

**HIGHWAYS SUB-COMMITTEE
16 SEPTEMBER 1999**

Present: Councillors Wade (Chairman), Adams, Mrs Ballin, Mrs Clifford, Mrs Doyle, Finnie, Harrison and Piasecki

Parish & Town Council Representatives:

Binfield: Councillor Fawcett
Crowthorne: Councillor Mrs M Pierce-Jones
Warfield: Councillor Mullins
Winkfield: Mrs S E Streeter

Also Present: Councillor Mills and PC I Halliday

Apologies for Absence were received from:

Councillors Finnie and Veakins
Bracknell Town Council: Councillor Mrs Bayle
Warfield Parish Council: Councillor Harrison
Binfield Parish Council: Councillor Willis
Winkfield Parish Council: Councillor Young

14. Substitute Members

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

Councillor Worrall for Councillor Finnie

Councillors Fawcett, Mullins and Mrs Streeter attended the meeting instead of Councillors Willis, Harrison and Young on behalf of Binfield, Warfield and Winkfield Parish Councils.

15. Minutes

The minutes of the meeting of the Sub Committee held on 27 May 1999 were approved as a correct record and signed by the Chairman.

16. Traffic Regulation Order – Beehive Road, Prohibition of Driving (Item 1)

The Sub-Committee considered a report inviting it to consider objections which had been received to the advertised draft Traffic Regulation Orders for the following proposal: -

- Beehive Road Bus Gate – Prohibition of Driving

A revised version of the Consultant's report on the proposal was circulated to the Sub-Committee along with a further recommendation proposing that the traffic management programme should be reviewed and rescheduled to enable the traffic signals at the junction of Beehive Road and London Road, Binfield, to be modified to enable bus priority working.

The Officers answered a number of questions relating to the proposal, including in relation to the likelihood of John Nike Way being formally adopted as a public highway. The Sub-Committee noted that although the road had yet to be adopted, it was still the intention that it should be and the routing of a bus service along it merely added weight to this. There were, however, a number of minor issues to be settled prior to adoption, but the Sub-Committee was assured that there was no question of the road being unfit for public use.

In addition, the Sub-Committee was advised that there was no provision in the order for residents to be granted access through the bus gate as the right of way would only apply to public service vehicles.

The Sub-Committee was also advised, by the local Member, that the majority of residents supported the road closure as it was recognised that the area needed to be protected from "rat-running".

RESOLVED that

- (i) no public inquiry be held in respect of the draft Traffic Regulation Order relating to the Beehive Road Bus Gate – Prohibition of Driving;
- (ii) the order be confirmed as advertised;
- (iii) the respondents to the advertisement be informed accordingly; and,
- (iv) the Borough Engineer, in consultation with the Chairman, review and reschedule the traffic management programme to enable the traffic signals at Beehive Road/London Road, Binfield to be modified to enable bus priority working, provided that First Beeline agree to modifying the route of service 196; any consequent slippage in the programme to be considered as a priority commitment to the 2000/01 programme.

17. Traffic Regulation Orders – Disabled Persons Parking Spaces (Item 2)

The Sub-Committee considered a report inviting it to determine objections which had been received to the advertised draft Traffic Regulation Order arising from the disabled persons parking spaces review.

RESOLVED that

- (i) no public inquiry be held;
- (ii) the following modifications to the advertised Order be consulted upon:

11 Smith Square	revised location (drawing no. 600/99/21A)
49 Warwick	revised location (drawing no. 600/99/33A)
9 Whatley Green	revised location (drawing no. 600/99/4A)
62 Wheatley	revised location (drawing no. 600/99/31A)

15 Aldenham Terrace	revised location (drawing no. 600/99/69A)
54 Inchwood	revised location (drawing no. 600/99/52A)
8 Prescott	revised location (drawing no. 600/99/45A)
35 Moordale Avenue	revised location (drawing no. 600/99/70A)
60 Dalcross	revised location (drawing no. 600/99/62A)
38 Nutley	revised location (drawing no. 600/99/29A)
27 Lindenhill Road	revised location (drawing no. 600/99/75A)
46 Red Rose	deletion
31 Brownrigg Crescent.	deletion
102 Abbotsbury	deletion
33 Holbeck	deletion
126 Holland Pines	deletion
59 Ringwood	deletion
51 Wroxham	deletion
3 Wayland Close	deletion
40 Braybrooke Road	deletion
28 Moordale Avenue	deletion
7 Wilwood Road	deletion

- (iii) the bays at the following locations, which were the subject of specific objections, be included in the modified order, and the objectors notified accordingly:

11 Frodsham Way
107 Leaves Green
72 Wroxham
2 Priestwood Avenue
Priestwood Court Road

- (iv) the order be not modified to include provision of a bay in the vicinity of 7 Fanes Close, and the objector who had called for one to be provided be notified accordingly;
- (v) the bays, which were not the subject of any specific objection, be included in the modified order;
- (vi) the Parking Issues Focus Group be asked to look at wider options for helping disabled people with problems of access to adequate car parking in residential areas; and
- (vii) the Access Advisory Committee be asked for its views on ways of providing for car parking for disabled people in residential areas.

18. **Road Safety Plan (Item 3)**

The Sub-Committee considered a report inviting it to approve the draft Road Safety Plan. The Plan analysed current accident and casualty trends within the Borough and outlined the council's strategy for achieving reductions during the year, as a contribution to the overall, multi-agency target set by Government.

In response to a question, the Sub-Committee was advised that the Council would not meet the original target for accident reduction in the Borough during the current year, but it was acknowledged that the figures had been unrealistic given the increase in traffic since the targets had been set. In real terms, the performance of the Borough in reducing accidents had been better than the national average. It noted that the causes of accidents were monitored with a view to eliminating as far as possible the reasons for them, but that human error could not be removed.

The Sub-Committee also noted that work would be continuing throughout the year on road safety measures which would emerge as part of the Council's Local Transport Plan. The next Road Safety Plan would set out how the Council intended to implement the proposals in the Local Transport Plan. In recognition of the fact that speed was a contributory factor in 25% of accidents, specific proposals were already in hand to promote a speed management policy.

RESOLVED that the draft Road Safety Plan for 1999/2000 be approved and published.

19. **Speed Management Policy (Item 4)**

The Sub-Committee considered a report proposing the adoption of a Speed Management Policy, and setting out a draft Speed Management Strategy for development as part of the Council's Integrated Transport Strategy. It was agreed that the wording of the proposed policy should be amended to refer to cyclists as well as vehicles and pedestrians.

The Sub-Committee noted that the Thames Valley Police had recently appointed a Speed Liaison Officer who it was intended should come to the next meeting to provide an explanation on the action being taken in relation to speed reduction. It was noted that, as a result of the work that he was doing, enforcement would henceforth be undertaken by both traffic officers and local officers once appropriate training had been given to the latter.

In response to concerns about signage, the Sub-Committee was advised that regular highway inspections were undertaken by the Council's consultant. These were intended to identify where signs had been obstructed by overgrown vegetation so that action could be taken.

In addition, it was noted that there was a need to have regard to the impact that too many signs or regularly changing speed limits along a single stretch of road could have on effective enforcement. A further concern of the police was that some drivers appeared to be unaware of the basic rules, as laid down in the Highway Code, regarding speed limits in built-up areas.

It was agreed that there was a need for consistency of approach, as well as effective measures, to ensure that speed limits were credible and that signing was adequate. By adopting a policy to support this, it was hoped that the situation could be improved for all concerned.

RESOLVED that

- (i) the following policy on Speed Management be adopted:

“Motorists will be encouraged to travel at speeds which enable safe movement of vehicles, cyclists and pedestrians, and which are appropriate to the local environment.”

- (ii) the draft strategy set out in the appendix to the report be developed for further consideration by the Sub-Committee.

20. London Road Bus Lane (Item 5)

In accordance with Standing Order 25, Councillor Harrison declared a non-pecuniary interest in this matter and withdrew from the meeting.

The Sub-Committee considered a report seeking authority to defer the implementation of the proposed bus lane along London Road, Bullbrook.

In response to a question, the Sub-Committee was assured that the bus company supported the proposal to defer the implementation of the bus lane as it recognised the importance of having credible measures to support public transport rather than those which were likely to lead to abuse. It was intended to review the situation as part of the town centre redevelopment.

RESOLVED that the implementation of a bus lane on London Road, Bullbrook be not pursued at this time.

21. National Public Transport Information System (Item 6)

The Sub-Committee considered a report on the Government’s transport white paper “A New Deal For Transport” which had set the ambitious target of establishing a national public transport information system (NPTIS) by the year 2000.

In response to a number of questions, the Sub-Committee was informed that it was not yet clear whether the Government would be passing legislation to support the proposal, but it was known that the bus operators were concerned about the potential costs which could fall on them to provide the type of information proposed if it was to be effective.

RESOLVED that

- (i) the action taken so far by Officers in relation to the National Public Transport Information System be endorsed; and,
- (ii) authority be given for the Council's involvement in a combination of local and regional call centres using DETR funding and existing revenue budgets.

22. Items Submitted for Information

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

- (a) Urban Traffic Control (Item 7)
- (b) National Camera Funding Partnership Trial (Item 8)

- (c) Other Draft Traffic Regulation Orders (Item 9)
- (d) Programmed Highway Works – Progress Report (Item 10)

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

The meeting commenced at 7.30pm
and concluded at 9.20pm

CHAIRMAN