

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 13 JUNE 2013

Present: Councillors Page (Chair), Anderson, Ayub, Davies, Duveen, Hacker, Hopper, T Jones, Rodda, Terry, Whitham and Willis.

Also in attendance: Councillors Eastwood, Stevens and White.

1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS

(a) Questions

The Chair circulated a written response to the following question:

<u>Questioner</u>	<u>Subject</u>
Stephen Derek	Town Centre Cycling Route

(b) Highway Maintenance - Presentation

Anthony Bolton, Head of Highways and Transport, gave a presentation and answered questions on highway maintenance. He also outlined a new pothole repair plan that had been agreed by the Policy Committee at its meeting on 10 June 2013 (see Minute 15 below).

Resolved -

- (1) That Anthony be thanked for his presentation;
- (2) That an update on the pothole repair plan be submitted to the next Sub-Committee meeting on 12 September 2013.

2. MINUTES OF TRAFFIC MANAGEMENT ADVISORY PANEL

The Minutes of the meeting of the former Traffic Management Advisory Panel of 14 March 2013 were confirmed as a correct record and signed by the Chair.

3. GREAT KNOLLYS STREET PARKING RESTRICTIONS - REPRESENTATIONS FROM BUSINESSES

The Director of Environment, Culture and Sport submitted a report on the receipt of representations from several businesses of Great Knollys Street requesting a review of the waiting restrictions in the road. A location plan was attached at Appendix 1.

The report stated that representations had recently been received from several businesses in Great Knollys Street regarding the existing waiting restrictions in the road. The businesses had complained that the loading and unloading restrictions were too prohibitive to allow regular business operations and possibly related to the previous road layout, when Great Knollys Street had been a through road.

At the invitation of the Chair, John Holland spoke on this item.

Resolved -

- (1) That the representations be noted;
- (2) That the issue be urgently investigated and included in the next annual waiting restrictions review programme;

- (3) That the businesses be informed accordingly.

4. BROOMFIELD ROAD - RESPONSE TO PETITION

The Director of Environment, Culture and Sport submitted a report informing the Sub-Committee of investigations carried out in Broomfield Road following receipt of a petition from some residents of the road reported to the Traffic Management Advisory Panel on 17 January 2013 (Minute 52 refers).

The report stated that officers had, at the Panel's request, investigated three possible closure points on Broomfield Road: at the Norcot Road junction, at a mid point, and at the Romany Lane junction. A Plan indicating these closure points was attached to the report at Appendix 1. Officers had immediately concluded that a mid-point closure could not be progressed due to a lack of space between existing driveways. A closure at Norcot Road was potentially easier to achieve, as there would be no need to provide a turning head, and the junction of Glenrosa Road would be the most appropriate location for a closure at this end of Broomfield Road. The third location, at the Romany Lane end of Broomfield Road, was the location which the majority of the petitioners were in favour of, although this would involve the construction of a turning head.

The report noted that any closure of Broomfield Road would result in additional pressure on an alternative road junction. By closing Broomfield Road at the Norcot Road junction all traffic now exiting onto Norcot Road would have to do so via Romany Lane. This would increase traffic within another residential street and increase turning movements at the Romany Lane junction with Norcot Road.

The creation of a one-way plug at Romany Lane, allowing drivers within Broomfield Road to pass through in one direction, had also been investigated. This would not stop the perceived rat running from Norcot Road to Romany Lane, but allowing vehicles to exit would overcome the issue of providing a turning head. The cost of a one-way plug was likely to be around £15k as it required illuminated signs to conform to the regulations. There would also be a concern over abuse of the restriction by drivers.

The report explained that costs to close a road at a junction would vary greatly depending upon the materials used and the final appearance of the closure point. The cheapest option would be to place a row of bollards across the road, but placing kerbs across the junction was typically expected as well. Creating a turning head within Broomfield Road at the Romany Lane end might require significant funding, as a kerbed closure and construction of a turning head also required drainage work. The costs of different forms of closure were set out, all of which assumed that there was no impact to underground services. There was no budget available for the work and as previously reported there was no history of casualties as a result of speeding or traffic volume using Broomfield Road.

The report also contained the results of a 24-hour seven-day count undertaken in Broomfield Road between 25 February and 3 March 2013. The average speed recorded during this period had been 19.4mph and the 85th percentile had been 22.8mph. This was a significant drop from a survey carried out in 2008 in which the average speed recorded had been 24mph and the 85th percentile 29mph.

At the invitation of the Chair, Kirsty Hawkins spoke on this item.

Resolved -

- (1) That closure of Broomfield Road not be progressed at the present time;
- (2) That Broomfield Road continue to be monitored as part of the Council's ongoing road safety strategy and the Vehicle Activated Sign be used when possible as part of the annual sign rotation schedule.

5. PRIVATE HIRE VEHICLES IN BUS LANES - RESULTS OF CONSULTATION

Further to Minute 55 of the meeting of the Traffic Management Advisory Panel of 17 January 2013, the Director of Environment, Culture and Sport submitted a report updating the Sub-Committee on consultation undertaken regarding the use of bus lanes by Private Hire Vehicles in Reading.

The responses to the consultation were attached to the report at Appendix 1, together with officer comments. The report stated that, of the responses received from the existing approved bus lane operators, there was a clear majority against any proposal to include Private Hire Vehicles in Reading bus lanes. Based on the consultation response, together with officer research, it was not recommended at this time to permit the use of Reading bus lanes by Private Hire Vehicles. The Sub-Committee noted that Reading Motorcycle Group had not been included in this informal consultation, but had previously expressed objections to the proposal to the Traffic Management Advisory Panel.

The report also explored the specific request for use of the new section of the eastbound Kings Road Bus Lane by Private Hire Vehicles, which as an extension of the existing bus lane had been carefully designed to ensure user consistency. The section of Kings Road between Orts Road and Cemetery Junction was unique in terms of the road layout as it currently provided two eastbound general traffic lanes, an eastbound "with flow" bus lane, and a westbound "contra-flow" bus lane. When this layout had first been introduced, the regulatory signs required to provide clarity to road users covering both bus lanes had required separate approval from the Department for Transport (DfT). Before any further authorisation for either bus lane the strict signing regulations and potential road safety implications had to be carefully measured, and detailed liaison with the DfT would be required. Officers therefore felt that, at this stage, there would be no benefit in allowing Private Hire Vehicles in the proposed new section of bus lane as they would have to rejoin the general traffic lanes prior to Orts Road which would cause confusion. The trial that had been running since 2007 on the Kings Road in-bound contra-flow bus lane did not conform to new guidance, which permitted licensed private hire vehicles to use near-side with-flow bus lanes only, and it was therefore also recommended that the trial be discontinued and the bus lane returned to its original status.

At the invitation of the Chair, John Purvis, representing the Private Hire Association, Asif Rashid, Chairman of the Reading Taxi Association, Peter Seymour, Reading Motorcycle Action Group, and Councillor White spoke on this item.

The Sub-Committee noted that there was no evidence that the trial use of the Kings Road in-bound contra-flow bus lane by Private Hire Vehicles had created any problems or issues for public transport or other road users, and it was proposed that the Chair be authorised to make representations to the Department for Transport, to try and enable the trial to be continued.

Resolved -

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- (1) That, based upon the responses received during the consultation as set out in Appendix 1, Private Hire Vehicles not be permitted in bus lanes in Reading;
- (2) That the Sub-Committee support the continued use of the Kings Road contra-flow bus lane by private hire vehicles;
- (3) That the Chair be authorised to make appropriate representations to the Department for Transport, to try and enable the use of the Kings Road contra-flow bus lane by private hire vehicles to be continued;
- (4) That all respondents to the consultation be informed accordingly.

(Councillor Ayub declared a pecuniary interest in this item and took no part in the debate or the decision. Nature of Interest: Councillor Ayub was employed as a Hackney Carriage driver).

6. OBJECTIONS TO TRAFFIC REGULATION ORDERS

The Director of Environment, Culture and Sport submitted a report informing the Sub-Committee of objections received in respect of traffic regulation orders, which had recently been advertised as part of the annual waiting restriction review programme, proposed Pay and Display operation in Thameside Promenade, and a proposed Residents Parking Scheme in Upper Redlands Road.

Annual Waiting Restriction Review Programme

The report stated that a total of 44 proposals had been advertised as part of the annual waiting restriction review and these were listed at Appendix 1. Eleven of these proposals had prompted letters of support or objection and these were detailed at Appendix 2, together with officer responses and recommendations.

The report noted that the proposal to implement No Waiting Mon-Sun 9am to 5pm for All Hallows Road had led to 29 residents' comments. The proposal had been put forward following concerns raised by the Cemetery and Crematorium about difficulties with accessing the site, especially for funeral processions. From the correspondence received, residents had empathy with the issues the Crematorium faced but believed residents should not be penalised with such a restriction. It was proposed at the meeting that the proposed restriction apply on weekdays only.

At the invitation of the Chair, Councillor White spoke on this item regarding the Brackendale Way proposals, for which no objections had been reported. He informed the Sub-Committee that he had submitted a response to the consultation.

Thameside Promenade Car Park

A summary of letters of comment and objection received following the advertisement of proposals for Pay and Display operation in Thameside Promenade was attached at Appendix 3. Additional comments and objections that had been received following publication of the meeting agenda were tabled at the meeting.

At the invitation of the Chair, John Ridge spoke on this item.

The Chair proposed a revision to the proposals to amend the proposed hours of operation of the Thameside Promenade car park pay and display parking charges to Monday to Friday only (excluding Bank Holidays) between 9am and 5pm, with the first two hours being at nil charge.

Upper Redlands Road

A summary of letters of comment and objection received following the advertisement of a proposed Residents Parking scheme on the north side of Upper Redlands Road, together with officer comments, was attached at Appendix 4.

Reading Station Subway - Prohibition of Cycling

An additional report had been circulated separately, containing details of objections received in respect of a proposed traffic regulation order prohibiting cycling in the Reading Station subway. Attached at Appendix A was a table showing 11 letters of objection received, together with officer comments.

The report stated that cycling provision had been carefully designed on both sides of the Station to link with existing routes and provide shared facilities, either in the new bus lanes or the new shared footway/cycleways. The new routes provided access to the Station along Vastern Road and Forbury Road, and new cycle parking areas were also provided on both sides in the new public square areas.

The report explained that, during the design process, it had been clear that neither the Council as Highway Authority or Network Rail as the owner of the subway would support the use for cycling of the existing subway structure with its height limitations. The minimum height to the subway had been measured as 2.23m, and the national standard minimum height for a shared unsegregated cycle/pedestrian subway was 2.7m. There was nothing to prevent cyclists dismounting and pushing a bike through the subway.

At the invitation of the Chair, Councillor White spoke on this item.

Resolved -

- (1) That the following proposed waiting restrictions be implemented as advertised:
 - Luscombe Close/Lower Henley Road
 - Rufus Isaacs Road
 - School Lane (Caversham)
 - St Bartholomews Road
 - Micklands Road
 - Mayfield Drive/Rossendale Road
 - Berrylands Road/Newlands Avenue
 - Armour Road junctions;
- (2) That the Chair consult Ward Councillors on the proposed waiting restrictions at Grasmere Avenue, and that the scheme be implemented as advertised if there were no unresolved objections;
- (3) That the proposed restrictions in All Hallows Road be implemented with amended hours of operation of Monday to Friday No Waiting 9am-5pm;

- (4) That the proposals for Surley Row/Rotherfield Way not be implemented, and that a revised proposal extending the length of waiting restrictions be included in the next annual waiting restrictions review programme;
- (5) That officers check whether any objections or comments had been received regarding the proposals for Brackendale Way, and that the Chair be authorised to decide, in view of any objections or comments received, whether the proposals should be implemented as advertised or deferred for further consideration;
- (6) That the proposed hours of operation of the Thameside Promenade car park pay and display parking charges be amended to Monday to Friday only (excluding Bank Holidays) between 9am and 5pm, with the first two hours being at nil charge;
- (7) That the introduction of pay and display at Thameside Promenade car park be monitored and reported back to a future meeting of the Sub-Committee;
- (8) That the proposed residents permit parking restrictions in Upper Redlands Road be implemented as advertised;
- (9) That the Traffic Regulation Order prohibiting cycling in the Reading Station subway be implemented as advertised;
- (10) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders, and no public inquiry be held into the proposals;
- (11) That the objectors be informed accordingly.

(Councillor Whitham declared a non-pecuniary interest in this item, on the basis that he lived in St Bartholomew's Road).

7. LOWER CAVERSHAM WEST - RESPONSE TO PARKING SURVEY

The Director of Environment, Culture and Sport submitted a report on an officer response to a parking survey carried out by Councillor Davies within the Lower Caversham area. Receipt of the parking survey had been reported to the Traffic Management Advisory Panel on 14 March 2013 (Minute 75 refers).

The report stated that over the previous few years officers had carried out an annual waiting restriction review to help manage the relatively significant number of parking related requests. The purpose of gathering all parking concerns together and reviewing them annually was to ensure best value due to the statutory legal and advertising costs required to make any formal waiting restriction legal.

As reported previously, the results of the parking survey differed greatly from street to street. It would require significant staff resources to properly review the survey results and carry out appropriate site checks and relevant data collection, and with staff resources already allocated to the annual waiting restriction review from September 2013 it was recommended that the parking survey be assessed as part of the review.

Resolved -

That the issues raised within the survey be investigated as part of the next annual waiting restriction review.

8. MILMAN ROAD, NEW CHRISTCHURCH SCHOOL - UPDATE

Further to Minute 56 of the meeting of the Traffic Management Advisory Panel on 17 January 2013, the Director of Environment, Culture and Sport submitted a report updating the Sub-Committee on the following issues in Milman Road which the Panel had requested further consideration of:

Reduction of the length of the dedicated ambulance bay

From site observations it appeared that the length of the ambulance bay exceeded the current demand, and that patient deliveries to the medical centre and doctors surgery could be carried out within a bay half the current length. However, if the length of the bay was reduced it was unlikely that the space created would have any effective use, as marked Residents Parking (RP) bays on the opposite side of Milman Road meant that the road was not wide enough to support parking on both sides, and the bay would have to be replaced with a yellow line restriction. Current use of the ambulance bay would block the road unless vehicles were parked on the footway. Any removal of the ambulance bay was likely to raise other issues and it was therefore proposed to consider the bay as a part of the annual waiting restriction review.

Reduction of the shared use provision within the RP bays creating some areas for residents only

Reduction of shared use provision within the RP bays would have a direct impact on all visitors to Milman Road. The whole RP provision in Milman Road was shared use 8am until 8pm (2 hours, no return within 2 hours), and with the school, medical centre and doctors surgery located there the extent of this shared use made it difficult for residents to park at times. Current policy for shared use in RP bays was 10am until 4pm (2 hours, no return within 2 hours) and the 8am until 8pm used in Milman Road pre-dated the current policy. Any change to the shared use within Milman Road was likely to prompt objections from non-residents, and it was therefore recommended that this be consulted on as a part of any other changes that were recommended as a result of the RP (parking areas) review.

Access to Milman Road by heavy good vehicles

Access to Milman Road by larger vehicles was required from time to time, not just for deliveries to the medical centre and school but residents themselves were visited by larger vehicles for deliveries, refuse collection, house moves etc. With changes to the loading restrictions at the junction of Spring Gardens, which had been agreed by the Traffic Management Advisory Panel on 17 January 2013 (Minute 56 refers), traffic flow and larger vehicle access might become less of an issue. It was therefore recommended to review the question of access to Milman Road by larger vehicles once all other changes have been considered.

Resolved -

- (1) That the ambulance bay be reviewed within the annual waiting restriction review;

- (2) That any changes to the shared use provision within the Residents Parking bays be assessed as a part of the RP (parking areas) review;
- (3) That the access for HGVs be reviewed once the proposed loading bans on the corners of Spring Gardens had been consulted on and implemented.

9. COLLEGE ROAD/CULVER ROAD - RESPONSE TO PETITION FOR A RESIDENTS' PARKING SCHEME

The Director of Environment, Culture and Sport submitted a report on an officer response to a petition supported by some residents of College Road and Culver Road, requesting the introduction of a residents parking (RP) scheme (Minute 53 of the Traffic Management Advisory Panel of 17 January 2013 refers).

The report stated that the biggest challenge when considering RP schemes was gaining consensus from residents. Whilst RP might seem attractive to residents, as with any formal parking restriction there was a need for compromise as the schemes could be limiting, and it was so important that residents understood exactly what the impact would be. The recent introduction of RP within the Newtown area had followed many years of campaigning and consultation, with the majority of the consultation carried out by ward members with officer support where required. This had provided a good model and it was intended to follow a similar process when exploring RP in other areas.

The report noted that there appeared to be a good response to the survey from residents within College Road, but less so from those that lived in Culver Road. Of the responses received the idea of RP seemed attractive, but 52.5% wished to see options. Both College Road and Culver Lane appeared to meet the profile for RP, and could become part of the existing zone 14R, which currently included St Bartholomew's Rd, Palmer Park Avenue, Grange Avenue and Norris Road. How the RP scheme worked, the hours of operation, shared use provision and permit allocation would need to be explained to residents.

It was recommended that officers consider an RP scheme for both College Road and Culver Road and work with ward councillors in carrying out informal consultation. The result of this consultation would be reported back to a future meeting of the Sub-Committee.

At the invitation of the Chair, Helen Fogelman and Martin Appleton spoke on this item.

Resolved -

- (1) That the report be noted;
- (2) That further informal consultation be carried out in consultation with Ward Councillors;
- (3) That if residents remained supportive of a residents only permit parking scheme a further report be submitted to the Sub-Committee.

10. PLAY STREETS UPDATE

Further to Minute 76 of the meeting of the Traffic Management Advisory Panel of 14 March 2013, the Director of Environment, Culture and Sport submitted a report updating the Sub-Committee on progress on Play Streets.

The report explained that an application process had been developed and residents could now download a Play Streets application form from the Council's website. Applications were open for one month and would close in early July 2013. It was anticipated that the first Play Streets would be held in early September, which would allow time for assessment of applications and the legal process for road closures. The final list of streets would be agreed with Ward Councillors.

Resolved -

- (1) That the progress of the Play Streets scheme 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 make the appropriate (trial) traffic regulation orders to close roads in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That objections be reported back to the Sub-Committee at the appropriate time.

11. CAR PARKS TARIFF CHANGES 2013

The Director of Environment, Culture and Sport submitted a report advising the Sub-Committee of a proposal to change the "off street" car parking orders, following a review of the tariffs.

The report stated that the car park tariffs had last been reviewed in July 2012 with changes made to the short- and long-stay parking in all car parks. The tariffs reflected the different types of off-street car parking available, for example with the local centre shoppers' car parks charged differently to town centre car parking.

A full listing of the current and proposed car park charges was attached to the report at Appendix 1. There were no proposals to change the car park tariff rates at Broad Street Mall, Queens Road, Civic B Car Park, Kings Meadow, Chester Street, Caversham, Dunstall Close and Recreation Road. At Hills Meadow Car Park it was proposed to change the two-hour and all day rates to £2.00 (a 20p increase) and to £6.20 (a 20p increase) respectively. At Cattle Market Car Park it was proposed to change the all day rate to £5.00 (a 50p increase) and increase the HGV all day rate to £10.00 (a £2.50 increase), but with other tariffs left at the current rate. If the changes were agreed it was planned to introduce the revised charges from August 2013.

It was proposed at the meeting that a four-hour charging period be introduced at the Hills Meadow and Kings Meadow car parks, with the Chair authorised to decide the tariff in consultation with Ward Councillors.

Resolved -

- (1) That the changes to the car parking charging periods and tariffs set out in Appendix 1 be agreed;
- (2) That the Chair be authorised to decide the four-hour tariff at Hills Meadow and Kings Meadow car parks in consultation with ward councillors;

- (3) That the Head of Legal and Democratic Services be authorised to advertise Notice of a Variation of Car Park Order of the Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) Order 2012;
- (4) That the Tariff Changes be implemented using the delegated authority of the Head of Highways and Transport.

12. RESIDENTS' PARKING - UPDATE ON PERMIT SCHEME

The Director of Environment, Culture and Sport submitted a report updating the Sub-Committee on the Residents Parking Permit Management Rules and the Permit Management Rules Definitions, the current Scheme having been in place for two years.

The current Permit Management Rules were attached at Appendix 1 and the current Permit Management Rules definitions were attached at Appendix 2.

At the invitation of the Chair, Andrew Hornsby-Smith and Peter Seymour spoke on this item. The Sub-Committee noted the difficulties caused by the inclusion of motorcycles within the Residents Parking scheme, and agreed that the Permit Management Rules definitions should be amended so as to exempt motorcycles from the scheme.

Resolved -

- (1) That the updated Permit Management Rules as set out in Appendix 1 be noted;
- (2) That the Permit Management Rules Definition 12(c) be deleted;
- (3) That the Permit Management Rules Definitions, as set out in Appendix 2 and amended at (2) above, be endorsed.

13. 20MPH SPEED LIMITS/ZONES - UPDATE

Further to Minute 88 of the meeting of the Traffic Management Advisory Panel of 14 March 2013, the Director of Environment, Culture and Sport submitted a report providing an update on how the application of 20mph limits and zones could be achieved within the Borough.

Attached to the report at Appendix 1 were plans demonstrating how the lower speed limit could be applied in five areas of the Borough: Amersham Road Area, Merton Road Area, Oxford Road Area, St Giles Close Area and the University Area. The Sub-Committee made suggestions for potential extensions to the Amersham Road and University areas.

The report noted that consultation with residents would be required to ensure that there was local support for any introduction of a lower limit, and it was proposed that a consultation strategy be developed and submitted to a future meeting of the Sub-Committee, to form part of a wider policy/strategy for the use and implementation of 20mph limits/zones. Suggestions for other areas to be investigated could be received once a policy was in place.

It was also planned to extend speed survey work into areas where there were no existing traffic calming features, but where vehicle speed was low due to other factors such as narrow streets and on-street parking. This would provide a better profile as to how further 20mph speed limits/zones could be used or extended within the Borough.

At the invitation of the Chair, Councillor White spoke on this item.

Resolved -

- (1) That officers continue with the review of 20mph speed limits/zones and consult with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors on the potential 20mph areas shown in Appendix 1,
- (2) That officers investigate the suggestions made by the Sub-Committee for extending the Amersham Road and University areas;
- (3) That a consultation strategy be developed to ensure that local residents had the opportunity to express support or opposition to a lower limit;
- (4) That a report be submitted to a future meeting of the Sub-Committee with a consultation strategy and further recommendations as to where the 20mph speed restriction could be applied.

14. BUS SHELTERS OWNED BY READING BOROUGH COUNCIL - UPDATE

The Director of Environment, Culture and Sport submitted a report on progress with replacement of the bus shelters owned by Reading Borough Council with new bus shelters provided in accordance with the bus shelter contract, and seeking approval for a programme to replace or remove the remaining shelters as funding permitted.

The report stated that as at April 2013 the Council owned 46 shelter units, including 26 Clearchannel Insignia flat-roofed shelters, 10 Landmark shelters forming two bus ports in Minster Street and one individual Landmark shelter, six Queensbury Arun curved narrow roof shelters, two bespoke Trueform shelters at Kennet Island and one heritage ex-promenade shelter at The Travellers Rest in Caversham. There was a small budget for ad hoc repairs but no formal maintenance or cleaning contract for any of these shelters.

The report noted that many of the Clearchannel shelters were badly worn and had been vandalised, and the Council-owned shelters presented a poor appearance that did not reflect the policy to encourage the use of public transport, unlike the shelters provided under the JC Decaux (JCD) contract, which were well cleaned and maintained at no revenue cost to the Council. The JCD contract had the flexibility that, in addition to the free shelters which JCD had supplied, the Council could add further shelters paid for from capital funds which were then added into the maintenance and cleaning contract.

The report noted that Cabinet, at its meeting on 12 July 2010 (Minute 26 refers), had agreed a threshold minimum usage of 50 boarding passengers a day as being needed to justify continued investment in a bus shelter at that stop, subject to funds being available to do so. Following surveys of usage the Council-owned shelter-equipped stops had been categorised, with proposals for each category as follows:

Category A (17 stops, listed in the report)

A new shelter was justified as more than 50 people a day used the stop, and a standard JCD shelter could fit the location. It was proposed to purchase additional shelters as funds permitted and these would be added into the JCD contract;

Category B (10 stops, listed in the report)

A new shelter was justified as more than 50 people a day used the stop, but a JCD shelter would not fit the location. It was proposed to replace Clearchannel shelters with Queensbury Arun shelters (or equivalent) and to retain any existing repairable specialist shelters and refurbish them as necessary. For all retained or purchased shelters it was proposed to instigate a new cleaning agreement with either Streetcare or JCD, and there would be a small budget for maintenance and repair;

Category C (3 stops, listed in the report)

Fewer than 50 people used the stop but due to other local factors there was justification for providing a shelter. JCD shelters would not fit these locations so it was proposed to treat them as Category B above;

Category D (9 stops, listed in the report)

A replacement shelter could not be justified as significantly fewer than 50 people a day used the stop, and the shelter was therefore surplus to requirements. It was proposed to remove shelters as soon as possible to avoid further vandalism and repairs; removed shelters could be relocated to another site or recycled to schools or other bodies;

Category E (3 stops, listed in the report)

A stop where, although a shelter was currently provided, it was proposed that no new shelter was installed for reasons listed, and proposed actions were listed individually.

The report stated that if these measures were undertaken the number of shelters owned by the Council would reduce from 46 to 13. A total of 17 sites had been identified for new JCD shelters, of which two would be paid for by the Dee Park developer. As a result of shelter removals up to 29 shelters suitable for recycling would be made available for schools and other bodies, to help encourage walking and cycling. The estimated capital costs associated with taking the proposed actions was £314,300.

Resolved -

- (1) That the progress made on the replacement of the old bus shelters to date and the fact that officers would continue to deliver this programme and report progress to the Sub-Committee, be noted;
- (2) That the proposals for the remainder of the programme be agreed;
- (3) That an outline timescale for the replacement programme be reported to the next Sub-Committee meeting, and as funding became available, further reports be submitted outlining specific elements of the programme for implementation.

15. HIGHWAY MAINTENANCE UPDATE

The Director of Environment, Culture and Sport submitted a report appended to which was a report submitted to Policy Committee at its meeting on 10 June 2013, informing the Committee of the Council's statutory duties in respect of highway maintenance and the procedures in place to repair defects, and outlining the current practice and expenditure on carriageway repairs. The report had also sought approval for an additional pothole repair plan.

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The Policy Committee had given approval to the pothole repair plan, which would deploy all available resources (six maintenance gangs) for a period of 12 months to carry out pothole repairs on a road-by-road basis, regardless of whether they met the current intervention of 50mm in depth over an area of about 300mm by 300mm. The plan would start with A, B and C class roads and then local distributor roads, bus routes, and premier cycle routes not on the A, B or C class network.

In order to carry out the repair plan the Highways Team would be increased from a six-gang operation to an eight-gang operation, whilst at the same time deferring a proportion of the income target in 2013/14, to be repaid in the following year through increased income generation. Once the repair plan was complete after a 12 month period, the additional gangs could concentrate on income-generating work, allowing the deferred income to be repaid, with the aim of being cost-neutral by the end of 2014/15.

Resolved -

- (1) That the highway maintenance update report to the Policy Committee meeting of 10 June 2013, and the Committee's decision to approve the additional pothole repair plan proposal be noted;
- (2) That officers continue to review the application of road markings on the carriageway as part of the current year's annual resurfacing programme and consult with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors prior to making any change.

16. VARIABLE MESSAGE SIGNS

The Director of Environment, Culture and Sport submitted a report updating the Sub-Committee on the introduction of the new Variable Message Sign (VMS) contract as part of the Local Sustainable Transport Fund (LSTF) projects. A Plan showing the proposed locations of four new VMS was attached at Appendix 1.

The report stated that VMS had been introduced in 2002 and added to in 2006-07 to provide travel information along certain key routes in Reading. They were used to inform drivers of car park status, congestion and events, and had been a valuable tool in enhancing network management such as by reassigning traffic to different routes during congested periods. As a part of the LSTF large bid a package of measures to enhance the ability to manage traffic throughout the greater Reading urban area was being progressed, and this included a review of existing VMS and the provision of additional signs to provide travel information at key decision-making locations. The review also included the replacement of 13 mechanical signs (such as the sign on Southampton Street, near the Red Lion Public House) which provided only car park information with new upgraded VMS. This would provide enhanced roadside travel information around and close to the IDR, which was currently lacking.

The report explained that alongside the replacement of existing VMS and Car Park signs, four new VMS locations had been identified to complement the existing signing strategy across the network. The proposed locations at Oxford Road (east of the Kentwood Hill roundabout), Forbury Road (eastbound), Forbury Road (westbound) and Peppard Road (near Queen Annes School) were shown in Appendix 1, and the Sub-Committee were asked to approve these, subject to consultation with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors.

The report also listed proposed locations for a total of eight new VMS in the Wokingham and West Berkshire boroughs as part of the project. Following a competitive tendering exercise the VMS contract had been awarded to Swarco and the current programme indicated that installation would be undertaken through Summer/Autumn 2013.

Resolved -

That, subject to consultation with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, approval be given to locate the new variable message signs (VMS) as listed above and shown in Appendix 1.

17. READING STATION

The Director of Environment, Culture and Sport submitted a report providing a progress update on the Reading Station Redevelopment Project and the associated highway works, and highlighting the key programme dates for future works associated with Reading Station.

Resolved -

That the progress of the Reading Station Redevelopment Project and the associated highway works be noted.

18. UNIVERSITY & HOSPITAL AND EASTERN AREA STUDY UPDATES

The Director of Environment, Culture and Sport submitted a report informing the Sub-Committee of requests from a number of residents of Eastern Avenue, in response to consultation undertaken as part of the University & Hospital Study in summer 2012, to reverse the changes made to existing Residents' Parking Schemes in 2011, specifically the re-organisation of the Residents' Parking Zone in Eastern Avenue.

The report noted that a review of all of the existing Residents' Parking Zones within the Borough had begun in 2009, and in September 2010 a consultation document had been delivered to all 12,000 households within the Residents' Parking Zones. The questionnaire results had been analysed and the resulting recommendations considered by Cabinet at its meeting on 29 November 2010 (Minute 98 refers). Changes which had been implemented included the reorganisation of existing Residents Parking Zones to match more closely the number of spaces available with the number of permits issued. This had taken effect from 1 April 2011 and included changes to the majority of Residents' Parking Zones in the Borough, including the zone in Eastern Avenue, which had been included in a wider zone that included some properties in Denmark Road, De Beauvoir Road, Carnarvon Road, Junction Road and Granby Gardens. The report recommended that the decision taken by Cabinet for the re-organisation of Resident's Parking Zones, including the zone in Eastern Avenue, be endorsed.

At the invitation of the Chair, Andy Pegg spoke on this item. A number of representations from residents had also been circulated to the Sub-Committee prior to the meeting.

The Chair noted the difficulties for residents following the changes to the Residents Parking Zone on 1 April 2011, and also outlined a number of concerns about the consultation prior to the change. He proposed that the separate Eastern Avenue Zone that had existed prior to the Residents Parking Scheme changes, therefore be reinstated.

Resolved -

- (1) That the report be noted;
- (2) That the separate Eastern Avenue Zone that had existed prior to the Residents Parking Scheme changes on 1 April 2011 be advertised for reinstatement;
- (3) 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 advertise and make the appropriate traffic regulation order to create an Eastern Avenue residents only permit parking zone in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (4) That any objections be reported back to the Sub-Committee at the appropriate time.

19. LOCAL STRATEGIC TRANSPORT FUND UPDATE

The Director of Environment, Culture and Sport submitted a report updating the Sub-Committee on progress with delivery of the Local Sustainable Transport Fund (LSTF) Small Package for which £4.9m funding had been approved by the Department for Transport (DfT) in July 2011, and the LSTF Large Partnership Package, for which £20.692m additional funding had been approved by the DfT in June 2012.

The report comprised an update on each of the five delivery themes of the LSTF programme, with particular focus on projects that had reached milestones within the previous three months, and the Sub-Committee were in particular asked to note the following:

- The Bluetooth contract had been awarded to Colas;
- Five awards totalling £176,100 had been made under the Sustainable Travel Challenge Fund;
- An Invitation to Tender for a bicycle hire scheme had been sent to shortlisted bidders;
- A public exhibition had been held on a proposed pedestrian-cycle bridge across the Thames;
- Planning applications for MereOak and Winnersh Park and Rides had been submitted.

Resolved -

- (1) That the progress made on the LSTF projects to date be noted;
- (2) That a report on the consultation on a pedestrian-cycle bridge over the Thames be submitted to the next meeting of the Sub-Committee.

20. CYCLE FORUM MINUTES

The Director of Environment, Culture and Sport submitted a report informing the Sub-Committee of the discussions and actions arising from the 10 April 2013 meeting of the

Cycle Forum under the auspices of the approved Cycling Strategy. The Notes of the meeting were appended.

Resolved -

That the Notes of the meeting of the Cycle Forum of 10 April 2013 be noted.

21. 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 22 and 23 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.

22. MINUTES OF DISCRETIONARY PARKING PERMITS APPEALS PANEL

The Minutes of the meeting of the former Discretionary Parking Permits Appeals Panel of 14 March 2013 were confirmed as a correct record and signed by the Chair.

23. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment, Culture and Sport submitted a report giving details of the background to his decisions to refuse applications for Discretionary Parking Permits from a total of 15 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regards to applications 1.0, 1.1, 1.2, 1.6, 1.10, 1.11, 1.12 and 1.13, a discretionary residents permit be issued, on the understanding that the issue of the permit was personal to the applicant;
- (2) That, with regards to application 1.3, a discretionary residents permit be issued, on the understanding that the issue of the permit was personal to the applicant, and that when one of the two residents permits for the property was not renewed the applicant would take over the second permit;
- (3) That, with regards to applications 1.4, 1.5 and 1.14, a discretionary business permit be issued;
- (4) That, with regard to applications 1.8 and 1.9, a discretionary charity permit be issued;
- (5) That the Director of Environment, Culture and Sport's decision to refuse application 1.7 be upheld.

(The meeting started at 6.30pm and finished at 10.25pm).