

# **WOKINGHAM DISTRICT COUNCIL**

**A MEETING OF THE  
HIGHWAYS CONSULTATIVE BOARD  
WILL BE HELD AT THESE OFFICES  
ON  
MONDAY 4 SEPTEMBER 2006  
AT  
7.00PM**

**YOU ARE WELCOME TO ATTEND**

**MEETING OF THE  
HIGHWAYS CONSULTATIVE BOARD**

**ON**

**MONDAY 4 SEPTEMBER 2006**

**AT**

**7.00PM**

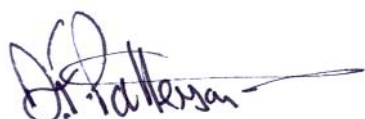
**AGENDA**

**Civic Offices  
Shute End  
Wokingham  
Berkshire**

**Doug Patterson  
Chief Executive**

**To: The Chairman and Members of the Highways Consultative Board**

A Meeting of the **HIGHWAYS CONSULTATIVE BOARD** will be held at the Civic Offices, Shute End, Wokingham on Monday 4 September 2006 AT **7.00pm**.



Doug Patterson  
Chief Executive  
24 August 2006

**Members:-**David Chopping (Chairman), Stuart Munro (Vice-Chairman), Andrew Bradley, Annette Drake, Norman Gould, Jenny Lissaman, Sam Rahmouni and Pam Stubbs.

ITEM NO.	WARD	SUBJECT	PAGE NO.
13.00	None Specific	<b>MINUTES</b> To confirm the Minutes of the Meeting of the Board held on 12 June 2006.	5
14.00	None Specific	<b>APOLOGIES</b> To receive any apologies for absence	
15.00		<b>DECLARATIONS OF INTEREST</b> To receive any declarations of interest	
16.00		<b>PUBLIC QUESTION TIME</b> To answer any public questions The Council welcomes questions from members of the public about the work of this Board.  Subject to meeting certain timescales, questions can be submitted about general issues concerned with the	

work of this Board. However, because we have a facility for people to comment at the meeting about specific items on the Agenda, it is not possible to submit questions about those items. However, you are entitled to ask a question about anything in the General Discussion part of the Agenda.

For full details of the procedure for submitting questions please contact Democratic Services on the numbers listed below or go to [www.wokingham.gov.uk/publicquestions](http://www.wokingham.gov.uk/publicquestions) or [www.wokingham.gov.uk/speakathighways](http://www.wokingham.gov.uk/speakathighways)

Explanatory leaflets are also available in the Civic Offices and Libraries.

<b>17.00</b>		<b>MEMBER QUESTION TIME</b> To answer any member questions	
<b>18.00</b>	Hurst	<b>PUBLIC RIGHTS OF WAY- PUBLIC PATH DIVERSION ORDER. FOOTPATH 20 ST. NICHOLAS HURST (PART) SECTION 119 HIGHWAYS ACT 1980.</b> To determine the above application for a public path diversion order.	<b>14</b>
<b>19.00</b>	Norreys, Finchampstead North, Finchampstead South	<b>RECEIPT OF PETITIONS, STAGE II</b> To consider six stage two petitions.	<b>22</b>
<b>20.00</b>	Hillside	<b>ELM ROAD PEDESTRIAN CROSSING</b> To consider the provision of a Puffin Crossing and associated carriageway re-alignment.	<b>42</b>
<b>21.00</b>	Coronation, Norreys, Remenham, Wargrave and Ruscombe, Shinfield South, Wokingham Without and Westcott	<b>TRAFFIC REGULATION ORDERS</b> To inform the Highways Consultative Board of the progress of the Traffic Regulation Orders.	<b>47</b>
<b>22.00</b>	None specific	<b>WINTER SERVICE PLAN 2006/07</b> To consider the 2006/07 Winter Service Plan	<b>68</b>

**23.00**

**ANY OTHER ITEMS WHICH THE CHAIRMAN  
DECIDES ARE URGENT**

A Supplementary Agenda will be issued by the Chief Executive if there are any other items to consider under this heading

**CONTACT OFFICERS**

This is an agenda for a Meeting of the Highways Board

If you need help in understanding this document or if you would like a copy of it in large print please contact one of our Team Support Officers.

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## **Statement on the Human Rights Act 1998**

The Human Rights Act 1998 was brought into force in this country on 2<sup>nd</sup> October 2000 and it will now, subject to certain exceptions, be directly unlawful for a public authority to act in a way which is incompatible with a Convention right. In particular, Article 8 (respect for private and family life) and Article 1 of Protocol 1 (peaceful enjoyment of property) apply to planning decisions. When a planning decision is to be made however, there is further provision that a public authority must take into account the public interest. In the vast majority of cases existing planning law has for many years demanded a balancing exercise between private rights and public interest and therefore much of this authority's decision making will continue to take into account this balance.

The Human Rights Act will not be referred to in the Officer's report for individual applications beyond this general statement, unless there are exceptional circumstances which demand more careful and sensitive consideration of Human Rights issues.

**MINUTES OF A MEETING OF THE  
HIGHWAYS CONSULTATIVE BOARD  
HELD ON MONDAY 12 JUNE 2006 FROM 7.00PM TO 8.50PM**

*Present:- David Chopping (Chairman), Stuart Munro (Vice-Chairman), Andrew Bradley, Annette Drake, Norman Gould, Jenny Lissaman, Sam Rahmouni and Pam Stubbs.*

*Also present:- Stephen Conway, Pamela Graddon and Christopher Schutz.*

**PART 1**

**5 MINUTES**

The Minutes of the meetings of the Board held on 13 March and 18 May 2006 were confirmed as a correct record and signed by the Chairman.

**6 APOLOGIES**

There were no apologies for absence.

**7 DECLARATIONS OF INTEREST**

The Chairman declared a personal and prejudicial interest in agenda item 11, Traffic Regulation Orders, insofar as it affected Milton Road, Wokingham. The Chairman informed the Board that his place of work was situated in Milton Road, Wokingham, and that the report sought the Committee's views on a potential traffic order for Milton Road.

Pam Stubbs declared a personal and prejudicial interest in agenda item 11, Traffic Regulation Orders, insofar as it affected Milestone Avenue, Charvil. Pam Stubbs informed the Board that she had sat on a Panel that had considered a Premises Licence for a trader that operated from Milestone Avenue.

**8 PUBLIC QUESTION TIME**

There were no public questions.

**9 MEMBER QUESTION TIME**

There were no Member questions.

**10 CHAIRMAN'S ANNOUNCEMENT**

The Chairman informed the Board that the Authority's Team Leader for Traffic Management and Road Safety, Kate Fuller, had left the Authority on 2 June 2006.

With the concurrence of the Board, the Chairman requested that Members' thanks be conveyed to Kate Fuller for her hard work and endeavour whilst at the District Council and that the Board wished her every success in her new employment.

## 11 PETITION UPDATE REPORT

The Board considered a report that detailed two petitions received that concerned Shinfield Rise Estate and Springfield Park respectively.

### Shinfield Rise Estate, Shinfield

The Board considered a petition that requested that a 20mph speed limit be introduced on roads within the Shinfield Rise Estate to protect vulnerable residents and the community.

Jill Banks, a local resident, spoke in favour of the petition and further informed Members that in her view, speed measurements had been taken from an incorrect position following submission of the petition.

The Board heard that a speed measurement survey showed that speeds were within a tolerable limit for a 30mph zone in accordance with Department for Transport guidelines. Members were further informed that whilst a tragic fatal accident had occurred on the estate, overall accident figures within the area did not satisfy the Authority's requirements to introduce the necessary traffic calming measures to create a self-enforcing 20mph limit.

Following discussion, the Chairman requested that Highways Officers investigate if the speed survey had been undertaken at an incorrect location and determine if a further speed survey at a different location would be consequential.

**RESOLVED:** That the Executive be advised to take no further action.

### Springfield Park, Twyford

The Board considered a petition requesting that parking bays in Springfield Park not be deemed resident only parking bays for residents in neighbouring Waltham Road.

Abigail Adams, a local resident, spoke against the petition and suggested that a solution be sought that prevented local commuters using the bays during the day time but allowed legitimate users from Springfield Park and Waltham Road to use the bays. Ms Adams also suggested that a review of parking within Twyford as a whole may identify solutions to parking problems in the area.

Stephen Conway, Ward Member for Twyford, addressed the Board regarding the petition. Stephen Conway spoke in favour of a solution that also prevented day time parking by commuters but would allow residents to park lawfully.

The Board noted that the scheme proposed in the report had received only limited support and would be likely to attract a number of objections should it be formally advertised.

Members also agreed that the views of Highways Officers be sought on the schemes proposed by the local resident and Ward Member and be brought back before the Board for consideration at a future meeting.

**RESOLVED:** That the Executive be advised to take no further action.



## 12 TRAFFIC REGULATION ORDERS

### Aston Lane, Remenham Church Lane, and Remenham Lane – Prohibition of Driving (Except for Access)

The Board considered a request from Remenham Parish Council to introduce a Prohibition of Driving (except for access) order on Aston Lane, Remenham Church Lane and Remenham Lane.

Following discussion it was

**RESOLVED:** That the Executive be advised to:- 1) Authorise the advertisement and formal consultation on the Order detailed in paragraph five of the report; and

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

### Basingstoke Road (cul-de-sac), Shinfield – Proposed Waiting Restrictions

The Board considered a request from a Ward Councillor for the introduction of a Waiting Restrictions Order on a section of the Basingstoke Road cul-de-sac.

Following discussion it was

**RESOLVED:** That the Executive be advised to:-1) Authorise the advertisement and formal consultation on the Order detailed in paragraph thirteen of the report; and

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

### Crescent Road, Wokingham – Proposed Waiting Restrictions

The Board considered proposals for revisions to existing Parking Restrictions on Crescent Road, Wokingham and the introduction of a Waiting Restrictions Order to allow the introduction of limited waiting parking bays on the road.

Michael Morrow, a local business owner, addressed the Board in favour of the proposals.

Following discussion it was

**RESOLVED:** That the Executive be advised to:-1) Authorise the advertisement and formal consultation on the Order detailed in paragraph twenty of the report; and

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

### Crockhamwell Road, Woodley – Prohibition of Driving and Disabled Parking Places

The Board considered a request from Woodley Town Council to allow use of disabled parking bays by non-disabled users during evening hours at the shopping centre at Crockhamwell Road, Woodley.

Sam Rahmouni, Ward Member for Bulmershe & Whitegates, addressed the Board in favour of the proposals.

The Chairman informed the Board that Woodley Town Council had requested that the scheme detailed within the report be amended to limit parking between 6pm and 8am for non disabled users to thirty minutes with no return within thirty minutes.

Members of the Board discussed the suggested amendment and the Ward Member, Sam Rahmouni, spoke further in support of Woodley Town Council's request.

Following discussion, it was

**RESOLVED:** That the Executive be advised to:- 1) Authorise the advertisement and formal consultation on the Order detailed in paragraph twenty-seven of the report, subject to the limitation of parking between 6pm and 8am for non disabled users to thirty minutes with no return within thirty minutes; and

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

Douglas Court, Hartsbourne Road, Earley – Ambulance Only Parking and Waiting Restrictions

The Board considered a request from the Manager and residents of the Housing Care for the Elderly at Douglas Court, Hartsbourne Road, Earley for the introduction of waiting restrictions at the north-west end of Hartsbourne Road.

Members of the Board heard that long term and indiscriminate parking on that section of road had caused difficulties for disabled residents and their allocated transport when attempting to park and alight in a safe manner.

Following discussion, it was

**RESOLVED:** That the Executive be advised to:- 1) Authorise the advertisement and formal consultation on the Order detailed in paragraph thirty-two of the report; and

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

Lay-by at Emmbrook School Entrance, Emmbrook Road, Wokingham – Waiting Restrictions

The Board considered proposals for the introduction of no waiting restrictions in the lay-by at the entrance to the Emmbrook School, Wokingham.

Members of the Board heard that the Order would improve the safety of the lay-by for school children and other users and facilitate the correct use of the lay-by.

Following discussion it was:-

**RESOLVED:** That the Executive be advised to:-1) Authorise the advertisement and formal consultation on the Order detailed in paragraph thirty-eight of the report; and

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

Gazelle Close, Winnersh – Prohibition of Right Hand Turn

The Board considered proposals for the introduction of a Prohibition of Right Hand Turn Order at Gazelle Close, Winnersh.

Members of the Board heard that the proposed Order would improve road safety at the junction by removing a turning manoeuvre and associated conflicts.

**RESOLVED:** That the Executive be advised to:-1) Authorise the advertisement and formal consultation on the Order detailed in paragraph forty-seven of the report; and

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

Langley Common Road, Barkham – Proposed Waiting Restrictions

The Board considered a request from Barkham Parish Council to introduce no waiting at any time restrictions on a section of Langley Common Road, Barkham.

Members heard that the parking on the section of road caused a road safety hazard and obstructed sightlines of vehicles manoeuvring onto the road and that introduction of the restrictions would create a safer environment for all road users.

Pam Stubbs, Ward Member for Barkham and Board Member, spoke in favour of the introduction of the Order.

**RESOLVED:** That the Executive be advised to:-1) Authorise the advertisement and formal consultation on the Order detailed in paragraph fifty-four of the report; and

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

Milton Road, Wokingham – Resident Parking Proposed Waiting Restrictions

The Chairman of the Board, David Chopping, declared a personal and prejudicial interest in this element of the Traffic Regulation Orders and informed the Board that his place of work was situated in Milton Road, Wokingham. The Chairman left the room during consideration of the Order and took no part in either debate or decision making upon the Order.

In the absence of the Chairman, the Vice-Chairman, Stuart Munro, presided over the meeting.

The Board considered proposed amendments to waiting restrictions on Milton Road, Wokingham.

Members heard that the proposed scheme would increase the number of spaces available to residents of Milton Road and residents of three properties on Shute End. Members heard that a disabled bay and an additional space would be available to users of Wokingham Doctors' Surgery.

**RESOLVED:** That the Executive be advised to:-1) Authorise the advertisement and formal consultation on the Order detailed in paragraph sixty-one of the report; and

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

Thames Valley Business Park Drive, Earley – Proposed Waiting Restrictions

Following the conclusion of discussions relating to Milton Road, the Chairman, David Chopping, returned to the meeting room and presided over the remainder of the meeting.

The Board considered a request from the estate managers of Thames Valley Business Park and the local traffic warden for the introduction of additional waiting restrictions on Thames Valley Park Drive and Shepherds House Lane.

The Board heard that the proposed Order would make the road safer to all road users and reduce congestion on the road.

In discussion of the item, Board Members raised concerns regarding the displacement of vehicles that parked on the two roads. Members requested that as part of consultation on the proposed Order, businesses in the area be consulted on the following five questions:-

- 1) What parking policies the company operated;
- 2) Where vehicles that would be displaced by the Order will park;
- 3) How many car parking spaces they had per employee;
- 4) How many empty parking spaces they had; and
- 5) Where visitors to the company parked.

**RESOLVED:** That the Executive be advised to:-1) Authorise the advertisement and formal consultation on the Order detailed in paragraph seventy of the report; and

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

Chiltern Drive, Charvil – Proposed Waiting Restrictions

Following the formal advertisement and consultation on proposed waiting restrictions on Chiltern Drive, Charvil, the Board considered an objection received against the Order.

In consideration of the item, the Chairman informed the Board that Charvil Parish Council had informed the Authority of its unanimous support for the proposed Order.

Following discussion it was

**RESOLVED:** That the Executive be advised to:-1) Consider the objection detailed in appendix A of the report and agree to introduce the Traffic Regulation Order detailed in paragraphs seventy-two to seventy-eight;

- 2) Inform the objector accordingly; and
- 3) Agree that no public inquiry be held.

#### Meadow Road and Mill Lane, Earley – Proposed Waiting Restrictions

Following the formal advertisement and consultation upon proposed waiting restrictions on Meadow Road and Mill Lane, Earley, the Board considered an objection received against the Order.

Members heard that the Order would create a safer environment for all road users by removing parking and easing congestion at the junctions.

Following discussion 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 detailed in paragraphs seventy-nine to eighty-four;

- 2) Inform the objector accordingly; and
- 3) Agree that no public inquiry be held.

#### Sturges Road, Wokingham – Proposed Waiting Restrictions

Following the formal advertisement and consultation on proposed waiting restrictions on Sturges Road, Wokingham, the Board considered an objection received against the proposed Order.

Following discussion it was

**RESOLVED:** That the Executive be advised to:-1) Consider the objection detailed in appendix C of the report and agree to introduce the Traffic Regulation Order detailed in paragraphs eighty-five to ninety-one;

- 2) Inform the objector accordingly; and
- 3) Agree that no public inquiry be held.

#### The Junipers, Barkham – Proposed Waiting Restrictions

Following the formal advertisement and consultation on proposed waiting restrictions on The Junipers, Barkham, the Board considered four objections received against the proposed Order.

Members heard that the scheme had been designed to tackle problems caused by young people gathering and parking at a section of the road late at night.

The Board was further informed that Barkham Parish Council was due to open new facilities aimed at older children and young adults that was anticipated to have an impact upon the problem.

Following discussion it was

**RESOLVED:** That the Executive be advised to:-1) Consider the objections detailed in appendix D of the report and agree to take no further action on the Traffic Regulation Order detailed in paragraphs ninety-two to ninety-nine; and

2) Inform the objectors accordingly.

Waterloo Road, Wokingham – Proposed Waiting Restrictions

Following the formal advertisement and consultation on proposed waiting restrictions on Waterloo Road, Wokingham, the Board considered six letters and a petition received in objection to the proposals.

Angela Slade, a local resident, spoke against the proposed Order. Ms Slade informed the Board that the parking had a natural traffic calming effect on traffic that used the road and its prohibition would lead to further speeding.

During consideration of the item, the Board agreed that Highways Officers meet with Ms Slade to identify alternate solutions to traffic problems on Waterloo Road.

Garth Jessamine, a local resident, addressed the Board in favour of the Order. Mr Jessamine expressed disappointment that parking restrictions were not to be introduced on the south side of Waterloo Road.

**RESOLVED:** That the Executive be advised to:- 1) Consider the objections detailed in appendix E of the report and agree to take no further action on the Traffic Regulation Order detailed in paragraphs 100 to 106; and

2) Inform the objectors accordingly.

Milestone Avenue, Charvil – Proposed Waiting Restrictions

Pam Stubbs declared a personal and prejudicial interest in this element of the Traffic Regulation Orders and informed the Board that she had sat on a Panel of the Authority that had considered a Premises Licence for a trader that operated from Milestone Avenue. Pam Stubbs left the room during consideration of the Order and took no part in either debate or decision making upon the Order.

Following the formal advertisement and consultation on proposed waiting restrictions on Milestone Avenue, Charvil, the Board considered a number of letters of objection and support and petitions in objection and support of the proposed Order.

John Bendall, local resident and local home-watch co-ordinator, addressed the Board in favour of the proposed Order.

Pamela Graddon, Ward Member for Charvil, addressed the Board in favour of the introduction of measures to prevent long-term parking on Milestone Avenue.

In consideration of the item, the Board agreed that Highways Officers investigate potential solutions to limit overnight parking and suggested illegal day time trading on Milestone Avenue. In investigating any such scheme, Highways Officer were requested to give consideration to a street trader licensed to operate from Milestone Avenue, the safety of road users, specifically school children and damage caused to the street scene by larger vehicles.

**RESOLVED:** That the Executive be advised to:- 1) Consider the objections detailed in appendix F of the report and agree to take no further action on the Traffic Regulation Order detailed in paragraphs 107 to 119; and

2) Inform the objectors accordingly.

*These are the Minutes of a meeting of the Highways Board*

*If you need help in understanding this document or if you would like a copy of it in large print please contact one of our Team Support Officers.*

<b>TITLE</b>	<b>Public Rights of Way- Public Path Diversion Order. Footpath 20 St. Nicholas Hurst (part) Section 119 Highways Act 1980.</b>
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**FOR CONSIDERATION BY** Highways Consultative Board  
4 September 2006

WARD Hurst

**REPORT PREPARED BY** Rebecca Walkley, Countryside Officer

## SUMMARY

The Council acting as the Local Education Authority and the Headmistress of St Nicholas Church of England Primary School have requested that the Council makes a public path diversion order to divert the part of Footpath 20 St Nicholas Hurst which runs across the school playing field. The Board's approval to make the order under the provisions of Section 119 Highways Act 1980 is sought.

## RECOMMENDATIONS

It is recommended that the Highways Consultative Board resolves that a public path diversion order for part of Footpath 20 St Nicholas Hurst should be made under s119 Highways Act 1980, and that if no objections to the order are received, or any such objections are withdrawn, the order should be confirmed.

## FINANCIAL IMPLICATIONS (of the Recommendation)

## Revenue \*

	How much will it Cost / Save (*)? (1)	Is there sufficient budget (or grant funding) available? – if not quantify the Supplementary Estimate OR if savings, also quantify. (2)
Current Financial Year (Year 1)	£2,500 in legal, report and advertising fees if the Order is made	No. The cost of the report will be met by the Countryside Service i.e. £500. The remainder will need to be paid by the applicant.
Next Financial Year (Year 2)	£3,000 if there are objections to the Order and it goes to Public Enquiry.	No.
Following Financial Year (Year 3)	0	Yes

**Other relevant financial information relevant to the Recommendation/Decision**

N/a

***Please note: The Recommendation must request the Supplementary Estimate required in this year, noting the ongoing commitment in future years.***



<b>List of Background Papers</b>
Highways Act 1980 Consultation responses, various dates

<b>Held by</b> Rebecca Walkley	<b>Service</b> Countryside Service
<b>Telephone No</b> 0118 934 2016	<b>Email</b> Rebecca.walkley@wokingham.gov.uk
<b>Date</b> August 22 <sup>nd</sup> 2006	<b>Version No.</b>

<b>NB All reports seek to identify environmental, community safety, customer care and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported.</b>
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## **SUPPORTING INFORMATION**

- 1 The current definitive route of Footpath 20 St Nicholas Hurst runs from a stile in School Road at point A on the attached map, next to a field gate which gives vehicular access to the playing field, in an almost southerly direction across the playing field of St Nicholas Church of England Primary School for about 75 metres to point B, where there is a pedestrian gate in a post and rail fence, and then a kissing gate in the hedge which surrounds the playing field. The path continues across a field to point C on Orchard Road.
- 2 There are currently 117 pupils aged 5 to 11 at the school. The playing field is heavily used by the children for informal and formal recreation.
- 3 The presence of a public footpath across the school grounds creates a number of problems for the management of the school:
  - anyone may lawfully cross the field while the children are playing and the presence of strangers so close to children cannot be challenged; this poses a security risk
  - walkers frequently do not keep their dogs under close control so that they run off the line of the path and sometimes foul the field; children frequently return into the school buildings with excrement on their feet and this is a health hazard; the Wokingham District Council (Fouling of Land Act 1996) Order 2002, which makes, in some circumstances, the fouling by dogs of land unlawful, does not apply to the playing field away from the line of the path, since it is not land to which the public are entitled or permitted to have access
  - it is difficult to use the field for more organised sports since the route of the path must be kept clear at all times.
- 4 The Headmistress of the School and the Council as the Local Education Authority would therefore like the section of the path which runs across the playing field to be diverted. During last year, discussions were held with the Headmistress and the Council's rights of way officer to consider if the legal criteria to make a diversion order under s119B Highways Act 1980 (a new section introduced by the Countryside and Rights of Way Act 2000) would be met. Under this legislation, a diversion order may be made to protect pupils or staff from violence or the threat of violence, harassment, alarm or distress from unlawful activity, or any other risk to their health or safety arising from such activity. A few such orders have been made in England, but unless there is cogent, written evidence that these problems have actually occurred, then the orders have not been confirmed. In the current case, the school staff has been unable to provide such evidence, since the hazards are, so far, potential, except for the problem with dog excrement, which has not arisen as a result of an unlawful activity. It is therefore not appropriate for a s119B order to be made.
- 5 However, the Council and the school do have a duty of care for the pupils, and they feel obliged to take action to seek to remove the problems caused by the present location of the path. It has therefore been decided that the best way forward would be to make a normal s119 Highways Act 1980 diversion order, and it is to make this order that approval of the Board is now sought.
- 6 The proposed route of the diversion is already present on the ground and is used on a permitted basis by those walkers who do not wish to cross the playing field.

This route runs in a south-westerly direction from point B, between the hedge and a post and rail fence, for about 50 metres to point D at the corner of the playing field. The path then turns to run north-westwards, still between the hedge and the fence, to a stile at the roadside at point E. There is a width of about 3 metres for the path between the hedge and the fence, but in several places this width is narrowed by the presence of trees to about 1.5 metres or even less. The surface of the path is natural trodden earth and grass.

- 7 If the Council were to make a diversion order to which objections were received and not withdrawn, a further report would be considered by this Board in order to decide whether the order should be withdrawn, or submitted to the Secretary of State, who would determine the matter following written representations, a hearing or a local public inquiry.

#### Responses to Consultations

- 8 None of the statutory undertakers objected to the proposals.

- 9 Councillor Annette Drake (Member for Hurst) stated:  
“I support the Council's proposal to make an order diverting part of FP 20 St Nicholas Hurst, this diversion is in my view very necessary for the following reason.

The diversion would be in the interests of the School & the LEA who have a duty of care for the children attending the school.

The situation at present is that anyone can cross the playing field, at any time, even when the children are playing games, & during sports day. This presents an opportunity for voyeurs to watch the children. Dog walking takes place across the field, & frequently the children return to school with excrement on their shoes a health hazard for little ones.

Please note that there is an alternative permissive footpath which can be used which is around the perimeter of the playing field which could replace FP 20.”

10. St Nicholas Hurst Parish Council. No response at date of the completion of the report.

11. The Loddon Valley Group of the Ramblers' Association.

The Ramblers will not object to the proposal. However, the Ramblers Association would like a number of points need to be taken into account:

- The stiles to be removed and if needed, gates provided.
- On the line of the diverted path there are a number of small trees causing obstruction. These need to be removed.
- Arrangements need to be agreed as to who will be responsible for maintaining the surface and keeping the hedges cut back and the clear width of the path stated.
- We require assurance that bushes or trees will never be planted in the field against the wooden boundary fence. We are concerned as to developing a tunnel effect.

- The costs are not to be born by the Wokingham District Public Rights of Way Budget and we note the speed at which WDC can move on such an issue. We would like similar efforts put into outstanding Legal Issues on other Public Rights of Way.

It must be appreciated that this is a close run decision however we will not object because of the special circumstances for the safety of pupils and staff at St Nicholas Hurst Primary School. However this in no way must be allowed to be taken as a precedent.

- 12 The Open Spaces Society has objected to the order on the grounds that it would create an unnatural path which is substantially less convenient to the public; this would discourage parents and children from walking to school, and expose walkers using the diverted route to road traffic over a substantially greater distance.

- 13 No response to the consultation has been received from the Byways and Bridleways Trust.

#### Assessment

- 14 The proposed diversion must be considered under the criteria of Section 119 of the Highways Act 1980.

- 15 Before it makes an order, the Council must be satisfied that:

- it is expedient to do so in the interests of the owner, lessee or occupier of the land crossed by the path, or in the interests of the public; in this case, the order would be made in the interests of the owner and occupier of the land in order to resolve the problems outlined in paragraph 3 above
- due regard has been paid to the needs of agriculture and forestry and the desirability of conserving flora, fauna and geographical and physiographical features; there are no relevant issues in this case
- where a proposed diversion alters the point of termination of the path on a highway, it can be diverted only to a point which is on the same or a connected highway which is substantially as convenient to the public; the proposed new point of termination would be on the same highway; for people coming from or going to the north-eastern section of School Road, this would involve around 80 metres of additional walking along a normal-width pavement alongside the road; since to reach Footpath 20 from another public footpath in any direction it is necessary to walk along at least 420 metres of road, some of which does not have a pavement, it is considered that this additional distance of safe walking on the diverted route would be substantially as convenient as the use of the current route

- 16 Case law has established that the Council must consider the legal criteria applicable to the confirmation of an order, as well as those applicable to the making of the order, before it makes the order. The Council must be satisfied that it is expedient to confirm an order having regard to:

- (i) Whether or not the diverted route would be substantially less convenient to the public; points to be considered are:
- ❖ length: for people walking in a south-westerly direction along School

Road wanting to go to point B, the new route from point A to point B would be about 100 metres longer than the current route; for people walking in a north-easterly direction along School Road wanting to reach point B, the new route from point E to point B would be about 60 metres shorter; the extra distance must be considered in the context of the whole journeys made by walkers - because of the layout of the rights of way network in the vicinity of Hurst, recreational users of Footpath 20 would possibly be undertaking a 4 to 5 mile walk, or longer, so an 100 extra metres of walking would not be a great inconvenience; it is unlikely that many, if any, pupils and parents use the path to walk to school, since the great majority of properties in the catchments area are to the north and west of School Road

- ❖ width: the existing path has no definitive width and walkers are not constrained by fences; there is ample width on the diverted route, with the removal of trees if necessary, to provide an adequate 2-metre width for public use
- ❖ changes in direction: the diverted route would entail three more changes in direction for some walkers; in the context of a much longer journey, however, this is not considered to be substantially less convenient
- ❖ ease of route finding: the new route would be clearly signed and way marked, so route finding would be as easy as it is currently
- ❖ surface of the path: this would be grass and earth for the diverted path, which might be slightly less convenient than the current mown grass, but not substantially so
- ❖ gradient: both the current and proposed diverted routes are level
- ❖ obstacles: the stile currently at point E would be replaced with a pedestrian gate, and there would only be one gate at point B, so the diverted route would be more convenient

Consideration of all the above factors which contribute to convenience, leads to the conclusion that the diverted route would not be substantially less convenient than the current route.

(ii) The effect of the diversion on the public enjoyment of the path as a whole; points to be considered are:

- ❖ convenience: as concluded above, public enjoyment would not be substantially adversely affected by the possible slight reduction in convenience
- ❖ path environment: many people feel uncomfortable and intrusive walking across a school playing field, aware that their presence could cause unease or distress, and indeed already use the diverted route in preference to the legal route because of this; the diverted route would be more constrained, running between the hedge and a fence, but the wire netting on the fence between the path and the field would mean that dogs could be let off their leads with no fear that they would foul the field; most walkers would therefore find their enjoyment of the path increased
- ❖ wildlife interest: this could be greater on the diverted route due to the close proximity to the hedge and the agricultural field on the southern and western sides of the path

Consideration of the above factors leads to the conclusion that overall the

diverted route for many walkers could be more enjoyable than the current route.

- (iii) The effect of the diversion on other land served by the existing right of way: there would be no effect of relevance here.
- (iv) The effect of the diversion on land over which the new path would be created and any land held with it: since the diverted line of the path is already present, the legal creation of a public right of way along this route would have no adverse effect on the land over which the new path would run.

### Conclusion

- 17 It is considered that the legal requirements for a diversion order to be made and confirmed under s119 Highways Act 1980 are satisfied. The requested order should therefore be made, and if no objections are received, or any such objections are withdrawn, the Council should confirm the order.

## **2 OPTIONS OR RECOMMENDED ACTION**

There are two options to be considered:

**Option 1** Making the requested diversion order.

**Option 2** Declining to make the requested diversion order. There is no appeal against such a decision,

Map available in hard copy

<b>TITLE</b>	<b>Receipt of Petitions</b>
<b>FOR CONSIDERATION BY</b>	Highways Consultative Board
<b>WARD</b>	Norreys, Finchampstead North, Finchampstead South
<b>REPORT PREPARED BY</b>	Rob McDonnell, Senior Assistant Engineer- Wokingham District Council and Mark Taplin – Mouchel Parkman

<b>SUMMARY</b>
The Highways Consultative Board is requested to consider petitions received requesting parking restrictions in Cedar Close, Wokingham.

<b>RECOMMENDATIONS</b>
It is recommended that the Highways Consultative Board advise the Executive to:
a) Authorise the advertisement and formal consultation of the proposals shown on drawing no. 5049/471 and;
b) Authorise the advertisement and formal consultation of the TRO's detailed in paragraphs 13, 22 and 31; and
c) Agree to take no further action on the TRO detailed in paragraphs 33-41; and
d) Consider any objections which may be received and if no objections are received, to authorise the introduction of the Orders.
e) Agree that no public enquires be held.

### FINANCIAL IMPLICATIONS (of the Recommendation)

#### Revenue \*

	How much will it Cost	Is there sufficient budget (or grant funding) available? – if not quantify the Supplementary Estimate OR if savings, also quantify. (2)
Current Financial Year (Year 1)	£1600	<b>Yes, Cedar Close, Wokingham</b> - which could be funded from 2006/2007 revenue budget for Highway Improvement Schemes
	£2,600	<b>Yes, B3348 Fleet Hill</b> - which could be funded from 2006/2007 revenue budget for Highway Improvement Schemes

	£2,550	<b>Yes, B3016 Jubilee Road</b> - which could be funded from 2006/2007 revenue budget for Highway Improvement Schemes
	£3,100	<b>Yes, B3348 The Ridges</b> - which could be funded from 2006/2007 revenue budget for Highway Improvement Schemes
	£2,400	<b>Yes, Wellingtonia Ave</b> - which could be funded from 2006/2007 revenue budget for Highway Improvement Schemes
Next Financial Year (Year 2)	£0	Yes
Following Financial Year (Year 3)	£0	Yes

<b>Other relevant financial information relevant to the Recommendation/Decision</b>
n/a

***Please note: The Recommendation must request the Supplementary Estimate required in this year, noting the ongoing commitment in future years.***

<b>List of Background Papers</b>
Petitions

<b>Held by</b> Rob McDonnell, Senior Assistant Engineer – Wokingham District Council	<b>Service</b> Environment Services
<b>Telephone No</b> 0118 974 6331	<b>Email</b> xxx.xxxxxxxxxx@xxxxxxxxx.xxx.xx
<b>Date</b> 15 <sup>th</sup> August 2006	<b>Version No.</b> 1

<b>NB All reports seek to identify environmental, community safety, customer care and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported.</b>
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## **SUPPORTING INFORMATION**

1. Members will be aware that the way with dealing with petitions relating to highways issues has now changed. The procedure has been brought into line with the rest of the Council.
2. Petitioners are now asked how they would like their petitions dealt with. One of the options is to have their petition discussed at Highways Consultative Board and Executive.
3. At the October 2000 meeting, the Highways Sub-Committee resolved to process petitions as a two-stage process that allow the outline proposals to be reported as a Stage I report and, if required, the results of further investigations can be reported at a later date as a Stage II report.
4. Appendix A contains one petition, with a summary of the reason for the petition, the number of petitioners, a comment on the reason for the petition and a recommendation as to whether further work should be carried out.
5. Appendix B contains five petitions, with a summary of the reason for the petition, the number of petitioners and a recommendation as to whether further work should be carried out.

Reference. No:	150	Number Signatures:	11
Location:	Cedar Close, Wokingham		
Ward: Norreys			
<b>Reason for Petition:</b> "The residents of Cedar Close are all very concerned regarding the dangerous parking in the Close. The Close now appears to be used by everyone for easy access to Waitrose and the Town Centre"			
<b>Comments:</b> Cedar Close, Wokingham is a residential cul-de-sac providing access to some 10 properties, is street lit and subject to a 30mph speed limit. There have been no reported personal injury accidents during the last five year period. The road varies between 5 and 5.5 metres in width.  A petition was received from the residents of Cedar Close containing 11 signatures. The petitioners stated "The residents of Cedar Close are all very concerned regarding the dangerous parking in the Close. The Close now appears to be used by everyone for easy access to Waitrose and the Town Centre". The Police have indicated their support for the introduction of parking restrictions.  The residents of Cedar Close have suffered from all day parking in what is a narrow road. With vehicles parking on one side of the road it becomes very difficult for Emergency, Refuse and Delivery vehicles to gain access to properties.  Petition organisers now have a choice of three methods by which to have the petition dealt with, in this instance the organiser chose; by way of a meeting with the Executive Member and Corporate Head of Environment. A meeting was held on the 13 <sup>th</sup> July 2006 at which it was agreed the introduction of parking restrictions would be investigated by officers.  The restrictions shown on drawing no. 5049/471 have been produced following consultation with the residents of Cedar Close.  These works are estimated to cost: Advert cost: £1200 Engineering Cost: £400                      Total: £1600 And can be funded from the 2006/2007 revenue allocation for Highways Improvement Schemes.			
<b>Recommendation:</b> It is recommended that the Highways Consultative Board advise the Executive to:  a) Authorise the advertisement and formal consultation of the proposals shown on drawing no. 5049/471; and b) consider any objections which may be received and if no objections are received, to authorise the introduction of the Order.			

Map available in hard copy

## **SUPPORTING INFORMATION**

5. In September 2005, 5 petitions containing a total of 293 signatures was received through the Local Member for Finchampstead South requesting a review of the speed limits on five roads within Finchampstead.

### **B3348 FLEET HILL**

6. Drawings Number 740181.106/COM/013/A and 740181.106/COM/018/A are attached to this report for information.
7. The petition asked for a reduction in the speed limit from 60mph to 50mph on the B3348 Fleet Hill on the western approach to Finchampstead from the A321 Reading Road.
8. Fleet Hill is approximately 1.5 miles in length linking the A321 Reading Road to the west and the B3016 Longwater Road to the east. There are currently two speed limits in force along Fleet Hill. The eastern approach to the village from the A321 Reading Road is 60mph for approximately 1 mile. The speed limit then changes to 30mph as it enters the village.
9. The petition relates to the eastern section of Fleet Hill which is a rural road with several bends along its length. There are residential properties on both sides of the road with residential accesses. The road is approximately six metres wide and has no street lighting provision or footway on either side.
10. **Speed survey**  
Two seven day speed and volume surveys have been undertaken to establish the speed at which vehicles are currently travelling. The location of the surveys are shown on drawing number 740181.106/COM/018/A.  
The results are shown in the table below.

<b>LOCATION SITE 1</b>	
85 <sup>TH</sup> Percentile Speed	Eastbound 52.8mph Westbound 53mph

<b>LOCATION SITE 2</b>	
85 <sup>TH</sup> Percentile Speed	Eastbound 48.1mph Westbound 47mph

Wokingham District Council's speed limit policy states that if the measured 85<sup>th</sup> percentile speed is within +7mph or 20% (whichever is less) then the speed limit is appropriate. The measured 85<sup>th</sup> percentile speed recorded on Fleet Hill is within the tolerances for a 50mph limit as outlined by the Council's policy.

11. **Accident data**  
Drawing number 740181.106/COM/018/A shows the locations of the accidents.

An investigation of the accident database indicated that during the last three years, from 01 October 2002 to 30 May 2006, there had been 7 reported

personal injury accidents along the western section of Fleet Hill resulting in 11 casualties. The accidents were classified as 3 serious and 4 slight.

No.	Date	Time	Severity	Casualties	Conditions	Type/Description
1	17/12/2003	15:50	Serious	2	Light/Damp	Driver lost control on right hand bend and hit tree on off side of vehicle.
2	08/03/2004	11:05	Serious	1	Light/Dry	Car travelling east drove into path of vehicle travelling west. Car travelling west swerved and left carriageway near side and rolled and ended up in ditch.
3	07/02/2006	22:38	Serious	1	Dark/Dry	Car travelling west dazzled by motor cycle headlights, veered across road and collided with motorcycle.
4	15/11/2002	23:20	Slight	2	Dark/Flood	Car travelling south west on left hand bend lost control on surface water and hit car travelling east.
5	02/03/2003	08:30	Slight	2	Light/Damp	Driver lost control on right hand bend and hit tree on off side of vehicle.
6	30/11/2004	11:48	Slight	1	Light/Damp	Car travelling south to north at speed approaching slight bend hit verge and collided with telephone pole.
7	29/06/2005	16:55	Slight	2	Light/Dry	Deer ran into road into the path of car travelling east. Car swerved into centre of carriageway and hit off side of car travelling west. Both vehicles left carriageway and entered ditch. Car travelling east behind first car swerved and also entered ditch.

Analysis of the causation factors associated with the accidents show that inappropriate speed was recorded as a possible factor in four of the accidents.

## 12. **Conclusion**

Given that the recorded 85<sup>th</sup> percentile speeds are within the tolerances for a 50mph speed limit a reduction in the existing speed limit from 60mph to 50mph would be appropriate.

## 13. **RECOMMENDATION**

It is recommended that the Highways Consultative Board advise the Executive to approve to advertise and consult on the proposals shown on drawing number 740181.106/COM/013/A, with any objections being reported back to a future meeting.

## 14. **Financial Implication**

These works are estimated to cost:

Advert Cost                      £1,500

Works Cost                      £1,100

**Total Cost    £2,600**

## **B3016 JUBILEE ROAD**

### **SUPPORTING INFORMATION**

15. Drawings number 740181.106/COM/016/A and 740181.106/COM/021/A are attached to this report for information.
16. The petition asked for a reduction in the speed limit on the B3016 Jubilee Road, Finchampstead from 60mph to 40mph.
17. Jubilee Road is approximately 1.5 miles in length linking Finchampstead Road to the north and Longwater Lane/The Village to the south. Jubilee Road is currently subject to a 60mph speed limit from the Finchampstead Road to 200m north of the junction with The Ridges, where it changes to 40mph.
18. The petition relates to the northern approach to Finchampstead village which is a rural road with a number of bends along its length. There are residential properties on both sides of the road with residential accesses. The road is approximately 6m at its widest point, approximately 4.4m at its narrowest point and has no street lighting provision or footway on either side of the road.
19. **Speed survey**  
Two seven day speed and volume surveys have been undertaken to establish the speed at which vehicles are currently travelling. The location of the surveys are shown on drawing number 740181.106/COM/021/A.  
The results are shown in the table below.

<b>LOCATION SITE 1</b>	
85 <sup>TH</sup> Percentile Speed	Northbound 47.3mph Southbound 45.3mph

<b>LOCATION SITE 2</b>	
85 <sup>TH</sup> Percentile Speed	Northbound 41mph Southbound 43.3mph

Wokingham District Council's speed limit policy states that if the measured 85<sup>th</sup> percentile speed is within +7mph or 20% (whichever is less) then the speed limit is appropriate. The measured 85<sup>th</sup> percentile speed recorded on Jubilee Road is within the tolerances for a 40mph limit as outlined by the Council's policy.

20. **Accident data**  
Drawing number 740181.106/COM/021/A shows locations of the accidents.

An investigation of the accident database indicated that during the last three years from 01 October 2002 to 30 May 2006 there had been 4 reported personal injury accidents along the section of Jubilee Road involving 4 casualties. The accidents were classified as 1 serious and 3 slight.

No.	Date	Time	Severity	Casualties	Conditions	Type/Description
1	31/10/2004	06:14	Serious	1	Dark/Damp	Car travelling north. Driver braked on seeing loose animal in carriageway, skidded, lost control and hit tree.
2	03/12/2003	07:00	Slight	1	Light/Wet	PSV turning right from east to north failed to give way and pulled out into path of car travelling south. Car swerved into path of car which was turning right from east to north. PSV was not hit but failed to stop.
3	03/05/2004	19:00	Slight	1	Light/Dry	LGV travelling south west to east approaching right hand bend. Pedestrian standing with cycle on north side of carriageway hit by LGV.
4	13/11/2005	22:20	Slight	1	Dark/Dry	Car travelling north to south west failed to negotiate left hand bend lost control and hit kerb. Driver intoxicated

Analysis of the causation factors associated with the accidents show that inappropriate speed was recorded as a possible factor in one of the accidents.

21. **Conclusion**

Given that the recorded 85<sup>th</sup> percentile speeds are within the tolerances for a 40mph speed limit a reduction in the existing speed limit from 60mph to 40mph would be appropriate. To avoid having a short section of 60mph speed limit it is suggested that the proposed new 40mph speed limit is extended along Finchampstead Road to the existing 40mph limit.

22. **RECOMMENDATION**

It is recommended that the Highways Consultative Board advise the Executive to approve to advertise and consult on the proposals shown on drawing number 740181.106/COM/016/A, with any objection being reported back to a future meeting.

23. **Financial Implication**

These works are estimated to cost:

Advert Cost	£1,500	
Works Cost	£1,050	<b>Total Cost    £2,550</b>

Maps available in hard copy

## **B3348 THE RIDGES**

### **SUPPORTING INFORMATION**

24. Drawings number 740181.106/COM/014/A and 740181.106/COM/019/A are attached to this report for information.
25. The petition requested a reduction in the speed limit on the B3348 The Ridges from 60mph to 50mph on the eastern approach to Finchampstead from the A321 Wokingham Road.
26. The Ridges is approximately 1.5 miles in length linking the A321 Wokingham Road to the east and the B3016 Jubilee Road to the west. The Ridges is currently subject to a 60mph speed limit which starts approximately 200m to the west of the junction with the A321 Wokingham Road, on Wellingtonia Avenue and continues along The Ridges to approximately 100m east of the junction with the B3018 Jubilee Road where it changes to 40mph.
27. The Ridges is approximately 7m wide and has no footway on either side of the road and no street lighting provision. There are residential properties on both sides of the road with vehicular accesses onto The Ridges.
28. **Speed survey**  
Two seven day speed and volume surveys have been undertaken to establish the speed at which vehicles are currently travelling. The location of the surveys are shown on drawing number 740181.106/COM/019/A.  
The results are shown in the table below.

<b>LOCATION SITE 1</b>	
85 <sup>TH</sup> Percentile Speed	Eastbound 50.3mph Westbound 50.1mph

<b>LOCATION SITE 2</b>	
85 <sup>TH</sup> Percentile Speed	Eastbound 50.3mph Westbound 50.2mph

Wokingham District Council's speed limit policy states that if the measured 85<sup>th</sup> percentile speed is within +7mph or 20% (whichever is less) then the speed limit is appropriate. The measured 85<sup>th</sup> percentile speed recorded on The Ridges is within the tolerances for a 50mph limit as outlined by the Council's policy.

29. **Accident data**  
Drawing number 740181.106/COM/019/A shows locations of the accidents.

An investigation of the accident database indicated that during the last three years from 01 October 2002 to 30 May 2006 there had been 8 reported personal injury accidents along the section of The Ridges involving 12 casualties. The accidents were classified as 1 serious and 7 slight.

No.	Date	Time	Severity	Casualties	Conditions	Type/Description
1	19/05/2004	14:49	Serious	2	Light/Dry	Car travelling west to south east on right hand bend overtaking agricultural vehicle on off side failed to return to correct side of carriageway and hit car travelling south east to west head on.
2	06/06/2004	18:18	Slight	1	Light/Dry	Car turning left onto main road from north to east collided with car travelling north east to west on left hand bend. Car travelling north east to west believed to be on wrong side of carriageway and speeding.
3	15/10/2004	19:00	Slight	2	Dark/wet	Car travelling west to south east lost control on right hand bend, overturned and entered ditch.
4	29/10/2005	22:40	Slight	3	Dark/Wet	Car travelling north west to north east possibly at speed on sharp left hand bend lost control and left carriageway off side and entered ditch.
5	17/08/2004	11:20	Slight	1	Light/Dry	Child ran into carriageway from behind mini bus parked in lay-by. Into path of HGV travelling north west.
6	09/02/2005	16:58	Slight	1	Dark/Wet	Car travelling south east on right hand bend collided with tree.
7	14/12/2003	19:50	Slight	1	Dark/Dry	Car travelling north east to north west on right hand bend blinded by headlights crossed to opposite carriageway and hit car travelling north west to north east on left hand bend.
8	19/11/2003	07:50	Slight	1	Light/Dry	HGV travelling north west to east on left hand bend for no known reason caused car travelling east to north west to lose control and skid left carriageway to off side. No collision between HGV and car HGV failed to stop.

Analysis of the causation factors associated with the accidents show that inappropriate speed was recorded as a possible factor in three of the accidents.

30. **Conclusion**

Given that the recorded 85<sup>th</sup> percentile speeds are within the tolerances for a 50mph speed limit a reduction in the existing speed limit from 60mph to 50mph would be appropriate.

31. **RECOMMENDATION**

It is recommended that the Highways Consultative Board advise the Executive to approve to advertise and consult on the proposals shown on drawing number 740181.106/COM/014/A, with any objection being reported back to a future meeting.

32. **Financial Implication**

These works are estimated to cost:

Advert Cost	£1,500	
Works Cost	£1,600	<b>Total Cost £3,100</b>



## **WELLINGTONIA AVENUE**

### **SUPPORTING INFORMATION**

33. Drawing Number 740181.106/COM/020/A is attached to this report for information.
34. The petition asked for a reduction in the speed limit on Wellingtonia Avenue on the eastern approach to Finchampstead from the A321 Wokingham Road from 60mph to 50mph.
35. Wellingtonia Avenue is approximately half a mile in length linking the A321 Wokingham Road to the east and The Ridges to the west. The road is subject to a 60mph speed limit from approximately 200m to the west of the junction with the A321 Wokingham Road.
36. The petition relates to the half a mile straight section to the west of the A321 Wokingham Road. There are a small number of large residential properties on both sides of the road with residential accesses. The road is approximately 7 metres wide and has no street lighting provision or footway on either side.
37. **Speed survey**  
A seven day speed and volume survey has been undertaken to establish the speed at which vehicles are currently travelling. The location of the survey is shown on drawing number 740181.106/COM/020/A. The results are shown in the table below.

<b>LOCATION SITE 1</b>	
85 <sup>TH</sup> Percentile Speed	Eastbound 56.4mph Westbound 57.1mph

Wokingham District Council's speed limit policy states that if the measured 85<sup>th</sup> percentile speed is within +7mph or 20% (which ever is less) then the speed limit is appropriate. The measured 85<sup>th</sup> percentile speed recorded on Wellingtonia Avenue is within the tolerances outlined by the Council's policy.

38. **Accident data**  
Drawing number 740181.106-/COM/020/A shows the location of the accident.

An investigation of the accident database indicated that during the last three years from 01 October 2002 to 30 May 2006 there has been 1 reported personal injury accident along the section of Wellingtonia Avenue involving 1 casualty. The accident was classified as slight.

No.	Date	Time	Severity	Casualties	Conditions	Type/Description
1	14/05/2003	13:10	Slight	1	Light/Dry	Car turning right, east to north, was hit by car travelling west overtaking unknown vehicle which masked his view of car turning right.

Analysis of the causation factor associated with the accident show that inappropriate speed was not recorded as a possible factor in the accident.

39. **Conclusion**

Although the 85<sup>th</sup> percentile speeds are within the tolerances for a 50mph speed limit there have been no accidents with inappropriate speed being recorded as a contributory factor. Given this there would be no benefit in terms of accident reduction by reducing the existing speed limit.

40. **RECOMMENDATION**

It is recommended that the Highways Consultative Board advise the Executive to take no further action on these proposals.

**A321 SANDHURST ROAD**

**SUPPORTING INFORMATION**

41. The petition asked for a reduction in the speed limit from 50mph to 40mph on the north western approach to Finchampstead Road. This section of the Sandhurst Road is subject to ongoing investigations following the recent introduction in Vehicular Activated Signs and the results of this investigation will be reported back to a future meeting of the Highways Consultative Board.

Map available in hard copy

**TITLE** Elm Road Pedestrian Crossing

**FOR CONSIDERATION BY** Highways Consultative Board

**WARD** Hillside

**REPORT PREPARED BY** Mark Taplin – Mouchel Parkman

<b>SUMMARY</b>
The Highways Consultative Board is requested to consider the provision of a Puffin crossing and associated carriageway realignment on Elm Road.

<b>RECOMMENDATIONS</b>
It is recommended that the Highways Consultative Board advise the Executive to:
a) Approve the implementation of a Puffin crossing with associated carriageway realignment works on Elm Road, as shown on drawing number 0740146.101/R/2/A.

### **FINANCIAL IMPLICATIONS (of the Recommendation)**

#### **Capital\***

	How much will it Cost	Is there sufficient budget (or grant funding) available? – if not quantify the Supplementary Estimate OR if savings, also quantify. (2)
Current Financial Year (Year 1)	£98,000	Yes, S106 contributions Fin No. M of £29,652 and Fin No. 175 of £33,058 are available with the remaining £35,290 available within the Capital Programme.
Next Financial Year (Year 2)	0	Yes
Following Financial Year (Year 3)	0	Yes

(\* Delete as appropriate)

<b>Other relevant financial information relevant to the Recommendation/Decision</b>
n/a

**Please note: The Recommendation must request the Supplementary Estimate required in this year, noting the ongoing commitment in future years.**

<b>List of Background Papers</b>
Petition

<b>Held by</b> Rob McDonnell, Senior Assistant Engineer – Wokingham District Council	<b>Service</b> Environment Services
<b>Telephone No</b> 0118 974 6331	<b>Email</b> xxx.xxxxxxxxxx@xxxxxxxxxx.xxx.xx
<b>Date</b> 15 <sup>th</sup> August 2006	<b>Version No.</b> 1

**NB All reports seek to identify environmental, community safety, customer care and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported.**

## **SUPPORTING INFORMATION**

1. This report is in response to a petition received on 30 March 2006 requesting *"We the undersigned request Wokingham District Council to provide a pedestrian crossing for use by the children, parents and for residents wishing to cross Elm Road to gain access to both Whiteknights School and the surrounding amenities."*. The petition was signed by 232 adults and 189 children.
2. Mouchel Parkman provided a report to the Council's Executive in July 2003 providing options for crossings at this location. Options included a zebra crossing and puffin crossing.
2. Below is an extract from the previous Whiteknight's Safer Routes to School Report

*When considering the most appropriate position for a new crossing there are a number of constraints that influence the safety and functionality of the crossing. These include:*

*Visibility: There is a requirement that a crossing can be clearly seen by drivers of approaching vehicles which varies depending on the type of crossing. The requirement for a Zebra crossing is that an approaching driver can see the whole crossing including the waiting area. The requirement for a Puffin crossing is that an approaching driver has to be able to see at least two signal heads.*

*Space: The requirement is that there has to be sufficient space in order to allow a vehicle leaving the closest residential property to line up at the stop line in a reasonable manner. In practice this means that for a Zebra crossing the adjacent driveways have to be at least 7 metres apart. For a Puffin crossing this distance is 8 metres.*

*Queuing traffic: If the site has traffic queuing past the point of the proposed crossing it is not advisable to install a Zebra crossing because queuing traffic can block the sight line of vehicles approaching in the opposing lane. On Elm Road vehicles queue from the junction of Elm Road/A327 Shinfield Road to the next roundabout at Elm Lane/Wilderness Road and beyond.*

3. There is school crossing patroller operating on a part time basis just to the west of Langdale Gardens. Discussions with the officer indicate that they may soon be giving up this post. Should this happen there would be a much greater demand for a controlled crossing to allow pedestrians accessing the school to cross safely.
4. An issue that must be addressed before the implementation of a controlled crossing is the existing carriageway alignment. Vehicles approaching the proposed position of the crossing from the west would have a very restricted view of the crossing. There is scope to realign the carriageway to the north of the existing alignment to reduce the severity of the bends and achieve acceptable visibility for a crossing to be implemented.
5. Consideration has been given to other positions for the crossing but, due to the location of driveway accesses to properties and the existing pedestrian demand line, it is not possible to reposition the crossing away from the proposed location.

## **OPTIONS**

6. Option 1 - Zebra Crossing

There is local support for a Zebra crossing. However, there are significant safety concerns associated with the high volumes of traffic that queue through the crossing point. This would result, at times, in the need for pedestrians to cross from behind stationary vehicles, reducing visibility and increasing the risk of a collision between a pedestrian and a vehicle.

LTN1995-01 "Assessment of Pedestrian Crossings" states Zebra crossings are best suited to site that have no more than moderate traffic flows and relatively low crossing flows

7. The nature of the pedestrian traffic at start and end of the school day would have an impact on the effective operation of a Zebra. There is likely to be a high pedestrian demand at these times and the correct operation of a Zebra crossing requires drivers to give way to pedestrians waiting at the crossing, if it is safe to do so. This can give rise to traffic delays and frustration for drivers as they wait for a high number of pedestrians to cross.

8. Given potential road safety issues and the likelihood of disruption to traffic flows during times of high pedestrian traffic it is recommended that the proposal to provide a Zebra crossing at this location is not progressed.

9. Option 2 - Puffin Crossing

LTN1994-02 "Design of Pedestrian Crossings" states that the absolute minimum visibility to a primary signal head should be 50m. Although there are proposals to realign the carriageway at the location of the proposed crossing to improve the visibility of the crossing point there will be a requirement to provide four signal heads on each approach to ensure that these visibility requirements are met.

A benefit of providing a Puffin crossing at this location is that the signals can be programmed to minimise the disruption to traffic flows, particularly during times of heavy pedestrian traffic.

10. The signals can be programmed to manage the demand from pedestrians by limiting the number and length of time the green man is shown. This allows the crossing to operate much more effectively by 'bunching up' pedestrians while they wait to cross which maximises the number of pedestrians that cross during each phase, which in turn minimises the number of times the pedestrian demand is required.

### **APPROXIMATE COSTS**

11.

<b>Options</b>	<b>Cost</b>
Puffin Crossing	£45,000
Zebra Crossing	£20,000
Carriageway realignment	£53,000

### **RECOMMENDATIONS**

12. Given the nature of the vehicular and pedestrian traffic at this location, added to the safety concerns associated with a Zebra crossing, it is recommended that the installation of a Puffin crossing on Elm Road be approved as shown on drawing number 0740146.101/R/2/A.

<b>TITLE</b>	<b>Traffic Regulation Orders – Progress Report</b>
<b>FOR CONSIDERATION BY</b>	Highways Consultative Board
<b>WARDS.</b>	Coronation, Norreys, Remenham, Wargrave and Ruscombe, Shinfield South, Wokingham Without and Westcott
<b>REPORT PREPARED BY</b>	James Bedingfield - Wokingham District Council

**SUMMARY**

To inform the Highways Consultative Board of the progress of the Traffic Regulation Orders (TRO'S)

**RECOMMENDATIONS**

It is recommended that the Highways Consultative Board advise the Executive to

- a) authorise the advertisement and formal consultation on the TRO's detailed in paragraphs 7, 12, 23 and 38; and
- b) consider any objections which may be received and if no objections are received, to authorise the introduction of the Orders; and
- c) consider the TRO detailed in paragraphs 25 -32 and agree to take no further action; and
- d) consider the objections detailed in Appendix A and agree to introduce the TRO detailed in paragraph 40 – 45 and;
- d) inform the objectors accordingly; and
- f) agree that no public inquiries be held;

**FINANCIAL IMPLICATIONS**

Complete Separately for Capital and Revenue	Revenue and Capital
How much will it cost/save this financial year?	<p>The 2006/07 Highway Improvement revenue budget has been set at £78,700. If all the works listed below are agreed, this will leave a balance of £30,395 as schemes were also approved at the March and June meetings.</p> <p><b>Revenue – Bloomfield Hatch Lane, Grazeley</b> £2,500 which could be funded from 2006/2007 revenue budget for Highway Improvement works</p> <p><b>Revenue – Broad Street, Wokingham</b> £2,200 which could be funded from 2006/2007 revenue budget for Highway Improvement works</p>

	<p><b>Revenue - Greenwood Road, Wokingham Without</b> £1,845 which could be funded from 2006/2007 revenue budget for Highway Improvement works</p> <p><b>Revenue – Honey Hill, Wokingham Without</b> £4,500 which could be funded from 2006/2007 revenue budget for Highway Improvement works</p> <p><b>Revenue – Shipley Close, Woodley</b> £1,700 which could be funded from 2006/2007 revenue budget for Highway Improvement works</p> <p><b>Revenue – Station Road, Wargrave</b> £1,650 previously funded from 2005/2006 revenue budget for Highway Improvement works</p>
How much will it cost/save next financial year (and thereafter)? Include a table if the implications vary over time	N/A
Is there sufficient budget (or grant funding) available this year? – if not, quantify the Supplementary Estimate OR if savings, also quantify.	N/A
Is there sufficient budget (or grant funding) available next year & onwards? – If not, quantify the unfunded commitment & timescales OR if savings, also detail.	Yes

<b>Other relevant financial information relevant to the Recommendation/Decision</b>
N/A

<b>List of Background Papers</b>
Copies of advertisements, consultation letters and letters of objection.

<b>Held by</b> Rob McDonnell, Senior Engineer – Traffic Management and Road Safety	<b>Service</b> Environment Services
<b>Telephone No</b> 0118 974 6331	<b>Email</b> rob.mcdonnell@wokingham.gov.uk
<b>Date</b> 19 June 2006	<b>Version No.</b> Two

<b>NB All reports seek to identify environmental, community safety, customer care and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported.</b>
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## **SUPPORTING INFORMATION**

Drawing nos. 5049/450/A, 5049/457, 5049/442/A, 5049/447/A, 5049/456 and 5049/398/A are attached to this report for information.

### **Bloomfield Hatch Lane, Grazeley – Proposed Waiting Restrictions**

1. A request has been jointly received from Thames Valley Police and Grazeley Parochial Infant School for the reinforcement of the school keep clear marking and the introduction of additional waiting restrictions outside the school. At present the existing marking is advisory only and without the introduction of Traffic Regulation Order enforcement cannot take place. Drawing number 5049/450/A is attached for information.
2. Grazeley Parochial Infant School is situated on Bloomfield Hatch Lane, there is parking available for staff onsite, and some for parents, particularly in the afternoon. However, some of the parents driving to the school have to park on the carriageway. The speed limit outside the school is 40mph. There are intermittent street lights present with a footway on the eastern side of the road. A check of the last three year accident history shows that there have been no reported accidents in the immediate vicinity of the school.
3. A meeting was held between Officers, Thames Valley Police and representatives of the school to discuss this issue. After discussion it was deemed that the most suitable option would be to reinforce the existing school keep clear marking, which is situated at the pedestrian access. No waiting at any time restrictions would be introduced opposite where a pathway crosses through the field ensure adequate visibility is available for pedestrians crossing the road.
4. An additional school keep clear marking would be introduced outside the vehicular access, which is used by both parents and staff, to create increased visibility for vehicles exiting the school. There will still be parking available in between the proposed restrictions for parents to park on the carriageway.
5. If introduced the school keep clear restrictions will only be in force at the start and end of the school day, Monday to Friday. This will mean that adjacent residential properties will still be able to utilise on street parking outside these times and during the weekend.
6. It is hoped that the introduction of these measures will create a safer environment for both pedestrian and vehicular traffic by ensuring adequate visibility for those accessing / leaving the school, while still allowing some on-street parking.

### **Recommendation**

7. It is recommended that the Highways Consultative Board advise the Executive to approve to advertise and consult upon the proposal shown on drawing number 5049/450/A, with any objections being reported back to a future meeting.

### **Financial implications**

8. These works are estimated to cost:

Advert Cost	£1,200	
Engineering Cost	£1,300	Total £2,500

and could be funded from the 2006/2007 revenue allocation for Highway Improvements schemes.

Map available in hard copy

### **Broad Street, Wokingham – Proposed Waiting Restrictions**

9. Discussions have taken place with Thames Valley Police with regard to the waiting restrictions on Broad Street, Traffic Wardens are currently experiencing difficulties in the enforcement of the Taxi bays, there are no records of these bays within the existing TRO's and therefore the bays are open to abuse from vehicles other than Taxi's.
10. Broad Street is located within Wokingham Town Centre and is the major route out of the Town for vehicles travelling towards Winnersh and Reading. It is subject to a 30mph speed limit by virtue of a system of street lighting. There are various waiting restrictions present along the road including Bus Stops, Disabled Bay, Taxi Ranks and Limited Waiting Bays. A check of the last three year period shows that there have been five personal injury accidents resulting in five slight casualties. One of these involved a parked car in the limited waiting bays.
11. The Taxi Bays, which need to be included within a TRO, are located outside and opposite the college building and by the junction with Rose Street. There are various TRO's in place for the waiting restrictions along Broad Street. After discussion with Thames Valley Police it was decided that enforcement of the Taxi Bays would require an amendment to one of the existing TRO's. However, to ease future reference and enforcement it is recommended that a new TRO is made containing all the waiting restrictions, thereby revoking all current TRO's for Broad Street (relating to waiting restrictions).

### **Recommendation**

12. It is recommended that the Highways Consultative Board advise the Executive to approve to advertise and consult upon the proposal shown on drawing number 5049/457, with any objections being reported back to a future meeting.

### **Financial implications**

13. These works are estimated to cost:

Advert Cost	£1,200	
Engineering Cost	£1,000	Total £2,200

and could be funded from the 2006/2007 revenue allocation for Highway Improvements schemes.

Map available in hard copy

### **Greenwood Road, Wokingham Without – Proposed Waiting Restrictions**

14. A request has been received from Boreham Consulting Engineers Ltd, on behalf of Tesco Stores Ltd, for the introduction of a loading bay for the new Tesco Express Store on Greenwood Road, Wokingham Without.
15. Greenwood Road is a residential road that is subject to a 30mph speed limit by virtue of a system of street lighting. There have been no recorded personal injury accidents within the last three year period.
16. The Express store is located within an existing parade of shops, consisting of a funeral director, a hardware store, a hairdressers and an Indian restaurant. At the front of the stores is a lay by, which has no current restrictions and measures 40m in length, it can currently hold 8 vehicles.
17. Tesco have requested the implementation of a loading bay to safely accommodate the unloading of the 10.35m rigid delivery lorries. Site constraints restrict the vehicles from gaining access and delivering goods via the rear of the parade. At present the lay by is often unavailable for unloading due to consumer parking which results in delivery lorries having to double park on the carriageway, sometimes temporarily blocking access to adjacent properties. It is therefore proposed to implement a loading bay within the confines of the existing lay by. The bay would be 12.35m in length, leaving 27m available for consumer parking.
18. The loading bay restriction will only need to be in effect during the times of 7.00 – 8.00am and 9.30 – 10.30am, outside of these times the bay will be available for consumer parking. These times were decided upon taking into account the local schools in the close vicinity and the subsequent higher demand for parking in the area between 8.00 and 9.30am.
19. Since the opening of the store parking in the area has increased, which has had a negative impact on nearby residential properties and road safety. Vehicles are often parked obstructively across driveways and around junction mouths that restrict sightlines and visibility. After meeting some of the local residents a scheme was designed in an attempt to regulate the parking with the use of no waiting at any time restrictions and limited waiting bays in areas where the parking would not be construed as obstructive.
20. Informal consultation was undertaken with the residents on the proposal. A 72% response was achieved, with 48% in support and 52% in objection. From the responses received the introduction of restrictions for the length of Greenwood Road between its junction with Keats Way and Hilary Drive was met with divided opinions. The lack of residential parking amenities available was the primary reason for objection, resident parking bays were discussed but these cannot be implemented as Wokingham District Council policy states that these cannot be introduced where off-street parking is available.
21. Based on the results received a new proposal was designed, as shown on drawing number 5049/442/A. It is intended to implement restrictions around the junction mouths to ensure sightlines are not obscured and that adequate visibility is achieved. The western junctions will be no waiting and no loading at any time to ensure that delivery lorries do not obstruct adjacent driveways and use the provided bay.

22. The remaining length of road between Keats Way and Hilary Drive will remain unrestricted for the use of both consumer and residential parking. It should be noted that at present some of the parking does obstruct the footway and without restrictions in place along this length it will be difficult to prevent this from occurring.

**Recommendation**

23. It is recommended that the Highways Consultative Board advise the Executive to approve to advertise and consult upon the proposal shown on drawing number 5049/442/A, with any objections being reported back to a future meeting.

**Financial implications**

24. These works are estimated to cost:
- |                  |        |              |
|------------------|--------|--------------|
| Advert Cost      | £1,100 |              |
| Engineering Cost | £1,200 | Total £3,300 |
- £1,455 to be funded by Boreham Consulting engineers, the remainder to the sum of £1,845 could be funded from the 2006/2007 revenue allocation for Highway Improvements schemes.

Map available in hard copy

### **Honey Hill, Wokingham Without – Proposed Environmental Weight Limit**

25. A request has been received from a Local Member asking for the introduction of a weight limit on Honey Hill, Wokingham Without. Drawing 5049/447/A is attached for information.
26. Honey Hill is a rural road and is subject to the National Speed Limit. It links the B3430 Nine Mile Ride and Heathlands Road, and therefore could be utilised by motorists as an alternative route to bypass the busier controlled junction of Nine Mile Ride and Heathlands Road. There are no street lights along its entire length and a check of the last three year period shows that there have been no reported accidents for its entirety.
27. The Local Member has expressed concern about the use of the road by heavy good vehicles based on the roads nature. In places the road is narrow and two such vehicles would have difficulty passing one another, as both would be overrunning the lane width. Lane overrunning could also represent a risk for normal vehicular traffic.
28. The road was used by heavy goods vehicles accessing Heathlands Farm, although a new exit to the farm was constructed in the early part of 2006 onto Heathlands Road, and as such all traffic would use this new entrance, without having to use Honey Hill. There are no other businesses along Honey Hill that would require regular use of heavy goods vehicles, although access would still need to be maintained for delivery purposes.
29. Thames Valley Police have been consulted with regarding this issue and they stated that any such Order would be unnecessary in its entirety. Rather than prohibiting the entire length of Honey Hill, the introduction of a gateway type restriction would make enforcement easier. Even if such a restriction were to be implemented then enforcement would still be a low priority as it is an environmental restriction.
30. As an alternative to the implementation of a TRO, which would receive low priority enforcement, it would be possible to implement informatory signing at both ends of Honey Hill stating that the road is 'Unsuitable for HGV's'. This signing is advisory only and is not enforceable, it would cost in the region of £900 to introduce signs of this nature.

### **Recommendation**

31. Due to the fact that there is not an accident history along Honey Hill, and that any restriction that is implemented is likely to receive low priority for enforcement it is recommended that the Highways Consultative Board advise the Executive to take no further action with regard to the introduction of a TRO.

### **Financial implications**

32. These works are estimated to cost
- |                  |        |                   |
|------------------|--------|-------------------|
| Advert Cost      | £1,500 |                   |
| Engineering Cost | £3,000 | Total Cost £4,500 |
- and could be funded from the 2006 – 2007 revenue allocation for Highway Improvement schemes.

Map available in hard copy

### **Shipley Close, Woodley – Proposed Waiting Restrictions**

33. At the Highways Consultative Board meeting on the 13<sup>th</sup> March 2006 a question was raised from a member of the public relating to the continuing parking problems encountered by residents in Shipley Close, Woodley. Following the meeting a Local Member requested that the introduction of waiting restrictions be investigated.
34. Members may be aware that this issue has been previously investigated. In 2001 Shipley Close was included within a proposal to introduce waiting restrictions on Denmark Avenue and other surrounding roads as part of the Safer Route to Schools scheme for Waingels College. Objections were received and it was decided to take no further action. A petition was received from six of the seven properties of Shipley Close in 2003 asking for waiting restrictions. A proposal was taken to April 13<sup>th</sup> 2004 Highways Board where it was resolved to advertise and consult. The proposal was advertised and objections were received, six from Denmark Avenue and four from Shipley Close. The objections were taken back to the Highways Board at their meeting on 15<sup>th</sup> November 2004, two of the objections from Shipley Close could have been resolved if the timing of the restrictions were altered. However, due to the nature of two objections from Shipley Close it was decided to take no further action at the time and that future action could be progressed if 100% of the residents were in agreement.
35. Shipley Close is a residential cul-de-sac located off Denmark Avenue, Woodley. The exit to Waingels College is adjacent to the close and school parking does occur both on Denmark Avenue and within Shipley Close itself. The road is subject to a 30mph speed by virtue of a system of street lighting and a check of the accident database shows that there have been no personal injury accidents over the last three year period.
36. A proposal has been designed, taking into account the previous objections that stipulated the loss of ability to park within the Close, which will restrict parking around the junction mouth at any time to prevent obstructive parking and stretches of restrictive parking at school drop off and pick up times. This proposal will still allow residential parking to occur on the unrestricted areas and outside the times of the restricted parking. The proposal can be seen on drawing number 5049/456.
37. Based on previous consultations it should be noted that objections may be received to the proposal. Therefore, if approved it is recommended that informal consultation is undertaken before proceeding to advertisement to gain the level of support for the scheme. All properties should be in favour of a scheme before implementation.

### **Recommendation**

38. It is recommended that the Highways Consultative Board advise the Executive to approve to advertise and consult upon the proposal shown on drawing number 5049/456, with any objections being reported back to a future meeting provided that 100% support is received to informal consultation.

### **Financial implications**

39. These works are estimated to cost  
Advert Cost                      £1,100

Engineering Cost    £    600                      Total Cost £1,700  
and could be funded from the 2006 – 2007 revenue allocation for Highway  
Improvement schemes.

Map available in hard copy

Map available in hard copy



### **Station Road, Wargrave – Proposed Waiting Restrictions**

40. At their meeting on 9<sup>th</sup> January 2006, Members of Wokingham District Council's Highways Consultative Board resolved to recommend to the Executive to advertise and consult when funding became available, with any objections being reported back to a future meeting. The Executive agreed with the recommendation. Funding was subsequently agreed by the Executive at their meeting on 26<sup>th</sup> January 2006.
41. The proposal was advertised on 6<sup>th</sup> April 2006, and the objection period expired on the 27<sup>th</sup> April 2006. During this time 7 letters of objection were received and are detailed in Appendix A. Three letters of support were also received for the proposal.
42. Local residents objected to the proposal on the grounds that the major concern is not cars but large articulated vehicles trying to negotiate the junction with A321 Wargrave Road that then become jammed because of parked cars along the narrow section of Station Road, this then makes it impossible for residents and emergency vehicles to gain access. The objectors also expressed their concern at the reduction in available parking, especially when there is an event of the Church or Boat Club, and the subsequent relocation of this parking to areas that are unsuitable for the amount of displaced vehicles.
43. Based on the number and content of the objections received the restrictions have been amended to protect the junctions of A321 Wargrave Road/Station Road and Station Road/Watermans Way, whilst leaving the remaining sections of Station Road un-restricted for parking. The new proposal will allow adequate sightlines for vehicles negotiating the junctions and allow ease of access for Heavy Goods Vehicles entering Station Road from the A321 by removing the parking within the narrow section of road. The new proposal can be seen on drawing number 5049/398/A.

### **Recommendation**

44. It is recommended that the Highways Consultative Board advise the Executive to approve to introduce the proposal shown on drawing number 5049/398/A and to inform the objectors accordingly.

### **Financial implications**

45. These works are estimated to cost:
- |                  |        |              |
|------------------|--------|--------------|
| Advert Cost      | £1,000 |              |
| Engineering Cost | £ 650  | Total £1,650 |
- and is previously funded from the 2005/2006 revenue allocation for Highway Improvements schemes.

Map available in hard copy

Local resident of Station Road	There are elements of the proposal which are sensible... the marking of areas at the narrow A321 end of the road is in my view desirable... I do however have concerns about marking the area opposite Watermans Way... this area is heavily used in summer by members of the boat club – where will they park? Overflow parking from the church will also be pushed further down. Where will all the excess go? Into Watermans Way... if so, this will cause the same problems as your trying to solve... large lorries delivering to the boat yard will struggle to negotiate the curves of a heavily parked Watermans Way... if parking does move into Watermans Way then this will lead to a proposal of 'no waiting' at which point there will be no amenity parking for the boat club, church or visitors.	Comments noted
Local resident of Station Road	In spite of the CCTV camera, there is still great reluctance to park at the station...the proposal will mean more cars will park opposite my property....sometimes when vehicles have been parked opposite, it has been necessary to have assistance when exiting our driveway as it can become impossible to exit the driveway in one lock...parked cars will still make it difficult for large boats transportations...I have never had a problem with access into Station Road from the A321 except when vehicles are parked close to the junction...the proposal would increase vehicle speeds...if restrictions are necessary then impose restrictions opposite Watermans Way.	Comments noted
Local resident of Station Road	I appreciate the difficulty when large boats are transported but this doesn't happen everyday...the restrictions would move the problem elsewhere...where will people park when the boat club is operational and there are large services at the church...it seems now that there are fewer cars parking near the station...when vehicles are parked opposite our driveway it becomes more difficult and dangerous...people do not obey the speed limit and treat the road like a race track.	Comments noted
Local resident of Station Road	The proposal between the Vicarage and the Station are unnecessary...parking would become inadequate for an event at the church and when there are busy days at the Wargrave Boat Club...the inability to park in the section of road on residents own frontage will be inconvenient...marking and signage will be unsightly...have no objection to the users of the church, boat club or station parking in the road...proposal will be expensive to install and police...I am sympathetic to the occasional difficulty experienced by Thameside Marina but do not believe that these proposals are justified for the limited amount of freight movements annually.	Comments noted
Local resident of Station Road	No regard has been given to what seems to be a fundamental aspect of the problem faced by Thameside Marina, namely being the steady increase in the number of large boats being transported by road...access to Station Road from the A321 can become blocked for up to 3 hours, not because of cars parked there but because of the sheer inability of the transporters to negotiate the turn from the A321 into Station Road...when this junction is blocked, residents and emergency services have no alternative way in or out of Station Road other than the rough and unadopted route out via Loddon Drive...the road safety concern is not resident car parking but the size of large articulated vehicles.	Comments noted
Wargrave Parish	Consideration should be taken into account for parking of the public who would be attending	Comments noted

Council	Church events and also for the members the Boating Club who do not have parking facilities...it would be a considerable distance for the elderly and disabled to walk from the Station Car Park...the restriction would be acceptable along the first section from the A321 down as far as the Church in the interests of highway safety...it may be reasonable to restrict parking along the same side of the highway as the Church down into the Station Car park entrance as indicated on the plan...the proposed restriction opposite the Watermans Way junction which runs partially along the left hand side of Station Road into the Station Car Park would not be acceptable in the interests of highway safety.	
Local resident of Station Road	We entirely support the proposed no waiting at any time restrictions on both sides of the road from the entrance to St Marys Church to the junction with the high street provided that the traffic area is narrowed and some form of footpath provided for pedestrians...the proposals between the Vicarage and the Station are not merited and would have a detrimental effect on the current available amenities...the available parking area becomes inadequate for any event at the church or on Mill Green such as Weddings or Sunday morning services...the available parking becomes inadequate for any busy day at the Wargarve Boating Club as members are not allowed to take there cars down the narrow single track unless collecting or delivering boats etc...the proposals would be expensive to install , maintain and police...it would result in further parking issue elsewhere in the centre of the village.	Comments noted



## Progress of other Traffic Regulation Orders

46. The table indicates the majority of TRO's agreed since the start of 2003 and their current position.

Road and restriction	Committee approval date	Operative date for TRO	Comments
Chalfont Way, Earley – Waiting restrictions	Feb.05	24.10.05	Complete
Oakey Drive, Wokingham – Waiting Restrictions	Feb.05 Sep.05 Jan.06	10.03.06	Complete
Bearwood Road Primary School – Waiting restrictions	Feb.05	23.09.05	Complete
St. Teresa's Primary School – Waiting Restrictions	Feb.05	17.08.05	Complete
Finchampstead Primary School – Waiting Restrictions	Feb.05 Oct.05	23.01.06	Complete
Hatch Ride Primary School – Waiting Restrictions	Feb.05	10.08.05	Complete
Lambs Lane Primary School – Waiting Restrictions	Feb.05	11.08.05	Complete
St. Dominic's Primary School – Waiting Restrictions	Feb.05	27.08.09	Complete
Radstock Primary School – Waiting Restrictions	Feb.05 Sep.05	05.12.05	Complete
A327 Hollow Lane, Shinfield – 30mph speed limit	June.05 Jan.06	29.05.06	Complete
Brookers Hill, Shinfield – Prohibition of Driving	June.05	17.10.05	Complete
Mill Lane and Meadow Road, Earley – Waiting Restrictions	Sep.05		Objections received – Detailed in this report
Milestone Avenue, Charvil – Waiting Restrictions	Sep.05		Objections received – Detailed in this report
Duffield Road, Woodley – Waiting Restrictions	Sep.05	31.03.06	Complete
Chiltern Drive, Charvil – Waiting Restrictions	Sep.05		Objections received – Detailed in this report
Plough Lane, Wokingham – Waiting Restrictions	Sep.05	31.03.06	Complete
Waterloo Road, Wokingham – Waiting Restrictions	Sep.05		Objections received – Detailed in this report
Glebelands Road, Wokingham – Proposed waiting restrictions	Oct.05	11.04.06	Complete
Sturges Road, Wokingham – Proposed waiting restrictions	Oct.05		Objections received – Detailed in this report
Crazies Hill, Wargrave – Waiting Restrictions	Oct.05 (Executive)	27.03.06	Complete
The Junipers, Wokingham – Proposed waiting restrictions	Jan.06		Objections received – detailed in this report

<b>Road and restriction</b>	<b>Committee approval date</b>	<b>Operative date for TRO</b>	<b>Comments</b>
Seaford Road, Wokingham – Proposed resident parking	Jan.06		Being drafted
Station Road, Wargrave – Proposed waiting restrictions	Jan.06		Objections received – detailed in this report
Station Road, Earley – Proposed Resident Permit	Mar.06		Being advertised
Various Roads, Swallowfield – 18T Weight Limit	Mar.06		Being advertised
Various Roads, Remenham – Amendment Order	Mar.06		Being advertised
Various Roads, Remenham – Prohibition of Driving	Jun.06		Being drafted
Basingstoke Road, Shinfield – Proposed waiting restrictions	Jun.06		Being drafted
Crescent Road, Wokingham – Proposed waiting restrictions	Jun.06		Being drafted
Crockhamwell Road, Woodley – Disabled parking bays	Jun.06		Being drafted
Hartsbourne Road, Earley – Proposed waiting restrictions	Jun.06		Being drafted
Emmbrook Road, Ealrey - Proposed waiting restrictions	Jun.06		Being drafted
Gazelle Close, Winnersh – Prohibition of right hand turn	Jun.06		Being drafted
Langley Common Road, Barkham – Proposed waiting restrictions	Jun.06		Being drafted
Milton Road, Wokingham – Proposed waiting restrictions	Jun.06		Being drafted
Thames Valley Park Drive, Earley – Proposed waiting restrictions	Jun.06		Being drafted

**TITLE** Winter Services 2006/2007

**FOR CONSIDERATION BY** Highways Consultative Board

**WARD** None Specific

**REPORT PREPARED BY** Steve Potts, Team Leader – Highway Operations

**SUMMARY**

This report sets out details of the 2006/2007 Winter Service Plan

**RECOMMENDATIONS**

It is recommended that the Highways Consultative Board advise the Executive to confirm the Winter Service Policy (attached) and approve the proposed 'Primary' and 'Secondary' precautionary salting networks as shown in appendices B and C respectively

**FINANCIAL IMPLICATIONS (of the Recommendation)****Revenue**

	How much will it Cost / Save (*)? (1)	Is there sufficient budget (or grant funding) available? – if not quantify the Supplementary Estimate OR if savings, also quantify. (2)
Current Financial Year (Year 1)	Estimated £112k. Based on 45 pre-salt runs per year.	To be funded from existing Winter Maintenance Budget. Based on 45 pre-salt runs per year. Due to the unpredictable nature of the Winter Service function, a variance to budget may occur. Budget based on assumed winter conditions.
Next Financial Year (Year 2)	£112k +%age increase based on index calculated annually by the Engineering industry	Yes. Based on 45 pre-salt runs per year. Due to the unpredictable nature of the Winter Service function, a variance to budget may occur. Budget based on assumed winter conditions.
Following Financial Year (Year 3)	£112k +%age increase based on index calculated annually by the Engineering industry	Yes. Based on 45 pre-salt runs per year. Due to the unpredictable nature of the Winter Service function, a variance to budget may occur. Budget based on assumed winter conditions.

<b>Other relevant financial information relevant to the Recommendation/Decision</b>
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<p>The Winter Service enables as far as is possible the safe movement of traffic on important sections of the highway network during the winter months.</p> <p>The budget of £112k is sufficient to finance 45 salting runs on the primary network, a further 5 runs on the Secondary network and the provision and maintenance of 27 salt bins</p>
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***Please note: The Recommendation must request the Supplementary Estimate required in this year, noting the ongoing commitment in future years.***

<b>List of Background Papers</b>
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Highways Maintenance Management Plan – Volume 2 (Winter Service Plan 2006/2007)
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<b>Held by</b> Steve Potts	<b>Service</b> Environment Services
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<b>Date</b> 21 August 2006	<b>Version No.</b> 3

<b>NB All reports seek to identify environmental, community safety, customer care and equal opportunities implications. Consultation with residents and organisations which has or is about to take place, will also be reported.</b>
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## SUPPORTING INFORMATION

- 1 The Winter Service enables, as far as is reasonably practicable, the safe movement of traffic on important sections of the highway network during a 20-week winter period. There are contingency arrangements to extend this period if necessary.
- 2 There is now a statutory duty placed upon Highway Authorities in England and Wales to ensure, so far as is reasonably practicable, that safe passage on the highway is not endangered by ice or snow. The Council has consistently developed policies and implemented operational plans for a winter service. The proposed policy statement for 2006/7 is attached as appendix A.
- 3 The “Winter Service Plan” and, in particular, the operational requirements are reviewed annually and has been updated for 2006 – 2007 reflecting the authorities duty to ensure that ice and snow do not endanger safe passage along the District’s strategic highways. The plan is produced on the basis of treating an average winter’s conditions but is capable of being adapted or extended to react to severe weather conditions. The overall policies and operational elements of the current plan are considered satisfactory.
- 4 Roads forming a “Primary” Pre-salting and “Secondary” salting network have been defined and are attached as appendices B and C (also see plan shown in appendix D).
- 5 The Primary salting network comprises all category 1, 2, 3a roads, as defined in the Highway Maintenance Management Plan (Volume 1), and other well trafficked highways. Category 1 roads are Motorway standard and are the A3290 & A329M. Category 2 roads are Strategic routes and include Principal ‘A’ roads. Category 3a roads are Main Distributor roads and are between strategic routes and link urban centres. The Primary network totals a length of approximately 153 miles (247km) and represents 37% of all the Districts highways (excludes the M4). These roads are the most heavily used in the District and include the majority of bus routes.
- 6 The Secondary salting network comprises roads leading to schools, some residential roads and lightly trafficked rural roads, which have a risk of becoming hazardous in prolonged periods of particularly severe weather. The Secondary network will only be salted during periods of severe and prolonged freezing conditions and following completion of the Primary routes. The total length of the Secondary salting network is 53 miles (86km).
- 7 Footways and cycleways have been prioritised according to usage but will not be presalted as routine with primary routes. However, footways and cycleways will be considered for presalting at the same time as secondary routes. Footways and cycleways listed in the Winter Service Plan 2006 –2007 may be presalted if the primary routes have been treated and resources are available.
- 8 The decision to implement precautionary salting is made by the consultant Mouchel Parkman and is based on the ‘Open Road’ forecasting Service provided by the Met Office. This is supplemented by ‘live’ data provided from 9 sensor sites located throughout Berkshire.

## **Review of 2005/6 service**

- 9 The winter salting budget for 05/06 was £81k and was supplemented by an £80k virement from the road maintenance budget. This was necessary because of the higher than average number of per-salt instructions issued during this season (80), this was due to the high number of ice/snow events forecasts by the Met Office.
- 10 Predictions of the budget requirement for each year are always extremely difficult. In the past, Supplementary Estimates have been required to fund any budgetary short-falls. The salting of footbridges and the supply and maintenance of salt bins forms part of the service. Allowance is not made for snow events.
- 11 The total number of pre-salting runs on the primary network during the 2005/2006 winter period was 80 (compared to 66 for the previous year). The secondary network was salted a further 6 times. There were also several periods of snowfall forecast resulting in additional salting runs on the secondary network and pre-treatment on footways in town centres and outside schools as resources allowed.
- 12 Where snow is predicted it is essential that salt is placed at the correct time, ideally just before it snows. On these occasions our policy is that heavily used footways in town centres and outside schools are salted. There were a number of occasions where snow was predicted but did not materialise. These footways were nevertheless treated. A joint meeting was recently held between the Unitary Authorities and representatives from the Met Office to register concerns over the accuracy of predictions. New web-site facilities are to be introduced by the Met Office this year, which will offer live radar and graphical forecasts. Improvements to the existing sensor sites are also currently being explored.

**WOKINGHAM DISTRICT COUNCIL****WINTER SERVICE POLICY STATEMENT**

- 1 Wokingham District Council aims to provide a Winter Service enabling, as far as is reasonably practicable, the safe movement of traffic on all Category 1, 2, 3a and other well trafficked highways throughout the District. Wokingham District Council currently has a duty to maintain highways maintainable at public expense under Section 41 of the Highways Act. This Section was amended in October 2003 to place a new duty upon Local Authorities in England and Wales to ensure that safe passage along the highway is not endangered by snow or ice.
- 2 Roads forming a “Primary” Pre-salting and “Secondary” salting network have been defined and are shown in Appendix A of the Winter Service Plan 2006/2007.
- 3 The Council’s Contractor will provide a standby and basic facility for a period of twenty weeks. This will commence on the third week in November (week 46) and finish the last week of March (week 13) the following year.
- 4 Pre-salting and snow clearance of the Primary routes will be carried out based on information received from the weather forecasting service. Secondary routes will only be salted and/or cleared of snow during particularly severe and prolonged hazardous weather conditions. In certain circumstances it may be necessary to apply salt after the formation of icy patches due to unforeseen circumstances such as burst water mains for example.
- 5 For precautionary salting, the response and treatment times for roads within Wokingham District are 1 hour and 3 hours respectively. Presalting of footways and cycleways will be conditional upon severity of weather and priority.
- 6 Wokingham District Council has a duty under section 150 of the Highways Act 1980 and Section 111 of the Railways and Transport Safety Act 2003 to remove accumulations of snow if causing a highway to become obstructed. Roads will, therefore, be cleared of snow in descending order of priority until such time as all the Primary pre-salting routes are cleared. Then, if other roads are physically blocked or particularly hazardous and there is a need for access, further action will be taken.
- 7 Footways in town centres and outside schools will also be cleared of snow. Town centre footways, as detailed in Appendix G of the Winter Service Plan 2006/2007, and footways outside schools are to be cleared as part of the first and secondary priority snow clearing routes.
- 8 There are 27 salt bins provided at locations throughout the District. These are listed in Appendix I of the Winter Service Plan 2006/2007. Other Departments within Wokingham District Council have been consulted about possible needs to provide salt bins in additional locations e.g. residential care homes and car parks.

## **M4 Motorway**

- 9 Treatment of the M4, and associated slip roads, running through the district is the responsibility of the Highways Agency's Area 3 Managing Agent, Mott MacDonald.

## PRIMARY SALTING NETWORK APPENDIX B

- A329(M), Hurst / Winnersh / Wokingham
- A3290, Earley / Woodley
- Arborfield Road (A327), Shinfield
- Barkham Ride, Barkham / Finchampstead
- Barkham Road (B3349), Barkham / Wokingham
- Barkham Street, Barkham
- Basingstoke Road, Shinfield / Swallowfield
- Bath Road (A4), Woodley / Charvil / Sonning / Wargrave
- Bearwood Road, Barkham / Winnersh / Wokingham
- Beech Hill Road, Shinfield / Swallowfield
- Beech Lane, Earley
- Beechwood Avenue (Reading Rd to Lytham), Woodley
- Beeston Way, Earley
- Berkshire Way (A329), Wokingham
- Betchworth Avenue, Earley
- Biggs Lane, Barkham
- Binfield Road, Wokingham
- Bloomfieldhatch Lane (Grazeley Green Road to Lambwood Hill), Shinfield
- Broad Street (A329), Wokingham
- Broadwater Lane (A321), Hurst
- Brookers Hill, Shinfield
- Bunglers Hill, Swallowfield
- Butts Hill Road, Sonning / Woodley
- Chalfont Way, Earley
- Charvil Lane (B478), Sonning
- Church Lane, Shinfield
- Church Road, Swallowfield
- Church Road (B3350), Earley
- Church Street (A321), Twyford
- Coppid Beech (A329), Wokingham
- Crockhamwell Road, Woodley
- Davis Street (B3030), Hurst
- Denmark Street (A321), Wokingham
- Doles Hill (B3349), Wokingham
- Dukes Ride (B3348), Finchampstead
- East Lane, Ruscombe
- Easthampstead Road, Wokingham / Wokingham Without
- Elm Lane, Earley
- Elm Road (B3350), Earley
- Eversley Road (A327), Arborfield
- Finchampstead Road (A321), Wokingham
- Finchampstead Road (B3016), Finchampstead
- Fleet Hill (B3348), Finchampstead
- Forest Road (B3034), Hurst
- Gipsy Lane (Silverdale to Rushey), Earley
- Glebelands Road (A321), Wokingham
- Grazeley Green Road, Shinfield
- Great Lea, Shinfield
- Hartley Court Road, Shinfield
- Headley Road, Woodley
- Headley Road East (Headley Road to Spitfire Way R/A), Woodley
- Heathlands Road, Wokingham Without
- Henley Road (A4130), Remenham
- High Street (A3032), Twyford
- High Street (A321), Wargrave
- Hollow Lane (A327), Shinfield
- Holt Lane, Wokingham
- Hurst Road (A321), Twyford
- Hyde End Road (B3349), Shinfield
- Jubilee Road (B3016), Finchampstead
- Keephatch Road, Wokingham
- Kilnsea Drive, Earley
- King Street Lane (B3030), Winnersh
- Kirtons Farm Road, Shinfield
- Kybes Lane, Shinfield
- Lambwood Hill, Shinfield
- Langley Common Road, Arborfield / Barkham
- Loddon Bridge Interchange – The Bader Way, Winnersh
- Loddon Bridge Road, Earley / Winnersh / Woodley
- Lodge Road (B3030), Hurst
- London Road (A3032), Ruscombe / Twyford
- London Road (A329), Wokingham
- London Road (A4), Earley / Woodley
- London Road (B3408), Wokingham
- Longwater Road (B3016), Finchampstead
- Lower Earley Way (B3270), Earley
- Lower Earley Way North (B3270), Winnersh
- Lower Earley Way West (B3270), Earley
- Lower Wokingham Road (A321), Finchampstead
- Luckley Path, Wokingham
- Lytham Road, Woodley
- Maidenhead Road, Hurst
- Market Place (A321), Wokingham
- Matthewsgreen Road, Wokingham
- MereOak Lane, Shinfield
- Miles Way, Woodley
- Milton Road (A321), Wokingham
- Nine Mile Ride, Finchampstead
- Nine Mile Ride (B3430), Wokingham Without
- Old Bath Road (A3032), Charvil
- Old Forest Road, Wokingham
- Oxford Road, Wokingham
- Park Lane (Biggs Lane to Nine Mile Ride), Finchampstead

## PRIMARY SALTING NETWORK APPENDIX B

- Mole Road (B3030), Arborfield / Winnersh
- Molly Millars Lane, Wokingham
- Mumbery Hill (B477), Wargrave
- Murdoch Road (Easthampstead Rd to Sturges), Wokingham
- New Bath Road (A4), Charvil / Twyford / Wargrave
- New Wokingham Road, Wokingham Without
- Nine Mile Ride, Finchampstead
- Nine Mile Ride (B3430), Wokingham Without
- Old Bath Road (A3032), Charvil
- Old Forest Road, Wokingham
- Oxford Road, Wokingham
- Park Lane (Biggs Lane to Nine Mile Ride), Finchampstead
- Peach Street (A329), Wokingham
- Pearson Road (B4446), Sonning
- Pepper Lane, Earley
- Pingewood Road South, Shinfield
- Pitts Lane (B3350), Earley
- Pound Lane, Sonning
- Reading Road, Woodley
- Reading Road (A327), Arborfield / Finchampstead
- Reading Road (A329), Winnersh / Wokingham
- Rectory Road (A329), Wokingham
- Remenham Hill (A4130), Remenham
- Robin Hood Lane (B3030), Hurst / Winnersh
- Rose Street, Wokingham
- Ruscombe Lane (B3024), Ruscombe
- Ruscombe Road (B3024), Twyford
- Rushey Way, Earley
- Sandhurst Road (A321), Finchampstead / Wokingham
- School Green (B3349), Shinfield
- School Hill (B477), Wargrave
- School Lane (B477), Wargrave
- School Road (B3349), Arborfield / Barkham
- Shepherds Hill (A4), Earley / Sonning / Woodley
- Shinfield Road (A327), Shinfield
- Shute End (A329), Wokingham
- Silverdale Road, Earley
- Sindlesham Road (B3030), Arborfield
- Sonning Lane (B4446), Sonning
- Spitfire Way, Woodley
- Station Road (A321), Wokingham
- Sturges Road, Wokingham
- Suttons Park, Earley
- Swallowfield Bypass (A33), Shinfield / Swallowfield
- Swallowfield Road, Arborfield / Swallowfield
- Swallowfield Street, Swallowfield
- Thames Street (B478), Sonning
- Thames Valley Park Drive, Earley
- The Bader Way, Winnersh / Woodley
- The Ridges, Finchampstead
- The Straight Mile (B3018), Twyford / Hurst
- The Street, Swallowfield
- The Village (B3348), Finchampstead
- Toutley Road, Wokingham
- Twyford Road (A321), Hurst / Wokingham
- Waltham Road (A321), Twyford
- Waltham Road (B3018), Hurst / Twyford
- Waltham Road (B3024), Ruscombe
- Wargrave Road (A321), Remenham / Twyford / Wargrave
- Warren House Road, Hurst / Wokingham
- Wellington Road (A321), Wokingham
- Wellingtonia Avenue (B3348), Finchampstead
- Wharfdale Road (part), Winnersh
- White Hill (A4130), Remenham
- Whitley Wood Lane (B3270), Shinfield
- Wilderness Road (B3350), Earley
- Wiltshire Road, Wokingham
- Wiltshire Road (A329), Wokingham
- Wokingham Road (A321), Hurst
- Wokingham Road (A329), Earley
- Woodlands Avenue, Woodley
- Woollahill, Wokingham

Also treated when the primary routes are salted is the following:

1. Nightingale Road Woodley to Station Road Earley footbridge
  2. Areas at the bottom of each side of the A4 Carlisle Corner footbridge
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## SECONDARY SALTING NETWORK APPENDIX C

- Amberley Drive, Twyford
- Arbor Lane, Winnersh
- Ashridge Road, Wokingham
- Back Lane, Swallowfield
- Baird Road, Barkham / Arborfield
- Barrett Crescent, Wokingham
- Baslow Road, Winnersh
- Bean Oak Road, Wokingham
- Beechwood Avenue (Howth to Lytham), Woodley
- Belmont Road, Wokingham Without
- Blakes Lane, Wargrave
- Blakes Road, Wargrave
- Bloomfield Hatch Lane (Lambwood Hill to District Boundary), Shinfield
- Borrowdale Road, Winnersh
- Broad Hinton, Twyford
- Budes Road, Wokingham
- Butler Road, Wokingham Without
- Carshalton Way, Earley
- Castle Road, Swallowfield
- Charwood Road, Wokingham
- Chatsworth Avenue, Winnersh
- Chatteris Way, Earley
- Chestnut Avenue, Wokingham
- Church Hill, Hurst
- Church Lane, Swallowfield
- Church Road, Woodley
- Churchill Drive, Winnersh
- Clifton Rise, Wargrave
- Clifton Road, Wokingham
- Clivedale Road, Woodley
- Colemans Moor Lane, Woodley
- Colemans Moor Road, Woodley
- Comet Way, Woodley
- Commons Road, Wokingham
- Coppice Road, Woodley
- Crazies Hill, Wargrave
- Croft Road (Hyde End Lane to Hyde End Rd), Shinfield
- Crutchley Road, Wokingham
- Culham Lane, Wargrave
- Culver Lane, Earley
- Cutbush Lane, Earley
- Danywern Drive, Winnersh
- Denmark Avenue, Woodley
- Drovers Way, Woodley
- Duffield Road, Woodley
- East Park Farm Drive, Charvil
- Eastcourt Avenue, Earley
- Edgcumbe Park Drive, Wokingham Without
- Ellis Road, Wokingham Without
- Emmbrook Road, Wokingham
- Erleigh Court Drive, Earley
- Erleigh Court Gardens, Earley
- Eskdale Road, Winnersh
- Everest Road, Wokingham Without
- Fairwater Drive, Woodley
- Fishponds Road, Wokingham
- Fosters Lane, Woodley
- Frensham Road, Wokingham Without
- Gipsy Lane (Silverdale to Mill Lane), Earley
- Glendevon Road, Woodley
- Greenwood Road, Wokingham Without
- Hazel Drive, Woodley
- Headley Road East (Spitfire Way R/A to Tippings Lane), Woodley
- Highfield Park, Wargrave
- Hillside Road, Earley
- Hilltop Road, Earley
- Hilltop Road, Twyford
- Hinton Road, Hurst
- Honey Hill, Wokingham Without
- Howth Drive, Woodley
- Hurricane Way, Woodley
- Hyde End Lane, Shinfield
- Jubilee Avenue, Wokingham
- Kenton Road, Earley
- Lambs Lane, Swallowfield
- Langborough Road, Wokingham
- London Road (Service Road - part), Earley
- Lynton Close, Woodley
- Mays Hill, Swallowfield
- Meldreth Way, Earley
- Mill Lane, Earley
- Milley Lane, Wargrave
- Milton Road, Earley
- Milton Road, Wokingham
- Mohawk Way, Woodley
- Murdoch Road (Sturges to Langborough), Wokingham
- New Road, Ruscombe
- Nightingale Road, Woodley
- Norreys Avenue, Wokingham
- North Drive, Woodley
- Northbury Avenue, Ruscombe
- Northway, Wokingham
- Oaklands Park, Wokingham
- Odiham Road (B3349), Swallowfield
- Old Woosehill Lane (Reading Road to Chestnut Avenue), Wokingham
- Palmerstone Road, Earley
- Park Lane, Charvil
- Pennfields, Ruscombe / Twyford
- Plough Lane, Wokingham
- Priest Avenue, Wokingham
- Princess Marina Drive (Biggs to Baird), Barkham
- Radstock Lane, Earley
- Rances Lane, Wokingham

## SECONDARY SALTING NETWORK APPENDIX C




- Fosters Lane, Woodley
- Frensham Road, Wokingham Without
- Gipsy Lane (Silverdale to Mill Lane), Earley
- Glendevon Road, Woodley
- Greenwood Road, Wokingham Without
- Hazel Drive, Woodley
- Headley Road East (Spitfire Way R/A to Tippings Lane), Woodley
- Highfield Park, Wargrave
- Hillside Road, Earley
- Hilltop Road, Earley
- Hilltop Road, Twyford
- Hinton Road, Hurst
- Holt Lane, Wokingham
- Honey Hill, Wokingham Without
- Howth Drive, Woodley
- Hurricane Way, Woodley
- Hyde End Lane, Shinfield
- Jubilee Avenue, Wokingham
- Kenton Road, Earley
- Lambs Lane, Swallowfield
- Langborough Road, Wokingham
- London Road (Service Road - part), Earley
- Lynton Close, Woodley
- Mays Hill, Swallowfield
- Meldreth Way, Earley
- Mill Lane, Earley
- Milley Lane, Wargrave
- Milton Road, Earley
- Milton Road, Wokingham
- Mohawk Way, Woodley
- Murdoch Road (Sturges to Langborough), Wokingham
- New Road, Ruscombe
- Nightingale Road, Woodley
- Norreys Avenue, Wokingham
- North Drive, Woodley
- Northbury Avenue, Ruscombe
- Northway, Wokingham
- Oaklands Park, Wokingham
- Odiham Road (B3349), Swallowfield
- Old Woosehill Lane (Reading Road to Chestnut Avenue), Wokingham
- Palmerstone Road, Earley
- Park Lane, Charvil
- Pennfields, Ruscombe / Twyford
- Plough Lane, Wokingham
- Priest Avenue, Wokingham
- Princess Marina Drive (Biggs to Baird), Barkham
- Radstock Lane, Earley
- Rances Lane, Wokingham
- Redhatch Drive, Earley
- Robin Hood Way, Winnersh
- Rowan Drive, Wokingham Without
- School Road, Hurst
- Sheerlands Road, Arborfield / Finchampstead
- Silverdale Road, Wargrave
- Simons Lane, Wokingham
- Stanlake Lane, Ruscombe
- Sutcliffe Avenue, Earley
- Sycamore Close, Woodley
- Tag Lane, Wargrave
- The Avenue, Wokingham Without
- The Brackens, Wokingham Without
- The Drive, Earley
- Tippings Lane, Woodley
- Toseland Way, Earley
- Vauxhall Drive, Woodley
- Victoria Road, Wargrave
- Waingels Road, Charvil / Woodley
- Walter Road, Wokingham
- Wargrave Hill, Wargrave
- Waterloo Road, Wokingham / Wokingham Without
- Watmore Lane, Winnersh
- Western Avenue, Woodley
- Wharfdale Road (part), Winnersh
- Whitegates Lane, Earley
- Whiteknights Road, Earley
- Winchcombe Road, Twyford



## SECONDARY SALTING NETWORKAPPENDIX C

### WINTER SALTING ROUTES

#### Key

-  WDC Boundary
-  Primary Gritting Route
-  Secondary Gritting Route

This plan shows the salting routes in the district. Primary roads will be salted whenever ice is predicted to form. Secondary routes will generally only be salted during extended periods of ice or snow



