

## **COMMUNITIES AND PLACE OVERVIEW AND SCRUTINY COMMITTEE**

**WEDNESDAY, 12 DECEMBER 2018**

PRESENT:- Councillors Claire Ellis (Chair), Matthew Courtliff, Kevin Parry and Garry Perkins.

Apologies for absence were received from Councillors Steve Allsopp, John Ballman, Janine Howarth, Roger Smith and Vera Tomlinson.

### **12. Declarations of Interest**

The Chair reminded Members of the need to declare any known interests in any matters to be considered at the meeting. No declarations were made.

### **13. Minutes**

Resolved – That the minutes of the meeting held on 4<sup>th</sup> September 2018, be confirmed and signed as a correct record.

### **14. Public Question Time**

Mr Jim Stempsey asked a question regarding the enforcement of parking restrictions particularly in relation to offences involving car parking on verges and pavements in the event of the introduction of a Borough-wide car parking scheme. The Chair responded at the meeting.

### **15. Presentation - Parking on Verges and Pavements within the Borough**

The Service Manager Transport Planning and Traffic Management made a presentation to the Committee in respect of parking on verges and pavements within the Borough. During his presentation the officer referred to issues relating to the legal, logistical, enforcement and financial implications of the introduction of local of Borough-wide car parking restrictions.

Following his presentation the officer responded to Members' questions and comments in respect of the following matters:

- The absence of a general prohibition on pavement parking within the Borough.
- Current legislation available to be utilised by the Council in respect of parking on pavements.
- Police enforcement of the criminal offence of driving on pavements.
- Police responsibility for traffic enforcement action, including the removal of an offending vehicle, where a car, parked on a pavement, was causing an obstruction.
- The adoption by the Council of legislation to deal with vehicles and the role its enforcement officers in responding to situations where vehicles were obstructing dropped kerbs and driveways, including obstruction caused by vehicles parked on pavements.
- Parking on verges was only illegal within the Borough if there were parking

restrictions in place for the adjoining road. Such restrictions also applied to adjoin grass verges and pavements.

- Damage to kerbs and grass verges arising from cars parking on them.
- In the absence of the introduction of national legislation the Council would need to introduce a traffic regulation order to prevent pavement parking in any specific location or Borough-wide.
- The introduction of any Borough-wide Road Traffic Order would have significant implications.
- There had been discussions with ward councillors regarding the introduction of traffic regulation orders for parking but these had not been taken forward when the overall implications, including displacing parked cars into adjoining streets and areas and parking in narrow streets, had been considered.
- The consultation and legal process and costs associated with the introduction of Traffic Regulation Orders.
- The considerable time and resources used by Slough Council when introducing a Borough-wide ban on parking on verges and pavements.
- The Council's current review of parking standards for new housing developments.
- Current enforcement issues and those likely to arise should Traffic Regulation Orders be put in place around the Borough.
- The benefits of undertaking a cost/benefits analysis prior to the creation of any Traffic Regulation Orders.

Resolved – That officers be thanked for their interesting and useful presentation the presentation and their detailed responses to Members' questions.

## **16. Presentation - Pothole Repairs**

The Service Manager Highway Asset Management and Project Delivery made a presentation to the Committee in respect of pothole repairs within the Borough.

The officer responded to Members' questions and comments in respect of the following issues arising from the presentation:

- The current Code of Practice which commenced in October 2018 and which contained 36 recommendations which set the framework for maintenance of the highway on a risk based approach for the management of the Council's Highway Infrastructure, including planned and unplanned maintenance based upon a local level of service, local accountability and local affordability.
- The portfolio of Highway assets which included carriageways, footpaths, bridges, street lighting, traffic signals and highway land.
- That gulley maintenance was undertaken on a risk based approach with three categories of maintenance level.
- That the estimated value of the Council's Highway Infrastructure was approximately £1.3 billion and covered approximately 863 km of carriageway.
- The Council's main responsibilities and duties under the Highways Act 1980 and Traffic Management Act 2004.
- The inspection process for all highways, footpaths and cycleways within the Borough which provided a detailed inspection at least once or twice a year.
- Routine highways maintenance to potholes, patching, kerbs, paving, road signs, street nameplates and road linings.

- The process for inspections of potholes on highways, footpaths and cycleways and how these were categorised for repairs and patching.
- Programmed maintenance to larger footways and carriageway projects identified by the Highway Asset Team.
- Techniques and technology used for pothole patching within the Borough and the investigation of alternative materials for pothole repairs.
- The number of potholes identified within the Borough and length of time the backlog of repairs would take if funding were available.
- The defect management plan operated by the Council to prioritise and repair potholes once they have been reported.
- The level of insurance claims made against the Council in relation to damage caused by potholes.
- How the standard of repairs to the highway and footpaths undertaken by utility companies is monitored and where necessary enforced.
- The co-ordination of works by utility companies to limit inconvenience to highway users and to prevent highways and footpaths being needlessly disrupted.

Resolved - That officers be thanked for their interesting and useful presentation the presentation and their detailed responses to Members' questions.

## **17. Greenbridge Roundabout Update**

The Service Manager Highway Asset Management and Project Delivery reported orally updating Members on issues relating to the Greenbridge Roundabout following improvement upgrades.

The officer responded to Members' questions and comments in respect of the following issues arising from his oral report:

- Work undertaken to traffic signals to reduce queueing on the approach to the roundabout and changes to lining on the road to better define lanes on the roundabout.
- The use of traffic lights to prioritise traffic from different locations depending on traffic levels.
- The benefits of putting in signage, identifying lanes to use, on the approach to the roundabout to ease traffic movement.
- The rationale for linking traffic lights to pedestrian crossings rather than installing part-time traffic lights.
- The traffic modelling predictions used in preparing the Greenbridge Roundabout improvements.
- How the development of the Greenbridge Roundabout will be used to inform future developments.
- The effect of the future Eastern Village developments on the ability of the Greenbridge Roundabout to cope with increased traffic volumes.

Resolved – That officers be thanked for their interesting and useful presentation the presentation and their detailed responses to Members' questions.

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