

## TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 16 SEPTEMBER 2015

**Present:** Councillor Page (Chair)

Councillors Debs Absolom, Ayub, Dennis, Hacker, Hopper, Jones, Rodda, Vickers and Whitham

**Apologies:** Councillors McDonald and Terry

**Also in attendance:** Councillor R Williams

### **16. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM**

#### **(1) Questions**

Questions on the following matters were submitted, and answered by the Chair:

Questioner	Subject
Tim Cook	Cycle Improvements
Stephen Derek	Cow Lane

(The full text of the questions and replies were made available on the Reading Borough Council website).

#### **(2) Presentation - Trends in Travel in Central Reading**

Cris Butler, Strategic Transportation Programme Manager, gave a presentation on Trends in Travel in Central Reading and informed the Sub-Committee that a Cordon Count had taken place in May 2015 of all journeys into Central Reading at peak times on a typical day. Data had been collected for trip arrivals in respect of pedestrians, cyclists and bus and rail trips. Information had also been collected in respect of access to Reading station.

**Resolved - That Cris Butler be thanked for his presentation.**

### **17. MINUTES**

The Minutes of the meeting of 17 June 2015 were confirmed as a correct record and signed by the Chair.

### **18. QUESTIONS FROM COUNCILLORS**

There were no questions submitted in accordance with the Panel's Terms of Reference.

### **19. PETITIONS**

#### **(a) Petition highlighting parking problems in Lower Hamilton Road**

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 56 signatures asking the Council to review parking problems in Lower Hamilton Road (from Wokingham Road to Crescent Road) in Park Ward.

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The petition read as follows:

*'We are concerned about the parking situation in lower Hamilton Road and recently held a consultation with all the residents to discover their views on sending a petition to the Council about some form of residents parking scheme, or similar, which will address the problems we have. We would be grateful if the Committee would consider this petition and hold a consultation in the area to look at the problems and consider ways forward.'*

*Hamilton Road is long and narrow, as compared with many other roads in the Borough, and cannot accommodate vehicles parked on both sides (4-wheels in the road) as well as through traffic in single file. The result has been a growing use of pavement parking, which is now considered the norm. The impact of this is particularly hard on pedestrians, especially children, anyone who is slow, has a mobility or balance problem, as well as parents with buggies and people in wheelchairs. The other impact on many car owners here is the difficulty they often have in entering and leaving their properties by car because of vehicles obstructing their entrances. There has also been an instance when the fire engine has not been able to get up the road unimpeded.'*

The report stated that the issues raised within the petition were to be investigated fully and a report submitted to a future meeting of the Sub-Committee for consideration.

At the invitation of the Chair, lead petitioner Charlotte Fulford addressed the Sub-Committee.

### **Resolved -**

- (1) That the report be noted;**
- (2) That the issue be investigated and a report submitted to the next meeting of the Sub-Committee for consideration;**
- (3) That the lead petitioner be informed accordingly.**

- (b) Petition for a residents parking zone in Cardinal Close and the parking lay-by at the end of Wolsey Road**

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 41 signatures asking the Council to introduce a resident parking zone in Cardinal Close and the parking layby in Wolsey Road.

The petition read as follows:

*'We the undersigned call on Reading Borough Council to implement a Residents parking zone in Cardinal Close and the parking lay-by at the end of Wolsey Road'.*

The report stated that the issues raised within the petition were to be investigated fully and a report submitted to a future meeting of the Sub-Committee for consideration.

At the invitation of the Chair, lead petitioner Stephanie Lees addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the issue be investigated and a report submitted to the next meeting of the Sub-Committee for consideration;
- (3) That the lead petitioner be informed accordingly.

(c) Petition highlighting Parking Problems in Old Redlands

A petition was tabled at the meeting highlighting parking problems in Old Redlands.

The petition read as follows:

*'Parking in the Old Redlands area can be a real struggle. We would like to see a consultation on introducing residents' parking in the area to improve the situation for people living here'.*

At the invitation of the Chair, and in the absence of the lead petitioner, Kizzi Murtagh addressed the Sub-Committee.

Resolved - That the petition be noted.

## 20. PETITION FOR TRAFFIC CALMING MEASURES IN SHEPHERDS LANE - UPDATE

Further to minute 85(a) of the meeting on 12 March 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the investigations and assessment of traffic safety issues in Shepherds Lane following the receipt of a petition containing 57 signatures from some residents of Caversham Heights.

The report stated that Shepherds Lane was a standard width two way road that was subject to a 30mph speed limit with street lighting. The road provided a link between Upper Woodcote Road and Kidmore Road.

In response to the petition, a speed survey had been undertaken on Shepherd Lane on 6 August 2015 and this survey had shown that the mean speed was recorded as 28.4mph and that this was the speed at which most drivers were travelling. The report also explained that the 85<sup>th</sup> percentile speed was 33.8mph and that this was the speed at which 85% of the vehicles were not exceeding. Consequently the survey results demonstrated that the mean and 85<sup>th</sup> percentile speeds were typical for the nature of this road.

The report also stated that the duty of the highway authority was to ensure that the highway was as safe as reasonably practicable and that no injury accidents had been recorded within the entire length of Shepherds Lane during the latest three year period. Unfortunately, the Council had insufficient funds to deal with requests to address specific issues such as speeding vehicles and traffic calming where there was no history of injury.

The report explained that speeding within residential streets had been shown to be one of the greatest concerns for those that lived there. Whilst speeding was only enforceable by the Police, the Council was responsible for the highway and the implementation of traffic management initiatives and so had developed a speed awareness strategy, which included a list of locations where concerns had been raised and to which Shepherds Lane would be

added. The speed awareness campaign was designed to provide the Council with a factual view of vehicle speeds within areas of concern and vehicle activated signs would be deployed to enforce the message that a speed limit existed, to encourage drivers to comply with that limit and would also inform future traffic management schemes where higher speeds were recorded.

**Resolved -**

- (1) That the report be noted;**
- (2) That Shepherds Lane continued to be monitored as part of the Council's ongoing road safety strategy and the Vehicle Activated Signs be used when possible as part of the annual sign rotation schedule;**
- (3) That the Lead Petitioner be informed accordingly.**

## **21. PETITION FOR A ZEBRA CROSSING ON ADDINGTON ROAD - UPDATE**

Further to minute 85(c) of the meeting on 12 March 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the review following the receipt of a petition containing six signatures from some residents of Redlands Ward requesting a zebra crossing on Addington Road.

The report stated that Addington Road (between Redlands Road and Craven Road) was an 8 metre wide two-way road, with a 30mph speed limit, street lighting and on-street parking.

The report explained that the Council had insufficient funds to deal with all requests to address specific issues such as crossing roads and had to give priority to sites where there was a history of injury and there had been no injury accidents along this section of Addington Road within the last three years.

The report also stated that the requirements for pedestrian facilities were set out by central government where the Council were obliged to measure the demand by a pedestrian/vehicle count (PV<sup>2</sup>) during the four busiest hours of the day. This had been carried out on Thursday 16 July between the hours of 0700 and 1900 and had demonstrated that this section of Addington Road did not meet the criteria for installation of a formal controlled crossing. However the approach to general road safety in the area would continue to be reviewed as part of the Council's ongoing annual road safety strategy.

**Resolved -**

- (1) That the report be noted;**
- (2) That the request for a pedestrian crossing on Addington Road not be progressed further by officers as the existing pedestrian and vehicle flows did not meet the necessary threshold set by the Department for Transport;**
- (3) That Addington Road continued to be monitored as part of the Council's ongoing road safety strategy;**
- (4) That the Lead Petitioner be informed accordingly.**

**22. PETITION FOR A 20MPH ZONE IN BRIANTS AVENUE AND SURROUNDING ROADS - UPDATE**

Further to minute 4 of the meeting on 17 June 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the review following the receipt of a petition from residents containing 294 signatures requesting that the Council improved road safety by implementing a 20mph zone in Briants Avenue and surrounding roads.

The report stated that Briants Avenue and surrounding roads were standard two way residential roads with a 30mph speed limit and street lighting. All of the roads had on street parking and Briants Avenue also had a built out bus stop, all of which reduced traffic speeds.

The report explained that the requirements for 20mph speed limits were included with the Department for Transport document 'Traffic Advisory Leaflet 9/99. 20mph Zones and Limits' and that this stated that such zones were most appropriate where there was an existing record of accidents to children or where there were high concentrations of pedestrians and/or cyclists. It also stated that 20mph zones were unlikely to be appropriate if there was an excessive speed problem where the observed speeds were above 24mph unless traffic calming measures were also provided.

The report stated that speed surveys had been undertaken on Briants Avenue on 3 August 2015 in free flow conditions in accordance with national requirements. The results of the surveys had shown that the mean speed along Briants Avenue in this location was 24mph and the 85<sup>th</sup> percentile speed was 28mph, which showed compliance with the existing 30mph.

The report explained that the Council had insufficient funds to deal with all requests to address specific issues such as speeding vehicles and traffic calming and had to give priority to sites where there was a history of injury. There had only been one injury accident recorded for Briants Avenue and the surrounding roads, which was not caused by excessive speed within the last three years.

The report stressed that speeding within residential streets had been shown to be one of the greatest concerns for those that lived there. Whilst speeding was only enforceable by the Police, the Council was responsible for the highway and the implementation of traffic management initiatives and so had developed a speed awareness strategy, which included a list of locations where concerns had been raised and to which the listed roads would be added. The speed awareness campaign was designed to provide the Council with a factual view of vehicle speeds within areas of concern and vehicle activated signs would be deployed to enforce the message that a speed limit existed, to encourage drivers to comply with that limit and would also inform future traffic management schemes where higher speeds were recorded.

**Resolved -**

- (1) That the report be noted;**
- (2) That Briants Avenue and surrounding roads continued to be monitored as part of the Council's ongoing road safety strategy and the Vehicle**

**Activated Signs be used when possible as part of the annual sign rotation schedule;**

- (3) That the Lead Petitioners be informed accordingly.**

**23. WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2015 (A) AND REQUESTS FOR WAITING RESTRICTION REVIEW 2015 (B)**

The Director of Environment and Neighbourhood Services submitted a report to inform the Sub-Committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2015A, and to provide the forthcoming list of requests for waiting restrictions within the Borough that had been raised by members of the public, community organisations and Councillors since March 2015.

The report stated that approval had been given at the meeting on 12 March 2015 (minute 87 refers) to carry out investigations at various locations, in relation to waiting restriction requests. These investigations had been completed and a recommendation for each scheme was shared with Ward Councillors in May 2015 to allow them to make further comments.

The report explained that a further report had been submitted to the meeting on 17 June 2015 (minute 8 refers) that sought approval to carry out statutory consultation. The statutory consultation process had taken place between 20 August 2015 and 10 September 2015 and full details of the objections and any correspondence in support of the proposals were attached to the report at Appendix 1.

The report also stated that the list of issues raised for the Bi-annual 2015B review was attached to the report at Appendix 2. This part of the waiting restriction review enabled Ward Councillors to undertake informal consultations, which ensured any new restrictions had the support of residents and were reflective of what the community had requested, prior to the commencement of statutory consultation. The report explained that this could mean that requests might be amended or removed if they were not appropriate or had no Councillor or resident support.

At the invitation of the Chair Mrs Harrington addressed the Sub-Committee in respect of the proposal relating to Cockney Hill.

**Resolved -**

- (1) That the report be noted;**
- (2) That the recommendations in Appendix 1 be implemented subject to the following amendments:**
  - (i) The proposal in respect of Willington Avenue be removed from the programme and officers investigate the imposition of restrictions on the north side of the Avenue;**
  - (ii) The proposals in respect of Norcot Road, Cockney Hill, Lydford Road and Lexington Grove be removed from the programme;**

- (3) That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Orders and no public inquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (5) That the requests made for waiting restrictions as shown in Appendix 2 be noted and that Officers investigate each request and consult on their findings with Ward Councillors subject to the request in respect of Tern Close in Norcot Ward including Taff Way and Wensley Road in Minster Ward from the junction of Shaw Road;
- (6) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

**24. TARGET JUNCTION TRIAL TRAFFIC SIGNAL SWITCH-OFF - UPDATE (BROAD STREET/ ST MARY'S BUTTS/ OXFORD ROAD/ WEST STREET)**

Further to minute 6 of the meeting on 17 June 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the trial switch-off of the traffic signals at the 'Target junction' which was the junction of Broad Street with St Mary's Butts and West Street.

The following information from disability charities was circulated electronically to the Sub-Committee prior to the meeting and provided at the meeting in hard copy:

- Letter to Councillor Page and members of the Sub-Committee from representatives of Disability Charities;
- Joint press statement from representatives of Disability Charities;
- LDD Carers Forum - Notes from Meeting discussion held on 9 September 2015, and Document showing what people said at the LDD Carers Forum;
- Survey of Pedestrian Movements at Target Junction by Richard Stowell, former Director of Age UK Berkshire and Reading Children's Fund;

The following information from officers was circulated electronically to the Sub-Committee prior to the meeting and provided at the meeting in hard copy:

- Extract from the minutes of the meeting of the Access and Disabilities Working Group meeting on 19 March 2015;
- Minutes from the Access and Disabilities Working Group Special Town Centre/Target Junction Workshop on 15 July 2015;
- Evaluation of Pedestrian Crossing Facilities;
- Survey of Pedestrian Movements at Target Junction by Richard Stowell;
- A draft copy of the Equality Impact Assessment scoping report;
- A copy of an independent road safety evaluation of the trial that had been carried out by Acorns Projects Limited

Officers also tabled a copy of the final version of the Equality Impact Assessment.

The report stated that there had been a site visit and workshop for members of the Access and Disabilities Working Group on 15 July 2015 which had allowed people to experience

the junction and to spend time discussing specific points and issues that had been raised. During the site visit it was acknowledged that crossing the road on the St Marys Butts (southern) side of the junction was the easiest to negotiate as this part of the junction narrowed so that vehicles were only able to pass through in single file. In addition the St Marys Butts approach had a ramp up onto the raised carriageway which was made up of rows of granite stone that created a noticeable noise when particularly quiet vehicles approached the pedestrian crossing area, which helped warn blind pedestrians of a slow moving quiet vehicle. It was also noted that when standing at this point to cross the road, to and from the pedestrianised part of Broad Street, the traffic signal equipment restricted the view for pedestrians.

The report explained that the subsequent workshop session had covered the reasons behind the trial switch-off and, following discussions, it had been acknowledged that there were relatively long periods without vehicles moving through the junction creating time to safely cross the road. The group were asked what they would like to see if the decision was made to remove the traffic signals and it was accepted that removal of the traffic signal poles would 'open up' the junction and remove some of the cluttered feel and visibility restrictions and that the granite ramp on the St Marys Butts side should be repeated on all approaches to the pedestrian crossing points as it created a noise and visibly slowed drivers. Whilst it was generally accepted that crossing the road at the narrowest St Marys Butts side of the junction was not much of a problem the other two approaches were perceived to be more challenging. The discussion had also focused on creating a route from the busy bus stops at the western side of the junction across to the main entrance of the Broad Street Mail. During the final wrap-up session, whilst there had remained one or two individuals who had insisted that the traffic signals should be switched on, the consensus had been that the traffic signals could be removed with the additional features that had been discussed.

The report concluded that the switch-off had shown that pedestrians and vehicles could use the junction safely without the aid of the junction controls. Concerns from disabled people, particularly blind and partially sighted users, would be met by creating a dedicated route across the western and southern approaches to the junction. This would be met through the installation of a formal pedestrian crossing on the western side of the junction. The existing traffic signal infrastructure would then be used to provide the new pedestrian crossing.

At the invitation of the Chair, Mr J Young, Community Engagement Officer for Guide Dogs in Reading, Asif Rashid, Chairman of Reading Taxi Association, and Martijn Gilbert, Chief Executive Officer of Reading Buses, addressed the Sub-Committee.

### **Resolved -**

- (1) That the report be noted;**
- (2) That following consideration of the feedback from the Access & Disabilities Working Group, the junction control by traffic signals be permanently removed;**
- (3) That the following alterations be carried out:**



- (i) A formal traffic signal controlled pedestrian crossing be provided on the western side of the junction in front of the main entrance to Broad Street Mall;
- (ii) A de-cluttering of the junction to improve sightlines, mainly through the removal of traffic signal equipment;
- (iii) A review of waiting restrictions on the two approaches to the junction on St Marys Butts and West Street to improve visibility for both pedestrians and drivers.

## 25. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the progress made towards encouraging sustainable travel to school through the development of new Travel Plans for the Primary Schools that would be expanding in autumn 2015.

The report explained that Reading's school expansion programme had involved 12 Primary Schools and was making progress in response to population forecasts which would provide provision for 2,250 additional school places by 2021. The schools would each be taking their new admission number from the Reception Year, meaning that the school's population would incrementally increase as the new classes moved up through the school.

Nine Primary Schools were increasing their admission number and the programme included the creation of a new two form entry Primary School in Hodsoll Road. Schools that were increasing their admission numbers were required, as part of the planning application process, to show how they intended to address both existing and predicted travel and traffic issues. This was done by producing a new School Travel Plan before they were granted occupation of the new buildings. By producing new Travel Plans the schools had been encouraged to carry out surveys of pupil and staff journeys and to analyse the data to come up with their own ideas to help reduce traffic problems in their neighbourhoods, to break down barriers to walking and cycling to school and to encourage walking and cycling wherever possible.

A workshop had been held in May 2015 to introduce a toolkit for the schools with resources and ideas, including talks from Bikeability and Bike It instructors. The workshop had enabled schools to draft and discuss their Travel Plans together and to seek one-to-one advice to enable them to meet the required submission date for the planning condition.

With Travel Plans being submitted schools were being encouraged to establish a School Steering Group comprising of staff, parents, governors and representatives from the local community. The Council would continue to monitor and offer guidance to schools and relevant proposals might be forwarded to other teams such as Parks, Highways and Streetcare.

Finally, the report stated that the more schools were developing and implementing measures in their Travel Plans, the greater the cumulative effect there would be across the Borough. It would also reduce the reliance and impact of cars on the school journey; in turn leading to less traffic congestion in the town around the 'school run' period and it was hoped that educating the younger generation about these advantages and imbedding

active travel behaviour would last a lifetime and lead to more active and healthier lifestyles and a healthier environment with less congestion and pollution.

**Resolved - That the report be noted.**

## **26. CONNECTING READING: CAR CLUB AND MULTIMODAL HUBS**

The Director of Environment and Neighbourhood Services submitted a report to advise the Sub-Committee of the funding that had been secured from the Department for Transport towards providing two new car club spaces in the Borough with links to other modes of transport, which would provide more sustainable door to door journey possibilities for people without access to a car. A map showing the proposed location of a car club bay on Rectory Road in Caversham was attached to the report.

The report explained that the current car club in Reading, operated by Co-Wheels, comprised of seven cars and was very well used with unmet demand for more car share in the Borough. The Council, in partnership with Co-Wheels, had successfully secured funding of £48,800 from the Department of Transport's Car Club Demonstration Project for two additional car club spaces linked to other modes of sustainable transport to provide a multimodal approach to car club provision. These cars would be hybrid vehicles.

A review of potential locations for the two new car club spaces had been carried out where there was known unmet demand and to connect with other modes of transport. The project would also involve further multimodal initiatives such as joint ticketing and booking arrangements, incentives and 'nudges' for sustainable travel and joint marketing and promotion. A short list of possible locations had been drawn up in partnership with Co-Wheels which brought together ReadyBike cycle hire, bus stops, suitable parking on street and high density housing with low car ownership where there was unmet demand for car share. The two sites which best met this criteria had been identified as Oxford Road, close to Battle Library, and Rectory Road in Caversham.

The report stated that in response to the proposal Co-Wheels were proposing to install more cars into the Reading car club scheme and were seeking suitable sites from the short list that had been drawn up to increase their provision of car share in Caversham and West Reading. Liaison was on-going with other stakeholders in the multimodal package to investigate opportunities for a multimodal package of ticketing, registration and promotions. A Sustainable Travel Incentive using Better Points across all modes would be investigated with a view to progressing for implementation at the time the new cars and spaces were introduced.

**Resolved -**

- (1) That spend approval for the Connecting Reading Car Club project be granted;**
- (2) That, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation for additional car club spaces, as detailed in paragraph 4.4 of the report.**

## 27. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the current major transport and highway projects in Reading, namely A33 and Reading Bridge Pinch Point Schemes, Reading Station Area Improvement, the new Pedestrian and Cycle Bridge and MereOak and Winnersh Triangle park and ride schemes.

### A33 Pinch Point Scheme

The report stated that works had commenced in December 2014 and the project had been completed in August 2015. Since completion the capacity improvements had substantially improved traffic flow through the junctions and had reduced queue lengths during peak hours. The new high level footways had also been well received by users of the route.

### Reading Bridge Pinch Point Scheme

The report explained that currently work was continuing under off peak lane closures which were in place Monday to Friday between 9.00am and 4.00pm. These lane closures were scheduled to continue throughout the works period. Some weekend off peak working would also take place as and when required, but the aim would be to keep these to a minimum. Works to complete the project included completion of the concrete repairs under the central underside section of the bridge river span, carbon fibre strengthening and painting of the bridge. The project was expected to be completed in early September 2015.

### Reading Station Area Redevelopment

The report stated that all objections to the Compulsory Purchase Order (CPO) had been withdrawn but as they were outstanding when the public inquiry had been held, the Department for Transport were not able to make a decision until they had received the inspector's report. This process had now been completed and the Secretary of State for Transport had confirmed both the CPO and SRO. In addition, Network Rail were due to commence the procurement process for the works with site mobilisation expected in October 2015. Network Rail would again utilise the area on the west side of Cow Lane between both bridges as a site compound and no works would interfere with the operation and management of Reading Festival. The works were expected to take approximately six months to complete.

The report explained that a new cycle parking hub with a minimum of 300 racks was due to be introduced in the area currently used as a site compound on the corner of the multi-story car park.

### Pedestrian and Cycle Bridge

The report explained that since the last meeting the new bridge mast, bridge sections, steps and southern ramp had been installed. Works would now focus on completion of handrails, lighting, CCTV and the footway and meadow reinstatements. The works were currently planned to be completed and the bridge opened to the public in mid to late September 2015.

### MereOak and Winnersh Triangle Park and Ride Schemes

The MereOak Park and Ride site, located south of junction 11 on the M4, was opened to the public on 17 August 2015. The site provided 579 parking spaces and was served by the regular Greenwave bus service to and from central Reading, as well as serving Green Park and Reading International Business Park. The site included improved pedestrian and cycle paths alongside the car park, linking to the existing provision at junction 11 to connect over the M4.

The Winnersh Triangle Park and Ride, located near to Winnersh Triangle Station, would have 390 spaces and users would have the choice of travelling by bus or train into central Reading. The site would replace the existing Park and Ride site at Loddon Bridge which was prone to flooding. Completion of the scheme was due in October 2015.

**Resolved - That the report be noted.**

### **28. CYCLING SCHEMES - UPDATE REPORT**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the programme of cycle improvements in the Borough over the previous 12 months, that had resulted in increased levels of cycling, and advising of future cycle schemes that were currently being progressed.

The report stated that a significant programme of cycle schemes was being carried out in the Borough to help contribute towards achieving the overall objectives of the Cycle Strategy. The success of this work had been reflected in the latest figures from the LTP annual cordon count which had shown that levels of cycling into the town centre had increased by 40% over the previous two years. A number of infrastructure schemes had been implemented over the previous 12 months, including a new raised section of cycle route between Rose Kiln Lane and Bennet Road to ensure it remained usable during times of flooding, a comprehensive shared path scheme on London Road from Cemetery Junction to Southampton Street, advisory cycle lanes on Berkeley Avenue and new cycle parking facilities at Reading station, Moorlands Primary School in Tilehurst and Grace Church in Emmer Green.

The Readybike cycle hire scheme had been launched in June 2014, consisting of 200 bikes at 29 locations. The scheme had been in operation for over a year and usage figures had shown that it was continuing to be popular. The latest usage figures had shown that the scheme had had over 30,000 rentals up to the end of July 2015, covering an estimated 163,000 miles with an ongoing mix of leisure, commuter and student use.

Revenue support had been provided for a range of initiatives being carried out by third parties aimed at encouraging cycling, including the Reading Bicycle Kitchen bicycle maintenance workshop, Launch Pad's cycle initiative to help homeless people and Reward Your World's 'BetterPoints' travel incentive phone app. A comprehensive programme of cycle training courses and events had been carried out including Bikeability cycling proficiency training, and the CTC cycling development programme.

The report explained that the future programme of cycle enhancements included the opening of the new pedestrian cycle bridge, a new cycle park at Reading station and the opening of the Napier Road underpass. Partnership and community engagement would continue to be carried out during the development of cycle schemes including working with cycling organisations to deliver a range of cycling initiatives. Monitoring the success

of cycle schemes would continue to be carried out as part of the overall LTP monitoring programme.

**Resolved - That the report be noted.**

**29. OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS (WALDECK STREET AND SWAINSTONE ROAD) AND INFORMAL CONSULTATION RESULTS FROM GRANGE AVENUE AREA**

The Director of Environment and Neighbourhood Services submitted a report asking the Sub-Committee to note the responses received to the advertised Swainstone Road and Waldeck Street Traffic Regulation Order and to report the results of the informal consultation that had been carried out within the Grange Avenue area. Advertised drawings as part of the Swainstone Road and Waldeck Street 2015 Traffic Regulation Order were attached to the report at Appendix 1, responses that had been received in relation to the advertised Traffic Regulation Order were attached to the report at Appendix 2 and responses that had been received in relation to informal consultation that had been carried out within the Grange Avenue area were attached to the report at Appendix 3.

Waldeck Street and Swainstone Road (Katesgrove)

The report stated that a number of complaints had been received from residents of Waldeck Street and Swainstone Road regarding the difficulty they had with parking within these streets. These roads currently had no waiting restrictions and bordered the resident parking Zone, 10R, which covered the majority of Katesgrove Ward. Katesgrove Ward Councillors and residents of these two streets had expressed support for a resident permit scheme due to the difficulty residents had finding kerb spaces to park and inconsiderate and obstructive parking. Through formalising parking on street inconsiderate parking around junctions would be eliminated and resident permit holders would have priority on kerb side spaces within these roads. In December 2014 an informal survey had been distributed to all properties within these two streets to gauge the level of support from residents for a residents parking scheme and the results had been reported to the Sub-Committee meeting on 15 January 2015 (Minute 67 refers). Statutory consultation on proposals for resident parking within Swainstone Road and Waldeck Street had been carried out during July 2015.

Grange Avenue Area (Park)

The report stated that following a review of all resident parking areas across the Borough in November 2014 Park Ward Councillors had wanted to consider an extension of the resident parking scheme within the Grange Avenue Area. During July 2015 an informal survey had been distributed to properties within the area. This had been done during the summer to gauge the opinion of longer term residents, as opposed to the more transient student population. An informal survey had been distributed to all properties within these streets to gauge the level of support from residents for a residents parking scheme.

**Resolved -**

- (1) That the report be noted;
- (2) That the Swainstone Road and Waldeck Street Traffic Regulation Order be implemented;

- (3) That Head of Legal and Democratic Services be authorised to seal the Swainstone Road and Waldeck Street Traffic Regulation Order 2015 and no public enquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (5) That, in consultation with the Chair of the Sub-Committee, Lead Councillor for Strategic Environment, Planning and Transport and local Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation on a traffic regulation order in respect of the residents parking scheme within the Grange Avenue area.

### 30. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 31 below, as it was likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act.

### 31. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of 19 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to applications 1.1, 1.6, 1.9 and 1.15, a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That with regard to application 1.10, a discretionary permit be issued, personal to the applicant, and a second permit be issued charged at the second permit fee;
- (3) That with regard to application 1.3, a second discretionary permit be issued, personal to the applicant and charged at the second permit fee;
- (4) That with regard to application 1.4, a second discretionary permit be issued, personal to the applicant and charged at the second permit fee, and one free book of visitors permits;
- (5) That with regard to application 1.5 a third discretionary permit be issued, personal to the applicant and charged at the third permit fee, and one free book of visitors permits;
- (6) That with regard to application 1.11, the applicant be allowed to purchase up to 20 books of discretionary visitors permits per year;

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- (7) That with regard to applications 1.0, 1.12 and 1.17 a discretionary permit be issued, personal to the applicant;
- (8) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.2, 1.7, 1.8, 1.13, 1.14, 1.16 and 1.18 be upheld.

(Councillor Ayub declared a personal non-pecuniary interest in application 1.9. Nature of interest: the applicant was his son)

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 9.10 pm).