

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 13 SEPTEMBER 2017

Present: Councillor Debs Absolom (Chair).

Councillors Ayub, Davies, Duveen, Hopper, Jones, Page, Terry, and White.

Apologies: Councillors Ballsdon and Hacker.

21. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

A question on the following matter was submitted, and answered by the Chair:

Questioner	Subject
Anna Walker	Noise and Air Pollution

(The full text of the question and reply was made available on the Reading Borough Council website).

(2) Presentation - East Reading Mass Rapid Transit Proposals

Marie Militzer, Transport Planner, gave a presentation on the East Reading Mass Rapid Transit (MRT) Proposals. The presentation explained that funding had been received specifically for the East Reading MRT scheme only and that there would be an element of match funding. The scheme would fit into the wider Transport Strategy for Reading and Wokingham and it had been predicted that over 30 buses per hour would use the route including Park and Ride services, TVP shuttle services, Woodley and Earley Services, Heathrow RailAir link and new express services, whilst bus services along the London Road corridor would remain. The presentation also covered the route selection, design and benefits, the planning application, consultation and the next steps as well as visualisation of how the route would look.

Questions from Adam Thompson, John Sharpe, Linda Trenchard and Susan Gray on the Proposal had been received in advance of the meeting and were answered by the Lead Councillor for Strategic Environment, Planning and Transport on behalf of the Chair.

At the invitation of the Chair, members of the public asked questions on the presentation.

A copy of the presentation slides and the text of the questions and replies that had been received in advance of the meeting were made available on the Reading Borough Council website.

Resolved - That the presentation be noted.

22. MINUTES

The Minutes of the meeting of 14 June 2017 were confirmed as a correct record and signed by the Chair.

23. QUESTIONS FROM COUNCILLORS

A question on the following matter was submitted, and answered by the Chair:

Questioner	Subject
Councillor White	Crossing Facilities at the Three Tuns Crossroads

(The full text of the question and reply was made available on the Reading Borough Council website).

24. PETITIONS

(a) Petition for Waiting Restrictions in Shilling Close and Honey End Lane.

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council for Waiting Restrictions in Shilling Close and Honey End Lane.

The petition read as follows:

"I am contacting you on behalf of the residents of Shilling Close who are constantly faced with excessive parking in Honey End Lane that causes us some worry.

Honey End Lane (see Sketch) is curved and has double yellow lines on the curve. The rest of it is an open invitation to drivers working at the hospital to park. Unfortunately this means it is impossible to negotiate that section of the road unless one or other backs up.

Cars are also parked at the entrance side of the Close which means when leaving the Close you are on the wrong side of the road.

There is frequent blocking of the wheel chair let downs, where also careless positioning at the corner of the Close causing a difficult exit and making crossing the road impossible for many of the elderly people living here.

Earlier we had a meeting with the Hospital Manager who express his concern and had negotiated a deal for some of their cars to have spaces in the precinct but this has been rejected by the staff. We have heard nothing since.

When the residents of the Lane park their cars legally outside their property the space between them and the cars parked by the hospital staff leaves a gap that the emergency vehicles cannot get through.

If you could make Honey End Lane and the top end of Shilling Close a no parking area it would be so much safer for the residents.

There is a slight improvement in the school holidays when The Hospital do not have quite so many meetings"

The report explained that parking issues that had been raised were to be considered as part of the Waiting Restriction Review programme and the results of Officers investigations would be reported back to a future meeting.

Resolved -

- (1) That the report be noted;
- (2) That the request for waiting restrictions be added to the Waiting Restriction Review programme if adopted and approved as referred in paragraph 4.3 of the report;
- (3) That the lead petitioner be informed accordingly.

- (b) Petition against the new entry restrictions on the Minster Street bus lane and lack of access through bus lanes for private hire vehicles.

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition against the new entry restrictions on the Minster Street bus lane and lack of access through bus lanes for private hire vehicles.

The petition read as follows:

"I am a private hire driver and I am completely against new time restriction on Minister Street and no access of Reading bus lanes"

The report explained that access issues that had been raised were to be investigated further and reported back to a future meeting.

At the invitation of the Chair the petition organiser, Mr Ihsan Mehmood, addressed the Sub-Committee on behalf of the petitioners.

Resolved -

- (1) That the report be noted;
- (2) That the petition against lack of access through bus lanes for private hire vehicles be investigated further and an update report submitted to a future meeting if adopted and approved as referred in paragraph 4.3 of the report;
- (3) That the lead petitioner be informed accordingly.

- (c) Petition to implement a 20mph zone and width restriction in Brunswick Street.

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council to implement a 20mph zone and width restriction in Brunswick Street.

The petition read as follows:

"We call on Reading Borough Council to implement a 20mph zone on Brunswick Street and the streets off it. There is also a particular pinch point just after you pass

the turning into Western Road coming into Brunswick Street that has caused damage to countless vehicles. We are also requesting 6ft 6 / 2m which is a standardised width restriction you may find in other narrow roads, and incorporates both the wheelbase and external features of vehicles such as wing mirrors."

At the invitation of the Chair the petition organiser, Mr James Moore, addressed the Sub-Committee on behalf of the petitioners.

Resolved -

- (1) That the report be noted;**
- (2) That the petition to introduce 20mph zone and width restriction is considered as part of the Requests for Traffic Management Measures report;**
- (3) That the lead petitioner be informed accordingly.**

25. PETITION TO PERMANENTLY CLOSE THE ROAD AT THE JUNCTION OF SANDCROFT AND KIDMORE ROAD - UPDATE REPORT

Further to Minute 4(a) of the meeting held on 14 June 2017, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the receipt of a petition asking the Council to permanently close the road at the junction of Sandcroft Road and Kidmore Road.

The report stated that the visibility around the junction could be improved with the introduction of waiting restrictions such as double yellow lines. As agreed by the Sub-Committee the Sandcroft Road/Kidmore Road junction had been included in the next Waiting Restriction Review programme which would begin in September 2017. The programme would allow for this to be investigated further and for residents to provide their feedback on any proposals which were put forward to consultation. The Highways Team had been working closely with Thames Water to facilitate an appropriate repair that would ensure that the public highway was returned to an acceptable and serviceable condition, following the discovery of the sinkhole. The two shallow solution features had been repaired with a resin injection material and the two remaining deep solution features were scheduled for cementitious grouting repair in the coming weeks. These repair solutions were recognised industry standard repair techniques that would provide the necessary carriageway strength to carry public transport, therefore there would be no need to either close the road to future vehicular traffic nor impose a weight restriction.

The Council continued to work with and support Thames Water to bring these essential strengthening works to a successful conclusion and on completion of the works Sandcroft Road would be added to the future road resurfacing programme to seal the carriageway. The accident statistics had been checked for Sandcroft Road and its junction with Kidmore Road and no accidents had been recorded in this area during the latest three year period. A full road closure of this junction would affect a number of neighbouring streets and funding would also need to be secured. As there had been no accidents in the previous three years and with the possible introduction of waiting restrictions in the area, officers were not recommending a full road closure at this time. It was also believed that following the completion of the highway work and the waiting restriction review programme the concerns of the residents would be addressed.

Resolved -

- (1) That the report be noted;**
- (2) That the issues raised by the petition be investigated as part of the waiting restriction review programme 2017B.**

26. WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2017(A) & REQUESTS FOR WAITING RESTRICTION REVIEW 2017(B)

The Director of Environment and Neighbourhood Services submitted a report informing 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 2017A. This involved proposed implementation and amendments of waiting restrictions at various locations across the Borough.

The report stated that approval had been given at the Sub-Committee meeting on 9 March 2017 (Minute 80 refers) to carry out investigations at various locations in relation to waiting restriction requests that had been made by Councillors and residents. Investigation had been carried out and a recommendation for each scheme had been shared with Ward Councillors in May 2017 for further comments. A further report had been considered by the Sub-Committee at its meeting on 14 June 2017 (Minute 8 refers) that sought approval to carry out statutory consultation. The consultation process had taken place between 23 August and 12 September 2017.

The report recommended that the list of issues that had been raised for the bi-annual review had been fully investigated and that Ward Councillors had been consulted. Upon completion of the Ward Councillor consultation, a report would be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the approved schemes. A summary of the letters of support and objections that had been received to 2017A along with officer comments was attached to the report at Appendix 1 and requests for waiting restrictions review programme 2017B was attached to the report at Appendix 2.

The Chair tabled a request to be added to the waiting restriction review programme 2017B in respect of Hexham Road and Bamburgh Close asking for the waiting restrictions at the corner of Hexham Road to be extended along to the junction with Bamburgh Close and continuing south along Bamburgh Close to prevent parking on both sides of the road and avoiding the obstruction to emergency vehicles and other road users. This followed a recent incident where parking on double yellow lines and on the pavement in the area had resulted in an emergency vehicle being delayed in attending a fire at the end of the cul-de-sac.

At the invitation of the Chair Mr Steven Bishop, addressed the Sub-Committee in respect of the proposal for Henley Road and Mr Keith Faulkner addressed the Sub-Committee in respect of the proposal for Hamilton Road.

Resolved -

- (1) That the report be noted;**

- (2) That the objections noted in Appendix 1 with the appropriate recommendation to either: implement, amend or reject the proposals be noted;
- (3) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order 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 following proposals made under the waiting restriction review 2017A, as set out in Appendix 1, be implemented or removed from the programme as recommended in the Appendix:
 - York Road (implemented as advertised);
 - Henley Road (removed from the programme);
 - Rowdell Drive (implemented as advertised);
 - Kidmore End Road (removed from the programme);
- (6) That the following proposals made under the waiting restriction review 2017A, as shown in Appendix 1 be amended:
 - (i) Crescent Road - Change to a single yellow line to apply from 8.15am to 9.15am and from 3.00pm to 6.15pm;
 - (ii) Hamilton Road - Defer to the next meeting and submit with a detailed map;
 - (iii) Windrush Way - Shorten the double yellow line within Aberford Close, east side, to 5 metres;
- (7) 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 Members subject to Hexham Road and Bamburgh Close being added to the programme;
- (8) That the request for waiting restrictions as shown in Appendix 2 relating to Queens Walk in Abbey Ward be deferred to allow officers to carry out further investigations;
- (9) That should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

27. RESIDENT PERMIT PARKING - NEW AND OUTSTANDING REQUESTS

The Director of Environment and Neighbourhood Services submitted the second report of the twice-annual reports for 2017, providing the Sub-Committee with an update on the progress of previously-prioritised Resident Permit Parking (RPP) proposals across the Borough and providing the opportunity to consider and prioritise new and outstanding proposals. A list of requests for RPP across the Borough that were yet to be investigated or

that had been approved previously by the Sub-Committee for progression was attached to the report at Appendix 1 and a summary of waiting restrictions and considerations that could be considered in area wide parking schemes was attached to the report at Appendix 2.

The report recommended that the list of requests for RPP be considered and the priority in which schemes/requests should be investigated agreed and then progressed, consideration as to whether any proposals should not be progressed and therefore removed from the list was also recommended.

Resolved -

- (1) That the report be noted;**
- (2) That the priorities for scheme progression, as set out in paragraph 4.5 of the report, be considered subject to the following:**
 - (i) The requests for residents parking in Send Road, Mill Road, Champion Road, Piggott's Road and Gosbrook Road, Caversham Ward, being consolidated with the requests for Lower Caversham;**
 - (ii) The request in respect of Mortimer Close, Whitley Ward, being removed from the list;**
 - (iii) The request in respect of Coley Avenue, Minster Ward, being included in the West Reading Transport Study.**

28. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of requests for new traffic management measures that had been raised by members of the public, other organisations/representatives and Members of the Borough Council. These were measures that had either been previously reported, or those that would not typically be addressed in other programmes, where funding was yet to be identified. A list of schemes/proposal, with officer comments, was attached to the report at Appendix 1.

The report stated that the Council received many requests for new traffic management measures across the Borough and had a number of programmes in which they might be addressed. Such programmes included the Waiting Restriction Review, Resident Permit Parking and Road Safety Review. It had been the intention of officers to develop a scoring process for each scheme but in developing this process officers had felt that this would not provide sufficient information and context for the Sub-Committee. Therefore the list of schemes contained some categorised commentary around each scheme/request, providing some background information such as casualty data and indicative costs. Although, until a scheme had been investigated fully, designed and quotes had been received from appropriate contractors it was not possible to provide detailed costs an estimate of likely costs had been included in the list ranging from 'low' to 'very high'. The list also included officer summary recommendations and as the programme developed it was intended that officers provided details about funding that might be available generally, or for specific measures, through local contributions such as Community Infrastructure Levy (CIL) or Section 106. If specific items became funded through these contributions the Sub-

Committee would be informed and the scheme could be progressed. Officers would aim to investigate and design schemes that the Sub-Committee had agreed to progress, prioritising those that had been identified by the Sub-Committee as priorities for development. However, this work would need to be balanced with the need to progress other works programmes, with the limited staffing resources that were available.

The Sub-Committee discussed the report and it was suggested that officers also carry out an assessment in terms of safety in order to help prioritise the proposals.

Resolved -

- (1) That the report be noted;**
- (2) That the schemes set out in Appendix 1, attached to the report, be considered subject to the request relating to Wokingham Road being removed from the list.**

29. SOUTH STREET/SIDMOUTH STREET - RESULTS OF STATUTORY CONSULTATION

Further to Minute 6 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of comments and objections that had been received in respect of the statutory consultation proposals to close South Street and The Grove, at their junctions with Watlington Street. An indicative drawing of the recommended proposal was attached to the report at Appendix 1 and a summary of the comments and objections that had been received during the consultation period was attached to the report at Appendix 2.

The report recommended that the closure of South Street be implemented in a way that permitted the two-way movement of cyclists along the street, as the street was sufficiently wide to allow this. This could be achieved with a break in the 'obstructions' and appropriate signing, similar to the closure at Watlington Street. It was also recommended that the closure point at South Street be set back from the junction with Watlington Street allowing a turning area suitable for larger vehicles that might be serving properties on Watlington Street. The report proposed that officers investigated any changes that could be made to parking bays on Watlington Street and South Street, which could improve the ease of vehicle turning and potentially increase parking availability, following the implementation of the closures and that this was reviewed as part of the 2017B Waiting Restriction Review programme. In addition, the report recommended that cyclists were not encouraged to pass through the closure at The Grove as this street was narrow and would likely see more vehicle reversing and turning movements with the closure in place.

Resolved -

- (1) That the report be noted;**
- (2) That the comments and objections as set out in Appendix 1 attached to the report be considered and noted;**
- (3) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order 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 should funding permit, the proposals be implemented as recommended in paragraphs 4.7 to 4.9 of the report;
- (6) That the alterations to parking on Watlington Street and South Street be investigated as part of the 2017B Waiting Restriction Review, as detailed in paragraph 4.8 of the report.

30. WEST READING TRANSPORT STUDY - OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS

Further to Minute 7 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the responses received in relation to the advertised Traffic Regulation Orders as part of the West Reading study in the Southcote and Coley areas. Drawings of the proposed Traffic Regulation Order were attached to the report at Appendix 1, a summary of responses that had been received in relation to the advertised Traffic Regulation Order was attached at Appendix 2 and the proposed parking scheme in Boston Avenue was attached to the report at Appendix 3.

The report recommended that the proposal for both Coley and Southcote areas be implemented as advertised and stated that implementation of any measures in Coley Park would be subject to funding being made available from the CIL contribution from the developer of the former DEFRA office site.

The report also explained that further to a recent meeting with Ward Councillors and residents of Boston Avenue, it had been agreed to consider a resident permit scheme within Boston Avenue as part of the West Reading Study.

At the invitation of the Chair Mr Alexander Kebby-Jones and Mrs Joan Hawkins addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the responses detailed in Appendix 2 attached to the report be noted;
- (3) That the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order and no public inquiry be held into the proposals;
- (4) That the objector be informed of the decision accordingly;
- (5) That following feedback from residents and Ward Councillors:
 - (i) Officers carry out further investigation in relation to the bus camera at the bottom of Southcote Lane, the proposed resident parking permit scheme on Granville Road and traffic calming measures in the area of Southcote Primary School and Silchester Road;

- (ii) The Traffic Regulation Order in respect of the one way loop on Wensley Road be deferred to allow further discussions to take place with residents;
- (6) That in consultation with the Chair of the Sub-Committee, 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 consultations and advertise the proposals listed in Appendix 3 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

31. REDLANDS PARKING SCHEME AND 20MPH - UPDATE REPORT

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update following the completion of the East Reading 20mph scheme and the Hospital/University area parking scheme. The following appendices were attached to the report:

Appendix 1	Speed data for a number of roads in East Reading, prior to the implementation of the 20mph zone
Appendix 2	Speed data for a number of roads in East Reading after the implementation of the 20mph zone
Appendix 3	Information about the number of pay and display tickets issued in the Hospital and University scheme area
Appendix 4	Information about the number of permits issued in the Hospital and University scheme area
Appendix 5	List of changes that had been requested in the Hospital and University scheme area

The report stated that it was difficult to make any direct comparison of the speed data shown in Appendix 1 and 2 as the streets that had been surveyed were different. The average mean speed for Redlands Road had fallen slightly and speeds on Allcroft Road and Elmhurst Road were higher than the 24mph threshold which was likely to be as a direct result of the reduction of on-street parking. Vehicle activated signs had been used in this zone since its implementation and would continue to be used in the future on a temporary basis. Officers would continue to consider the use of any other traffic management features that could be used to support the lower speed limit further, particularly concentrating on those streets that were evidencing higher average speeds. The area remained under review following the introduction of the hospital and university parking scheme and removal of commuter parking. Where there were viable opportunities for additional 20mph supporting measures reports would be submitted to future meetings.

The report explained that in the Hospital and University area some pay and display areas were being used significantly more than others. However, this was still a relatively new scheme and the changes in on-street parking required more time to settle. This was particularly the case when considering the impact of the university where students had been enjoying their summer break and whilst there was no expectation of a significant change to the dynamics of parking in the area a full year's data would properly inform the Sub-Committee of the impact of the scheme. In addition to the current pay and display week day charging, Policy Committee on 17 July 2017 (Minute 18 refers) had agreed to extend the pay and display to include weekends. The report therefore recommended that

a statutory consultation take place on weekend charges and the results submitted to a future meeting.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, 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 consultations and advertise the proposals for extending pay & display timings as described in paragraph 6.3 of the report in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

(In accordance with Standing Order 38, Councillor White requested that his vote against the resolution be recorded)

32. RED ROUTE - ROUTE 17

Further to Minute 78 of the meeting held on 9 March 2017, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the proposal to introduce a Red Route waiting restriction along the Reading Buses Route 17 corridor. The following appendices were attached to the report:

Appendix 1	Example of the informal consultation material that had been used
Appendix 2	Informal consultation results summary
Appendix 3	The proposal
Appendix 4	Implementation programme

The report explained that a six week informal consultation exercise had been carried out on a Red Route waiting restriction along the Reading Buses Route 17 between 12 June and 21 July 2017 and had consisted of a number of events and presentations including exhibitions in local libraries and at the Civic Offices. The response to the informal consultation had been relatively modest with only 40 individual representations being made and of those the response had been split. In response to the concerns that had been fed back it had been proposed to promote an 18 month experimental Traffic Regulation Order (TRO), this would allow the scheme to be implemented and would allow for statutory consultation during the first six months. There would be flexibility in the experimental TRO to enable change to the restriction once it was in place and this was likely to help officers shape the restriction once it was in place to best accommodate localised issues. The experimental order would also enable experience to help shape the scheme before any permanent order was promoted. With approval of the scheme the western and eastern parts of the Red Route were expected to become operational before Christmas 2017 with the central, town centre, part following after Christmas to avoid any disruption during the busy shopping period.

Enforcement activities would initially concentrate on specific issues that had led to very real public safety concerns and operational issues that existed currently. For example, double parking in the eastern part of the route and cars parked within loading bays and on current loading restrictions along the whole route would be prioritised initially.

The report explained that after the initial six months of the experimental order the Sub-Committee would be required to consider any objections that had been received and would be asked to decide whether or not to continue with the scheme. Whilst minor alterations could be made within the initial six months of operation any significant changes to the scheme would be submitted to the Sub-Committee. Should it be decided to keep the new restriction the experimental TRO could run for a maximum of 18 months before being made permanent.

Resolved -

- (1) That the report be noted;
- (2) That the following be agreed:
 - (a) Officers continuing to develop the *Red Route* scheme and proceeding with the delivery of the Route 17 as detailed within the report and therefore in consultation with the Chair of the Traffic Management Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to make the appropriate (experimental) traffic regulation orders in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
 - (b) Subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the appropriate permanent traffic regulation orders;
 - (c) If objections are received these be reported back to the Sub-Committee at the appropriate time;
 - (d) No public enquiry be held into the proposal.

(In accordance with Standing Order 38, Councillor Duveen requested that his vote against the resolution be recorded)

33. ALBERT ROAD - COSTINGS FOR TRAFFIC CALMING

Further to Minute 10 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with the estimated costs for implementing a scheme of traffic calming measures along Albert Road, following a request from the Sub-Committee at its meeting in June 2017. A map showing the locations of the traffic calming features, on which the estimated costs had been based, was attached to the report at Appendix 1.

The report explained that an indicative drawing had been produced to show the recommended locations of the traffic calming features that had been spaced approximately 100m apart. Such features would require consultation with the emergency

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services and notification on street. Quotations had been obtained for the installation of both road humps and cushions at the locations and assumptions had been made that these could be laid without carriageway resurfacing and utilising traffic management that the Council's Highway Department had readily available. Mandatory warning signs would need to be placed in advance of all entrances to the traffic calmed street and these had also been costed, as had the cost to have the signs illuminated, as was required by the regulations.

The estimated costs to implement this scheme were as follows:

Speed Cushions		£15,000
Speed Humps	£20,000	
Signing	£3,000	£3,000
Illumination of signs (ie electrical connections)	£35,000	£35,000
Road Markings	£2,000	£2,000
Estimated Total - Speed Cushions		£55,000
Estimated Total - Speed Humps	£60,000	

The request for traffic calming along Albert Road had been added to the Requests for New Traffic Management Measures report (see Minute 28, above). Officers had reviewed the casualty data for the previous three year period, up to June 2017, that had been supplied by the Police and there had been no incidents along the street where speeding had been considered a contributing factor. Speed surveys had been conducted on Albert Road between 18 and 29 July 2016, with a detector placed to the south of the junction with Highmoor Road. The results had shown an average speed throughout this period of 23mph (northbound) and 23.7mph (southbound).

Resolved - That the report be noted.

34. JUNCTION REVIEW - ST PETERS HILL & THE WARREN

Further to Minute 13 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with the results of a junction review at St Peters Hill and The Warren, following a request from the Sub-Committee at its meeting in June 2017. The visibility splay on egress from The Warren, at its junction with St Peters Hill, was attached to the report at Appendix 1.

The report explained that officers had measured the visibility splay at the junction of St Peters Hill and The Warren, the method of which was stated in the Department for Transport's Manual for Streets and was used as guidance for new street design and informed the implementation of changes on existing streets. From a point 2.4m back from the junction, the give way line, the minimum visibility had been measured along St Peters Hill. 2.4m was considered a 'reasonable maximum distance between the front of the car and the driver's eye'. The minimum recommended distance for visibility at a junction on a 30mph road was 43m in both directions, when adjusted for a vehicle bonnet. The visibility splay at the junction exceeded the minimum recommended distance in both directions.

Officers had reviewed the casualty data that had been supplied by the police for the junction and over the period of data that the Council held, from June 2017 back to 1990, there had been a small number of collisions involving vehicles that had exited the junction

of The Warren onto St Peters Hill. There had been no recorded incidents involving casualties since the removal of the traffic mirror. Officers considered that the junction exceeded the recommended visibility levels and were not recommending any amendments to the junction.

Resolved -

- (1) That the report be noted;
- (2) That no further action be taken at this time.

35. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the current major transport and highways projects in Reading, namely:

Reading Station Area Development

Cow Lane Bridges - Highway Works

The report explained that Network Rail had carried out a value engineering exercise that had identified some potential areas where the overall project scope could be reduced without affecting the overall project objectives. The main points related to the pedestrian facilities to cross the road between the bridges and a subsequent new layout to include a zebra crossing. Tenders had been received for the work and a suitable contractor had been appointed. Network Rail had confirmed that they were due to start work on site in September 2017, after the Reading Festival, with the scheme due for completion prior to the Festival in 2018. Officers had been in dialogue with Network Rail regarding traffic management requirements for the scheme, including demolition of the old railway bridge, with the objective of minimising disruption to the travelling public for the duration of the works.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

The report stated that it had been agreed by the Berkshire Local Transport Body in July 2017 that an additional £2.75m funding from the LEP's unallocated capital pot should be allocated to Green Park Station. This would ensure that passenger facilities at the station could be enhanced in line with the increased anticipated demand for the station due to the level of proposed development in the surrounding area. The bid to the New Stations Fund for £2.3m additional funding had been successful and had been announced in July 2017. The programme for station opening was currently being reviewed in partnership with Network Rail, GWR and the DfT. This was due to delays in the design work to date which was being carried out by Network Rail and the change in scope of the project due to the recently announced additional funding.

Reading West Station Upgrade

The report explained that the bid to the Local Growth Fund to support Phase 2 of the scheme had not been successful and therefore the Council would continue to explore other potential funding sources alongside Network Rail and GWR.

South Reading Mass Rapid Transit

Construction works for Phase 1B and 2 of the scheme had commenced on-site in April 2017, this had involved the creation of outbound bus lanes between the junctions with Lindisfarne Way and Imperial Way, linking to the Phase 1A scheme. Off-peak lane closures would be required to facilitate construction works which were scheduled to be completed in November 2017. The scheme was progressing well with the first new section of southbound bus lane between Kennet Island and the Bennet Road gyratory having recently been opened. Phases 3 and 4 of the scheme, between Rose Kiln Lane and Longwater Avenue and sections within the Town Centre had been granted programme entry status by the Berkshire Local Transport Body (BLTB) in March 2017 and the full business case was due to be submitted to the BLTB in November 2017 to seek financial approval for the scheme, subject to approval at the November 2017 BLTB meeting. Works were due to commence on site in early 2018.

TVP Park and Ride and East Reading Mass Rapid Transit

The report explained that a consultation for the MRT scheme had been carried out during July 2017 and had included a public drop-in session which had taken place on 19 July 2017 at the Waterside Centre in Thames Valley Park. The exhibition had also been on display at the Civic Offices and feedback was being incorporated into the scheme design. The planning application had been submitted in July 2017 and further public exhibitions had taken place to raise awareness of the scheme. The planning application was currently being considered by both the Reading and Wokingham Borough Councils planning authorities. Preparation of the full scheme business case for the MRT scheme was being progressed and the assessment was anticipated to be submitted to the BLTB in November 2017 to seek full financial approval for the MRT scheme, subject to the outcome of the independent assessment of the business case by the LEP and their assessors.

National Cycle Network Route 422

The first phase of the works had been completed in July 2017 and concept design options for the remaining phases of the scheme, through the town centre and to east Reading, were currently being developed in consultation with local interest groups. Works on site for Phase 2 were due to commence in November 2017.

Third Thames Bridge

The report explained that a group had been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council and in partnership with Reading Borough Council, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP. Production of the outline strategic business case for the scheme was being led by Wokingham Borough Council on behalf of the Cross Thames Travel Group. Unfortunately, the bid to the DfT for funding to produce the full business case had not been successful and therefore, options to progress the development of the scheme were currently being investigated by the joint group.

Resolved - That the report be noted.

(Councillor Duveen declared a non-pecuniary interest in this item. Nature of interest: Councillor Duveen's son worked for Network Rail)

36. CYCLE FORUM NOTES

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee on the discussions and actions from the Cycle Forum held in July 2017

Resolved - That the notes from the Cycle Forum held on 12 July 2017 be received.

37. 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 Items 20 and 21 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 4 of Part 1 of Schedule 12A of that Act.

38. 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 26 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That applications 1.2, 1.5, 1.6 and 2.2 be approved subject to the necessary documentation and conditions being met, as set out in the report, the permits are personal to the applicant and charged at the first permit fee;
- (2) That applications 1.0, 1.3, 2.3 and 2.4 be approved subject to the necessary documentation and conditions being met, as set out in the report, the permits are personal to the applicant and charged at the third permit fee;
- (3) That applications 1.7 and 2.5 be refused;
- (4) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.1, 1.4, 1.8, 1.9, 2.0 and 2.1 be upheld.

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

(The meeting started at 6.30 pm and finished at 9.46 pm).