

Individual Decisions

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

14th December 2009

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Individual Executive Member Decision

Title of Report:	Petition - Brimpton Common Traffic
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	14 December 2009
Forward Plan Ref:	ID1949

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 resolves to approve the recommendations as set out in section 7 of this report.

Reason for decision to be taken: Referral of petition by Council.

Statutory:

Non-Statutory:

Other:

Other options considered: As summarised in the report.

Key background documentation: 1) The petition.
2) Location Plan, ref TM118/001

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

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

Consultation Responses

Members:

Leader of Council:	To date no response has been received from Councillor Graham Jones. However any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	To date no response has been received from Councillor Brian Bedwell. However any comments will be verbally reported at the Individual Decision meeting.
Select Committee Chairman:	N/A
Ward Members:	To date no response has been received from Councillor Irene Neill. However any comments will be verbally reported at the Individual Decision meeting.
Opposition Spokesperson:	Councillor Keith Woodhams commented 'Noted the Report.'
Local Stakeholders:	N/A
Officers Consulted:	Andrew Garratt, Mark Cole, Mark Edwards
Trade Union:	N/A

NOTE: The section below does not need to be completed if your report will not progress beyond Corporate or Management Board.

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

Supporting Information

1. Background

- 1.1 A petition containing 28 signatures (from 21 different addresses) was presented to the Council at its meeting on 24th September 2009. The petition states:

"We, the undersigned, note with concern the high number of traffic accidents that have taken place in the village of Brimpton Common in recent years due to the excessive traffic speed along the B3051.

Many of these have caused serious damage to both property and persons in the village,

We are grateful to the Brimpton Parish Council for expressing their support for greater traffic calming measures at the recent meeting on 7 July 2009, and for suggesting – due to their limited powers in this area – that a petition be prepared for consideration by West Berkshire Council, the police and other responsible authorities.

We understand that significant money is available for improving traffic management around the AWE. We note that the increased activity at the AWE in recent years is a key factor in the traffic problems we are experiencing, and are grateful that monies have been set aside to mitigate these effects.

We therefore call upon West Berkshire Council to implement the following changes as soon as practically possible:

1. *Improvements to the intersection of the B3051 and Brimpton Road, so that traffic must stop regardless of the direction of approach.*
2. *A reduction in the speed limit through Brimpton Common from 40 (forty) m.p.h. to 30 (thirty) m.p.h., bringing it into line with other comparable villages in the area."*

- 1.2 Since receipt of the petition further issues have been raised with officers, and these are also discussed in this report, namely: pedestrian safety, especially for children walking to school, and the accuracy of the Council's records of traffic accidents. Specific suggestions for improvement measures have also been made, and these are briefly evaluated in Section 4.
- 1.3 Brimpton Common is situated on the B3051 as it runs between junctions with the A340 to the east and the A339 to the south-west. Brimpton Common straddles the boundary between West Berkshire and Hampshire and of the nine residential properties that front onto the B3051, four are in West Berkshire and five (including the Pineapple pub) are in Hampshire.
- 1.4 The B3051 meets Brimpton Road and Brimpton Lane at a staggered crossroads immediately east of the residential properties. To the west of this junction, the alignment of the B3051 is slightly curved and although visibility for drivers on the B3051 and drivers exiting their driveways is restricted, this layout tends to control vehicle speeds.

2. Previous Improvement Measures

- 2.1 A safety scheme was implemented in Brimpton Common in April 2008. The measures included:
- (1) A vehicle-activated sign for the benefit of eastbound traffic, displaying a warning of the junction and the legend "SLOW DOWN";
 - (2) Improved road markings, including reflective road studs ("cats eyes");
 - (3) High friction surfacing in the middle of the junction, to assist vehicles braking sharply and reduce skidding;
 - (4) Improved "Gateway" signing on the entry points to the 40mph speed limit;
 - (5) Improved warning signs and additional speed limit "repeater" signs.
- 3.2 This scheme was funded by "Section 106" contributions from the development at the nearby AWE.

3. Accident History

- 3.1 In the three years prior to the introduction of the above safety scheme, a total of four accidents, resulting in seven casualties (all classified as "Slight") were recorded at the staggered crossroads. In the 16 months following introduction of the scheme for which data is available (May 2008 to August 2009), only one accident has been recorded, resulting in a single casualty (also slight). Although a full comparison cannot be made until three years have elapsed, there does appear to have been a reduction in the rate of accidents since the scheme was implemented.
- 3.2 In the last five year period covered by the accident database (1st September 2004 to 30th August 2009) there have been no recorded accidents at any of the private accesses or anywhere on the bend between the junction and the boundary with Hampshire. Discussions with Hampshire County Council have revealed that there have been no injury accidents within Hampshire between the boundary and Ashford Hill Farm (ie within the 40mph speed limit) within the same time period.
- 3.3 Comments are often received regarding possible under-reporting of injury accidents due to the location of the boundary between the two authorities. Any such under-reporting is difficult to quantify and if an incident is attended in West Berkshire by Hampshire Constabulary or indeed the Ministry of Defence police based at AWE, Thames Valley Police would be notified and should record the details accordingly. Analysis of accidents can only be based on those which have been formally recorded and appear on the Council's system.

4. Possible Further Improvement Measures

- 4.1 In view of the above accident figures, any further measures would not achieve a demonstrable reduction in the number of accidents and therefore could not be justified in terms of safety and could not be funded from existing budgets.
- 4.2 The following suggestions have been made informally as to how the road and junction could be improved in order to reduce speeds:

- (1) Chicanes/priority working – it is not considered appropriate to install build outs in an un-lit 40mph road. Because of the restricted forward visibility, several signs would need to be installed on the approaches to the chicanes to warn drivers of the obstruction in the road ahead and of the need to reduce speed. This would not be in-keeping with the rural environment. There would also be issues of increased vehicle noise as vehicles (especially goods vehicles) would slow down and then accelerate in front of the residential properties.
- (2) Roundabout – there is insufficient space within the highway boundary to construct a roundabout and it would be very expensive to acquire third party land. A roundabout would also need to be accompanied by street lighting which is likely to be unpopular and would further increase costs. A mini-roundabout(s) would also be inappropriate due to the road layout and approach speeds of traffic – mini roundabouts should only be installed where the speed limit is 30mph or lower and actual vehicle speeds are at or below 30mph.
- (3) Traffic signals – In terms of capacity, traffic signals are not required at this junction, and it is not considered that they would lead to an increase in safety. In particular, eastbound vehicles would have poor visibility of the signals due to the bend and this could lead to shunt-type collisions in queues at the red light.

4.3 In view of (2) and (3) above, the petition's request for "improvements to the intersection of the B3051 and Brimpton Road, so that traffic must stop regardless of the direction of approach" is not achievable.

4.4 Given the site constraints and the above analysis, it is not considered that further meaningful improvements could be made.

5. Speed Limit

5.1 The B3051 is subject to a 40mph speed limit as it passes through Brimpton Common; the speed limit applies in both Hampshire and West Berkshire. Should the speed limit be reduced to 30mph, the lower limit would need to extend into Hampshire for consistency and therefore Hampshire County Council would need to support the lower limit.

5.2 A request to reduce the speed limit on Brimpton Common to 30mph was considered in 2006, but it was concluded that the existing limit was appropriate to the road character and environment. However, this was before change in the Department for Transport's speed limit criteria.

5.3 Following the introduction of the new speed limit criteria, a nationwide initiative to review the speed limits on all A and B roads by 2011 is now in progress. The B3051 is therefore due to be formally reviewed again in April 2010, at which point the local ward member and parish council will be invited to the meeting of the Speed Limit Task Group. Detailed speed surveys will be undertaken to ascertain whether a lower limit is appropriate and realistic.

6. Pedestrian Safety

- 5.1 Children walking from Brimpton Common to Hurst School will at some stage of their journey have to negotiate the B3051 and the staggered crossroads. There are currently no footways on any of the roads in Brimpton Common and therefore pedestrians have to walk on the carriageway or verge. There are various locations that may not be appropriate for a safe walking route to school but these would be considered individually should a safety assessment be requested. Footways could be provided in the area, subject to detailed assessment and availability of funds.

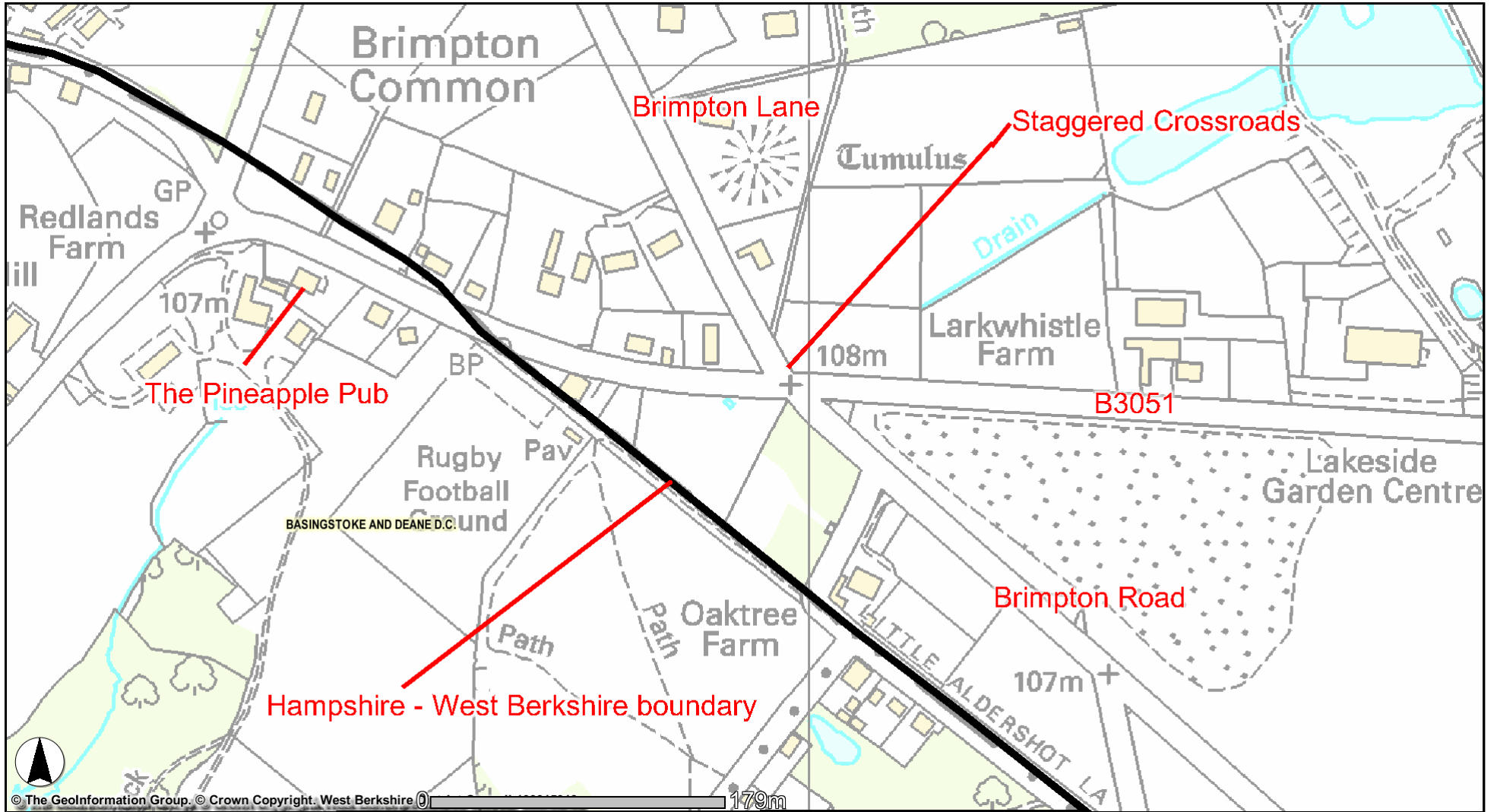
7. Recommendations


- 7.1 In view of the above, it is recommended that:

- (1) Further improvements to the staggered crossroads in Brimpton Common are not appropriate;
- (2) The Speed Limit be considered by the Speed Limit Task Group as planned in April 2010, with any resulting changes being funded from existing budgets;
- (3) A detailed investigation into pedestrian facilities in the area be undertaken with a view to construction of new footways;
- (4) The petition organiser be informed accordingly.

Appendices

There are no Appendices to this report.



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Notes:	Brimpton Common	1:3500		
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Individual Executive Member Decision

Title of Report:	Chesterfield Road and Surrounding Area, Parking Restrictions
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	14 December 2009
Forward Plan Ref:	ID1955

Purpose of Report: To inform the Executive Member for Highways, Transport (Operational) & ICT of the responses received during the statutory and public consultation on the introduction of waiting restrictions within Chesterfield Road and surrounding area and to seek approval of officer recommendations.

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

Reason for decision to be taken: To enable the Residents Parking and associated Waiting Restrictions to be progressed to implementation.-

Statutory: **Non-Statutory:**
Other:

Other options considered:

Key background documentation: Plan Nos. AL77(SC1), AM75(SC1) to AM78(SC1) inclusive.
Residents Parking Policy and Guidance Report dated 12th August 2004
Responses received during statutory consultation.

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:	Prinicpal Trafic and Road Safety Engineer
Tel. No.:	01635 519491
E-mail Address:	agarratt@westberks.gov.uk

Implications

Policy:	The consultation is in accordance with the Council's Consultation procedures.
Financial:	The Statutory Consultation and advertisement procedure and implementation of the physical works will be funded from the approved Capital Programme
Personnel:	None arising from this report
Legal/Procurement:	The sealing of the Traffic Regulation Order will be undertaken by Legal Services.
Environmental:	The proposals make best use of available road space for parking, balancing wherever possible the needs of residents and other road users.
Partnering:	None arising from this report
Property:	None arising from this report
Risk Management:	None arising from this report
Community Safety:	None arising from this report
Equalities:	None arising from this report

Consultation Responses

Members:	
Leader of Council:	To date no response has been received from Councillor Graham Jones. However any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell commented 'Noted residents comments and if ward member in agreement OK by me.'
Select Committee Chairman:	N/A
Ward Members:	Councillors Mike Johnston commented 'I am happy with the proposals as they seem to reflect the majority of the views of the residents and comments that I have received' & to date no response has been received from Councillor Ieuan Tuck. However any comments will be verbally reported at the Individual Decision meeting.
Opposition Spokesperson:	Councillor Keith Woodhams commented 'Noted the Report'.
Local Stakeholders:	N/A
Officers Consulted:	Mark Cole, Mark Edwards
Trade Union:	N/A

NOTE: The section below does not need to be completed if your report will not progress beyond Corporate or Management Board.

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

Supporting Information

1. Background

- 1.1 Zone SW1 of the Newbury Parking Strategy was introduced in January 2006. The restrictions were monitored with any knock on effects being addressed as part of a review, which included Chesterfield Road and the surrounding area. Minor changes identified during the review were implemented during 2007.
- 1.2 Following the introduction of an on-street Pay and Display regime for Station Road, which was introduced on 9th February 2009, local residents expressed concerns about displacement of parked vehicles into the surrounding roads. The roads affected included Chesterfield Road, Howard Road, Porchester Road, Tudor Road and Prospect Place.
- 1.3 To understand the extent of the parking issues within the area and whether there would be support for a permit parking scheme, an informal consultation was undertaken with local residents between the 12th May and 8th June 2009. The results of this consultation were used to design a parking scheme that went to statutory consultation between 17th September and 8th October 2009.

2. Responses to statutory consultation

- 2.1 At the end of the statutory consultation period a total of sixteen responses had been received. Of these, two indicated support for the proposals, nine specifically referred to proposals on Prospect Place, one objection was received from Porchester Road and there were four objections to the scheme in principle from commuters.
- 2.2 A summary of the comments received to the statutory consultation, together with officer comments is provided in Appendix A to this report.

3. Conclusion

- 3.1 The majority of responses received were from residents of Prospect Place and St Johns Road objecting to the proposals on Prospect Place. The scheme can be adjusted to address the residents concerns without the need for the re-advertisement of the order. This adjustment is to remove the proposed extension to the waiting restrictions on Prospect Place at its junction with St. John's Road.
- 3.2 It is considered that the proposed scheme takes into account the need for commuter parking and that remaining parking issues associated with this scheme as expressed by the local community have been satisfactorily addressed.
- 3.3 Due to the nature of parking schemes, it can sometimes be difficult to accurately anticipate the consequences of change. Therefore the measures will be monitored to determine their effectiveness and any amendments will be included in the on-going review process for schemes.

4. Recommendations

- 4.1 It is recommended that the proposed measures be introduced as advertised, with the amendments detailed in section 3.1 of this report.
- 4.2 That the objectors be informed accordingly.

Appendices

Appendix A – Responses to the Statutory Consultation.

Summary of comments to Statutory Consultation

Appendix A

No. of Comments	Comments	Officer Comments
9	<p>A number of residents from Prospect Place and St Johns Road object to the extension of waiting restrictions on Prospect Place near the junction with St. John's Road. They contend that parking in their road is severely restricted at present and the proposal will further exacerbate the lack of space.</p> <p>Whilst they appreciate the reasoning behind the proposal for their road, they do not experience any problems with the existing junction protection markings or with extraneous parking generally and wish to see no changes within their road.</p>	<p>The proposal was aimed at assisting manoeuvres at the junction but it would have resulted in a reduction of parking capacity of approximately 3 vehicles. It is evident from the responses received to the statutory consultation that the local residents are substantially against the proposed changes.</p> <p>Acceding to their request not to proceed with this element of the proposals would not compromise the aims and objectives of the principal elements of the scheme. Neither would general highway safety be affected if the status quo was to be maintained at this location.</p>
4	<p>Objections have been received from persons who park long term in the area for commuting purposes. The basis of their objection is that the proposal will effectively remove or reduce the opportunity for free parking within reasonable distance of the railway station or town centre. In general they contend that such measures should not be considered until on-going redevelopment schemes are completed and more low cost or free parking becomes available.</p>	<p>The proposals do not completely remove the opportunity for unrestricted parking. The northern end of Chesterfield Road will remain unrestricted on both sides of the road for a total distance of approximately 50 metres (about 10 car spaces). In addition there are approximately 10 spaces in Catherine Road and 16 spaces in Link Road which will remain unaffected by the proposals. It is however acknowledged that these spaces will be occupied on a first come basis and may not necessarily suit everybody's needs.</p>
2	<p>A response was received from a resident of Chesterfield Road and from a resident of Porchester Road indicating support for the proposed scheme.</p>	<p>Comments of support noted.</p>
1	<p>A resident of Porchester Road, whilst not objecting to the overall scheme, is objecting to the fact that it does not include Porchester Road in its entirety.</p>	<p>The parking proposals were designed following the responses received during the informal consultation with local residents. From the 22 responses received from Porchester Road only 6 indicated that they would be in favour of a residents parking restriction, with the majority expressing strong opposition to any parking restrictions in their road. The proposed scheme reflects the residents' views.</p>

Individual Executive Member Decision

Title of Report:	Hungerford Parking Review 2009
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	14 December 2009
Forward Plan Ref:	ID1956

Purpose of Report: To inform the Executive Member for Highways, Transport (Operational) & ICT of the responses received during the statutory and public consultation on the review and introduction of waiting restrictions within Hungerford and to seek approval of officer recommendations.

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

Reason for decision to be taken: To enable the Hungerford Parking Review to be progressed to implementation.-

Statutory: **Non-Statutory:**
Other:

Other options considered:

Key background documentation: Plan Nos. K68(SC1), L66(SC1) to L71(SC1) inclusive and M69(SC1)
Residents Parking Policy and Guidance Report dated 12th August 2004
Responses received during statutory consultation.

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 Statutory Consultation and advertisement procedure and implementation of the physical works will be funded from the approved Capital Programme
Personnel:	None arising from this report
Legal/Procurement:	The sealing of the Traffic Regulation Order will be undertaken by Legal Services.
Environmental:	The proposals make best use of available road space for parking, balancing wherever possible the needs of residents and other road users.
Partnering:	None arising from this report
Property:	None arising from this report
Risk Management:	None arising from this report
Community Safety:	None arising from this report
Equalities:	None arising from this report

Consultation Responses

Members:

Leader of Council:	To date no response has been received from Councillor Graham Jones. However any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell commented 'Noted Town Council are happy, if member also in agreement thats fine by me.'
Select Committee Chairman:	N/A
Ward Members:	To date no response has been received from Councillors David Holtby and Paul Hewer. However any comments will be verbally reported at the Individual Decision meeting.
Opposition Spokesperson:	Councillor Keith Woodhams commented 'Noted the Report'
Local Stakeholders:	N/A
Officers Consulted:	Mark Cole and Mark Edwards
Trade Union:	N/A

NOTE: The section below does not need to be completed if your report will not progress beyond Corporate or Management Board.

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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"/>	

Supporting Information

1. Background

- 1.1 A parking scheme was introduced in Hungerford during September 2007. As with all parking schemes a review is undertaken to determine the effectiveness of the scheme, address any knock on effects and consider any additional requests that have been received.
- 1.2 The review was undertaken during the summer of 2009 and as a result a number of additional restrictions were proposed, which would require the introduction of a new Traffic Regulation Order.
- 1.3 Following preliminary consultation with local stakeholders, Ward Members and Hungerford Town Council, the statutory consultation and advertisement of the agreed proposals was undertaken between 1st and 22nd October 2009.

2. Responses to statutory consultation

- 2.1 At the end of the statutory consultation period a total of seven responses had been received. One of these was from Hungerford Town Council indicating their support for the proposals together with a number of minor queries, which were subsequently clarified. The remaining six responses concerned objections to various elements of the proposals.
- 2.2 A summary of the comments received during the statutory consultation, together with officer comments is provided in Appendix A to this report.

3. Conclusion

- 3.1 It is considered that the current parking issues expressed by the local community have been satisfactorily addressed.
- 3.2 Due to the nature of parking schemes, it can sometimes be difficult to accurately anticipate the consequences of change. Therefore the measures will need to be monitored to determine their effectiveness and any amendments will be included in the on-going review process for schemes.

4. Recommendations

- 4.1 It is recommended that the proposed measures be introduced as advertised and that the parking scheme be monitored so that any possible parking displacement can be addressed as part of a future review.
- 4.2 That the objectors be informed accordingly.

Appendices

Appendix A – Summary of Comments to Statutory Consultation

Summary of comments to Statutory Consultation

Appendix A

No. of Comments	Comments	Officer Comments
1	Hungerford Town Council responded to support the proposed parking scheme.	Comment noted.
1	<p>A person working in premises off Charnham Park objects to the proposed extension of waiting restrictions on the basis that the whole of Charnham Park should be restricted on both sides of the road. The objector considers that there is insufficient space for parking given that the road is a bus route and is frequently trafficked by articulated vehicles.</p> <p>Also, that the principal cause of accidents along this route is due to the presence of parked vehicles.</p>	<p>Provided the parking is controlled, Charnham Park is deemed a suitable location for parking on one side, having an average width of slightly over 7 metres. Removal of the facility would result in a displacement of parking into other locations throughout Hungerford, many of which would be less suitable for that purpose.</p> <p>The presence of parked vehicles tends to act as passive traffic calming and the restriction of parking would undoubtedly lead to substantially increased traffic speeds. There has been one recorded injury accident in the last 3 years, which involved a car that lost control on ice, no other vehicles were involved.</p>
1	A resident of Prospect Road objects to the proposed introduction of waiting restrictions on the basis that it would push parking further up the road, thereby creating difficulty exiting and entering private drives.	<p>The proposed restriction is intended to address problems associated with vehicles parking directly at the junction of the unadopted lane linking Prospect Road and Honeyfields. A number of complaints have been received about vehicles parking in this location preventing access to the lane and making it difficult to manoeuvre.</p> <p>As part of the proposed scheme access protection markings across private driveways would be introduced in the immediate area to address any potential displacement of vehicles and maintain the integrity of current vehicle movement requirements.</p>
1	A resident of Church Street objects to the introduction of Residents Parking as they do not wish to see added activity in front of their property and in their opinion would result a grid lock situation caused by drivers waiting to pass parked vehicles. Suggests that speed humps be introduced to reduce speeding.	<p>This facility has been proposed following requests from local residents after the introduction of the Hungerford Parking Strategy in 2007. The proposed Resident Permit Holders only restriction would result in improved facilities for residents who currently find it difficult to park near their property.</p> <p>The primary intention is to improve the parking situation; however the scheme would have the benefit of reducing traffic speeds due to the presence of parked vehicles. Speed humps are therefore not appropriate.</p>

Summary of comments to Statutory Consultation

Appendix A

No. of Comments	Comments	Officer Comments
2	<p>A tenant of Church Street objects on the basis that the proposal would remove the opportunity to load and unload directly in front of their property. Also that the objector would be unable to access the alleyway directly from the road to park a motor cycle.</p> <p>The `objectors' comments are supported by a separate communication from the managing agents for the property.</p>	<p>As the proposal is confined to a thirty metre section of parking for residents only, it is reasonable to suggest that space will be available within the parking area on a fairly frequent basis, thereby enabling residents to unload. Should all the spaces be full, the whole of the remainder of Church Street, including those areas immediately adjacent to the proposal, are subject to a prohibition of waiting which does not prevent loading and unloading, but which does keep it clear of parked vehicles.</p> <p>There is no vehicular access into the alleyway so the motorcycle would be 'walked' over the footpath. The proposed parking bay would extend approximately 5 metres beyond the alleyway to the existing dropped kerb, so the motorcycle would have to be walked an extra 5 metres, which is not unreasonable. It could also be parked in the new bay if preferred.</p>
1	<p>A resident of Church Street objects on a number of grounds, which are:</p> <ol style="list-style-type: none"> 1. That eastbound vehicles would be unsighted past the new parking area. 2. That pedestrians wishing to cross from the north to south side of Church Street would have their view obstructed by parked vehicles. 3. That pedestrians crossing the road would need to cross between parked cars, adding to accident risks. 4. That visibility will be reduced for the vehicles exiting the private driveways immediately east and west of the proposed parking area. 5. That road noise will increase as a consequence of the proposal. 6. That the proposal is not environmentally friendly because vehicles will not be travelling at a constant speed, thereby using more fuel. 7. That the proposal will not be an effective traffic calming measure. 	<p>In response:</p> <ol style="list-style-type: none"> 1. The parking restrictions are proposed at the widest section of Church Street, with a width between 7 and 7.5 metres. The proposal would leave a minimum of 5 metres for two way through traffic and the centre road marking would be realigned past the restriction. Forward visibility would not be compromised to the point where it became unsafe, but would be marginally reduced. 2. The proposal would introduce parking over a distance of approximately 30 metres. The whole of the remainder of the road has no parking on it, which provides multiple opportunities for pedestrians to cross unhindered by parked vehicles. 3. See 2 above. 4. When a vehicle enters the public highway they need to ensure that it is safe for them to do so. This is common practice at innumerable locations throughout the District and this site would not be considered special in that respect. 5. There is nothing to indicate that road noise would increase as a consequence of the

Summary of comments to Statutory Consultation

Appendix A

No. of Comments	Comments	Officer Comments
	<p>8. That Church Street is one of the few roads in Hungerford which does not currently have any parking on it and its aesthetic value will be lost should the proposal proceed.</p> <p>9. The objector asks that if the existing yellow lines on Church Street were introduced with safety in mind, why is it now acceptable to remove a section of them in favour of parking?</p> <p>10. If parking arrangements in The Croft were changed to reduce the duration that non-permit holders can park, resident permit holders would have less difficulty in finding adequate space and there would be no requirement for a facility on Church Street.</p>	<p>proposal.</p> <p>6. The very nature of roads within the urban environment prevents constant speeds. This point cannot be accepted as a serious objection to this proposal.</p> <p>7. The primary intention is to improve the parking situation, not to create a traffic calming feature. However the scheme would have the benefit of reducing traffic speeds due to the presence of parked vehicles.</p> <p>8. Modern living and increased car ownership directs that 'best use' be made of the public highway. It is unfortunate that in some instances addressing the needs and expressed wishes of the community can have a negative aesthetic affect.</p> <p>9. Yellow line systems serve many purposes and safety is the underlying factor in all schemes. The original restrictions on Church Street were introduced in 1974 and were not reviewed until the Hungerford Parking Strategy of 2007. The intervening 33 years have seen many changes in terms of general growth and highway use and requirements. In 2007 it was proposed to introduce Residents Parking on the south side of the road in this area, but this item was deferred because of land ownership difficulties. The proposals as formulated take on board the resultant safety issues and judge them to be at acceptable levels. On-going monitoring of the scheme following introduction will determine if any of the proposals will need to be modified.</p> <p>10. The proposal for Church Street is in response to concerns expressed by residents of Church Street about lack of facilities on their road. Parking on The Croft and Croft Road is a separate issue and from the majority of the time it has been observed that there is a general under use of the 4 hour restriction on The Croft, leaving sufficient space for residents to park.</p>

Individual Executive Member Decision

Title of Report:	Proposed Weight Restrictions, Streatley and Upper Basildon
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	14 December 2009
Forward Plan Ref:	ID1967

Purpose of Report: To seek approval to advertise Traffic Regulation Orders to reduce the impact of freight traffic in Streatley and Upper and Lower Basildon.

Recommended Action: That the Executive Member for Highways, Transport (Operational) & ICT resolves to approve the advertisement of a series of weight restrictions in Streatley and Upper and Lower Basildon

Reason for decision to be taken: Under the terms of the Council's constitution, permanent Traffic Regulation Orders can only be advertised following Member approval.

Statutory: **Non-Statutory:**
Other:

Other options considered: Not to implement new restrictions.

Key background documentation: Minutes of the Freight Sub-Group of the Transport Policy Task Group.

Portfolio Member Details	
Name & Telephone No.:	Councillor David Betts - Tel (0118) 942 2485
E-mail Address:	dbetts@westberks.gov.uk
Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal Traffic and Road Safety Engineer
Tel. No.:	01635 519491
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Implications

Policy:	None arising from this report.
Financial:	Phases 1 and 2 of this initiative can be funded from existing budgets. Should Phase 3 be required in future, a Capital bid for the necessary funding may be required.
Personnel:	None arising from this report.
Legal/Procurement:	The statutory consultation process will need to be undertaken by Legal Services.
Environmental:	The restrictions will protect the villages form through movements by heavy goods vehicles.
Partnering:	None arising from this report.
Property:	None arising from this report.
Risk Management:	None arising from this report.
Community Safety:	None arising from this report.
Equalities:	None arising from this report.

Consultation Responses

Members:

Leader of Council:	To date no response has been received from Councillor Graham Jones. However any comments will be verbally reported at the Individual Decision meeting.
Overview & Scrutiny Management Commission Chairman:	Councillor Brian Bedwell commented 'Fine but how are we going to know the restrictions are being adhered to?'
Select Committee Chairman:	N/A
Ward Members:	Councillor Alan Law supports the proposals.
Opposition Spokesperson:	Councillor Keith Woodhams commented "Noted the Report.'
Local Stakeholders:	Will be consulted as part of the statutory advertisement of the traffic regulation orders.
Officers Consulted:	Mark Cole, Mark Edwards, Jenny Noble, Chris Sperring
Trade Union:	N/A

NOTE: The section below does not need to be completed if your report will not progress beyond Corporate or Management Board.

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

Supporting Information

1. Background

- 1.1 The Freight Sub-Group of the Transport Policy Task Group recently considered a number of issues relating to the movement of heavy goods vehicles (HGV) in the Streatley, Lower Basildon and Upper Basildon areas. To minimise the number of HGV movements and still maintain legitimate access in the area the sub-group recommended a phased approach for the implementation of weight restrictions. This approach was in three phases.
- 1.2 Phase 1 is to update the current obsolete 17 tonne weight restriction in Streatley to 18 tonne, which would cost in the region of £13,000. Given the current budget available in the Freight Strategy it could be implemented this financial year, subject to no objections being received during the statutory consultation of the restriction.
- 1.3 Phase 2 is the introduction of a 7.5 tonne weight restriction at the junctions on the A329 at Lower Basildon, which will have the effect of preventing through HGV movements in Upper Basildon. This would cost in the region of £10,000 and would be programmed for implementation during 2010/11.
- 1.4 As part of Phase 2 the opportunity would be taken to revise the exemptions for the 7.5 tonne restriction at Skew Bridge to permit certain authorised vehicles. This would mean that any HGV requiring an exemption will need written permission from the Council. This would be closely managed and would reduce the number of local HGV's that are currently using Upper Basildon to avoid the restriction at Skew Bridge when accessing Lower Basildon and Streatley.
- 1.5 Phase 3 is the introduction of a 7.5 tonne weight limit on the B4009 Streatley Hill. This would cost in the region of £22,000 and would need to be included within a future capital programme subject to the availability of funds. Given the high cost of implementing this restriction, it is considered that should Phase 1 and 2 be implemented then a detailed review be undertaken to determine the need for a weight restriction on the B4009 Streatley Hill before any capital bid is made.

2. Recommendations

- 2.1 In view of the above, it is recommended that:
 - (1) The statutory consultation is undertaken for Phase 1 with a view of implementing the restriction this financial year.
 - (2) The statutory consultation and works associated with Phase 2 be programmed for implementation during 2010/11.
 - (3) Subject to there being no objections received to the statutory consultations, the advertised restrictions are introduced.
 - (4) Following implementation of Phase 1 and 2, a detailed review be undertaken to determine the need for a weight restriction on the B4009 Streatley Hill. The results of the review will be reported to a future meeting of the Freight Sub-Group of the Transport Policy Task Group;

Appendices

There are no Appendices to this report.