

**HIGHWAYS SUB-COMMITTEE  
27 MAY 1999**

Present: Councillors Adams, Mrs Clifford, Mrs Doyle, Finnie, Harrison,  
Piasecki, Wade, Wheaton and Worrall

Parish & Town Council Representatives:

Binfield: Councillor Fawcett  
Bracknell: Councillor Mrs Bayle  
Sandhurst: Councillor Nicholson  
Warfield: Councillor Mrs Brown  
Winkfield: Councillor Young

Also Present: Councillor Barnard and PC I Halliday

Apologies for Absence were received from:

Councillors Mrs Ballin and Veakins; and  
Binfield Parish Council: Councillor Willis  
Crowthorne Parish Council: Councillor Mrs Pierce-Jones

**1. Election of Chairman**

**RESOLVED** that Councillor Wade be elected Chairman of the Sub-Committee.

**COUNCILLOR WADE IN THE CHAIR**

**2. Appointment of Vice-Chairman**

**RESOLVED** that Councillor Doyle be appointed Vice-Chairman of the Sub-Committee.

**3. Substitute Members**

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

Councillor Worrall for Councillor Mrs Ballin  
Councillor Wheaton for Councillor Veakins

Councillor Fawcett attended the meeting instead of Councillor Willis on behalf of Binfield Parish Council.

**4. Minutes**

The minutes of the meeting of the Sub Committee held on 18 March 1999 were approved as a correct record and signed by the Chairman.

5. **A3095 Crowthorne Road/Ringmead – Relaxation of Right Hand Turn Ban (Item 1)**

The Sub-Committee considered a report on the results of the consultation exercise with residents in relation to the proposal to relax the right hand turn ban at the junction of Ringmead with the A3095 Crowthorne Road.

The Officers answered a number of questions regarding the proposals and the consultation exercise. There was some concern that the proposal to relax the existing ban could potentially lead to more congestion, pollution and, above all, increase the danger to children walking to the three local schools. It was also noted that there had been objections from Bracknell Town Council, two of the three schools and the police. It was, however, noted that a majority of the people who had replied to the consultation had been in favour of the proposal.

In view of this and bearing in mind the issues that had been raised by both supporters and opponents of the proposal, the Chairman indicated that he believed the officers should be asked to develop a new scheme taking into account all these issues. He stressed that the scheme would need to be sustainable and carry the support of the residents who would be formally consulted again before any final decision was made.

At the conclusion of the debate, the following motion was adopted but, pursuant to Standing Order No 47, the matter was referred up to the Council as a recommendation for decision.

Accordingly it was:

**RECOMMENDED** that:

- (i) the scheme relating to the proposed relaxation of the right-hand turn ban at the A3095 Crowthorne Road/Ringmead junction be modified taking into account the issues raised in paragraph 4.4 of the report; and,
- (ii) the Borough Engineer be instructed to progress the proposal accordingly.

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

The Sub-Committee considered a report in relation to an objection which had been received to the advertised draft Traffic Regulation Order for the Holly Spring Lane Bus Gate - Prohibition of Driving. In addition, the report also included details of other draft Traffic Regulation Orders, which were being advertised or in preparation for advertisement.

The Sub-Committee was advised that the intention of the order was to tighten-up the existing controls as there was currently a significant level of abuse. As the only objection was to the principle of barring traffic other than buses and this had already been determined prior to the introduction of the existing restrictions, it was agreed to approve the proposed order.

**RESOLVED** that in respect of the Traffic Regulation Order relating to Holly Spring Lane Bus Gate – Prohibition of Driving:

- (a) No public inquiry be held;
- (b) The order be confirmed as advertised; and
- (c) The respondents to the advertisement be informed accordingly.

7. **From Workhorse to Thoroughbred: A Better Role for Bus Travel – DETR Consultation Paper (Item 3)**

The Sub-Committee considered a report on a consultation paper issued by the Department of the Environment, Transport and The Regions which discussed the framework for integrating buses with other modes of transport.

**RESOLVED** that the Department of the Environment, Transport and the Regions (DETR) be informed of the comments set out in paragraph 4.4 of this report.

8. **Transport Safety – DETR Consultation Document (Item 4)**

The Sub-Committee considered a report on a consultation paper issued by the Department of the Environment, Transport and the Regions which formed part of the Government's review of the arrangements for transport safety, including accident investigation.

**RESOLVED** that the Department of the Environment, Transport and the Regions be informed of the responses set out in paragraph 4.3 of the report.

9. **Local Safety Schemes (Item 5)**

The Sub-Committee considered a report inviting it to determine the way in which the Council's £51,000 Supplementary Credit Approval, for the provision of Local Safety Schemes intended to reduce road traffic accidents should be allocated. It was reminded that at its meeting on the 18 March 1999, it had resolved to proceed with an improvement scheme for the Twin Bridges Roundabout and to fund the scheme from the 1999/2000 Local Safety Scheme budget.

The Officers answered a number of questions on the proposals and explained that the first year rate of return was calculated assuming a reduction of 1/3 in the level of accidents occurring at each of the sites, as set out in the report.

**RESOLVED** that the schemes described in paragraph 4.3 of the report be implemented this year as the remainder of the Council's Local Safety Scheme programme for 1999/2000.

**10. Road Safety Programme 1999/2000 (Item 6)**

The Sub-Committee considered a report inviting it to approve the 1999/2000 Road Safety Programme and its publicity campaign.

The officers answered a number of questions arising from the report. In response to one of these, PC Halliday stated that the police did not target speeding on safe routes to school. Instead, the force concentrated on those roads with the highest number of speed related traffic accidents. He added that copies of a leaflet setting out the force's speed enforcement policy were available to Members and it was agreed that these would be circulated to the Sub-Committee.

In addition, the Sub-Committee's attention was drawn to the work being undertaken as part of the Community Safety Strategy to address speeding by educating drivers of the dangers and consequences. It was noted that such campaigns when combined with effective enforcement could make a significant impact.

Whilst agreeing the proposals, it was suggested that it would be more appropriate to cover drink driving in the November/December edition of "Town and Country" and winter driving in January/February.

**RESOLVED that:**

- (i) the Road Safety Programme 1999/2000 be confirmed.
- (ii) this year's advertising campaign be targeted to reduce excessive and inappropriate speed.

**11. Applications for Millennium Street Parties on the Highway (Item 7)**

The Sub-Committee considered a report inviting it to approve the proposed policy in relation to road closures to allow Millennium street parties to be held throughout the Borough on 31 December 1999 or 1 January 2000

The officers answered a number of questions regarding the proposed policy, indicating that discussions were continuing with the police regarding the issue. In addition, the Sub-Committee was advised that the deadline for receipt of applications of 30 September 1999 had been chosen to ensure that there was sufficient time to process a group of events together in order to minimise costs. Late applications would be considered, but were likely to require a separate order and therefore involve a higher cost for the applicants. In view of the deadline, it was agreed that regular publicity would be given to the matter in the hope that the number of late applications could be minimised.

**RESOLVED that:**

- (i) the policy described in Appendix One of the report for dealing with applications for private millennium street parties be adopted; and,
- (ii) the Millennium Sub-Committee be advised of the policy.

## 12. Items Submitted for Information

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

- (a) Revenue Budget and Capital Programme 1999/2000 (Item 8)
- (b) Rural Bus Services (Item 9)
- (c) Road Traffic Accident Statistics for 1998 (Item 10)
- (d) Walk To School (and Cycle Too!) Week '99 (Item 11)
- (e) Year 2000 Compliance (Item 12)
- (f) "Breaking the Logjam" – The DETR's Consultation Paper on Fighting Traffic Congestion and Pollution through Road User and Workplace Parking Charges (Item 13)
- (g) Highways Works – Progress Report (Item 14)

The officers answered a number of questions posed by Members in relation to these items.

## 13. Exclusion of Public and Press

**RESOLVED:** That pursuant to Section 100A of the Local Government Act 1972, members of the public and press be excluded from the meeting for the consideration of Item 15 which involves the likely disclosure of exempt information under the following categories of Schedule 12A of that Act.

- (7) Information relating to the financial or business affairs of a person (other than the Authority) (Item 15)
- (8) The amount of any expenditure proposed to be incurred by the Authority under any particular contract for the acquisition of property or the supply of goods or services) (Item 15)

## 14. Proposed Extension of Bus Contracts

The Sub-Committee considered a report inviting it to approve the extension of two of its socially necessary bus contracts beyond their current expiry date of October 1999.

In response to a question regarding the lack of restraints provided in buses for wheelchairs, the Sub-Committee was advised that the arrangements in Bracknell Forest were in accordance with the nationally agreed DiPTAC standard. For longer journeys, restraints could be provided, but on short routes, they were not required, although the nature of the flooring and space provided on the new buses which had been introduced was such that it was hoped that the potential risk would be minimised.

**RESOLVED** that

- (i) Support for the current 53 (Monday to Saturday) services be continued;
- (ii) Subject to the agreement of the operator and the Royal Borough of Windsor and Maidenhead, the contract be extended to expire on 23 October 2000.
- (iii) Support for the current 171/172 (Sunday and Bank Holiday) services be continued; and,
- (iv) Subject to the agreement of the operator, the contract be extended to expire on 27 October 2000.

The meeting commenced at 7:30pm  
and concluded at 9.40pm

**CHAIRMAN**