

# HUNGERFORD TOWN COUNCIL

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**DRAFT MINUTES** of the **Highways and Transport Committee** meeting held on Monday 22<sup>nd</sup> November 2021 at 7.00pm, in the Library, Hungerford

**Present:** Cllrs Knight, Chicken, Downe, Fyfe, Alford, Hudson, Shatford (remotely – not able to vote), Schlanker and Winsler.

In attendance: Claire Barnes (Town Clerk), District Cllr James Cole, representatives from Town and Manor (T&M), and a member of the public.

- HT20210078. Apologies for absence** – Cllr Simpson
- HT20210079. Declarations of interest** – Cllrs Downe and Schlanker – Hungerford Graziers
- HT20210080. Agreement of minutes of meeting held on 27<sup>th</sup> September 2021**  
**Proposed:** Cllr Downe  
**Seconded:** Cllr Chicken  
**Resolution:** Agree minutes as a true record. 2 abstentions
- HT20210081. Update on actions from previous meetings, not on this agenda** – All actions are complete
- HT20210082. Consider purchase of a moveable Vehicle Activated Sign** – T&M advised cyclists had been hit as well as walkers, dogs and cattle from speeding vehicles on the Common. Cattle needs to be grazed and due to CROW Act, Common Land can't be fenced, and the cows do have right of way. T&M have put up their own warning of the cattle being present on the Common which worked for a while. Only Local Authority can erect the triangle warning signs. New 30mph signs will be up on 6<sup>th</sup> Dec. A small minority of drivers are travelling at 60mph plus. Anything is welcome to slow them down. T&M are in support of a VAS and would help pay towards one. District Cllr James Cole had circulated 5 pages of information on types of devices and advised that evidence would be required to support an application for traffic calming on the Common and that would be more likely to be achievable than a 20mph limit at that location. It was agreed to use SIDs to gather this evidence. Police will act if sufficient evidence is gathered. Cllr Schlanker requested that the use of SIDs be considered as part of a wider discussion that includes 20mph limits in various roads throughout the town. (item 86 was taken before the following actions and proposals were agreed).
- ACTION:** Set up a working party including some members of Town & Manor and any interested members of public, to discuss the SID required and look at a 20mph scheme.  
**Proposed:** Cllr Downe  
**Seconded:** Cllr Chicken  
**Resolution:** Proceed with purchasing a VAS, type, and cost to be agreed by a working party, and their recommendation will be brought back to this committee in January, funds to be agreed with the RFO. Town & Manor will contribute.  
(Members of Town & Manor left the meeting).
- HT20210083. Consider quote to relocate CCTV equipment in the Croft Field Centre – (subject to outcome of R&A discussion)** – Not discussed as already agreed from R&A budget.

- HT20210084.** Consider draft H&T Budget for 2022-2023 (refer to report) – Existing draft is under budget. Additional items were considered, and it was agreed to add budgets for Electric Vehicle Chargers, more funding for Vehicle Activation Signs, CCTV maintenance, and lamppost replacement. Some changes were made to anticipated income.  
**Proposed:** Cllr Winsler  
**Seconded:** Cllr Schlanker  
**ACTION:** **Resolution:** Update spreadsheet and recommend changes made in draft budget, to Full Council. 1 abstention.
- HT20210085.** **Update on feedback form West Berks Council (WBC) on HTC’s request regarding Electric Vehicle Chargers – Cllr Downe** – WBC has indicated that it could incorporate the suggested Hungerford spaces into their pilot of dedicating EV charging spaces, but this won’t happen for a while due to staff issues and other priorities. There was support for allocating some parking spaces to Electric Vehicles only. Suggestions for locations for this included Canal Walk and Park St where there is not a competition for the parking spaces. To use kerbside charging, costs £7 for 100 miles. Home charging costs Cllr Downe £1.40 for 100 miles. He advised WBC could easily adopt Hampshire’s process of using cheap power from the home, on the street, by using a cable protector. West Berkshire Council currently are investigating a gully to be cut into the footway for a cable to be laid. This would require the appointing of a contractor and the resident would be responsible for the costs plus this will take time to come into force. WBC are going to install 4 chargers at the Station Road car park, but we still don’t have dates for when this will happen. We would like to see 2 of the Double speed chargers replaced with one Rapid charger, which is 7 times quicker. However, the cost for this upgrade is unknown.  
**ACTION:** Cllr Downe will contact Enterprise about the Car Sharing App.  
**ACTION:** Cllr Downe will write to DC Cole about encouraging residents in Hungerford to use the Hampshire policy.  
 It was also queried if the arrangement with Sovereign over the Chestnut Walk application fitted WBC’s new ethical social policy.
- HT20210086.** **Consideration of 20mph limit – Refer to report by Cllr Schlanker (attached)**– A letter writing campaign for a 20mph limit has begun already expressing concerns over the safety of cyclists and pedestrians from speeding traffic, particularly where cars are single and double parking and pedestrians have to walk in the road. This is an opportunity to consider 20mph limits for non-A roads. It is important to get support from members of the public. District Cllr James Cole added he had received a complaint from a member of public of speeding at Hungerford Newtown. Drivers were reported as travelling at 60mph in a 40mph, inches from pedestrians. DC Cole suggested we meet with Cheryl Evans (Senior Road Safety Officer) at West Berks Council. Cllrs Downe and Fyfe are already trained in the use of SIDs having borrowed them from WBC previously. The devices WBC loan are very clunky, and we would want better equipment. Cheryl could help with advice on buying equipment. A particular area of concern, in addition to those mentioned in the report, is Church St where dwellings’ front doors open directly onto the road.
- HT20210087.** **Railway Station** – Cllr Chicken reported that there was no news from Network Rail as yet. It had been discussed that a gate could be put in the fence north of the London bound platform for easy access to litter pick and to improve the area perhaps creating a garden. Funding is currently a problem and NR can not pay for these improvements. When GBR take over in 2023 there will be some changes. Cllr Chicken advised he had responded to the press giving an update on the parking situation at the Station, saying that discussion will continue with NR. A couple of locations are being considered following the loss of the Oakes site car park.
- HT20210088.** **Lancaster Park Roundabout (at Bewley site entrance) – Update on works** – Complete apart from some barriers still in place.
- HT20210089.** **Any progress to report on Tesco junction improvement** – WBC has advised their master programme agreeing works for the year will be set in February 2022 which will include this.

**HT20210090.**      **Footpath surveys – Update on budgeted plans and proposed work from WBC – To be considered for the master programme set in February 2022.**

**ACTION:**      Accept BBOWT’s offer to come and speak to Full Council.

**HT20210091.**      **Any H&S issues of concern including COVID**

- **Christmas Lights Switch on Event** – A Covid Risk Assessment has been completed and the Clerk met with the PPP Group.
- **Additional Bin at layby**

**ACTION:**      Request a bin in the layby on the A4 near the garden centre.

Meeting closed 8.45pm

Apart from the A roads (A4 & A336) the majority of Hungerford’s streets are in residential areas with a 30mph speed limit. Most of these roads are already narrow and are further constricted by on street parking making it difficult for cars to pass safely. Young children and pets can be obscured from drivers vision and a reduces reaction times increases the chance of serious injury. It is also harder for cars to pass cyclists safely on these roads with a higher risk of contact between the bike and passing cars.

Research published by The Royal Society for the Prevention of Accidents has shown that there is 1.5% chance of being fatality injured when hit at 20mph compared to 8% chance when at hit at 30mph. Across the country nearly 50% of road deaths occur in built up residential areas.

There are two types of 20mph speed limits as defined in Road Traffic Regulation order 1999:

- 20mph limits, which consist of just a speed limit change to 20mph which is indicated by the speed limit (and repeater) signs, and
- 20mph zones, which were designed to be “self-enforcing” due to the traffic calming measures that were introduced along with the change in the speed limit.

It is felt that 20mph limits are appropriate for roads where average speeds are already low (below 24mph) or along with traffic calming measures. Ultimately West Berkshire Council is responsible for deciding which of these is the most appropriate and if they should be introduced.

Recently residents in Church street have recently started a letter writing campaign to WBC in order to introduce 20mph limits on Church Street and Smitham Bridge Road. I have spoken to a number of people who have asked if Hungerford Town Council would support their campaign.

Other roads that should be scope for a 20mph limit would be Park Street, Fairfield Road and Priory Ave / Road.

Outside the immediate residential parts of the town, the Common has recently had a 30mph limit introduced, but both livestock and cyclists continued to be hit by speeding cars causing serious injury and death to some cattle. For these reasons the commons should also be included in the 20mph limit area.

It will be necessary to collect evidence of the actually speed of traffic, record incidents such as damage to cars and near misses to support the application for 20mph limits to be introduced. One of the

simplest way to record the actual speed of vehicles is by the introduction of speed monitoring equipment that can be set up to record speeding in the town. A pair of mobile SID devices could become a town asset, being able to be deployed in different location both in the town and in other places such as common.

Proposal:

**That HTC creates a working party to explore the implementation of 20mph limits in the town and common.**

**The working party should be made up of TC, T&M and local residents who wish to support this initiative.**

Further Reading

Appendix A. West Berkshire Speed Management Framework Consultation

Appendix B. RoSPA 20mph Zones and Speed Limits Factsheet