

To: Councillor Page (Chair);  
Councillors David Absolom, Ayub, Davies,  
Duveen, Hacker, Hopper, Jones, Terry,  
Whitham and Willis.

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3 September 2014

Your contact is: Sally Poole - Committee Services

### NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 11 SEPTEMBER 2014

A meeting of the Traffic Management Sub-Committee will be held on Thursday 11 September 2014 at 6.30pm in the Council Chamber, Civic Offices, Reading. The meeting Agenda is set out below.

#### AGENDA

	<u>PAGE</u> <u>NO</u>
1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS	
(A) QUESTIONS submitted in accordance with the Panel's Terms of Reference	-
(B) PRESENTATION - TRENDS IN TRAVEL TO THE TOWN CENTRE	-

Members of the public attending the meeting will be invited to participate in discussion of the above items. All speaking should be through the Chair.

This section of the meeting will finish by 7.30 pm.

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	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
2. MINUTES OF THE SUB-COMMITTEE'S MEETING HELD ON 25 JUNE 2014	-	1
3. DECLARATIONS OF INTEREST	-	-
4. QUESTIONS FROM COUNCILLORS	-	-
Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.	-	-
5. PETITIONS		
(A) PETITION FROM RESIDENTS OF HOLMES ROAD - REQUESTING REDUCTION IN SPEEDING AND ONE WAY PLUG	PARK	14
To report to the Sub-Committee the receipt of a petition requesting that access to Holmes Road in East Reading is restricted through the use of a one way plug and to reduce the speed of vehicles travelling within the road.		
(B) CONSULTATION FOR 20MPH LIMIT IN CAVERSHAM PARK VILLAGE	PEPPARD	17
To report to the Sub-Committee the results of an informal consultation for a 20mph speed limit in Caversham Park Village, carried out by Councillor Willis and Councillor Stanford-Beale.		
(C) RECREATION ROAD - PETITION TO TACKLE TRAFFIC SPEEDING RELATED ISSUES	TILEHURST/ KENTWOOD	20
To report to the Sub-Committee the receipt of a petition from some Residents of Tilehurst requesting that the Council investigates and resolves traffic safety issues in Recreation Road and Blundells Road.		
(D) OTHER PETITIONS		
To receive any other petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		

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|-----|--|-----------|----|
| 6.  | <p>PETITION UPDATE - TOWN CENTRE ACCESS RESTRICTION OPERATIONAL TIMES</p> <p>To update the Sub-Committee on the investigation carried out by officers following the submission of a petition to the Traffic Management Sub-Committee on 25 June 2014 requesting a review of the Town Centre access restriction operational times.</p>  | ABBEY     | 24 |
| 7.  | <p>PETITION UPDATE - NEWTOWN VISITORS HOURS</p> <p>To update the committee on a response to the petition submitted to the June 2014 Traffic Management Sub Committee from residents of the East side of Newtown area requesting that the operational hours for the shared use provisions be amended from 10am-4pm to 8am-8pm.</p>  | PARK      | 28 |
| 8.  | <p>PETITION UPDATE - FOR ACTION AGAINST PARKING ON PAVEMENTS ON LOWER BULMERSHE ROAD AND HAMILTON ROAD</p> <p>To report to the Sub-Committee the proposals to limit footway parking on Bulmershe Road and Hamilton Road following the receipt of a petition which was reported to the June 2014 Traffic Management Sub Committee requesting action against vehicles parking on the pavements within Hamilton Road and the lower section of Bulmershe Road.</p> | PARK      | 31 |
| 9.  | <p>PETITION FOR A ZEBRA CROSSING ON SOUTHCOTE LANE - UPDATE</p> <p>To update the Sub-Committee on the review of the petition received from residents of Southcote requesting a zebra crossing on Southcote Lane near Circuit Lane roundabout.</p>  | SOUTHCOTE | 34 |
| 10. | <p>DEE PARK REGENERATION - INFORMAL CONSULTATION ON TRAFFIC CALMING AND WAITING RESTRICTIONS.</p> <p>A report providing the Sub-Committee with a summary of the informal consultation that has been carried out with the residents of the Dee Park estate to seek their views on the proposed traffic calming and waiting restrictions measures and to seek approval for the statutory process to commence.</p>  | NORCOT    | 38 |
| 11. | <p>CIVIC OFFICES ACCESS ROAD AND ASSOCIATED PARKING BAYS - APPROVAL TO ADVERTISE A FORMAL PARKING SCHEME</p> <p>A report seeking the Sub-Committee's approval to carry out statutory consultation and implementation, subject to no objections being received, on a managed parking scheme for the access road and parking bays at the new Council Civic Offices.</p>  | ABBEY     | 56 |

12.	OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS To consider objections received to Traffic Regulation Orders advertised since Sub Committee's meeting in June 2014.	ALL WARDS (EXCEPT BATTLE AND TILEHURST)	60
13.	HIGHMOOR ROAD / ALBERT ROAD - PETITION FOR A SAFER CROSSROADS - UPDATE To update the Sub-Committee on the resultant review of the road safety improvement options to reduce accidents and the concern of accidents at the crossroads of Highmoor Road/Albert Road.	THAMES	65
14.	BI-ANNUAL WAITING RESTRICTION REVIEW - REQUESTS FOR WAITING RESTRICTIONS 2014 To provide members of the Sub-Committee with the list of requests for waiting restrictions within the Borough that have been raised by members of the public, community organisations and Councillors, since March 2014.	BOROUGHWIDE	72
15.	HIGHWAY MAINTENANCE UPDATE To note the current position regarding additional pothole repairs.	BOROUGHWIDE	79
16.	READING STATION - HIGHWAY WORKS UPDATE To provide a progress update on the Reading Station Redevelopment Project and the associated highway works and highlight the key programme dates for future works associated with Reading Station.	ABBEY/BATTLE	82
17.	EAST AREA TRANSPORT STUDY UPDATE To update the Sub-Committee on progress with the East Area Transport Study.16.	REDLANDS/ KATESGROVE/ PARK/ABBEY	87
18.	LOCAL SUSTAINABLE TRANSPORT FUND UPDATE To update the Sub-Committee on progress with delivery of the Local Sustainable Transport Fund (LSTF) Small Package and the LSTF Large Partnership Package.	BOROUGHWIDE	90
19.	LOWER CAVERSHAM WAITING RESTRICTION REVIEW - INFORMAL CONSULTATION A report providing the Sub-Committee with the results of the informal public consultation exercise on the Lower Caversham waiting restriction review.	CAVERSHAM	95

The following motion will be moved by the Chair:

“That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the following item on the agenda, as it is likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act”

20. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS 104

To consider appeals against the refusal of applications for the issue of discretionary parking permits.

**DATE AND TIME OF NEXT MEETING:**

Tuesday 4 November 2014 at 6.30 pm

## TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 25 JUNE 2014

**Present:** Councillors Page (Chair), D.L. Absolom, Ayub, Davies, Duveen, Hacker, Hopper, Jones, Terry and Whitham.

**Also in attendance:** Councillors D Edwards and Gavin.

**Apologies:** Councillor Willis.

### 1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

#### Presentation - Reading Station Re-development/Cow Lane Viaduct

Shaun Winfield, Senior Project Engineer gave a presentation on the Reading Station re-development, and the current situation regarding the Cow Lane viaduct works.

**Resolved - That Shaun Winfield be thanked for his presentation.**

### 2. MINUTES

The Minutes of the meeting of 13 March 2014 were confirmed as a correct record and signed by the Chair.

### 3. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
Cllr Duveen	Parking Fines on Boxing Day

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

### 4. PETITIONS

#### (a) Petition to Reduce the Operational Times of the Town Centre Access Restriction

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council to reduce the operational times of the current Town Centre access restriction (currently 7.00am-11.00am and 4.00pm-7.00pm).

The petition, containing 228 signatures, read as follows:

"We, the undersigned urge Reading Borough Council to reduce the hours during which we are unable to drive into Reading Town Centre and park. Denying us access for 7 hours a day, in combination with the difficulties of working out where we can and cannot drive, has caused many disabled people in particular, to do their shopping elsewhere. Reading must have lost a great deal of trade because of this.

We ask that the morning restriction should end at 9.30am and that the afternoon/evening restriction should end at 6.30pm."

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

**Resolved:**

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

(b) Petition for an investigation into Residents' Parking Hours of Operation for East Newtown

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from some residents of Liverpool Road requesting longer visitor hours in the residents parking area of East Newtown.

The petition, containing 44 signatures, together with 13 names on an electronic petition, read as follows:

"We the undersigned would like to see visitor's hours in the new section of permit parking in East Newtown changed from 10am-4pm to 8am-8pm. This would give us more flexibility on when people can visit, meaning less need for us to use our visitors permits".

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

At the invitation of the Chair, lead petitioner Dermot Johnson addressed the Sub-Committee.

**Resolved:**

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

(c) Petitions for Action Against Parking on Pavements on Lower Bulmershe Road and Hamilton Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of two petitions requesting action against vehicles parking on the pavements within Hamilton Road and the lower section of Bulmershe Road.

The petitions, containing 33 signatures in total, read as follows:

"Parking on the pavement in Hamilton Road and Lower Bulmershe Road makes it difficult and dangerous for people on foot to walk along it. Please can the council investigate what

measures can be taken to stop pavement parking which forces people with buggies, wheelchairs and other vulnerable residents into the road".

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

At the invitation of the Chair, lead petitioner Peter Smith addressed the Sub-Committee.

**Resolved:**

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

#### **5. WENSLEY ROAD AREA PARKING SURVEY - RESPONSE**

Further to Minute 97 of the meeting of 13 March 2014, the Director of Environment and Neighbourhood Services submitted a report on a response to the parking survey regarding parking issues within Wensley Road.

The report stated that an on-site meeting had been held, involving Alok Sharma MP, the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Transportation and Streetcare and residents within Wensley Road, and contained details of various options discussed.

At the invitation of the Chair, Mrs D Fudge and Mr Turner addressed the Sub-Committee.

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

#### **6. PETITION UPDATE - DOUBLE PARKING ON WOKINGHAM ROAD**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the investigation carried out by officers following the submission of a petition to Council on 25 March 2014 (Minute 61 refers).

The petition read as follows:

"Petition for action against dangerous double parking on the Wokingham Road' asked that the Council 'investigate what options can be pursued to keep this stretch of the road safe for all users."

The report explained what the Council's powers were (by the way of national legislation) and what the Council, as the local highway authority, could change to manage the parking more effectively in this area. Appendix 1 contained details of the exemptions to enforcement of double parking as defined by national legislation.

The report stated that the Council's only opportunity, as highway authority, to reduce instances of double parking was to review the waiting restrictions within the area and create space for deliveries. All of the lay-by space created for parking was dedicated to



short-term 30 minute parking, with no return within 30 minutes, Monday to Friday, while weekends were free to park all day. There was no delivery provision within the parking bays at all and consequently deliveries took place by double parking. There were a number of possibilities in re-organising the parking provision at this location, although any change from the current limited waiting was not likely to be popular with businesses. However, in the absence of any other civil enforcement opportunities it was recommended that a review be carried out of the use of the parking bays at this location as part of the next six-monthly waiting restriction review.

Resolved -

- (1) That the report be noted;
- (2) That officers carry out a review of the parking bays within this area of Wokingham Road, as a part of the next six-monthly waiting restriction review;
- (3) That a copy of the report be sent to the Chair of the Redlands & University Area NAG.

#### 7. FOOTWAY AND VERGE PARKING BAN UPDATE - SOUTHCOTE

Further to Minute 103 of the meeting of 13 March 2014, the Director of Environment and Neighbourhood Services submitted a report on the results of a second informal consultation on the proposed experimental footway and verge parking ban in the Southcote area.

The report included in paragraph 4.9 a table containing a breakdown of the responses from a total of 940 properties in Ashampstead Road, Brunel Road, Circuit lane, Frilsham Road, Gainsborough Road, Southcote Lane and Virginia Way. A total of 241 responses had been received (26%), of which 168 (70%) were supportive of the proposed scheme. The majority of those who were not in support had raised concerns about the lack of alternative locations to park if the restriction was introduced. However, the restriction would only apply to the footways and verges, and parking would continue to be permitted in the roads. Therefore, on the basis that the majority of residents were in support of a footway and verge parking ban, it was recommended that the scheme be introduced on an experimental basis for a maximum of 18 months.

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

Resolved -

- (1) That the report be noted;
- (2) That, based on the positive results of the two informal consultations, the scheme be approved and in consultation with the Chair of the Sub-Committee/Lead Councillor Strategic Environment, Planning & Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to make an Experimental footway and verge parking ban Traffic Regulation Order in Southcote in the streets listed in paragraph 4.9 of the report in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;

- (3) That any objections received to the Experimental Traffic Regulation Order be reported to the Sub-Committee at the appropriate time;
- (4) That the Head of Transportation and Streetcare be authorised to modify or suspend provisions in the Experimental Traffic Regulation Order, and that the Order include a provision for this;
- (5) That the Experimental Traffic Regulation Order be approved for a period of up to 18 months;
- (6) That officers liaise with the Ward Councillors with a view to ensuring that the signage for the scheme was sufficiently durable.

## 8. OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS

The Director of Environment and Neighbourhood Services submitted a report, attached to which were appendices containing details of objections and comments received to statutory consultations carried out since the last meeting of the Sub-Committee, in relation to the following schemes:

- (a) New Road
- (b) The Mount
- (c) College Road/Culver Road
- (d) Town Centre Pay & Display - Fobney Street, Hosier Street and Kenavon Drive
- (e) 20mph Zone in parts of Redlands and Park Wards

An additional objection, received in relation to the scheme for Town Centre Pay & Display, was tabled at the meeting.

At the invitation of the Chair, Councillor Gavin addressed the Sub-Committee on the scheme for The Mount, and Helen Fogelman addressed the Sub-Committee on the scheme for College Road/Culver Road.

Resolved -

- (1) That the report be noted;
- (2) That the schemes for New Road (Drawing No. TMSC0614/1), The Mount (Drawing No TMSC0614/2), Town Centre Pay & Display (Drawings Nos NM/P&D/14/Fobney, NM/P&D/14/Hosier and NM/P&D/14/Kenavon) and the 20mph Zone (Drawing attached at Appendix 5B) be implemented as advertised;
- (3) That the Head of Legal and Democratic Services be authorised to make the appropriate Traffic Regulation Orders for the schemes and no public inquiry be held into the proposals;
- (4) That the objectors be informed of the decisions;
- (5) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning & Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to advertise a

proposal to incorporate the other parking bays in Redlands Road and Upper Redlands Road into the Residents' Parking zone in New Road (referred to in (1) above) and, subject to no objections being received, to implement the proposal;

- (6) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning & Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out further statutory consultation on the scheme for residents' parking in College Road/Culver Road, on the basis of shared use operational hours of 8.00am to 8.00pm;

(Note: In accordance with Paragraph 7.4.4 of the Member Code of Conduct, Councillor Hopper declared a pecuniary interest in the above Item insofar as it related to College Road/Culver Road, as he was a resident of Culver Road. Councillor Hopper addressed the Sub-Committee on the matter and then left the meeting and took no part in the Sub-Committee's discussion).

## 9. BI-ANNUAL WAITING RESTRICTION REVIEW - STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report seeking approval to carry out statutory consultation on a number of requests which had been received for changes to waiting/parking restrictions.

Appendix 1 to the report contained a summary of the requests together with the officers' recommendations.

It was pointed out at the meeting that the scheme for Woodcote Road (opposite St. Peter's Avenue) had been removed from the current programme at the Sub-Committee's meeting on 13 March 2014 (Minute 104(12) refers).

Resolved -

- (1) That the report be noted;
- (2) That, subject to (3) below, the Head of Legal and Democratic Services, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning & Transport and Ward Councillors, be authorised to carry out statutory consultations and advertise the proposals in relation to the parts of the following roads as listed in Appendix 1 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996:

Eaton Place  
Fobney Street/Bridge Street  
Chatham Street  
Queen's Road  
Nelson Road/St John's Road  
Barnsdale Road/Ennerdale Road  
Blagdon Road and Torrington Road  
Home Farm Close  
Basingstoke Road

Coniston Drive  
Wealden Way/Midwinter Close  
Norcot Road (no waiting at any time)  
Knowle Close  
Tazewell Court/Caroline Court  
Berkeley Avenue service road  
Western Road  
Tintern Crescent  
Honey End Lane  
Norcot Road (residents' parking)  
Heath Road  
Harlech Avenue  
Avebury Square/Upper Redlands Road  
Eldon Square  
Eldon Terrace  
Lancaster Close  
Granby Gardens  
Ashdene Gardens  
Haywood Way  
Southcote Lane  
Granville Road/Frogmore Way/Gainsborough Road  
Berrylands Road/Newlands Avenue/Peppard Road  
Highmoor Road/Albert Road  
Dovecote Road  
Chagford Road  
Copenhagen Close  
Gillette Way  
Longship Way  
Whitley Wood Lane (no waiting at any time)  
Whitley Wood Road (near Northumberland Avenue junction)

- (3) That, with regard to the scheme for Harrow Court, the proposed "no waiting at any time" at the mouth of the junction as shown on Drawing No. NM/AWRR/2014A/M17 be advertised, but no further action be taken regarding the length fronting the posts as shown on that Drawing;
- (4) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make a Traffic Regulation Order implementing the measures;
- (5) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee;
- (6) That the Head of Transportation and Streetcare, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning & Transport, be authorised to make minor changes to the proposals;
- (7) That no public inquiry be held into the above proposals;

- (8) That consideration of the requests relating to the Staverton Road area, Milman Road, Geoffreyson Road and Grove Road be deferred to enable further investigation to take place;
- (9) That the Little John's Lane area and Ardler Road area schemes be included in the Resident Permit review, Phase 2, commencing in September 2014;
- (10) That the following action be taken in relation to the roads listed below:
- Wokingham Road - Consideration of a discretionary disabled bay;
  - Charndon Close - Housing officers to be advised to erect a street name plate, as a private street with resident access only;
  - Blackwater Close - Consideration of an access protection marking or Keep Clear;
  - Northumberland Avenue - Road marking to be re-freshed;
  - Lower Elmstone Drive - Bus Stop Clearway markings to be introduced;
  - Surley Row - Second Keep Clear marking to be introduced;
  - Whitley Wood Road (lay-by opposite Engineer's Court) - Bus Stop Clearway markings to be introduced;
  - Armour Hill - Residents to be advised on Access Protection marking application, should they wish to do apply for this;
  - Garston Close - Residents to be advised on Access Protection marking application, should they wish to do apply for this;
  - Whitley Wood Lane (request from Affinity Housing) - Businesses to be advised on Access Protection marking application, should they wish to apply for this;
- (11) That the Sub-Committee's decision of 13 March 2014 to take no further action be taken regarding the request relating to Woodcote Road, opposite St. Peter's Avenue, be noted;
- (12) That no further action be taken regarding the requests relating to Edenhall Close, Boston Avenue, Carmelite Drive, Buckingham Drive, Newcastle Road and Hardwick Road.

**10. 88 YORK ROAD - TRANSPORT ISSUES FOLLOWING PLANNING PERMISSION FOR NEW DWELLING**

The Director of Environment and Neighbourhood Services submitted a report stating that planning permission had been granted on 8 April 2014 for the demolition of an existing storage building at 88 York Road and the erection of a 3 bedroom dwelling.

The report stated that the proposed dwelling had no off-street parking and as a result the existing vehicular access to the site was to be abandoned with the footway returned to a full face and level kerb. Following the abandonment of the vehicular access there was the possibility of increasing the length of the residents parking bays along York Road to increase the number of spaces in an area that was already oversubscribed.

It was therefore proposed that the two Residents Parking Bays located either side of 88 York Road were extended at the north eastern end by 5m and 2m respectively to help alleviate existing parking pressures in the vicinity of the site. These changes would result in two additional on-street park places being created.

A Site Plan was attached at Appendix 1.

Resolved -

- (1) That the report be noted;
- (2) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning & Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation on a Traffic Regulation Order to implement extensions to the existing Residents' Only parking bays along York Road and, subject to no objections being received, the Head of Transportation and Streetcare implement the scheme.

#### 11. DEE PARK REGENERATION - INFORMAL CONSULTATION ON TRAFFIC CALMING AND WAITING RESTRICTIONS

The Director of Environment and Neighbourhood Services submitted a report stating that the Dee Park Estate was currently being transformed as part of a major regeneration scheme, which had obtained planning permission in December 2009.

A major part of the regeneration had been the transformation of the highway network to a home zone environment, and to complete this process Traffic Regulation Orders were required for traffic calming Measures, traffic movement and waiting restrictions. However, before the statutory process was undertaken, it was proposed that an informal consultation be undertaken with all the residents on the estate to seek their views on the proposals and amend them where necessary. This report detailed the proposals and sought approval for the consultation.

A site plan of the estate was included in Appendix 1 and the proposed consultation leaflet was included in Appendix 2.

Resolved -

- (1) That the report be noted and, subject to (2) below, approval be given to the Head of Transportation and Streetcare to undertake an informal consultation with residents on the highway proposals for Dee Park Estate;
- (2) That the second paragraph of the section on "Other Measures Proposed" in Appendix 2 be amended to read:

"Parking spaces are proposed outside the new shops along Spey Road but to ensure a turnover of spaces for customers it is proposed that parking is limited to a maximum period of two hours out of four hours between the hours of 8.00am and 6.00pm."

- (3) That a further report be submitted to the Sub-Committee detailing the results of the consultation.

## 12. VALPY STREET - ALTERATIONS TO BUS STANDS AND PARKING BAYS

Further to Minute 31 of the meeting of 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report on a revised scheme to reconfigure the current bus stands and parking along Valpy Street so that the bus stands were no longer located outside the new active frontage to Minerva House.

The report stated that the advertisement of the measures reported at the Sub-Committee's previous meeting for amendments to the bus bays and parking, had resulted in objections being received and, following consultation with officers, the applicant had drawn up revised proposals as shown on drawings 28802/001/SK007A in Appendix 1.

These proposals would result in the bus stands being relocated to a single location on the northern kerb line of Valpy Street, directly oppose the current location. The existing "Pay and Display bays which were currently on the northern kerb line would be moved to the southern kerb line opposite.

The alterations would also provide an increase in the Permit parking bay on the northern kerb to 20m and as a result of the changes there would be no reduction in the current level of provision for bus stops/lay over points, motorcycle parking, cycle parking, loading, pay and display parking and a possible extension of the permit parking bay.

Resolved -

- (1) That the report be noted;
- (2) That the changes to the parking and bus stands in Valpy Street be approved;
- (3) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning & Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 to advertise the proposal and subject to no objections being received, to implement the proposal;
- (4) That any objections received be reported to a future meeting of the Sub-Committee.

## 13. HIGHWAY MAINTENANCE UPDATE

Further to Minute 112 of the meeting of 13 March 2014, the Director of Environment and Neighbourhood Services submitted a report on the current position regarding additional pothole repairs.

The report stated that inspection of the Priority 1 to 6 roads had been completed. However where roads listed in Appendix 1 receive their scheduled safety inspection any further potholes meeting the criteria for repair under this improvement plan would be

## TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 25 JUNE 2014

recorded and repaired. The number of potholes identified and repaired in each category was currently as follows:

PRIORITY	POTHOLES IDENTIFIED	POTHOLES REPAIRED
Priority 1	260	260
Priority 2	15	15
Priority 3	779	758
Priority 4	155	155
Priority 5	217	217
Priority 6	159	159

The roads included in each category were detailed in Appendix 1.

The Chair also reported at the meeting that the Council had been awarded a sum of £163,833 by central government for additional pothole repairs.

**Resolved -**

- (1) That the current position regarding pothole repairs be noted and officers be thanked for their work on this;
- (2) That the funding awarded by central government for additional pothole repairs be welcomed;
- (3) That a further progress report be presented to the next meeting of the Sub-Committee;

### **14. PARKING ENFORCEMENT CONTRACT**

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the ongoing procurement process in relation to the tendering for a contractor for Parking enforcement services.

At its meeting on 23 June 2014 (Minute 6 refers) the Policy Committee had authorised the Head of Transportation & Streetcare, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, and the Head of Legal and Democratic Services, to award the Parking Enforcement contract for an initial period of five years with an option to extend the term of the contract by a period or periods of not less than one year, but with such extension periods or periods totalling in aggregate not more than five years dependent upon performance, for a maximum period of 10 years, in accordance with the Contract Procedure Rules.

**Resolved -** That the progress made on the re-tendering of the Parking Enforcement contract and the Policy Committee's decision of 23 June 2014 be noted.

### **15. CONSULTATION ON THE DRAFT TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS (TSRGD) 2015 BY CENTRAL GOVERNMENT**

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of a review of the Traffic Signs Regulations & General Directions (TSRGD) 2015 which was currently being undertaken by central government. A summary of the



areas under consideration by central government in consultation with local highway authorities was attached at Appendix 1.

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

#### **16. READING STATION - HIGHWAY WORKS UPDATE**

The Director of Environment and Neighbourhood Services submitted a report providing a progress update on the Reading Station Redevelopment Project and the associated highway works. The report highlighted the key programme dates for future works associated with Reading Station.

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

#### **17. EASTERN AREA TRANSPORT STUDY UPDATE**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on progress with the implementation of the pedestrian and cycle schemes being delivered through the Eastern Area Transport Study.

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

#### **18. LOCAL SUSTAINABLE TRANSPORT FUND UPDATE**

The Director of Environment and Neighbourhood Services 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 in July 2011 and the LSTF Large Partnership Package, for which £20.692m funding had been approved by the DfT in June 2012.

The report provided 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.

In particular, the Sub-Committee was asked to note the launch on 10 June 2014 of the Readybike scheme at 27 locations around the town.

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

#### **19. CYCLE FORUM MEETING NOTES**

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions arising from the 3 April 2014 meeting of the Cycle Forum under the auspices of the approved Cycling Strategy. The Notes of the meeting were attached to the report.

**Resolved - That the Notes of the Cycle Forum meeting held on 3 April 2014 be noted.**

#### **20. 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 21 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.

## 21. 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 six applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to application 1.0:
  - (a) the Civil Enforcement Manager be asked to check the fact that both flats in question appeared to be separately rated for Council Tax purposes and therefore eligible for residents' permits;
  - (b) should the applicant not be eligible, the applicant be issued with a temporary discretionary permit, pending further discussion at the Sub-Committee's next meeting;
- (2) That with regard to application 1.2, a discretionary permit be issued, personal to the applicant and charged at the third permit fee;
- (3) That with regard to application 1.4, up to 15 books of visitors' permits be issued;
- (4) That with regard to application 1.5, a discretionary permit be issued, personal to the applicant;
- (5) That the Director of Environment and Neighbourhood Services' decisions to refuse applications 1.1 and 1.3 be upheld.

(The meeting started at 6.30pm and finished at 9.01pm).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 SEPTEMBER 2014	AGENDA ITEM:	5 (A)
TITLE:	PETITION FROM RESIDENTS OF HOLMES ROAD - REQUESTING REDUCTION IN SPEEDING AND ONE WAY PLUG		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	ANDREW STURGEON	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	<a href="mailto:andrew.sturgeon@reading.gov.uk">andrew.sturgeon@reading.gov.uk</a>

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition requesting that access to Holmes Road in East Reading is restricted through the use of a one way plug and to reduce the speed of vehicles travelling within the road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the issue is investigated and a future report be submitted to the Sub-Committee for consideration.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision of waiting restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

#### **4. THE PROPOSAL**

- 4.1 A petition has been received, which is signed by 12 residents of Holmes Road which reads. "The residents of Holmes Road, who have signed below are petitioning for the installation of a one-plug to prevent speeding traffic entering Holmes Road from the Wokingham Road, the current volume and speed of traffic in Holmes Road is putting lives at risk. We believe that this plug should go some way to alleviating the risk of serious accidents in Holmes Road".
- 4.2 The issue raised within this petition is to be fully investigated and a future report is to be submitted to the Sub-Committee for consideration.

#### **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

#### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

#### **7. LEGAL IMPLICATIONS**

- 7.1 None arising from this report.

#### **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

**9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

**10. BACKGROUND PAPERS**

10.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 SEPTEMBER 2014	AGENDA ITEM:	5 (B)
TITLE:	CONSULTATION FOR 20MPH LIMIT IN CAVERSHAM PARK VILLAGE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PEPPARD
LEAD OFFICER:	GRACE WARREN	TEL:	0118 9372906
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	<a href="mailto:grace.warren@reading.gov.uk">grace.warren@reading.gov.uk</a>

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the results of an informal consultation for a 20mph speed limit in Caversham Park Village, which was undertaken by Councillor Willis and Councillor Stanford-Beale.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the issue is investigated and a future report be submitted to the Sub-Committee for consideration.

3. POLICY CONTEXT

- 3.1 The provision of speed limits and associated criteria is specified within existing Traffic Management Policies and Standards.

#### 4. THE PROPOSAL

4.1 An informal consultation was undertaken by Councillor Willis and Councillor Stanford-Beale on a proposal for a 20mph speed limit in Caversham Park Village.

4.2 Results of informal consultation for a 20mph speed limit:

	Yes	No	Unsure
Road in which resident lives in	112	53	0
Whole of Caversham Park Village	79	85	2
Include Caversham Park Road?	45	116	5

4.3 The results from this informal consultation are to be fully investigated with the Peppard Ward Councillors and a future report is to be submitted to the Sub-Committee for consideration.

#### 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

#### 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Informal consultation completed by Councillor Willis and Councillor Stanford-Beale.

#### 7. LEGAL IMPLICATIONS

7.1 None arising from this report.

#### 8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

**9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

**10. BACKGROUND PAPERS**

10.1 None.



## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 SEPTEMBER 2014	AGENDA ITEM:	5 (C)
TITLE:	RECREATION ROAD - PETITION TO TACKLE TRAFFIC SPEEDING RELATED ISSUES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	TILEHURST/KENTWOOD
LEAD OFFICER:	JIM CHEN	TEL:	0118 937 2198
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	<a href="mailto:Jim.chen@reading.gov.uk">Jim.chen@reading.gov.uk</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition from some Residents of Tilehurst requesting that the Council investigates and resolves traffic safety issues in Recreation Road and Blundells Road.
- 1.2 Appendix 1 - location plan.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the issue is investigated and a future report be submitted to the Sub-Committee for consideration.
- 2.3 That the lead petitioner be informed accordingly.

#### 3. POLICY CONTEXT

- 3.1 The provision of traffic management, speed calming measure and associated criteria is specified within existing Traffic Management Policies and Standards.

#### 4. THE PROPOSAL

- 4.1 A petition containing approximately 100 signatures from residents of Tilehurst has been received requesting that the Council investigates and resolves traffic safety issues in Recreation Road and Blundells Road.

*The petition reads - "We, the undersigned residents of Tilehurst hereby call on Reading Borough Council to investigate ways of making our roads safer and slowing down the traffic that uses Recreation Road and Blundells Road as rat runs to avoid the traffic lights in School Road. Recreation Road serves entrances to both Blagrove Nursery and park so there are often parents with small children crossing the road. Our preferred options are for a 20mph limit along our roads and one-way plug at the junction of Blundells Road and Norcot Road.*

*Other ideas (e.g. speed humps and better enforcement) may also be worth considering but the numbers of cars and the speed they travel along our streets is not acceptable to residents and we want the council to act to calm the traffic, to prevent cars using our roads as a rat run and to make our streets safer for everyone. We call on the council to review the issue of traffic along Recreation Road and to present plan for improving road safety along this dangerous road."*

- 4.2 The issues raised within this petition are to be fully investigated and a future report is to be submitted to the Sub-Committee for consideration.

#### 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

#### 6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

#### 7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

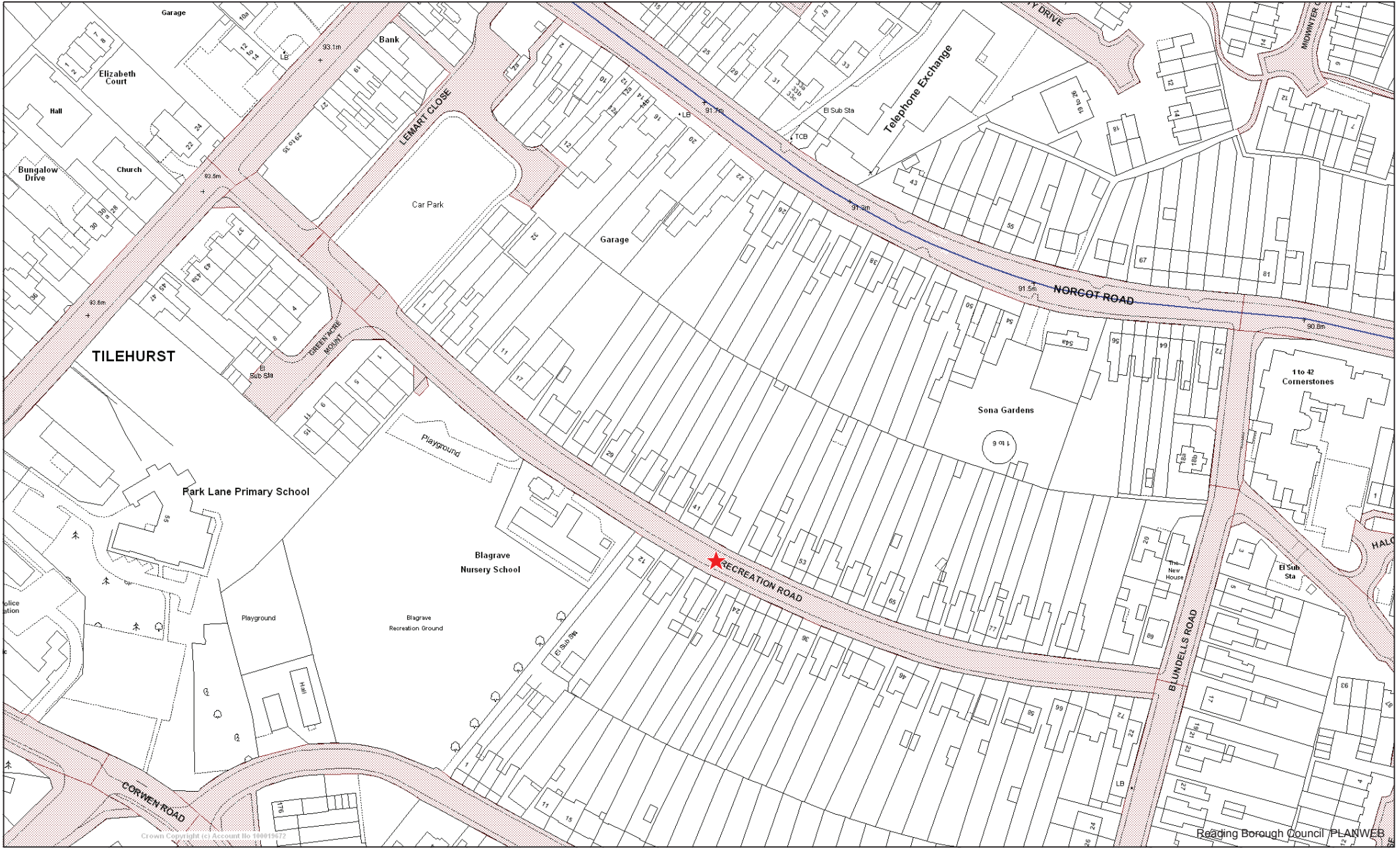
8.2 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 None.



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Reading Borough Council PLANWEB

Petition - Recreation Road. Appendix 1  
 Date 21/8/2014  
 Scale 1/1250



## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 SEPTEMBER 2014	AGENDA ITEM:	6
TITLE:	PETITION UPDATE - TOWN CENTRE ACCESS RESTRICTION OPERATIONAL TIMES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	<a href="mailto:Cris.butler@reading.gov.uk">Cris.butler@reading.gov.uk</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 To update the Sub-Committee on the investigation carried out by officers following the submission of a petition to the Traffic Management Sub-Committee on 25th June 2014 requesting a review of the Town Centre access restriction operational times.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That, based on the existing high level of blue badge parking spaces in the Town Centre and the need to continue to protect the Town Centre road network for the benefit of all users, the operational hours of the access restriction in the Town Centre is not changed.
- 2.3 That the lead petitioner be informed accordingly.

#### 3. POLICY CONTEXT

- 3.1 The provision of movement restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

#### 4. THE PROPOSAL

4.1 A petition containing 228 signatures was presented to the Traffic Management Sub-Committee on 25<sup>th</sup> June 2014 asking the Council to reduce the operational times of the Town Centre access restriction (currently applies 7am-11am and 4pm-7pm).

4.2 The petition read - "We, the undersigned urge Reading Borough Council to reduce the hours during which we are unable to drive into Reading Town Centre and park. Denying us access for 7 hours a day, in combination with the difficulties of working out where we can and cannot drive, has caused many disabled people in particular, to do their shopping elsewhere. Reading must have lost a great deal of trade because of this.

We ask that the morning restriction should end at 9.30am and that the afternoon/evening restriction should end at 6.30pm."

4.3 Councillor Page as Lead Councillor for Strategic Environment, Planning and Transport asked officers to investigate the request and provide a response to the next Traffic Management Sub-committee. This report is the response as requested.

4.4 The adjustments to the traffic system and access times in Reading Town Centre were made in April 2011 and were introduced in preparation of the major changes associated with the redevelopment of Reading Station.

4.5 The revised access restrictions were introduced to improve and strengthen the existing access and pedestrian zone restrictions in the Town Centre. The revision was necessary to ensure the central area is used appropriately both for the benefit of the Town Centre and the wider road network as Reading relies heavily on public transport and peak hour bus operations must be protected.

4.6 The current access restriction is in place in St Mary's Butts (between Hosier Street and West Street), West Street, Friar Street west and Minster Street. This restriction operates between the hours of 7am to 11am and 4pm to 7pm. The previous restriction was an 11am to 4pm Pedestrian Zone restriction covering all of St Mary's Butts, West Street, Friar Street, Broad Street, Cross Street, Queen Victoria Street, Station Road, Oxford Rd (between Broad Street and Cheapside) and Minster Street.

- 4.7 The majority of blue badge parking spaces in Reading Town Centre are still accessible at all times. There are 292 on-street spaces available to blue badge holders in the central area (46 designated disabled bays and 219 pay and display spaces free to blue badge holders, with a further 27 spaces available on single or double yellow lines). There are also a further 179 disabled parking bays within the off-street Town Centre car parks which are accessible at all times.
- 4.8 The revised access restrictions prevent motorists with a blue badge from accessing the 24 designated parking bays in St Mary's Butts, West Street and Friar Street at peak times between 7am and 11am and from 4pm to 7pm. As long as entry to the restricted area is made before the restriction applies (i.e. at 6.59am or 3.59pm), blue badge holders can still use these spaces for a maximum of four hours.
- 4.9 Blue badge parking is available at all times in Blagrove Street (Near the Town Hall), Oxford Road near Argos, St Mary's Butts (southern end), Kings Road, Abbey Square, Forbury Road near the Crown Court, Castle Street, Greyfriars Road, the Pay and Display areas in Oxford Road, St Marys Butts, Valpy Street, Kings Road, Abbey Street, Castle Street Garrard Street and Cheapside, and all Town Centre car parks including a shop mobility scheme offered by the Oracle. There are also areas of double yellow lines or single yellow lines in Friar Street east, Greyfriars Road, Hosier Street and St Mary's Butts (southern end).
- 4.10 Therefore, based on the existing high level of blue badge parking spaces in the Town Centre and the need to continue to protect the Town Centre road network for the benefit of all users, it is not recommended to adjust the operational hours of the access restriction in the Town Centre.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

## **7. LEGAL IMPLICATIONS**

- 7.1 None arising from this report.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council completed an equality impact assessment as part of the original scheme in April 2011.

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 Traffic Management Sub-Committee report - June 2014.



## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	11 SEPTEMBER 2014	<b>AGENDA ITEM:</b>	7
<b>TITLE:</b>	PETITION UPDATE - NEWTOWN VISITOR HOURS		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORTATION & STREETCARE	<b>WARDS:</b>	PARK
<b>LEAD OFFICER:</b>	ANDREW STURGEON	<b>TEL:</b>	0118 937 2101
<b>JOB TITLE:</b>	ASSISTANT ENGINEER	<b>E-MAIL:</b>	andrew.sturgeon@reading.gov.uk

#### 1. EXECUTIVE SUMMARY

- 1.1 To update the committee on a response to the petition submitted to the June 2014 Traffic Management Sub Committee. The petition from residents of the East side of Newtown area requested that the operational hours for the shared use provisions be amended from 10am-4pm to 8am-8pm.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

#### 3. POLICY CONTEXT

- 3.1 The provision of waiting restrictions and associated criteria is specified within existing Traffic Management Policies and Standards and resident permit scheme rules.

#### **4. THE PROPOSAL**

- 4.1 Informal consultation was carried out with residents of East Newtown, during December 2011, regarding the introduction of a residents parking scheme. Following a positive response from residents, for the introduction of a residents permit scheme, statutory consultation was carried out during February to March 2012, and subsequently the scheme was introduced in September 2012. This shared-use resident parking scheme is in operation Monday to Sunday 10am to 4pm. This allows 2 hours parking for visitors during this time without the use of a permit, at all other times it is only permit holders only.
- 4.2 The 10am to 4pm differs from the historic 8am to 8pm times, as following a review of the entire residents parking permit scheme in 2011, it was recommended that the 10am to 4pm shared use times be used. Subsequently the area of Newtown (West side) that has historically had Residents Parking uses the 8am to 8pm times, whilst the new area within East Newtown has 10am to 4pm.
- 4.3 A one year follow up was carried out on the new scheme and reported to the Traffic Management Sub Committee in November 2013. At this time, no mention was made by residents that the hours of scheme operation was an issue.
- 4.4 To amend the hours of the scheme would require undertaking a further statutory consultation process to advise road users of the proposals and subject to objections would need to be reported back to a further Traffic Management Sub Committee. Should the change occur approximately 140 sign faces will also need to be amended to reflect the change of operational hours. Prior to carrying out formal statutory consultation it would be recommended that a consensus is reached between the 712 households within the East Reading area on their preferred hours of operation.

#### **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

#### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

## **7. LEGAL IMPLICATIONS**

7.1 None arising from this report.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior should the Sub-Committee recommend a change of operational hours.

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 Cabinet 26<sup>th</sup> September 2011  
Traffic Management Advisory Panel January 2012 & March 2012.  
Traffic Management Sub Committee November 2013 & June 2014.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 SEPTEMBER 2014	AGENDA ITEM:	8
TITLE:	PETITION UPDATE - FOR ACTION AGAINST PARKING ON PAVEMENTS ON LOWER BULMERSHE ROAD AND HAMILTON ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	ANDREW STURGEON	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	andrew.sturgeon@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the proposals to limit footway parking on Bulmershe Road and Hamilton Road following the receipt of a petition which was reported to the June Traffic Management Sub Committee requesting action against vehicles parking on the pavements within Hamilton Road and the lower section of Bulmershe Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That should ward councillors following consultation with residents wish to see waiting restrictions introduced within Bulmershe Road and Hamilton Road then these will be considered within the biannual waiting restrictions.

### **3. POLICY CONTEXT**

- 3.1 The provision of waiting restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

### **4. THE PROPOSAL**

- 4.1 Bulmershe Road and Hamilton Road both run parallel with each other connecting Crescent Road and Wokingham Road. Both roads are two way for the duration and have traffic calming features, with the only waiting restrictions being no waiting at any time on both sides from the Wokingham Road end, to enable visibility and two way traffic to function at this junction without disruption to Wokingham Road.

- 4.2 Due to the historic build of the street both the footways and carriageways become narrower from south to north towards Wokingham Road. Due to the width of the carriageway being approximately 5.8 metres, drivers have taken to parking half on the footway. With narrow footways as well this practice blocks the footway and forces pedestrians to walk in the carriageway.

- 4.3 The road is not wide enough to accommodate vehicular parking on both sides with all four wheels on the carriageway and maintain two way traffic flow. To ensure footways are kept clear the only recourse would be to introduce waiting restrictions on one side and allow parking on the opposite side. This would mean a reduction in parking within these streets but would be beneficial to pedestrians

- 4.4 The use of bollards would not be considered to deter parking on the footway, and where they have been historically used with waiting restrictions there locations will be considered.

### **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

### **7. LEGAL IMPLICATIONS**

- 7.1 None arising from this report.

### **8. EQUALITY IMPACT ASSESSMENT**

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	11 SEPTEMBER 2014	<b>AGENDA ITEM:</b>	9
<b>TITLE:</b>	PETITION FOR A ZEBRA CROSSING ON SOUTHCOTE LANE - UPDATE		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORTATION & STREETCARE	<b>WARDS:</b>	SOUTHCOTE
<b>LEAD OFFICER:</b>	GRACE WARREN	<b>TEL:</b>	0118 937 2906
<b>JOB TITLE:</b>	NETWORK MANAGEMENT TECHNICIAN	<b>E-MAIL:</b>	grace.warren@reading.gov.uk

#### 1. EXECUTIVE SUMMARY

- 1.1 To update the Sub-Committee on the review of the petition received from residents of Southcote requesting a zebra crossing on Southcote Lane near Circuit Lane roundabout.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the existing traffic island on Southcote Lane near Circuit Lane be upgraded to a pedestrian refuge island.

#### 3. POLICY CONTEXT

- 3.1 The provision of pedestrian crossing facilities and associated criteria is specified within existing Traffic Management Policies and Standards.

#### 4. THE PROPOSAL

- 4.1 A petition containing approximately 600 signatures has been received from some residents of Southcote requesting a zebra crossing on

Southcote Lane to the west of Circuit Lane roundabout opposite Maker Close footpath.

- 4.2 The petition read - *"We, the undersigned, call upon the Traffic Management Network Department, to install a zebra crossing in Southcote Lane, to be situated west of Circuit Lane roundabout, opposite Maker Close footpath.*

*This installation will ensure a safe crossing for the many school children and other people on what is a very busy and sometimes dangerous road. Although there are several schools, a child centre, two health surgeries, shops, library and other community establishments within Southcote, there are no safe crossings other than the existing traffic islands, which cannot accommodate pedestrian volumes during busy times.*

*There is a definite need for a crossing as Southcote Lane suffers a heavy flow of traffic which often travels in excess of the speed limit.*

*We, the signatories, would like the Traffic Network Management to install a zebra crossing in Southcote Lane to help with the safe crossing of all pedestrians".*

- 4.3 Councillor Page as Lead Councillor for Strategic Environment, Planning and Transport asked officers to investigate the request and provide a response to a future Traffic Management Sub-committee. This report is the response as requested.
- 4.4 The requirements for pedestrian facilities are laid down by central government where we are obliged to measure the demand by a pedestrian/vehicle count (PV<sup>2</sup>). This count determines the type of facility to cater for the demand.
- 4.5 A PV<sup>2</sup> count was undertaken from Monday 9<sup>th</sup> June and Friday 13<sup>th</sup> June, between the hours of 0700-1000 and 1400-1800.
- 4.6 Unfortunately, in accordance with the Department for Transport PV<sup>2</sup> criteria, the results of the survey demonstrate that the pedestrian crossing demand does not justify a formal zebra or puffin crossing.
- 4.7 However, Officers recommend improving the existing traffic island by enhancing the crossing point and upgrading the facility to a pedestrian refuge island. This will include installing tactile paving, widening the crossing area whilst maintaining 3 metre carriageway widths, and implementing "dragon's teeth" road markings on the approaches to the islands to help reduce vehicle speeds and warn of

pedestrians crossing ahead. These proposed improvements are shown in Appendix 1.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 The lead petitioner will be informed of the findings of the Sub-Committee.

## **7. LEGAL IMPLICATIONS**

- 7.1 None arising from this report.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.2 The Council has carried out a equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

## **9. FINANCIAL IMPLICATIONS**

- 9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

- 10.1 TM Sub Committee 16<sup>th</sup> January 2014 petition submission.  
TM Sub Committee 13<sup>th</sup> March 2014 petition update.



8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 Traffic Management Sub Committee June 2014

Increase crossing area to reflect width of the gap of pedestrian island and re-profile slope to crossing point. Install tactile paving

"Dragons teeth" road markings on approaches to the pedestrian islands

Increase width of refuge islands to create a larger crossing area - maintaining 3m running lanes. Install tactile paving

Re-profile slope to crossing point and install tactile paving



Project	Southcote Lane	Scale	Drawn	GW
		NTS	Checked	CB
Drawing	Proposed pedestrian refuge enhancements	Date	Approved	
		27.08.14	CB	
		Drawing No.		
		Appendix 1		

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	11 SEPTEMBER 2014	AGENDA ITEM:	10
TITLE:	DEE PARK REGENERATION - INFORMAL CONSULTATION ON TRAFFIC CALMING AND WAITING RESTRICTIONS.		
LEAD COUNCILLOR:	Cllr PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	NORCOT
LEAD OFFICER:	CHRIS SAUNDERS	TEL:	0118 937 3949
JOB TITLE:	TRANSPORT DEVELOPMENT CONTROL MANAGER	E-MAIL:	<a href="mailto:chris.saunders@reading.gov.uk">chris.saunders@reading.gov.uk</a>

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Development Agreement relating to the regeneration of the Dee Park estate was entered into between Reading Borough Council and Dee Park Partnership LLP ("DPP") on 24 August 2009.

The Dee Park Estate is currently being transformed as part of a major regeneration scheme, which obtained planning permission in December 2009. The regeneration has been undertaken over 3 phases. The works include the demolition of existing dwellings and replacement with houses and flats for social rent and houses and flats for private sale. The works also includes extensive improvements to the public realm and community facilities.

The Project is about a genuine partnership between the Council, DPP, the community and other key locally involved groups - such as Health (the CCG), the Police and the Voluntary Sector. An underpinning objective of the regeneration is for local people to be involved in making decisions, taking ownership of and shaping the future of their neighbourhood. Fully involving residents and other local groups at every stage of the process has been, and will continue to be, vital to achieve this vision

- 1.2 A major part of the regeneration has been the transformation of the highway network into a home zone environment and to complete this process Traffic Regulation Orders are required for traffic calming Measures, traffic movement and waiting restrictions. However before the statutory process is undertaken, an informal consultation has been undertaken with the residents on the estate to seek their views on the proposals and this report details the proposals and seeks approval for the statutory process to commence.

- 1.3 A Summary of the Consultation responses is included in Appendix A, site plan of the estate is included in Appendix B and the proposals in Appendix C

## 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note this report.
- 2.2 That, based on the positive results of the informal consultation, the scheme be approved and 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 the Traffic Regulation Orders as detailed in paragraphs 2.3 to 2.6 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and with Section 90c of the Highways Act 1980 and subject to no objections being received to implement the proposal. If objections are received to the statutory consultations, those objections will be reported back to a future meeting of the Sub Committee.
- 2.3 For an estate wide 20mph zone as indicated on the plan no Dee Park 20mph zone/SK1/CS within Appendix B.
- 2.4 For the installation of 7 no sets of 75mm speed cushions along Spey Road, 4 no sets of 75mm speed cushions and 3 no 75mm ramps along Tay Road and 2 no 75mm ramps Deveron Drive as detailed on the plans number 12-1108-TRO-DEVERON-201; 12-1108-TRO-TAY-202 and 12-1108-TRO-SPEY-203 within Appendix C.
- 2.5 To implement a one way system along the roads around Oak Tree House and Site 6B as shown on plan Dee Park/SK02/CS in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.6 To restrict parking in front of the new shopping parade currently under construction to maximum period of 2 hours within every 4 hours, between 8am and 8pm, as shown on plan Dee Park/SK02/CS in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## 3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport and Planning Policy

## 4. THE PROPOSAL

- 4.1 As the construction of the Dee Park regeneration scheme has progressed and detailed design work has been undertaken a series of traffic calming measures have come to the fore, which are required to reduce vehicle speeds and to ensure the new home zone layout benefits the entire community. Residents and community groups at liaison meetings with the council have commented that vehicle speeds on the estate are a concern.

Therefore a set of proposals, as detailed in paragraphs 4.2 to 4.6, were put forward to address these concerns and this Sub-Committee agreed at its meeting on the 25<sup>th</sup> June 2014 that these proposals should be the subject to an informal consultation of all the residents on the estate.

- 4.2 The proposal is to create a 20mph zone for the entire estate which will be signed at gateways on Dee Road, Spey Road, Links Drive, Strathy Close and Helmsdale Close. The closes on the estate have already been redesigned into home zones with a design speed of 20mph, however the link roads on the estate while being subject to environmental improvements require physical measures to ensure speeds are contained to 20mph. These link roads are Spey Road, Tay Road and Deveron Drive.
- 4.3 Spey Road currently has a short section of road subject to a 20mph speed limit with speed cushions close to the Lyon Square community area and the Ranikhet School. Following the completion of the regeneration, as well as providing access to the school, Spey Road will also provide access to a new shopping parade, an extra care home and new dwellings which will directly face on to the road. The proposal is that speed cushions (given the road is a bus route) are constructed along the entire length of Spey Road to constrain vehicle speeds.
- 4.4 Environmental improvements to Tay Road have been completed and this has involved narrowing the road down from 7.3 metres to 6 metres and the construction of block paved features at the junctions with Gairn Close, Eskin Close and Carron Close. However these features have not reduced speeds as much as anticipated and the proposals are that formal traffic calming measures are installed. This will consist of speed cushions between Dee Road and Spey Road (as this section of road is a bus route) and speed humps between Spey Road and Stour Close.
- 4.5 Environmental improvements to Deveron Drive are currently under construction, however during the detail design it was discovered that the levels at the junctions of Deveron Drive with Dulnan Close and Deveron Drive with Don Close meant the proposed speed tables could not be constructed. Currently Deveron Drive has 3 speed humps which were due to be removed when the speed tables were constructed. The proposals are to reposition the existing speed humps and construct a further 2 new speed humps bringing the total number of speed humps along the road to 5.
- 4.6 As well as these measures the consultation also detailed plans to place waiting restrictions on the parking bays outside the new shops on Spey Road restricting parking to a maximum period of 2 hours within every 4 hours between 8am and 8pm to ensure these spaces are used by shoppers and the formalisation of one way roads that have been constructed or due to be constructed as part of the new build sites within the regeneration area.
- 4.7 The consultation was delivered by hand by Transport and Housing Officers on the 3<sup>rd</sup> and 4<sup>th</sup> of July 2014 to 1104 properties on the Dee Park Estate. The consultation period was for 5 weeks with a deadline for responses of the 8<sup>th</sup> August 2014. At the close of the consultation 117 responses had been received. Strategic

## 5.0 CONSULTATION OUTCOMES

5.1 A summary of the results from the consultation are provided at Appendix A and will be made available on the Council's website. The main conclusions from the consultation are outlined below.

- 91% of respondents support the creation of an estate wide 20mph speed limit.
- 89% of respondents support the installation of formal traffic calming along Spey Road and Tay Road.
- 89% of respondents support the installation of formal traffic calming along Deveron Drive.
- Of the respondents who commented there was support for the one way system around Oak Tree House and the proposed waiting times in the parking bays outside the new shops along Spey Road.
- Residents are concerned about mopeds and quad bikes speeding around the estate.
- Within the earlier completed phases, concerns were raised that the new planting is having implications on the sight lines at junctions.
- The need for a formal crossing on Spey Road in the vicinity of Oak Tree House and Ranikhet School.
- The section of Tay Road between the former roundabout and Test Close requires traffic calming.
- Along Spey Road and Tay Road, speed humps would be preferred to speed cushions.
- Residents, while supportive of the 20mph limit are concerned on how this will be enforced.

5.2 With regards to the minority of residents who objected to the proposed speed limit and traffic calming measures, their objections can be summarised as follows.

- Road Humps and Cushions damage vehicles, chicanes should be installed.
- The only area that needs a 20mph is around the school as existing.
- 30mph is sufficient, and should be enforced by speed cameras.

5.3 Even though the response was only over 10%, the very large percentage of respondents supportive of the proposals does suggest that there is support on the estate for these measures, however it is noted that residents have made some suggestions with regards the proposals.

5.4 With regards the 20mph estate wide speed limit, it is proposed to formally commence the statutory consultation procedure to implement the new speed limit covering the area shown within Appendix B. While some residents were concerned with regards to enforcement of the new limit the installation of traffic calming should ensure the limit is self-enforcing. However enforcement of any limit can only be undertaken by the Police, who will be informed as soon as the new limit is formally in place.

5.5 It is proposed to install the speed cushions on Spey Road as detailed within the consultation and as shown in Appendix C. While some residents commented that they would prefer speed humps, as Spey Road is part of

the premier bus network, speed humps are unsuitable for buses especially double deck buses. The bus company has stated that they are acceptable to speed cushions being installed as these do not interfere with the ride quality and safety of their passengers.

- 5.6 With regards Tay Road it is again proposed to install the speed cushions between Dee Road and Spey Road and the speed humps between Spey Round and the location of the former roundabout as per the consultation and shown in Appendix C. Again as detailed within paragraph 5.5, the length of Tay Road between Dee Road and Spey Road is part of the same bus route and for the reasons detailed speed humps are not suitable.
- 5.7 However residents who live at the far end of Tay Road including those in Iona, Test and Stour Closes commented that there were no speed humps proposed for the length of Tay Road located after the formal roundabout. This length of Tay Road has been extended and character of the road changed as part of the environmental works but it is possible to install a speed hump on this section of road to allay residents' concerns as shown in Appendix C. After inspecting the site this location has been proposed as it does not impinge on any parking areas or junctions.
- 5.8 With regards the retention of the existing and installation of additional speed humps along Deveron Drive the response was overwhelmingly supportive. Therefore it is proposed to install the speed humps as per the consultation and as shown within Appendix C.
- 5.9 With regards the proposed parking restrictions outside the new shops along Spey Road currently being constructed only 1 respondent objected to the time limit and 2 respondents recommended the limit should be 1 hour in every 4 hours instead of the 2 hours in every 4 hours proposed. Given the overall response it is proposed to progress the proposals of restricting parking to 2 hours in every 4 hours.
- 5.10 With regards the proposed one way roads around Oak Tree House the respondents were supportive and therefore again it is proposed to proceed with the proposals as detailed within the consultation.
- 5.11 The objectors to the speed humps and cushions main concerns were that they would damage vehicles and are not justified. All traffic calming measures have to be installed in accordance with Department for Transport criteria and are therefore approved to be installed on the public road network.
- 5.12 Within other comments there were several requests for a formal crossing point on Spey Road in the vicinity of Oak Tree House and Ranikhet School. This area will considerably change as the Phase 2B construction works are progressed and the area is converted in to a home zone. Once completed the nature of road network within this area of the estate will change and will become more embracing to pedestrians and therefore these concerns should be addressed. However the area will continued to be monitored once the works are completed.
- 5.13 There were also concern that planting at junctions was obstructing the visibility splays. Transport officers are currently engaged in rectifying this

with the contractor as the plants provided in these areas should be dwarf plants with restricted growth. The planting is therefore due to be replaced in the next planting season but in the meantime the existing plants will be cut back.

- 5.14 The other main area of concern that came to the fore as a result of the consultation was the anti-social use of quad-bikes and motorbikes on the estate, especially the use of footways by these vehicles and the ignoring of bollards preventing access for motorised vehicles. Unfortunately the prevention of this is a police matter but given the level of the response from residents the Transport Development Control Manager in conjunction with Housings Dee Park lead officer will contact the area sergeant at Reading Police Station passing on these legitimate concerns. The spacing of bollards was also questioned but sufficient space has to be maintained to allow access for mobility scooters, wheelchairs and prams to be maintained. Therefore if additionally bollards were installed access to these users would be prevented. However the contractor together, with Housing and Transport officers, will undertake an audit of all the bollards within the regeneration area to ascertain if additional bollards can be installed which will prevent quad bikes passing but still allow members of the public with mobility issues access.

## **6.0 CONTRIBUTION TO STRATEGIC AIMS**

- 6.1 To promote equality, social inclusion and a safe and healthy environment for all.

## **7 FINANCIAL IMPLICATIONS**

- 7.1 All works will be wholly funded by the Developer responsible for undertaking the regeneration of the estate.

## **8. CONTRIBUTION TO STRATEGIC AIMS**

- 8.1 To promote sustainable development

## **9. COMMUNITY ENGAGEMENT AND INFORMATION**

- 9.1 A consultation has been undertaken to see if residents support the implementation of various traffic management initiatives on the Dee Park Estate.

## **10. LEGAL IMPLICATIONS**

- 10.1 The proposed road hump will be advertised in accordance with Section 90c of the Highways Act 1980.
- 10.2 Any proposals for waiting restrictions are advertised under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 as required.



## APPENDIX A

### SUMMARY OF CONSULTATION RESPONSES

Total Number of Respondents = 117

#### Question 1

Do you agree with the proposals for an estate wide 20mph speed limit

	Yes	No	No Reply
Total	106	10	1
Percentage	91%	8%	1%

Additional comments were as follows.

- Very good plan as there are many children on the estate
- How will this be enforced?
- Need to put 20mph signs along Tay Road
- How will this be enforced and by who?
- Whole estate needs slower traffic given the children
- Who is going to enforce this?
- Should be 10mph and not 20mph given the number of children on the estate
- Who is going to enforce this?
- will stop screeching of brakes at night
- not required do not believe sufficient justification for it. Only needed round the school
- would be interested in how this will be policed as current restrictions are ignored
- Make sure cyclists are considered, cycling is easier than driving, speed humps are bad for cyclists
- The bend on Tay Road could also benefit from width restrictions the same as Kennet island
- It will stop the minority of people that do speed to slow down
- As soon as possible
- I think this is a great idea. Perhaps it will deter some residents from using these roads as a trial racetrack for mopeds and quadbikes on Sunday afternoons and evenings
- needed for local schools, Oak Tree House, Shops and the children
- Tay Road has a lot of drivers who exceed the 30mph limit at present, with many children now using local footpath. A 20mph will be much more supportive
- I witnessed someone driving over the limit and in a reckless and dangerous way
- In addition to the estates proposals, something on Dee Road would be useful as there is often 'racing' between the roundabout with Water Road and the humps at the top of Dee Road
- sooner the better
- Personally I would have thought chicanes were the far better proposal and the priority changes with everyone whichever way you travel. Thus it's the

better ride for buses and emergency vehicles depending on traffic flow 75-100 yards apart

- But it would be better at 10mph. It is very bad to get about at times and most traffic are going at least 30-40mph
- It would be great to have a 20mph estate providing it is enforced
- Speed Humps are no good, speed cameras are required and motorists prosecuted if speeding especially at night time
- I don't think it's necessary for the entire estate. Just by the school and the bus route will be fine
- get regular speed checks
- I also think that Osbourne Road and Arbroath Road should have the above speed limit 20mph
- will only work if enforced by the police
- 30 mph is more than adequate
- I do believe there should be a 15mph limit on the estate, as drivers always go over the limit
- Children are often out in the street and this area seems to attract youths on mopeds and quads who race up and down or younger boy racer types in their cars
- Unnecessary. Speed bumps will damage cars. Waste of money. Repair damaged roads in Reading instead.
- I agree to an extent but do not think the 20mph zone should be along Dee Road except by the schools at the top. I also don't think it should extend along Water Road
- It needs to be 10mph as is twice as much traffic with the new houses. They go passed my house doing 40mph most of the time

## Question 2

Do you agree with the proposed traffic calming measures for Tay Road and Spey Road?

	Yes	No	No Reply
Total	104	10	3
Percentage	89%	9%	2%

Additional comments were as follows.

- Brick pavers laid at junctions have no effect as they are at the same level as rest of road
- Crossing point needed on Spey Road, shown on a plan
- Recommends speed cushions along the whole of Tay Road, fence on bend and signs warning its slippery in winter
- Traffic Calming will not stop speeding on Tay Road
- Speed Humps needed on both sides of bend along Tay Road
- Tay Road is used a race track
- Would like a one way loop for Tay Road / Spey Road
- keep the 20mph and motorbikes under control
- Would like quad bikes banned from the estate and they will not take notice of the 20mph

- Road Humps damage cars, Why not close 1/2 of road at certain points forcing vehicles to slow down.
- would like more humps between Carron Close and Bend and after bend on Tay Road
- not needed 30mph is safe enough
- don't make the humps to large as we use the road daily and don't want to damage vehicle
- Speed cushions humps need to be severe enough to make a difference. For example across the whole road
- speed bumps need to be continued further along Tay Road that passes Test close and to new houses.
- you need more humps than you have on the map, at the end of Tay Road near the bend, there have been a few near misses with the car
- As above. As a point they seem to work quite well in Corwen Road, Although they could do with another couple more the Medway End! Also double yellow lines are required outside Oak Tree House in both directions and enforced.
- Sleeping Policeman do a lot of damage to our cars. Why not close 1/2 of the road at certain points forcing cars to slow down
- Speed Cameras Required
- We are not being able to park near our house and having to park further away
- Speed cushions can be painful for bus and car passengers with arthritis or back problems
- Speed cushions can be painful for bus and car passengers with arthritis or back problems
- The measures should be extended to every part of Tay Road. Kids on motorbikes are speeding down Tay Road from roundabout to Deveron Drive
- Once the speed limit is imposed there should be no need, Tay Road is a no through road. Speed Bumps are annoying
- There needs to be road humps on approach to the bend (former RBT) from the Test Close side. There is also an issue with cars parking on the bend

### Question 3

Do you agree with the proposed traffic calming measures for Deveron Drive?

	Yes	No	No Reply
Total	104	8	5
Percentage	89%	7%	4%

Additional comments were as follows.

- Road Narrowing may be better as idiots on scooters use humps as jumps
- Extra Hump need by Norcot church on Deveron Drive and on Tay Road after bend
- Speed cushions instead of humps along Deveron Drive
- Bollards needed to stop cars and motorbikes on footpaths and signs are needed by bollards

- No Remove all road humps due to a lot of low hung vehicles, which if damaged could result in compensation claims against the council. Again closing 1/2 the road off at certain points would be better.
- something to slow down motorbikes
- not required why are we doing this?
- more speed humps required along Deveron Drive
- Parking restrictions required over bridge between Norcot Road and Dulnan as there is no footway and park cars are dangerous to pedestrians
- we hope it will stop the motorbikes that keep going up and down the road
- No real opinion as I have no experience of traffic here, but no objection to additional humps
- Would prefer traffic calming junctions because of noise late at night from speed ramp traffic
- Remove all road humps due to a lot of low hung vehicles. Again close alternate 1/2 of road this will have a greater tribute to slowing vehicles down.
- Speed Cameras also required
- There are already speed bumps and the road service is so uneven that it isn't possible to drive fast. When resurfacing the new part of the road it should have continued to the rest of the road although the unfinished surface does deter constant moped races.

#### Question 4

Do you have any comments on the proposed one way road along the side of Oak Tree House or proposed parking restrictions by the new shops?

- one way will make more problems also less people will lose the shops
- Recommends 1 hr. in 4 parking not 2
- Good Idea
- one way for safety
- I drive a mobility scooter so if the cars go slower it's not so frightening going by road which I use a lot
- Great Idea
- Disabled Parking by the shops a must. No objections to one way system
- This would be a good thing as it would be safe to go to the shops
- this is reasonable
- good idea
- if you do not have sufficient spaces at key times this will impact on residents parking and cause dangerous road parking. How will the limit be managed
- one way system would be better
- makes sense to ensure sufficient parking
- good idea
- A very good idea
- no parking restrictions need
- will there be extra parking provided
- Would restricted parking by new shops , not make more people park on the road, also has previsions been made for lorries?
- start clamping, towing or fining offending vehicles
- Needs to be done

- No seems Quite Feasible
- Good Idea
- Disabled parking Close to the shops is a must. No objections to one way system
- Again Motorists using road as a short cut to get onto Spey Road, instead of going and keeping to Spey Road. Parking Restrictions to be limited to 1 hour only
- agreed but only if enforced
- Very reasonable
- yes we agree

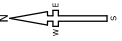
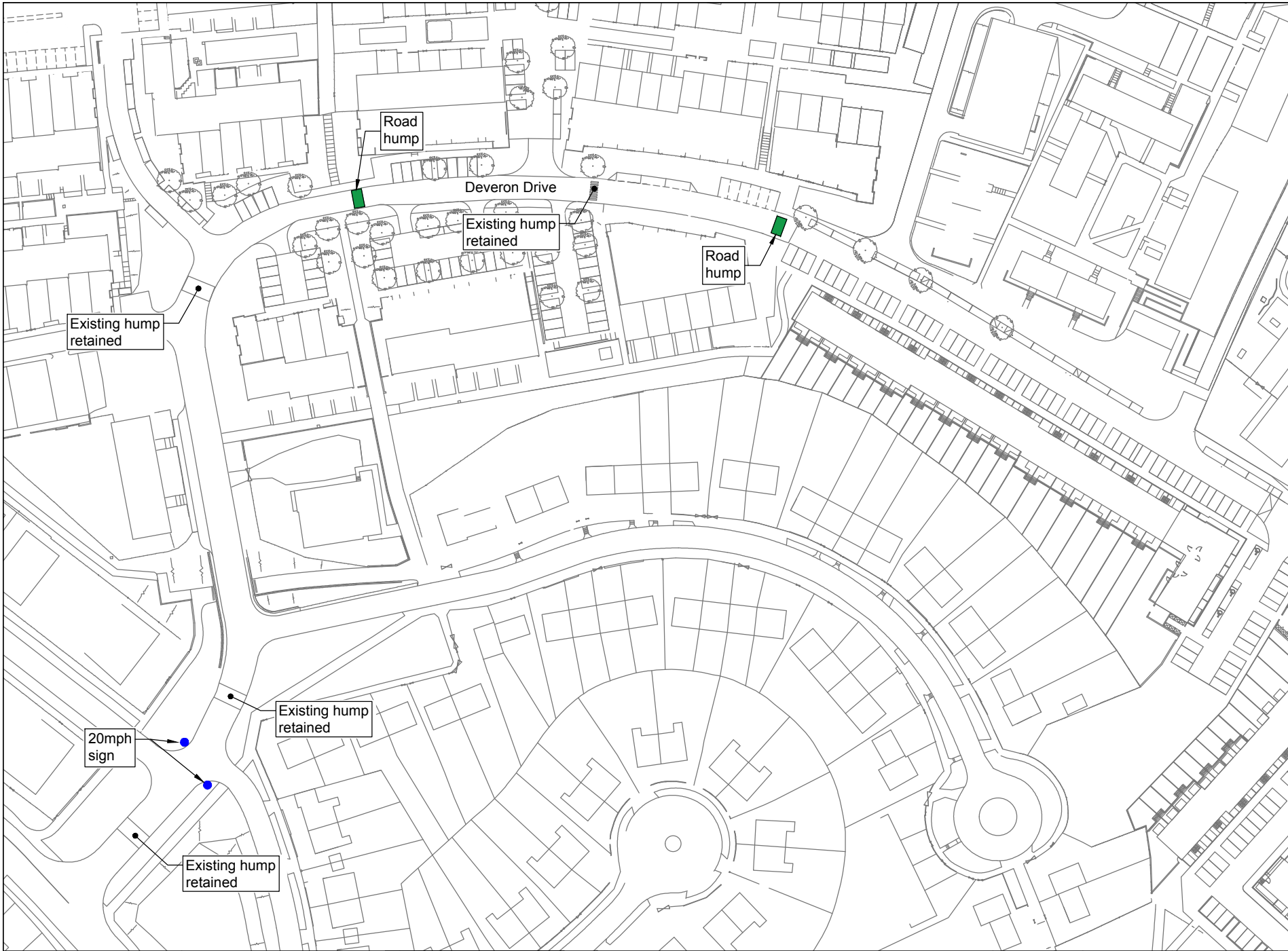
#### Question 5

Are there any other road safety issues you wish to raise?

- Footpath needed along Deveron Drive and Thurso Close
- Bollards have been removed from pathways and not replaced allowing motorcycles, cars and vans to drive down paths where children play. Example Dulnan Close, Don Close, Thurso Close
- Yellow lines by all dropped kerbs and speed humps in car parks as they also have a dual purpose as play areas
- Bottom of Dee Road with Water Road, traffic lights needed instead of roundabout there have been 50 accidents
- Crossing needed on Spey Road by School
- The section of Tay Road has suffered from below average temperatures in the winter , Ice beware signs needed.
- School Children crossing at junction with Dee Road cannot be seen due to bushes and trees
- There are not enough parking areas and I feel this is only going to get worse when more properties are built. People have no chance but to double park on occasions now and it will get worse
- more slopes on pavements so mobility users can get around
- Dulnan Close, Bungalows 2-4 & 6 - Steelrailings around these need to be removed to allow a footpath up this side of Dulnan Close, current situation is very dangerous
- Block off alleyways to Morrison Close to stop vandals
- Cars racing past school, road is very tight especially if bus coming the other way
- people crossing the road and emptying their rubbish in old people bins bungalows
- Hedges at junction of Gairn Close and Tay Road need cutting
- Certain areas are not safe to cross can't see what's coming along Tay Road both ways when trying to cross Spey Road. Pedestrians have not been thought about in the regeneration at all.
- Osborne Road leading to Arbroath Road is not a through road and bollards have been installed. Motorcycles still travel at high speed to access Lyon Square. Also parents are forever parking in residents spaces at school drop off and pick up times making it hard for residents to park
- Plants at top of Dulnan as you have to pull out onto Deveron restricts view and will be worse in bad weather
- The complete banning of motorbikes / scooters using the pedestrian designated areas
- The planting at the top of Dulnan restricts visibility onto Deveron Drive

- lovely plants at junctions long Tay Road but blocks view especially at Dee Road
- The plants on Tay Road need to be kept low as you cannot see traffic along Tay Road coming out of Gairn Close.
- how will it affect buses
- no compelling evidence this will reduce fatalities, no facts or statistics, you can't force changes without their consent. Residents complaining about car driver's speed is not a valid reason to lower the speed limit. Speed humps damage tracking and suspension.
- speeding mopeds around estate after 10pm
- Please ensure humps are placed at drop kerbs
- They were going to put bollards or something outside our house as somebody has already crashed into fence which Wilmot said they would repair, but I haven't heard anything since which was months ago. However we are very pleased with the work so far.
- A speed camera is required on Dee Road as cars fly down the hill and it is difficult getting out of Spey Road and Tay Road
- As a disabled person (Blind) I very much welcome these traffic calming measures
- We have noticed that there are some road legal quad bikes in the area which do speed around the estate and also overtake cars along Tay Road. Hopefully the new measures will help.
- Road surface poor in Brockely Close and parking around roundabout needs to be looked at
- The bollards between Deveron Drive and Tay Road in order to stop it become a rat run are a great idea. However the gap between them is perfect for Quadbikes and Mopeds to get through. Perhaps an additional bollard or chains between
- Would like to see Zebra Crossings in places for example outside school, oak tree house and the shops
- Bus Stop in Norcot Road. When you walk down from the bus stop to Edar Millwood Close the footpath is so overgrown you have to walk on the road
- Motorbikes go down path next to 12 Orkney Terrace
- Zebra Crossings needed
- The whole area of the estate has been changed, children and pedestrians now walk along roadways. On footpath many of the places they have to cross the road do not have a clear line of sight, for oncoming traffic.
- Well know young driver been fined a few times for speeding but nothing has been done
- Large vans parking at entrance of Gairn close make entering and exiting tight and a risk with children who run around due to reduced visibility and space
- mini roundabout on the edge of the estate at Water road, Dee road is extremely dangerous and is a serious accident waiting to happen. There are many problems with the layout at present, many drivers doing over 60mph and ignoring the mini roundabout.
- keep branches cut along Tay road, yellow double lines needed on corner of Tay road at old roundabout.
- Cameras to stop drug dealing going on
- The complete banning of motorbikes / scooters using the pedestrian designated areas
- Osbourne road is now becoming a race track, motorists using it to avoid traffic lights at bottom of Groveland's Road, to get on the Oxford Road

- Use of Quad Bikes within development, parking with people blocking road by emergency bollard next to osprey house
- Parking on the bend as you enter and leave Strathy Close
- There should be a proper crossing on Spey Road, perhaps from Oak Tree House to Lyon Square.
- People have been pacing on the bend at the end of Tay Road, which is ridiculous as it's already a tight bend. With those people pacing there you're view is completely obstructed. Accidents are bound to happen
- There are many Teenage boys who drive their bikes recklessly at both day and night, doing dangerous act continuously. Like wheelie on Tay Road
- Dulnan Close speed bump halfway down to stop speeding in and out it is like a race track
- Quad bike drivers racing along Deveron Drive
- zebra crossings for children and elderly
- No proposals included for section of Tay Road from site of old roundabout past Test Close and Iona Avenue. Some traffic from new houses and flats regularly exceed speed limits going along this section of Tay Road. Accident waiting to happen. Also needs more yellow lines at weekends , traffic parked on pavements along Tay Road forcing wheelchairs, pushchairs and children in to the road of speeding traffic.
- speed bumps cushions are not required. A waste of council money and I would not have moved here knowing that speed bumps would be introduced as they are a nuisance
- Even if a 20mph speed limit was introduced I'm sure it would not deter the groups of youths using the road to race quads or mopeds up and down the new flat tarmacked area. Please resurface the rest of Deveron Drive
- I would like to push thru with your plans to add more humps or calming measures in Deveron Drive for the safety of playing children that are playing on the road.
- The former RBT (Tay Road) - Drainage of road surface on bend after rain, it sits there, I had an accident on this bend 29/12/12 due to freezing conditions. Several other vehicles had accidents that day - Road humps needed on both approaches to this bend as well as measures to stop parking on bend.
- Young and old go around speed humps and do not slow up, young kids 12+ on motor scooters speeding up and down Tay and Spey, speed humps are not good enough we need something heavier.
- No Road safety issues, but it will be great to allocated parking along Spey Road



Final position of features to be agreed on site by Highways Inspector prior to commencing works



**WILLMOTT DIXON HOUSING**

REVIEWED

PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C

DATE

TITLE  
Traffic Regulations Works Plan  
Deveron Drive  
Dee Park  
Reading

DRAWING NUMBER

12-1108-TRO-DEVERON-201 Rev P01

CLIENT



**WILLMOTT DIXON HOUSING**

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Rev	Drawn	Check	Comments	Date
P01	NJ	TST	Initial issue	25/06/14

DATE  
05/06/2014

DESIGNED BY  
TST

SCALE  
1:1250 @ A4

STATUS

**FOR INFORMATION**

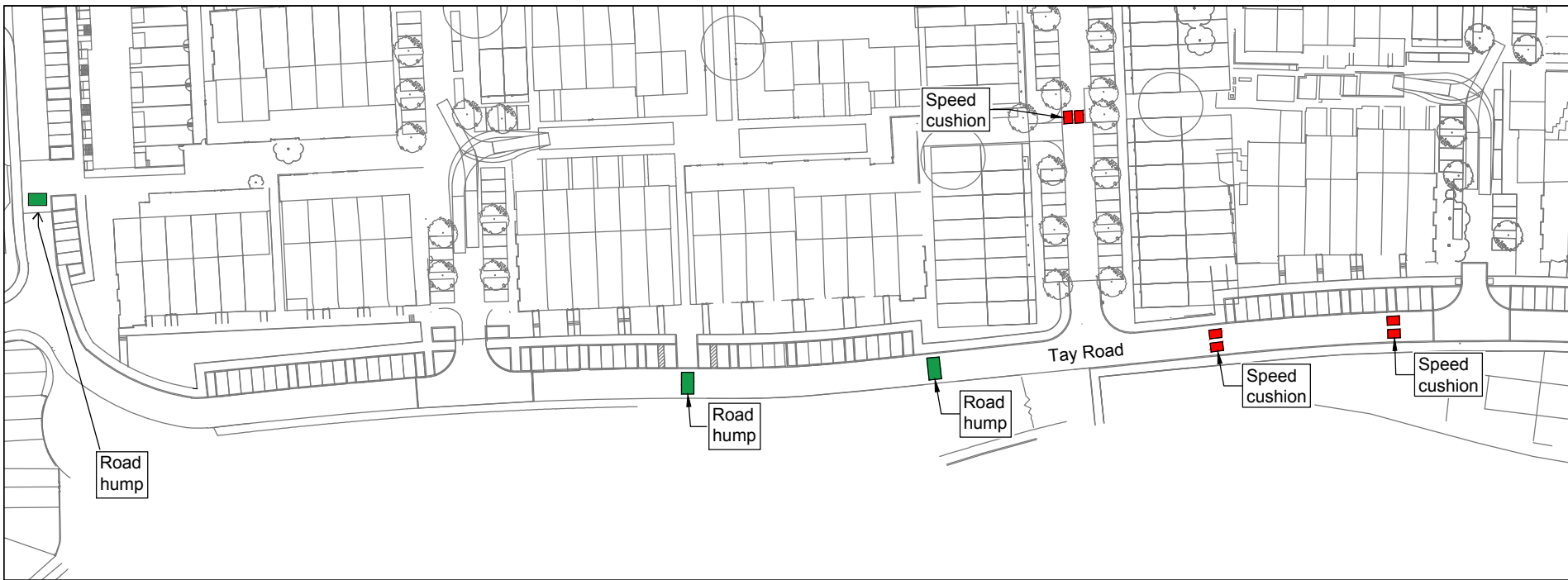


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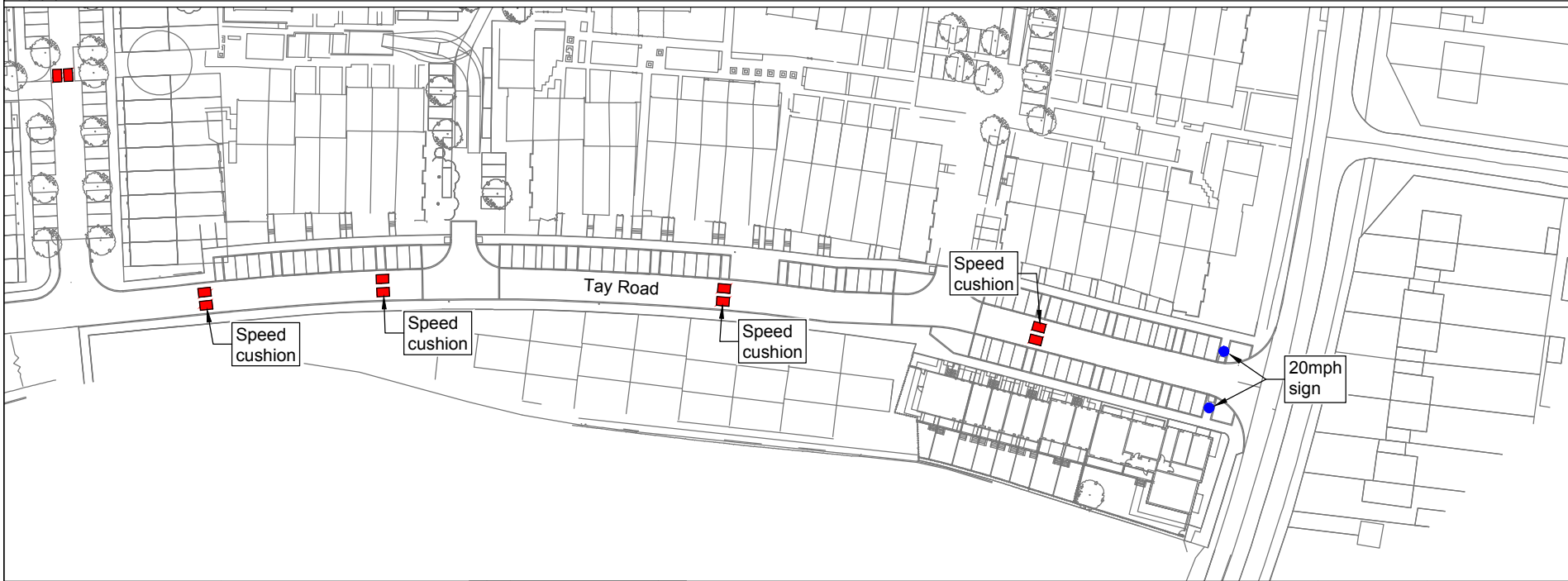
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Final position of features to be agreed on site by Highways inspector prior to commencing works



<b>WILLMOTT DIXON HOUSING</b>	
REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	

TITLE  
Traffic Regulations Works Plan  
Tay Road  
Dee Park  
Reading

DRAWING NUMBER  
12-1108-TRO-SPEY-203 Rev P01



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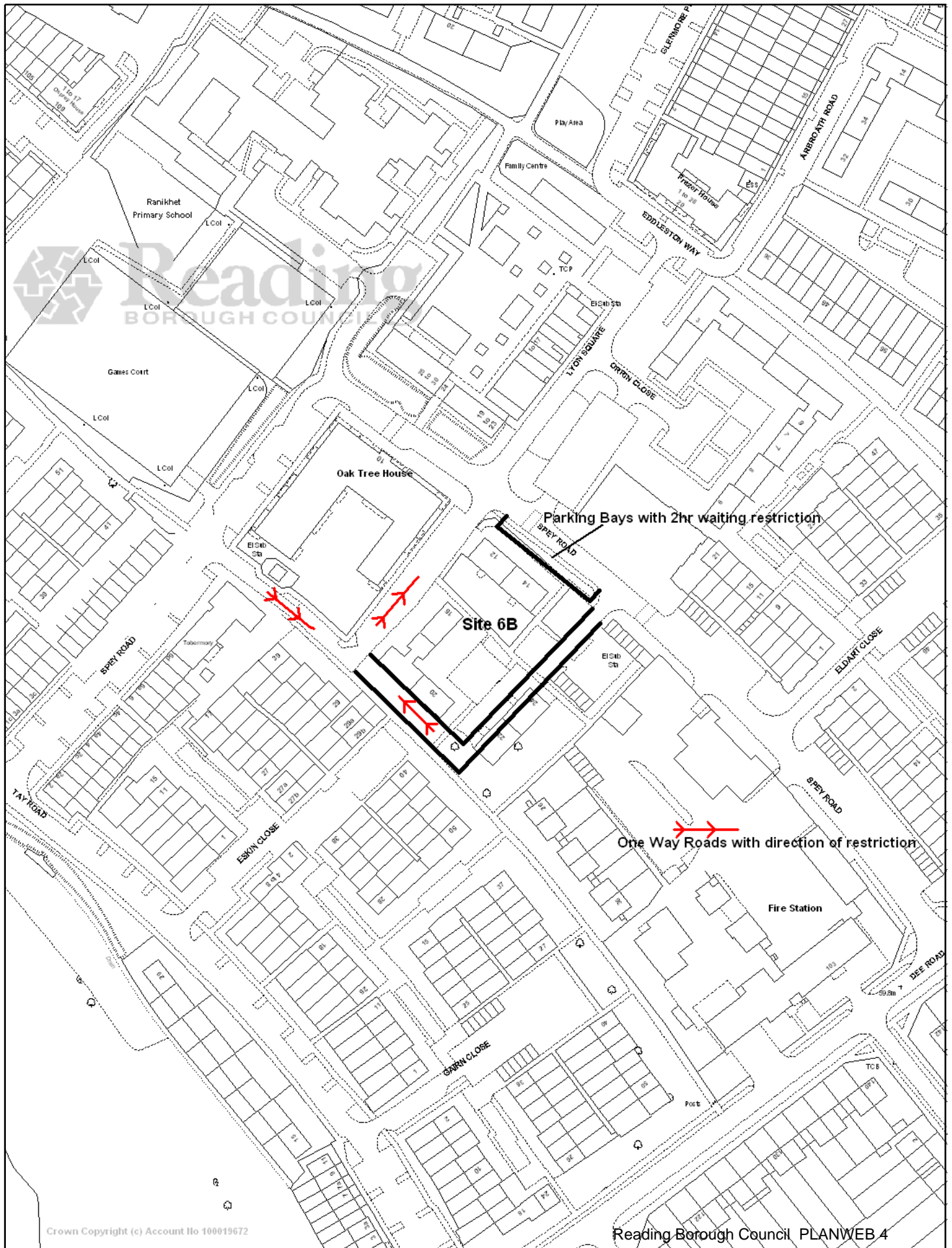
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P01	NJ	TST	Initial issue	25/06/14

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05/06/2014  
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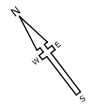
Reading Borough Council PLANWEB 4

**Dee Park - Parking Bays and One Way Streets Plan No Dee Park/SK2/CS**

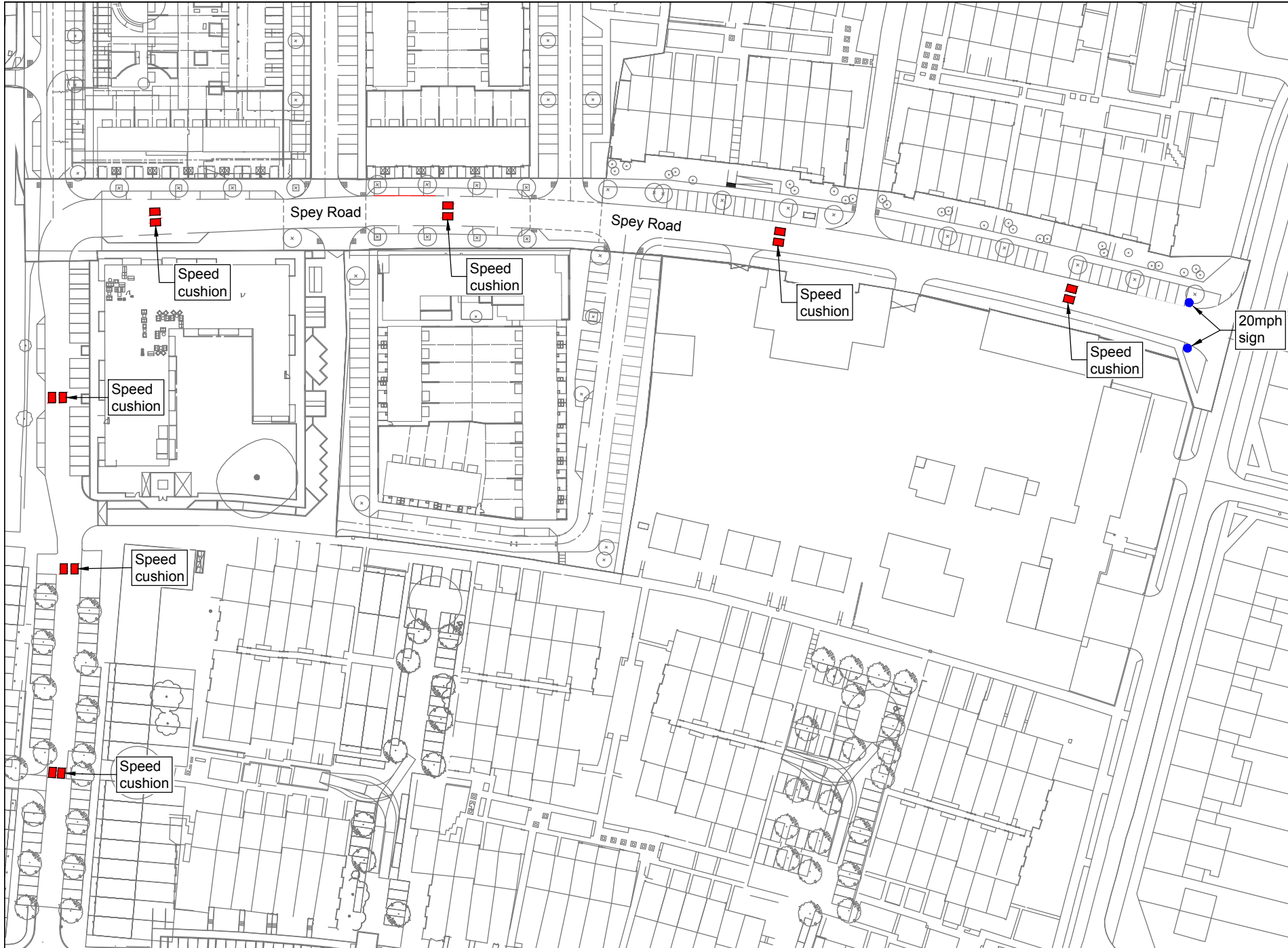
Date 15/8/2014

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Final position of features to be agreed on site by Highways inspector prior to commencing works



REVIEWED	
PRELIMINARY	STATUS
FOR COMMENT	A
FOR CONSTRUCTION	B
SIGNED	C
DATE	

TITLE  
Traffic Regulations Works Plan  
Spey Road  
Dee Park  
Reading

DRAWING NUMBER  
12-1108-TRO-TAY-202 Rev P01

CLIENT

**WILLMOTT DIXON  
HOUSING**

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P01	NJ	TST	Initial issue	25/06/14

DATE  
05/06/2014

DESIGNED BY  
TST

SCALE  
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STATUS

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**READING BOROUGH COUNCIL  
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES**

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 SEPTEMBER 2014</b>	<b>AGENDA ITEM:</b>	<b>11</b>
<b>TITLE:</b>	<b>CIVIC OFFICES ACCESS ROAD AND ASSOCIATED PARKING BAYS - APPROVAL TO ADVERTISE A FORMAL PARKING SCHEME.</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>ABBEY</b>
<b>LEAD OFFICERS:</b>	<b>SIMON BEASLEY</b>	<b>TEL:</b>	<b>0118 937 2228</b>
<b>JOB TITLES:</b>	<b>NETWORK MANAGER</b>	<b>E-MAIL:</b>	<b><u><a href="mailto:simon.beasley@reading.gov.uk">simon.beasley@reading.gov.uk</a></u></b>

**1. EXECUTIVE SUMMARY**

- 1.1 To seek approval to carry out statutory consultation and implementation, subject to no objections being received, on a managed parking scheme for the access road and parking bays at the new council civic offices.
- 1.2 Appendix 1 - drawing showing access road and parking bays associated with the new civic centre

**2. RECOMMENDED ACTION**

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 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 a managed parking scheme for the access road and parking bays associated to the council new office in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

- 2.4 That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.5 That the Head of Transport, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.
- 2.6 That no public enquiry be held into the proposals.

### 3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

### 4. THE PROPOSAL

- 4.1 As a part of the move to the new Civic Offices there is a need to consider formal waiting restrictions on the access road and associated parking bays to the new office.
- 4.2 Simmonds Street which forms part of the access road to the new Civic Offices already has some double yellow line provision on one side of the road mainly to deter parking from junctions. Discussion with the land manager of Simmonds Street indicates a desire for a formal parking scheme that will benefit the area. To be consistent with other on-street parking within the town centre consideration is being given to on-street pay & display. This makes better use of the parking space available to the benefit of town centre shoppers, disabled drivers, residents and casual visitors to the new Civic Centre.
- 4.3 At the end of Simmonds Street there are parking bays within land associated with the new Civic Offices. These parking bays will need to be formally managed to cater for various needs of the new building operation (e.g. access to the community car share scheme and nursery drop-off).
- 4.4 Although the access road is not part of the public highway it is treated as such due to the number of properties that require access from it. With agreement of the land owners formal waiting restrictions can be applied and there are a few cases in Reading where this already happens (e.g. the road network around the current Civic Centre and Reading Railway Station).
- 4.5 The Sub-committee is asked to agree to further consultation with the land owner, the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors to agree to a formal parking scheme. The Head of Legal and Democratic Services then be authorised to carry out statutory consultation and advertise a formal parking scheme for the access road and parking bays associated to the council new office.

### 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **7. LEGAL IMPLICATIONS**

7.1 Any proposals for waiting restrictions are advertised under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 as required.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

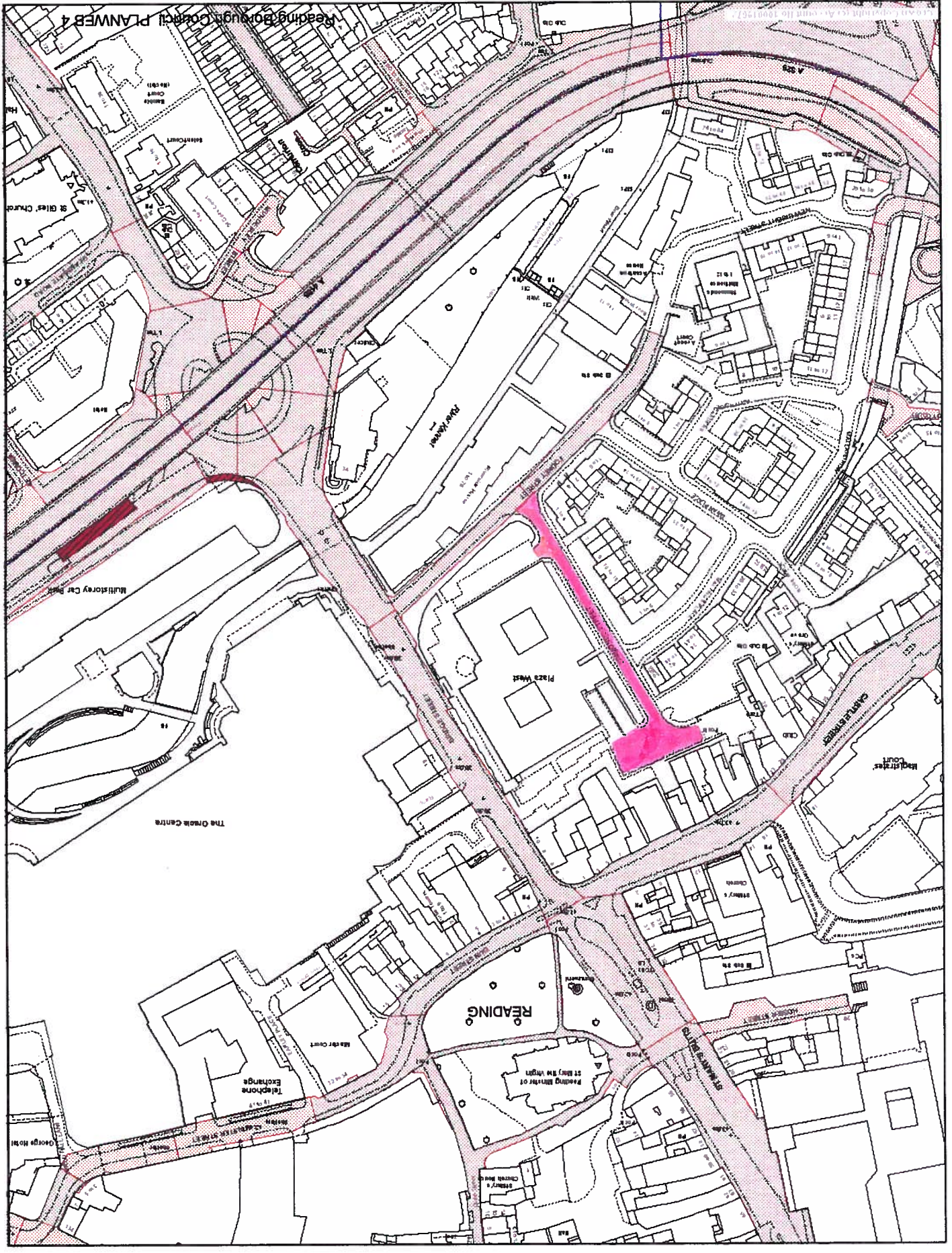
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

## **9. FINANCIAL IMPLICATIONS**

9.1 It is expected that the cost of a managed parking scheme will be shared between the land owners.

## **10. BACKGROUND PAPERS**

10.1 None



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 SEPTEMBER 2014	AGENDA ITEM:	12
TITLE:	OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	ALL WARDS (EXCEPT BATTLE AND TILEHURST )
LEAD OFFICER:	ANDREW STURGEON JIM CHEN	TEL:	0118 937 2101 0118 937 2198
JOB TITLE:	ASSISTANT ENGINEER NETWORK MANAGEMENT TECHNICAN	E-MAIL:	Andrew.sturgeon@reading.gov.uk <a href="mailto:Jim.Chen@reading.gov.uk">Jim.Chen@reading.gov.uk</a>

1. EXECUTIVE SUMMARY

- 1.1 To note the objections received to Traffic Regulation Orders that have been advertised since the Traffic Management Sub Committee in June 2014.
- 1.2 Members must agree on either to implement the proposed schemes as advertised or not to proceed with implementation.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That objections and comments of support for the schemes, noted in the Appendices are considered with an appropriate recommendation to either implement or reject the proposals.



2.3 That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Orders and no public inquiry be held into the proposals.

2.4 That the objectors be informed of the decisions of the Sub-Committee accordingly.

### 3. POLICY CONTEXT

3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.

3.2 To make travel more secure, safe and comfortable for all users of the public highway.

### 4. BACKGROUND

#### 4.1 *20mph Eastern Area (Phase Two)*

4.1.1 Following on from workshops and consultation held with residents within the University/Hospital and Eastern Area studies, statutory consultation on a 20mph zone has been carried out. The areas shown are in Appendix 1.

4.1.2 No comments of support or objection have been received in relation to the 20mph Eastern Area (Phase Two) advert; however support for a 20mph limit in some of the roads within this second area was expressed within the advert during the first phase of consultation in June 2014.

#### 4.2 *Waiting Restriction Review (Order A) 2014*

4.2.1 Following ward councillor discussions, statutory consultation was carried out on a number of changes to waiting restrictions during August 2014.

4.2.2 Objections to the scheme along with officer recommendations are shown in Appendix 2

### 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

### 6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Informal workshop consultations and leaflet drops have been carried out with residents prior to the statutory consultation, for all the schemes with the exception of Pay & Display within the Town Centre.

## **7. LEGAL IMPLICATIONS**

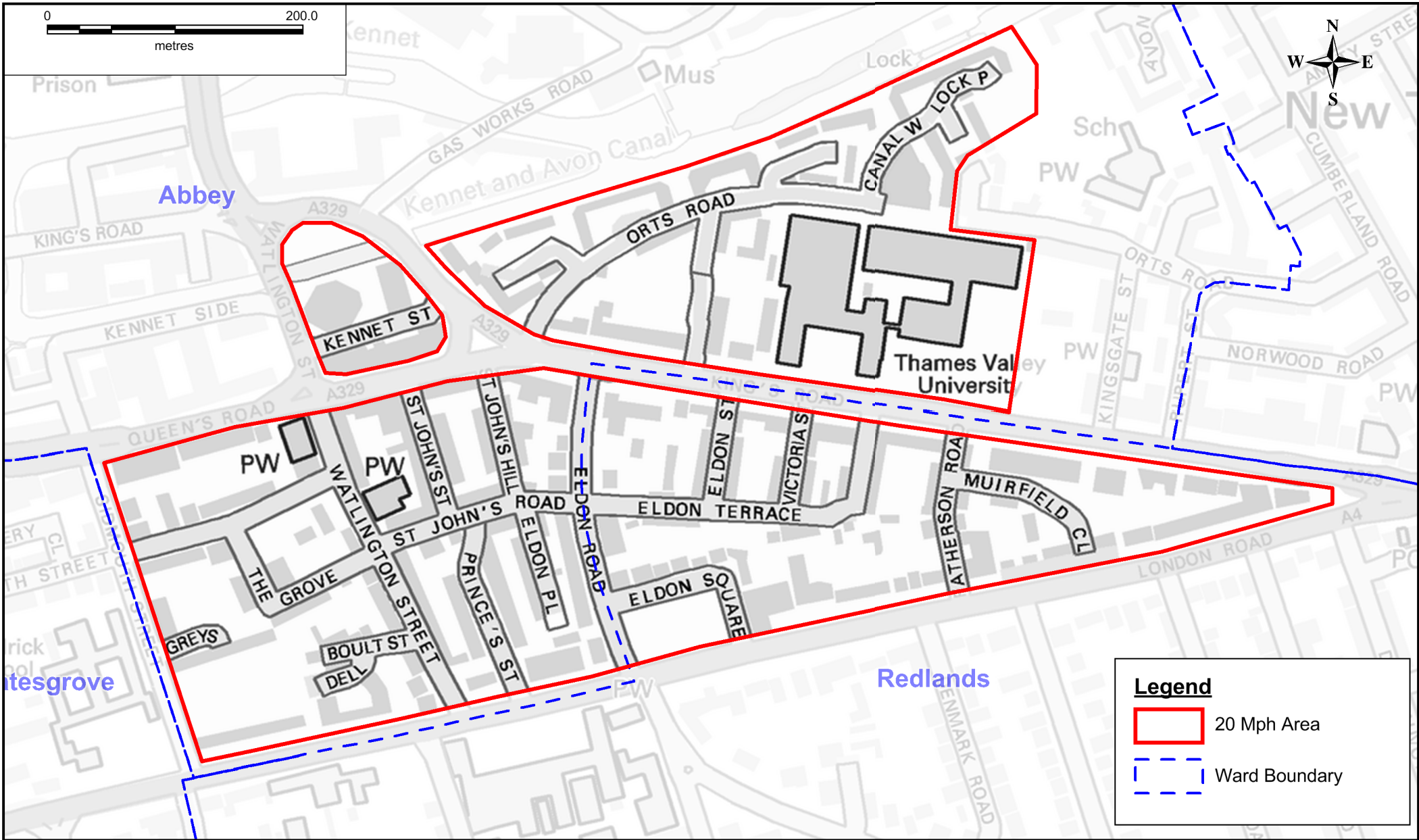
- 7.1 Statutory consultation was carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **8. FINANCIAL IMPLICATIONS**

- 8.1 Costs of scheme implementation will be funded through existing transport and parking budgets.

## **9. BACKGROUND PAPERS**

- 9.1 For Waiting Restriction Review Programme 13<sup>th</sup> March 2014, 25<sup>th</sup> June 2014
- 9.2 For 20mph Zone Traffic Management Sub-Committee report 16<sup>th</sup> January 2014. 25<sup>th</sup> June 2014



**20 Mph Eastern Area - Phase 2**

Plan 1 of 2

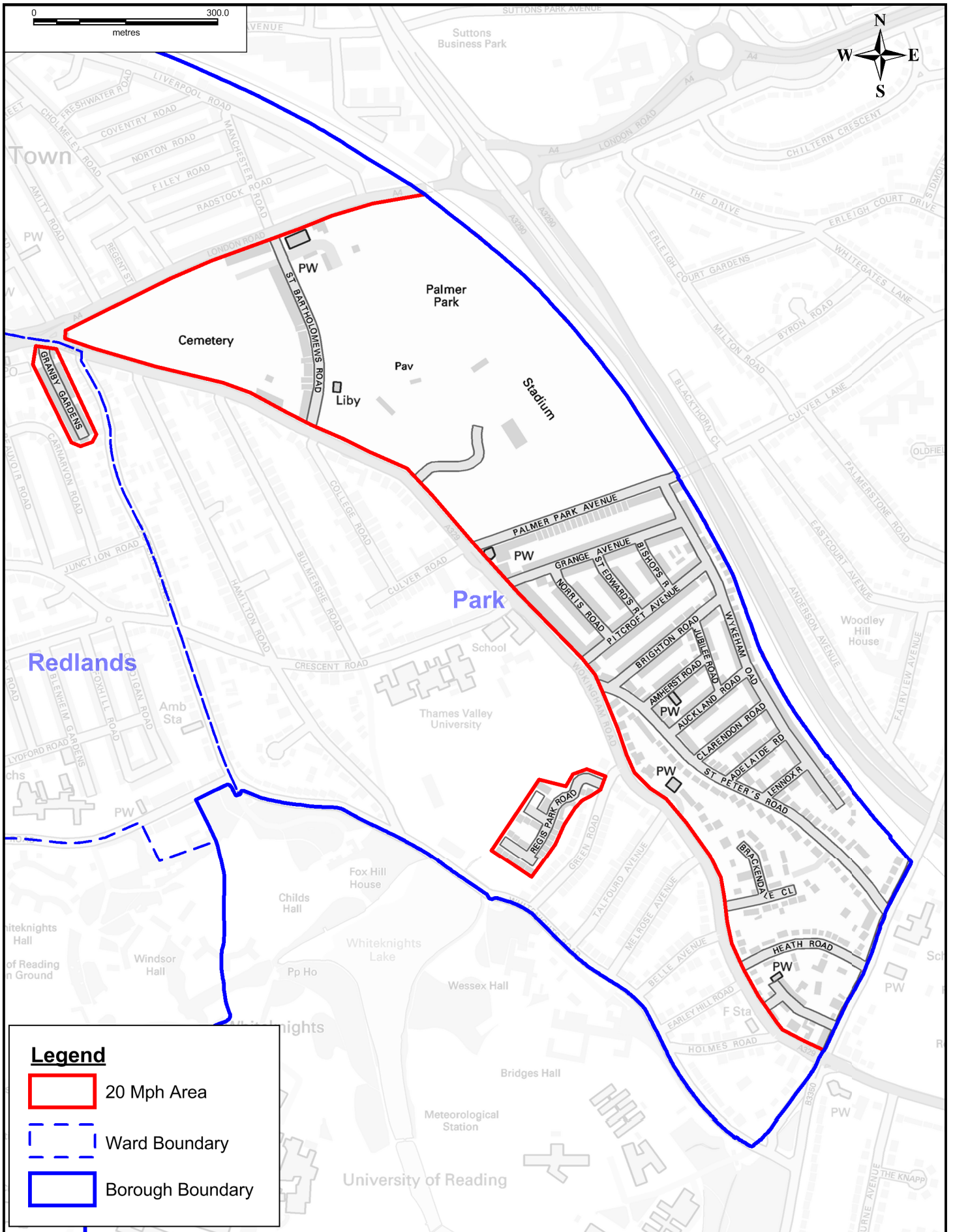
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Produced by GIS & Mapping Services

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**Legend**

- 20 Mph Area
- Ward Boundary
- Borough Boundary

WAITING RESTRICTION REVIEW 2014A - OBJECTIONS TO TRAFFIC REGULATION ORDER

APPENDIX 2 - Summary of letters of support and objections received to Traffic Regulation Order

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p><b>AB4-Queens Road</b></p> <p>1) Objection, Queens Road Business</p>	<p>1) The proposed taxi rank will be in front of two properties only; namely Grosvenor Casinos and No. 3 Queens Road, an office building.</p> <p>Our objections are:</p> <ul style="list-style-type: none"> <li>-Late night nuisance, littering, urination and general anti-social behaviour.</li> <li>-This area does not have the policing resource that the Town Centre benefits.</li> <li>-There is a significant pinch point on this slip road, leading to possible road blockage with numerous taxis subsequently blocking London Road.</li> <li>-The proposed taxi rank will attract day time parking. The current waiting and loading restriction demonstrate the slip road was designed to be kept clear. The proposal could greatly impair the safety and effective movement of vehicles along this slip road.</li> </ul>	<p>This area is covered by CCTV and can easily be monitored should anti-social behaviour occur.</p> <p>The existing waiting and loading restrictions will apply outside the proposed taxi rank hours. The operational hours for the taxi rank are between 11pm-5pm when there is very little traffic movement and is unlikely to cause disruptions or effect road safety.</p> <p><b>It is therefore recommended to implement the restriction as advertised</b></p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p><b>KE6A_NO - Norcot Road Resident Parking</b></p> <p>1) Comments from resident</p>	<p>1) Permit parking is good for residents but question how this will be enforced. Trees/hedges need to be cut back to allow parking at the back of the pavement area.</p>	<p>The proposed Resident Parking scheme will greatly benefit residents with no off-street parking on the north side of Norcot Road.</p> <p>Maintenance work will take place to ensure parking facilities are of the required standard prior to the implementation of Resident parking scheme.</p> <p><b>It is therefore recommended to implement the restriction as advertised</b></p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>KE5_TI Notcot Road No.115-127</p> <p>1) Support, Norcot Road resident</p> <p>2) Objection, Norcot Road resident</p>	<p>1) We consistently have vehicles parking, obstructing our drive, not allowing us to arrive home and park up, or leave the drive at all. We fully endorse the parking restriction that are proposed and hope they are implemented soon.</p> <p>2) our objections are based on the following grounds:  - The restriction will have a considerable negative impact on residents on both sides of Norcot Road  - The restriction will result in vehicles parking east of No.127 Norcot Road on the bend and impact on traffic flow in both directions on this busy bus route.  - The current parking layout works without problems for the majority of residents</p>	<p>The council has received a number of reports from residents regarding inconsiderate parking close to private access.</p> <p>The proposed waiting restriction is for a section of “no waiting at any time” on the north side of Norcot Road where majority of properties have off-street parking.</p> <p><b>It is therefore recommended to implement the restriction as advertised.</b></p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>MI7-Harrow Court</p> <p>1) Objection, Harrow Court resident</p>	<p>1) We own a strip of land adjacent to the access road where waiting restriction is being proposed and believe we have the right to park on the access road. Residents are aware parking on this stretch of the access road could cause problems for refuse collection and have agreed not to park there on collection days.</p>	<p>The narrow strip of land refers to will be defined by a road marking before the waiting restrictions are introduced.</p> <p>The access road also allows delivery vehicles to reach a small number of other properties.</p> <p><b>It is therefore recommended to implement the restriction as advertised.</b></p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p data-bbox="174 268 315 371"><b>MI1 - Tazewell Court</b></p> <p data-bbox="174 416 378 632">1) Comments, Resident and Secretary of Caroline Ct Maintence Ltd</p> <p data-bbox="174 676 378 782">2) Comments, Resident of Tazewell Ct</p>	<p data-bbox="510 416 1330 596">1) Waiting restriction should include the turning area on the southern side and alongside No.9 Tazewell Court on the east side. A part-time waiting restriction during the normal working hours on weekdays may be effective whilst alienating residents less.</p> <p data-bbox="510 676 1346 935">2) The total parking ban may cause problems with some residents who park on this part of the road. I also feel waiting restriction should be introduced on the southern side at the turning head to allow refuse vehicle to turn easily. The service road which runs north to south should benefit from a 2 hours limited waiting bay to stop all day commuter parking.</p>	<p data-bbox="1482 416 1973 671">Residents are in support of the proposed waiting restriction in Tazewell Court but would like additional restrictions around the southern turning head and along the north/south stretch alongside No.9 Tazewell Court.</p> <p data-bbox="1482 716 2000 1010"><b>It is therefore recommended to implement the restriction as advertised and further review the southern turning head and the stretch along the side of No. 9 Tazewell Court in the next waiting restriction review programme.</b></p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>PA - College Road &amp; Culver Road</p> <p>1) Supports, Resident of College Rd &amp; Culver Rd</p> <p>2) Comments Resident of College Road</p> <p>3) Comments Resident of College Road</p> <p>4) Objection, Resident of College Road</p> <p>5) Objection, Resident of Culver Road</p> <p>6) Objection, Resident of Culver Road</p> <p>7) Objection, Resident of Culver Road</p> <p>8) Objection, Unknown</p>	<p>1) A total of 29 no. households wrote in to support the proposed Resident Parking Scheme.</p> <p>2) No objection to the proposed Resident Parking Scheme, but suggest a restriction between 8am-10pm would be sufficient</p> <p>3) The parking scheme will be detrimental to residents and their visitor's freedom to park. The proposed HMO's application should be rejected.</p> <p>4) Non-resident parking is not a problem in College Road. The proposal will reduce the amount of parking spaces by 20% (taking into account of parking in front of driveways.</p> <p>5) I don't feel that the restriction will benefit the residents as the vast majority of the cars parked here belong to residents.</p> <p>6) Non-resident parking is not a big issue. Welcome the removal of existing DYL but not RP.</p> <p>7) There is no lack of parking spaces (photos provided) either during the week days or weekends, and never failed to find a space to park. The scheme would cost and restrict resident to 2 permits per household. Would prefer RP during the day but unrestricted in the evening between 8pm-8am.</p> <p>8) Limiting maximum number of 2 permits per household would harm the local area and make parking more difficult.</p>	<p>Residents of College Road and Culver Road have long campaigned for a resident parking scheme to be introduced.</p> <p>The current consultation exercise of a 8am-8pm (from the previous 10am-4pm) shared use Resident Parking scheme is in response to the comments made by residents and businesses in the previous consultation carried out in May 2014.</p> <p>There is a high level of support to the Resident Parking Scheme from the majority of residents.</p> <p><b>It is therefore recommended to implement the restriction as advertised</b></p>



9) Objection, Unknown	9) I live in a house with multiple cars and the maximum of 2 permits wouldn't work for us.	
10) Objection, Unknown	10) I live in a home of multiple occupancy with 6 others and hence the resident permit scheme does not work for us.	

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
PA2 -Heath Road  1) Objection, Resident of Heath Road	1) The proposal will not address the current rat running, parking and speeding problem and will is likely to push parking further into Heath Road. Other areas should be consider are: waiting restrictions across driveway and at the bend of the road to create passing bay, regular parking enforcement including verge/footway parking and a solution to cut out rat run.	This proposal does not deal with the wider issue of "rat running" but will move parking away from the junction resulting in it being easier to turn, therefore it is <b>recommended to implement as advertised.</b>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>RE5- Lancaster Close</p> <p>1) Objection, Resident of Lancaster CI</p> <p>2) Objection, Resident of Lancaster CI</p> <p>3) Objection, Resident</p> <p>4) Objection, Resident</p>	<p>1) I feel the proposed restriction is an over reaction to the current problem and limit the use of parking by visitors especially on Saturday. Alternative option should be considered such as: Mon-Fri, 2 hours limited waiting or No waiting Mon-Fri.</p> <p>2) Existing parking issue that occurs in the daytime constitutes a minor inconvenience at most. We need on street parking for our visitors at all time.</p> <p>3) I believe this is not in the best interests of the resident of Lancaster Close. We need on street parking for our visitors and tradesmen. A system similar to Kendrick Road which allows for 2 hours parking would be a better option.</p> <p>4) Don't consider school drop off and pick up from Lancaster Close is a problem, it is currently taking place in a safely manner. Would prefer "no waiting Mon-Fri 10am-3.30pm" or 2 hours limited waiting to deter all day parking.</p>	<p>Although with ample off-street parking, some residents would only accept a weekday waiting restriction.</p> <p>Whitby Drive is currently restricted Mon-Sat 8am-6.30pm and it is important to have a consistent restriction on both roads, as this will allow for better enforcement and to minimise confusion over the waiting restriction.</p> <p>It is therefore recommend the proposal to be removed from the current programme and a revised proposal of No waiting Mon-Fri 8am-6.30pm for both Whitby Drive and Lancaster Close be consulted with the residents in the next waiting restriction review programme, WRR2014B.</p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>TH1 - Peppard Service Road &amp; Newlands Avenue</p> <p>1)Comments, Ridgeway resident</p> <p>2) Support, Peppard Road Resident</p> <p>3) Support, Peppard Road Resident</p> <p>4) Support, Peppard Road Resident</p> <p>5) Support, Peppard Road Resident</p> <p>6) Support, Peppard Road Resident</p> <p>7) Objection, Berrylands Road Resident</p>	<p>1) The proposed waiting restriction will push nuisance parking into Berrylands Road and The Ridgeway.</p> <p>2) I hope the proposed restriction will be brought into force to deter commuter parking on Peppard Road that has caused difficulties for many years.</p> <p>3) I fully support the proposal on Peppard Road. I believe the proposal will help alleviate commuter parking problem which currently occur from 6.30 in the morning till late at night.</p> <p>4) I wish to record my support for the proposal.</p> <p>5) Inconsiderate parking has increased dramatically over the past years and on several occasions my access was blocked, making it impossible to access.</p> <p>6) I agree with the proposed waiting restriction in Peppard Road.</p> <p>7) I feel the proposal will simply move commuter parking to Berrylands Road and The Ridgeway, it does not seem logical to simply move the issue from one place to another. Berrylands Road and The Ridgeway have a much higher housing density than the surrounding roads thus the impact of extra commuter parking will lead to more profound issues that one currently experienced in Peppard Road and Newland Avenue. Waiting restriction should apply to driveways, pedestrian crossing point and</p>	<p>The main concern is the parking issue to be displaced into areas where parking remains unrestricted, ie. Berrylands Road and The Ridgeway.</p> <p>It is therefore recommended to <b>implement the restriction as advertised, and keep Berrylands Road and The Ridgeway area under review for any further restrictions if required.</b></p>

8) Objection, Baltimore Drive Resident	<p>junctions to ensure road safety.</p> <p>8) Whilst this proposal is welcomed, it only shifts the problem to Berrylands Road and The Ridgeway. No consideration has been given to the consequences. It would be more appropriate to have a 1 hour limited waiting outside No. 43/45 Peppard Road and a verge/footway parking ban should also be considered in this part of road.</p>	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>WH2- Chagford Road</p> <p>1) Objection Chagford Road Resident</p>	<p>1) Parking is already very limited and waiting restriction would be detrimental to residents. Parking also has a traffic calming effect in this small cul-de-sac.</p>	<p>Parking has been observed very close to the junction causing visibility issues for those using the side roads. It is important to protect the junctions with no waiting at any time to enhance visibility for all road users.</p> <p>It is therefore recommended to introduce this restriction as advertised</p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p data-bbox="174 194 376 258"><b>WH6-Whitley Wood Lane</b></p> <p data-bbox="174 306 376 370">1) Objection, Resident</p> <p data-bbox="174 491 376 555">2) Objection, Resident</p>	<p data-bbox="517 306 1355 450">1) This waiting restriction will not allow friends, relatives, maintenance vehicles and carers to park. The restriction will become a breach of our rights not to allow us to have visitor parking outside our house.</p> <p data-bbox="517 491 1355 635">2) I strongly believe the introduction of waiting restriction on Whitley Wood Lane will encourage speeding traffic. Parked cars, although a nuisance, slow the traffic down naturally.</p>	<p data-bbox="1487 306 1993 593">This is a relatively short stretch of Whitley Wood Lane but an area that is subject to on-street parking that effects traffic flow and public transport progress. The road is already traffic calmed. There is opportunity to park across the wider area.</p> <p data-bbox="1487 641 1962 737"><b>It is therefore recommended to introduce this restriction as advertised</b></p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p><b>WH8-Whitley Wood Road</b></p> <p>1) Objection, Resident</p> <p>2) Objection, Resident</p> <p>3) Comments, Resident</p>	<p>1) The proposal is over the top and will not help with the current parking issues. We are not too worried about people park outside my house to use the shops but do not welcome the proposed 1 hour limited waiting restriction, especially on Saturday when friends and relative tend to visit. Existing waiting restrictions around the junction of Whitley Wood Road and Northumberland Avenue is not being enforced and is constantly blocked by cars.</p> <p>2) The loss of kerb side parking spaces will penalise residents. Unless parking is provided for shoppers, the changes will only aggravate the situation by moving the problem down the road. The proposal will not help the neighbourhood. So I am firmly against this proposal.</p> <p>3) There are 2 registered blue badge holders in our household. We would urge you to stop short of the waiting restriction at number 201 or include addition 2 disabled bays outside 205.</p>	<p>The majority of the properties along this section of Whitley Wood Road have off-street parking. The proposed waiting restriction will ensure private driveways are not obstructed and allow resident to gain access to their private drive at all time.</p> <p>The proposed 1 hour limited waiting bays will provide a quick turnaround in an area where a very limited number of spaces are available.</p> <p><b>It is therefore recommended to introduce this restriction as advertised.</b></p>

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	11 SEPTEMBER 2014	<b>AGENDA ITEM:</b>	13
<b>TITLE:</b>	HIGHMOOR ROAD / ALBERT ROAD - PETITION FOR A SAFER CROSSROADS - UPDATE		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORTATION & STREETCARE	<b>WARDS:</b>	THAMES
<b>LEAD OFFICER:</b>	SIMON BEASLEY	<b>TEL:</b>	0118 937 2228
<b>JOB TITLE:</b>	NETWORK MANAGER	<b>E-MAIL:</b>	simon.beasley@reading.gov.uk

#### 1. EXECUTIVE SUMMARY

- 1.1 To update the Sub-Committee on the resultant review of the road safety improvement options to reduce accidents and the concern of accidents at the crossroads of Highmoor Road/Albert Road.
- 1.2 Appendix 1 lists the options reviewed with an officer recommendation of the best solution. By closing the west to east movement from Highmoor Road across Albert Road to general traffic the risk of collision is almost completely removed. By creating a short length of 'bus lane' the restriction will allow public transport, emergency service vehicles, cyclists and public services vehicles to use the junction.
- 1.3 The review of this junction forms part of the annual road safety programme. The authority to carry out statutory consultation for waiting and movement restrictions for has already been granted by the Sub-Committee at its meeting of 13<sup>th</sup> March 2014. However, as there is now a specific option being offered the Sub-Committee is asked to approve option 1 as a scheme that can be delivered.

## 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the review of the options (Appendix 1) to improve safety at the junction of Highmoor Road with Albert Road.
- 2.2 That the Sub-Committee approve the officer recommendation to remove general traffic movements across the junction (option 1).
- 2.3 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 the Traffic Regulation Orders associated with the option 1 scheme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.4 The results of the statutory consultation process will be shared with the sub-committee at a future meeting. If no objections are received to the proposal, option 1 will be implemented.
- 2.5 That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.

## 3. POLICY CONTEXT

- 3.1 Under the 1988 Road Traffic Act the highway authority has a duty to take steps to both reduce and prevent collisions on the road network. In addition under the Traffic Management Act 2004 the authority has a duty to maintain and manage the road network and secure the safe and expeditious movement of traffic. Traffic is defined as encompassing all road users including pedestrians.

## 4. CURRENT LAYOUT AND DRIVER BEHAVIOUR

- 4.1 Despite there being a requirement on drivers to STOP at both approaches of Highmoor Road to Albert Road very few do and consequently conflicts have occurred. Both Highmoor Road approaches are signed and lined instructing drivers to STOP in accordance with national legislation. Failure to STOP is regarded as a driving offence which is only enforceable by the police.
- 4.2 There is a central hatch on Albert Road with a narrow right turn provision that was the result of a previous road safety scheme. The previous road safety issues involved right turning accidents from Albert Road into Highmoor Road. Therefore, any change at the



junction has to be mindful of the previous problems that existed albeit a number of years ago.

## **5. SUMMARY OF PETITION AND ISSUES RAISED AT SITE MEETING WITH RESIDENTS**

- 5.1 A petition was received by Traffic Management Sub Committee in January 2014 containing 288 signatures requesting that the cross roads of Highmoor Road with Albert Road is made safer for pedestrians, cyclists and motor vehicles. A meeting was held with residents where a number of views and opinions were shared on what is considered to be wrong with the junction and the measures needed to improve safety. Appendix 1 includes some of the ideas shared at the site meeting, together with officer assessment of the junction.

## **6. RECOMMENDATION**

- 6.1 It is unlikely that we will be able to improve visibility for drivers exiting the West side of Highmoor Road onto Albert Road due to the alignment of Albert Road South of the junction. Whilst other views, opinions and ideas have been put to us evidentially the problem is only the vehicle movement across the junction West to East.
- 6.2 Therefore, there is a very strong argument in closing the West side of Highmoor Road at the junction of Albert Road to general traffic except for public transport and cyclists and also emergency services and other public service vehicles. This potentially is relatively straightforward to deliver and can be supported through civil enforcement rather than relying on Police enforcement. From the perspective of Albert Road, the junction still exists, therefore, additional measures may need to be considered highlighting the presence of the junction through improved signage.

## **7. CONTRIBUTION TO STRATEGIC AIMS**

- 7.1 To promote equality, social inclusion and a safe and healthy environment for all.

## **8. COMMUNITY ENGAGEMENT AND INFORMATION**

- 8.1 Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The list of options has been shared with the lead petitioner and ward members for wider circulation within the community.

## **9. LEGAL IMPLICATIONS**

9.1 Proposals for movement restrictions are advertised under the Road Traffic Regulation Act 1984.

## **10. EQUALITY IMPACT ASSESSMENT**

10.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

## **11. FINANCIAL IMPLICATIONS**

11.1 The annual road safety programme is funded through existing Transport Capital Budgets.

## **12. BACKGROUND PAPERS**

12.1 TM Sub Committee 16<sup>th</sup> January 2014 petition submission. TM Sub Committee 13<sup>th</sup> March 2014 Annual Road Safety Review.

**Albert Road junction with Highmoor Road improvement options reviewed by Reading Borough Council.**

**OPTIONS**

1. **Close the west side of Highmoor Road at the junction with Albert Road** to general traffic allowing access only for public transport. This removes the risk of a collision almost entirely whilst allowing public transport, emergency services and other public services to continue to use the junction. Whilst this will displace traffic onto other roads the largest public service vehicles (such as refuse vehicles) and buses that currently use Highmore Road would be unaffected. This will also improve the junction for pedestrians by removing some of the vehicle movements. Access into Highmoor Road west side is unaffected by this proposal.
  
2. **Remove the central hatch on Albert Road and push the stop line on the west side of Highmoor Road** further into the junction. This has been raised by a couple of residents and also CADRA. Whilst this may slightly improve visibility concern would be that accidents would thereafter increase.
  - a. This is because the previous right turn accidents may return.
  - b. Also this option may increase the number of drivers not fully stopping and spending less time properly looking before crossing the junction.
  
3. **Change the priorities at the junction** making Albert Road stop to Highmoor Road traffic. This option does not change the visibility problem and relies on Albert Road drivers obeying the stop signs and giving way to crossing drivers from Highmoor Road. Whilst this would have an added positive impact on Albert Road traffic speed, residents of Highmoor Road are likely to resist this. Further measures would have to be included such as raising the junction to form a self-enforcing traffic calming feature. Making this change is likely to create new accidents until the well-established movements that currently exist are fully realised by drivers.
  
4. **Re-position the fence line on the South West side** of the junction to improve visibility to the right for drivers exiting Highmoor Road west side. Whilst this may seem an attractive option the fence line and the land that sits behind it is private. In addition, other street furniture (telecommunications cabinet) would also require relocation. Even if the landowner were willing to give up the land, legal processes involved to ensure any future owner does not reclaim the fence line would be lengthy and expensive.

5. **A mini roundabout at the junction** would slow traffic down and highlight the presence of the junction but the visibility on the West side of Highmoor Road would worsen. The give way at a mini roundabout is curved following the shape of the roundabout, hence drivers would be required to give way further back into Highmoor Road than they currently do with the stop line.
6. **Traffic signals** would completely remove all conflicts at the junction, therefore, the restricted visibility would not be an issue. Whilst traffic signals could also include a pedestrian movement, catering for all users at the junction, they are expensive to install and are likely to be unpopular in this location. A very basic fixed time traffic signal control junction could cost in the region of £50,000. A more intelligent traffic signal control junction including pedestrian facilities could cost in the region of £120,000.
7. **Other considerations**
  - (1) Traffic calming measures to slow speed on Albert Road. Whilst this may gain support from residents of the area, it does not solve the main cause of the accidents at the junction which is the restricted visibility exiting from Highmoor Road West side. Although, slowing vehicle speeds on Albert Road is likely to reduce the severity of the accident rather than numbers of accidents occurring.
  - (2) Close Northbound Albert Road at the junction of Highmoor Road except to public transport and other public services, such as the emergency services. This removes the vehicle conflict completely but is not likely to gain support as Albert Road is considered as one of the main residential routes serving Caversham Heights.
  - (3) Removal of vegetation within the area of the junction. Whilst there is some overhanging of vegetation encroaching onto the public highway, it is the visibility looking south that is the main problem. This side of the junction is a fence line and it is not vegetation encroaching onto the highway that is causing visibility problems. There is clearly a case to encourage residents to maintain their hedge lines; the removal of vegetation is unlikely to significantly improve the main safety concern.
  - (4) Inclusion of rumble strips on the western approach of Highmoor Road towards Albert Road to slow drivers. It could be argued that this is a practical low cost method of slowing traffic down as it approaches the junction and making it more likely that drivers will take note of the STOP signs. Rumble strips are not typically used in urban areas as they create noise. The purpose of rumble strips is to alert the driver of a change in the road ahead by the use of vibration to the vehicle. The noise created may vary from vehicle to vehicle but those that live closest to the rumble strip are likely to be affected by noise. Furthermore the perception is

that the majority of drivers are local and already familiar with the junction but failing to STOP and give way as required.

- (5) Close the eastern side of Highmoor Road to West-East traffic in the form of a "build out", thus preventing Highmore Road traffic crossing the junction west to east as well as left and right turns from Albert Road. This option is not likely to solve the main accident issue and concern of the lack of visibility exiting the west side of Highmoor Rd into Albert Road. Whilst it may remove the perception of 'see-through' to some extent it appears that the accidents largely involve local drivers who know the road layout.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 SEPTEMBER 2014	AGENDA ITEM:	14
TITLE:	BI-ANNUAL WAITING RESTRICTION REVIEW - REQUESTS FOR WAITING RESTRICTIONS 2014(B)		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JIM CHEN	TEL:	0118 937 2198
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	<a href="mailto:Jim.chen@reading.gov.uk">Jim.chen@reading.gov.uk</a>

1. EXECUTIVE SUMMARY

- 1.1 To provide members of the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that have been raised by members of the public, community organisations and Councillors, since March 2014.
- 1.2 To recommend that the list of issues raised for the bi-annual review is fully investigated and Ward Members are consulted. Upon completion of the Ward Member consultation, a further report will be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the approved schemes.

APPENDIX 1 - Requests for waiting restrictions review programme 2014(B)

2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That the requests made for waiting restrictions as shown in Appendix 1 be noted and that officers investigate each request and consult on their findings with Ward Members.

2.3 That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

### **3. POLICY CONTEXT**

3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

### **4. THE PROPOSAL**

4.1 It is recommended that the list of issues raised for the Bi-annual review as shown in Appendix 1 is fully investigated and Ward Members are consulted. This part of the waiting restriction review enables Ward Councillors to undertake informal consultations, which ensures any new restrictions have the support of residents and are reflective of what the community have requested, prior to the commencement of statutory consultation. This may mean that requests may be amended or removed if they are not appropriate or have no councillor/resident support. They are then subsequently removed from the list and no further action is taken.

4.2 For requests that are approved to be taken forward to statutory consultation, a further report will be submitted to the Traffic Management Sub Committee, seeking approval to carry out statutory consultation with accompanying drawings of the proposed schemes.

### **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 That persons requesting waiting restrictions be informed that their request will form part of the bi-annual waiting review programme (A or B) and are advised of the timescales of the project.

6.2 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

### **7. LEGAL IMPLICATIONS**

7.1 Any proposals for waiting restrictions are advertised under the Road Traffic Regulation Act 1984 as required.

### **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council has carried out a equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

## **9. FINANCIAL IMPLICATIONS**

9.1 The works will be funded from within existing transport budgets.

## **10. BACKGROUND PAPERS**

10.1 None



## APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2014B

Ward	Street	Requested by	Summary of request
Abbey	Anstey Road	Resident	No waiting at any time to deter parking around the junctions
Abbey	Cardiff Road	Business	A loading bay on the south side of the road
Battle	Barnwood Close	Residents	Parking restriction to regulate parking in front of garages.
Battle	Broughton Close	Business	Part time waiting restriction
Battle	Elm Park	Residents	Extend no waiting at any time from its entrance to Elm Park
Battle	Wilton Road	Ward Councillor	Request to convert one or two parking bays to no waiting at any time to improve road safety at its junction with Kensington Road
Caversham	Westfield Road	Resident	No waiting at any time and/or restrictions to deter footway parking
Caversham	Rufus Isaacs Road	Resident	Extend no waiting at any time from Henley Road to Fairfax Close
Caversham	Montague Street	Resident	Waiting restriction to deter school pick up & Drop off across driveway.
Caversham	Piggots Road	Resident	Request of no waiting at any time extension
Church	Cressingham Road	Resident	Waiting restriction at its junction with Shinfield Road to deter weekend parking

**APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2014B**

Ward	Street	Requested by	Summary of request
Katesgrove/ Redlands	Kendrick Road	Resident	Vehicles are parked close to driveways and provide little visibility for driver pulling out onto Kendrick Road. Request for waiting restrictions to improve safety.
Katesgrove	Boulton Road/ Craddock Road	Business	Parking reviews in the area to deter parking across private access
Katesgrove	London Street	Surgery	Review of doctor's bay.
Kentwood	Queens Way	Residents	Waiting restrictions to deter inconsiderate parking during school pick up & drop off and obstruction to residential properties.
Kentwood	Edenhall Close	Resident	Request for the same part time waiting restriction as the neighbouring streets to deter commuter parking.
Kentwood	Grasmere Avenue	Resident	Waiting restriction to deter commuter parking
Kentwood	Mapledurham View	Resident	Part time waiting restriction to deter commuter parking
Kentwood	Dartington Close	Residents via Ward Councillor	Waiting restrictions to deter school pick up & drop off parking
Minster	Armadale Court	Resident	Footway/verge parking ban
Minster	Edenham Crescent	Resident	No waiting at any time around its junction with Ashley Road to deter parking on footway/verge around the bend
Minster	Holybrook Road	Resident	Waiting restriction to protect private access.
Minster	Temple Place	Residential Management	Vehicles obstructing its main access/junction causing difficulties for refuse vehicle to gain access in and out of site. Request for no waiting at any time around site entrance to deter inconsiderate parking.
Norcot	Brock Gardens	Ward Councillor	Review of existing restriction to provide better access for buses.

**APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2014B**

Ward	Street	Requested by	Summary of request
Norcot/ Southcote	Honey End Lane	Resident	Review existing waiting restriction to deter all day parking
Norcot	Amblecote Road	Residents via MP	No waiting at any time to protect its junctions

Park	Holmes Road	Resident	Request for resident parking scheme to deter university parking
Park	Wokingham Road	Ward Councillor	Review existing 30 minutes limited waiting outside the shops.

Peppard	Eric Avenue	Resident	Waiting restriction to protect its junction with Highdown Hill Road
Peppard	Grove Road	Residents & Ward Councillors	Extend existing waiting restriction near its junction with Evesham Road to improve safety of children crossing Grove Road
Peppard	Grovelands Road	Resident via Ward Councillor	Resident is concerned regarding chaos caused by school pick up and drop off on grass verges and across driveways. Request for a single yellow line in the area.
Peppard	Queensway	Resident	Waiting restrictions to deter school pick up and drop off.
Peppard	Ruskin	Resident	No waiting at any time at its junction with Henley Road

Redlands	Cintra Avenue	Resident	No waiting at any time to deter parking around its junction
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Thames/ Mapledurham	Richmond Road/Albert Road	Resident	No waiting at any time at the junction
Thames	Berrylands Road & The Ridgeway	Ward Councillor	Review waiting restriction to deter all day parking

**APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2014B**

Ward	Street		Summary of request
Tilehurst	Lemart Close	Business	Review of existing waiting restriction at the rear of Norcot Rd/School Road shops.
Tilehurst	Beverley Road/ Westwood Rd	Resident	No waiting at any time to protect the junction
Tilehurst	Corwen Road	Resident via Ward Councillor	No waiting at any time opposite the alleyway to St Michaels Road to improve drivers forward visibility.
Tilehurst/ Kentwood	Armour Road	Resident	Waiting restriction to deter vehicles obstructing private driveway.
Tilehurst/ Kentwood	Norcot Road	Business	Vehicles are constantly causing obstruction to private access. Request to convert existing limited waiting bay and replace with a no waiting at any time restriction.
Tilehurst	New Lane Hill/ The Meadway	Ward Councillor	Waiting restriction at the junction

Whitley	Whitley Wood Road, service road	Resident	Waiting restriction to deter commercial van parking within the service road.
Whitley	Ashby Court	Resident	Waiting restrictions to deter match day parking
Whitley	Bennet Road	Business	Loading and unloading is constantly taking place causing traffic issues. Request of part time loading ban to resolve current issues.
Whitley	Heroes Walk	Resident	Waiting restriction on the corner of Heroes Walk as it is a dangerous junction to park.
Whitley	Manor Farm Road	Resident via Ward Councillor	Waiting restriction to deter lorry parking opposite bus stops, which is causing difficulties for drivers and cyclist to get past.
Whitley	Staverton Road area	Housing (via previous review)	Further investigation required.
Whitley/ Katesgrove	Long Barn Lane	Business	Waiting restriction to deter inconsiderate footway parking.

APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2014B

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	11 SEPTEMBER 2014	<b>AGENDA ITEM:</b>	15
<b>TITLE:</b>	HIGHWAY MAINTENANCE UPDATE		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORTATION AND STREETCARE	<b>WARDS:</b>	BOROUGH WIDE
<b>LEAD OFFICER:</b>	SAM SHEAN	<b>TEL:</b>	0118 937 2138
<b>JOB TITLE:</b>	ASST HIGHWAYS MANAGER	<b>E-MAIL:</b>	sam.shean@reading.gov.uk

#### 1. EXECUTIVE SUMMARY

- 1.1 To note the final position regarding additional pothole repairs.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the final position regarding additional pothole repairs.

#### 3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.

#### 4. BACKGROUND

- 4.1 At its meeting in June 2014 the Sub-Committee noted a report on the current position regarding additional pothole repairs and that a further report be presented to this meeting.

4.2 The additional pothole repair plan commenced on 29<sup>th</sup> July 2013 on a road by road basis as outlined in the previous report and detailed below:

Priority 1 - A class roads

Priority 2 - B class roads

Priority 3 - C class roads

Priority 4 - Bus Routes not on the A, B or C class roads

Priority 5 - Premier/National Cycle Routes not on the A, B or C class roads

Priority 6 - On road cycle routes not on the A, B or C class roads

4.3 The roads included in each category are detailed in Appendix 1.

4.4 At the time of preparing this report 2<sup>nd</sup> September 2014 the position was as follows:

Inspection of the Priority 1 to 6 roads has now been completed. However where roads listed in Appendix 1 receive their scheduled safety inspection any further potholes meeting the criteria for repair under this improvement plan will be recorded and repaired. The table below details the number of potholes identified and repaired in each category during the period 29<sup>th</sup> July 2013 to 31<sup>st</sup> July 2014 when the pothole repair plan came to an end.

PRIORITY	POTHOLES IDENTIFIED	POTHOLES REPAIRED
Priority 1	260	260
Priority 2	22	22
Priority 3	786	786
Priority 4	159	159
Priority 5	222	222
Priority 6	159	159

4.5 There will be a verbal update on the position up until 10<sup>th</sup> September 2014 at the meeting.

4.6 It is recommended that the Sub-Committee note the final position which brings the pothole repair plan to a successful conclusion.

## 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Defects reported by members of public on these routes will be considered for appropriate action.

**7. LEGAL IMPLICATIONS**

7.1 None arising from this report.

**8. FINANCIAL IMPLICATIONS**

8.1 None arising from this report.

**9. BACKGROUND PAPERS**

9.1 LTP document.

9.2 Correspondence from the Department for Transport.

9.3 Traffic Management Advisory Panel reports March 2012, January and March 2013.

9.4 Policy Committee report - 10<sup>th</sup> June 2013.

9.5 Traffic Management Sub-Committee reports 13<sup>th</sup> June, 12<sup>th</sup> September, 5<sup>th</sup> November 2013, 16<sup>th</sup> January, 13<sup>th</sup> March 2014 and 25<sup>th</sup> July 2014.



**READING BOROUGH COUNCIL  
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES**

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 SEPTEMBER 2014</b>	<b>AGENDA ITEM:</b>	<b>16</b>
<b>TITLE:</b>	<b>READING STATION - HIGHWAY WORKS UPDATE</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>ABBAY &amp; BATTLE</b>
<b>LEAD OFFICER:</b>	<b>CRIS BUTLER</b>	<b>TEL:</b>	<b>0118 937 2068</b>
<b>JOB TITLE:</b>	<b>ASSISTANT NETWORK MANAGER</b>	<b>E-MAIL:</b>	<b>Cris.butler@reading.gov.uk</b>

## **1. EXECUTIVE SUMMARY**

- 1.1 As previously reported to the Traffic Management Advisory Panel (the predecessor to this Sub-Committee), in April 2011 Reading Borough Council completed the Central Area Highway Works which facilitates the redevelopment of Reading Station and provides enhanced public transport interchange facilities around the Town Centre.
- 1.2 This report provides a progress update on the Reading Station Redevelopment Project and the associated highway works.
- 1.3 The report highlights the key programme dates for future works associated with Reading Station.

## **2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee note the report.
- 2.2 That the Sub-Committee acknowledge the delay to the highway improvements at Cow Lane Bridges due to the requirement by the Secretary of State for Transport to hold a Public Inquiry.

## **3. POLICY CONTEXT**

- 3.1 The proposals are in line with current Transport and Planning Policy.

## 4. THE PROPOSAL

### Reading Station - Transport Interchanges

4.1 Cabinet at its meeting on 28<sup>th</sup> November 2011 agreed the recommendations of the Traffic Management Advisory Panel report on the new Reading Station Interchanges and the separate report to award the construction contracts to complete the new public transport interchanges. The contractor has been appointed and has since been working alongside Network Rail in order to deliver the interchanges.

#### 4.2 Northern Interchange:-

The formal opening of the new interchange took place on Monday 8<sup>th</sup> July 2013. This included the opening of all new bus lanes, the majority of taxi ranks, new pedestrian crossings and new street furniture. Use of the area has substantially increased since the interchange was opened to the public and the new facilities have been well received. In particular, users have praised the new controlled crossings on Vastern Road and the convenience of the new bus stops to the nearby north station entrance.

#### 4.3 Cycle Parking on the North

At the end of the overall programme in Autumn 2014, a new cycle parking hub with a minimum of 300 racks is due to be introduced in the area currently used as a site compound on the corner of the multi-storey car park. In the interim, cycle parking for 212 bikes has been introduced to cater for the high demand in this area.

#### 4.4 North public square

Works to create the new north public square were accelerated and completion was achieved on 16<sup>th</sup> July 2014 to coincide with the official opening of Reading Station by the Queen on 17<sup>th</sup> July 2014. The new square played an integral part of the official opening ceremony and fully compliments the new northern entrance and facilities at Reading Station.

#### 4.5 Southwest Interchange:-

The contractor is now beginning to create the new road and footway surfaces which will lead to completion of the new interchange at the end of September/ beginning of October 2014.

#### 4.6 South public square

The contractor continues to progress works in this area to create the new public square. New paving has already been completed outside the Three Guineas Public House and new paving and surface water drainage is also well underway across the majority of the site. Completion is due at the end of September 2014.

## New Viaduct and Cow Lane Bridges

4.7 The remaining works to the west of the Station at Cow Lane include a new elevated railway supported by a viaduct that is located above the northern Cow Lane bridge and a new railway depot facility off Cow Lane/Richfield Avenue. The depot facility is now fully operational and was opened by the Secretary of State for Transport.

### 4.8 Cow Lane Bridges - Compulsory Purchase Order (CPO) and Side Roads Order (SRO)

At the 17<sup>th</sup> February 2014 meeting of the Council's Policy Committee, approval was granted to progress the modified CPO and SRO in order to facilitate improvements to existing highway and where necessary the stopping up of highway adjacent to Cow Lane and Cardiff Road and the closure and reprovision of private means of access.

4.9 The Orders were made by the Council under the provisions of the Highways Act 1980 and were submitted to the Secretary of State for Transport to request their confirmation.

4.10 The 2014 CPO and modifications to the SRO were made on 30 May 2014.

4.11 There was a statutory period in June and early July 2014 for any objections to the CPO and the SRO modifications running until 3<sup>rd</sup> July 2014 and 18<sup>th</sup> July 2014 respectively. Any objections are made by notice to the Secretary of State for Transport.

4.12 At the end of the consultation process, objections have been received by some of the affected landowners and in accordance with the CPO and SRO procedures, the Secretary of State for Transport has confirmed it will be necessary to hold a Public Inquiry. This has therefore delayed the construction programme for the Cow Lane Highway works by approximately 12 months.

4.13 At the time of writing this report (August 2014), the Inquiry is proposed to take place early next year, with a decision from the Inquiry Inspector potentially expected at the end of June 2015. Subject to the outcome of the Inquiry and no High Court Challenges being made (6 weeks from publication of notice of decision), construction of the highway works could commence in late summer 2015.

4.14 Negotiations with the objectors continue and there remains a possibility that if the proposed agreements are approved and the objections are withdrawn, the Public Inquiry will no longer be required.

4.15 Members of the Sub-Committee are asked to note the contents of this report and acknowledge the delay to the highway improvements at Cow Lane Bridges due to the requirement by the Secretary of State for Transport to hold a Public Inquiry.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 Statutory consultation was carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Local exhibitions have been completed alongside Network Rail throughout the works.  
CPO and SRO procedures in accordance with the Highways Act 1980.

## **7. LEGAL IMPLICATIONS**

7.1 None relating to this report.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council has carried out a equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

## **9. FINANCIAL IMPLICATIONS**

9.1 The interchange works are funded by the DfT via the Council's successful Regional Funding Allocation bid with local contributions secured through S106 and other Transport budgets. Works at Cow Lane form part of the Network Rail led Reading Station Redevelopment Project.

## **10. BACKGROUND PAPERS**

10.1 TMAP reports - 10 September 2009, 11 November 2009, 10 June 2010, 4 November 2010, 17 March 2011, June 2011, November 2011, January 2012, March 2012, June 2012, September 2012, November 2012 and January 2013.

- 10.2 Cabinet reports - 11 April 2011, 12 April 2010, 14 April 2009, 1 December 2008, 29 September 2008, 29 October 2007 and 14 February 2005.
- 10.3 Traffic Management Sub-Committee reports - June 2013, September 2013, November 2013, January 2014, March 2014 and June 2014.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 SEPTEMBER 2014	AGENDA ITEM:	17
TITLE:	EAST AREA TRANSPORT STUDY UPDATE		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	REDLANDS, KATESGROVE, PARK & ABBEY
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	<a href="mailto:Cris.butler@reading.gov.uk">Cris.butler@reading.gov.uk</a>

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update Members of the Sub-Committee on progress with the East Area Transport Study.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes this report.

3. POLICY CONTEXT

- 3.1 The proposals are in line with Reading Borough Council's third Local Transport Plan (LTP) and existing traffic management policies and standards.

4. BACKGROUND

- 4.1 The Council, as the Local Highway Authority, is responsible for the provision, improvement and maintenance of transport infrastructure within the Borough. It is also responsible for the management of the highway network, which extends to include road safety and asset management. This requires that the Council be minded of the impacts that the highway and its use has on local communities.

- 4.2 In support of this work the Council has developed a number of area transport studies. These have previously seen the installation of a variety of measures, from dropped kerbs through to larger-scale highway works.
- 4.3 The University & Hospital Area Transport Study was established in 2011 and the Eastern Area Access Study was established in 2012. Progress for both studies is overseen by a Joint Steering Group which is chaired by the Lead Member for Strategic Environment, Planning and Transport; and comprises membership of Abbey, Redlands, Katesgrove and Park Ward Councillors, and representatives from the University of Reading and Royal Berkshire Hospital.

## 5. PROGRESS

- 5.1 Works commenced on the highway improvement scheme along London Road on Monday 10<sup>th</sup> March 2014. Progress to date includes completion of widened and resurfaced footways along London Road between Southampton Street and Watlington Street and a newly resurfaced footway on the south side of London Road between Redlands Road and Alexandra Road. The traffic signal upgrades at London Street/London Road, Crown Street/Southampton Street, London Road/Alexandra Road and Cemetery Junction are nearing completion. Eight new raised junction tables have been introduced along London Road at its junctions with East Street, Watlington Street, Denmark Road, Donnington Road, Blenheim Road, De Beauvoir Road, Granby Gardens and Eastern Avenue.
- 5.2 The highway improvements at Cemetery Junction commenced in May 2014 with the changes to the pedestrian crossings and footway layouts across the junction nearing completion. Resurfacing of the road at Cemetery Junction took place overnight between 26<sup>th</sup> August 2014 and 5<sup>th</sup> September 2014. The introduction of new street furniture and landscaping will take place during September 2014.
- 5.3 The works will continue to be divided into several different phases throughout the contract to reduce impact on the overall road network. Any works requiring lane closures will continue to only take place during the off peak hours. The whole scheme is due for completion at the end of September 2014.
- 5.4 The implementation of advisory cycle lanes on Southampton Street and Silver Street will be progressed separately in the Autumn. The cycle lanes will be achieved by using the existing hatched areas on the highway and therefore highway capacity will not be affected.
- 5.5 Officers have identified a preferred option to install a pedestrian refuge island on Pepper Lane to aid pedestrian access to both the University and Leighton Park School.
- 5.6 The proposed eastern area 20mph speed limit is currently being advertised and any objections are reported to this meeting within a separate report.

## 6. CONTRIBUTION TO STRATEGIC AIMS

- 6.1 To promote equality, social inclusion and a safe and healthy environment for all.
- 6.2 To develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.
- 6.3 To support the Green Travel Plan policies of the University of Reading and the Royal Berkshire Hospital.

## **7. COMMUNITY ENGAGEMENT AND INFORMATION**

- 7.1 Statutory consultation has been undertaken in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.2 Study-wide consultations have been undertaken with residents in November 2011 and May 2012 as part of the University & Hospital Area Transport Study. A public exhibition of the proposed pedestrian and cycle schemes was held in January 2013.
- 7.3 Ongoing engagement with representatives from the University and Hospital is undertaken through the study Working Group and Steering Group meetings.

## **8. LEGAL IMPLICATIONS**

- 8.1 None arising from this report.

## **9. FINANCIAL IMPLICATIONS**

- 9.1 The study is funded by existing Transport budgets, including the Local Sustainable Transport Fund.

## **10. BACKGROUND PAPERS**

- 10.1 University & Hospital Area / Eastern Area Access Study TMAP reports - June 2011, September 2011, June 2012, September 2012, November 2012, March 2013 and June 2013.
- 10.2 East Area Transport Study TMSR Reports - September 2013, November 2013, January 2014, March 2014, and June 2014.



## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 September 2014	AGENDA ITEM:	18
TITLE:	LOCAL SUSTAINABLE TRANSPORT FUND UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	RUTH LEUILLETTE / CHRIS MADDOCKS	TEL:	0118 937 2069 / 0118 937 4950
JOB TITLE:	DEPUTY HEAD OF HIGHWAYS & TRANSPORT / SENIOR TRANSPORT PLANNER	E-MAIL:	<a href="mailto:ruth.leuillette@reading.gov.uk">ruth.leuillette@reading.gov.uk</a> <a href="mailto:chris.maddocks@reading.gov.uk">chris.maddocks@reading.gov.uk</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Sub-Committee on progress with delivery of the Local Sustainable Transport Fund (LSTF) Small Package, for which £4.9m funding was approved by the Department for Transport (DfT) in July 2011 and the LSTF Large Partnership Package, for which £20.692m funding was approved by the DfT in June 2012.
- 1.2 Detailed decisions are mainly delegated to the Steering Group level in consultation with the Lead Member for Strategic Environment, Planning & Transport. The Steering Group comprises corporate and transport officers and representatives from the Public Health team and the Local Enterprise Partnership (LEP). This report includes records of recent decisions made by the Steering Group for the Sub-Committee to note.
- 1.3 This report provides an update on each of the five delivery themes of the LSTF programme, with particular focus on projects that have reached milestones within the last three months.

#### 2. RECOMMENDED ACTION

The Sub-Committee is asked to note:

- 2.1 The progress made on the Local Sustainable Transport Fund Projects since the last report and that officers continue to deliver this programme and report progress to this Sub-Committee.

### 3. POLICY CONTEXT

- 3.1 The LSTF is a £560m fund made available by the DfT with the aim of implementing local sustainable transport measures that will deliver lasting benefits to support the local economy and reduce carbon.
- 3.2 Reading successfully secured £4.9m funding in July 2011 for a LSTF Small Project to deliver a package of transport investment measures which are complementary to those already being progressed through the core Local Transport Plan (LTP) implementation programme. The package is also complementary to key planning documents including the Core Strategy, Reading Central Area Action Plan and Reading Station Area Framework.
- 3.3 In partnership with Wokingham Borough Council, West Berkshire Council, the Thames Valley Local Enterprise Partnership (LEP) and the NHS Berkshire West Primary Care Trust (public health function now located within the Local Authority), Reading secured a further £20.692m for an LSTF Large Project in June 2012 to deliver a package of transport investment measures to benefit the wider urban area.
- 3.4 In addition, the DfT announced in July 2014 that Reading Borough Council has been awarded £996k LSTF revenue funding for 2015/16. The project proposal includes a range of sustainable transport initiatives focused on neighbourhood-based active travel interventions and developing more interactive online resources. A future report is intended to be taken to Policy Committee seeking appropriate spend approval.

### 4. PROGRAMME PROGRESS

- 4.1 The five delivery themes of the complete LSTF Package are Personalised Travel Planning; Fares, Ticketing and Information; Cycle Hire; Active Travel; and Park and Ride/Rail. Over 25 projects have been identified within these themes, as set out in the bid and since further developed. Substantial progress has been made on many of these projects to date and others are reaching significant milestones shortly. A summary of progress by delivery theme is outlined below.
- 4.2 **Personal Travel Planning:** The Travel Advisors have continued to provide sustainable travel advice to companies around Reading, including at Thames Valley Park and within the town centre.
- 4.3 **Fares, Ticketing and Information:** Installation of the Bluetooth journey time monitoring system is nearing completion and data validation is currently being undertaken to produce live journey times for all key corridors of the urban area. When validated the journey times will be published on the roadside variable message signs and the Travel Reading Live website as well as being used to improve the Council's ability to manage the road network.
- 4.4 The first phase of the traffic signal upgrades is underway with works commenced at the first site (School Road/Norcot Road junction). Implementation of the remaining 11 junctions has been scheduled throughout the remainder of 2014, and procurement of a contractor to undertake the second phase of upgrade works (19

sites) is ongoing. The upgrades to the method of control of the signals will improve junction efficiency and provide benefits across modes.

- 4.5 Good progress is being made by the scheme promoters on delivery of the 11 proposals which were awarded grants through the Challenge Fund. The Reading Bicycle Kitchen and University Students Union projects to recycle bikes have benefited from bikes being donated by re3 waste management, and young offenders are maintaining the bikes for Reading Bicycle Kitchen. CTC's project has included setting up community bike clubs and running sessions at Prospect Park including led rides, cycle training and maintenance courses.
- 4.6 **Cycle Hire:** The Readybike scheme launched at 27 locations around town on 10 June 2014, with 200 purple and orange bicycles available. On the launch day alone there were 66 bike hire rentals from 15 different docking stations. Since then the good spread of usage across the 27 docking stations has continued. In June there were 2,198 rentals, which increased to 3,365 in July covering an estimated 40,186 miles. The average rental length in July was 54 minutes, although over half of rentals were for shorter periods under 30 minutes. Analysis of usage patterns suggests a mix of commuting and leisure use. Day tickets are the most popular product sold, although more annual subscriptions are expected after the first few months when people have been trying out the bikes for the first time.
- 4.7 Some clear journey patterns made on the bikes are emerging as anticipated:
- Within the University's Whiteknights campus - particularly high use at weekend Open Days and usage is expected to rise with the start of the autumn term.
  - Caversham to the town centre and Reading station - there is a consistent heavy demand during weekdays and weekends.
  - Reading College to the town centre - particularly high usage in late afternoons from college into town.
- 4.8 In additions some regular journey patterns are emerging which were not initially foreseen:
- Town centre to Thames Valley Park in late afternoon/early evening and returning to town early in the morning - indicating possible usage by workers on a night shift.
  - Within Palmer Park - rentals are popular for people cycling around the park for leisure/exercise.
- 4.9 Overall the scheme has proven to be popular to date and we will continue to monitor usage and review the potential to expand the scheme further if future funding opportunities arise.
- 4.10 **Active Travel:** Tender returns are currently being assessed for the procurement of a contractor to undertake the construction of the Pedestrian/Cycle bridge over the River Thames. Works on-site to reconfigure and upgrade the playground have been completed.
- 4.11 Construction works are due to start on-site in September to reconfigure the St Mary's Butts / Castle Street junction, including extended pavements and improvements for all users.

- 4.12 Plans for the upgrade works to St Laurence's Church Wall and associated pedestrian route are progressing well following the granting of planning permission, with work on-site scheduled to start in October.
- 4.13 Following a request from local residents, proposals for a pedestrian crossing refuge island on Rotherfield Way have been developed to facilitate pedestrian movements on a key desire line for Highdown School.
- 4.14 New cycle parking facilities have been installed at Arthur Hill and Broad St East, and plans are being developed to increase the number of spaces available at other locations including Kings St, Reading Station northern interchange, Cemetery Junction and Broad St/West St junction. In addition, branded cycle route signs have been extended to include the town centre and to support the cycle hire scheme.
- 4.15 The Council will be promoting Cycle to Work Day on 4<sup>th</sup> September to staff and local businesses, including a number of activities supported by the Cycle Development Officer such as a Biker's Breakfast and Dr Bike sessions. Cycling sessions for 3-16 years olds have been run at Palmer Park through the summer, with over 370 participants to date.
- 4.16 Pocket Places, the Sustrans led community engagement project at Northumberland Avenue, organised a series of play streets events on Exbourne Road in June and July. Activities included bike polo, bike football, bike powered smoothie making and chalk games. Another event with similar activities will be organised for the end of September.
- 4.17 **Park & Ride/Rail:** Tender returns are currently being assessed for the procurement of a contractor to undertake the construction works for the park & ride sites at Mere oak and Winnersh Triangle.
- 4.18 Construction works to create a Park & Rail site at Theale Station are progressing well. This project is being led by West Berkshire and First Great Western, alongside Network Rail.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 The LSTF Project supports the aims and objectives of the LTP and contributes to the Council's strategic aims, as set out below:
- To develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.
  - To promote equality, social inclusion and a safe and healthy environment for all.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 Consultation activities on LTP3 during its development contributed to the LSTF submissions. Engagement is a key component of the LSTF programme and consultation with stakeholders and local communities will be undertaken

throughout the project. Public events were held in Caversham in May to provide information on the pedestrian/cycle bridge.

- 6.2 A press officer has been hired to work one day a week on LSTF projects in order to initiate more proactive media engagement.
- 6.3 Individual consultations on key LSTF projects have been undertaken throughout the duration of the programme, including consultation forms being published and updated on the corporate website as appropriate.

## **7. LEGAL IMPLICATIONS**

- 7.1 Legal support has been allocated to progress planning and land acquisition requirements for key projects and to offer contractual advice for procurement exercises.

## **8. FINANCIAL IMPLICATIONS**

- 8.1 Funding approved by DfT for the Reading LSTF Small Package and the LSTF Large Partnership Package comprises both revenue and capital ring-fenced grants and local contributions.

## **9. BACKGROUND PAPERS**

- 9.1 Cabinet reports - 11<sup>th</sup> April 2011 and 28<sup>th</sup> November 2011.
- 9.2 Traffic Management Advisory Panel reports - 9<sup>th</sup> September 2011 to 14<sup>th</sup> March 2013.
- 9.3 Traffic Management Sub-Committee since 13<sup>th</sup> June 2013.

**READING BOROUGH COUNCIL  
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES**

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 SEPTEMBER 2014</b>	<b>AGENDA ITEM:</b>	<b>19</b>
<b>TITLE:</b>	<b>LOWER CAVERSHAM WAITING RESTRICTION REVIEW - INFORMAL CONSULTATION</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>CAVERSHAM</b>
<b>LEAD OFFICERS:</b>	<b>JIM CHEN</b>	<b>TEL:</b>	<b>0118 937 2198</b>
<b>JOB TITLES:</b>	<b>NETWORK MANAGEMENT TECHNICIAN</b>	<b>E-MAIL:</b>	<b><u><a href="mailto:Jim.chen@reading.gov.uk">Jim.chen@reading.gov.uk</a></u></b>

**1. EXECUTIVE SUMMARY**

- 1.1 The request for waiting restrictions in Lower Caversham to tackle commuter parking has been a long standing item. Previous consultations have been inconclusive but the residents and Ward Councillors have continued to lobby the Council as they feel parking issues continue to worsen.
- 1.2 Following approval by the Lead Member for Transport and the Ward Councillors in June 2014, officers carried out two informal consultations; one for a Resident Parking Scheme in Patrick Road and another for waiting restrictions in St Stephens Close, Cardinal Close & Wolsey Road. Both informal consultations provide options that would best match the on-street demand but maintain road safety.
- 1.3 This report provides the results of the informal public consultation exercise.
- 1.4 Appendix 1 - Results of St Stephens Close, Cardinal Close & Wolsey Road consultation
- 1.5 Appendix 2 - Summary of comments to St Stephens Close, Cardinal Close & Wolsey Road consultation
- 1.6 Appendix 3 - Results of Patrick Road consultation

## 1.7 Appendix 4 - Summary of comments to Patrick Road consultation

### 2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That in consultation with the chair of the Sub-Committee, the Lead Councillor for Transportation & Streetcare and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposed residents parking scheme in Patrick Road as shown on plan reference NM/JIM/PL/LC/001 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.4 That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.5 That the Head of Transportation & Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.
- 2.6 That no public enquiry be held into the proposals.
- 2.7 That due to the negative response received to the proposed scheme in St Stephen Close, Cardinal Close and Wolsey Road, that no further action be taken.

### 3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

### 4. THE PROPOSAL

- 4.1 The Council have received many requests from residents and Ward Councillors to review the current on-street parking provision and existing restrictions in individual roads and street in the Lower Caversham Areas, where competition for parking spaces between residents and commuters is high.
- 4.2 The requests have come from residents living in the area to the south of Gosbrook Road between Patrick Road and Wolsey Road and predominantly relate to issues with non-residents parking and visiting the local businesses or the Town Centre.

- 4.3 Rather than treating each request and road separately, it was recommended to complete a review on an area basis to ensure the best solution was found without relocating the parking problems to neighbouring roads.
- 4.4 Two questionnaires were distributed for Lower Caversham Area; one in Patrick Road for a proposed Resident Parking Scheme and another in St Stephens Close, Cardinal Close & Wolsey Road for the proposed waiting restrictions. The consultations ran between 23<sup>rd</sup> June and 18<sup>th</sup> July 2014.

#### Patrick Road consultation

- 4.5 Due to the nature of Patrick Road where half of the street benefits from off-street parking, the proposed resident permit scheme will only include property No's 1-21 and No's 6-24.
- 4.6 The results of the informal consultation are shown in Appendix 1. A total of 19 out of 22 household responded to the consultation. 13 out of 19 respondents (68%) are in favour of a Resident Parking Scheme. Of those respondents, 50% of the residents preferred a "Resident only" scheme, whilst the other 50% voted for a "shared use Resident Parking Mon-Fri, 9am-5.30pm".
- 4.7 Based on the above results, it is recommended to carry out a statutory consultation with a proposal to introduce a resident permit scheme within Patrick Road. In line with the Council's standard model for residents parking schemes, the shared use option will be taken forward.

#### St Stephen Close, Claydon Court, Cardinal Close & Wolsey Road

- 4.8 Two possible proposals were presented to the residents offering solutions to deter all day parking, but still enable residents to park in the evening and over the weekends.
- 4.9 In total, 33 out of 86 household/businesses responded to the consultation, and the majority of the respondents (82%) voted against the proposals and prefer no further action be taken.
- 4.10 Due to the negative response received to the proposed scheme in St Stephens Close, Cardinal Close and Wolsey Road, that no further action be taken.

### **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.



## **7. LEGAL IMPLICATIONS**

7.1 Any proposals for waiting restrictions are advertised under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 as required.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council has carried out a equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

## **9. FINANCIAL IMPLICATIONS**

9.1 The works will be funded by existing Transport Budgets.

## **10. BACKGROUND PAPERS**

10.1 Traffic Management Sub-Committee 16<sup>th</sup> January 2014

## APPENDIX 1 - Cardinal Close, St Stephen Close & Wolsey Road

	1. Do you support the proposed scheme?		2. Type of restrictions?		
	Yes	No			
Cardinal Close, St Stephen Close & Wolsey Road (Total of 86 properties)			Mon-Fri, 8am-6.30pm, 2 hrs limited waiting	No waiting Mon-Fri, 11am-1pm	Do nothing
<b>Total</b>	<b>6</b>	<b>27</b>	<b>4</b>	<b>1</b>	<b>28</b>
<b>%</b>	<b>18.20%</b>	<b>81.80%</b>	<b>12.10%</b>	<b>3%</b>	<b>84.80%</b>

## APPENDIX 2 - Cardinal Close, St Stephen Close (include Claydon Ct) & Wolsey Road

Address	Comments
St Stephen CI Resident	Prefer Resident permit
St Stephen CI Resident	Prefer Resident permit
St Stephen CI Resident	Prefer Resident permit
Claydon Ct Resdeint	Proposal does not meet residents' need
Claydon Ct Resdeint	Prefer Resident permit
Cardinal CI Resident	Don't think parking is a problem, but support DYL around the bend in Cardinal C
Cardinal CI Resident	No waiting Mon-Fri 11am-1pm for Area A, B & C
Cardinal CI Resident	The proposal doesn't address the current problems. Severe safety issues on Wolsey Rd junctions due to inconsiderate parking.
Cardinal CI Resident	Prefer Resident permit or do nothing
Cardinal CI Resident	Prefer Resident permit
Cardinal CI Resident	The proposal will cause more problems than solving them.
Cardinal CI Resident	Garages are not used in Cardinal CI and further restrictions would make matters worse. Residents should have the right to park on their street
Cardinal CI Resident	Waiting restriction in Cardinal CI is likely to cause more difficulties for residents. Entrance to Abbotsmead Place is a bad place to allow limited
Cardinal CI Resident	Prefer Resident permit
Cardinal CI Resident	Garages are too small for modern cars. As much as I would like to deter commuters parking, I have no choice other than say "Do nothing".
Cardinal CI Resident	Prefer Resident permit. Abbotsmead Place is a turning circle for HGV. Hired vans park illegally and obstruct visibility at the junctions.
Cardinal CI Resident	It is important to also prohibit parking on pavement
Cardinal CI Resident	Suggest additional DYL at the far end of Cardinal Close
Cardinal CI Resident	Passing places are not needed in Cardinal CI. Garages are too small for modern cars.
Cardinal CI Resident X 4	None of the proposals are appropriate but may consider paying for a 1st permit at the cost of £80.



### APPENDIX 3 - Patrick Road (No.1-21 & 6-24)

	1. Do you support a RP scheme?		2. What time option?		3. How many permits?		
	Yes	No	RP holders only	Shared use Mon - Fri 9am - 5.30pm	0	1	2
Patrick Road (Total of 22 properties)							
<b>Total</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>6</b>
<b>%</b>	<b>68.40%</b>	<b>31.60%</b>	<b>50%</b>	<b>50%</b>	<b>18.80%</b>	<b>43.80%</b>	<b>37.50%</b>

Note. Some respondents not in support of the scheme did not indicate their time option preference.

## Patrick Road (No.1-21 & 6-24)

Address	Comments?
Patrick Rd resident	Non-resident parking occur on daily basis from 6pm-7pm.
Patrick Rd resident	Parking situatin is getting worse and constantly unable to park. Also have concern on Christchurch Meadow development
Patrick Rd resident	Dangerous parking on pavements and across driveway needs to be addressed.
Patrick Rd resident	Strongly support any scheme to stop non-resident parking. Also request to a "No Through Road" sign.
Patrick Rd resident	Permit parking would not suit my circumstances.
Patrick Rd resident	Not a car owner but support shared use resident parking.
Patrick Rd resident	Don't think parking is an issue on Patrick Road.
Patrick Rd resident	A deterrent only needed during working hours (Mon - Fri 9am - 5.30pm).
Patrick Rd resident	Object to have to pay to park on my street
Patrick Rd resident	Parking on pavements needs to be addressed.
Patrick Rd resident	Only support resident parking scheme if it is within its own parking zone.