

HUNGERFORD TOWN COUNCIL

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DRAFT MINUTES of the **Highways and Transport Committee** meeting held on Monday 26th May 2026 at 7.00pm, in the Library, Hungerford

Present: Cllrs, Keates, Hudson, Carlson, Mulholland, Alford, Hall, and Armstrong. Also in attendance: Town Clerk, and a member of public.

John Downe from HEAT informed the committee that tomorrow evening there will be an EV rally in Church Street car park which will help build awareness of electric vehicles and offer a forum for EV owners to exchange tips. Three vans will be attending include a West Berks Council (WBC) van and one from Newbury Building Society. Connective Kerb, who provide on street charging will be in attendance. Dick Lovett is sponsoring the event and will be bringing an IX3. John pointed out that there are 120,000 EV charging points compared to only 8,000 garages. 25% of all sales are now of EVs (this is not including hybrids).

HT20260024. Apologies for absence – Cllrs Reeves, Cole, Day, Fyfe

HT20260025. Declarations of interest – Cllr Keates (Smarten Up Hungerford)

HT20260026. Agreement of minutes of meeting held on Monday 23rd March 2026

Proposed: Cllr Keates

Seconded: Cllr Hall

Resolution: Minutes agreed as a true representation of the meeting held on 23rd March 2026.

HT20260027. Update on actions from previous meetings

The concrete planter has been moved into position in the high street and the footing for the cycle shelter has been done. The tree work is complete.

Safety in the high street including speeding is on the agenda to be discussed.

The telephone box in on the agenda to be discussed. *Cllr Armstrong entered.*

The survey of signage is underway. All other actions are complete.

The Mayor advised he met with Sovereign a while ago at Redwood House about installing lighting in the alleyway to improve safety. They said the cost was unaffordable. A cheaper solution was suggested. The two houses on Atherton crescent are now in private hands.

HT20260028. Receive suggested scheme for improvement of safety in the high street – Cllr Hudson talked through his report. *(see attached)*. He stressed the need for deliverable low-cost measures such as the white lines which have the effect of narrowing the road. He has focussed on the brief which was to reduce the approach speeds to the high street. He confirmed that the speed cushions mentioned in the report would be on both sides of the road to prevent drivers from going around them. There was a discussion on the suggestion to change the pelican crossing to a zebra crossing. Zebras make drivers more aware and green lights on pelicans can make drivers speed up. Cllr Armstrong suggested that if this change was made some education to the primary school children using the crossing would be needed. It was agreed that was a good idea. The Mayor thanked Cllr Hudson for his report and for Cllr Mulholland's input and suggested we start with a request for these improvements.

Cllr Hudson commented that locals may not like the speed cushions, however they tend to encourage drivers to reduce their speeds to around 20mph. He suggested a public survey is carried out to see if residents want 20mph restrictions.

Proposed: Cllr Hudson

Seconded: Cllr Hall

ACTION: **Resolution:** Request WBC consider actioning the improvements detailed in the road safety report and add this item to subsequent H&T agendas to chase WBC feedback. One abstention (Cllr Armstrong).

Cllr Armstrong advised inconsiderate parking is the main problem at the primary school. It was noted there are already physical measures slowing traffic at the primary school so a 20mph there might be helpful. WBC have already advised that they will only consider putting in 20mph restrictions if the town wants it. We could issue an online survey and share on social media to try and boost a response.

Proposed: Cllr Hudson

Seconded: Cllr Mulholland

ACTION: **Resolution:** Carry out an online survey to ask residents if they would like 20mph zones in the town. Request that the schools include the survey in their comms. Two abstentions (Cllrs Keates and Carlson). *See draft survey attached.*

HT20260029. Improvements to trip hazards in high street using tree pits

There are 37 trees along the high street. The areas around the base of the trees are scruffy and some have upstands which are a trip hazard. Resin could be laid to smarten up the areas and provide a gradual rise. Town & Manor own the trees and have given their permission for works. The Clerk has applied for a member's bid towards the cost.

Proposed: Cllr Keates

Seconded: Cllr Alford

ACTION: **Resolution:** Agree in principle with the work. Clerk to seek quotes for the prep work and revised quotes based on doing only the trees within the footway. Clerk to approach T&M for financial support. Add to F&GP agenda to consider final costings if below £5k.

HT20260030. Update on progress with the re-siting of the telephone box in the high street – A BT engineer is meeting with our contractor to see how the box is bolted down and how it would need to be fixed once moved. The suggested location is outside Fisher German which is the opposite side of the road to the library. We would require permission from the landlords. Are there other locations that we could move it to? It needs a function.

Proposed: Cllr Keates

Seconded: Cllr Armstrong

ACTION: **Resolution:** Clerk to ask community groups for their suggestions for future use of the telephone box and see who would be willing to look after it. HTC would maintain it. Move the box to outside Fisher German if they are agreeable. Obtain costs to move the box and obtain Highways advice. and bring back to F&GP. Listed planning consent will be required.

HT20260031. Report from meeting with West Berks Council about the problems with overflowing recycle centre, Station Road Car Park and the dilapidated retaining wall.

Cllrs Keates, Fyfe and Town Clerk met with WBC officers Calvin and Chrissie from recycling and also Emma from parking. It was noted there is no collection for glass and residents should put glass in their doorstep recycling. CRT are being contacted about the lack of facility for boat people and a lack of signage which is causing misuse of the facility. The signage at the entrance to the car park is facing the wrong way. The containers need re-siting, and a north-facing CCTV camera is required on the lamppost so that 'no fly-tipping' can be enforced. It was suggested we should have more cardboard recycling containers and less paper to match the demand. Collection of the recycling needs to be regular and more often, not ad hoc. WBC advised they can impound a vehicle if it is used to fly tip. The perimeter car park wall is deteriorating, and repairs were requested with some cheaper options suggested using paving as a protective top layer. The car parking signage was raised as an issue as it has masking tape over it and is partly readable so very confusing. The barriers are working. It was unclear if cash and card payments are available.

ACTION: Continue to chase WBC to action the improvements suggested following the Station Car park site visit.

HT20260032. Update from Volker upgrade to all our lampposts to LED - The Clerk has been chasing for an update since Feb and is waiting for Volker to reply. Defer to a future agenda.

HT20260033. Improvements required to noticeboards under the bridge – Cllr Fyfe was not present, so this item was deferred. It was noted the Chamber of Commerce noticeboard is out of date.

HT20260034. West Berks Council investment in Hungerford – Cycle store etc. WBC are offering improvements and Cllr Fyfe is producing a wish list for Hungerford.

HT20260035. Update from Smarten up Hungerford – The pots and tubs have all been planted up by Smarten Up Hungerford. The Britain in Bloom team have done a lot of work on the roundabout by the Asda garage clearing and planting. There was a problem with some of the plants being caught by the frost. Watering starts this week with the hanging baskets going up in the high street. The urn dedicated by Garden Art has been situated in the large planter in the Bridge St War Memorial garden. Some plants that were grown from seed were stolen from outside St Lawrences again.

HT20260036. Any H&S issues of Concern including but not limited to:

- **Pavement at school alley** – Steve West from WBC highways has advised that the alleyway is fit for purpose and doesn't meet the criteria for any improvements.
- **Hedge at Church Way** – The aim is to get the strip of land that the hedge sits on adopted by WBC from SNG so that it can be turned into pavement. The hedge is forcing pedestrians to walk in the road and it is dangerous. The Mayor is escalating the issue and if no reply is received the CEO of SNG and Lee Dillon MP will be contacted. The head of legal has responded saying he is on leave and his deputy will be in contact.
- **Street sign audit** – Cllr Hudson is in the process of auditing the signs with Cllr Mulholland and thinks 15 signs should be removed
- **Old bus stop** – This is being dug out. The bank needs reinstating and a contractor is manufacturing the round steels.
- **A pot hole** is appearing on the canal bridge. Steve West at WBC is aware.

Meeting closed at 8.53pm

Proposed Speed Reduction Measures on the A338 Salisbury Road, Hungerford

Salisbury Road between Church Way and the High Street has speeding traffic. HTC have introduced a speed indicator device (SID) just north of Church Way, on the approach to the Priory Road junction. While this helps, average speeds are 30mph and 45% of drivers still exceed the speed limit. The slow and steady down gradient and wide road make it difficult to slow traffic. The Priory Road mini roundabout is the only location on the A338 in Hungerford with person injury accidents in recent years, including a serious accident.

HTC feels it is important that there is greater encouragement to slow traffic on this section of road before entering the High Street. There are a number of potentially effective options such as narrowing the highway, but many of these are prohibitively expensive. The proposed scheme aims to be simple, affordable and deliverable.

The following measures are proposed starting from the south at the junction of Church Way and Salisbury Road.

Church Way to Priory Road



Figure 1:

Salisbury Rd northbound by Church Way looking north.

Note: SID on column and the down gradient.



Figure 2:

Salisbury Rd northbound on approach to Priory Rd junction.

Note: the down gradient.



Figure 3:

Salisbury Rd / Priory Rd junction, looking northbound.

Proposals between Church Way and Priory Road

1. Keep the existing SID operational on a permanent basis and add a solar panel so the unreliability of battery changes is avoided. This has been done by HTC.
2. Add a solid white line on both edges of the road.
3. About 10-15m in advance of the roundabout add a speed cushion on both sides of the road.

Priory Road to Atherton Road:



Figure 4:

Salisbury Rd north of Priory Rd at Atherton Crescent junction looking northwards.
Note: the down gradient



Figure 5:

Salisbury Rd north of Priory Rd looking northwards.
Note: 1) SID proposed on traffic signal sign.
2) the down gradient.



Figure 6:

Salisbury Rd approach to Pelican Crossing and Atherton Rd, looking northbound.
Note: Proposed conversion to Zebra crossing.



Figure 7:

Salisbury Rd approach to junction with Atherton Road.

Proposals between Priory Road and Atherton Way

1. Add a solid white line on both edges of the road between the Atherton Crescent junction and the start of the wigwag white lines in advance of the Pelican crossing.
2. Add 3 pairs of speed cushions. Two between Priory Rd and the Pelican crossing and one between the Pelican and Atherton Road.
3. Introduce another Speed Indicator Device about 100m north of Priory Rd, between Atherton Crescent and the bus stop layby, currently on a post with warnings of traffic signals, slippery surface and new surface (see Fig 5). Remove the slippery surface and new road surface signs.
4. Replace the Pelican with a zebra crossing.
5. Raise the island at the mini roundabout junction with Atherton Road.

Notes on Design Features

A: The Pelican needs to be converted to a zebra as:

- It very rarely shows red, so drivers nearly always see a green light which is a message to go and often speed up.
- Pedestrians have to wait at the signals and normally do not bother, so crossing anyway between gaps in the traffic.
- A zebra crossing means that drivers have to interact with their surroundings. They have to look at the footways to see if there are pedestrians and subsequently they may need to give way and stop. Drivers approach with more caution and therefore travel more slowly. They are also more likely to stop as pedestrians will be using it to give them priority as they choose to cross when they like, not waiting for the signals to change.
- Zebra crossings are consistent with other crossings of the High Steet...consistency of design is better and safer for drivers and pedestrians.

B: Speed Cushions look to be an appropriate means to help slow the traffic as it allows larger vehicles and emergency vehicles to straddle across the raised surface. In this residential area, there could be noise problems which would need to be considered carefully, although cushions cause much less noise than a speed hump across the entire highway. Cushions may also be more appropriate for lower speeds, say 20mph if these are introduced in the future.

C: The proposed addition of a white line adjacent to the kerbs has the visual effect of narrowing the road. The wide road tends to make drivers faster, so by visually narrowing the road this will make drivers perceive speed as higher and should help to slow them down.

D: Raising the central painted island on the Atherton Rd mini roundabout. On balance this should help to slow traffic, although there are concerns that it encourages northbound drivers to drive over it or on the left side of the highway if southbound traffic is not approaching.

Cost estimate for the work

- New SID with solar panel. £3000. (Funded by HTC)
- Converting the Pelican crossing to a zebra crossing, £10,000. The lowered kerbs, tactile paving and physical features are all consistent with a zebra. The works would require the removal of existing traffic signals, adding the zebra columns and white lines across the road. May not need a TRO, but to clarify.
- White lines on the edge of the highway £2,000. NB while doing this lining, it would be helpful to white line the mini roundabouts and wigwags at the crossing as they are wearing thin.
- Four pairs of speed cushions at £2,000 per cushion, say £16,000.
- Estimated cost to West Berks £28,000, say £30,000.

Salisbury Road Southbound

Southbound, while on an upgradient, there is still a speeding problem, notably south of Priory Road where the road is wider and feels more suburban and rural leaving the town centre. The Speed Indicator Device (SID) located about 100m south of Church Way identified average speeds of 30mph and 59% of traffic exceeding the speed limit. The approved SID location as shown on Figure 8 below.



Figure 8:

Salisbury Road southbound on approach to Kennedy Meadow roundabout
 Note: the SID bracket on the lamp column on the left above the hedge

It is proposed to add a permanent SID at this location with a solar panel. This would be a cost for HTC to consider at about £3,000.

Hungerford 20 mph Speed Survey (DRAFT)

There has been discussion recently about introducing 20mph areas in the town and we would like to know your views on this. Please could you answer a few questions below:

- 1) Would you like any 20mph areas in Hungerford? Yes No

If Yes, where?

- 2) Outside the Primary School on Fairview Rd and the Secondary School John O Gaunt on Priory Rd? Yes No
- 3) The Croft area? Yes No
- 4) Church Street and part of Smitham Bridge Rd (to include the Croft)? Yes No
- 5) The High Street and Bridge St between Charnham St and High St? Yes No
 a. Or extend along Salisbury Rd to Priory Road? Yes No
- 6) The residential area that includes all of Priory Road and Fairview Rd? Yes No
- 7) Anywhere else? Please specify
- 8) Could you please indicate roughly where you live?
 if in Hungerford, the street.....
 if elsewhere, the town / village
- 9) Do you have any other comments?.....

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THANK YOU