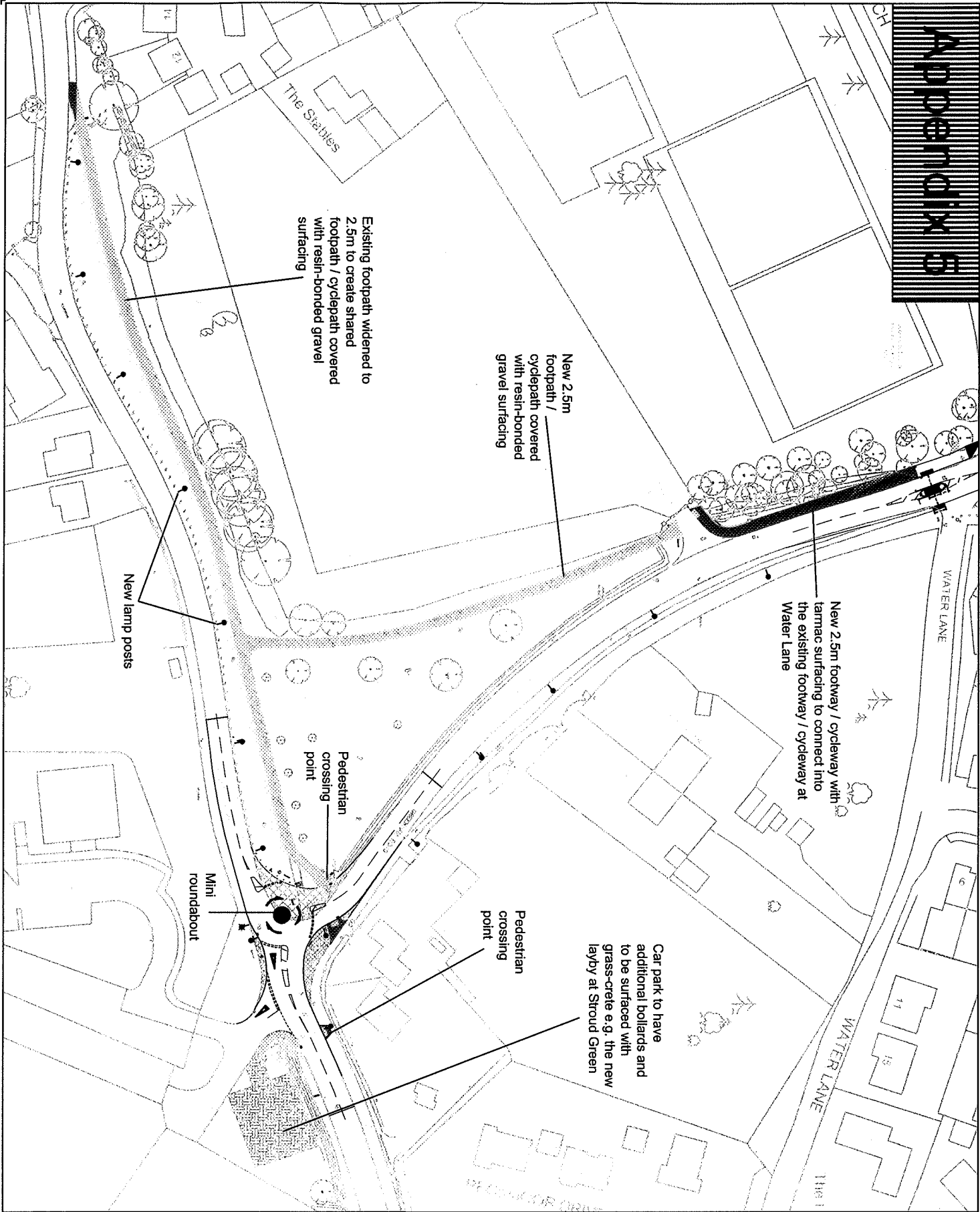
<p><b>Resident 1 – phone call</b></p> <p>Would like to see a pedestrian crossing provided and roundels on road.</p>	<p>Returned call but resident not at home. However, pedestrian crossing is not viable due to reasons outlined above. Appropriate signs and lines will be provided including speed limit roundels at the speed limit gateways.</p>
<p>Does not see the need for street lights.</p>	<p>Street lights are necessary in order to light the mini roundabout and improve public safety. It joins up the existing systems in the area.</p>

<p><b>Residents 2, 3 and 4 – Email</b></p>	
<p>Welcome the junction improvements but concerned about the north/south footpath linking The Cedars with Pinchington Lane as it passes close to the back of their properties. In particular they are concerned about:</p>	
<p>Additional noise especially at night and increased risk of vandalism to property.</p>	<p>We are simply formalising an existing route. Pedestrian traffic should not increase significantly. Lack of street lighting should make it an unattractive option at night.</p>
<p>Increased litter.</p>	<p>We will provide litter and dog waste bins as part of the scheme.</p>
<p>Reduced privacy. Would like to know if the works will fund increasing the height of boundary fences?</p>	<p>The Council is not altering the environment adjacent to the property and is therefore under no obligation to offer mitigating measures to alter the boundary fence.</p>
<p>Would it remove trees?</p>	<p>There is no intention to remove any trees or shrubs although some may need to be cut back to provide clearance for users of the new footpath / cyclepath.</p>
<p>Would be better to route the path closer to the road as this would benefit pedestrians because of street lighting on other side.</p>	<p>Would move the path out of the pedestrian 'desire line' so the old route would have to be effectively blocked off with additional planting. Also moving it closer to the ditch would mean that we would have to provide fencing to ensure</p>

## Appendix 4

	pedestrian safety. This would delay the application to the Secretary of State and will make it less likely to be approved.
Risk to people crossing entrance to The Cedars as they are not aware of traffic exiting and entering the development.	This risk is minimal as people will treat the road with the same caution as they would when crossing any other road.
How will construction affect the legal status of the ground behind his property?	It will not affect the status of the land but permission must be sought from the Secretary of State in order to build upon it.
<b>Additional comments by Resident 3</b>	
In his opinion, people will not use their old route but will use the route provided.	Experience has shown that people will go to extraordinary lengths to use the most direct route, including pushing through trees and shrubs.
Why can't additional planting be used? Surely only one or two trees would be sufficient to fill the gap if the path were moved nearer the road?	Significant planting would be necessary to deter people from pushing through on the old footpath line. Any planting requires approval from the Secretary of State so consultation would need to be carried out again, thereby delaying the scheme.
He does not believe people will fall into the ditch. Could we not fill the ditch in?	This is still a significant concern and although there is no set distance back from the ditch that fencing would be needed, it is our professional opinion that fencing would be required in order to minimise the risk to users of the new footpath / cyclepath, thus reducing the viability of the overall scheme. Altering the drainage in the area is expensive and will again, delay approval for the scheme.
He is concerned that the new footpath / cyclepath would be constructed above the existing ground level, therefore reducing privacy.	The new footpath / cyclepath would be constructed at the existing ground level.
<b>Additional comments by Resident 4</b>	
Requested that the width of the footpath / cyclepath be reduced from 2.5m to maintain the rural nature of the area.	This is the minimum width for a shared footpath / cyclepath. In order to link into existing cycle routes in Greenham and provide a comprehensive cycle network, this width cannot be reduced. The path will be surfaced in resin bonded gravel to maintain the rural aspect of the area.
Would still very much like to see additional planting to shield the properties from the new footpath / cyclepath	Any planting requires approval from the Secretary of State so consultation would need to be carried out again, thereby delaying the scheme.

# Appendix 5



<p><b>West Berkshire</b> Highways and Transport Council Offices Farnham Road RG14 2AF</p>	<p>Approved for the Council by the Executive on 24 May 2007 The Council Office of the Executive on 24 May 2007 The Council Office of the Executive on 24 May 2007 The Council Office of the Executive on 24 May 2007</p>	<p>DATE: 24/05/07 DRAWN: [Name] CHECKED: [Name]</p>	<p><b>KEY</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px);"></span> Common land to be used</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; background: radial-gradient(circle, black 1px, transparent 1px); background-size: 4px 4px;"></span> Common land to be given back</li> </ul>	<p><b>PROPOSED IMPROVEMENTS</b> GREENHAM / BURY'S BANK JUNCTION IMPROVEMENT MINI ROUNDABOUT GENERAL LAYOUT</p> <p>DATE: MARCH 2007 BY: [Name] CHECKED: [Name]</p> <p>81235 / 04</p>
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