

Individual Decisions

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

Thursday, 22nd April, 2010

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Individual Executive Member Decision

Title of Report:	A340 Tidmarsh Road, Speeding Traffic
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	22 April 2010
Forward Plan Ref:	ID2006

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

Recommended Action:

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.

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

Contact Officer Details	
Name:	Andrew Garratt
Job Title:	Principal Traffic & Road Safety Engineer
Tel. No.:	01635 519491
E-mail Address:	agarratt@westberks.gov.uk

Implications

Policy:	None arising from this report.
Financial:	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:	Brian Bedwell, supports the recommendations.
Select Committee Chairman:	N/A
Ward Members:	Pamela Bale is concerned that vegetation and clearance of the pavements will be done to the full extent that public ownership allows and that further investigation is carried out to see if lateral lines can be used on the carriageway to reduce speeds.
Opposition Spokesperson:	To date no response has been received from Councillor Keith Woodhams. However any comments will be verbally reported at the Individual Decision meeting.
Local Stakeholders:	N/a
Officers Consulted:	
Trade Union:	N/A

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 29 signatures has been submitted to the Council from the Courtlands Hill Residents Association. The petition states:

At our recent Annual General Meeting considerable concern was expressed by the members that the temporary vehicle activated sign in Tidmarsh Road was activated 94,141 times during the two week trial, as reported in the September and October issue of the Pangbourne Magazine.

Those residents who routinely walk to the village centre along Tidmarsh Road drew attention to the following.

- *The excessive speed of the majority of vehicles*
- *The narrow footpath, which means that it is necessary to walk close to the kerb and hence the carriageway; the situation is particularly dangerous when walking towards the village centre, as ones back is towards the traffic.*
- *The narrow footpath is aggravated during summer months by overhanging nettles and other vegetation.*
- *The relatively narrow carriageway, which means that large vehicles, which are often driven at excessive speeds, are driven close to the kerb, increasing the danger to pedestrians.*

Whilst we are pleased to see that the permanent vehicle activated sign, has been relocated to the foot of Courtlands Hill, we are concerned that will not itself solve the problem of excessive speed in Tidmarsh Road.

Accordingly, we the undersigned residents of Courtlands Hill should be pleased if you would arrange for remedies to actively reduce the speed of traffic in Tidmarsh Road and to improve the safety of pedestrians.

- 1.2 Tidmarsh Road is part of the A340 that connects Theale and Tidmarsh, to the south with Pangbourne to the north. The section subject to this petition is from Pangbourne to a location south of Flowers Hill, a length of approximately half a mile.
- 1.3 The length of Tidmarsh Road subject to this petition is a two lane carriageway, which is approximately six metres wide and has a 30mph speed restriction with a

20mph speed limit for the most northern 80 metres. There is a footway on the western side of the road which varies from approximately one to two metres wide. Residential properties are located to the west of Tidmarsh Road and the River Pang and a copse to the east. There is a system of street lighting which is owned and maintained by the Parish Council.

2. Accident History

- 2.1 In the latest three year period, to the end of December 2009, there was only one recorded injury accident, which resulted in a slight injury being received. This involved a rear end shunt at temporary traffic signals.

3. Recent Improvement Measures

- 3.1 In January 2009 following the concerns expressed by local residents and the Parish Council the 30mph speed limit was extended southwards, by approximately 140 metres, to include its junction with Flowers Hill.
- 3.2 As a result of the extension to the 30mph speed limit the existing vehicle activated sign (VAS) was relocated to its junction with Courtlands Hill as this was considered to be the most effective location within the new speed limit.
- 3.3 Prior to the relocation of the VAS, a mobile VAS was installed in the vicinity Courtlands Hill for a period of two weeks. The counter on the mobile VAS showed that it had been activated 94,141 times, however it is considered that this figure is grossly exaggerated as results from a nearby survey indicate that only about 75,000 vehicles would have passed the site in a two week period. The error is likely to have occurred due to the counter not being reset to zero from a previous site.
- 3.4 In October 2009 a 20mph zone was introduced in the centre of Pangbourne, which includes the most northern section of Tidmarsh Road.
- 3.5 As part of the recent safety improvements in Pangbourne a kerb build out was constructed on Tidmarsh Road south of its junction with Pangbourne Hill to assist pedestrians when walking to and from the village centre. Whilst this is not a formal crossing it has assisted pedestrians when crossing Tidmarsh Road.

4. Traffic Surveys

- 4.1 The Councils Speed Indicator Device (SID) has been deployed fourteen times in the last year on the Tidmarsh Road. The authorised sites are at the northern end of the 30mph speed limit and the results of these checks show general compliance with the 30mph speed limit, which may be partially due to the location of the 20mph Zone.
- 4.2 The table below shows the results of two traffic surveys that were undertaken. The February 2010 survey was positioned so that it was not affected by the vehicle activated sign.

Location	Date of Survey	Average speed (mph)		85 th Percentile speed (mph)		Average Daily Volume	
		NB	SB	NB	SB	NB	SB
South of Breedons Hill	May 2009	28	33	32	38	5,401	5,928
Vicinity of Flowers Hill	February 2010	32	35	40	40	5,308	5,372

5. Reducing Traffic Speeds

- 5.1 Following the continued concerns by local residents, Thames Valley Police and the Council's Road Safety Team have undertaken roadside speed checks in the vicinity of Courtlands Hill. Since February 2009 ten roadside checks lasting approximately an hour each have been carried out resulting in 147 drivers being dealt with for excess speed, either by being referred to a speed awareness course or by prosecution. The majority of these drivers have been driving away from Pangbourne where there is no pavement and little pedestrian movement.
- 5.2 The gateway features at the start of the 30mph speed limits into Pangbourne are soon to be improved by having white gates and 30mph road marking installed. This will have the effect of highlighting to drivers that they are about to enter a 30mph speed limit.
- 5.3 As the Tidmarsh Road is an A classified road any form of vertical traffic calming feature such as speed cushions are not permitted. Horizontal deflections such as build outs, traffic islands, narrowing and chicanes are mainly used where there is development on either side of the road or where pedestrians need to cross.
- 5.4 Horizontal deflections are not appropriate for Tidmarsh Road as the width of the carriageway is insufficient to create an adequate deflection. Introducing a build out with a priority working system is not suitable due to the volume of traffic as it would increase congestion and delays, which could create further road safety issues. Also the number of signs necessary for this type of build out would increase and further restrict the width of the footways.

6. Conclusions

- 6.1 The constraints of the public highway mean that it is not feasible to widen the existing carriageway or footway without land acquisition as the public highway extends to the rear of the footway. However it may be possible to widen the footway in certain places by trimming back the ground vegetation. To widen some other sections of the footway would require civil engineering works to be undertaken. This could only be considered if a bid for funding from a future capital programme was received. In the meantime the cost of this could be assessed.
- 6.2 Due to the nature of the road, any form of vertical or horizontal traffic calming measures are not considered appropriate. The narrow width of the footway may make pedestrians perceive traffic speeds to be higher than they actually are.

- 6.3 Planned improvements to the gateway features should help to reduce vehicle speeds.
- 6.4 If residents are concerned about overhanging vegetation during the summer months they should contact Customer Services on 01635 519080 or e-mail CustomerServices@westberks.gov.uk to report the situation. It will then be inspected and the appropriate action will be taken to rectify the situation.

7. Recommendations

- 7.1 In view of the above, it is recommended that:
- (1) Roadside speed checks continue on Tidmarsh Road.
 - (2) Ground level vegetation covering the footway is cut back
 - (3) Further investigation be undertaken to establish the likely cost to widen the footway.
 - (4) The petition organiser be informed accordingly.

Appendices

There are no Appendices to this report.

Individual Executive Member Decision

Title of Report:	Parking Review for Various Villages
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	22 nd April 2010
Forward Plan Ref:	ID2024

Purpose of Report: To inform the Executive Member for Highways, Transport (Operational) & ICT of the responses received during the statutory consultation on the parking review for various villages 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 parking review to be progressed to implementation.-

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

Other options considered:

Key background documentation: Plan Nos. J26(SC1), J27(SC1), AU62(SC1), AV24(SC1), AV25(SC1), AW23(SC1), BK19(SC1), BK20(SC1), BL73(SC1), BM73(SC1), BM74(SC1), BV74(SC1), BV75(SC1), BW75(SC1) to BW77(SC1) inclusive and BY69(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: Councillor Graham Jones - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Overview & Scrutiny Management Commission Chairman: Councillor Brian Bedwell notes that consideration has been given to the objections made and amendments made accordingly. Provided Ward members also agree he is happy to agree the Decision.

Select Committee Chairman: N/A

Ward Members: Councillor Graham Jones - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor Gordon Lundie - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor Keith Chopping - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor Keith Lock - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor Mollie Lock - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor Carol Jackson-Doerge - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor Royce Longton notes that there were no responses re. the proposals for Burghfield. However he has concerns , that are being investigated, about the parking area outside the Post Office in Recreation Road.

Councillor Barbara Alexander is happy to support, since no other comments have been received.

Councillor Geoff Findley notes the recommended action for Cold Ash, and in particular the small changes to the unrestricted parking areas outside St Mark's School, put forward by the Highways Team. I am content that the changes are made and welcome the proposal that the new arrangements be monitored and that parking outside St Mark's be further considered in due course for inclusion in a future capital programme.

Councillor Alan Law supports the recommendation as the Parish Councils comments were incorporated within the scheme.

Councillor Keith Woodhams has noted the report.

Opposition Spokesperson:

Local Stakeholders: N/A

Officers Consulted: Mark Cole and Mark Edwards

Trade Union: N/A

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval	<input type="checkbox"/>	
Delays in implementation could have serious financial implications for the Council	<input type="checkbox"/>	
Delays in implementation could compromise the Council's position	<input type="checkbox"/>	
Considered or reviewed by 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 During 2009 the West Berkshire Clear Streets Strategy had reached the point where the programme was rolled out to cover the outlying areas of the District. In May 2009, all Parish Councils were asked to submit parking related issues they would wish to be addressed as part of the Clear Streets Strategy.
- 1.2 The larger villages, listed below, were prioritised for consultation during the 2009/10 financial year:
- Aldermaston Wharf,
 - Burghfield,
 - Cold Ash,
 - Compton,
 - Lambourn,
 - Streatley.
- 1.3 Following investigation into the parking issues the Ward Members and Parish Councils covering the above areas were consulted during November 2009 for any comments to the parking proposals. The consultation resulted in some minor changes to the proposals which were then progressed to statutory consultation.
- 1.4 The statutory consultation and advertisement of the agreed proposals was undertaken between 7th and 28th January 2010.

2. Responses to statutory consultation

- 2.1 At the end of the statutory consultation period no objections had been received in respect of proposals for Burghfield, Compton and Streatley. However 22 responses were received on the proposals for Cold Ash, 3 on the proposals for Aldermaston Wharf and 2 on the proposals for Lambourn.
- 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 for Burghfield, Compton and Streatley have been satisfactorily addressed, as no objections were received during the statutory consultation.
- 3.2 The majority of responses received related to the proposals for Cold Ash Hill, fronting St. Marks School. Concerns were raised about the proposed repositioning of the School Keep Clear marking and that the position of the proposed waiting restriction reduced the number of parking spaces. The aim of the proposed waiting restriction is to provide a passing place for through traffic which would also help to reduce congestion. By relocating the School Keep Clear marking it would ensure that the number of parking spaces on Cold Ash Hill are not reduced.

- 3.3 Some of the comments to the Cold Ash proposals included concerns about traffic management and road safety issues. These issues need to be fully investigated with any proposals being considered for inclusion in a future capital programme.
- 3.4 Requests for additional restrictions cannot be made without going through the full statutory consultation process again, but requests resulting in a relaxation to a proposed restriction can be accommodated by amendments to the Traffic Regulation Order (TRO) prior to its Sealing.
- 3.5 Having considered the objections and comments received for Aldermaston, Cold Ash and Lambourn, it is considered that the following adjustment will initially address the comments received during the consultation period and can be incorporated without the need for re-advertisement of the TRO:
- The proposal to introduce limited waiting with permit exception in the lay-by fronting Nos. 11-13 Wharfside, Aldermaston Wharf is deleted.
- 3.6 Due to the nature of parking schemes, it can sometimes be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will need to be monitored to determine their effectiveness and should any amendments be required these can be introduced as part of the review process, subject to the standard consultation procedure.

4. Recommendations

- 4.1 That the amendment detailed in Section 3.5 of this report be approved.
- 4.2 That the remaining proposed restrictions be introduced as advertised.
- 4.3 That the parking schemes be monitored so that any parking displacement can be addressed as part of a future review.
- 4.4 That the additional concerns expressed about traffic management and road safety issues in the vicinity of St Marks School, Cold Ash be investigated with any proposals being considered for inclusion within a future capital programme.
- 4.5 That the respondents to the statutory consultation be informed accordingly.

Appendices

Appendix A – Summary of Comments to Statutory Consultation

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Summary of comments to Statutory Consultation

No. of Comments	Comments	Officer Comments
Aldermaston Wharf comments		
2	<p>These comments refer to the proposed prohibitions for Station Road. The first, from an educational facility, is based on the misunderstanding that parking space will be reduced to 6 vehicles. The second from a resident, is concerned that any restriction should be kept to the legal minimum.</p>	<p>The proposal ensures that vehicles cannot legally park in close proximity to the junction of the A340 and Station Road. The lengths of restriction are the minimum necessary to ensure vehicles can clearly manoeuvre through the junction and that designated pedestrian cross over points are not obstructed. The remaining unrestricted length is approximately 86 metres, providing room for approximately 15 vehicles.</p> <p>It is therefore recommended that the proposal be introduced.</p>
1	<p>This objection from a resident of Aldermaston Wharf, refers to the proposal to introduce a limited waiting restriction, with exemption for resident permit holders in the parking bay fronting 11 to 13 Wharfside. It infers support from the other two frontage properties and objects to paying for a permit, when they have nowhere else to park. They have for many years managed to use the parking bay in its current form and wish to see it remain as it is.</p>	<p>This measure was proposed for the very reason that these residents have no alternative parking. The restriction would have prevented long term parking without a permit and would have reduced the level of competition for parking space currently experienced. A permit would have cost the standard annual charge of £25.</p> <p>Experience has shown that, unless there are overriding highway safety reasons, introduction of restrictions unwanted by those they are designed to aid, will ultimately not succeed in their purpose. In this instance there are no overriding safety reasons for imposing the restriction.</p> <p>It is therefore recommended that this restriction be removed from the proposals</p>
Lambourn comments		
2	<p>A resident of The Broadway supports the proposal to introduce an exemption for resident permit holders into a part of the existing limited waiting area at The Broadway and Oxford Street.</p> <p>Lambourn Parish Council have indicated that they now feel it would be better to keep the existing limited waiting unchanged, so that customers have the opportunity of parking close to the shops when required.</p>	<p>This proposal was considered, balancing the needs of shoppers with a small number of residents who have limited or no alternative parking available. Observations to establish usage of the limited waiting area on Oxford Street and The Broadway showed a general under use of the parking area, often with many spaces available. The proposal is intended to only allow approximately one third for permit holders and would not prevent use of this same area by the general public when free space is available. It is felt that this proposal would not have a detrimental effect on the trading potential of the various trade premises in this part of Lambourn</p> <p>It is recommended that this proposal be introduced</p>

Summary of comments to Statutory Consultation

No. of Comments	Comments	Officer Comments
Cold Ash comments		
20	<p>Twelve objections come from parents of pupils at St Mark's School. Three objections come from local residents and five objectors did not express an affiliation. The comments include:</p> <p>(i) The theme throughout all the objections is similar. It is felt that the proposal will result in a reduction of parking space on Cold Ash Hill and move a congestion point closer to the school entrance.</p> <p>(ii) There is extensive reference to the lack of consultation with the school and parents prior to advertisement of the proposals.</p> <p>(iii) Four objectors also commented on the involvement of the local ward member and intimated self interest.</p> <p>(iv) The objections also contained references to parking and traffic management issues on other roads in close proximity to the school, where parking practices, traffic movements and issues such as lack of footpaths, access obstruction and pedestrian conflicts were raised.</p>	<p>(i) It is possible that the rationale behind the proposals may be misunderstood by the objectors. The original School Keep Clear (SKC) markings extended 20 metres beyond the original pedestrian access. This access was subsequently relocated north of its original location but the SKC markings were not altered. Under the proposal, the SKC will extend 20 metres beyond the current pedestrian access, which would enable a passing place to be provided at the mid point of the current unrestricted parking area. This proposal does not result in any loss in parking capacity. The extent of the proposed SCK marking is still greater than would normally be provided at school pedestrian accesses.</p> <p>(ii) This proposal forms an amendment to an existing restriction within a much wider project encompassing six outlying villages under the Clear Streets Strategy. As such, schools are not treated as statutory consultees and are consulted in the same way as the general public and any other business. Where specific school schemes fall within the capital programme, the schools are included in the consultation process from its earliest stages.</p> <p>(iii) This proposal was NOT initiated by the local ward member, as the proposals were designed following the concerns expressed in previous correspondence. The local member and Parish Council were informally consulted prior to the statutory consultation being undertaken.</p> <p>(iv) It is evident from the comments contained within the letters of objection, that there are a number of additional traffic management related issues associated with the St. Mark's School, which will not be resolved by the current proposal. It is considered that, in the light of information now available, there are more issues associated with this location and it would be appropriate to include these issues in a future capital programme for a more comprehensive scheme.</p> <p>It is recommended that this proposal be introduced and monitored.</p>
2	<p>Two residents of The Ridge, whilst not objecting to the proposals for Cold Ash, have requested that parking issues in their road associated with the school are also included in the programme.</p>	<p>Parking issues on The Ridge can be considered as part of a review to address any displacement issues that may arise following the introduction of the parking restrictions.</p>

Individual Executive Member Decision

Title of Report:	Thatcham Parking Review 2010
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	22 nd April 2010
Forward Plan Ref:	ID2025

Purpose of Report: To inform the Executive Member for Highways, Transport (Operational) & ICT of the responses received during the statutory consultation on the review and introduction of waiting restrictions within Thatcham 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 Thatcham Parking Review 2010 to be progressed to implementation.-

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

Other options considered:

Key background documentation: Plan Nos. AR72(SC1), AS73(SC1), AT72(SC1) to AT74(SC1), AU70(SC1), AU71(SC2), AV70(SC1), AV71(SC1), AV74(SC1), AV75(SC1), AV76(SC1), AW72(SC1), AW73(SC1), AW74(SC1), AW76(SC1), AX73 to AX77(SC1) inclusive and AY74(SC1) to AY76(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:	Principal Traffic 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 cannot see any reason why this should not proceed, however trusts all local Ward members have agreed.
Select Committee Chairman:	N/A
Ward Members:	Councillor Jeff Brooks - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting. Councillor Keith Woodhams noted the report. Councillor Lee Dillon - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor David Rendel - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor Richard Crumly commented during the statutory consultation period, objecting to the proposals in the vicinity of Kennet School. His comments are included within the responses in Appendix A.

Councillor Ellen Crumly - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor Owen Jeffery - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Councillor Terry Port - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

Opposition Spokesperson:

Councillor Keith Woodhams has noted the report.

Local Stakeholders: N/A

Officers Consulted: Mark Edwards and Mark Cole

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 A holistic parking scheme was introduced in Thatcham during October 2008.
- 1.2 As with all parking schemes, reviews are periodically undertaken to determine their effectiveness, address any displacement effects and consider any additional requests that have been received.
- 1.3 The Thatcham review was undertaken during the summer of 2009 and as a result a number of additional restrictions were proposed which required the introduction of a new Traffic Regulation Order.
- 1.4 The proposed scheme also included parking restrictions in the area of Coombe Court and Hartmead Road, which were omitted from the 2008 Strategy pending a survey with local residents to confirm the level of support for such a scheme. The survey results indicated that there was some support for parking restrictions in this area of Thatcham and so it was recommended that restrictions could be proposed in this formal review of parking.
- 1.5 The Ward Members were consulted on the draft proposals during December 2009 prior to the statutory consultation and advertisement of the agreed proposals, which was undertaken between 7th and 28th January 2010.

2. Responses to statutory consultation

- 2.1 At the end of the statutory consultation period a total of twenty two responses had been received. All of the responses related to the specific proposals in the vicinity of Stoney Lane, Hartmead Road and Coombe Court.
- 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 The majority of responses were relating to the proposals for roads in the immediate vicinity of Kennet School. Concerns were raised about not being able to park for long periods by staff and pupils of the school, about the effect these restrictions may have on visitors to the adjacent leisure centre and about the potential displacement effect into nearby streets.
- 3.2 Having considered the objections and results of the survey undertaken with local residents, it is still considered that the restrictions are appropriate for this area and will address concerns relating to long term parking, whilst retaining sufficient lengths of unrestricted parking in appropriate areas.
- 3.3 Requests for additional restrictions cannot be made without going through the full statutory consultation process again, but requests resulting in a relaxation of a proposed restriction can be accommodated by amendments to the Traffic Regulation Order (TRO) prior to its Sealing.
- 3.4 It is therefore considered that the restriction to the west side of the Adwood Court junction with Hartmead Road could be removed to address a respondent's

concerns without compromising the aims of the scheme and without the need for the re-advertisement of the TRO.

- 3.5 Due to the nature of parking schemes, it can sometimes be difficult to accurately anticipate the consequences of change, such as where any displaced parking may occur. Therefore the parking restrictions will need to be monitored to determine their effectiveness and should any amendments be required these can be introduced as part of the review process, subject to the standard consultation procedure.

4. Recommendations

- 4.1 That the restriction contained in Section 3.4 of this report be removed from the TRO.
- 4.2 That the remaining proposed restrictions 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.
- 4.3 That the respondents to the statutory consultation be informed accordingly.

Appendices

Appendix A – Summary of Comments to Statutory Consultation

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Summary of comments to Statutory Consultation

Appendix A

No. of Comments	Comments	Officer Comments
7	<p>School Staff, Leisure Centre visitors and Sixth Form pupils at Kennet School will have nowhere to park, or parking will become extremely difficult, if these measures are introduced.</p>	<p>The consultation plans indicate that there will still be substantial lengths of Stoney Lane which will remain unchanged by these proposals. The restrictions proposed for the parking area fronting Nos. 6 to 18 Stoney Lane will prevent all day parking, but will create areas which may benefit short term visitors to the school or Leisure Centre, who currently experience problems with finding parking space within site.</p> <p>Road users will still therefore be able to park in the remaining unrestricted lengths on Stoney Lane. It is possible that road users will displace into adjacent streets in appropriate locations. Provided vehicles are parked with consideration to local residents and other road users, this may be more suitable than the area currently used in Stoney Lane. It is not considered that there will be great numbers of vehicles displacing into such areas and it should not overly inconvenience car users visiting the school. Any displacement may only result in a short additional distance to walk to school if staff or pupils have no suitable alternative to driving and are unable to park in the available spaces in Stoney Lane.</p>
5	<p>The proposed parking restrictions in Stoney Lane will result in vehicles displacing into Turners Drive which is unable to cope with on-street parking and will result in obstruction of residents' driveways and obstruct passage for refuse and delivery vehicles.</p>	<p>It is accepted that there is a potential for some vehicles to displace into adjacent residential streets. Turners Drive may be such a location but it is considered that it is a suitable location for parking on one side. If obstructive parking does become a problem access protection marking across driveways could be introduced and if these problems became persistent then additional parking restrictions could be considered and introduced at a subsequent review of parking in Thatcham. As with all parking schemes, this scheme would be monitored for a period after implementation to ensure that it was proving effective. If there was an urgent need to address a particular displacement problem resulting from measures elsewhere, this could be considered. On-going monitoring of the scheme following introduction, will determine if any of the proposals will need to be modified.</p> <p>It should also be noted that our Civil Enforcement Officers would be able to address issues of driveway obstruction if this was to occur. As part of the proposed scheme access protection markings across private driveways could be introduced in the immediate area to address any potential displacement of vehicles and maintain the integrity of current vehicle movement requirements.</p>

Summary of comments to Statutory Consultation

Appendix A

No. of Comments	Comments	Officer Comments
4	Additional parking needs to be created within the school grounds before parking is restricted outside.	This is a matter for the school to consider.
3	Many Sixth Formers will be unable to arrive and leave school at appropriate times which benefit them.	<p>It is accepted that some Sixth Formers may arrive and leave school at different times than other pupils, however the 2 hour short term parking facility proposed for Stoney Lane may be of benefit to those pupils who only attend one lesson during the school day.</p> <p>Sixth Formers attending school for longer periods would have to park in the available unrestricted spaces in Stoney Lane or park in adjacent streets and walk the remaining part of their journey to school.</p> <p>It is considered that some Sixth Form pupils live within easy walking distance of the school, but want to drive to school now that they are car owners.</p>
3	There is not enough parking space within the school grounds to accommodate all staff or visitors to the leisure centre. Sixth Formers are not permitted to park within school and they have to park outside in Stoney Lane and these restrictions will make it difficult to park anywhere near the school.	<p>See officer comments above.</p> <p>Kennet School is a large secondary school with insufficient parking to accommodate the parking requirements of all who attend. The school does not allow Sixth Form pupils to park within site and this does exacerbate the parking problem in the vicinity of the school. However the local residents have suffered from the overflow parking into Stoney Lane for some time and are often unable to park close to their properties as a result and the proposed measures will go some way towards addressing the needs of those residents who have indicated they wish to see some parking measures which may make it easier for them.</p>
3	The proposed 'No Waiting At Any Time' restriction will prevent use of that part of Stoney Lane for parking and will result in more vehicles attempting to enter the school site to collect children, putting pedestrians and cyclists at risk.	Yellow line systems serve many purposes and safety is the underlying factor in all schemes. Whilst yellow lines prohibit 'waiting', standard exemptions do permit vehicles to stop for as long as is necessary to drop off or pick up passengers. The areas on Stoney Lane where double yellow lines are proposed may therefore provide a useful 'drop-off' area for pupils and may result in fewer vehicles entering school grounds to collect pupils and therefore fewer traffic movements in areas where the largest concentration of vulnerable pedestrians would be.

Summary of comments to Statutory Consultation

Appendix A

No. of Comments	Comments	Officer Comments
2	There is no reason for these restrictions to be introduced as road users always park considerately and do not block driveways of residents on Stoney Lane.	This is not the case according to some local residents who have contacted the Council. There are reports where local residents have driveways obstructed and have to contact the school reception to get vehicles moved. According to residents this can take a considerable time.
2	The proposed parking restrictions will result in vehicles displacing into adjacent streets which will upset residents.	See comments above. Provided drivers park with consideration this may not cause a problem and would make 'best use' of the limited public highway in this area.
2	Residents of Kennet Close consider that this road should have been included in the scheme to address existing problems and address potential displacement once the scheme is introduced.	The results of a survey conducted with local residents during April 2009 to establish the level of support for parking restrictions in the area of Coombe Court, Hartmead Road and Stoney Lane indicated that residents of Kennet Close were not supportive of any measures.
1	School staff currently use the parking spaces for the Leisure Centre visitors and this affects the financial viability of the Centre and these measures do not address this situation.	This is a matter for the Leisure Centre management to address as this car park is off public highway.
1	The 2 hour parking restriction will prevent people parking on Stoney Lane to visit the Leisure Centre and will have a detrimental effect on membership numbers and result in a significant loss of income for the business.	It is considered that a 2 hour restriction would meet the needs of the majority of Leisure Centre visitors and may actually benefit the centre.
1	The proposed restrictions will worsen a situation which is already very difficult.	The parking situation in Stoney Lane is difficult and that is why measures have been proposed to improve the parking situation.

Summary of comments to Statutory Consultation

Appendix A

1	The school were not consulted with directly on the proposals prior to the formal public consultation.	The scheme proposed parking restrictions across the whole of Thatcham, including roads outside businesses and residential properties, as well as other schools in the town. Whilst schools and businesses would ideally want to comment on schemes prior to formal advertisement, this is not always possible. The proposals have however taken into consideration the needs of the school, whilst also proposing measures which meet the needs of local residents.
1	The restrictions will severely inconvenience residents of the northern part of Stoney Lane and force them to use their garages, which are a considerable distance from their properties.	Where garages are owned by local residents and they are not used, it does exacerbate parking problems in residential areas. There is nothing that can be done to force residents to use garages. However there will still be considerable lengths of Stoney Lane which will remain available as unrestricted parking and there should not be too much impact of local residents.
1	A resident of Hartmead Road considers permit parking to be an unnecessary financial burden for residents, as there is not a parking problem to address.	A very short facility on Hartmead Road has been proposed following requests from a small number of local residents after the introduction of the Thatcham Parking Strategy in 2008. The proposed short term parking facility which permit holders will be exempt from would result in improved facilities for residents who currently find it difficult to park near their property.
1	A business on Coombe Square considers the restrictions to be unnecessary and unwarranted as there is no evidence to suggest that the current unrestricted parking is causing any inconvenience for residents.	This contradicts comments received from some residents who report parking concerns as a result of employees from Coombe Square preventing them parking close to their properties.
1	A resident of Coombe Court considers the problems in his road to be the result of the Council allowing over-development by businesses on Coombe Square. The businesses should either be made to park elsewhere, relocate to premises which can accommodate their parking requirements, or Coombe Court should become parking for Residents Only, which should be free of charge to residents.	Businesses in Coombe Square currently employ methods to maximise their parking space, including double parking. Where overspill occurs we cannot force road users to park elsewhere, but can propose measures which favour residents. Only a small number of residents have indicated they would be in favour of permit parking, but where this is introduced on street it must comply with our parking policy. Under our parking policy, permits are only issued free of charge to Blue Badge Holders, Healthcare visitors and doctors on call. They are not issued free of charge to residents.

Summary of comments to Statutory Consultation

Appendix A

1	A resident of Hartmead Road considers that converting the grass verges to hard standing would allow off-carriageway parking and would address most of the parking problems currently experienced by residents.	This proposal would be a substantial undertaking and the budgetary constraints of the parking review would not allow for such engineering measures to be introduced.
1	A resident of Hartmead Road considers the waiting restriction to the west side of the Adwood Court and Hartmead Road junction to be unnecessary and would impact too greatly on the residents of that area who have no carriageway to the front of their property which allows parking.	This restriction is at the cul-de-sac end of Hartmead Road and it is considered that this element of the parking proposals can be removed from the Order without compromising road safety.

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Individual Executive Member Decision

Title of Report:	Three Year Highway Improvement Programme 2010/11 - 2012/13
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	22 April 2010
Forward Plan Ref:	ID2045

Purpose of Report: To present the Three Year Highway Improvement Programme for consideration by the Executive Member for Transport, Highways and ICT.

Recommended Action: That the Executive Member for Transport, Highways and ICT approves the Three Year Highway Improvement Programme for the period 2010/11 - 2012/13.

Reason for decision to be taken: The 3 Year Highway Improvement Programme is a requirement of the Council's Local Transport Plan 2006 - 2011.

Statutory: **Non-Statutory:**
Other: The Council has a legal duty to maintain the public highway in a safe and usable condition.

Other options considered: N/A

Key background documentation: West Berkshire Local Transport Plan 2006 - 2011
 Local Transport Plan Annual Progress Report.

 Code of Practice for Highway Maintenance Management 'Well-maintained Highways'

 Draft Transport Infrastructure Assets Code 'Guidance to Support Asset Management, Financial Management and Reporting'

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

Contact Officer Details	
Name:	Melvyn May
Job Title:	Highways Manager
Tel. No.:	01635 519873
E-mail Address:	mmay@westberks.gov.uk

Implications

Policy:	The programme meets the requirements of the Council's Local Transport Plan 2 in that maintenance of the road network is not being considered in isolation. Many other transport policy links will be achieved in areas such as road safety, safer routes to school and cycling. The programme contributes towards the Council's Corporate Plan outcome of Better Roads and Transport.
Financial:	The highway improvement programme will be funded from existing revenue and capital budgets. Capital projects are highlighted in bold within Appendix A.
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:	The public highway is an important and valuable asset. Failure to maintain it will devalue the asset and conflict with the Government's aim to implement Highway Asset Management and Whole Life Accounting.
Risk Management:	Failure to maintain the asset will affect availability, value, safety and the Council's ability to meet its legal duty to maintain a safe network under the Highways Act 1980.
Community Safety:	None arising from this report
Equalities:	None arising from this report

Consultation Responses

Members:

Leader of Council:	Cllr. Graham Jones. No comments received to date but any received prior to signing will be reported at the meeting.
Overview & Scrutiny Management Commission Chairman:	Cllr. Brian Bedwell agreed with the programme.
Select Committee Chairman:	Cllr. Quentin Webb noted that the Yattendon Road in Hermitage has been put back a year to 2012. A response was provided giving reasons for the slippage along with a promise that if additional funding became available, the scheme would be brought forward.

Ward Members: All Wards are affected and so all Members have been advised.
 Cllr. Barbara Alexander commented about the condition of the B4009 through the village and a section of Water Street. A response was duly provided by email confirming that the B4009 formed part of this year's post snow damage repair programme and the section of Water Street would form part of this year's planer patching programme.

Cllr. Molly Lock commented that Stephen's Firs was not shown on the plan. Molly was informed verbally and by email that Stephens Firs estate was not included but the section of Stephens Firs that joins Victoria Road to St Catherine's Hill was as indicated on the plan.

Opposition Spokesperson:

Cllr. Keith Woodhams noted the report.

Local Stakeholders:

Consultation is not formally undertaken as the programme is based on technical surveys. However, any comments received from stakeholders during the previous 12 month period are considered and all local Councillors and Parish Clerks are advised of scheme details in advance of work commencing. The full programme will also be published on the Council's website.

Officers Consulted:

Nick Carter, Jon WInstanley, Mark Edwards, Paul Clements.

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 Council's approach to highway maintenance is described in detail in the Local Transport Plan 2006 – 2011 (LTP2). LTP2 includes references to links with transport policy objectives in respect of highway maintenance as well as setting out the current position and plans for the future. LTP2 confirms that the Council will continue to operate a rolling highway improvement programme refreshed annually.
- 1.2 The Three Year Highway Improvement Programme has been developed in accordance with Highway Asset Management principles as detailed in the Code of Practice for Highway Maintenance Management 'Well-maintained Highways' and the draft Transport Infrastructure Assets Code 'Guidance to Support Asset Management, Financial Management and Reporting'.
- 1.3 As a result of the prolonged periods of sub-zero temperatures and snowfall during December 2009 and January 2010, and the current programme of emergency repairs, the Highway Improvement Programme has been subject to a full and detailed review. As a result of this review the network has been re-assessed and the five year assessment period has been reduced to three years in order to improve confidence in the data and programme certainty.
- 1.4 There is approximately 1260km of public highway in West Berkshire (more than Reading and Wokingham combined) comprising 116km of A roads, 75km of B roads, 422km of C roads and 648km of unclassified roads. As a consequence, maintenance of the road network presents real challenges, however, using an asset management approach, the Highways and Transport service is now able to identify and treat roads at the right time so as to maximise design life at minimum cost. Furthermore, the condition of the Principal roads has also improved as a result with 5% of the network now in need of repair. This represents a 2% improvement on the last year's NI168 result.
- 1.5 The purpose of this report is to present the latest draft programme for the three year period 2010/11 to 2012/13. A map of West Berkshire highlighting the roads included in the programme will be displayed in the Members room.

2. Programme Development

- 2.1 The programme detailed in Appendix A has been compiled using the results of technical surveys on the principal classified (A roads), non-principal classified (B and C roads) and unclassified (D and U roads).
- 2.2 Since 2002, the Highways service has been carrying out a comprehensive programme of annual testing to determine the condition of its highway network and establish National Indicator data for the condition of the principal classified, non-principal classified and unclassified road networks. The highway condition related National Indicators are NI168 for the principal classified roads (A class roads) and NI169 for the non principal classified roads (B and C class roads).
- 2.3 Whilst there is no national requirement to report on the unclassified network, the Council continues to survey the unclassified network annually in order to establish

its condition for the purpose of developing appropriate programmes of repair in accordance with current asset management guidance.

- 2.4 The condition of the classified network (A, B and C class roads) is measured using SCANNER (Surface Condition Assessment for the National Network of Roads) and was first used in 2003/04. The condition of the unclassified road network is measured using CVI (Course Visual Inspection). Both surveys are performed in accordance with national standards and guidance.
- 2.5 The skid resistance of the classified network is measured using SCRIM (Sideways force Coefficient Routine Investigation Machine). Using SCRIM and wet injury accident data, skid deficient sites have been identified and programmed accordingly and these are shown in bold italics within the programme. It should be noted that skid deficient sites may not display any of the normal visible defects like rutting, cracking, lamination and potholes.
- 2.6 Details of the survey methodology, coverage and the Council's approach to highway asset management are described in the LTP2 and a brief summary is provided in the following paragraphs.
- 2.7 The road maintenance approach adopted by the Council has been to tackle stretches of road that are showing as 'amber' in order to bring them back to 'green'. 'Red' areas are maintained in a safe condition and subject to their size, are either repaired under a separate patching programme or as part of a larger Capital highway improvement project. This asset management approach will bring better value for money in the medium/long term and will prevent sections of road from becoming red. In fact this approach has already resulted in improvements across the range of performance indicators demonstrating that West Berkshire Council is achieving good value for money in respect of its investment in highway maintenance.
- 2.8 The traffic light system of red, amber and green is a methodology adopted to categorise roads based on survey data relating to surface texture, cracking, rut depth and ride quality.
- 2.9 As a result of the prolonged periods of sub-zero temperatures and snowfall during December 2009 and January 2010, a programme of improvements commenced in March 2010 and is in addition to the 2009/10 Annual Highway Improvement Programme. The Highway's service has recently submitted a claim to the DCLG (Department for Communities and Local Government) for additional capital funding to help fund these emergency repairs under the Bellwin scheme.

3. Highway Improvement programme 2010/11 – 2012/13

- 3.1 The programme covers the period 2010/11 through to 2012/13 inclusive. For each of the three years a schedule of roads requiring treatment is provided in alphabetical order by parish or town in Appendix A. The programme has been developed using current projected budgets and any increase or decrease in either revenue or capital budgets will affect the programme. The capital schemes are highlighted in grey shading and the SCRIM deficient sites in bold italics. Typically these projects will range in value from £50,000 to £500,000. The smaller revenue funded projects range from £5,000 to £100,000 in value.

- 3.2 It should be noted that an additional £1.125m capital funding has been allocated for highway maintenance in 2010/11 in addition to the £1.32m already allocated in the capital programme. Revenue funding for the 2010/11 programme will be approximately £1.3m making a total of £3.745m invested in highway maintenance this year.
- 3.3 A range of different surface treatments will be used, depending on the type and location of each road being resurfaced. This can vary from 'slurry sealing' (a thin bituminous layer applied to the road surface) on minor estate roads and surface dressing (sometimes referred to as 'tar and chippings') in more rural areas through to complete reconstruction of the carriageway. Where pre-treatment is required to strengthen the road, for example deep planer patching, then in order to gain optimum effectiveness and value for money, these 'planer patching' improvements will normally receive a proprietary surface dressing treatment the following year. This preventative maintenance policy is important in order to maintain the improving condition of the districts road network.
- 3.4 Wherever possible, roads in residential areas will be resurfaced using noise reducing asphalts. Every effort will also be made to use recycling methods in support of the Council's Cleaner and Greener initiative.
- 3.5 In line with the Council's agreed policy, any road included in the programme for resurfacing and which has road humps will have those humps replaced with smaller, speed cushions. The opportunity will also be taken, where appropriate, to review any existing traffic management arrangements where a road is scheduled for resurfacing, usually involving consultation with local residents, Ward Members and the Town or Parish Council.
- 3.6 From time to time, circumstances change which may necessitate alterations to the programme. Such circumstances may include utility activities, new technical data or severe weather conditions resulting in the necessity to re-prioritise some schemes. In the event that a programmed scheme has to be deferred, a suitable replacement site will be selected from the programme in agreement with the Executive Member for Transport, Highways and ICT.
- 3.7 Details of the annual programmes are widely distributed to all local Parish Councils and Ward Members. Regularly updated information is also available on the Council's website under 'Transport and Streets'.

Appendices

Appendix A – Three Year Programme 2010/11 -2012/13.

Reports to be taken as Individual Executive Member Decisions on 22 April 2010
2010/11 - 2012/13 Highway Improvement Programme

2010/11 Schemes

Parish	Location	From	To	Treatment
Aldermaston	Spring Lane	Church Road	Rag Hill	Thin Overlay (40-60mm)
Aldworth	Un-named road to St Mary's Church	B4009	B4009 Ambury Road	Surface Dressing
Basildon	Un-named road to Coddessdon Lodge (Frying Pan Lane)	Park Wall Lane	End White Cottage	Thin Overlay (40-60mm)
Boxford	High Street	Roodhill	Baydon Road	Surface Dressing
Bradfield	Southend Road	Hungerford Lane	War memorial	Surface Dressing
Bradfield	Admoor Lane	South End Road	Webbs Lane	Surface Dressing
Brightwalton	B4494 Wantage Road	Holt Lane	Copperage Road	Surface Dressing
Brightwalton	Holt Lane	The Green	B4494	Surface Dressing
Bucklebury	Bushnells Green Road	Manor Farm Road	250m North	Surface Dressing
Burghfield	Theale Road	Swing Bridge	Hose Hill	Surface Dressing
Burghfield	Folly Road	Theale Road	Jaques Lane	Surface Dressing
Chaddleworth	Unnamed Road from Nodmoor	Hangmanstone Lane	Thicket Crossroads	Surface Dressing
Chaddleworth	Botmore Way	Hangmanstone Lane	Tower Hill	Surface Dressing
Chaddleworth	Buckham Hill	A338 Wantage Road	Botmoor Way	Surface Dressing
Chieveley	Old Oxford Road	Graces Lane	Down Farm (Surface Change)	Surface Dressing
Chieveley	Unnamed road known as Curridge Road	Entrance to Arlington Grange Farm	Kiln Drive	Thin Overlay (40-60mm)
Chieveley	Green Lane	Graces Lane	All	Thin Overlay (40-60mm)
Cold Ash	B4009 North of Fishers Lane	Fishers Lane	Red Shute Hill	Surface Dressing
Cold Ash	Hermitage Road/Cold Ash Hill	Gladstone Lane	The Ridge	Thin Inlay (40mm)

Reports to be taken as Individual Executive Member Decisions on 22 April 2010
2010/11 - 2012/13 Highway Improvement Programme

2010/11 Schemes

Parish	Location	From	To	Treatment
Enborne	Wheatlands Lane	Enborne Street	Skinner's Green Lane	Surface Dressing
Farnborough	Copperage Road	Farnborough Eastern Speed Limit	350m East of Lands End	Surface Dressing
Farnborough	B4494 Wantage Road	Copperage Road	District Boundary	Surface Dressing
Frilsham	Brocks Lane	Hatchets Lane	New Barn Farm junction with un-named road, Bucklebury	Thin Overlay (40-60mm)
Great Shefford	A338 Hungerford Hill	B4000 South Junction	Newbury Road	Surface Dressing
Greenham	Greenham Road/Pyle Hill	Racecourse Road	The Nightingales	Thin Inlay (40mm)
Hamstead Marshall	Enborne Road	Craven Arms Public House	Junction to White Hill	Surface Dressing
Hermitage	B4009 Hampstead Norreys Road	Manor Lane	Unnamed Road to Worlds End	Surface Dressing
Hungerford	A338 Wantage Road	At Junction With Tally Ho! Public House (50m Approaches to X Roads)		Calcined Bauxite (Anti-Skid)
Hungerford	A338 High Street	Church Way	A4/A338 Junction	Thin Inlay (40mm)
Inkpen	Spray Road	Lower Green	Wiltshire Boundary	Surface Dressing
Inkpen	Unnamed Road from Spray Road to Upper Green	Unnamed Road from Bell Lane to Lower Green	Spray Lane	Surface Dressing
Leckhampstead	B4494 Wantage Road	Holt Lane	Hill Green Lane	Surface Dressing
Midgham	Cox's Lane	A4 Bath Road	Broad Lane	Thin Overlay (40-60mm)
Newbury	Faraday Road	A4	End	Ralumac
Newbury	Oxford Street	A4 Western Avenue	Clock Tower	Moderate Inlay (90-110mm)

Reports to be taken as Individual Executive Member Decisions on 22 April 2010
2010/11 - 2012/13 Highway Improvement Programme

2010/11 Schemes

Parish	Location	From	To	Treatment
Newbury	Nightingales/Greenlands Rd	Greenham Road	Greenham Road	Thin Inlay (40mm)
Padworth	Padworth Rd	Soke Rd Roundabout	Silver Lane	Thin Overlay (40-60mm)
Pangbourne	Cedar Drive	Flowers Hill	All	Ralumac
Peasemore	Peasemore Hill	B4494 Wantage Road	Hillgreen Lane	Thin Overlay (40-60mm)
Purley on Thames	Westbury Lane	A329 Oxford Road	End	Surface Dressing
Shaw Cum Donnington	B4494 Wantage Road	Red Lodge House	A34 Overbridge	Thin Overlay (40-60mm)
Stratfield Mortimer	Victoria Road/Stephens Firs/Stephens Road	St Catherine's Hill	Brewery Common Monument	Thin Inlay (40mm)
Sulhamstead	A4 Bath Road	Bostock Lane	A340 roundabout	Thin Inlay (40mm)
Thatcham	Westfield Road	Henwick Lane	Northfield Road	Ralumac
Thatcham	Loundyes Close	Baily Avenue	End	Ralumac
Theale	A4 Theale By-Pass (Incl. Slips)	A4/A340 Rbt	Arlington Rbt	Thin Inlay (40mm)
Tidmarsh	A340 The Street	Tidmarsh Grange bridge	Flowers Hill	Thin Inlay (40mm)
Tilehurst	Dark Lane	Long Lane	Overdown Road	Thin Inlay (40mm)
Tilehurst	Ashbury Drive	Compton Avenue	Warborough Avenue	Thin Inlay (40mm)
Welford	Easton Hill	B4000 Ermin Street	Showells - Top of Easton Hill	Surface Dressing
Winterbourne	B4494 Wantage Road	Unnamed Road to Penclose Farm	Hill Green Road	Surface Dressing
Wokefield	Goring Lane	Lockram Lane	District Boundary	Surface Dressing
Woolhampton	Kiff Green	Cods Hill	Hatch Lane	Surface Dressing

Reports to be taken as Individual Executive Member Decisions on 22 April 2010
2010/11 - 2012/13 Highway Improvement Programme

2010/11 Schemes

Parish	Location	From	To	Treatment
Woolhampton	New Road Hill	School Hill	350m North	Surface Dressing

Reports to be taken as Individual Executive Member Decisions on 22 April 2010
2010/11 - 2012/13 Highway Improvement Programme

2011/12 Schemes

Parish	Location	From	To	Treatment
Aldworth	Westridge Green	B4009	End	Thin Overlay (40-60mm)
Basildon	Kiln Corner Ashampstead Road	Long Bottom Road	Quicks Green	Thin Overlay (40-60mm)
Beech Hill	Trowes Lane	Beech Hill Road	Unnamed Road (Right Junction)	Surface Dressing
Brightwalton	Unnamed Road from Hangmans Stone Lane to Holt Lane	School Hill	Spray Lane	Surface Dressing
Brightwalton	Spray Lane	The Green	500m West	Thin Overlay (40-60mm)
Brimpton	Brimpton Lane	Wasing Lane	Back Lane	Surface Dressing
Bucklebury	Manor Farm Road	Broad Lane, Chapel Row	St Mary's Church, Bucklebury	Surface Dressing
Bucklebury	Bucklebury Road	Brocks Lane	The Rookery	Surface Dressing
Bucklebury	Unnamed road from Burntbush Lane to Manor Farm Road (Part of Circle)	Briff Lane	Manor Farm Road	Thin Overlay (40-60mm)
Bucklebury	Holly Farm Lane	Broad Lane	Picton Farm	Thin Overlay (40-60mm)
Burghfield	Bennetts Hill	Theale Road	Un-named Road (Sheffield Bottom)	Surface Dressing
Burghfield	Burghfield Road	Traffic Lights on Cunning Man side	Reading Borough Boundary	Thin Overlay (40-60mm)
Burghfield	Hollybush Lane	Glebe End	Entrance to Leisure Centre (Willink)	Thin Inlay (40mm)
Chaddleworth	Mount Lane	670m North of Botmoor Way	920m North of Botmoor Way	Thin Overlay (40-60mm)
Chieveley	Priors Court Road	50m Approach to Junction with B4009 Long Lane		Calcined Bauxite (Anti-Skid)
Chieveley	Curridge Road	Kiln Drive	B4009 Long Lane	Thin Inlay (40mm)
Cold Ash	The Rise	Collaroy Road	End	Ralumac
Compton	Fairfield	Un-named Road	End	Ralumac

Reports to be taken as Individual Executive Member Decisions on 22 April 2010
2010/11 - 2012/13 Highway Improvement Programme

2011/12 Schemes

Parish	Location	From	To	Treatment
East Garston	School Lane	Front Street	End	Surface Dressing
Englefield	Common Hill	140m SE of Union Road	Bostock Lane	Thin Overlay (40-60mm)
Englefield	Bostock Lane	A4 Bath Road	Common Hill	Thin Overlay (40-60mm)
Frilsham	Unnamed Road from Yattendon to Bucklebury	Church Lane	Hatchets Lane	Surface Dressing
Great Shefford	A338/B4000 Junction	At Junction - A338 50m NE Approach to B4000 and B4000 50m Approach to A338		Calcined Bauxite (Anti-Skid)
Great Shefford	B4000 Ermin Street	50m Approach to Junction with A338		Calcined Bauxite (Anti-Skid)
Holybrook	A4 Bath Road	M4 Junction 12 Roundabout	Dorking Way (Incl. Roundabout & Spur)	Thin Inlay (40mm)
Hungerford	Park Street/Inkpen Road	At Junction (50m Approaches to and from Junction)		Calcined Bauxite (Anti-Skid)
Hungerford	A338 Wantage Road	50m North of Junction with Left Turn to Lovelocks	Junction with Left Turn to Lovelocks	Calcined Bauxite (Anti-Skid)
Hungerford	Atherton Crescent	A338 Salisbury Road	Atherton Road	Ralumac
Hungerford	Priory Road	School Access	A338 Salisbury Road	Thin Inlay (40mm)
Inkpen	Weavers Lane/Folly Road	Craven Road	Kintbury Road	Surface Dressing
Inkpen	Heads Lane	Rooks Nest Lane	310m east	Ralumac
Kintbury	Inkpen Road	Sadlers Road	New Surface Dressing near Entrance to Cold Harbour	Surface Dressing
Kintbury	Unnamed road from Tinkers Corner to H'stead M.	Forbury Lane	Old Lane	Surface Dressing
Kintbury	Craven Close	Queens Way	End	Ralumac
Kintbury	Queens Way (Incl. Spur)	Craven Way	Holt Road	Ralumac

Reports to be taken as Individual Executive Member Decisions on 22 April 2010
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2011/12 Schemes

Parish	Location	From	To	Treatment
Lambourn	B4000 Upper Lambourn Road	Malt Shovel Lane	High Street	Surface Dressing
Lambourn	Bearfield Lane	B4001 Chilton Foliat Road	North to un-named road to Ragnal	Thin Overlay (40-60mm)
Lambourn	Half Mile Road	Unnamed Road from B4001	Unnamed Road to Pitt Cottage	
Newbury	B3421 Hambridge Road	50m Approach to Junction with A4		Calcined Bauxite (Anti-Skid)
Newbury	A343 Andover Road	50m West of A339/A343 Roundabout	A339/A343 Roundabout	Calcined Bauxite (Anti-Skid)
Newbury	A339 Newtown Road	170m North of St Gabriels School Entrance (outside Sandleford Farm Entrance)	Entrance to St Gabriels School	Calcined Bauxite (Anti-Skid)
Newbury	A4 London Road	Both 50m Approaches to Faraday Road Traffic Lights		Calcined Bauxite (Anti-Skid)
Newbury	B4494 Oxford Road	A4 Roundabout	Grove Road	Thin Inlay (40mm)
Padworth	Rectory Road/Padworth Lane	Rag Hill	Lodge Farm	Surface Dressing
Peasemore	Un-named road Rowdown	Peasemore Hill	Sheep Leeze Lane	Surface Dressing
Peasemore	Field Road	Hailey Lane	Heath Lane	Surface Dressing
Shaw Cum Donnington	Shop Lane	B4494 Wantage Road	End	Thin Overlay (40-60mm)
Speen	Valley Road	Snake Lane	Combesbury Lane	Surface Dressing
Speen	Coexeter Road/Kersey Crescent	Groveland Road	Brummell Road	Ralumac
Stratfield Mortimer	The Street	Kiln Lane	50m West of Kiln Lane	Calcined Bauxite (Anti-Skid)
Stratfield Mortimer	Beech Hill Road	220m North of Mortimer Lane	800m East of Mortimer Lane	Surface Dressing
Sulhamstead	Bannister Road	Hollybush Lane	Jordans Lane	Ralumac
Thatcham	Harts Hill Road	Floral Way	Broad Lane	Surface Dressing

Reports to be taken as Individual Executive Member Decisions on 22 April 2010
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2011/12 Schemes

Parish	Location	From	To	Treatment
<i>Thatcham</i>	<i>A4 London Road</i>	<i>50m East of Lower Way</i>	<i>Lower Way</i>	<i>Calcined Bauxite (Anti-Skid)</i>
<i>Thatcham</i>	<i>Lower Way</i>	<i>50m East of Tarn Howes Close</i>	<i>Tarn Howes Close</i>	<i>Calcined Bauxite (Anti-Skid)</i>
Thatcham	Link Way	Roman Way	Bailey Avenue	Ralumac
Thatcham	Baily Avenue	Westfield Road	Westland	Ralumac
Thatcham	Blyth Avenue	Oak Tree Road	Station Road	Ralumac
Thatcham	Turners Drive	Station Road	End	Ralumac
Thatcham	Chesterton Road	Sagecroft Road	End	Ralumac
Thatcham	Ashbourne Way (Incl. Spur)	Paynesdown Road	Paynesdown Road	Ralumac
Thatcham	Barfield Road	Henwick Lane	End	Ralumac
Thatcham	The Haywoods	The Frances	The Henrys	Ralumac
Thatcham	The Henrys	Park Avenue	Park Avenue	Ralumac
Thatcham	Wenlock Way	Ilkley Way	End	Ralumac
<i>Thatcham</i>	<i>Northfield Road</i>	<i>A4 Bath Rd</i>	<i>Heath Lane</i>	<i>Thin Inlay (40mm)</i>
Thatcham	Heath Lane	Northfield Road	Park Lane	Thin Inlay (40mm)
Thatcham	Cold Ash Hill	Heath Lane	Hatchgate Lane	Thin Inlay (40mm)
Thatcham	Greenham Common East Access	Crookham Common Road	Thornford Road	Thin Overlay (40-60mm)
Thatcham	Prince Hold Road	Lower Way	End	Thin Overlay (40-60mm)
Tilehurst	Chaffinch Close	Goldcrest Way	End	Ralumac
<i>Tilehurst</i>	<i>Langley Hill</i>	<i>Reading Borough Boundary</i>	<i>100m South of Yew Tree Rise</i>	<i>Thin Inlay (40mm)</i>

Reports to be taken as Individual Executive Member Decisions on 22 April 2010
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2011/12 Schemes

Parish	Location	From	To	Treatment
<i>Ufton Nervet</i>	<i>Reading Road</i>	<i>Camp Road</i>	<i>50m North East of Island Farm Road</i>	<i>Surface Dressing</i>
<i>Welford</i>	<i>Valley Road</i>	<i>50m South of The Row</i>	<i>150m South of The Row</i>	<i>Calcined Bauxite (Anti-Skid)</i>
Wokefield	New Road	Lockram Lane	Goring Lane	Thin Overlay (40-60mm)

Reports to be taken as Individual Executive Member Decisions on 22 April 2010
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2012/13 Schemes

Parish	Location	From	To	Treatment
Aldermaston	Red Lane	Rag Hill	Reading Road	Surface Dressing
Ashampstead	Reading Road	150m south east of junction of Unnamed Road to Southridge Farm	700m south east of junction of unnamed road to Noakes Hill	Surface Dressing
Basildon	Gardeners Lane	Aldworth Road	Dark Lane	Surface Dressing
Basildon	Park Wall Lane	Blandys Lane	Unnamed road to Coddessdon Lodge	Thin Overlay (40-60mm)
Beech Hill	Bloomfieldhatch Lane	Cross Lane	District Boundary	Surface Dressing
Beenham	Back Lane	Stoneyfield	The Stocks	Thin Inlay (40mm)
Boxford	Winterbourne Road	Hangmanstone Lane	Winterbourne village	Surface Dressing
Bradfield	Back Lane	Ashampstead Rd	Cock Lane	Surface Dressing
Brimpton	Station Road	Shalford Bridge	400 metres north	Thin Overlay (40-60mm)
Bucklebury	Roundfield	Broad Lane	End	Ralumac
Burghfield	Reading Road	Holly Bush Lane	Manns Hill	Thin Inlay (40mm)
Chieveley	Arlington Lane	Oxford Road	B4494 Wantage Road	Thin Overlay (40-60mm)
Cold Ash	The Ridge	B4009 Hermitage Road	Collaroy Road	Thin Inlay (40mm)
East Ilsley	Copperage Road	Ball Pit Road	Bury Lane	Surface Dressing
East Ilsley	Abingdon Road	Sheepdown	A34(T)	Surface Dressing
Englefield	A340 The Street	Common Hill	Tidmarsh Grange Bridge	Surface Dressing
Fawley	Un-named road from Dog Kennel Lane to Old Warren	Dog Kennel Lane	End	Surface Dressing

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2012/13 Schemes

Parish	Location	From	To	Treatment
Greenham	New Road	Westwood Road	End	Ralumac
Greenham	Racecourse Road	Greenham Road	Westwood Road	Thin Inlay (40mm)
Hermitage	Yattendon Road	B4009 Newbury Road	Chapel Lane	Thin Inlay (40mm)
Hampstead Norreys	B4009 Newbury Road/Forge Hill	Compton Road	Wyld Court Hill	Thin Inlay (40mm)
Hungerford	Smitham Bridge Road	Bend nr Ash Tree Cottage	30m East of Freemans Close	Ralumac
Hungerford	Priory Avenue	Priory Road	Nr 21 (Orchard Park Close)	Ralumac
Hungerford	Sarum Way	Priory Road	End	Ralumac
Hungerford	Honeyfields	Prospect Road	Church Way	Ralumac
Hungerford	Atherton Road	A338 Salisbury Road	Church Way	Ralumac
Kintbury	Denford Lane/Winding Wood	1330m East of Radley Bottom	Unnamed road to Orpenham Farm	Surface Dressing
Lambourn	B4001 Wantage Road	Northfields	100m North of Seven Barrows Turn	Surface Dressing
Lambourn	B4001 Faringdon Rd	525m North of Seven Barrows Turn	District Boundary	Surface Dressing
Lambourn	Un-named road to Eastbury Grange	Valley Road	Eastbury Grange	Surface Dressing
Lambourn	B4001 Oxford Road	Parsonage Lane	The Granthams	Thin Inlay (40mm)
Lambourn	Un-named road from Baydon Road to Keeps Cottage Lambourn Woodlands	300m South-West of Baydon Road	End	Thin Overlay (40-60mm)
Newbury	Garford Crescent	Valley Road	Valley Road	Ralumac
Newbury	Arnhem Road	Bone Lane	End	Ralumac
Newbury	Meadow Road	Wendan Road	Paddock Road	Ralumac

Reports to be taken as Individual Executive Member Decisions on 22 April 2010
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2012/13 Schemes

Parish	Location	From	To	Treatment
Newbury	Westwood Road	Greenham Road	New Road	Ralumac
Newbury	Stable Court	Love Lane	End	Ralumac
Newbury	Fir Tree Lane	Gaywood Drive	Turnpike Road	Thin Inlay (40mm)
Newbury	Enborne Road	Buckingham Road	Bartholemew Street	Thin Inlay (40mm)
Shaw Cum Donnington	Owen Road	Kingsley Close	End	Thin Inlay (40mm)
Shaw Cum Donnington	Love Lane	Church Road	B4009 Shaw Hill	Thin Inlay (40mm)
Speen	Furze Hill	360m South of Wickham Rd	A4 Bath Road	Surface Dressing
Speen	Groveland Road	Sutton Road	Brummel Road	Ralumac
Stanford Dingley	Cock Lane	Bushnells Green Road (Bucklebury Rd)	Back Lane	Surface Dressing
Stratfield Mortimer	College Piece	Stephens Firs	Stephens Firs	Ralumac
Streatley	A417 Wantage Road	Rectory Rd	District Boundary	Surface Dressing
Streatley	A329 Wallingford Road	A417 Wantage Road	175m South of Streatley X Roads	Thin Inlay (40mm)
Streatley	B4009 Aldworth Road	650m West of Lewendon Hill	Lewendon Hill	Surface Dressing
Sulhamstead	Woodmans Lane	Bannister Road	Abbots Road	Ralumac
Sulhamstead	Whites Hill	100m North of St Michaels Ln	460m South of St Michaels Lane	Thin Overlay (40-60mm)
Thatcham	Cygnets Close	Ashbourne Way	End	Ralumac
Thatcham	Coombe Court	A4 Chapel St	Hartmead Road	Ralumac
Thatcham	Coopers Crescent	Beverley Close	Beverley Close	Ralumac
Thatcham	Braemore Close (Both Spurs)	Ilkley Way	End	Ralumac

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2012/13 Schemes

Parish	Location	From	To	Treatment
Thatcham	Quantocks	Wenlock Way	End	Ralumac
Thatcham	The Broadway	The Moors	Church Gate	Thin Inlay (40mm)
Thatcham	A4 Bath Road	Northfield Road	St Johns Road	Thin Inlay (40mm)
Theale	North Street	Englefield Road	Grantham Road	Surface Dressing
Tilehurst	A4 Bath Road	Langley Hill	Fords Farm Dual C'Way	Thin Inlay (40mm)
Tilehurst	Curlew Drive	Partridge Drive	Partridge Drive	Thin Inlay (40mm)
Wokefield	Goring Lane	Reading Road	Lockram Lane	Surface Dressing

KEY

Shaded – Capital funded schemes

Bold Italic – Scheme to restore skid resistance

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