

HUNGERFORD TOWN COUNCIL

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DRAFT MINUTES of the **Highways and Transport Committee** meeting held on Monday 27th February 2023 at 7.00pm, in the Library, Hungerford

Present: Cllrs, Hudson, Knight, Simpson, Fyfe, Carlson, Alford and Downe

In attendance: Claire Barnes (Town Clerk), Gareth Dowding (GD) (West Berks Council), Newbury News and 3 members of public.

HT20230018. Apologies for absence – Cllrs Winsler, Schlanker and Greenwell

Also, from John Willmott

HT20230019. Declarations of interest – None

HT20230020. Agreement of minutes of meeting held on 23rd January 2023 – Deferred

The Mayor queried if the three additional H&T meetings agreed in the last meeting were necessary as they will have an impact on staff and there is no budget. It was agreed working party meetings would be better instead. Cllrs Simpson, Carlson and Alford agreed to put in writing that they wish to reverse the proposal.

HT20230021. Safety of High Street and consideration of traffic calming measures – Cllr Hudson advised we need to clarify the issues, quantify them and identify how we wish to proceed. The main three topics are safety, speed and the environment. We should consider the effects on different groups.

GD has an accident record from the police for the last 5 years up to Oct 2022 details of which he will forward on. The record consists of injury accidents only of which there were 8 between the A4 and Salisbury road roundabout. He commented that with none of these accidents is the causation factor speed. Instead, poor driving, turning and manoeuvrability are to blame.

A member of public pointed out £70k of damage done in Dec 2019 when a vehicle hit a building is not mentioned. It was argued that the records are not a true representation as they don't include all the incidents. The Plume and Sovereign housing being hit are not included. GD advised property damage and non injury accidents are not included. He added that the number of accidents that have occurred in Hungerford is low for an A road. All were slight accidents except 1, which was serious with 2 cycles bumping into each other. If we take the 3 from Priory Road and the cyclists that is 4 which is less than 1 per year. The rest were mainly manoeuvres in/out of parking spaces. The accidents are not highlighting any particular problems. GD recommended HTC make their concerns known through the WBC Town Strategy Consultation. (this has now closed).

It was pointed out: -

- The footway near the Bear roundabout is too narrow. However this causes drivers to be naturally cautious slowing the traffic.
- There are many potholes by the Bear. The road needs resurfacing.
- The footway outside Great Grooms is very wide. Could this be realigned/better used?
- The JOG pub has previously been hit by a vehicle.
- Parking by the canal bridge is tricky but it slows traffic.

- The footway on the east of the bridge is narrow. The footway on the west isn't needed as there is a pedestrian bridge. If either footway was removed the structure of the bridge is at risk of being hit. There have been no accidents on the bridge,
- The bus stop outside the kebab shop isn't needed as a bus stop. Review its role.
- The visibility of pedestrians crossing the zebra is reduced due to the positioning of the phone box. Can it be moved? Motorists ignoring pedestrians is a common problem not limited to Hungerford. Changes to the Highway code have strengthened pedestrian and cyclist's rights. A pelican crossing or humped crossing were suggested. GD advised a pelican crossing could work well in a busy high street where drivers are aware of the crossing.
- The Tesco junction causes congestion with vehicles parking opposite under the bridge and reversing out into the road. Everlands Road can't be used as it is a private road. A left turn entry only into Tesco would probably cause problems further down the high street with people making u turns. Would traffic lights at Tescos help?
- Parking needs reviewing all the way along the high street.
- Between Church Street junction and Park street junction it could be made a 20mph zone with a shared surface (same height as the kerb).
- Access to park street is too narrow for HGVs. Even if a weight limit was imposed on Park Street, HGVs could still access the industrial area as they would be exempt. Due to economy of scale we can not insist on smaller vehicles being used as this will restrict economic growth. A larger sweep is required to turn into Park Street. Traffic lights could be installed but because of phasing issues this would cause quite a queue, even though all traffic lights are now smart and adjust. There are no suitable alternative routes.
- Peak hour deliveries and poor parking cause traffic jams. Some park on the footways, some near traffic lights. Enforcement is needed. Loading is allowed on double yellow lines. A balance is needed so not to impede on business.
- Poor visibility caused by larger parked vehicles in the high street makes it difficult to both park and rejoin traffic.
- The temporary traffic lights near Atherton are slowing the traffic down.
- Pinch points are not the best for an A road as the same type of pinch points are not suitable for both cars and lorries. Traffic lights are an option that suits both.
- Three times in the last 15 years the walls by Atherton roundabout have been hit. A cause being the turning of lorries on the roundabout. A pedestrian crossing is needed next to school alley. Visibility and parking would need to be considered with this option. There used to be a lollipop lady there. GD advised WBC are encouraging schools to go back to using school crossing patrols. WBC are supplying training and uniforms but not a budget. Sponsors are needed.

ACTION WBC to carry out a survey now whilst the temporary traffic lights are in place and afterwards when they are removed. A speed monitor can be placed half way down the high street. (HTC to advise where).

It is thought that putting in a pedestrian crossing would not make the traffic any worse than at present. It would stop lorries turning. A stop line on the A4 as you approach Hungerford by Atherton was suggested.

- There have been 3 accidents at Priory Road roundabout and this needs better signage. Rumble strips can't be used in a pedestrian area.
- Speeding. A 20mph limit will not slow some motorists particularly those speeding at night. WBC do not have a budget to enforce. The Police could be asked to attend with speed guns.

The next step is to look at all the pros and cons of the above, who owns it and the cost for improvements.

ACTION Cllrs Hudson and Schlanker will draft Terms of Reference for the working group.

ACTION The Town Strategy consultation has closed but there is a final meeting on Friday 3rd March when councillors could feedback.

ACTION Working party to produce a shopping list of improvements for GD/Highways to consider and prioritise. CEO to be made aware.

ACTION Town Clerk to add agreed objectives to our action plan.

ACTION Town Clerk to send out invites to a working party meeting, including residents, Chamber of Commerce, Town & Manor and HTC. Schedule preferably for a Thursday in 3 to 4 weeks time.

HT20230022. Consider complaints concerning parking on footways and verges –GD advised obstruction is a police matter. WBC are wanting permission to enforce however Department of Transport has delayed the change. Some verges are already in the WBC programme to be protected by posts. Verge parking can be changed to half on half off road parking (such as in Cold Harbour Road).

ACTION GD invited HTC to come to WBC with areas that we want converting as there is a budget of £50K for the whole district.

GD left the meeting.

HT20230023. Agree purchase of more grit bins (refer to the attached report) – A member of public advised a grit bin on the corner of Chilton Way needs replacing.

ACTION: Office to check

:

It was mentioned that there are no grit bins at the new developments in Salisbury Road. After discussion:

Proposed: Cllr Hudson

Seconded: Cllr Knight

ACTION: **Resolution:** Purchase of 7 salt bins at a cost of £1,116. (Two medium grit bins for Lancaster Park. One to be located at the entrance and one by the footpath. One medium grit bin to be located at the entrance to Kennedy Meadow and four small grit bins to be placed down the high street as suggested in the report)

Meeting closed 8.57pm.

HT20230023 Grit bins

Hungerford Town Council

Public Report to: Highways & Transport meeting 27th February 2023

Agenda Item No: HT20230023 Grit Bins

Background

Following a cold spell the footways in the high street became very slippery and it was noted that there are no grit bins within the vicinity. Of particular concern was the market area, the canal footbridge and the incline of the high street footway.

The Town Council is responsible for the provision of the grit bins and for filling them. It is up to the public to use them and spread the grit. To assist our maintenance man has purchased a wheel along grit spreader for use by him or others.

See attached list of current locations.

Objective

Prevent slips and falls during icy weather.

Options

1. Purchase 4 small x grit bins from Willis & Ainsworth (each £64.83 with 100L capacity) at a total cost of £259.32 plus vat for installation along the high street. Suggested locations include near chip shop, near arcade/town hall, near co-op and by canal walk.
2. Consider other sizes or numbers or locations,
 - (options for 170L medium size, cost £99.99 each)
 - (options for 200L large size, cost £109.90 each)

Financial and Legal implications

Cost of 98 bags (2 pallet loads) of brown rock salt: £456.68

Reference to Council Strategy, where relevant

Consultation:

Town & Manor agreed in principle for placement of a grit bin outside Corn Exchange.

Other information

We maintain a supply of grit and our maintenance man checks and fills the grit bins throughout the winter season.

Recommendation(s)

The best option, based on the above information

Signed: Town Clerk 23/2/2023

LOCATION OF GRIT BINS (as at 27th January 2023)

No.	Location	Owned By
1	Atherton Road (opposite junction to Prospect Road)	HTC
2	Bourne Vale (opposite no.30)	HTC
3	Chantry Mead (Junction with Chilton Way)	HTC
4	Cherry Grove (outside no.7)	HTC
5	Chestnut Walk	West Berkshire Council
6	Chilton Way (opp junction with Westbrook Close)	HTC
7	Chilton Way (outside no.72)	HTC
8	Church Lane (nr dentist)	HTC
9	Church Street (outside library)	West Berkshire Council
10	Church Way (junction with Chilton Way)	HTC
11	Church Way (junction with Moores Place)	HTC
12	Clarkes Gardens (outside no.12)	HTC
13	Cottrell Close (outside no.30)	HTC

14	Croft Road (outside Surgery)	HTC
15	Crown Muse (off Prospect Road)	HTC
16	Fairfields Close (junction with Fairview Road)	HTC
17	Fairfield Road (junction with Northview)	HTC
18	Hamblin Meadows, Eddington	HTC
19	Hillside Road (adjacent to no.37 Priory Road)	HTC
20	Hillside Road (junction with Priory Avenue)	HTC
21	Homefield Way (junction with Bourne Vale)	HTC
22	Hungerford Newtown (road behind Tally Ho pub)	HTC
23	Kennet Court (junction with Oxford Street)	HTC
24	Lancaster Square (side of no.33)	HTC
25	Penny Farthing Close (junction with North Standen Rd)	HTC
26	Prospect Road (junction with Honeyfields)	HTC
27	Ramsbury Drive (Hungerford Day Centre)	HTC
28	Ramsbury Drive (on verge near lamp post No.1)	West Berkshire Council
29	Sarum Way (outside no.20)	HTC
30	Shalbourne Close (junction with Smitham Bridge Road)	HTC
31	Sr Saviours Cemetery, Eddington	HTC
32	Tarrants Hill (junction with Morley Place)	HTC
33	York Road (side of no.15)	HTC