

Summary of Individual Executive Member Decisions taken on 16 March 2023

Part I

Three Year Highway Improvement Programme 2023/24 - 2025/26 (Item 1.)

Individual Decision No:	ID4316
Portfolio Member:	Councillor Richard Somner

- **Resolved that:** the Executive Member for Planning, Transport and Countryside approves Year 1 (2023/24) of the Three Year Highway Improvement Programme 2023/24 – 2025/26.

This decision is not subject to call in; therefore it will be implemented immediately.

Active Travel Experimental Road Closures and Probation of Motor Vehicles on Lawrences Lane Thatcham, Station Road Newbury and Deadmans Lane Theale Consultation (Item 2.)

Individual Decision No:	ID4317
Portfolio Member:	Councillor Richard Somner

Resolved that:

- a) The proposed prohibition of motor vehicles order on Station Road in Newbury is introduced as advertised and that the objectors are informed accordingly.
- b) The proposed prohibition of motor vehicles order on Deadmans Lane in Theale is not introduced as advertised and that the supporters and objectors are informed accordingly.
- c) The decision as to the introduction of the proposed prohibition of motor vehicles order on Lawrences Lane in Thatcham is deferred so that officers can undertake further work to investigate ways in which the restriction could be implemented and enforced such that it safely meets the needs of both local residents and vulnerable road users. Respondents to the consultation to be updated accordingly.

This decision is eligible to be 'called-in'. However, if the decision has not been 'called-in' by 5.00pm on 23 March 2023, then it will be implemented.

In accordance with the Council's Constitution six Elected Members (Councillors Lee Dillon, Jeff Brooks, Adrian Abbs, Alan Macro, Erik Pattenden and Tony Vickers) called in the Individual Member Executive Decision (EX4317) relating to Deadmans Lane and requested

If you have any queries regarding these decisions or you wish to view the signed copy of the decision sheets, please contact: Sadie Owen, Principal Democratic Services Officer Tel: (01635) 519052 or e-mail: sadie.owen1@westberks.gov.uk

Summary of Individual Executive Member Decisions taken on 16 March 2023 (continued)

assurances that the following had been taken into consideration:

1. The lane is extremely narrow, particularly its northern stretch. It is difficult for vehicles to pass pedestrians and almost impossible to pass prams, pushchairs, etc.
2. It is almost impossible for vans or minibuses to pass pedestrians, particularly in its northern stretch.
3. There is a blind double bend about half way along.
4. There are no formal passing places and no passing places at all along the 200m long northern stretch between Englefield Road and the double bend
5. If two vehicles meet in the northern stretch then either one has to reverse up to 200m and out into Englefield Road, which is dangerous, or one has to reverse up to 200m along the narrow lane and round the blind double bend, which is also dangerous.
6. The section of lane proposed for closure does not serve any homes or businesses, just Theale Green School's rear car park and playing fields.
7. Theale Green students cross over the lane to and from the school's bus park.
8. Many Theale Green students walk along the lane to and from Englefield Road.
9. The lane is much used by walkers and, to a lesser extent, by cyclists. It is occasionally used by horse riders, too.
10. Residents from the care home in The Green are often walked along the lane by their carers'. The residents have learning disabilities and are physically disabled. They have to be physically supported by their carers'. This causes difficulty when encountering motor vehicles.
11. Very few motor vehicles use the lane, but when they do it causes difficulties for other users.
12. If physical barriers are required, then the southern one would presumably be sited just to the north of the school's car park entrance. This is only 63m from the Spring Gardens junction, which could act as a turning point. Any physical barrier and accompanying signage would be visible from this junction. Presumably there would also be "no through road" signs at this junction. If a vehicle entering from the southern end ignores the signs, then the 63m reversal to Spring Gardens would be much safer than the 200m reversal they might have to do if the lane is not closed.

The Members of the Council who submitted the call-in request proposed consideration of the following course of action:

- 1) The lane be closed to motor traffic, except that requiring access to Theale Green School playing fields or to maintain the lane, between its junction with Englefield Road and the entrance to the Theale Green School car park.
- 2) If necessary, physical barriers be erected at its junction with Englefield Road and immediately to the north of the entrance to the Theale Green School car park.
- 3) Prominent and clear signage warning of the closure be erected at its junction with Englefield Road and immediately to the north of the entrance to the Theale Green School car park.
- 4) "No through road" signs be erected at its junctions with Spring Gardens and with Church Street. Spring Gardens is a cul-de-sac.

If you have any queries regarding these decisions or you wish to view the signed copy of a decision sheet, please contact:

Sadie Owen, Principal Democratic Services Officer

Tel: (01635) 519052 or e-mail: sadie.owen1@westberks.gov.uk