

**MINUTES OF A MEETING OF THE
HIGHWAYS CONSULTATIVE BOARD
HELD ON 9 JANUARY 2006 FROM 7.00PM TO 9.42PM**

Present:- David Chopping, UllaKarin Clark, Annette Drake, Norman Gould, Jenny Lissaman, and Stuart Munro.

Also present:- Stephen Conway, Coling Lawley, Christopher Schutz and Rob Stanton.

Parish Councillors present:- Nigel Anker (Swallowfield Parish Council), Janet Harlin (Clerk of Winnersh Parish Council), John Heggadon (Shinfield Parish Council), Pauline Jorgensen (Earley Town Council), Angela King (Swallowfield Parish Council) and Paul Reilly (Sonning Parish Council).

Officers present:- Rhoda Barnet (Consultant,) Rebecca Walkley (Countryside Services Officer), Stephen Rowan (Senior Democratic Services Officer), Kate Fuller (Team Leader Traffic Management and Road Safety), Chris Fuller (Mouchel Parkman) and Tony Street (Special Projects Engineer).

PART 1

33 MINUTES

The Minutes of the meeting of the Committee held on 31 October 2005 were confirmed as a correct record and signed by the Chairman.

34 APOLOGIES

There were no apologies for absence.

35 DECLARATIONS OF INTEREST

There were no declarations of interest.

36 PUBLIC QUESTION TIME

In the absence of Ms Lucy Heys, the following question was deemed to be put to the Chairman of the Highways Consultative Board in accordance with the agreed procedure: -

QUESTION

"Would the Chairman advise me of any action that he intends to take to reduce the speed of the traffic on Headley Road East (particularly the end section up to the roundabout) as currently most of the traffic is travelling at a dangerous speed putting pedestrians in danger."

ANSWER

I sympathise with your concerns, it can often feel daunting to be next to a busy road like Headley Road East because of the speed and proximity of vehicles. An investigation has been undertaken into the concerns you have raised.

When assessing speed limits, the Department for Transport criteria tells us to measure the speed at which 85% of vehicles are travelling, this is known as the 85th percentile speed and should be within 7mph of the speed limit.

A speed survey undertaken between 10th November – 16th November 2005 has indicated an average 85th percentile speed of 38.4mph, this is rather high for a 30mph speed limit and as such, I have asked officers to contact Thames Valley Police and request a greater level of speed enforcement in the road.

The road will also be added to the list for future assessment of Vehicle Activated Signs.

37 MEMBER QUESTION TIME

In accordance with the agreed procedure Rob Stanton asked the Chairman of the Highways Consultative Board the following question:-

QUESTION

“Over the past 18 months we have been discussing the need to install a Vehicle Activated Sign (VAS) speed control unit along Sandhurst Road, Finchampstead in what is a very dangerous road where speeding traffic is endemic.

At a meeting earlier this year, it was agreed a further review would be undertaken due to some concern about the installation. Chairman, this is a road that has four deaths recorded in the recent past, continues to allow very excessive speeds and needs action taken.

Can you please update me on the ongoing investigation and when we might expect some renewed recommendations?”

ANSWER

Thank you for your question.

A321 Sandhurst Road is being assessed for possible inclusion in the VAS programme for 2006/2007. If it meets criteria, it will be added to other items in the Capital Programme for funding.

I am hopeful that next financial year's capital programme will be finalised by March 2006.

Rob Stanton then asked the Chairman the following supplementary question: -

QUESTION

Thank you, following some recent debate it is evident that the VAS sign in Finchampstead Road has been located incorrectly and has had little impact. Could consideration be given to moving the sign into Sandhurst Road where it would have more effect?

ANSWER

The sign could only be moved if the message that it displayed was relevant to the proposed new site. All VAS signs are being monitored for their impact and effectiveness and no locations are set in stone. I will arrange for your proposal to move the Finchampstead Road sign to be looked into.

38 MODIFICATION APPLICATION FOR A PUBLIC RIGHT OF WAY IN HURST PARISH

The Consultative Board considered a modification application from St Nicholas Hurst Parish Council for the recognition of a public right of way running from A321 Wokingham Road, Hurst to the junction of Bridleway 10 and Byway 11 Hurst (known as RUPP 11 Hurst at that time and reclassified in March 1991) as shown on a drawing within the report.

Wendy Tobbitt, of Hurst Village Society, spoke against the application, in particular highlighting the possibility of the route being used by commercial vehicles to access sites adjacent to the route that had recently been granted planning permission.

Annette Drake, Ward Member for Hurst, addressed the Consultative Board and amplified the concerns of Wendy Tobbitt that the route could be used inappropriately by commercial vehicles and suggested that the Development Control Manager be approached to ensure that suitable conditions are attached to planning permissions granted to sites adjacent to the route.

The Authority's consultant, Rhoda Barnet, informed Members that the application had been correctly made. Members also heard that the user evidence provided gave rise to the presumption that route had been dedicated as a public footpath and that no evidence had been provided to rebut the inference that the claimed route was a public vehicular highway. The Board was further informed that evidence had been discovered that made it reasonable to allege that the claimed route was a byway open to all traffic and that a modification order should be made under Sections 53(2)(b) and 53(3)(c)(i) of the Wildlife & Countryside Act 1981.

The Board was further informed that the claimed route could be subject to Traffic Regulation Orders once it had been dedicated as a byway open to all traffic.

Following discussion by Members of the Consultative Board it was

RESOLVED: That:- 1) The Definitive Map and Definitive Statement include a byway open to all traffic (BOAT) from A321 Wokingham Road, Hurst to the junction of Bridleway 10 and Byway 11, Hurst;

2) The Chairman of the Highways Consultative Board write to the Development Control Manager requesting that suitable conditions be attached to Planning Consents for sites adjacent to the restrict access by commercial vehicles; and

3) The principle of Traffic Regulation Orders be investigated to restrict access to the route by commercial vehicles.

39 PUBLIC RIGHTS OF WAY – PUBLIC PATH DIVERSION ORDER FOOTPATH 5 REMENHAM (PARTS) SECTION 119 HIGHWAYS ACT 1980

The Consultative Board considered an application from the owner of Culham Court Estate to divert parts of Footpath 5 Remenham and to make a public footpath diversion order under the provisions of Section 119 Highways Act 1980.

Dr Halsall, the Chairman of Remenham Parish Council, addressed the Board in favour of the application.

Mr P Nicholl also spoke in favour of the application on behalf of the applicants.

The Authority's consultant, Rhona Barnet, informed Members that the legal requirements for a diversion order to be made and confirmed had been satisfied and that the applicant had reached agreement with all parties that had submitted objections to the application.

Following discussion by the Consultative Board it was

RESOLVED: That 1) A public path diversion order for parts of Footpath 5 Remenham be made in accordance with the report; and

2) If no objections to the order are received, or any such objections are withdrawn, the order should be confirmed.

40 RECEIPT OF PETITION

The Consultative Board considered a report detailing a petition received requesting more residents' only parking bays in Waltham Road, Twyford.

Stephen Conway, Ward Member for Twyford, addressed the Board in favour of more parking for residents of Waltham Road.

Members of the Consultative Board heard that the creation of new bays in Waltham Road would not meet parking standards for public highways. Members were further informed that it could be investigated if further bays could be provided in nearby Springfield Park.

Following discussion it was

RESOLVED: That the Executive be advised to

1) Take no further action regarding the proposed additional parking bays in Waltham Road, Twyford;

2) Consult with the affected residents of Waltham Road and Springfield Park with a view to creating more residents' only bays in Springfield Park; and

3) Report the findings of the consultation to a future meeting of the Highways Consultative Board.

41 TRAFFIC REGULATION ORDERS

The Junipers, Barkham – Proposed Waiting Restrictions

The Consultative Board considered a report that detailed a request from the neighbourhood officer at Thames Valley Police for the introduction of double yellow lines on a section of the Junipers, Barkham as detailed in drawing no. 5049/400 within the report.

Following discussion it was

RESOLVED: That the Executive be advised:-

- 1) To authorise the advertisement and formal consultation on the Traffic Regulation Order as detailed in paragraph 5 of the report; and
- 2) To consider any objections which may be received and if no objections are received, to authorise the introduction of the Order.

Seaford Road, Wokingham – Proposed Residents Parking Places Scheme

The Board considered a report that detailed proposals to make permanent a previous Traffic Regulation Order that suspended the use of two resident Permit Parking Bays located outside 65 Seaford Road and provided alternative temporary Permit Parking Bays outside number 48 to 54 Seaford Road and to extend double yellow lines on the east side of Seaford Road.

Members heard that the proposals would allow increased visibility when exiting from a new development at 65 Seaford Road and provide extra parking bays for Residents.

After discussion it was

RESOLVED: That the Executive be advised:-

- 1) To authorise the advertisement and formal consultation on the traffic Regulation Order as detailed in paragraph 11 of the report;
- 2) To consider any objections which may be received and if no objections are received, to authorise the introduction of the Order; and
- 3) To authorise the use of Section 106 funding as detailed within the report.

Station Road, Wargrave – Proposed No Waiting at Any Time

The Board considered a report that detailed a letter from Thameside Marina of Watermans Way, Wargrave expressing concern over station users parking their vehicles in Station Road rather than Wargrave Station Car Park.

Members heard that site surveys had concluded that parking on the road was causing road safety concerns and that proposals for waiting restrictions had been designed to resolve those concerns.

Norman Gould informed the Board of comments he had received from a Christopher Schutz, local Ward Member for Remenham, Wargrave and Ruscombe, suggesting that the introduction of such proposals could have negative corollaries for other road users.

After discussion, Members of the Consultative Board agreed that the proposals should be formally consulted upon to establish the views of all affected parties and it was

RESOLVED: That the Executive be advised:-

- 1) To authorise the advertisement and formal consultation on the traffic Regulation Order as detailed in paragraph 16 of the report; and

2) To consider any objections which may be received and if no objections are received, to authorise the introduction of the Order.

Landen Court and Oakey Drive, Wokingham – Proposed Waiting Restrictions

The Consultative Board considered a report detailing amended proposals for proposed waiting restrictions in Landen Court and Oakey Drive, Wokingham.

Douglas Job, a resident of Oakey Drive, addressed the Board in favour of the original proposals considered by the Highways Board at its meeting on 7 February 2005 and formally advertised on 25 May 2005.

Members of the Consultative Board noted that objectors had spoken against the original proposals at a previous meeting of the Highways Board giving rise to the amended proposals. Following discussion, Members felt that Road Safety should be the first priority in this instance and it was

RESOLVED: That the Executive be advised to:-

- 1) Implement the scheme approved by the Highways Board on 7 February 2005 (Minute No. 74) and formally advertised on 25 May 2005;
- 2) Inform all objectors accordingly; and
- 3) Agree that no public inquiries be held.

Loddon Infant and Junior School, Earley – Proposed Waiting Restrictions

The Consultative Board considered a report detailing objections to revised proposals for waiting restrictions on Silverdale Road, Earley.

Malcolm Godbeer, a local resident, spoke against the proposals. Mr Godbeer also suggested the introduction of traffic calming measures, a set down lane within the School grounds and pavement improvements along Gipsy Lane, Earley as alternatives.

Members of the Board heard that the proposed measures within the report were required to improve road safety for all users of the road and to meet legal road safety requirements.

Members discussed the possibility of introducing a set down lane within the grounds of the school and noted that this was a matter outside the remit of the Consultative Board.

RESOLVED: That: -1) The Chairman of the Highways Consultative Board write to the Leader of the Council in his capacity as Executive Member for Children's Services requesting that consideration be given to the introduction of a set down lane within Loddon Infant & Junior School; and

2) The Executive be advised to:-

2a) Consider the objections detailed in Appendix A of the report and agree to introduce the Traffic Regulation Order detailed in paragraphs 24-36 of the report;

2b) Inform the objectors accordingly; and

2c) Agree that no public inquiries be held.

A327 Hollow Lane, Shinfield – Proposed 30mph Speed Limit

The Consultative Board considered a report detailing an objection received to proposals for the introduction of a 30mph speed limit on Hollow Lane and Cutbush Lane, Shinfield.

John Heggadon, speaking on behalf of Shinfield Parish Council, addressed the Board and requested that consideration be given to two alterations to the proposed scheme. The suggestions were that 30mph restrictions for Cutbush Lane run from its junction with the A327 Hollow Lane to the eastern settlement boundary on the southern side of Cutbush Lane and that the 30mph restrictions on the A327 Hollow Lane be extended south to the eastern settlement boundary on the southern side of the A327 Arborfield Road.

Following discussion amongst Members of the Consultative Board it was

RESOLVED: That the Executive be advised to:-

1) Consider the objection detailed in Appendix B of the report and agree to introduce the Traffic Regulation Order as detailed in paragraphs 37-49 subject to the following amendments:-

1a) That the 30mph restrictions on Cutbush Lane run from its junction with the A327 Hollow Lane to the eastern settlement boundary on its southern side; and

1b) That the 30 mph restrictions on A327 Hollow Lane be extended south to the eastern settlement boundary on its southern side;

2) Advise the objector accordingly; and

3) Agree that no public inquiries be held.

A329 London Road, Wokingham – Police Lay-By

The Consultative Board considered a report regarding proposals for a Police Lay-By on A329 Wokingham Road.

Members heard that the Executive had previously agreed that the proposals be formally advertised and consulted upon and that the scheme was to be funded by the Safer Roads Partnership.

The Consultative Board was informed that during the detailed design of the scheme it was established that six sets of statutory undertakers held plant where the hard standing area of the scheme was due to be sited, and that diversionary works would cost an estimated further £30,000. Members of the Board noted that the Safer Roads Partnership had agreed not to continue with the scheme as a result of the additional costs.

RESOLVED: That the Executive be advised to consider the Traffic Regulation Order detailed in paragraphs 50-54 and agree to take no further action.

42 PROPOSED CYCLEWAY IN EARLEY

The Consultative Board considered a report detailing a proposed cycle track to the Bulmershe School from the A4 Shepherd's Hill roundabout via B3350 Pitt's Lane, Earley.

Following discussion it was

RESOLVED: That the Executive be advised to:-

- 1) Agree to the construction of widening of the existing footway on the east side of Pitt's Lane, from the toucan crossing at the north end of Pitt's Lane to the entrance to footpath Earley 20 which leads to Bulmershe School;
- 2) Redesignate the widened footway as a shared use cycle track; and
- 3) Agree to improvements in the existing segregated use cycle track which runs from Pitt's Lane to Bulmershe School, parallel to footpath Earley 20.

At this point in proceedings, the Chairman invited representatives from Town and Parish Councils to join the Board in considering the following two discussion items of business.

43 DISCUSSION ON CONTRACTORS

Chris Fuller of Mouchel Parkman, the Authority's Highways partner, informed the Board of details of contractors used by the Highways Service. Mr Fuller informed the Board that Contractors were used for maintenance of roads, footways, road signs, hedge clearing and gulleys.

Following discussion around these services, the following measures were agreed:-

- That further information be brought before the Board regarding quality control measures and contracts for street cleansing and litter collection;
- That Highways Inspectors meet directly with Town and Parish Councils to discuss local concerns;
- That the methodology for road inspections be brought to a future meeting of the Board;
- That the concept of a charter of expectations be investigated; and
- That feedback on specific issues with contractors be passed on to Kate Fuller for progression.

44 DISCUSSION ON USE OF SURFACE DRESSINGS AND MATERIALS

Chris Fuller of Mouchel Parkman, the Authority's Highways partner, informed the Board of the different types of road surface dressings available and how they were used in Wokingham.

These are the Minutes of a meeting of the Highways Board

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