

**HIGHWAYS SUB-COMMITTEE  
18 MARCH 1999**

Present: Councillors Mrs Ballin (Chairman), Adams, Blatchford, Mrs Clifford,  
Mrs Doyle, Finnie, Ryan, Veakins and Worrall

Parish & Town Council Representatives:

Binfield: Councillor J Willis  
Bracknell: Councillor Temperton  
Crowthorne: Councillor Mrs Pierce-Jones  
Sandhurst: Councillor Nicholson  
Warfield: Councillor Mrs Brown  
Winkfield: Councillor Young

Also Present: Councillor Flood and PC I Halliday

Apologies for Absence were received from:  
Councillors Harrison and Wade, Mrs Bayle (Bracknell Town Council)

**44. Substitute Members**

The Sub-Committee noted the attendance of the following substitute Members under Standing Order 38:

Councillor Blatchford for Councillor Harrison  
Councillor Worrall for Councillor Wade

Councillor Temperton attended the meeting instead of Councillor Mrs Bayle on behalf of Bracknell Town Council.

**45. Minutes**

The minutes of the meeting of the Sub Committee held on 7 January 1999 were approved as a correct record and signed by the Chairman.

**46. Petitions – Residents Parking: Foresters Square, Denham Grove and Uffington Drive (Item 1)**

The Sub-Committee considered a report on three petitions received from residents who were having problems in parking their private cars at their home.

The Sub-Committee heard from the following representatives on behalf of the petitioners:

Mrs R Condon – Uffington Drive  
Mr S Powell – Foresters Square  
Mr S Waites – Denham Grove

Amongst the key points raised by the petitioners' representatives were:

- That until such time as solutions had been identified, the Council should be more sympathetic to the parking of vehicles on verges and other “green” areas.
- That the conversion of some grassed areas and verges to parking bays would alleviate some of the problems.
- That the lack of adequate parking arrangements in some roads currently was restricting access for emergency vehicles.

The Sub-Committee noted that the Director of Planning & Transportation had received over one hundred requests for action to be taken to provide more residents parking. It recognised that there was a borough-wide problem to be addressed and agreed that it would be best to establish a formal policy on addressing the issues raised.

It was recommended that a comprehensive review be undertaken into ways to tackle residents parking problems.

RESOLVED that

- (i) the petitions be noted.
- (ii) the Director (in consultation with the Director of Social Services and Housing and the Director of Public and Environmental Services) be requested to prepare a report expeditiously on a comprehensive corporate approach to parking problems on residential areas for the Parking Focus Group advising on short and long term solutions to the problems identified.
- (iii) That the petition organisers be advised that the Council understands and sympathises with the problems experienced by residents, and plans to investigate a comprehensive approach to ways of helping with parking problems on residential roads.

#### 47. **Objections Received to Advertised Traffic Regulation Orders (Item 2)**

The Sub-Committee considered a report on objections which had been received to the advertised draft Traffic Regulation Orders for the following proposals: -

- Murrell Hill Lane - Prohibition of Driving
- Market Street/Station Road - Revised Waiting Restrictions
- A332 Swinley Road/Kings Ride - 40mph Speed Limit

The report also included details of other draft traffic regulation orders, which were currently advertised or in preparation for advertisement.

The Sub-Committee considered each of the three schemes to which there had been objections in turn.

With regard to Murrell Hill Lane, the Sub-Committee accepted that the objections related to the action already taken under the original order rather than the correction provided for under the new order which would permit bicycles to use the lane.

With regard to Market Street/Station Road, the Sub-Committee agreed to accept suggested changes to the published order in the light of the representations received.

With regard to the A322 Swinley Road/Kings Ride, the Sub-Committee heard the objections of the police to the proposal from PC Ian Halliday who also responded to a number of questions relating to the objections. However, whilst it recognised the concerns raised about effective enforcement of a 40 mph speed limit along the stretch of road, the Sub-Committee considered that it was correct to impose the limit which it believed to be appropriate and hope that, contrary to police fears, drivers would respect it.

**RESOLVED** that

- (i) in respect of the order relating to Murrell Hill Lane – Prohibition of Driving, except cycles:
  - (a) No public inquiry be held;
  - (b) The order be confirmed as advertised; and,
  - (c) The respondents to the advertisement be informed accordingly.
- (ii) in respect of the order relating to Market Street – Revised waiting restrictions:
  - (a) No public inquiry be held;
  - (b) A modified Order, as described in paragraph 4.10 be implemented; and,
  - (c) The respondents to the advertisement be informed accordingly.
- (iii) in respect of the order relating to the A332 Swinley Road/Kings Ride – 40mph Speed Limit:
  - (a) No public inquiry be held;
  - (b) The order be confirmed as advertised; and,
  - (c) The respondents to the advertisement be informed accordingly.

**48. A322 Swinley Bottom Roundabout - Potential Emergency Maintenance (Item 3)**

The Sub-Committee considered a report from the Council's Highways & Transportation Consultants regarding the potentially dangerous condition of the southbound inside lane (northern sector) of the A322 Swinley Bottom roundabout.

In response to a question, the Sub-Committee was advised that the precise cost of the works had yet to be established, but it was anticipated that these could be met from the Council's Transport Supplementary Grant.

**RESOLVED** that

- (i) works to the Swinley Bottom roundabout be included in future highway maintenance programmes as a priority item.

- (ii) the works be implemented subject to the necessary funds being made available for highway structural maintenance in the 1999/2000 capital programme.

**49. Footpath/Cycleway Bollard/Barrier Replacement Programme (Item 4)**

The Sub-Committee considered a report drawing its attention to the fact that many of the bollards and barriers positioned at the junctions of footways, cycleways, footpaths and carriageways were poorly designed, difficult to maintain and an impediment to street cleansing and other maintenance operations. It was invited to consider what action could be taken to improve the situation.

In response to questions, the Sub-Committee was advised that where it was decided to replace the existing barriers, the type of replacement would be that considered most suitable for the location.

Councillors Adams and Clifford offered to advise the officers on access and the suitability of proposed barriers.

**RESOLVED** that, having noted the content of the report, the inclusion of additional funding in future highway maintenance allocations be considered to enable programmed replacement of unsatisfactory barriers.

**50. Twin Bridges Roundabout Study (Item 5)**

The Sub-Committee considered a report on proposals to improve safety at the Twin Bridges roundabout which was recognised as a complex and heavily trafficked urban junction, which the Road Safety Plan had identified as the site with the highest number of injury accidents in the Borough.

A preliminary accident analysis of the junction had failed to identify any obvious pattern, and so it had been decided to carry out a study on traffic movements so that an effective Local Safety Scheme could be developed.

The Sub-Committee noted that the proposed scheme could be implemented without the need to make a traffic order. A suggestion that yellow box junctions would be even more effective was noted, but such a change would require the making of a traffic order. It was considered preferable to proceed with the proposed scheme at this stage and only pursue further measures such as box junctions if, following review, the current action failed to bring about a significant improvement in the situation. In responding to a number of questions, the officers undertook to look at the possibility of increasing the extent of lane guidance markings and consider further issues raised regarding the signing of the roundabouts and approach roads.

**RESOLVED** that

- (i) arising from the Twin Bridges Roundabout Study, the following improvement scheme be approved:
- The roundabout lane markings be amended to the 'spiral' type as shown on drawing no. TM600/99/80 and the signal timings be changed as laid out in table 1 of the report.

- Signs to warn of queues be placed on the Berkshire Way approach - subject to GOSE approval.
  - Temporary signs be erected on the exit to Downshire Way to prevent conflict at this point.
  - That additional signing be placed on the approaches to advise motorists on the correct approach lane, so that maximum advantage may be taken of the layout.
- (ii) the approved scheme be implemented subject to sufficient funds being provided in any budget for Local Safety Schemes in the 1999/2000 capital programme.

**51. Contract for the Unmetered Supply of Electrical Energy (Item 6)**

The Sub-Committee considered a report on the future arrangements for a contract for the supply of unmetered electricity to street lights, traffic lights and illuminated signs and bollards.

**RESOLVED** that the Borough Engineer be authorised, in consultation with the Chairman, to accept the lowest tender for the supply of unmetered electricity.

**52. New Roads and Street Works Act 1991 - 1998 Statutory Undertakers Performance Report (item 7)**

The Sub-Committee considered a report relating to the 1998 Statutory Undertakers Performance Report.

It was noted that data in the table related to the former Berkshire County Council area as data had only been separately registered from 1 April 1998. Full year data was not thus available for the Bracknell Forest Borough but would be in future. In addition from 1 April 1999, data could be electronically transferred into the Street Works Register thereby allowing reports for each unitary authority to be generated separately. Members were also advised that it was intended to allow access to a copy of the Register via the Borough Council's Web site as a future development.

The Officers answered a number of questions regarding the report, in particular, in relation to the powers which the Council could exercise against the utilities. It was noted that ultimately a criminal prosecution could be launched, but these were rare. The serving of an improvement notice was the first stage in the process and acted as a warning to the utility involved and generally resulted in an improvement in performance. In some cases, utilities would act against their contractors when the Council drew deficiencies in performance to their attention.

**RESOLVED** that

- (i) the contents of the report be noted.

- (ii) the Borough Engineer be authorised to issue formal Improvement Notices and warning letters to the Companies identified and monitor the effectiveness of the sanction.

**53. Items Submitted for Information**

The Sub-Committee noted the following items that had been submitted for information:

- (a) North Bracknell Traffic and Road Safety Study - Traffic Survey Results (Item 8)
- (b) Capital Programme (Item 9)
- (c) Highways Works – Progress Report (Item 10)

Arising on item (a), the Officers answered a number of questions, indicating, in particular, that the survey had not set out to look to the future, only at the “before” and “after” picture relating to the Northern Distributor Road. It was added that, the applicants seeking to redevelop Bracknell town centre had both done some modelling of future traffic patterns in the area and produced different results. Such modelling was expensive and beyond the scope of the agreed brief. In view of the need to produce Local Transport Plans, taking into account the requirements of the road Traffic Reduction Act, it was considered inappropriate to undertake modelling work which predicted future traffic growth.

The meeting commenced at 7:30 pm  
and concluded at 9:20 pm

**CHAIRMAN**