

Individual Decision



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

Thursday 20th July, 2023

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Highways Network Management Works Programme 2023-24

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	20 July 2023
Portfolio Member:	Councillor Denise Gaines
Report Author:	Neil Stacey
Forward Plan Ref:	ID4391

1 Purpose of the Report

- 1.1 The purpose of this report is to seek approval for the Highways Network Management Works Programme for 2023-24.

2 Recommendations

- 2.1 It is recommended that the Portfolio Holder for Highways, Housing and Sustainable Travel approves the proposed Highways Network Management Works Programme for 2023-24 as presented in Appendix C of this report.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	The Highways Network Management Works Programme will be funded from various Capital and Revenue budgets approved as part of the Council's overall budget for 2023-24.
Human Resource:	N/A
Legal:	N/A
Risk Management:	Projects within the Programme will be managed in accordance with the relevant processes in respect of financial and health & safety risks.
Property:	N/A

Policy:	N/A			
	Positive	Neutral	Negative	Commentary
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		x		
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?	x			Some of the projects will be implemented in such a way as to improve conditions for vulnerable road users, particularly disabled people.
Environmental Impact:	x			Some of the projects will deliver infrastructure to encourage or enable sustainable travel and will therefore have a beneficial impact on the environment.
Health Impact:	x			Some of the projects will deliver infrastructure to encourage or enable active travel and will therefore have a beneficial impact on the health of those using the infrastructure.
ICT Impact:		x		
Digital Services Impact:		x		

Council Strategy Priorities:	x			Some of the projects to be undertaken as part of the Programme will support the priority to <u>protect and enhance our environment</u> .
Core Business:		x		
Data Impact:		x		
Consultation and Engagement:	All Ward Members have been consulted as to the content of this report. No comments were received prior to the publication of this report but should any comments be received they will be reported verbally at the Individual Decision Meeting.			

4 Executive Summary

- 4.1 The purpose of this report is to seek approval for the Highways Network Management Works Programme for 2023-24, previously known as the “Minor Works Programme”.
- 4.2 The Council’s Capital Programme and Revenue budget for 2023-24, approved at the Council meeting in March 2023, allocates funding for the delivery of a range of projects and services, many of which are the responsibility of the Highways Network Management team in the Environment Department. The purpose of the Programme is to list the projects and services proposed to be delivered each financial year and to confirm a formal mandate to proceed with them. This report presents the proposed programme to the Executive Member for Highways, Housing and Sustainable Travel for approval.

5 Supporting Information

Introduction

- 5.1 The following explains the need for a Works Programme and the type of projects and services that it contains.

Background

- 5.2 The Highways Network Management Team, within the Environment Department, is comprised of five sub-teams, described as follows:
- 5.3 The Traffic Management & Road Safety team’s responsibilities include:
 - (a) The management and regulation of traffic (for example by implementing speed limits, parking restrictions and installing associated traffic signs);
 - (b) Investigating road traffic accident records and implementing measures to prevent such accidents;

- (c) Implementing engineering measures to improve safety outside and close to schools;
- (d) Providing cycle training to children;
- (e) Collecting vehicle speed data and undertaking engineering and education measures to encourage compliance with speed limits;
- (f) Road safety education campaigns, particularly aimed at vulnerable road users.

5.4 The Intelligent Transport Systems (ITS) & Sustainable Travel Infrastructure team is responsible for:

- (a) Maintaining, operating and improving the Council's stock of traffic signals and variable message signs;
- (b) Using computer-based systems to optimise the operation of traffic signals to manage traffic flows efficiently;
- (c) The ongoing development of the Local Cycling and Walking Infrastructure Plan (LCWIP) and the identification of future schemes to improve sustainable travel infrastructure;
- (d) The delivery of smaller projects associated with improving sustainable travel infrastructure;
- (e) Installing, maintaining and monitoring Electric Vehicle Charging Points on the Highway.

5.5 The Projects team (previously known as the "Network Improvements" team) is mainly responsible for delivering a variety of large projects, some of which are listed in the Capital Programme in their own right. The Projects team also assists the Traffic & Road Safety and ITS teams to deliver small and medium sized projects, including those related to sustainable travel infrastructure. This team also carries out feasibility assessments and compiles cost estimates for potential future projects.

5.6 The Highways Development Control team:

- (a) Assesses the Highways impact of planning applications and determines appropriate mitigation measures to accommodate any adverse impacts;
- (b) Provides a street naming and numbering service;
- (c) Supervises the construction of developer-led projects on the Highway.

5.7 The Streetworks team:

- (a) Manages and co-ordinates applications for permits to undertake works on the Highway;
- (b) Inspects third party sites;

- (c) Where necessary, issues fixed penalty notices to works promoters who do not comply with the conditions of their permits.

5.8 The Traffic Management & Road Safety, ITS & Sustainable Travel Infrastructure and Projects teams all contribute to the delivery of the Works Programme, whereas the Highways Development Control and Streetworks teams do not deliver their own projects on the Highway.

Comment on the 2021-22 and 2022-23 programmes

5.9 The Covid-19 pandemic resulted in a change in priorities for many staff, particularly in the Traffic Management & Road Safety team. The various measures implemented on the highway in response to the pandemic were resourced at the expense of projects in the Works Programme and as a result many schemes on the 2020-21 programme were deferred to 2021-22. Delivery of the 2021-22 programme was then itself hampered by staffing issues, principally the difficulty in recruiting following the retirement of three key team members. A formal programme was not published in 2022-23 as the team continued to work through the previous year's schemes.

Additional information regarding changes to Speed Limits

5.10 Requests for new or amended speed limits are considered by the Speed Limit Review Task Group, which consists of Council officers, Members and the Police. When assessing the requests the Task Group considers current guidance (principally the Department for Transport Circular 01/2013 'Setting local speed limits'), traffic survey results, the number of recorded injury accidents and the local road environment. The task group recommended that four speed limits be amended as a result of the reviews undertaken in September 2021 and May 2022 and these are included in the proposed Works Programme. The minutes of the task group meetings are included as Appendix D.

5.11 The process by which speed limit requests are dealt with, and in particular the approach to 20mph limits, is due to be examined by the Transport Advisory Group (TAG) and may be revised over the course of the current financial year.

Additional information regarding Active Travel Infrastructure Projects

5.12 Active travel infrastructure projects involve the construction of new, or improvements to existing facilities for pedestrians and cyclists. Since the pandemic there has been a step-change in the amount of funding available to local highway authorities for this type of project. A new national body, Active Travel England, has been set up by the Department for Transport to oversee and allocate funds to local councils to deliver improvements to active travel infrastructure. As well as funds awarded by Active Travel England, the Council has allocated its own capital funding to active travel schemes. The Council's Local Cycling and Walking Infrastructure Plan ("LCWIP") sets out plans to develop a network of walking and cycling routes and helps to prioritise the many requests for this type of project that are received.

5.13 Larger scale active travel infrastructure projects are normally implemented by the Projects team and are subject to stakeholder consultation before construction.

Additional information regarding Bus Infrastructure Projects

5.14 Similarly to active travel, the Department for Transport has also awarded the Council funding for bus infrastructure improvements, as detailed in the Enhanced Partnership Plan and Scheme. This is a mixture of revenue and capital funding and must be delivered March 2025. This work will be delivered in conjunction with the Transport and Parking Team.

Proposals

5.15 The proposed programme of works is included as Appendix C. Most projects have been included as a result of requests from stakeholders over the course of previous months or years, but some activities reflect statutory requirements such as the maintenance of traffic signals or the management of the school crossing patrol service.

5.16 The Network Management team aims to complete the projects listed in the programme before the end of the 2023-24 financial year, assuming that the team is fully staffed, with the exception of major projects which extend across two or more years. Further projects may be identified over the course of the year and added to the programme, but unless they relate to an urgent safety issue, these will be highlighted as new projects and will receive a lower priority than those already on the programme.

5.17 Where a stakeholder request requires a significant amount of work to assess whether it should be implemented, it is added to the “Assessments, Reports and Feasibility” section of the programme. Only when the assessment has concluded that the request should be implemented will it be added to the relevant section of the programme.

5.18 Non-project based activities, particularly services delivered by the Traffic and Road Safety team, are also listed on the programme, for example road safety education and speed management initiatives. This year, there was also a significant workload associated with dealing with applications for temporary road closures for street parties for the King’s Coronation.

5.19 Reactive work, such as responding to customer requests, is included in the programme. However, it should be noted that although estimates have been made regarding the volume of such work, the delivery of project-based work can be delayed by high priority reactive work related to petitions and Council motions due to the need to respond to time-critical issues within reasonable timescales.

6 Other options considered

6.1 Not publishing a Minor Works Programme. Without an approved programme of works, however, the Network Management team would have no formal mandate to implement any particular improvement schemes or deliver any particular road safety initiatives. There would be no formal, published record of the projects that the team has committed to delivering. This could require several separate decisions to be made over the course of the year, which would not be an efficient use of time for either Officers or Members and is therefore not recommended.

7 Governance

- 7.1 The Programme will be updated on an ongoing basis and progress towards delivery of the various projects and services will be reported quarterly to the Protecting and Enhancing Our Environment Board.

8 Conclusion

- 8.1 The Network Management Works Programme gives the Network Management team a formal mandate to implement a series of highway enhancement projects and to deliver a range of non-project services within the agreed budgets. This report presents the programme to the Executive Member for approval.

9 Appendices

- 9.1 Appendix A – Equalities Impact Assessment (stage 1)
- 9.2 Appendix B – Data Protection Impact Assessment (stage 1)
- 9.3 Appendix C – Proposed Network Management Minor Works Programme 2023-24
- 9.4 Appendix D – Minutes of meetings of the Speed Limit Task Group held in September 2021 and May 2022

Background Papers:

None.

Subject to Call-In:

Yes: No:

- The item is due to be referred to Council for final approval
- Delays in implementation could have serious financial implications for the Council
- Delays in implementation could compromise the Council's position
- Considered or reviewed by Overview and Scrutiny Management Committee or associated Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

Wards affected: All wards are affected by the work of the Highways Network Management team to some degree.

Officer details:

Name: Neil Stacey
Job Title: Network Manager (Highways)
Tel No: 01935 519113

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Appendix A

Equality Impact Assessment (EqIA) - Stage One

What is the proposed decision that you are asking the Executive to make:	To approve the proposed Highways Network Management Works programme for 2023-24.
Summary of relevant legislation:	Various provisions of the Highways Act 1980 and the Road Traffic Regulation Act 1984.
Does the proposed decision conflict with any of the Council’s priorities for improvement? <ul style="list-style-type: none"> • Ensure our vulnerable children and adults achieve better outcomes • Support everyone to reach their full potential • Support businesses to start develop and thrive in West Berkshire • Develop local infrastructure including housing to support and grow the local economy Maintain a green district • Ensure sustainable services through innovation and partnerships 	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, please indicate which priority and provide an explanation
Name of Budget Holder:	Neil Stacey
Name of Department:	Environment Department
Name of assessor:	Neil Stacey
Date of assessment:	29/06/2023
Version and release date (if applicable):	N/A

Is this a ?		Is this policy, strategy, function or service ... ?	
Policy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	New or proposed	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Strategy	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Already exists and is being reviewed	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Function	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is changing	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Service	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		

(1) What are the main aims, objectives and intended outcomes of the proposed decision and who is likely to benefit from it?

Aims:	The aim of the works programme is to summarise the projects to be delivered and services to be provided by the Highways Network Management team during 2023-24.
Objectives:	To deliver improvements to the highway network.
Outcomes:	<ul style="list-style-type: none"> • Securing the safe and expeditious movement of traffic; • Facilitating and promoting active travel.
Benefits:	Road users will benefit from the improved facilities that the various projects provide.

(2) Which groups might be affected and how? Is it positively or negatively and what sources of information have been used to determine this?

(Please demonstrate consideration of all strands – Age, Disability, Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation)

Group Affected	What might be the effect?	Information to support this
Age	Positive	Children and older people tend to be disproportionately vulnerable when using the highway and their needs are given particular consideration when assessing, planning, designing and implementing Network Management projects.
Disability	Positive	Disabled people tend to be disproportionately vulnerable when using the highway and their needs are given particular consideration when assessing, planning, designing and implementing Network Management projects.
Gender Reassignment	Neutral	This group does not tend to be either more or less vulnerable when using the highway.
Marriage and Civil Partnership	Neutral	This group does not tend to be either more or less vulnerable when using the highway.
Pregnancy and Maternity	Neutral	This group does not tend to be either more or less vulnerable when using the highway.

Race	Neutral	This group does not tend to be either more or less vulnerable when using the highway.
Religion or Belief	Neutral	This group does not tend to be either more or less vulnerable when using the highway.
Sex	Neutral	This group does not tend to be either more or less vulnerable when using the highway.
Sexual Orientation	Neutral	This group does not tend to be either more or less vulnerable when using the highway.
Further Comments:		

(3) Result	
Are there any aspects of the proposed decision, including how it is delivered or accessed, that could contribute to inequality?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
The needs of all groups of road users will be considered consistently and fairly when implementing the projects on the programme.	
Will the proposed decision have an adverse impact upon the lives of people, including employees and service users?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
There is often a balance to be struck between the needs of different groups or road user and it is possible that a project could make an improvement for one group whilst having an adverse impact on another group. This balance is considered for each individual project rather than at a programme-wide level.	

(4) Identify next steps as appropriate:	
EqlA Stage 2 required	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Owner of EqlA Stage Two:	
Timescale for EqlA Stage Two:	

Name: Neil Stacey

Date: 29/06/2023

Appendix B

Data Protection Impact Assessment – Stage One

The General Data Protection Regulations require a Data Protection Impact Assessment (DPIA) for certain projects that have a significant impact on the rights of data subjects.

Should you require additional guidance in completing this assessment, please refer to the Information Management Officer via dp@westberks.gov.uk

Directorate:	Place
Department:	Environment
Team:	Highways Network Management
Lead Officer:	Neil Stacey
Title of Project/System:	Highways Network Management Works Programme
Date of Assessment:	29/06/2023

Do you need to do a Data Protection Impact Assessment (DPIA)?

	Yes	No
<p>Will you be processing SENSITIVE or “special category” personal data?</p> <p><i>Note – sensitive personal data is described as “ data revealing racial or ethnic origin, political opinions, religious or philosophical beliefs, or trade union membership, and the processing of genetic data, biometric data for the purpose of uniquely identifying a natural person, data concerning health or data concerning a natural person’s sex life or sexual orientation”</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will you be processing data on a large scale?</p> <p><i>Note – Large scale might apply to the number of individuals affected OR the volume of data you are processing OR both</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will your project or system have a “social media” dimension?</p> <p><i>Note – will it have an interactive element which allows users to communicate directly with one another?</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will any decisions be automated?</p> <p><i>Note – does your system or process involve circumstances where an individual’s input is “scored” or assessed without intervention/review/checking by a human being? Will there be any “profiling” of data subjects?</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
Will your project/system involve CCTV or monitoring of an area accessible to the public?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will you be using the data you collect to match or cross-reference against another existing set of data?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will you be using any novel, or technologically advanced systems or processes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Note – this could include biometrics, “internet of things” connectivity or anything that is currently not widely utilised</p>		

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Network Management Works Programme 2023-24			
Ref	Type of Activity / Lead Team	Project/Activity/Location	Current Status (July 2023)
	Individual Projects named in the Capital Programme		
1	Projects	Robin Hood Roundabout, Newbury - major junction improvements	Design options being considered. Construction unlikely in current financial year.
2	Projects	Phoenix Court access Road, Newbury - New footway and highway improvements for housing development	Projected completion date August 2023.
3	Projects	Kings Road, Newbury - Modifications to existing roads in conjunction with new Link Road opening	Outline designs complete. Consultation to follow.
4	Projects	Station Road, Newbury - Highway and public realm improvements	Main works completed, but parking restrictions and EV Charge Points outstanding
5	Projects	The Street, Mortimer - Phase 3 footway improvements	With contractor. Estimated start date June 2023. Duration 3 weeks.
6	Projects	A4 Theale bypass, Theale - Road Noise Assessment	Estimated survey results June 2023.
7	ITS & Sustainable Travel	District wide - Installation of on-street EV charge points. Target rate of 40 per year.	First batch to be ordered following site assessments
8	ITS & Sustainable Travel	Newbury area - Variable Message Signs replacement and upgrade	Consultants commissioned to develop a strategy and programme
	Speed Limit Schemes		
1	Traffic & Road Safety	Argyle Road, Newbury (20mph) (September 2021 review)	Not started
2	Traffic & Road Safety	Meadow Way and Blossom Lane (20mph) and The Green (30mph), Theale (September 2021 review)	Not started
3	Traffic & Road Safety	Kirtons Farm Road, Burghfield, for Green Park Station, (30mph) (September 2021 review)	Not started
4	Traffic & Road Safety	Station Road, Compton (20mph speed limit) (deferred from 2017)	Not started
5	Traffic & Road Safety	Winterbourne - Village Gateway features and enhanced speed limit signage	Not started
6	Traffic & Road Safety	Upper Basildon - Gateway features and enhanced speed limit signage	Not started
7	Traffic & Road Safety	Lower Way, Thatcham (30mph) - correct a discrepancy in the legal order	Not started
	Local Safety/Accident Reduction Schemes		
1	Traffic & Road Safety	A338 Eddington Hill, Hungerford edge of carriageway markings	Not started
2	Traffic & Road Safety	Church Way/Moores Place, Hungerford - bollards on verge to prevent parking	Not started
3	Traffic & Road Safety	A329 Reading Road, Pangbourne - lighting improvements to Zebra Crossing	Order placed with contractor
4	Traffic & Road Safety	Carruthers Court, Newbury - Footway modification	Not started
5	Projects	The Croft, Hungerford - Footway extension	Not started
6	Projects	Mill Lane, Calcot - New pedestrian facilities	Design complete. Works ordered.
7	Projects	Footway re-grading by Lambourn Library	Design complete.
	Signing Improvements		
1	Traffic & Road Safety	Parking Restrictions Review(s) - implementation of revised signing following Parking TRO consultations	Reviews in progress but no schemes implemented on site so far in 2023-24.
2	Traffic & Road Safety	Vehicle Activated Signs - maintenance and servicing (approx. 10 sites, district wide)	In progress. Orders to be placed with contractor.
3	Traffic & Road Safety	School Flashing Signs - maintenance and servicing (approx. 10 sites, district wide)	In progress. Orders to be placed with contractor.
4	Traffic & Road Safety	Various Roads, Hungerford - "Unsuitable for HGV" signs	Not started
5	Traffic & Road Safety	Nalder Hill junction with A4 nr Stockcross - "Unsuitable for HGV" signs	Not started
6	Traffic & Road Safety	Long Lane/Sulham Lane, Tilehurst - Deer warning signs	Not started
7	Traffic & Road Safety	Thatcham Library, direction signs	Not started
8	Projects	London Road Industrial Estate, Newbury directional signage for new site name.	On hold pending instruction from Economic Development Team
9	Traffic & Road Safety	A4/Henwick Lane, Thatcham - new cycleway direction sign	Not started
10	Traffic & Road Safety	A339/Monks Lane roundabout - corrections to road markings.	Not started
11	Traffic & Road Safety	Pigeons Farm Road, Greenham - parking bay amendments	Design done. Order to be placed with contractor.
12	Traffic & Road Safety	Cross Lane (Clappers Farm), Beech Hill - "Road liable to flooding" warning signs	Not started
13	Traffic & Road Safety	Station Road, Woolhampton/Wasing, Road Brimpton - "Migratory toads" warning sign	Not started
	Traffic Signals and Systems Upgrades		
1	ITS & Sustainable Travel	Shaw Road / Kiln Road, Newbury - Pedestrian Crossing replacement	Design in progress
2	ITS & Sustainable Travel	Lower Way / Derwent Close, Thatcham - Pedestrian Crossing replacement	Design in progress
3	ITS & Sustainable Travel	A4 / Beansheaf roundabout, Calcot - Pedestrian Crossing replacement	Design commissioned.
4	ITS & Sustainable Travel	Western Avenue, Newbury - Pedestrian Crossing replacement	On hold due to being affected by a wider Active Travel project
	Active Travel Infrastructure		
1	Projects	A4 Crown Mead, Thatcham (footway & cycleway)	Re-design in progress.
2	Projects	B4000 Stockcross to A4 junction (footway & cycleway)	Awaiting comment on design from Active Travel England
3	ITS & Sustainable Travel	A339 and Victoria Park, Newbury - signing improvements	Design in progress
4	ITS & Sustainable Travel	Theale-Calcot - M4 footbridge replacement feasibility study (in preparation for a future funding bid)	Consultants commissioned.
5	ITS & Sustainable Travel	A4, Speen - preliminary design of pedestrian and cycle improvements (in preparation for a future funding bid)	Consultants commissioned.
6	ITS & Sustainable Travel	A4 Newbury, near Newbury Manor Hotel - Improvement of footway & cycleway	Preliminary design complete. Land negotiations in progress
7	Traffic & Road Safety	Lawrences Lane, Thatcham - prohibition of motor vehicles - further measures to ensure compliance	Options under consideration
8	Traffic & Road Safety	Deadmans Lane, Theale - prohibition of motor vehicles - Experimental Traffic Order, signing and physical measures	Not started

Network Management Works Programme 2023-24			
Ref	Type of Activity / Lead Team	Project/Activity/Location	Current Status (July 2023)
School Safety Improvements			
1	Traffic & Road Safety	Skilman Drive, Thatcham - School Streets project for Francis Bailey Primary School	Traffic order being drafted. Preparations being made to go live September 2023.
2	Traffic & Road Safety	Royal Ave, Tilehurst - new Zebra Crossing (Calcot School Streets follow up project)	Design in progress
3	Traffic & Road Safety	Purchase and commissioning of camera equipment to enable enforcement of School Streets restrictions.	Procurement in progress.
4	Traffic & Road Safety	Enborne Primary School - extension of Zig Zag markings	Not started
Public Transport Infrastructure			
1	Various	Development of Bus Priority measures identified in BSIP	Ongoing (in partnership with Transport Services Team)
2	Projects	Three Firs Roundabout, Burghfield Common - ease radius to enable buses to get past without mounting the kerb	Design complete. Common land and utility processes ongoing.
Rechargeable Works			
1	Traffic & Road Safety	Access Protection Markings (estimated 10 per year, in response to applications from residents)	None implemented to date this financial year
2	Traffic & Road Safety	Third party funded schemes, eg tourist direction signs (estimated 10 per year in response to applications)	Two applications approved this financial year to date.
3	ITS & Sustainable Travel	Third party damage to Traffic Signals Equipment (estimated 3 per year)	One incident to date this financial year
Miscellaneous Traffic Regulation Orders			
1	Traffic & Road Safety	Parking Restrictions Reviews and Traffic Order consultations (district wide)	Reviews in progress and legal orders being drafted.
2	Traffic & Road Safety	Various locations in Newbury and Hungerford - Parking bays for Electric Vehicle charging (experimental order)	In progress.
3	Traffic & Road Safety	Englefield Road, Theale - no right turn into primary school	Not started
4	Traffic & Road Safety	A339, Greenham - temporary no right turn to be made permanent	Not started
5	Traffic & Road Safety	Ash Lane, Burghfield - restrictions associated with reconstruction of the ford	Not started
6	Traffic & Road Safety	Nalder Hill, Stockcross - revoke obsolete 3t weight limit	Not started
7	Traffic & Road Safety	Oxford St, Eddington, Hungerford - correct a historical discrepancy with the TRO and signing	Not started
8	Traffic & Road Safety	Winkworth Lane, Aldermaston - correct a historical discrepancy with the TRO and signing	Not started
9	Traffic & Road Safety	A338 Service Road, Hungerford - remove redundant bus gate	Not started
Traffic Signal Maintenance			
1	ITS & Sustainable Travel	Quarterly Maintenance Charges x 4 and ongoing monitoring of faults and contractor performance	Ongoing. 24 faults attended and fixed during April.
2	ITS & Sustainable Travel	Chargeable Maintenance/Repair (estimated 12 repair and maintenance orders over the year)	No repairs invoiced to date this financial year
Road Safety: Speed Management			
1	Traffic & Road Safety	Speed Data Collection: "Black Cat" surveys - average of up to 15 sites per month	Ongoing. 10 surveys during May 17 since April.
2	Traffic & Road Safety	Speed Intervention Programme - Community Speed Watch	Ongoing. 5 operations during May 8 since April
3	Traffic & Road Safety	SID machine loans to Parish Councils - approx. 2-4 per month	Ongoing. 0 loan during May 1 loaned since April
4	Traffic & Road Safety	Maintenance and operation of Parish Speed Management online portal	Ongoing.
Road Safety: Events and Campaigns			
1	Traffic & Road Safety	Supporting National Road Safety campaigns, eg Drink Driving, Seatbelts, Mobile Phone	Ad-hoc participation in campaigns
2	Traffic & Road Safety	Targeted road user campaigns, eg Young Drivers, Older Drivers, Motorcyclists, Horse riders	Ad-hoc participation in campaigns
3	Traffic & Road Safety	Maintenance, operation and promotion of School Safety online learning resource	Ongoing.
Road Safety: School Crossing Patrols			
1	Traffic & Road Safety	Ongoing management of the School Crossing Patrol Service	Ongoing.
2	Traffic & Road Safety	School Crossing Patrol - Purchase of new equipment for operatives	Ad-hoc purchase of consumable items
3	Traffic & Road Safety	School Crossing Patrol - New Site Assessments (approx. 3 new assessments per year)	No new sites assessed in 2023-24 to date.
4	Traffic & Road Safety	School Crossing Patrol - Risk Assessments of existing Sites (approx. 6 assessments per year)	No risk assessments carried out in 2023-24 to date.
Road Safety: Cycle training			
1	Traffic & Road Safety	New instructor training sessions, risk assessment of sites and cycle training admin.	Ongoing.
2	Traffic & Road Safety	Child Cycle Training - arrange Bikeability courses for approx. 260 children per month via schools	Ongoing. 596 courses arranged since 1st May
3	Traffic & Road Safety	Adult and Family Cycle Training - arrange public Bikeability courses, approx 10 per month	Ongoing.
4	Traffic & Road Safety	Maintenance and operation of cycle training online portal	Ongoing.

Network Management Works Programme 2023-24			
Ref	Type of Activity / Lead Team	Project/Activity/Location	Current Status (July 2023)
	<u>Traffic Regulation Orders for Special Events on the Highway</u>		
1	Traffic & Road Safety	Section 16A of the Road Traffic Regulation Act 1984 Programmed Temporary Orders (estimated 5 per year)	Separate order for 27 Coronation parties. Routine orders processed as required.
2	Traffic & Road Safety	Section 21 of the Police Town Clauses Act 1847 (i.e. Street Parties) (estimated 3 per year)	None in 2023-24 to date.
	<u>Licencing</u>		
1	Traffic & Road Safety	Assessment and issuing of pavement licences for tables and chairs on the highway (cafes, pubs etc.)	Majority of licences renewed annually in September.
2	Traffic & Road Safety	Vehicle Operators Licences - check applications and make representations to the Traffic Commissioner as necessary	Applications checked monthly. No cases active with the Traffic Commissioner.
3	ITS & Sustainable Travel	Assessment of sites for cable ducts to enable residents to charge EV using their own electricity supply	New application process to be launched following product trials
	<u>Assessments, Reports and Feasibility Work</u>		
1	Traffic & Road Safety	Assessment and development of new School Streets projects	Potential sites for 2024-25 identified.
2	Traffic & Road Safety	Ongoing accident investigation and monitoring following receipt of monthly collision data.	Ongoing
3	Traffic & Road Safety	Home to School Transport Assessments (approx 5 assessments per year)	None in 2023-24 to date.
4	Traffic & Road Safety	Enborne Primary School - assessment of footway extension.	Not started
5	Traffic & Road Safety	Ermin St, Lambourn Woodlands - Speed and safety assessment	Not started
6	Traffic & Road Safety	Roads around Thatcham Park School - safety assessment	Not started
7	Traffic & Road Safety	Churchward Walk area, Calcot - verge parking areas	Not started
8	ITS & Sustainable Travel	Lower Way, Thatcham - review of cycleway	Not started
9	Traffic & Road Safety	Red Lane, Aldermaston - review of weight limit and sign locations	Not started
10	ITS & Sustainable Travel	Hambridge Road, Newbury - assessment of traffic signal crossing	Not started
11	Traffic & Road Safety	Bradfield and Bradfield Southend, safety assessment and accident investigation	Not started
12	Traffic & Road Safety	Dorking Way, Holybrook - review of existing calming	Not started
13	Traffic & Road Safety	Thatcham Town Centre - Signing review requested by Thatcham Town Council (to include signage to/from station)	Not started
14	ITS & Sustainable Travel	Ongoing development of Local Cycling and Walking Improvement Plan (LCWIP)	Ongoing
15	ITS & Sustainable Travel	Purley to Pangbourne Active Travel Route	Report complete. To be recirculated to ward members for comment.
16	ITS & Sustainable Travel	Hermitage area - Extensions to the Eling Way	Feasibility work complete. Design in progress but construction planned for 2024-25.
17	ITS & Sustainable Travel	A4 Western Avenue, Newbury - Stage 2 concept design (footway & cycleway)	Surveys commissioned / undertaken to inform concept design
18	ITS & Sustainable Travel	Old Bath Road, Newbury - concept design (cycle improvements)	Surveys commissioned / undertaken, concept design in development
19	Projects	A339 near Howard Close, Newbury - Road Noise Assessment	Surveys commissioned. Results due June 2023.
20	ITS & Sustainable Travel	Upgrade the Traffic CCTV System	Not started
21	Traffic & Road Safety	Controlled Crossing Assessment - Chapel Hill, Tilehurst	Not started
22	Traffic & Road Safety	Lambourn and Eastbury Speed Limit Reduction Assessments	Not started
	<u>High Priority Reactive Work</u>		
1	Various	Produce reports in response to petitions.	4 responses in progress.
2	Various	Produce reports in response to Council motions	One response in progress.
	<u>Day to Day Reactive Work</u>		
1	All teams	Stakeholder correspondence, complaints and Freedom of Information Requests	Ongoing "business as usual"
2	All teams	Responses to stakeholders using the WDM and ELM systems	Ongoing "business as usual"

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Summary of Speed Limit Review 10th September 2021

Present	Councillor Graham Pask (GP) Councillor Alan Macro (AM) Chris Hulme TVP (CH) Gareth Dowding WBC (GD) Cheryl Evans WBC (CE) Graham Markham WBC (GMa) Councillor Andy Moore (AM) Councillor Geoff Mayes (GM)
Apologies	Councillor Graham Bridgman (comment sent over) Councillor Martha Vickers Newbury Town Council

Introduction (meeting started at 13:00)	
All the task group members introduced themselves to those attending the review. GP gave an overview of process for the speed limit review and roles of the Task Group. There was a recap of the last meetings minutes and a brief update on the items discussed at the previous meeting.	
Speed Limit Requests	
Kirtons Farm Road 30 mph request	
Attendees	Councillor Geoff Mayes
Discussion	<p>GD introduced the site and explained the back ground behind this application which was associated with the construction of the New Green Park Railway Station and the need for an emergency only passenger escape route from the train platform to the existing Kirtons Farm Road bridge for the safe evacuation of passengers in case of fire at the station.</p> <p>Due to existing barrier design and available verge widths it would be necessary to reduce the current national speed limit over the bridge to 30 mph to provide appropriate safety zones between vehicles and passengers if they needed to use this emergency only escape route.</p> <p>Video footage of the bridge in both directions was shown and a plan showing the proposed start/finish points of the proposed speed reduction also presented.</p> <p>The site is at the junction of where Reading Borough Council and Wokingham Borough Council tie in with West Berks so although the majority of the work is actually within Reading we are taking the lead as the bridge is within West Berks.</p> <p>Cllr Graham Bridgman confirm prior to the meeting that he had no comments to make about this proposal.</p>
Recommendation	30 mph speed reduction recommended Action – Recommend adding to the Minor Works programme forward plan for 2022/2023 for implementation subject to ID approval.

Summary of Speed Limit Review 10th September 2021

2. Argyle Road, Hampton Road Derby Road and Rectory Close 20 mph limit request	
Attendees	Cllr Andy Moore
Discussion	<p>GD presented the request and explained that it had come from the residents of Argyle Road, Hampton Road, Derby Road and Rectory Close via Andy Moore their local Councillor.</p> <p>A brief summary of the local area was given and the results of a speed survey for Argyle Road was presented.</p> <p>Video footage of the roads in question (including Rectory Close) was presented.</p> <p>AM presented his comments to the group and ask for them to consider reducing the speed limit to 20 mph on all 4 roads as it would help provide a quieter and safer environment for those wishing to cycle and walk along and between these roads especially as not only is there now a play park off Hampton Road but a recently installed cycle route from Derby Road along Argyle Road to help avoid the busy Pound Street junction.</p> <p>Discussions were had over it would be appropriate to include the Pound Street junction with Newtown Road and Bartholomew Street as well but this was dismissed following a brief discussion involving Chris Hulme and GD.</p> <p>It was confirmed that merit could be seen for reducing the speed along these roads apart from Rectory Close which didn't have any speed evidence to support a for or against.</p>
Recommendation	<p>Argyle Road, Hampton Road and Derby Road to be recommended for a speed reduction to 20 mph. Rectory Close to be surveyed and the results of that speed survey to be discussed at a later date to determine a recommendation.</p> <p>Action: Argyle Road, Hampton Road and Derby Road to be added to the Minor Works future Programme for 2022/23 for implementation of speed limit reduction to 20 mph subject to ID approval.</p> <p>Rectory Road to be speed surveyed and results presented at later date for discussion.</p> <p>Post meeting note Rectory Close surveyed and a further meeting will be held.</p>
3. Meadow Way and Crown Lane (including Blossom Lane) reduction to 20 mph	
Attendees	Councillor Alan Macro
Discussion	<p>As the ward member is part of the SLR Task Group it was not considered necessary to go through the description of the roads being brought forward.</p> <p>Meadow Way was the first to be considered and the video of the road was presented.</p> <p>Speed survey data was then given together with a brief outline of any issues such as recorded accidents in that area.</p> <p>It was carefully considered as to whether the road was self-enforcing which is one of the main criteria of TVP and something Chris Hulme</p>

Summary of Speed Limit Review 10th September 2021

	<p>was very vocal on as without being self-enforcing there would be every chance speeds would be in excess of the proposed 20 mph and would be unlikely to get Police enforcement.</p> <p>The speed data survey confirmed the speed recorded along Meadow Way were within the criteria for a 20 mph speed limit without additional enforcement features and was therefore self-enforcing.</p> <p>Crown Lane was then considered and video footage shown of along its entire length all the way to the end of Blossom Lane.</p> <p>Again the question of self-enforcing was considered and again evidence via the speed survey data proved it was.</p> <p>Questions were asked about the need to impose a 20 at the far end as it would involve repeater signage along a narrow section of lane with very little available verge for this signage but agreed it was likely some space could be found.</p>
Recommendation	<p>Reduction to 20 mph recommended for both roads along their entire lengths.</p> <p>Action Both roads to be added to the Minor Works future Programme for 2022/23 subject to ID approval..</p>
<p>4. The Green Theale extension of existing 30mph through to the A4/A340 roundabout junction</p>	
Attendees	Councillor Alan Macro
Discussion	<p>GD presented the proposal outlining that approval for future housing on both sides of The Green at this location had prompted this request. There would be circa 100 new properties on the North side of The Green between Deadman's Lane and the A4/A340 junction and circa 330 properties on the South side as part of the Lake side development. When all these properties are completed it will alter the street scene of this length of carriageway and justification could be seen for extending the 30 to the A4/A340 junction but at present no justification could be seen.</p> <p>Speed survey data confirmed traffic was travelling at appropriate speeds for this length of existing 40mph and there were no accident issues either associated with this road.</p> <p>CH mentioned that else where in Oxfordshire 40 mphis used a lot where new housing estates are constructed straight off national speed limit roads and that The Green would therefore be no different.</p> <p>It was then discussed that perhaps the compromise was a 30/40 mph limit change near to the entrance to The Lake side development and although it would mean a short length of 40 mph from the A4/A340 roundabout junction and then a 30 mph this would at least reduce traffic speeds pass the housing developments whilst still allowing a 40 mph along The Green straight off a national speed limit and would hopefully be observed appropriately.</p>
Recommendation	<p>It was recommended that the existing 30 mph limit would be extend out to the junction of The Lakeside development and the existing 40 mph would be reduced accordingly.</p>

Summary of Speed Limit Review 10th September 2021

	Action. The proposal would be added to the Minor Works future programme for 2022/23 for implementation subject to ID approval.
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AOB	none
Next Meeting (To be confirmed)	
Meeting closes at 15:00	

Note: This is a summary of the Speed Limit Review meeting

Summary of Speed Limit Review 4th May 2022

Present Councillor Graham Pask (GP)
 Councillor Alan Macro (AM)
 Chris Hulme TVP (CH)
 David Edmond TVP (DE)
 Gareth Dowding WBC (GD)
 Councillor Tony Vickers (TV)
 Councillor David Marsh (DM)

Apologies

Introduction (meeting started at 09:30)	
All the task group members introduced themselves to those attending the review. GP gave an overview of process for the speed limit review and roles of the Task Group. There was a recap of the last meetings minutes and a brief update on the items discussed at the previous meeting.	
Speed Limit Requests	
Old Newtown Road 20 mph request	
Attendees	ALL
Discussion	<p>GD introduced the site and explained the back ground behind this application which was the result of a result from Councillor Marsh following requests from existing residents along Old Newtown Road.</p> <p>Video footage of the road in both directions was shown and a plan showing the proposed start/finish points of the proposed speed reduction also presented.</p> <p>The results of a speed survey were also presented and explained with traffic speeds shown to be as low as 17/18 mph at times and as high as 22/25 mph at quiet times such as night time and early morning. Vehicle volumes were recorded as between 288 and 492 vehicles per day (24 hour period)</p> <p>As the location of the site was well known to very one the debate into the proposal started with Cllr Marsh giving his reasons for the request.</p> <p>Main points raised by Cllr Marsh included congestion at school drop off/pick up, lack of footways/narrow footways, occasional speeding motorist outside of school times and parked cars and complaints from residents who heard and saw motorists apparently speeding pass their properties.</p> <p>David Edmond and Chris Hulme both commented that although recorded speeds were within the threshold for a 20 mph limit it wasn't appropriate for a 20 in this location for several reasons such as too short a distance, was already self-regulating and the main concern appeared to be non-speed related but more about a lack of facilities such as footways and therefore wouldn't be supported by TVP for those reasons and that perhaps attention should be given to improving facilities such as footways.</p>

Summary of Speed Limit Review 4th May 2022

	<p>Cllr Graham Pask and Alan Macro then commented on the proposal and agreed with the recommendation of the Police and Officers but asked for further comments from the panel. Cllr Tony Vickers in addressing the panel concluded along the same lines as the police and the Chairman/Vice Chairman</p> <p>As the debate concluded it was agreed that further enhancements of the existing signage, lining and footway facilities would be looked at separately and a site meeting arranged</p>
Recommendation	20 mph speed reduction not recommended separate meeting to discuss enhancements to be arranged. (note meeting held 17/05/22 and items discussed and will be worked upon)
2. Compton 20 MPH follow up	
Attendees	All
Discussion	<p>GD reported that unfortunately it appeared that T&RS hadn't followed up on an item agreed at a previous SLR back in 2017 and that the ID for a 20 mph speed limit in Compton hadn't happened.</p> <p>GD wanted the panel's agreement to continue with the ID for this 20 mph limit in Station Road.</p>
Recommendation	Continue as originally agreed
AOB	The Task Group thanked Chris Hulme for his assistance over the years and wished him well in his new role within TVP and welcomed David Edmond to the Group.
Next Meeting (To be confirmed)	
Meeting closes at 10:30	

Note: This is a summary of the Speed Limit Review meeting

Parking Review Amendment 32

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	20 July 2023
Portfolio Member:	Councillor Denise Gaines
Report Author:	Gareth Dowding
Forward Plan Ref:	ID4339

1 Purpose of the Report

To inform the Executive Member for Highways, Housing and Sustainable Travel of the responses received during the statutory consultation on the review and introduction of waiting restrictions on High Street Streatley and to seek approval of officer recommendations.

2 Recommendation

That the Executive Member for Highways, Housing and Sustainable Travel approves the proposals as set out in Section 6 of this report.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	The implementation of the physical works would be funded from existing Capital budgets as part of the Network Management team’s Minor Works Programme for 2023-24.
Human Resource:	None arising from this report.
Legal:	Sealing of the Traffic Regulation Order would be undertaken by the Legal Services team.
Risk Management:	If implemented the project will be managed in accordance with the Environment Department’s approach to risk management.

Property:	None arising from this report.			
Policy:	The consultation was in accordance with the Council's consultation procedure.			
	Positive	Neutral	Negative	Commentary
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		N/A
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		X		N/A
Environmental Impact:		X		N/A
Health Impact:		X		N/A
ICT Impact:		X		N/A
Digital Services Impact:		X		N/A
Council Strategy Priorities:		X		N/A
Core Business:		X		N/A

Data Impact:		X		N/A
Consultation and Engagement:	Local stakeholders, statutory consultees and road users were consulted on the proposals by way of statutory advertisement, Street Notices and online consultation.			

4 Executive Summary

- 4.1 The purpose of the report is to inform the Executive Member for Highways, Housing and Sustainable Travel of the responses received during the statutory consultation on the review and introduction of waiting restrictions on High Street Streatley and to seek approval of officer recommendations.
- 4.2 Objections and support for the proposals were received. This report summarises the responses and makes recommendations to the Executive Member on what should be implemented as a result of this consultation. .

5 Introduction/Background

Introduction

- 5.1 The West Berkshire Clear Streets Strategy is the basis on which parking in the main towns and villages has been formally reviewed. When Decriminalised Parking Enforcement was adopted in April 2009 the principal Consolidation Traffic Regulation Order (TRO) was made which identified all on-street parking restrictions across the district. When inconsiderate dangerous or obstructive parking is raised as a concern at individual locations across the district these are now prioritised and investigated within a district-wide parking scheme and amendments made to the principal TRO.
- 5.2 Parking Review Amendment 32 was proposed in support of a request by Streatley Parish Council and the Ward Member at that time to address congestion and obstruction issues on High Street Streatley following a village-wide parking survey undertaken by the Parish Council in February 2022.

Background

- 5.3 High Street, Streatley is one of the main links across the River Thames and is a continuation of the B4000 linking traffic between Streatley and Goring-on-Thames. It extends for approximately 300 metres from the River Thames westwards towards the crossroads with the A329 and can experience significant levels of traffic at peak periods. Several of the historic properties fronting High Street have no off-street parking facilities for residents and as a consequence the on-street parking can introduce regular, short-term obstruction problems for through traffic.
- 5.4 Streatley Parish Council undertook a parking survey in February 2022 to gauge the level of support from villagers on five separate Options to address this congestion and obstruction issue. Letters were distributed to 430 homes in the Parish detailing the background and asking for 2 preferences to be chosen from their list so that responses

could be analysed and the result submitted to West Berkshire Council to formally proceed with a TRO proposal as part of the statutory process.

- 5.5 The Parish survey received a 52% return from the letter drop, with 456 individual responses submitted by residents. Of the 456 responses received, Option 4 to introduce “Daytime 14/15 parking spaces for residents only (precise locations to be determined but would create larger passing places.” was a clear favourite as the preferred first choice, with 255 respondents in favour and the next preferred Option of creating a new Meadow Car Park having 72 in favour.
- 5.6 On this basis the Parish Council and Ward Member at that time requested that a scheme involving Resident Permit parking be drawn up and taken to statutory advertisement.
- 5.7 The proposals were detailed in Consultation Parking plan BK19. A copy of the advertised TRO and plan are included at Appendix A.
- 5.8 The statutory consultation and advertisement of the agreed proposals was undertaken between 02 and 23 March 2023.

Responses to Statutory Consultation

- 5.9 At the end of the statutory consultation period a total of 43 responses had been received, including comments from Thames Valley Police who indicated they had No Objection. A letter signed by six residents of High Street was also submitted, which detailed numerous objections to the proposals.
- 5.10 There were 27 responses indicating support for the proposals, 22 of which were from residents of Goring-on-Thames, many of which asked that the white line Access Protection Markings across the three driveways on High Street also be widened significantly to provide ‘informal passing places’ for through traffic in periods of congestion.
- 5.11 3 responses gave no direction on whether they were supportive or wished to object and either suggested additional restrictions which were not part of the scheme or suggested the proposals would not change anything.
- 5.12 There were 12 objections received, 9 of which were from residents who provided home addresses on High Street. One of the objectors considered that the proposals didn’t go far enough and all parking should be removed from High Street. .
- 5.13 Objectors’ comments included:
 - (a) The proposal for Resident Parking Permits would benefit nobody and would have no effect on traffic flow or safety as the number of parking spaces was not being reduced significantly, but spaces were instead being converted to Permit Parking under the proposal.
 - (b) The proposed permit scheme was unwanted, unaffordable by some residents and enforcement would be very limited, leaving any permit restriction open to continual abuse and would be unfair for those who were eligible for permits and chose to opt into the scheme if introduced.

- (c) The proposal is based entirely on a Parish Council survey which is considered flawed as the views of High Street residents with no off-street parking and who would be directly impacted by the proposal, were not properly consulted prior to the survey questions being decided and there has been no opportunity for their responses to be fully considered or given the higher priority they deserve.
- (d) Larger households with multiple car ownership and off-street parking for only one or two vehicles would not qualify for any permits and this is unfair on a street where competition for a smaller area of unrestricted space would then be significant as a result of visitors to the Swan Hotel parking on-street .
- (e) The decision to provide Permit Parking for just 14 vehicles seems arbitrary and questionable.
- (f) If parking is removed traffic speeds will increase and road safety will be compromised in a location where historic properties were built close to the carriageway with narrow footways.
- (g) The congestion problems on High Street are relatively short term and should be expected at times of peak traffic. More recently there have been building works taking place on High Street properties and repairs to the carriageway, both of which have exacerbated obstruction for traffic due to builders vans and Highways vehicles, but this is a temporary situation and should not influence a long term decision to introduce parking restrictions.
- (h) Included amongst the objection from The Swan at Streatley Hotel was an offer to provide dedicated and policed residents' parking to the High Street residents, along with electric vehicle charging points as part of an extended parking scheme in the hotel grounds, as was proposed to the Parish Council on 8 February 2022.

5.14 The majority of the objectors did indicate that, while they opposed the proposal for Permit Parking, they were supportive of the proposal to extend the 'No Waiting At Any Time' double yellow line restriction up to the entrance for Little Falklands in an effort to relieve some of the obstruction problems.

Officer's comments

5.15 The Parish Council and previous Ward Member have for some time requested that obstruction and congestion issues on High Street be addressed. Our remit in Network Management is to consider parking restrictions which will improve road safety and reduce congestion, but we also have to take into consideration the needs and wishes of local residents where possible, especially those who may have no alternative off-street parking space available to them. There is no absolute right to park on the public highway but it is an accepted modern day practise and is allowed where it can be accommodated.

5.16 When Whitchurch Toll Bridge was closed for repair for several months in 2014 the High Street formed part of the diversion route and parking was prohibited during the day for the majority of it's length to take into account the additional traffic that was expected on this route. Once the bridge was repaired the restriction was removed and parking has remained unrestricted since that time.

- 5.17 The Parish Council's parking survey has provided an opportunity through the formal statutory process to reconsider whether parking restrictions are justified and would be welcomed by local residents.
- 5.18 There are approximately 35 properties located on or adjacent to the High Street, the majority of which have some form of off-street parking available to them and therefore may not be eligible for a permit if a scheme was to be introduced. Of the remainder there would seem to be from an initial inspection of parking provision approximately 10 properties with no off-street parking. Six of those properties are owned by the residents who signed the multi-signature letter strongly objecting to the permit parking proposals.
- 5.19 The level of objection from High Street residents, with none indicating any support, and those that have responded indicating they would not be willing to purchase a permit, makes it difficult to justify forcing a permit regime on residents and creating a new Parking Zone for such potentially very small numbers of residents willing to opt in.
- 5.20 The concerns raised by some residents regarding limited enforcement is also difficult to argue against given the position of Streatley towards the outer edge of our district and the limited enforcement resource available in the Parking team. Any Permit scheme where residents are expected to pay for their permits should only be introduced if there is a realistic chance of regular enforcement, otherwise the parking bays can become subject to abuse, will be an enforcement burden for the Parking team and unfair to those residents who may in good faith have opted into a Permit scheme.

6 Proposals

- 6.1 Given the above objections it is proposed that the Permit Holders Only 8am – 6pm restriction be omitted from the scheme and that the length of the existing Access Protection Markings be reviewed for extending to help create longer informal passing places.
- 6.2 That the proposed 'No Waiting At Any Time' double yellow line proposal be introduced as advertised.
- 6.3 That the respondents to the statutory consultation be informed accordingly.
- 6.4 That the parking scheme be monitored so that any parking displacement can be addressed as part of a future scheme.

7 Other options considered

- 7.1 An option for consideration is to disregard the objections from residents of High Street and to introduce the Permit Holders Only 8am-6pm restriction as advertised. This would be supported by the majority of the non-resident respondents and the Parish Council. If the residents who indicated their objection do not apply for permits as stated, or if the numbers who are eligible is very small, then it may result in the new parking bay initially mostly being clear of parked vehicles during the day and may resolve the peak traffic congestion and obstruction complaints. It's also possible however that the small number of eligible residents do ultimately purchase permits, together with visitor permits and the new Permit Zone parking bays may fill up with permitted vehicles and the congestion

and obstruction issues will not have resolved at all. On balance we would however favour giving priority to the views of the residents who have objected to the proposals.

8 Conclusion

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

9 Appendices

9.1 Appendix A

- Proposed Traffic Regulation Order – WBDC (Prohibition and Restriction of Waiting and Loading, Parking Places and Residents’ Parking (Consolidation) Order 209 (Amendment 32) Order 202[] Consultation parking plan – BK19

Background Papers:

Consultation Parking Plan BK19

Subject to Call-In:

Yes: No:

The item is due to be referred to Council for final approval

Delays in implementation could have serious financial implications for the Council

Delays in implementation could compromise the Council's position

Considered or reviewed by Scrutiny Commission or associated Committees or Task Groups within preceding six months

Item is Urgent Key Decision

Report is to note only

Wards affected: Basildon

Officer details:

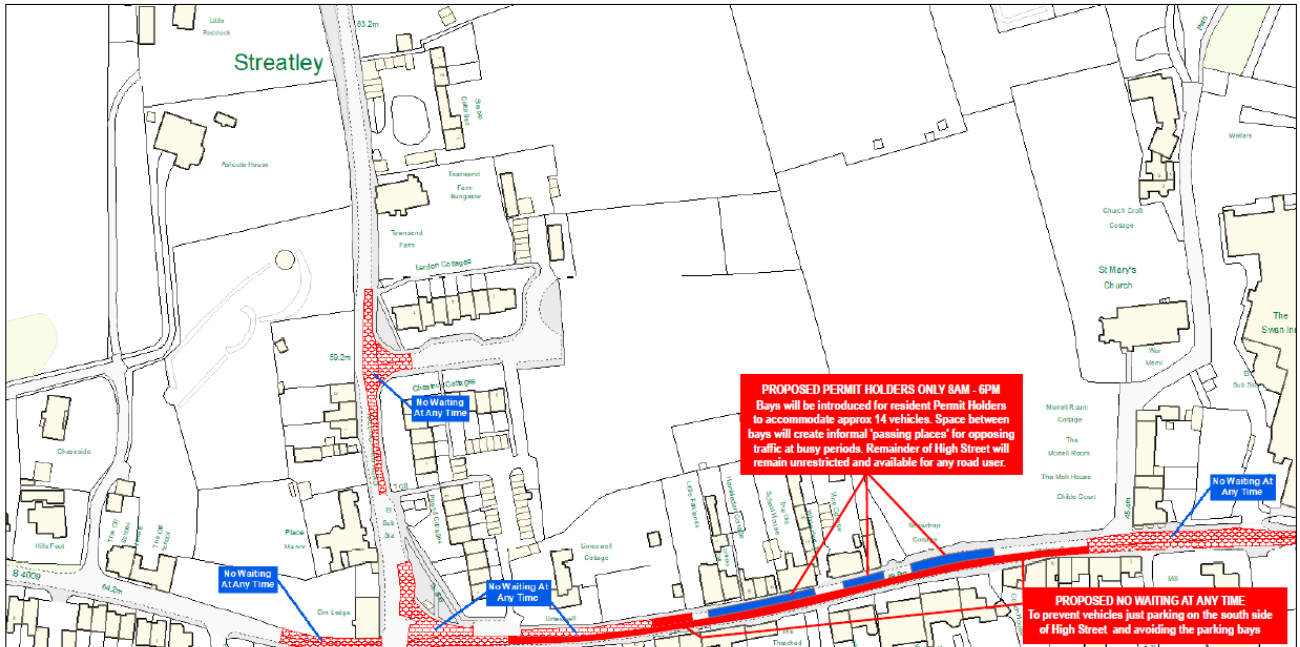
Name: Gareth Dowding
Job Title: Principal Engineer
Tel No: 01635 519226
E-mail: gareth.dowding@westberks.gov.uk

Consultation parking plan – BK19

SHEET REVISION NUMBER - 3

AREA CODE: BK 19

CONSULTATION PLAN



PROPOSED WAITING RESTRICTIONS
PARKING SCHEME AMENDMENT 32

HIGH STREET, STREATLEY



All areas over which the provisions of the orders apply are defined by the shaded areas as shown on the following plans plus a contiguous area not indicated on the plans of verge and/or footway between the carriage-way edge and the highway boundary.
This tile may be subject to temporary traffic regulation orders which are not shown



West Berkshire District Council
Council Offices
Market Street
Newbury, RG14 5LD



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Parking Review Amendment 33

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	20 July 2023
Portfolio Member:	Councillor Denise Gaines
Report Author:	Gareth Dowding
Forward Plan Ref:	ID4338

1 Purpose of the Report

To inform the Executive Member for Highways, Housing and Sustainable Travel of the responses received during the statutory consultation on the review and introduction of waiting restrictions on Station Road Newbury and to seek approval of officer recommendations.

2 Recommendation

That the Executive Member for Highways, Housing and Sustainable Travel approves the proposals as set out in Section 6 of this report.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	The implementation of the physical works would be funded from existing Capital budgets as part of the Network Management team’s Minor Works Programme for 2023-24.
Human Resource:	None arising from this report.
Legal:	Sealing of the Traffic Regulation Order would be undertaken by the Legal Services team.
Risk Management:	If implemented the project will be managed in accordance with the Environment Department’s approach to risk management.

Property:	None arising from this report.			
Policy:	The consultation was in accordance with the Council's consultation procedure.			
	Positive	Neutral	Negative	Commentary
Equalities Impact:				
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		N/A
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?		X		N/A
Environmental Impact:		X		N/A
Health Impact:		X		N/A
ICT Impact:		X		N/A
Digital Services Impact:		X		N/A
Council Strategy Priorities:		X		N/A
Core Business:		X		N/A

Data Impact:		X		N/A
Consultation and Engagement:	Local stakeholders, statutory consultees and road users were consulted on the proposals by way of statutory advertisement, Street Notices and online consultation.			

4 Executive Summary

- 4.1 The purpose of the report is to inform the Executive Member for Highways, Housing and Sustainable Travel of the responses received during the statutory consultation on the review and introduction of waiting restrictions on Station Road Newbury and to seek approval of officer recommendations.
- 4.2 Objections for the proposals were received. This report summarises the responses and makes recommendations to the Executive Member on what should be implemented as a result of this consultation.

5 Introduction/Background

Introduction

- 5.1 The West Berkshire Clear Streets Strategy is the basis on which parking in the main towns and villages has been formally reviewed. When Decriminalised Parking Enforcement was adopted in April 2009 the principal Consolidation Traffic Regulation Order (TRO) was made which identified all on-street parking restrictions across the district. When inconsiderate dangerous or obstructive parking is raised as a concern at individual locations across the district these are now prioritised and investigated within a district-wide parking scheme and amendments made to the principal TRO.
- 5.2 Parking Review Amendment 33 was proposed in support of the Station Road project which is improving the area to the south of Newbury Railway Station and is part of a wider scheme of improvements around Newbury Station. This wider scheme has benefitted from Local Growth Deal funding following a successful bid to the Thames Valley Berkshire LEP developed jointly by the Council and GWR.

Background

- 5.3 West Berkshire Council undertook a highway improvement scheme within Station Road to improve and upgrade the highway. The project commenced in September 2022 and the works included:
 - Complete carriageway reconstruction throughout Station Road.
 - New pedestrian forecourt area outside the station building.
 - Footway resurfacing and new kerbing throughout.
 - Two new pedestrian crossing points to allow users easier access to the station.

- Entirely new water drainage system
- Replacement of all street lighting with Station Road

- 5.4 As a consequence of these works the previous parking restrictions were no longer enforceable due to the changed layout of kerblines and other reference points and so new parking restrictions were proposed.
- 5.5 The proposals were detailed in Consultation Parking plan AM76. A copy of the advertised TRO and plan are included at Appendix A
- 5.6 The statutory consultation and advertisement of the agreed proposals was undertaken between 02 and 23 March 2023.

Responses to Statutory Consultation

- 5.7 At the end of the statutory consultation period a total of nine responses had been received, including comments from Newbury Town Council and from Thames Valley Police who indicated they had No Objection
- 5.8 Newbury Town Council requested that the parking proposals should be for 30 minutes, that the disabled spaces be retained and they considered that the proposed parking restrictions did not meet the aim of encouraging greater use of public transport.
- 5.9 Six of the responses objected to the lack of a convenient Drop Off/Pick up facility, with other comments from respondents seemingly misinterpreting an article from an online local news website that reported only buses and taxis would be able to access Station Road
- 5.10 Comments also included objections to the introduction of a PaybyPhone only regime in Station Road.

Officer's comments

- 5.11 The on-street parking bays on Station Road are located in a prime position for the convenience of rail commuters wishing to park all day and have historically provided a useful revenue stream. Amending the parking restrictions to allow free parking for 30 minutes will have a financial impact with lost revenue and will very likely result in the bays being significantly under-used during the day, with peak use generally only being the early morning rush and evening return of commuters. This is not best use of a valuable public asset and prime parking spaces. Free parking for up to 2 hours is already available within 100m of the station in Catherine Road and within 150m on Link Road and this should meet the needs of drivers waiting to collect or drop off commuters.
- 5.12 In addition to the 2 hour parking bays on Link and Catherine Roads there will be a new 'DROP-OFF' facility indicated by road marking on the north side of Station Road in the area between the taxi rank and new bus stops. This length of kerb is subject to double yellow line 'No Waiting At Any Time' restrictions, however the permitted exemptions that apply nationally to yellow lines allow drivers to stop for as long as is necessary to enable passengers to board or alight.

- 5.13 With regard to the lack of a disabled parking bay, the scheme was designed as part of a wider development on both sides of the station. Within that wider scheme there are 17 spaces allocated for Blue Badge Holders between Monday and Friday and 24 spaces at weekends. This is far more than previously available in the area. In addition Great Western Railway will also be providing a number of disabled parking bays within their car parks. It is however acknowledged that the advertised parking scheme did not include disabled parking bays on the south side of the station. Within the framework of the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 [LATOR] it is permitted to revise the design of a TRO following consultation provided that any amendment made based on objections does not extend the restrictions of an original proposal. This provision would allow a disabled facility to be introduced in place of an advertised parking bays without need to re-consult. .
- 5.14 Regarding the objections to the perceived introduction of PaybyPhone only for the on-street parking bays in Station Road, this system has been in place on Station Road for over ten years. In 2018 the ticket machines were removed as a cost saving measure as the majority of commuters at that time only used the mobile phone App and very little cash was needing to be collected from the machines. At that stage 80-90% of all transactions for the parking bays fronting the station and within Station Road were made via the mobile phone app (PaybyPhone). For those commuters reluctant to move to payment using an app there are ticket machines accepting cash within a short walk in Catherine Road and Link Road.

6 Proposals

- 6.1 Given the comments about the lack of disabled parking facility within the Station Road scheme it is proposed, under the terms of LATOR, to amend the advertised parking restriction for the first two bays located on the south side of Station Road just east of the footway link to Catherine Road to a parking restriction for Blue Badge Holders Only
- 6.2 That the remainder of the scheme be introduced as advertised
- 6.3 That the respondents to the statutory consultation be informed accordingly.
- 6.4 That the parking scheme be monitored so that any parking displacement can be addressed as part of a future scheme.

7 Other options considered

- 7.1 None

8 Conclusion

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

9 Appendices

9.1 Appendix A

- Proposed Traffic Regulation Order – WBDC (Prohibition and Restriction of Waiting and Loading, Parking Places and Residents’ Parking (Consolidation) Order 209 (Amendment 33) Order 202[] Consultation parking plan – AM76

Background Papers:

Consultation Parking Plan AM76

Subject to Call-In:

Yes: No:

- The item is due to be referred to Council for final approval
- Delays in implementation could have serious financial implications for the Council
- Delays in implementation could compromise the Council’s position
- Considered or reviewed by Scrutiny Commission or associated Committees or Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

Wards affected: Newbury Central

Officer details:

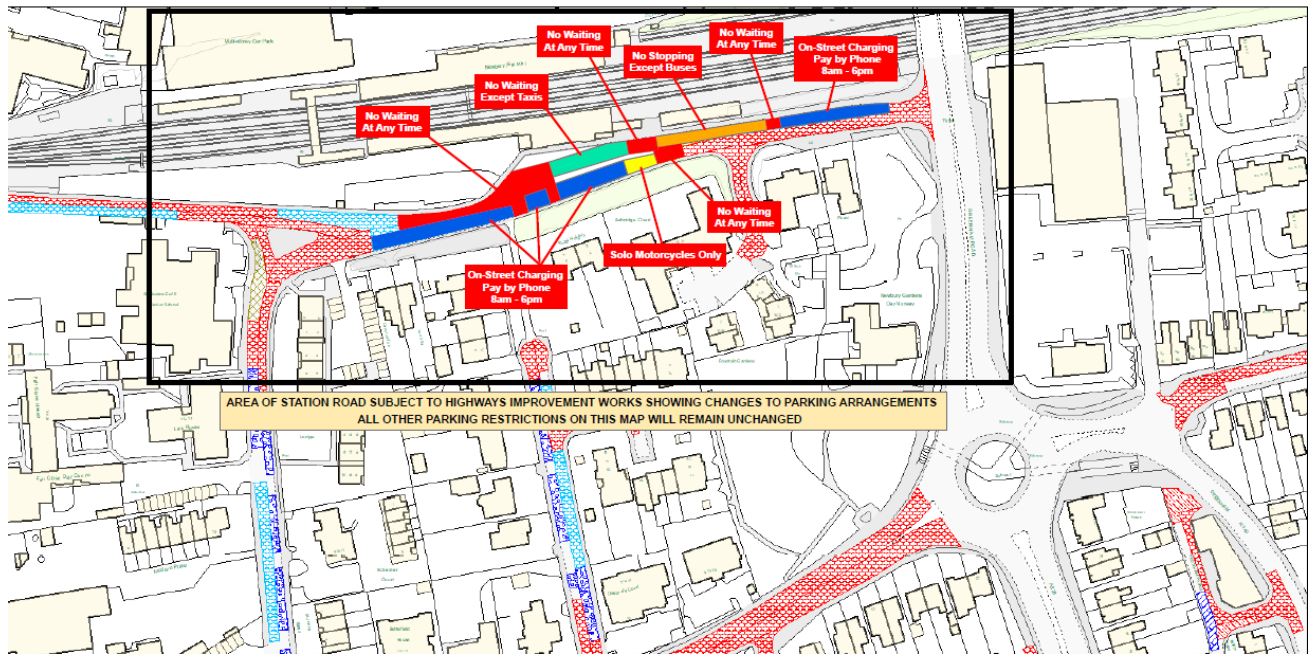
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Consultation parking plan – AM76

SHEET REVISION NUMBER - 9

AREA CODE: AM 76

CONSULTATION PLAN



PROPOSED PARKING RESTRICTIONS
PARKING SCHEME AMENDMENT 33

STATION ROAD, NEWBURY



All areas over which the provisions of the orders apply are defined by the shaded areas as shown on the following plans plus a contiguous area not indicated on the plans of verge and/or footway between the carriageway edge and the highway boundary.
This title may be subject to temporary traffic regulation orders which are not shown



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Council Offices
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