

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 2 NOVEMBER 2017

Present: Councillor Debs Absolom (Chair).

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

39. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

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

Questioner	Subject
James Berrie	Bus Lanes
Rachel Van Der Kemp	Recreation Road Tilehurst

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

(2) Presentation - Highway Maintenance - Potholes and Winter

Sam Shean, Streetcare Services Manager, gave a presentation on Highway Maintenance, Potholes and Winter. The presentation covered statutory duties, highway maintenance operations and income generation works that included highway drainage operations. The presentation also set out what a pothole was, how potholes were repaired and how long it took to complete the repair as well as details of the Pothole Improvement Plan for 2017/2018.

The pothole repair plan would start in November 2017 and would specifically target the winter season, when potholes were more likely to develop. The presentation gave details of the preparation for the coming winter season including the equipment available, the process, availability of salt stocks, gritting routes and locations of grit bins. Finally, details of the Vaisala Weather Station, the Forecast Data Decision Sheet and the Metro Group and Temperature Status Graph were presented.

A copy of the presentation slides was made available on the Reading Borough Council website.

Resolved - That the presentation be noted.

40. MINUTES

The Minutes of the meeting of 13 September 2017 were confirmed as a correct record and signed by the Chair.

41. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
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Councillor Ballsdon	Bus Lanes
Councillor White	Cutting Air Pollution Outside Schools

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

42. PETITIONS

- (a) Petition for a Pedestrian Crossing at the Junction of Bridge Street, Church Road and Church Street.

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council for a pedestrian crossing at the junction of Bridge Street, Church Road and Church Street.

The petition read as follows:

“Petition to Reading Borough Council for the provision of a pedestrian crossing at the junction of Bridge St/Church Rd/Church St Caversham to facilitate safe crossing for pedestrians”

At the invitation of the Chair the petition organiser, Sara Fullbrook and her son Alastair, addressed the Sub-Committee on behalf of the petitioners.

Resolved -

- (1) That the report be noted;
- (2) That the request for a pedestrian crossing be investigated and the results of the investigation reported to a future meeting of the Sub-Committee;
- (3) That the lead petitioner be informed accordingly.

- (b) Petition for a Pedestrian Crossing at the Junction of Prospect Street/Henley Road/Westfield Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council for a safer pedestrian crossing at the junction of Peppard Road, Prospect Street, Westfield Road and Henley Road Caversham.

The petition read as follows:

“Petition to Reading Borough Council for traffic management to provide a safer pedestrian crossing at the junction of Peppard Rd/Prospect St/Westfield Rd & Henley Rd Caversham”

At the invitation of the Chair the petition organiser, Lin Godfrey, addressed the Sub-Committee on behalf of the petitioners.

Resolved -

- (1) That the report be noted;

- (2) That the request for a pedestrian crossing be investigated and the results of the investigation reported to a future meeting of the Sub-Committee;
- (3) That the lead petitioner be informed accordingly.

(c) Petition for a Pedestrian Crossing on Church End Lane

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council for a pedestrian crossing on Church End Lane.

The petition read as follows:

“After five years of taking my children to school at Moorlands Primary School on Church End Lane in Tilehurst the road has become increasingly more dangerous. Church End Lane has become a popular through road for drivers with some driving very erratically and speeding well above the speed limit of 20mph.

This year alone there has been frequent damage caused to the parked vehicles belonging to the local residents and parents who are dropping and collecting their children to and from school. Plus the most concerning incident of a young child being knocked down.

Moorlands Primary is due for expansion in 2018 which will mean, that there will be more children and parents at risk by crossing this busy, dangerous road on a daily basis.

There is nothing in place near to the school for children and their parents to cross safely apart from the traffic lights at the very top of Church End Lane, which means that a vast amount of children and parents have to walk 300-400 yards past the school just to cross safely.

I am starting this petition to approach Reading Borough Council to take action to put in a safe crossing for children, as Moorlands Primary is one of the only schools within the area without a zebra crossing or traffic lights opposite to their school.

I believe that with having this in place it will increase the safety of our children, and parents may feel a lot more comfortable allowing their children to walk to and from school independently. So therefore may also reduce parking shortages.

Thank you for taking the time to read my petition”.

Resolved -

- (1) That the report be noted;
- (2) That the request for a pedestrian crossing be investigated and the results of the investigation reported to a future meeting of the Sub-Committee;
- (3) That the lead petitioner be informed accordingly.

43. PETITION UPDATE - NEW ENTRY RESTRICTION ON MINSTER STREET AND LACK OF ACCESS THROUGH BUS LANES FOR PRIVATE HIRE VEHICLES

Further to Minute 24(b) of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update 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 report stated that the recommendation to consult on changes to the timings of the Minster Street access restriction had been submitted to the Sub-Committee on 14 September 2016 (Minute 30 refers). At that time the restrictions were in place from 7.00am until 11.00am and again from 4.00pm until 7.00pm, during which times a prohibition of motor vehicles came into force. The only legal exceptions to these restrictions were buses, wheelchair accessible taxis and permit holders. The report had raised safety concerns relating to the night time economy on Gun Street and had proposed that the access restriction should include the period between 7.00pm and 7.00am also, creating a restriction that would be in force between 4.00pm and 11.00am daily. There had been no proposal to amend the restriction itself, just the timings that it applied. Following statutory consultation it had been reported at the meeting on 3 November 2016 (Minute 45 refers) that no objections had been received and it was agreed that officers should implement the changes. These changes, which included the addition of further advance warning signs and road markings, had been completed in August 2017. There had been no material changes to the night time economy or to Gun Street and Minster Street since officers had made their original recommendations to increase the period for which the access restrictions were in force and they would not recommend reverting the restricted timings back to their previous periods of enforcement, a process that would require the start of a new statutory consultation.

The report explained that requests from motorcyclists, as well as private hire vehicle drivers, had been received asking to consider allowing them greater access to bus lanes in the Borough. To encourage people to consider alternative modes of transport, and ultimately help to manage congestion levels, it was important to create the infrastructure that facilitated a reliable public transport service offering with consistent journey times. Many of the bus lanes in the Borough also provided a less trafficked lane for cyclists and increasing the numbers of vehicles permitted to use bus lanes would begin to compromise its efficiency, so careful consideration needed to be made before such changes were proposed. The report proposed carrying out a review of the vehicle type exclusions from bus lanes with consideration being given to the rationale behind each restriction and the potential impact of any alterations to vehicle type exclusions. A report would then be submitted to a future meeting.

At the invitation of the Chair Mansoor Hussain addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;**
- (2) That the part-time access restrictions on Minster Street remain as agreed at the November 2016 meeting of the Sub-Committee;**

- (3) That Officers review the current vehicle-type exclusions to bus lanes across the Borough and submit their recommendations to a future meeting of the Sub-Committee;
- (4) That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the meeting minutes.

(In accordance with Standing Order 38, Councillors Ballsdon, Duveen, Hopper and White requested that their votes against resolution (2), above, be recorded)

44. WAITING RESTRICTION REVIEW 2017A: HAMILTON ROAD

Further to Minute 26 of the last meeting the Director of Environment and Neighbourhood Services submitted a report setting out proposals for waiting restrictions on Hamilton Road.

The report explained that at the previous meeting the objections to the proposal to install double yellow lines on the west side of Hamilton Road had been reported and the Sub-Committee had agreed to defer the implementation decision until November 2017, providing an opportunity for Ward Councillors and officers to discuss available options. Until the final design for Hamilton Road was agreed the Traffic Regulation Order for the 2017A Waiting Restriction Review programme could not be sealed and the restrictions within the programme could not be implemented.

Officers had met with Ward Councillors and their proposal for the scheme was set out in Appendix 1. The proposed restrictions would address a couple of specific parking issues, including the on-street parking of vehicles that caused driveway access/egress/visibility difficulties. Officers had agreed that the restrictions warranted further investigation, but they did not address the original justification for the statutory consultation (facilitating emergency vehicle access) and they were of the opinion that the implementation of these restrictions under the Waiting Restriction Review programme could lead to challenges on the legal processes that the Council had followed. The report also proposed that these were considered in the wider context of the East Reading Area Study. Proposals had not been received for a reduced scheme that still fulfilled the objectives of the original proposal, the report therefore proposed that one of the options below should be agreed, while considering the objections reported at the previous meeting:

- Implement the scheme as advertised;
- Remove the scheme from the 2017A programme (ie do not implement any restrictions as part of this programme).

The following amendment was moved by Councillor White and seconded by Councillor Hopper and LOST:

“Replace Recommended Action 2.2 with the following:

That the updated plans circulated to the Sub-Committee electronically and made available at the meeting, for waiting restrictions by the implementation of double yellow lines on Hamilton Road, be approved.

Delete Recommended Action 2.3 and re-number all subsequent actions accordingly”

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The Sub-Committee discussed the report and agreed not to proceed with the implementation of any waiting restrictions on Hamilton Road as a part of the review programme.

Resolved -

- (1) That the report be noted;
- (2) That the recommendation not to proceed with the implementation of any waiting restrictions on Hamilton Road as a part of the review programme, as set out in paragraph 4.7 of the report, be agreed;
- (3) That the proposals shown in Appendix 1, attached to the report, be considered as part of the East Reading Area Study;
- (4) That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Order for the 2017A Waiting Restriction Review programme and no public inquiry be held into the proposals;
- (5) That the objectors be informed of the decision of the Sub-Committee accordingly, following publication of the meeting minutes.

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

45. RESIDENT PERMIT PARKING - INFORMAL CONSULTATIONS

The Director of Environment and Neighbourhood Services submitted a report setting out recommendations for a standardized 'document pack' for informal consultations in areas where the Council received requests for resident prioritized parking and that officers conduct informal consultations over the winter, in the remaining top five prioritized areas. The recommended informal consultation document pack was attached to the report at Appendix 1, the area plans for the recommended schemes for informal consultation were attached at Appendix 2 and the list of outstanding schemes were attached to the report at Appendix 3.

Informal Consultation Documents - The first stage in the potential development of a Resident Permit Parking (RPP) scheme was for the Council to conduct an informal consultation with residents and occupiers of properties within each area. This had traditionally been a relatively resource intensive undertaking where largely bespoke consultation documents were created and distributed. With increasing interest in RPP schemes across the Borough there was a need to reduce the resource requirements, provide consistent information and obtain consistent survey results. The report was therefore recommending the adoption of a generic information consultation pack that would provide information about the Council's revised RPP scheme, information about the types of restrictions that could be applied, a survey and details about the next stages in potential scheme developments. The information made it clear to residents that RPP schemes were area schemes. Each pack of documents would include a map to show the consultation area and private streets would be highlighted within this area. Should resources allow within the required delivery timescales officers would survey the road widths within the area and highlight those streets that would be too narrow for the installation of marked parking bays on both sides of the road. The report proposed

encouraging residents to complete their surveys on the Council's website, which would speed up the analysis of responses. The results of the surveys would allow the Council to analyse whether residents considered there to be parking issues in their street, whether they felt that an RPP scheme would help in resolving the issues, what their preferred restrictions would be and the number of resident/occupier vehicles currently parked in the street. The report recommended that any alteration to the standard documents was limited, with only very minor scheme specific alterations made if necessary, and that the survey was not altered scheme by scheme to ensure consistent results across consultation areas. To make efficient use of the Council's designing team the report also recommended that officers did not carry out any potential scheme design work prior to the informal consultation having been conducted, as the results of the survey could render much of this work unnecessary.

Informal Consultations - The Warwick Road and Cintra Avenue scheme had been implemented in September 2017 and the East Reading Study Steering Group had met in early October 2017. The Group had agreed on an action to ask the Sub-Committee for agreement to conduct an informal RPP consultation in the study area and if agreed it was intended that the consultation was conducted before the next Steering Group meeting in February 2018 and the results submitted to the Sub-Committee meeting on 8 March 2018. There was currently an RPP informal consultation being carried out in Battle Ward, Little Johns Lane area, which was now the priority 1 scheme on the list. This consultation would close in early November 2017 and the intention was to submit a report to the Sub-Committee meeting on 11 January 2018. At the last meeting (Minute 27 refers) it had been agreed that the Lower Caversham scheme should be extended to include requests in the Send Road area and on a section of Gosbrook Road. The report stated that it would also be prudent to include the separately itemised request for St Stephens Close in any informal consultation for RPP in lower Caversham. The report also proposed that informal RPP consultations were conducted for the Lower Caversham area, including St Stephens Close, Harrow Court and East Reading Area schemes. Officers would aim to carry out these consultations over the winter 2017/18 and submit a report setting out the results to the meeting on 8 March 2018. It was also proposed that each informal consultation remained open for a period of three weeks and the two weeks festive period would be avoided.

New and Outstanding Schemes - The list of the new and outstanding RPP schemes/requests was appended to the report for information.

Resolved -

- (1) That the report be noted;
- (2) That the informal consultation pack, survey and methodology, as set out in paragraphs 4.4 - 4.9 of the report, be adopted as the Council's standard for Highway, on-street, Resident Permit Parking informal consultations;
- (3) That Officers conduct informal consultations for Resident Permit Parking in the Lower Caversham, St Stephens Close, Harrow Court and East Reading Areas schemes, as set out in paragraphs 4.15 to 4.17 of the report;
- (4) That the results of the informal consultations be reported to a future meeting of the Sub-Committee, intended to be March 2018.

46. HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD - ROAD SAFETY UPDATE REPORT

Further to Minute 10 of the meeting held on 14 June 2017, the Director of Environment and Neighbourhood Services submitted a report asking the Sub-Committee to support the proposal to introduce priority junction markings (Give Way) on the Albert Road approach to the junction.

The report explained that a meeting had been held on 18 September 2017 between officers, representatives of the Highmoor-Albert Road Campaign (HARC) and the Caversham and District Residents Association (CADRA) where it had been concluded that the introduction of priority junction, Give Ways, to both Albert Road Approaches was worth pursuing. To introduce priority junctions on Albert Road, in addition to the current requirement to STOP on Highmoor Road, should further reduce the potential for vehicle conflict. The most recent edition of the Traffic Signs Regulations and General Directions (TSRGD) 2016 encouraged more local highway authority discretion than previously. Therefore the addition of priority junctions on both Albert Road approaches was entirely at the discretion of the Council as local highway authority. The introduction of 'Give Ways' required changes to road markings and vertical road signs; vertical road signs required illumination. Officers would consider the position of existing street furniture and electric supplies so not to compromise sight lines further at the junction.

The report also explained that whilst the use of discretionary road marking was delegated to officers, due to the recent casualty history at the junction the report was asking for the introduction of priority junctions on both Albert Road approaches to be endorsed. The expected cost of this change, subject to detailed design, had been estimated to be in the region of £4k and the existing traffic management and road safety budget would be used to carry out this change.

At the invitation of the Chair, Mike Johnson addressed the Sub-Committee on behalf of HARC.

Resolved -

- (1) That the report be noted;**
- (2) That in addition to the changes already agreed at the June 2017 meeting of the Sub-Committee, the proposal to introduce priority junctions (Give Ways) to both Albert Road approaches at the junction be supported.**

47. CAVERSHAM CENTRE - ACHIEVING THE VISION

The Director of Environment and Neighbourhood Services submitted a report reminding the Sub-Committee of the collective views of CADRA, CTA and over 100 people that had attended a meeting on 12 November 2013 and starting the process to deliver transport improvements, now possible with developer funding, to Caversham Centre. A copy of the 'Achieving The Vision' document that had been produced by CADRA and CTA was attached to the report at Appendix 1.

The report explained that the redevelopment was being carried out in phases and consequently Section 106 monies would become available as the precinct improvements were carried out. As the transport proposals were developed they would be presented to future meetings alongside the Section 106 funding available.

Resolved - That the report be noted.

48. RELOCATION OF PEDESTRIAN CROSSING ON A33 NEAR TO IMPERIAL WAY ROUNDABOUT

The Director of Environment and Neighbourhood Services submitted a report that sought approval from the Sub-Committee to carry out the statutory notice procedure on a proposal to relocate the A33 pedestrian crossing, that was currently situated mid-point between Imperial Way and South Oak Way roundabouts, closer to Imperial Way.

The report explained that as part of the Mass Rapid Transport (MRT) works that were currently being constructed on the A33 there was a temporary pedestrian crossing just north of the Imperial Way roundabout. This temporary pedestrian crossing had been provided whilst the permanent crossing at the mid-point between the Imperial Way roundabout and South Oak Way roundabout was out of use. This temporary crossing had proved to be a real benefit to many more users than the permanent crossing and catered in particular for people walking to and from the Tesco distribution centre. The relocated crossing would be subject to a detailed design and road safety audit but as part of the process there was a need to serve notice in accordance with Section 23 of the Road Traffic Act 1984. Progress about the proposal would be submitted to future meetings as part of the Major Schemes Report.

Resolved -

- (1) That the report be noted;**
- (2) That the Head of Legal and Democratic Services be authorised to carry out the statutory notice procedures of the intention to relocate the pedestrian crossing on the A33 closer to the Imperial Road roundabout in accordance with Section 23 of the Road Traffic Regulation Act 1984.**

49. HIGHWAY MAINTENANCE - POTHOLE REPAIR PLAN 2017/2018

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the £97,000 share from the £70 Million Pothole Action Fund in 2017/18 which had been made available to Reading Borough Council for pothole repairs in the current Financial Year, following the announcement in the Government's Autumn Statement 2015, and seeking approval for a Pothole Repair Plan to deliver improvements to the condition of roads within the Borough.

The report stated that the Council had welcomed the £97k share from the Pothole Action Fund and, as in previous years, it had been proposed that a Pothole Repair Plan be set up. This would enable potholes of a lesser depth than the Council's normal investigatory criteria to be repaired, which would help to extend the life of roads until such time that they required a more comprehensive maintenance treatment. The Council's standard investigatory depth for carriageway defects was 50mm and the Pothole Repair Plan would enable the Council to repair defects of a minimum depth of 30mm. For roads that did not meet the Council investigatory criteria a proprietary pothole repair material had been trialled on roads such as Whiteknights Road and Southcote Lane enabling potholes in the region of 20 to 30mm to be repaired. The current Financial Year's Pothole Repair Plan would, for the first time, be expanded to include such 'reduced depth' repairs. Potholes for inclusion in the Plan would be identified by Neighbourhood Officers through the cyclical

statutory highway inspections or following ad hoc reports/complaints that had been received by the Council. Roads which only received a cyclical highway inspection every 18 months, or those roads which were not due another formal inspection before the end of the current Financial Year, would be inspected for potholes at some point before March 2018 by the Neighbourhood Officers. This was to ensure that, in the interests of fairness, all roads received an inspection under the Plan and for appropriate repairs to be carried out.

This Pothole Repair Plan would operate concurrently with the statutory highway inspection regime, as was the case with previous Plans, and the delivery of the Plan would be carried out using existing Highway Operative resources and plant/equipment. The Plan would start immediately in November 2017 and would continue through to the end of the Financial Year, 31 March 2018. With the Plan starting in November 2018 it would specifically target the winter season which, typically, was the time of year when potholes were more prone to develop due to the effect of precipitation which was combined with cold/freezing temperatures on the road structure. An update on the Plan would be included in the 'Highway Maintenance Update and Programme 2018/2019' report, which would be submitted to the Sub-Committee meeting on 8 March 2018.

Resolved -

- (1) That the £97,000 share from the £70 Million Pothole Action Fund in 2017/18 allocated to the Council for pothole repairs this Financial Year following the announcement in the Government's Autumn Statement 2015 be noted;
- (2) That the Pothole Repair Plan proposal outlined in Section 4 of the report be approved.

50. 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 appointed a contractor to deliver the scheme and enabling works had commenced on-site, with a scheduled completion date of summer 2018, prior to the Reading Festival. Officers had been in discussion 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. The majority of works would be carried out with temporary traffic signals, with a planned closure of the road between 3 November 2017 at 8.00am to 6 November 2017 at 5.00am. Following completion of the Network Rail scheme, the Council intended to deliver a series of complimentary public transport, walking and cycling enhancements on the Oxford Road corridor.

Thames Valley Berkshire Growth Deal Schemes

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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.

Green Park Station

Design work for the station was being progressed in partnership with Network Rail and Great Western Railway (GWR) to ensure the station complied with the latest railway standards. Design work for the multi modal interchange and surface level care park was being progressed in parallel with the station design work. The funding package for the scheme included £9.15m from the Local Growth Fund, £4.6m from private developer Section 106 contributions and £2.3m from the New Stations Fund 2, which had been announced by the DfT in July 2017. The additional funding would enable enhanced passenger facilities to be provided at the station to help cater for the significant level of proposed development in the surrounding area. The concept designs for the station were being produced by Network Rail with a revised completion date of December 2017. The Council was in the process of appointing Balfour Beatty to carry out the detailed design and construction of the station, following approval of this approach by Policy Committee on 25 September 2017 (Minute 31 refers). An indicative programme for delivery of the station by summer 2019 had been agreed with the DfT, Network Rail and GWR, that had been based on the requirement for the station to be included within the specification for the Great Western Franchise. The programme had been revised 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 was due to the recently announced additional funding from the New Stations Fund.

TVP Park and Ride and East Reading Mass Rapid Transit

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 signage was currently being reviewed with the objective of improving clarity where required, for instance at the bus stop on Bath Road near to Berkeley Avenue and the bridges over the railway. Phase 2,

from Bath Road/Berkeley Avenue through the town centre to east Reading, had been granted scheme and spend approval by Policy Committee on 25 September 2017 (Minute 33 refers). The scheme included on and off carriageway improvements, including the proposed installation of a zebra crossing on Yield Hall Lane with parallel cycle facilities, which would also be added to the existing zebra crossing on London Street. The additional zebra crossing and parallel cycle facilities would help pedestrians and cyclists travelling between Kennet Side and the Oracle Shopping Centre. The improvements, which were due to commence on site in November 2017, had been developed in consultation with local interest groups. A plan showing the proposals for Yield Hall Place, including the zebra crossing was attached to the report at Appendix A.

Unfunded Schemes

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.

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. Preparation of the Outline Strategic Business Case for the scheme had been completed and had been discussed at a Summit meeting that had been called by the MP for Reading East in September 2017. The business case showed that there was a strong case for a two lane traffic bridge in this location and the Cross Thames Travel Group was currently exploring options to fund the next stage of scheme development work. The business case documentation for the scheme had been made available on the Wokingham Borough Council website.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to carry out the statutory Notice procedures for the intention to establish a new zebra crossing and make alterations to an existing zebra crossing as part of the NCN 422 scheme as illustrated in Appendix A, attached to the report, in accordance with Section 23 of the Road Traffic Regulation Act 1984.

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

51. 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 October 2017

Resolved - That the notes from the Cycle Forum held on 25 October 2017 be received.

52. LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the outcome of an expression of interest that had been submitted to the Department for Transport for technical support to develop a long term strategy for cycling and walking.

The report stated that it was intended to complement the existing Local Transport Plan 2011 - 2026 (LTP3) sub-strategies through the development of a Local Cycling and Walking Infrastructure Plan, following the launch of the Government's Cycling and Walking Investment Strategy. The Plan would set out the Council's long-term vision for cycling and walking to encourage more people to consider travelling by these modes for local journeys, or as part of longer journeys, and work towards the Strategy's ambition of delivering Better Safety, Better Mobility and Better Streets. The core deliverables of the Plan would consist of the development of a network plan that would identify preferred routes linking communities with local destinations and a prioritised programme of improvements for future investment. These would be supported further by a report that would set out the approach and analysis that had been carried out.

The preparation of a Local Cycling and Walking Infrastructure Plan was non-mandatory. However, the Strategy stated that Local Authorities who had a plan would be "better placed to make the case for future investment". In order to encourage Local Authorities to develop a Local Cycling and Walking Infrastructure Plan, the DfT had announced the opportunity for Local Authorities to apply for technical assistance through an expression of interest process. A joint proposal to develop a Plan for the Reading urban area had subsequently been submitted to the DfT, in partnership with Wokingham and West Berkshire Councils and supported by Thames Valley LEP. The DfT had recently confirmed that the proposal had been granted technical support for up to 30 days, the maximum based on the population of the Borough. The DfT were now in the process of appointing a consultant to provide technical assistance to authorities who were able to demonstrate a clear strategic vision of working towards the delivery of the Local Cycling and Walking Infrastructure Plan objectives. The overall development of the Plan would be led by the Council using existing resources and would be supported by officers at Wokingham and West Berkshire, with whom officers in Reading were already working closely in the development of the new National Cycle Network route, NCN 422. In addition, the Department had also appointed the Active Travel Consortium led by Sustrans in partnership with Cycling UK and Living Streets, to provide further support in developing the strategic, economic and policy case. Inception meetings with the consultant and Sustrans were expected to take place in autumn 2017 and further updates on the development of the Plan would be submitted to future meetings.

Resolved - That the report be noted.

53. 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 54 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.

54. 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, with regard to application 1.2 a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That, with regard to application 1.5 a discretionary permit be issued, personal to the applicants and charged at the second permit fee;
- (3) That application 1.3 be approved subject to the necessary documentation and conditions being met, as set out in the report, the permit is personal to the applicant and charged at the third permit fee;
- (4) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.4, 1.6 and 1.7 be upheld;
- (5) That with regard to applications 1.0 and 1.1 the decision to refuse discretionary parking permits be confirmed;
- (6) That, with regard to application 1.8 temporary permits be issued for a maximum period of six months and charged at the temporary permit rate.

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

(The meeting started at 6.30 pm and finished at 9.28pm).