

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 14 JANUARY 2016

Present: Councillor Page (Chair).

Councillors Debs Absolom, Ayub, Dennis, Duveen, Hacker, Hopper, Jones, Terry, and Whitham.

Apologies: Councillor McDonald.

54. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

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

Questioner	Subject
Tanja Rebel	LED Street Lighting Programme

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

(2) Presentation - Transport Funding - Past, Present and Future

Cris Butler, Strategic Transportation Programme Manager, gave a presentation on Transport Funding - Past, Present and Future. The presentation covered funding sources, the Local Transport Plan, past projects, present projects, current EU projects and future projects.

Resolved - That Cris Butler be thanked for his presentation.

55. MINUTES

The Minutes of the meeting of 3 November 2015 were confirmed as a correct record and signed by the Chair.

56. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
Cllr Whitham	Improving Road Safety Outside Schools

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

57. PETITIONS

(a) Petition for a Zebra Crossing on Gosbrook Road

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The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council to install a new zebra crossing on Gosbrook Road.

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

At the invitation of the Chair, lead petitioner Ed Hogan addressed the Sub-Committee.

Resolved -

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

(b) Petition for Safe Crossing Places for School Children on Rotherfield Way

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 462 signatures asking the Council to implement a crossing place for school children on Rotherfield Way.

The petition read as follows:

'We demand Reading Borough Council urgently implement an appropriately located crossing place for school children on Rotherfield Way.'

'Why is this important?'

Every child deserves a safe route to school.

There have been two serious incidents involving school children in the last two years. Coupled with a number of near misses, we demand that the council urgently review traffic conditions and the location of crossing places on Rotherfield Way.

We believe there is a significant volume of traffic exceeding the speed limit on this very busy road. Additional crossing places are required, in particular by the Surley Row junction where numerous school children are crossing during morning rush hour.

We cannot wait for one of our children to die before action is taken.'

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

At the invitation of the Chair, lead petitioner Annie Beauchamp addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;

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

(c) Petition for Permit Parking in Crescent Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 41 signatures asking the Council for permit parking in Crescent Road.

The petition read as follows:

'Parking in Crescent Road in the evening can be a real struggle. We would like to see residents' parking introduced in our road to improve the situation for people living in the road.'

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

At the invitation of the Chair, lead petitioner Tony Hoskins addressed the Sub-Committee.

Resolved -

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

58. **PETITION FOR A RESIDENTS PARKING PERMIT SCHEME IN LOWER HAMILTON ROAD - UPDATE**

Further to minute 37 of the meeting on 3 November 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 16 September 2015 meeting (Minute 19(A) refers) requesting the Council to consult with residents over a residents parking permit scheme for Lower Hamilton Road.

The report explained that at the November 2015 meeting it had been recommended that parking within Hamilton Road be investigated as part of the current six monthly waiting restriction review and a scheme be brought to the January 2016 meeting following local consultation. However, since November 2015 a further petition had been received from residents of Crescent Road for parking restrictions. These were neighbouring streets and it was clear that they could not be looked at in isolation therefore it was proposed to investigate and consult both streets at the same time and within the next waiting restriction review.

Resolved -

- (1) That the report be noted;

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- (2) That, in light of a petition being received from residents of Crescent Road, the request to consider a formal parking scheme for both Hamilton Road and Crescent Road be investigated as part of the next six-monthly waiting restriction review;
- (3) That the lead petitioner be informed accordingly.

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

The Chair read out the following statement in respect of Target Junction Trial Traffic Signal Switch-off:

"On 21 December 2015 the Council received a judicial review claim from Unity Law on behalf of Mr Simon Goodall. Unity Law is seeking to challenge the decision made by the Traffic Management Sub-Committee on 15 September 2015. The Council has now submitted its response to that claim, and will continue to defend its position robustly."

Resolved - That the position be noted.

60. BI-ANNUAL WAITING RESTRICTION REVIEW - STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report seeking approval from the Sub-Committee to carry out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions. A series of maps showing the locations of each of the waiting/parking restrictions was attached to the report at Appendix 1 and the Bi-Annual Waiting restriction review programme list of streets, with officer's recommendations, was attached to the report at Appendix 2.

The report stated that the Council regularly received correspondence from the public, councillors and organisations with requests for new or alteration to formal waiting restrictions and that these requests were reviewed on a six monthly basis, commencing in March and September of each year, to ensure best value from the statutory processes.

The report explained that further to the report submitted to the meeting of the Sub-Committee on 16 September 2015 (Minute 23 refers), consultation with Ward Councillors had been completed and the resultant proposals to take forward to the statutory consultation process were detailed in Appendix 2.

The Sub-Committee discussed the report and considered the list of streets and proposed restrictions requiring statutory consultation.

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 listed in

Appendix 1, and as detailed in (3) below, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;

- (3) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows;
 - (i) Kentwood: Lyndhurst Road - that the situation be kept under review;
 - (ii) Norcot: Tern Close (including Taff Way)/Elan Close - that the situation be kept under review;
 - (iii) Redlands: Cintra Avenue and Warwick Road - amend to introduce a "floating one hour restriction" to deter commuter parking issues;
- (4) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (6) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (7) That no public enquiry be held into the proposals.

61. RESIDENTS PARKING - REVIEW OF RESIDENT PERMIT RULES

The Director of Environment and Neighbourhood Services submitted a report advising the Sub-Committee of proposals to make changes to the Resident Parking Permit Rules and Definitions.

The report explained that the permit scheme rules had last been reviewed at the meeting of the Sub-Committee on 16 January 2014 (Minute 82 refers), when it was agreed to review the permit scheme charges. It was proposed to make amendments to the rules and definitions of the scheme in respect of the following:

- "Household" Definition;
- "Healthcare Professional" Permit definition update;
- "Tradesperson Permit" Definition - Daily permit proof;
- Teacher Permits Definition;
- Permit Management Rules - Charges;
- Refund or Transfer Definitions;
- Temporary Permit Definitions;
- Visitor Permits Definitions.

The Sub-Committee discussed the definitions and agreed the following:

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Teacher Permits Definition - That a decision on the Teacher Permit definition be deferred to a future meeting to allow time for officers to gather information on the implications for other schools and colleges in the Borough.

Refund or Transfer Definitions - That a decision on the Refund and Transfer definition be deferred to a future meeting to allow time for further consideration.

Visitor Permits Definitions - The report proposed that if households did not have any resident permits they might be granted a single discretionary visitor permit that would allow 'ANY' vehicle to park. A charge of £120 would apply and the household would waive their entitlement to books of visitor permits. The Sub-Committee agreed that the proposed change be trialled for a year and then a report submitted to the Sub-Committee detailing the results of the trial.

Resolved -

- (1) That the changes to the Resident Parking Permit Rules and Definitions as set out in paragraph 4.2 of the report be agreed as follows:
 - (a) Household Definition to include House of Multiple Occupation;
 - (b) Healthcare Professional definition to include Social Workers from NHS in the approved profession list;
 - (c) Tradesperson Permit definition to amend proofs required for daily permit;
 - (d) Teacher Permit definition be deferred to a future meeting to allow time for officers to gather information on the implications for other schools and colleges in the Borough;
 - (e) Permit Management Rule charges be amended for second Discretionary Resident permit, second to fourth Charity and Community Agency to £120, to be introduced on 1 February 2016;
 - (f) The Refund and Transfer definition changed to reflect new charges;
 - (g) A decision on the definition of Refund and Transfer be deferred to a future meeting to allow time for further consideration;
 - (h) Temporary Permits definitions to include (Emergency) Temporary Accommodation situations
 - (i) The proposed change in respect of Visitor Permits definitions, as detailed in the report, be trialled for a year and a report submitted to the Sub-Committee detailing the results of the trial;
- (2) That the permit charges be introduced on 1 February 2016.

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62. IMPLICATIONS OF DELAYS TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS ON CURRENT SCHEMES

Further to Minute 41 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report highlighting the implications of the further delay of the new Traffic Signs Regulations and General Directions (TSRGD).

The report explained that it had been expected that the new TSRGD would have been laid before Parliament in 2015 and would have come into force before the end of the year. However, this had now been delayed for further consultation to which the Department of Transport was considering all responses. At the start of the review process the government had committed to making it more cost effective for local highway authorities to use 20mph within the urban environment. The Council had consulted on an area wide 20mph scheme for east Reading and the expectation of the new TSRGD was that illumination of 20mph signs would no longer be required. This had significant cost implications for the scheme where currently around 80 signs would require illumination.

The report stated that there had been no official announcement as to when the new TSRGD would come into force. However, the draft documentation had been presented to the European Union suggesting that no further changes would be made to the current draft version. Plans to implement 20mph in east Reading had been on hold for around 18 months which meant that the two year deadline for implementing an advertised Traffic Regulation Order (TRO) was fast approaching. There was a requirement to implement a TRO within two years of advertising otherwise the restriction would have to be re-advertised. This would come at an additional cost unless the scheme was implemented and the order sealed before May 2016; the cost of advertising the east Reading scheme was in the region of £8,000. This was money that would be better spent on implementation of the scheme rather than repeating the legal process.

The cost of illumination of the 20mph signs for east Reading had been considered and the estimated current market value to connect the speed limit signs to mains electricity was £180k to £200k. To use solar powered illuminated signs would cost around £100k and for signs only, with no illumination, the cost of implementing the east Reading scheme was estimated at £35k. With the revised TSRGD expected later in 2016 it had been recommended to implement the east Reading scheme without illumination at an estimated cost of £35K for the signs.

Resolved -

- (1) That the report be noted;
- (2) That the East Reading 20mph scheme go ahead without illumination of the signs before May 2016, as detailed in the report.

63. UNIVERSITY AND HOSPITAL AREA STUDY - UPDATE

Further to Minute 42 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the latest position with regard to the identification of transport issues and potential solutions in the residential areas around the University of Reading and Royal Berkshire Hospital. A copy of the proposals east of Alexandra Road and west of Alexandra Road

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(including Alexandra Road) were attached to the report at appendices 1 and 2 respectively and a copy of the Equality Impact Assessment - Scoping Report was attached at Appendix 3.

The report stated that a local consultation, including a local exhibition, had taken place in September and October 2015 by the Redlands Ward Councillors on the latest plans. The results of the consultation had been reviewed and liaison with key stakeholder, such as the Emergency Services, had been completed.

The report detailed the proposals for the area east of Alexandra Road and explained that the proposed residents parking schemes in Foxhill Road, Cardigan Road, Cardigan Gardens, Donnington Road, Donnington Gardens, Blenheim Road, Blenheim Gardens, and Hatherley Road are intended as parking protection for residents due to the likelihood of displacement from the Hospital and University areas where a change in restriction is proposed. These roads were narrow, and whilst parking was currently unrestricted and commonly seen on both sides of the road, formalising parking would include the requirement to maintain access for emergency services and larger vehicles such as refuse vehicles at all times. This would change the way in which vehicles could park and in some cases parking could only be provided on one side of the road due to the available road space. The majority of feedback from residents at the local exhibition had been focused on the reduction in parking spaces and a review of the written feedback that had been received from residents had also focused on this area, with the majority objecting to such a scheme progressing.

Officers had also completed the review of the proposals alongside the Emergency Services and had concluded that the proposed parking protection scheme in the roads detailed above could not be altered any further in order to increase parking provision with a formalised parking scheme. It was therefore recommended that no further action be taken in these roads and any future issues be considered on a road by road basis alongside detailed liaison with Ward Councillors.

With regard to the proposals for the area to the west of Alexandra Road, including Alexandra Road itself, these included new areas of pay and display parking and residents parking in order to create a managed parking scheme to improve parking allocation and turnover. Feedback on these ideas had been positive generally and it was therefore recommended that the proposals were progressed to the formal three week Statutory Consultation and any objections submitted to a future meeting.

The Sub-Committee discussed the report and it was suggested that the areas of pay and display on Elmhurst Road at the junction of Upper Redlands Road be moved further away from the junction and that the crossing areas further down Elmhurst Road also be moved.

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 a statutory consultation on the proposed new waiting restrictions as shown in Appendix 2, attached to the report and in

- accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, subject to the areas of pay and display on Elmhurst Road at the junction of Upper Redlands Road being moved further away from the junction and the crossing areas further down Elmhurst Road also moved;
- (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 consultation be reported to a future meeting of the Sub-Committee;
 - (5) That in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Transportation and Streetcare be authorised to make minor alterations to the proposals following the Statutory Consultation process;
 - (6) That the proposals shown in Appendix 1, attached to the report be progressed no further.

64. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE

Further to Minute 43 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress made towards encouraging sustainable travel to school through the development of new Travel Plans for the Primary Schools that were expanding in autumn 2016. A list of works that had been identified within the development process was attached to the report at Appendix 1.

The report explained that as a part of the development process a number of alterations, works and proposals, had already been identified in improving access to the schools being expanded. The Appendix attached to the report detailed works that had already taken place or would be carried out as a part of the development process and those requested for additional spend of the S106 monies to mitigate the impact of a larger school.

Resolved - That the report and the list of works, as detailed in Appendix 1, be noted.

65. CYCLING IN BROAD STREET - RESULTS OF INFORMAL CONSULTATION

Further to Minute 48 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the results of the informal consultation on cycling in Broad Street. A copy of the Broad Street location plan was attached to the report at Appendix 1, the consultation report was attached at Appendix 2 and a copy of the Equality Impact Assessment was attached to the report at Appendix 3.

At the meeting on 3 November 2015 it had been agreed that an informal consultation be carried out and should focus on the following three questions:

- I support cycling along the whole length of Broad Street;
- I support a ban of cycling along the whole length of Broad Street;

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- No change to the current system.

The report explained that the consultation had started on 9 November 2015 and had run until 31 December 2015. It had been available on the Council's web site and written feedback had been welcomed from those with no internet access. There had been a total of 1,283 responses and the results of the consultation were as follows:

- Support cycling along the whole length of Broad Street - 796 (62%);
- Ban cycling along the whole length of Broad Street - 448 (35%);
- No change - 39 (3%).

Based on the majority of consultation responses in support of permitting cycling along the whole length of Broad Street it was recommended that the formal Statutory Consultation commenced and any objections submitted to a future meeting.

The report stated that it had to be noted that if cycling was permitted along the entire length of Broad Street there would be no segregation for cyclists and the route would continue as a shared facility for all users.

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 a statutory consultation on permitting cycling in Broad Street West as shown in Appendix 1 and 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 consultation be reported to a future meeting of the Sub-Committee.

66. CONNECTING READING: CAR CLUB AND MULTIMODAL HUBS

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress towards linking car share to multimodal hubs including ReadyBike, Reading Buses, BetterPoints and cycling and walking routes and to report the results of the recently completed statutory consultation on a proposal to provide two new Car Club spaces in Reading with links to other modes of transport. Location plans for Oxford Road and Rectory Road were attached to the report at Appendix 1 and 2 respectively. Officers tabled an additional Appendix at the meeting setting out responses that had been received from residents in relation to the advertised Car Club space on Rectory Road.

The report stated that the project would build on the existing Car Club in Reading by introducing two new Car Club multi modal nodes which had significant connectivity to other sustainable modes of transport, including Reading cycle hire scheme (ReadyBike),

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Reading bus services and walking and cycling routes. The two new cars at these nodes would be hybrid vehicles which used electric power when moving slowly around town and generated electricity using regenerative braking systems. The Council in partnership with Co-Wheels had been awarded £48.8k funding from the Department of Transport for the scheme as a Car Club Demonstration Project in March 2015. A short list of possible locations had been drawn up in partnership with Co-Wheels which brought together ReadyBike cycle hire, bus stops, suitable parking on street and high density housing with low car ownership where there was increased unmet demand for car share. The two sites which best met the criteria were Oxford Road in close proximity to Battle Library and Rectory Road in Caversham.

The sites and details of the scheme had been submitted to the Sub-Committee meeting on 16 September 2015 (Minute 26 refers). Spending approval for the project was granted as was approval to go forward through the statutory consultation (TRO) process. The consultation process for the two Car Club bays had commenced on 17 December 2015 for 21 days and had ended on 11 January 2016.

The Sub-Committee discussed the report and the responses that had been received from residents in relation to the advertised Car Club space on Rectory Road and agreed that a report should be submitted to the next meeting setting out proposals for the provision of an alternative Car Club space on Rectory Road that did not result in the loss of resident parking spaces.

Resolved -

- (1) That the report be noted;
- (2) That the working group progress the joint branding and marketing of the multimodal hubs and the scheme be launched at the end of March 2016
- (3) That the provision of an alternative parking space for the Car Club is re-advertised without the loss of residents permit parking space within Rectory Road;
- (4) That a report being submitted to the next meeting setting out the re-advertised proposal for the provision of an alternative Car Club space on Rectory Road that did not result in the loss of resident parking spaces.

67. 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 Cow Lane Bridges, Cycle Parking on the North of the Station, and Thames Valley Berkshire Growth Deal Schemes, which were Green Park Station, South Reading Mass Rapid Transit, National Cycle Network Route 422 and the Third Thames Bridge.

Cow Lane Bridges - Highway Works

The report stated that all objections to the Compulsory Purchase Order (CPO) had been withdrawn but as they were outstanding when the public enquiry had been held on 13 January 2015 the Department for Transport were not able to make a decision until they

had received the inspector's report. This process had now been completed and the Secretary of State for Transport had confirmed both the CPO and Side Roads Order (SRO). Network Rail had identified some potential issues with the overall cost profile to deliver the project and some design issues with existing utility services in the road. Network Rail were reviewing the cost profile and design to establish a future programme of works but this had added some delay to the expected delivery of the project by summer 2016.

Cycle Parking on the North side of the Station

The report explained that the works programme had been confirmed with adjustments to an existing electricity cable having taken place in November 2015. The Council would commence the main construction works in January 2016 with completion expected by the end of March 2016. In the interim additional cycle parking for 212 bikes had been introduced to cater for the high demand in the area.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

The report stated that the recent Hendy Review had included recommendations to delay electrification of the line to an unspecified date between 2019 and 2024. However, the Berkshire Local Transport Body had agreed that the scheme should be progressed in line with the original timescales and therefore officers would continue to work with colleagues at Network Rail and Great Western Railway to progress scheme development, including detailed design work for the station and a multi-modal interchange. The Lead Councillor had written again to the Secretary of State for Transport and the Chairman of Network Rail urging them to reconsider the electrification timescale so as to align it with the completion of Green Park Station.

South Reading Mass Rapid Transit

Phases 1 and 2 of the scheme, from M4 junction 11 to Island Road, had been granted full funding approval from the Berkshire Local Transport Body in November 2015. Officers were continuing to progress the detailed design for the scheme, including utility and geotechnical surveys, to enable a programme for scheme delivery during 2016/17 and 2017/18 to be finalised. In addition, options for Phase 3 of the scheme were currently being investigated to provide further bus priority measures between Island Road and Reading town centre.

East Reading Park and Ride and Mass Rapid Transit

The report stated that a consultation had been carried out by Wokingham Borough Council during November 2015 regarding the park and ride proposals and timescales for further development of each scheme were currently under review, subject to the outcome of the consultation and business case work.

National Cycle Network Route 422

The report explained that the scheme had been granted full funding approval from the Berkshire Local Transport Body in November 2015. Preferred option development and

detailed design for the scheme would be carried out in partnership with all authorities to ensure a programme for delivery of the full scheme could be agreed.

Third Thames Bridge

The report stated that the Wokingham Strategic Transport Model was currently being updated to enable the modelling and business case work to be carried out, with initial results expected in spring 2016 which would inform the next steps of the project.

Resolved - That the report be noted.

68. CYCLE FORUM - MEETING NOTE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions arising from the 7 October 2015 meeting of the Cycle Forum under the auspices of the approved Cycling Strategy.

The notes of the Cycle Forum meeting of 7 October 2015 were attached to the report at Appendix 1.

Resolved - That the report be noted.

69. 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 70 and 71 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.

70. EXTENSION OF WINTER MAINTENANCE TERM CONTRACT 2009 - 2013 (PREVIOUSLY EXTENDED)

The Director of Environment and Neighbourhood Services submitted a report setting out details to extend further the Winter Maintenance Term Contract 2009-2013 until the end of May 2016.

Resolved - That the Director of Environment and Neighbourhood Services, in consultation with the Lead Councillor for Strategic Environment Planning and Transport be authorised to extend the Winter Maintenance Term Contract 2009-2013 (previously extended) until the end of May 2016.

71. 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 10 applicants, who had subsequently appealed against these decisions.

Resolved -

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- (1) That with regard to applications 1.4, 1.5 and 1.10 a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That with regard to applications 1.3 and 1.6 a discretionary permit be issued, personal to the applicants;
- (3) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.0, 1.1, 1.2, 1.7, 1.8 and 1.9 be upheld.

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

(The meeting started at 6.30 pm and finished at 9.25 pm).

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Present: Councillor Page (Chair).
Councillors Debs Absolom, Dennis, Duveen, Hacker, Hopper, Jones, Terry, and Whitham.

Apologies: Councillors Ayub and McDonald.

72. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

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

Questioner	Subject
Lin Godfrey	Christchurch Meadow Bridge and Flooding

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

(2) Presentation - National Highways & Transport Network Survey Report 2015

Simon Beasley, Network and Parking Services Manager, gave a presentation on the National Highways and Transport Network Survey Report 2015. He explained that 3,000 people had been contacted and had been asked set questions about transport and highway services in the Borough the results were then compared to other local authorities throughout the country and presented in terms of percentages and benchmarked. Overall satisfaction had been rated at 57% compared to the national average of 55%. The presentation covered the results from the survey in terms of satisfaction by the themes of accessibility, public transport, walking and cycling, traffic congestion, road safety and highway maintenance.

Resolved - That Simon Beasley be thanked for his presentation.

73. MINUTES

The Minutes of the meeting of 14 January 2016 were confirmed as a correct record and signed by the Chair.

74. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
Councillor Whitham	Unpaid Parking Fines by Vehicles not Registered in the UK

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

75. PETITIONS

(a) Petition for a Zebra Crossing on Prospect Street

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition that had been submitted to Policy Committee on 15 February 2016 (Minute 73 refers) asking the Council to review the safety and signage of the zebra crossing in Prospect Street, Caversham, as a matter of urgency, including investigating an upgrade to a pelican crossing.

The report stated that the petition highlighted a serious incident that had taken place on 11 January 2016 in which a woman on the crossing had been knocked down by a lorry sustaining life threatening injuries and had been taken to hospital, showing that residents' fears about safety were justified.

The report explained that a statutory duty was placed on the Council, as highway authority, to improve road safety through the reduction of casualties. This was done by using casualty data that was supplied by Thames Valley Police. Despite the accident in January 2016 the records that had been provided to the Council on casualties had suggested that the crossing had a very good safety record. However, a serious accident had occurred and once the details were known, following the conclusion of the police investigation, an appropriate response would be considered.

At the invitation of the Chair, Councillor Davies, Ward Councillor for Caversham, and Paul Matthews, Caversham and District Residents Association, addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the petition (received at Policy Committee on 15 February 2016) to review the safety and signage of the zebra crossing in Prospect Street, Caversham be considered as part of the statutory duty to improve road safety and reduce casualties and a report submitted to a future meeting;
- (3) That the lead petitioner be informed accordingly.

(b) Petition for Residents Parking in Bulmershe Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition that had been submitted to Policy Committee on 15 February 2016 (Minute 73 refers) asking the Council to investigate residents' permit parking for Bulmershe Road.

The report explained that requests to consider waiting restrictions were reviewed twice a year, with the next review due to commence with a report submitted to the Sub-Committee, (see item 80 below) and the report recommended that Bulmershe Road should be added to the list of streets for investigation.

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

Resolved -

- (1) That the report be noted;
- (2) That the petition (received at Policy Committee on 15 February 2016) to investigate residents permit parking in Bulmershe Road be considered as part of the six monthly waiting restriction review and a report submitted to a future meeting;
- (3) That the lead petitioner be informed accordingly.

(c) Petition against parking scheme in Hamilton Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition against the introduction of residents' permit parking in Hamilton Road.

The report explained that requests to consider waiting restrictions were reviewed twice a year, with the next review due to commence with a report submitted to the Sub-Committee, (see item 80 below) and the report recommended that Hamilton Road should be added to the list of streets for investigation.

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

Resolved -

- (1) That the report be noted;
- (2) That the petition against the introduction of residents permit parking in Hamilton Road be considered as part of the six monthly waiting restriction review, a report submitted to a future meeting and the petition be considered alongside an earlier petition asking for the introduction of residents permit parking that had been received by the Sub-Committee at its meeting on 16 September 2015;
- (3) That the lead petitioner be informed accordingly.

76. PETITION FOR A PEDESTRIAN CROSSING ON GOSBROOK ROAD - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 14 January 2016 meeting (Minute 57(a) refers) requesting the Council to install a new zebra crossing on Gosbrook Road 30 yards east of Patrick Road.

The report explained that with the opening of the pedestrian/cycle bridge in Christchurch Meadows across the River Thames, pedestrian movements had changed within this area of Caversham. An increased pedestrian movement had been created through Christchurch Meadows to the new bridge, where such a movement of people did not exist before. The paths through the Westfield Road green area led to Gosbrook Road and to a point broadly opposite the path through Christchurch Meadow that led to the new bridge. These routes

were becoming increasingly popular with both pedestrians and cyclists resulting in an increased desire line across this point of Gosbrook Road.

The existing traffic signal controlled crossing in Gosbrook Road had initially been installed as part of the signalised junctions of Westfield Road and Elliotts Way with Gosbrook Road. When the junction traffic signals had been removed the pedestrian crossing had been retained on its original line. The report stated that it could be argued that this signalised crossing was now in the wrong location and that its relocation to the new desire line would be of greater benefit. However, the new desire line was at a point in the road where there was a parking layby and consequently some parking would be lost should any form of pedestrian crossing be installed at this point. There was also gated access to Christchurch Meadow at this location which might still be in use. In addition, the driveway that served Elizabeth House was within the same area and needed careful consideration so as not to compromise pedestrian safety by turning traffic. Therefore, the crossing point might need to be moved away from the desire line.

The report explained that the pedestrian/cycle bridge and new connecting paths were subject to an on-going safety audit which would be conducted periodically over the next three years and the safety of the connecting paths would continue to be reviewed within the safety audit process. Whilst the request for a zebra crossing was in response to where people were crossing the road, it was quite a complex location. Careful consideration of all the issues was needed to ensure the appropriate facility was provided in the appropriate location. It was therefore recommended that surveys were carried out, a pedestrian/vehicle count (PV²) conducted and any concept designs were safety audited before a final scheme was submitted to the Sub-Committee for approval.

Resolved -

- (1) That the report be noted;
- (2) That surveys be carried out, a pedestrian/vehicle count (PV²) conducted and any concept designs safety audited before a final scheme is submitted to the Sub-Committee for approval;
- (3) That the lead petitioner be informed accordingly.

77. PETITION FOR SAFE CROSSING PLACES FOR SCHOOL CHILDREN ON ROTHERFIELD WAY - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 14 January 2016 meeting (Minute 57(b) refers) asking the Council to implement a crossing place for school children on Rotherfield Way and Surley Row. A copy of a drawing showing a scheme that had been proposed by officers in spring 2014 was attached to the report at Appendix 1.

The report explained that there had been a desire to improve the junction of Rotherfield Way and Surley Row for some time and officers had designed a scheme to introduce pedestrian islands. Localised consultation had been carried out in spring 2014 and whilst everyone had agreed that something should be done there had not been universal acceptance of the officer's proposal. However, when the design had been tested through

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a series of experiments using temporary traffic management the proposal did not fit the current road layout. Due to the number of private driveways officers were unable to find a location for the islands without causing an obstruction to one of the properties and the areas that could accommodate the scheme were well beyond any pedestrian desire line and consequently would not be helpful for those crossing at the junction.

An alternative scheme had been suggested by Caversham and District Residents Association (CADRA) that consisted of a modest local narrowing of the carriageway with a raised table in a contrasting material. CADRA claimed this arrangement would have the effect of slowing traffic and providing a safer crossing place for all pedestrians without obstructing through traffic and private driveways. The response from officers was that whilst the proposal might slow vehicles it did not directly offer any direct additional assistance to pedestrians. The topography of the junction did not help and rendered any form of facility on the south side of the junction unrealistic due to the levelling that would be required over a significant distance of road. Although it was a feature of the design to decrease the radius of the junction there was a number of chambers in the road that would need to be lifted, this also applied to any raised table, thus increasing the value of the works that would be required.

The report concluded that whilst there was a desire to improve the junction for pedestrians, agreeing a solution that met the expectations and concern that had been expressed within the petition remained a challenge.

At the invitation of the Chair Councillor Hopper read a statement that had been sent to him by the lead petitioner Anne Beauchamp.

Resolved -

- (1) That the report be noted;
- (2) That the options be considered again by officers in view of the petition and further consideration given to the proposal suggested by CADRA and a report detailing the findings submitted to a future meeting;
- (3) That the lead petitioner be informed accordingly.

78. PETITION FOR PARKING PERMITS IN CRESCENT ROAD - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 14 January 2016 meeting (Minute 57(c) refers) asking the Council for permit parking in Crescent Road.

The report recommended that an investigation into the request for parking permits in Crescent Road should take place through the next six monthly waiting restriction review. Four petitions relating to parking in the immediate area of Crescent Road had been received. The other three petitions had included a request for residents permit parking in Bulmershe Road, request for residents permit parking in Hamilton Road and a petition in respect of Hamilton Road objecting to resident permit parking. All requests needed to be considered together as any change to parking in one street might have an impact on parking in the others'.

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The Sub-Committee discussed the report and agreed that officers should investigate the use of residents parking and additional restrictions to deal with the wider traffic and safety issues.

Resolved -

- (1) That the report be noted;**
- (2) That the report to consider residents permit parking within Crescent Road be investigated within the next six monthly waiting restriction review and a report submitted to a future meeting;**
- (3) That the use of residents parking and additional restrictions to deal with wider traffic and safety issues be investigated by officers;**
- (4) That the lead petitioner be informed accordingly.**

79. WEST READING STUDY

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress with the West Reading Transport Study and seeking authority to carry out an informal consultation on scheme options for Southcote during summer 2016.

The report explained that the West Reading Transport Study Steering Group had carried out a review of the existing and anticipated transport issues and opportunities in the study area, with a particular focus on the future challenges what would result from the expansion of Southcote Primary School, the opening of the WREN Secondary Free School and the residential development at Coley Park. A series of concept scheme options had been developed for the study area and surrounding area of influence, with the objective of helping to alleviate and manage the existing and forecast transport issues and challenges. It was anticipated that a significant proportion of the Community Infrastructure Levy funding contributions that would be secured from the developments would be available for the implementation of transport schemes in the study area. The concept scheme options prepared through the study for Southcote had been developed to meet a number of objectives that were set out in the report and it had been proposed that an informal public consultation on the concept scheme options would be carried out in summer 2016 in the form of a public exhibition. If scheme options were well received by residents they would be developed in further detail and a statutory consultation on the refined schemes would be carried out.

In addition, concept scheme options for the western section of Coley Park were currently being developed and it was anticipated that an informal consultation would be carried out on these options following completion of the consultation in Southcote.

At the invitation of the Chair Councillor D Edwards, Southcote Ward Councillor, addressed the Sub-Committee.

Resolved - That the undertaking of an informal consultation regarding the concept scheme options for Southcote during summer 2016 be approved.

80. WAITING RESTRICTION REVIEW

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the objections that had been received in respect of the traffic regulation order, which had recently been advertised as part of the waiting restriction review programme 2015B and included the proposal for a car club bay on Rectory Road. This had involved proposed implementation and amendments of waiting restrictions at various locations across the Borough. The report also provided the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that had been raised by members of the public, community organisations and Councillors since September 2015.

The report recommended that the list of issues that had been raised for the bi-annual review should be fully investigated and Ward Councillors 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 letters of support and objections that had been received to WRR 2015B, along with officer comments, were attached to the report at Appendix 1 and the requests for the waiting restriction review programme 2016A were attached to the report at Appendix 2.

An updated version of Appendix 1 was tabled at the meeting; the Sub-Committee considered the objections that had been received and agreed to remove the proposal for Warwick Road and Cintra Avenue from the programme.

Further to Minute 19(b) of the meeting held on 16 September 2015, Simon Beasley, Network and Parking Services Manager, tabled a report providing the Sub-Committee with an update to the request for residents permit parking in parts of Lower Caversham following a survey that had been carried out by Councillor Davies, Caversham Ward Councillor. The roads that had been surveyed had included Marsack Street, Nelson Road, Montague Street, St John's Road, Brackstone Close, Ardler Road and Washington Road. The results were as follows: about 300 people had been in favour of a residents permit parking scheme with 54 against and a further 23 had replied that they did not know. With a significant response in favour of residents permit parking officers were preparing a concept scheme for informal consultation which would also include information on what the scheme meant for residents and their visitors. The informal consultation was intended to include the streets within the square of South View Avenue, Briants Avenue, Gosbrook Road and Washington Road. Consideration would also be given to the existing limited waiting bays on Gosbrook Road by Christchurch Meadow. The informal consultation would be conducted during the period between the March and June 2016 meetings of the Sub-Committee.

At the invitation of the Chair Councillor Davies, Ward Councillor for Caversham, addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;**
- (2) That the objections in Appendix 1, with the appropriate recommendation to either: implement, amend or reject the proposals be noted;**

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- (3) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public enquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (5) That the following proposals made under the waiting restriction review 2015B, as set out in Appendix 1, be implemented:
 - Cardinal Close and Wolsey Road;
 - Rectory Road Car Club Bay;
 - Wellington Avenue and Northcourt Avenue;
 - Shepley Drive;
 - Queensway;
 - Picton Way;
 - Canterbury Road;
 - Mill Green;
 - Wykeham Road;
 - Longbarn Lane;
 - Elgar Road South;
 - Virginia Way Service Road;
 - Heron Island;
 - Kensington Road Car Park;
- (6) That the following proposals made under the waiting restriction review 2015B as shown in Appendix 1 be amended:
 - (i) Warwick Road and Cintra Avenue - remove from the programme;
- (7) That the requests made for waiting restrictions as shown in Appendix 2 be amended as follows:
 - (i) Southcote Road - to include the junction with Southcote Road and Josephine Court;
- (8) That the requests made for waiting restrictions as shown in Appendix 2 (with amendments as stated in (7) above) be noted and that officers investigate each request and consult on their findings with Ward Councillors;
- (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;
- (10) That the request to consider residents permit parking within part of Lower Caversham be investigated within the six-monthly waiting restriction review and the finding submitted to a future meeting;

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- (11) That an informal consultation on residents permit parking within part of Lower Caversham be carried out initially prior to statutory consultation and the findings be submitted to the June 2016 meeting.

81. HIGHWAY MAINTENANCE AND PROGRAMME 2016/17

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee about the £1.423m works and fees programme for Highway Maintenance 2016/17 from the Local Transport Plan settlement.

The report outlined the background to the selection of schemes and details of the list of schemes in each category to be carried out in 2016/17 were attached to the report at Appendix 1.

The report also gave a breakdown of allocations in each of the categories of Major Carriageway Resurfacing, Minor Roads Surfacing, Footway Resurfacing, Bridge/Structural Maintenance, Street Lighting, Illuminated Bollards/Traffic Signs and Major Maintenance.

The Sub-Committee discussed the report and the proposed programme and requested that a presentation on the Highway Maintenance Programme be given by officers at the next meeting.

Resolved -

- (1) That the Highway Maintenance Update and the proposed Programme for 2016/17 be noted and associated expenditure, as set out in paragraph 4.9 of the report, for 2016/17 be approved;
- (2) That the Sub-Committee receive a presentation by officers on the Highway Maintenance Programme at the next meeting.

82. UNIVERSITY AND HOSPITAL AREA STUDY - UPDATE

Further to Minute 42 of the meeting held on 3 November 2015, the Director of Environment and Neighbourhood Services submitted a report on the latest position with regard to the identification of transport issues and potential solutions in the residential areas around the University of Reading and Royal Berkshire Hospital.

A consultation had been undertaken in May 2012 on the principle of prioritising parking for local residents through introducing a residents' Parking Scheme, to include elements of pay and display parking, alongside complementary transport measures in the local area. The scheme had been proposed to help address the issues previously identified by residents through the study.

Due to the mixed nature of responses received through the consultation, the study Steering Group had decided not to proceed with the proposed parking scheme at that time. It had been agreed that the study would work closely with key stakeholders, including the University and Hospital, to reassess the feasibility of introducing the complementary transport schemes as outlined in the consultation and as supported through feedback received from residents.

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This work had continued over the previous few years, and alongside detailed discussions with key stakeholders, a second set of proposals had recently been completed. A local consultation including a local exhibition had since taken place in September and October 2015 by the Redlands Ward Councillors on the latest plans.

At the January 2016 meeting of the Sub Committee (Minute 63 refers), the Sub-Committee had approved progressions to Statutory Consultation on a series of new parking restrictions located to the west of Alexandra Road (including Alexandra Road) and to not progress the proposals promoted to the east of Alexandra Road due to feedback received during the informal consultation.

Following the January 2016 meeting, Redlands Ward Councillors had continued to liaise with residents on issues that had been identified by residents regarding parking and traffic management in the area. This had resulted in a number of further proposals which residents were keen to pursue. These were set out in the report.

The Statutory Consultation on the scheme was due to commence in mid-May 2016 for a period of 21 days. Consultation notices would be placed on-streets within the consultation area, alongside promotion via the Council's website and social media platforms. If objections were received, these would be reported to the Sub-Committee for review at its meeting in June 2016. If there were no objections, the proposals would proceed to implementation over the summer months.

Resolved -

- (1) That the report be noted;
- (2) That the following additional items be included within the forthcoming Statutory Consultation:
 - (a) Amend the hours of operation for residents parking in Marlborough Avenue to Monday to Friday, 8.00am to 5.30pm. No restrictions on Saturday or Sunday;
 - (b) Introduce Monday to Sunday, no waiting at any time restrictions in Lydford Road;
- (3) That officers investigate the introduction of a "permit holder parking beyond this point" scheme in Cardigan Road, Cardigan Gardens and Foxhill Road on a model based on the schemes in some London Boroughs which avoided the need for marked parking bays.

83. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE

Further to Minute 43 of the meeting held on 3 November 2015, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress made towards encouraging sustainable travel to school through the development of new Travel Plans for the Primary Schools that were expanding in autumn 2016.

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As part of the development process a number of alterations, works and proposals had already been identified in improving access to the schools. These works had been reported to the Sub-Committee at its meeting on 14 January 2016 (minute 64 refers). In order to progress the works involving Traffic Regulation Orders, permission was now required so that proposals could be promoted and changes introduced for the start of the new term in September 2016.

A revised list of works that had been identified within the development process was attached to the report at Appendix 1. Changes to waiting restrictions, including alterations to school keep clear marking were required at:

- EP Collier Primary School
- Ridgway Primary School
- Southcote Primary School
- Alfred Sutton Primary School
- The new Civitas Primary School (Hodsoll Road)

In addition it was proposed to introduce a 20mph speed limit on all the streets around EP Collier Primary School, as shown in a drawing attached to the report at Appendix 2.

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 consultation and advertise changes to waiting restrictions and introduce school keep clear restrictions as listed in paragraph 4.1 and Appendix 1 of the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (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 carry out statutory consultation and advertise 20 mph speed limit as defined within paragraph 4.1 of the report and set out in the drawing at Appendix 2 of the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

84. CYCLING IN BROAD STREET - RESULTS OF FORMAL CONSULTATION

Further to Minute 65 of the meeting held on 14 January 2016, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the results of the Statutory Consultation on cycling in Broad Street west.

The Statutory Consultation had commenced on 18 February 2016 for a period of 21 days. Notices had been placed on-street in Broad Street informing of the consultation, alongside promotion via the Council website and social media platforms. A copy of the Broad Street

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location plan was attached to the report at Appendix 1, the consultation report was attached at Appendix 2 and a copy of the Equality Impact Assessment was attached to the report at Appendix 3.

Officers tabled a document that set out the results of the Statutory Consultation which detailed the responses to the question "Do you support cycling along the whole length of Broad Street?" as follows:

	Yes	No
Responses to the Council's web site consultation	644	480
Responses submitted by email to Legal Services	8	87
Responses submitted by letter to Legal Services	1	41
Total:	653	608

The results had therefore shown that 52% had been in favour of allowing cycling along the whole length of Broad Street while 48% had been against it.

The Sub-Committee discussed the report and the results of the Statutory Consultation and agreed that as there had been no clear majority to either allow or ban cycling in Broad Street no further action should be taken with regard to the cycling restriction within the western end of Broad Street.

Resolved -

- (1) That the report be noted;
- (2) That no further action be taken with regard to the cycling restriction within the western end of Broad Street.

85. CONNECTING READING: CAR CLUB AND MULTIMODAL HUBS

Further to Minute 66 of the meeting held on 14 January 2016, The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress that had been made on the project to introduce two new multimodal hubs including Readybike, Reading Buses, two new on street Car Club car share cars and cycling and walking routes together with a smartcard to unlock Readybikes, Car Club cars and Reading Bus travel

The report stated that the project built on the existing Car Club in Reading by introducing two new Car Club multi-modal nodes. The two new cars at these nodes would be hybrid vehicles which would use electric power when moving slowly around town and generate electricity using regenerative braking systems. The Council in partnership with Co-Wheels had been awarded £48,800 funding from the Department of Transport for the scheme as a car Club Demonstration Project in March 2015.

A joint Working Group with all key stakeholders was developing a multimodal package of ticketing, registration and promotions. A Smartcard called 'EasyGo' was being designed to unlock the cars, ReadyBikes, bus travel on Reading Buses and to promote the whole project. The Smartcard would also link to BetterPoints incentives to encourage sustainable travel.

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The report described arrangements for promotion of EasyGo. Permission was sought to promote EasyGo on all Borough Council screens and on the fleet of 200 ReadyBikes.

Work was progressing with the installation of the car club bay and car on Oxford Road, as agreed by the Sub-Committee at the 14 January 2016 meeting (minute 66 refers). Following objections reported at that meeting, an alternative site for the second Car Club bay and car, on Rectory Road, had been reported separately at this meeting (minute 80 refers).

The EasyGo Smartcard and the car bay at Oxford Road would be operational by the end of March 2016, which was a requirement for the Department for Transport funding. It was intended to launch the scheme in May 2016 by which time it was expected that the delayed second car bay should be installed and after testing of the scheme by volunteers from council staff and users of ReadyBike, Reading Buses and Co-Wheels Car Club.

The Sub-Committee discussed the report and requested that a report be submitted to a future meeting about car clubs.

Resolved -

- (1) That the report be noted;
- (2) That the Working Group continue to progress the joint branding and marketing of the multimodal hubs and installation of the scheme's branding on the front decals of all 200 ReadyBikes to promote the scheme be approved;
- (3) That a report be submitted to a future meeting about car clubs.

86. BIKEABILITY UPDATE

The Director of Environment and Neighbourhood Services submitted a report on the national cycle training scheme, Bikeability, including plans to retender the delivery of the scheme. It was expected that a new contract would be in place from the beginning of the 2016/17 academic year. In the interim, the report proposed to extend the current agreement with Avant cycling until the new contract commenced in September 2016.

The report explained that Avanti Cycling were currently delivering the Council's Bikeability programme following the decision by CTC to no longer deliver cycle training. The Department for Transport had originally reduced all local authority Bikeability funding allocations by 12% in 2015/16, but following a successful summer holiday Bikeability programme the Council had been awarded additional funding of £19,200. This had enabled Avanti Cycling to train over 800 children to Bikeability Level 2 and over 200 children to Level 3 between 1 April 2015 and 31 January 2016 compared to an initial target of 800 Level 2 and 80 Level 3 respectively.

The report stated that the Autumn Funding Statement had announced the continuation of Bikeability funding until March 2020, at the end of the current Parliament. Following this announcement authority was being sought to commence an open procurement process where the estimated contract value would be approximately £50k annually. Officers wanted to advertise the contract for an initial three year period from September 2016 with

the option to extend it for an additional year, subject to available funding. Officers also wanted to include the opportunity for potential contractors to quote for additional cycle initiatives that had until this point been delivered as part of the LSTF programme, subject to future funding streams being secured.

In the interim, to maintain service continuity, it was proposed that the existing agreement with Avanti Cycling be extended until the end of the academic year when the new contract would commence. The extension on the existing agreement would ensure continuity of the Bikeability programme over the summer 2016 when demand for training would be at its highest. Avanti Cycling would be expected to continue to administering courses, including the recruitment and monitoring of instructors and trainees, the provision of course badges, addressing any complaints and liaising with schools to encourage participation as per their original proposals.

Resolved -

- (1) That the Director of Environment and Neighbourhood Services, in consultation with the Lead member for Strategic Environment, Planning and Transport, the Head of Transportation & Streetcare, the Head of Legal and Democratic Services and the Head of Finance be authorised to proceed with the procurement route set out in the report for the national cycle training scheme, Bikeability, and to enter into a contract for the supply of these services;
- (2) That the existing Bikeability agreement with Avanti be extended until the start of the new academic year in September 2016 to ensure continuity of delivery.

87. 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 Cow Lane Bridges highways works, cycle parking on the north side of Reading Station, Green Park Station, and South Reading Mass Rapid Transit.

Reading Station Area Development

Cow Lane Bridges - Highway Works

The report stated that the Department for Transport had now received the Inspector's report on the public inquiry into the Compulsory Purchase Order (CPO) and the Secretary of State for Transport had confirmed both the CPO and Side Roads Order. The CPO process had delayed delivery and the contractor Network Rail had identified to complete the highway works had since left site. Since the Sub-Committee's meeting on 14 January 2016 Network Rail had identified some potential issues with the overall cost profile to deliver the project, and some design issues with existing utility services in the road. Network Rail had reviewed the overall project design to investigate potential reductions in scope and costs. The Council had been involved in this review to ensure essential elements of the scheme were retained and subject to confirmation from Network Rail the likely works programme would commence after Reading Festival in 2016.

Cycle Parking on the North side of the Station

A new cycle hub with space for approximately 600 bikes was due to be introduced in the area previously used as the site compound on the corner of the multi-storey car park. The Council had commenced the main construction works alongside the cycle hub contractor with completion expected at the end of March 2016. In the interim, additional cycle parking for 212 bikes had been introduced to cater for the high demand in this area.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

The report stated that the recent Hendy Review had included a recommendation to delay electrification of the line to an unspecified date between 2019 and 2024. However, the Berkshire Local Transport Body had agreed that the scheme should be progressed in line with the original timescales and therefore officers would continue to work with colleagues at Network Rail and Great Western Railway to progress scheme development, including detailed design work for the station and a multi-modal interchange. The Lead Councillor had written again to the Secretary of State for Transport and the Chairman of Network Rail urging them to reconsider the electrification timescale so as to align it with the completion of Green Park Station.

South Reading Mass Rapid Transit

Phases 1 and 2 of the scheme, from M4 junction 11 to Island Road, had been granted full funding approval from the Berkshire Local Transport Body in November 2015. Officers were continuing to progress the detailed design for the scheme, including utility and geotechnical surveys, to enable a programme for scheme delivery during 2016/17 and 2017/18 to be finalised. The latest design for Phase 1A of the scheme was attached to the report at Appendix A. This initial phase of works would involve construction of a series of bus lanes between the A33 junction with Imperial Way and the existing bus priority provided through M4 Junction 11. The scheme would be achieved predominantly by utilising space in the central reservation and realigning existing lanes where required. The report was asking the Sub-Committee to approve the undertaking of the formal three week Statutory Consultation for this phase of works, with any objections reported to a future meeting of the Sub-Committee.

In addition, options for Phase 3 of the scheme were currently being investigated to provide further bus priority measures between Island Road and Reading town centre.

Eastern Park and Ride

The report stated that a consultation had been carried out by Wokingham Borough Council during November 2015 regarding the park and ride proposals and timescales for further development of each scheme were currently under review, subject to the outcome of the consultation and business case work.

National Cycle Network Route 422

The report explained that the scheme had been granted full funding approval from the Berkshire Local Transport Body in November 2015. Preferred option development and

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detailed design for the scheme would be carried out in partnership with all authorities to ensure a programme for delivery of the full scheme could be agreed.

Third Thames Bridge

The report stated that the Wokingham Strategic Transport Model was currently being updated to enable the modelling and business case work to be carried out, with initial results expected in spring 2016 which would inform the next steps of the project.

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 a statutory consultation on the proposed bus lanes for Phase 1A of the South Reading MRT scheme as shown in Appendix A of the report, and 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 consultation be reported to a future meeting of the Sub-Committee;
- (5) That in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Transportation and Streetcare be authorised to make minor alterations to the proposals following the statutory consultation process.

88. CYCLE FORUM - MEETING NOTE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions arising from the 9 February 2016 meeting of the Cycle Forum under the auspices of the approved Cycling Strategy.

The notes of the Cycle Forum meeting of 9 February 2016 were attached to the report at Appendix 1.

Resolved - That the report be noted.

89. 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 90 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.

90. 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 10 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to applications 1.6, 1.7 and 1.9 a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That with regard to application 1.1 a discretionary permit be issued, personal to the applicant and charged at the second permit fee;
- (3) That with regard to application 1.5 each flat be entitled to the normal allocation of permits under the permit scheme rules: first free, second charged and visitor permits, and the applicants be required to provide proofs as per the rules of the scheme;
- (4) That with regard to application 1.3 a discretionary permit be issued personal to the applicant and charged at the second permit fee;
- (5) That with regard to application 1.0 the applicant be allowed to purchase two books of discretionary visitors permits and charged at the appropriate rate;
- (6) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.2, 1.4 and 1.8 be upheld.

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

(The meeting started at 6.30 pm and finished at 9.37 pm).