

Individual Decisions

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

20 August 2007

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Individual Decision

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|------------------------------------|---|------------|------------------------------------|
| Title of Report: | Footpath 13 (Russell Road to Monkey Bridge) – Conversion to Footway / Cycleway | | |
| Report to be considered by: | Executive Member for Planning and Highways Cllr. Keith Chopping | on: | 20th August 2007 |
| Forward Plan Ref: | ID: 1473 | | |

Purpose of Report:

To consider responses to the informal consultation on the conversion of footpath 13 connecting Russell Road to the Monkey Bridge in Newbury to a footway/cycleway.

Recommended Action:

That authority is given to formally consult on the conversion of footpath 13 to a foot/cycle path in accordance with the Cycle Tracks Act 1984.

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:

N/A

| | |
|--------------------------|----------------------------|
| Portfolio Member: | Councillor Keith Chopping |
| Tel. No.: | 0118 983 4625 |
| E-mail Address: | kchopping@westberks.gov.uk |

Contact Officer Details

| | |
|------------------------|------------------------------|
| Name: | Jon Winstanley |
| Job Title: | Principal Engineer |
| Tel. No.: | 01635 519087 |
| E-mail Address: | jwinstanley@westberks.gov.uk |

Supporting Information

1. Background

1.1 Following a review of the existing cycle routes within the West Fields area of Newbury, footpath 13 between numbers 21 and 23 of Russell Road was identified for improvement. The attached drawing in Appendix 1 illustrates the scheme location.

1.2 The proposal is to provide an improved 2m wide shared use foot/cycle track extending from Russell Road to the Kennet canal. The scheme will involve resurfacing the route, removal of adjacent trees overhanging the footpath (this is subject to agreement of the relevant landowners) and enhancing the existing street lighting in order to provide a safer and friendlier environment for both pedestrians and cyclists. The proposed measures will tie in with the new footway adjacent to the leisure centre and the replacement of the Monkey Bridge across the canal (due to be completed in Autumn 2007). The completion of all three measures will create an enhanced route for both pedestrians and cyclists wishing to access local facilities.

1.3 Footpath 13 links directly into the National cycle route 4 which runs adjacent to the leisure centre, over the Monkey Bridge, and then continues along the canal towpath to the west into Newbury Town Centre.

1.4 Following the consultation process the initial feedback was positive with no objections being raised. A response from the West Berkshire Disability Alliance put forward a number of suggestions for improvement, but overall they were generally happy with the scheme. A phone call from a local resident who approved of the proposed scheme was also received.

2. Recommendations

2.1 It is recommended that footpath 13 be converted to permit both cyclists and pedestrians in an effort to enhance the route to local facilities and the National cycle route.

Implications

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| Policy: | The proposals contained in this report will help to achieve the following Council Plan Priority: 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 CPO8 - A healthier life |
| Financial: | The scheme is estimated at £20,000 and can be funded from the cycle improvements budget as part of the 2007/08 Capital Strategy and Programme. |
| Personnel: | None arising from this report. |
| Legal: | The scheme will require legal conversion of the footpath to a footway/cycleway under the Cycle Tracks Act 1984. This will be subject to formal consultation with all stakeholders. |
| Environmental: | This proposal will continue to encourage sustainable transport within Newbury. |
| Equalities: | None arising from this report. |

Partnering: None arising from this report.

Property: None arising from this report.

Risk Management: The scheme will be managed in accordance with the Council's Project Management methodology, and a full risk register will be maintained throughout the project.

Community Safety: None arising from this report.

Consultation Responses

Members:

Leader of Council: Councillor Graham Jones has been consulted and does not object to the proposal.

Overview & Scrutiny Commission Chairman: Councillor Quentin Webb has been consulted and does not object to the proposal.

Policy Development Commission Chairman: N/A

Ward Members: Local Ward Members are supportive of this scheme.

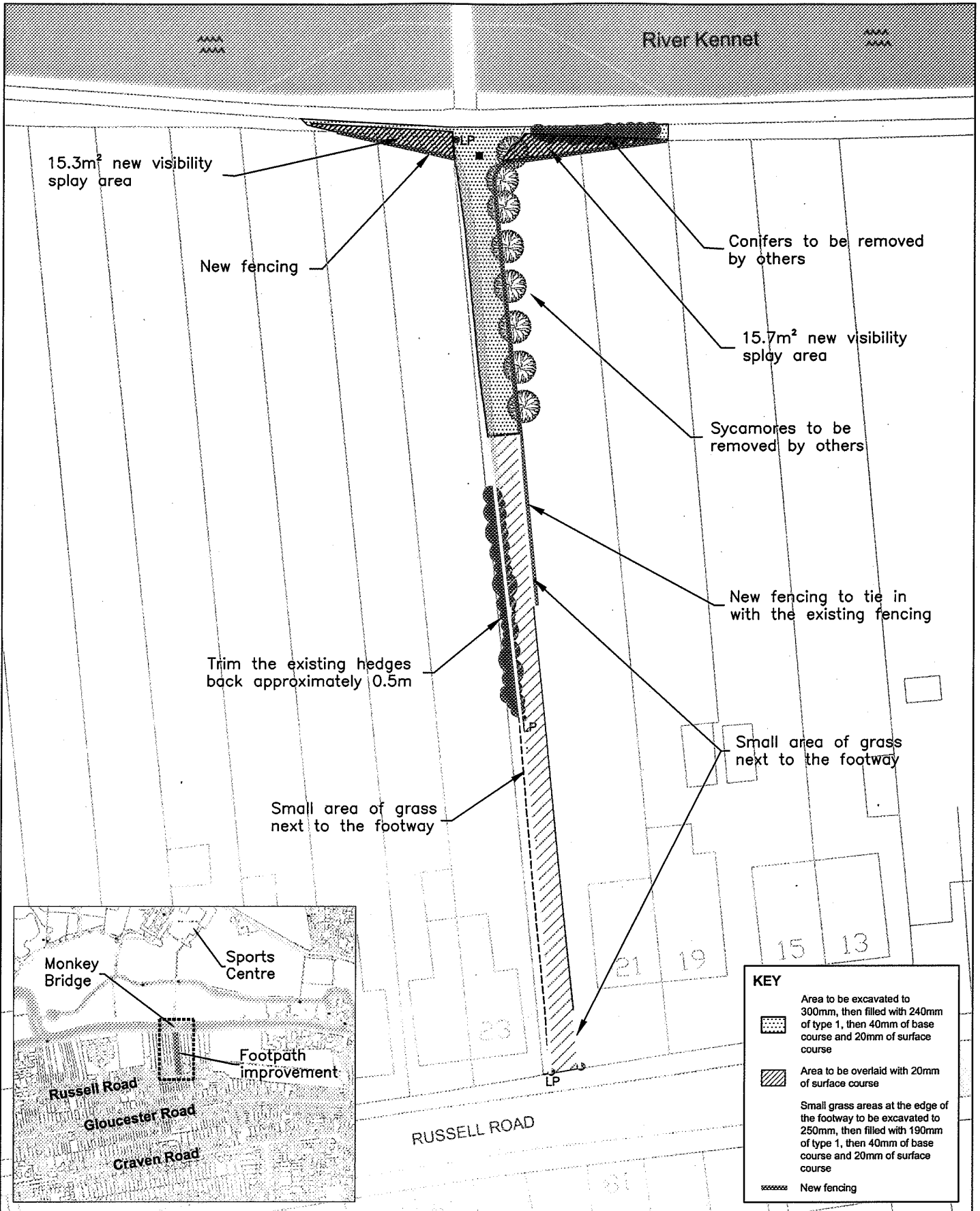
Opposition Spokesperson: Councillor Keith Woodhams supports the scheme subject to the approval of the Local Ward Members.

Local Stakeholders: Thames Valley Police, Newbury Town Council, Local Residents, West Berks Disability Alliance, Spokes, Emergency Services.

Officers Consulted: Derek Crouch, Jenny Noble, Mark Edwards, Elaine Cox, Michele Sherman.


Trade Union: Not applicable

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| Is this item subject to call-in. | Yes: <input checked="" type="checkbox"/> | No: <input type="checkbox"/> |
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| Considered or reviewed by OSC or associated Task Groups within preceding 6 months | | <input type="checkbox"/> |
| Item is Urgent Key Decision | | <input type="checkbox"/> |



KEY

- Area to be excavated to 300mm, then filled with 240mm of type 1, then 40mm of base course and 20mm of surface course
- Area to be overlaid with 20mm of surface course
- Small grass areas at the edge of the footway to be excavated to 250mm, then filled with 190mm of type 1, then 40mm of base course and 20mm of surface course
- New fencing



Highways and Transport Council Offices,
Faraday Road,
Newbury
RG14 2AF

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| | | |
|---------------|---|--|
| PROJECT | Russell Road Footpath - Newbury | |
| DRAWING TITLE | Proposed Shrubbery Removal and New Fencing | |

| | | |
|---------------|---|--|
| SCALE | N.T.S | |
| DATE | August 2007 | |
| DRAWN BY | DW | |
| AUTHORISED BY | JW | |
| NOTES | 1. Do not scale from drawing. This diagram shows a draft proposal for the widening of the footway and is only diagrammatic. | |
| REVISED | | |
| 81235/100/3 | 1 | |

Individual Decision

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|------------------------------------|--|------------|------------------------------------|
| Title of Report: | Cycle Provision through Newbury Town Centre | | |
| Report to be considered by: | Executive Member for Planning and Highways Cllr. Keith Chopping | on: | 20th August 2007 |
| Forward Plan Ref: | ID1465 | | |

Purpose of Report:

To review the Executive decision taken in 2002 to ban cycling through Newbury Town Centre.

Recommended Action:

That the decision taken in 2002 to prohibit cycling in the town centre be reversed.

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:

1. Report to Newbury Town Centre Task Group - 26 February 2007.
2. Minute 5 of Newbury Town Centre Group meeting – 26 February 2007.

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|--------------------------|----------------------------|
| Portfolio Member: | Councillor Keith Chopping |
| Tel. No.: | 0118 983 4625 |
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Contact Officer Details

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| Name: | Jon Winstanley |
| Job Title: | Principal Engineer |
| Tel. No.: | 01635 519087 |
| E-mail Address: | jwinstanley@westberks.gov.uk |

Supporting Information

1. Background

1.1 Following feedback in 2002 from a questionnaire distributed on behalf of the Town Centre Management Steering Group about the future of the town centre, a decision was taken by the West Berkshire District Council's Executive at its meeting on 24 October 2002 to prohibit cycling through the town centre pedestrian zone. This prohibition was never formally introduced due to the lack of suitable alternative cycling routes being identified.

1.2 In light of policy changes encompassed in the recent Local Transport Plan 2, the associated Cycling Strategy document and the recently completed environmental improvements that encourage a shared space for pedestrians, cyclists and vehicles, Newbury Town Centre Task Group (NTCTG) considered this issue at its meeting on 26 February 2007 and have recommended that the potential cycling ban should not now be implemented.

1.3 Local cycle groups have expressed their concerns that if the cycling ban is introduced the anti-social cycling that the Council is seeking to prevent would continue, and the cyclists that currently give due consideration to their surroundings would be unnecessarily penalised.

2. Recommendations

2.1 Taking into account the support for cycling coupled with the Council's policies and environmental statements, it is recommended that cycling be permitted to continue throughout Newbury town centre and that further efforts be made to improve conditions for cyclists through consultation with the West Berkshire Cycle Forum.

Implications

| | |
|-----------------------|---|
| Policy: | The proposals contained in this report will help to achieve the following Council Plan Priority: 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 CPO8 - A healthier life |
| Financial: | No financial implications. |
| Personnel: | None arising from this report. |
| Legal: | This proposal will mean that the Traffic Regulation Order to prohibit cyclists from the Town centre will not need to be advertised. |
| Environmental: | This proposal will continue to encourage sustainable transport within Newbury Town Centre. |
| Equalities: | None arising from this report. |
| Partnering: | None arising from this report. |
| Property: | None arising from this report. |

Risk Management: The scheme will be managed in accordance with the Council's Project Management methodology, and a full risk register will be maintained throughout the project.

Community Safety: None arising from this report.

Consultation Responses

Members:

Leader of Council: Councillor Graham Jones does not object to the recommendation

Overview & Scrutiny Commission Chairman: Councillor Quentin Webb does not object to the recommendation

Policy Development Commission Chairman: N/A

Ward Members: Local Ward Members Councillor Tony Vickers has responded in favour of the proposal and would like cycling in and around Newbury Town Centre in a responsible manner positively encouraged, in the context of the introduction of a Vehicle Restricted Area which gives pedestrians priority at certain times.

Opposition Spokesperson: Agrees with the comments of the Local Ward Member.

Local Stakeholders: Newbury Town Centre Task Group, Thames Valley Police, Newbury Town Centre Steering Group.

The Town Centre Management Steering Group commented: "Following this recommendation from the Parking & Transport Sub-group, the TCMG accepts without qualification, that cyclists be allowed in the pedestrianised areas. Further recommends that the issue be revisited when Parkway is complete in the event that an alternative North/South cycling route is created. MR to advise Derek Crouch Highways West Berks"

Officers Consulted: Derek Crouch, Andy Garratt, Jenny Noble, Mark Edwards, Mark Cole

Trade Union: Not applicable

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| 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"/> |

Individual Decision

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|------------------------------------|--|------------|------------------------------------|
| Title of Report: | Woolhampton Highway Improvements | | |
| Report to be considered by: | Executive Member for Planning and Highways Cllr. Keith Chopping | on: | 20th August 2007 |
| Forward Plan Ref: | ID1464 | | |

Purpose of Report:

To report on the results of a consultation exercise into the provision of a signal controlled pedestrian crossing and associated highway improvements in Woolhampton.

Recommended Action:

That authority is given to:

- Implement the scheme detailed on drawing no. WTN/100/4 subject to any amendments resulting from a stage 2 safety audit.
- Formally consult on the residents-only parking element of the scheme (with limited waiting for 30 mins).

Reason for decision to be taken:

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

List of other options considered:

See appendix 2

Key background documentation:

None

| | |
|--------------------------|----------------------------|
| Portfolio Member: | Councillor Keith Chopping |
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| Job Title: | Principal Engineer |
| Tel. No.: | 01635 519087 |
| E-mail Address: | jwinstanley@westberks.gov.uk |

Supporting Information

1. Background

- 1.1 A Woolhampton Parish Plan consultation exercise revealed that 60% of Woolhampton residents would like to see a pedestrian crossing on the A4.
- 1.2 West Berkshire Council therefore carried out a detailed assessment of pedestrian movements within Woolhampton. This involved 14 hour weekday pedestrian counts on the A4 both between Woolhampton Hill and Station Road, and between Station Road and Watermill Court. These counts have helped establish the existing pedestrian desire lines within Woolhampton in order to inform the design process.
- 1.3 Drawing no. WTN/100/5 in appendix 3 illustrates the pedestrian counts, with 179 pedestrians crossing between Woolhampton Hill and Station Road and only 7 crossing to the east of Station Road. The drawing also shows that general pedestrian activity (indicated by people walking along the footways) is far greater to the west of Station Road.
- 1.4 In addition to the provision of a pedestrian crossing West Berkshire Council were also approached by Woolhampton Parish Council to consider measures to prevent illegal nuisance footway parking on the south side of the A4 to the east of Woolhampton Hill.

2. Proposed Scheme

- 2.1 A scheme has therefore been designed in consultation with Woolhampton Parish Council to address the above concerns and best serve Woolhampton residents. The scheme can be seen on drawing no. WTN/100/4 in appendix 4 and incorporates:
 - Provision of a signal controlled crossing of the A4 between Station Road and Woolhampton Hill.
 - Relocation of the bus stop on the south side of the A4 to the east of Station Road (this has been moved to accommodate the pedestrian crossing in the most appropriate location).
 - Kerbing/footway widening to provide a formal service lay-by (replaced the existing bus lay-by) for properties on the south side of the A4 to the east of the proposed crossing.
 - Removal of the central traffic islands to improve turning movements, and allow provision of the new crossing and new bus stop.
 - Provision of a lay-by to provide off street parking for the tree 'named' house properties opposite Woolhampton Hill.
 - Provision of bollards on the south side of the A4 to prevent parked cars blocking the footpath.
- 2.2 A consultation exercise was undertaken during May/June 2007 with a letter and scheme plan sent to all Woolhampton residents and stakeholders. A presentation of the proposals was also made to the Parish on the 21st May 2007 which was open to the public. The Local Ward Member Cllr Irene Neill and the MP for Newbury have also been included in the consultation process.

3. Consultation Response

- 3.1 The consultation generated considerable interest from Woolhampton residents, and objections have been received particularly from those owning properties adjacent to the proposed crossing and proposed lay-by opposite Woolhampton Hill. In total 12 letters/emails and two petitions (one 105 and one 47 signature petition) have been received objecting to the position of the crossing.

- 3.2 The 47 signature petition is from the residents of the Watermill Court retirement home requesting the crossing be relocated to the east of Station Road, closer to Watermill Court. The 105 signature petition is opposed to the proposed position of the crossing and associated parking measures. Of the 105 signatories 58 are residents of Woolhampton with the remainder being passing customers of the local shop. From discussion with the shop manager it was understood that the majority of signatories were concerned about the effect the crossing might have on shop trade. With this in mind and since receipt of the petition, the proposals have been amended to incorporate a lay-by outside the shop to accommodate passing trade, alleviating the concerns of the shop manager.
- 3.3 14 letters/emails have also been received in favour of the proposals and an open letter has been received with 114 signatures in support of the proposed crossing location.
- 3.4 In addition to residents, responses have also been received from Woolhampton Parish Council, West Berkshire Disability Alliance, Thames Valley Police and Newbury Buses. Appendix 1 gives a summary of the responses received along with an officer's response.
- 3.5 In general the responses to the consultation is split; however as is usual in these situations the main beneficiaries are not those directly affected and tend not to be as vocal as those opposed.

4. Alternative Scheme Requests

- 4.1 In response to the comments received during the consultation process from both letters and petitions a number of potential alternative schemes have been considered. These are listed along with an officer's comments in appendix 2.

5. Compensation Claims

- 5.1 A number of residents have given notice that if the scheme proceeds they intend to claim under Part 1 of the Land Compensation Act 1973. Any compensation would be based upon the depreciation in value of their property due to a number of physical factors (e.g. noise, fumes, vibration) caused by the use of the public works i.e. the new crossing facility. At present it is not possible to quantify a successful claim, however having taken advice from Property and Legal Services, Officers are confident that compensation cannot be justified under the terms of the Act and any such claims could be successfully defended.

6. Summary

- 6.1 The consultation process has engaged a large number of Woolhampton residents with mixed response received to the proposals. The majority of residents agree that a crossing in Woolhampton is needed, however a number have expressed objection to a crossing adjacent to their property. Whilst it is unfortunate that the proposed location is adjacent to Grade II listed buildings, measures to mitigate the effect, including widening the footways and removal of the bus shelter, are proposed. The disadvantages must be balanced against the potential benefits for all Woolhampton residents, which is the overriding objective.
- 6.2 During the course of the consultation a number of alterations and improvements have been incorporated into the design as a result of comments received. In particular, it is proposed to extend the lay-by on the northern side of the lay-by to serve the shop and to provide a plateau across the junction of Station Road. This will improve access to the village centre for residents of Watermill Court and to encourage continued use of the bus stop.

- 6.3 A number of alternative schemes have been considered and subsequently discounted, which leads to the conclusion that the only practical and safe location for a crossing that will offer value for money is the proposed location. This location is central to the Village and will improve access to all local amenities including the village shop, post office, Parish Hall with new playground and the rail station.
- 6.4 Alterations to the parking outside the tree houses has proved equally controversial, however the latest proposal to include residents only parking (with limited waiting for 30mins) should ensure that tree house residents have a retained parking space.
- 6.5 The introduction of bollards to prevent the inconsiderate parking has proved less controversial.
- 6.6 On the whole it is considered that this scheme will be of significant benefit to the residents of Woolhampton. It will effectively remove the barrier to movement caused by the A4 and by widening the footways and removing the central reservation the scheme will change the appearance and driver perception of the A4 through Woolhampton which will undoubtedly have the effect of reducing vehicle speeds.
- 7. Recommendation**
- 7.1 That authority is given to implement the scheme detailed on drawing no. WTN/100/4 subject to formal consultation on the residents-only parking (with limited waiting for 30 mins) and any amendments resulting from a stage 2 safety audit.**

Implications

- Policy:** The proposals contained in this report will help to achieve the following Council Plan Priority:
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
CPO8 - A healthier life
- Financial:** The total Scheme cost is estimated at £92,000. £52,000 can be funded from S106 contributions from the Douai Abbey development and £40,000 from capital funding allocated to the A4 corridor study in the 2007/08 Capital Strategy and Programme.
- Personnel:** None arising from this report.
- Legal:** The implementation of the resident's only parking (with limited waiting for 30 mins) will require formal consultation of a traffic regulation order.
- Environmental:** This scheme promotes healthy and environmentally friendly forms of travel.
- Equalities:** None arising from this report.
- Partnering:** None arising from this report.
- Property:** None arising from this report.

Risk Management: The scheme will be managed in accordance with the Council's Project Management methodology, and a full risk register will be maintained throughout the project.

Community Safety: None arising from this report.

Consultation Responses

Members:

Leader of Council: Councillor Graham Jones has been consulted and has no objection to the proposed scheme.

Overview & Scrutiny Commission Chairman: Councillor Quentin Webb has been consulted and has no objection to the proposed scheme.

Policy Development Commission Chairman: N/A

Ward Members: Councillor Irene Neill has been consulted and supports the proposed scheme.

Opposition Spokesperson: Councillor Keith Woodhams has been consulted and concurs with the Local Ward Member.

Local Stakeholders: Local Residents, Newbury Buses, Spokes, West Berkshire Disability Alliance, Woolhampton Parish Council, Thames Valley Police, Fire & Ambulance Services.

Officers Consulted: Derek Crouch, Colin Broughton, Jenny Noble, Mark Edwards, Andy Garratt, Michele Sherman.

Trade Union: Not applicable

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| 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

| Consultee | Comment | Officer's Response |
|------------------------------------|---|--|
| Woolhampton Parish Council | At the meeting of 17 th July 2007 the Parish Council voted overwhelmingly in favour of the proposals detailed on drawing no. WTN/100/4. | Noted |
| West Berkshire Disability Alliance | <p>Would like to see the following included in the scheme:</p> <p>1) That the crossing be equipment be of the latest design for people with disabilities.</p> <p>2) Would like a plateau across the A4 to coincide with the crossing point.</p> <p>3) Introduction of Kassel kerbs at the 2 bus stops in Woolhampton.</p> | <p>1) The crossing will be of the type approved in the past by the West Berkshire Disability Alliance.</p> <p>2) It would not be practical to install a raised plateau across the A4 at this location as vehicles traversing the hump would cause a significant increase in noise pollution.</p> <p>3) The provision of Kassel kerbs will be considered as part of the detailed design and included if within the budget.</p> |
| Thames Valley Police | Thames Valley Police are fully supportive of the proposed scheme | Noted |
| Newbury Buses | <p>Concerned about the loss of a lay-by as Woolhampton serves as a timing point of the half hourly 102 service.</p> <p>Concerned about the proposed location of the bus stop affecting the sight lines of vehicles exiting Station Road.</p> | <p>The new lay-by provided to the east of Station Road, although not full bus width, will be effectively wide enough to allow buses to wait.</p> <p>The proposed realignment of the Station Road junction will provide sufficient visibility. This comment is noted and will be checked by the designer and safety auditor during the detail design process.</p> <p>It is proposed that Newbury Buses be further consulted during the design stage to ensure they are satisfied with the proposal.</p> |
| Local residents | Concerns about affecting the shops passing trade. | Following discussion with the shop manager the existing lay-by on the northern side of the A4 has been extended to cover the front of the shop. The manager is satisfied that this will mitigate any impact the crossing may have had on passing trade. |
| Local residents | Concern about the visual impact on listed building. | The proposed crossing location is the most effectively aligns with current pedestrian flows and desire lines; unfortunately this is adjacent to a number of grade II listed buildings on the south side of the A4. All the properties on the South side of the A4 between |

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| | | <p>Station Road and Woolhampton Hill are Grade II listed buildings and it would not be possible introduce the crossing within this area (where the predominant pedestrian flows are) without having some impact on one of the buildings.</p> <p>In order to mitigate the impact of the crossing it is proposed that the footpath be widened by 2m and that the signal controller box and electrical cabinet be placed where the existing bus stop is away from any frontages.</p> |
| Local residents | Concerns about additional noise pollution, air pollution and vibration. | The perceived increase in noise pollution, air pollution and vibration is due to vehicles stopping and pulling away when the crossing is in use. The crossing will mainly be used during the day and at peak times and any additional noise/pollution will be negligible when compared to that already experienced along the A4. The pedestrian crossing will not include an audible signal |
| Local residents | Visibility concerns when exiting Station Road due to the repositioned bus stop. | The Station Road junction has been re-designed to allow the necessary visibility splays when exiting Station Road. The scheme has been subject to an independent Safety Audit to ensure the design complies with current safe design practices. |
| Local residents | Concerns about the loss of parking. Adjacent to the crossing. | <p>The provision of the pedestrian crossing will remove the ability for those fronting the crossing to park and load on the carriageway directly outside their property. A parking lay-by will be provided on the south side of the A4 for the one property, other than the tree houses, that currently parks on the A4 and has no off street parking. This lay-by can also be used by other properties to load/unload.</p> <p>On the north side of the A4 none of the residents currently park on carriageway outside their properties. The extension of the bus lay-by in front of the shop can also be used by residents to load/unload.</p> |
| Local residents | Concerns about the loss of parking for the 'tree named' houses opposite Woolhampton Hill and due to the provision of bollards on the footpath. | <p>A 'residents only' parking lay-by (with limited waiting for 30 mins) will be provided for the tree named properties which will replace the illegal parking that currently occurs.</p> <p>The bollards will prevent nuisance parking on the footways which are for pedestrians.</p> |
| Local residents | Concern from the residents of Watermill Court about the difficulty crossing Station Road. | It is proposed that a raised table (effectively a flat topped road hump) be constructed across the entrance to station road. The raised table will be constructed at footway level with ramps for vehicles. These features have proved successful in highlighting the pedestrian desire line and slowing vehicles on the |

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| | | approach to the crossing point. |
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Appendix 2 – Alternative Scheme requests.

Request for a crossing to the East of Station Road.

Department for Transport (DfT) design guidance on the provision of signal controlled crossing comments that a crossing should not be constructed within 20m of a side junction as turning vehicles will not have adequate visibility of the signal heads. Due to the position of driveways and accesses the closest the crossing could be positioned to the east of Station Road is 30m.

The pedestrian survey shows that in a 14 hour period on a typical weekday 7 pedestrians currently cross to the east of Station Road. Arguments have been put forward that this location is not used as it is particularly dangerous and difficult to cross, and that many more pedestrians (particularly residents of Watermill Court) would use a facility here if provided.

The pedestrian survey however counted only an addition 19 pedestrians walking along the footpaths (mainly the southern footpath) at this location. If it is assumed that all these pedestrians are walking from Watermill Court to the Village shop, the potential number of pedestrians crossing at this location would increase to 26. This falls far short of the recommended DfT guidance for the provision of pedestrian crossings and would still leave over 85% of pedestrians crossing between Woolhampton Hill and Station Road. Concern has also been expressed that lowering the footpath on the northern side of the A4 to the east of Station Road may cause additional flooding of some of the properties.

It is considered that very few of the 179 pedestrians that currently cross in the centre of the village would walk the additional distance to use a crossing to the east of Station Road. Studies have shown that infrequently used crossings can be more dangerous than having no crossing at all. A crossing at this location would rarely be used and would not provide value for money and would therefore not be considered.

Widen the existing traffic island between Station Road and Woolhampton Hill

This is an option that could be taken forward should the provision of a signal controlled crossing not be approved. However this would have little advantage over the existing situation.

Provision of a Staggered Pedestrian Crossing

The benefit of using a staggered crossing is that pedestrians cross the carriageway in two stages, which reduces the amount of time that vehicles wait at the crossing. However this proposal would involve significantly more street furniture than the proposed crossing and would not overcome the concerns of residents about parking and pollution. The central island would also restrict turning movements in the vicinity of the shop. This option was therefore discounted at the design stage.

Provision of a Zebra Crossing

Zebra crossings are reliant on pedestrians establishing precedence over vehicular traffic by stepped onto the crossing and tend to be used on roads with significantly lower traffic flows and speeds than those observed on the A4 at Woolhampton. The A4 experiences few gaps in traffic flow and experience has shown that pedestrians feel it is more hazardous to establish precedence. This is especially the case for more vulnerable or elderly pedestrians who may take longer to cross the road. A zebra crossing would therefore not be considered at this location.

Signal controlled junction of A4/Station Road

This scheme would not overcome the environment/conservation issues as signal equipment would have to be placed outside the Grade II listed buildings adjacent to this junction. This scheme would involve significantly more signal equipment than the crossing and would have a far greater environmental impact. Traffic flows at this junction would not justify the provision of a traffic signal junction and this type of installation would cause significantly more delay and associated environmental issues than a pedestrian crossing. This option cannot therefore be recommended.

Pedestrian Crossing to the west of Woolhampton Hill.

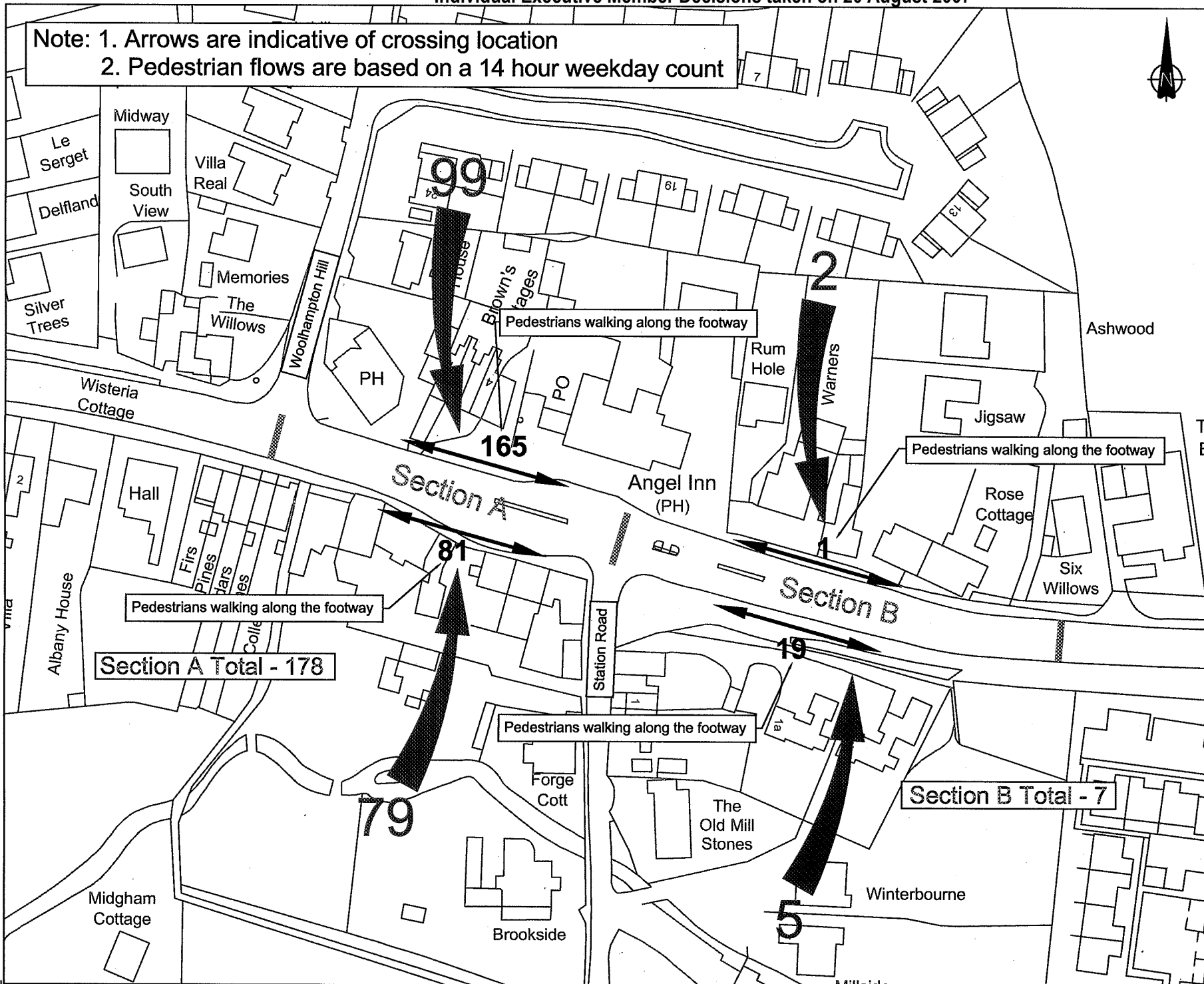
Due to the position of driveways there is limited space to install a pedestrian crossing, and although this crossing would benefit the residents of Woolhampton Hill accessing the new Parish Hall and playground, it would be of no benefit to residents accessing the rail station and residents to the east of Woolhampton accessing the shop/post office.

As with the position to the east of Station Road, it is considered that a crossing here would be rarely used and would not provide value for money.

Average Speed Cameras through Woolhampton

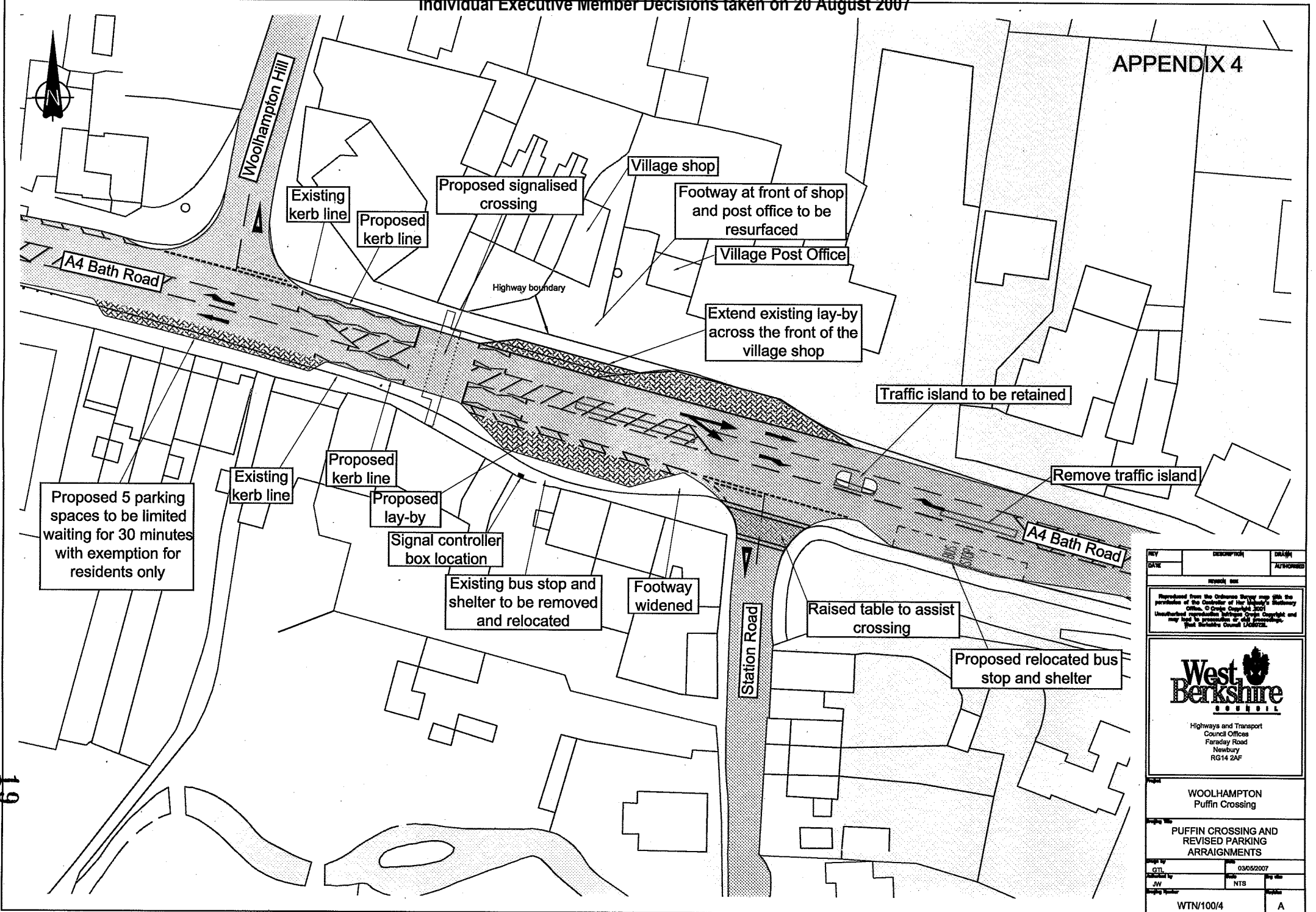
The assessment, provision and maintenance of speed cameras in West Berkshire are managed by Thames Valley Safer Roads Partnership which is a partnership between the police and the 9 authorities in the Thames Valley Area. West Berkshire will approach the Partnership to enquire about the feasibility and criteria involved in the provision of average speed cameras on non-trunk roads and report back to the Parish.

Note: 1. Arrows are indicative of crossing location
 2. Pedestrian flows are based on a 14 hour weekday count



| REV | DESCRIPTION | DRAWN |
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| | | |
| Highways and Transport Council Offices Faraday Road Newbury RG14 2AF | | |
| Woolhamton Pedestrian Crossing | | |
| PEDESTRIAN SURVEY RESULTS THURSDAY 10/05/07 | | |
| | GTL | MAY 2007 |
| JW | NTS | AS |
| WTN/100/4 | | A |

18



| REV | DESCRIPTION | DRAWN |
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West Berkshire Council

Highways and Transport
Council Offices
Faraday Road
Newbury
RG14 2AF

| | | | |
|---------------|------------|--|-----|
| Project Name | | WOOLHAMPTON Puffin Crossing | |
| Project Title | | PUFFIN CROSSING AND REVISED PARKING ARRANGEMENTS | |
| Drawn by | 03/05/2007 | Checked by | |
| DTL | | JW | NTS |
| Scale | | Scale | |
| WTN/100/4 | | A | |