

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

Our Ref:  
Your Ref:

Direct: ☎ 0118 937 2332  
e-mail: sally.poole@reading.gov.uk

24 October 2014

Your contact is: **Sally Poole - Committee Services**

## NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 4 NOVEMBER 2014

A meeting of the Traffic Management Sub-Committee will be held on Tuesday 4 November 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 - READING BRIDGE STRENGTHENING WORKS	-

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.

Cont../

---

*CIVIC CENTRE EMERGENCY EVACUATION: Please familiarise yourself with the emergency evacuation procedures, which are displayed inside the Council's meeting rooms. If an alarm sounds, leave by the nearest fire exit quickly and calmly and assemble at the Hexagon sign, at the start of Queen's Walk. You will be advised when it is safe to re-enter the building.*

	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
2. MINUTES OF THE SUB-COMMITTEE'S MEETING HELD ON 11 SEPTEMBER 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	-	-
To receive any petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		
6. PETITION UPDATE - RESIDENTS OF HOLMES ROAD REQUESTING REDUCTION IN SPEEDING AND ONE WAY PLUG	PARK	15
A report updating the Sub-Committee on the review of the petition received from residents of Holmes Road, which was reported to Traffic Management Sub-Committee on 11 September 2014, requesting that access to Holmes Road in East Reading was restricted through the use of a one way plug and to reduce the speed of vehicles travelling within the road.		
7. PETITION UPDATE - RECREATION ROAD & BLUNDELLS ROAD	TILEHURST/ KENTWOOD	18
A report informing the Sub-Committee of the investigation that has been carried out within Recreation Road and Blundells Road following the receipt of a petition from some Residents of Tilehurst, as reported to Traffic Management Sub-Committee on the 11 September 2014.		
8. RESIDENTS PARKING - EXTENSION OF RESIDENTS PARKING AREAS	ABBEY/BATTLE/ CAVERSHAM/ NORCOT/ KATESGROVE/ PARK/REDLANDS	22
A report informing the Sub-Committee of requests received from residents and Ward Councillors regarding the amendment or introduction of resident parking areas.		

---

*CIVIC CENTRE EMERGENCY EVACUATION: Please familiarise yourself with the emergency evacuation procedures, which are displayed inside the Council's meeting rooms. If an alarm sounds, leave by the nearest fire exit quickly and calmly and assemble at the Hexagon sign, at the start of Queen's Walk. You will be advised when it is safe to re-enter the building.*

9.	HIGHMOOR ROAD / ALBERT ROAD - PETITION FOR A SAFER CROSSROADS - OBJECTIONS TO ADVERTISED ORDER	THAMES	36
	A report to share with the Sub-Committee objections, support and other comments received to the proposal to restrict vehicle movements from the west side of Highmoor Road across the junction with Albert Road.		
10.	PLAY STREETS - END OF TRIAL REVIEW	BOROUGHWIDE	43
	A report updating the Sub-Committee with progress on Play Streets		
11.	FOOTWAY/VERGE TILEHURST END OF TRIAL REVIEW	TILEHURST/ KENTWOOD	51
	A report updating the Sub-Committee on the experimental footway and verge parking ban in the Tilehurst area.		
12.	CIVIC "B" CAR PARK - DAYS AND HOURS OF OPERATION CHANGES INTRODUCTION OF EXPERIMENTAL TRAFFIC REGULATION ORDER	BOROUGHWIDE	55
	A report advising the Sub-Committee of the proposal to change the days and hours of operation and the tariff rate in the Civic "B" Car Park and introduce an experimental "Off Street" car parking order for 18 months.		
13.	WINTER MAINTENANCE	BOROUGHWIDE	59
	A report informing the Sub-Committee of the outputs delivered by the 2013/2014 Winter Service Plan during the 2013/2014 winter period and of the 2014/2015 Winter Service Plan to be put in place to manage the 2014/2015 winter period.		
14.	PROHIBITION OF MOTOR VEHICLES TO GARAGE AREAS - SOMERSTOWN COURT AND WOOD GREEN CLOSE	ABBEY/BATTLE	63
	A report seeking approval to carry out statutory consultation and implementation, subject to no objections being received, for a prohibition of motor vehicles except for residents access, to be enforced using physical barriers to the garage areas in Wood Green Court and Somerstown Court.		
15.	READING STATION - HIGHWAY WORKS UPDATE	ABBEY/BATTLE	68
	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.		
16.	EAST AREA TRANSPORT STUDY UPDATE	REDLANDS/ KATESGROVE/ PARK/ABBAY	73
	To update the Sub-Committee on progress with the East Area Transport Study.		

- |     |   |  |    |
|-----|---|--|----|
| 17. | LOCAL SUSTAINABLE TRANSPORT FUND UPDATE<br><br>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                                    | 77 |
| 18. | NEW ZEBRA CROSSING ON NORTHUMBERLAND AVENUE OUTSIDE GEOFFREY FIELDS INFANT AND JUNIOR SCHOOL<br><br>A report seeking approval to carry out statutory notice procedures on a proposal to install a new zebra crossing on Northumberland Avenue in the vicinity of the pedestrian entrance to Geoffrey Field Infant and Junior Schools. | WHITLEY  | 82 |
| 19. | READING GIRLS SCHOOL - TRAFFIC CALMING MEASURES ALONG NORTHUMBERLAND AVENUE<br><br>A report detailing the options available for a series of proposed traffic calming measures on the section of Northumberland Avenue adjacent to the site of Reading Girls School.   | KATESGROVE/<br>REDLANDS/<br>CHURCH/<br>WHITLEY | 86 |

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<br><br>To consider appeals against the refusal of applications for the issue of discretionary parking permits. | A1                     |
| 21. | SUTTON WALK APPLIATION FOR DISCRETIONARY PERMITS  | Report<br>to<br>Follow |

**DATE AND TIME OF NEXT MEETING:**

Thursday 15 January 2015 at 6.30 pm

Present: Councillors Page (Chair), Ayub, Davies, Duveen, Hacker, Hopper, Jones and Whitham.

Also in attendance: Councillors Edwards and Ennis.

Apologies: Councillors D.L. Absolom, Terry and Willis.

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

### (1) Questions

There were no questions submitted in accordance with the Panel's Terms of Reference.

### (2) Presentation - Trends in Travel to the Town Centre

Ruth Leuillette, Deputy Head of Highways and Transport, gave a presentation and answered questions on Trends in Travel to the Town Centre

She explained that an annual Cordon Count was carried out each May between 7:00am and 7:00pm and counted the numbers and mode of transport of people crossing the Inner Distribution Road (IDR) into central Reading. The long term trend from 2001 to 2014 showed an increase in people using public transport, although it was accepted that annual fluctuations could have been affected by the weather.

Following questions from Councillors and members of the public, Ruth Leuillette agreed to circulate further information with regard to numbers of motorbikes and scooters and the occupancy of motorbike parking bays. It was also agreed that taxis should be included within public transport rather than with cars.

James Freeman, Chief Executive Officer, Reading Transport, explained that Reading rated fifth in the country for the number of journeys travelled by bus per head of population, and that the new Reading Station was also increasing the use of public transport.

Resolved:

- (1) That Ruth Leuillette be thanked for her presentation;
- (2) That James Freeman be thanked for his service with Reading Transport.

## 23. MINUTES

The Minutes of the meeting of 25 June 2014 were confirmed as a correct record and signed by the Chair.

## 24. QUESTIONS FROM COUNCILLORS

There were no questions submitted in accordance with the Panel's Terms of Reference.

## 25. PETITIONS

- (a) Petition from Residents of Holmes Road - Requesting Reduction in Speeding and One Way Plug

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council to install a one way plug in Holmes Road in East Reading to reduce the speed of vehicles travelling within the road.

The petition, containing 12 signatures, read as follows:

*"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".*

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 Rachel Benwell 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.

(b) Consultation for 20 mph Limit in Caversham Park Village

The Director of Environment and Neighbourhood Services submitted a report on the results of an informal consultation for a 20mph speed limit in Caversham Park Village, which had been carried out by Councillors Willis and Stanford-Beale.

The report stated that the results from this informal consultation would be fully investigated with the Peppard Ward Councillors and a future report be 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.

(c) Petition to Tackle Traffic Speeding Related Issues - Recreation Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition requesting that the Council investigated and resolved traffic safety issues in Recreation Road and Blundells Road.

The petition, containing 91 signatures, read as follows:

*“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.”*

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 Dan Van Der Kemp 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.

## 26. PETITION UPDATE - TOWN CENTRE ACCESS RESTRICTION OPERATIONAL TIMES

Further to Minute 4 of the meeting of 25 June 2014, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the investigation carried out by officers following submission of a petition requesting a review of the Town Centre access restriction operational times.

The report stated that the adjustment to the traffic system and access times in Reading Town Centre had been made in April 2011 in preparation of the major changes associated with the redevelopment of Reading Station. The revised access restrictions had been introduced to strengthen the existing access and pedestrian zone restrictions to ensure that the central area was used appropriately both for the benefit of the Town Centre and the wider road network as the reliance on public transport meant that the peak hour bus operations had to be protected.

The report explained that the current access restriction was in place in St Mary's Butts (between Hosier Street and West Street), West Street, Friar Street west and Minster Street and operated between the hours of 7am and 11am and 4pm to 7pm. The majority of blue badge parking spaces in Reading Town Centre were still accessible at all times, with just 24 designated parking bays inaccessible at peak times. There were 292 on-street spaces

accessible to blue badge holders in the central area and a further 179 disabled parking bays within the off-street Town Centre car parks which were accessible at all times.

Consequently, the report concluded 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, it was not recommended to adjust the operational hours of the access restriction in the Town Centre.

Resolved:

- (1) That the report be noted;
- (2) That, based on the existing high level of blue badge parking spaces in the Town Centre accessible at all times 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 not be changed;
- (3) That the lead petitioner be informed accordingly.

#### 27. PETITION UPDATE - NEWTOWN VISITORS HOURS

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 the Sub-Committee on 25 June 2014 (Minute 4b refers).

The 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 explained that an informal consultation had been carried out with residents of East Newtown in December 2011 regarding the introduction of a residents parking scheme and, following a positive response and the statutory consultation, the scheme had been introduced in September 2012. This shared use residents parking scheme was in operation Monday to Sunday 10am to 4pm and allowed two hours parking for visitors during this time without the use of a permit and was permit holders only at all other times.

The report stated that this 10am to 4pm differed from the historic 8am to 8pm times as, following a review of the entire residents parking permit scheme in 2011, it had been recommended that the 10am to 4pm shared use times be used. Subsequently the area of Newtown (West side) that had historically had Residents Parking used the 8am to 8pm times, whilst the new area within the East Newtown had the 10am to 4pm.

A review had been carried out on the new scheme in November 2013 and the hours of operation had not been raised as an issue by the residents. The report noted that a further statutory consultation would be required to amend the hours of the scheme as well as changing approximately 140 sign faces and so it was recommended that a consensus be reached between the 712 households within the East Reading area on their preferred hours of operation before any action was taken.

Resolved - That the report be noted.



**28. PETITION UPDATE - FOR ACTION AGAINST PARKING ON PAVEMENTS ON LOWER BULMERSHE ROAD AND HAMILTON ROAD**

Further to Minute 4c of the meeting of 25 June 2014, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the proposals to limit footway parking on Bulmershe Road and Hamilton Road.

The report stated that Bulmershe Road and Hamilton Road ran parallel with each other and connected Crescent Road and Wokingham Road. Both roads were two way and had traffic calming features, with the only waiting restrictions being from the Wokingham Road end to enable visibility and flow of two way traffic.

The report explained that due to the historic build of the streets the width of the carriageway was approximately 5.8 metres and so drivers parked half on the footway which forced pedestrians to walk in the carriageway. The road was not wide enough to accommodate vehicular parking on both sides with all four wheels on the carriageway and maintain two-way traffic flow and so the only recourse would be the introduction of waiting restrictions on one side and to allow parking on the opposite side. This would mean a reduction in parking within these streets, but would be beneficial to pedestrians.

Resolved -

- (1) That the report be noted;
- (2) That, should Ward Councillors, following consultation with residents, wish to see waiting restrictions introduced within Bulmershe Road and Hamilton Road, these be considered within the biannual waiting restrictions review.

**29. PETITION UPDATE - FOR A ZEBRA CROSSING ON SOUTHCOTE LANE**

Further to Minute 98 of the meeting of 13 March 2014, the Director of Environment and Neighbourhood Services submitted a report to update the Sub-Committee on the review of a petition received from residents of Southcote requesting a zebra crossing on Southcote Lane near Circuit Lane roundabout.

The report stated that the requirements for pedestrian facilities were laid down by central government whereby the type of facility to cater for the demand was determined by a pedestrian/vehicle count. A count had been undertaken from 9 to 13 June 2014 between the hours of 07:00-10:00 and 14:00-18:00 and the results had demonstrated that the pedestrian cross demand did not justify a formal zebra or puffin crossing.

The report explained that the officer recommendation was to improve the existing traffic island by enhancing the crossing point and upgrading the facility to a pedestrian refuge island, including tactile paving, widening the crossing area and implementing road markings to help reduce vehicle speeds.

At the invitation of the Chair, Councillors Edwards and Ennis addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the existing traffic island on Southcote Lane near Circuit Lane be upgraded to a pedestrian refuge island;
- (3) That Officers ensure that the concerns of the residents be taken into account when considering planning applications for this area and opportunity taken to provide safe crossing points where possible.

**30. DEE PARK REGENERATION - INFORMAL CONSULTATION ON TRAFFIC CALMING AND WAITING RESTRICTIONS**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the informal consultation on traffic calming measures and waiting restrictions on the Dee Park Estate.

The report stated that the Dee Park Estate was currently being transformed as part of a major regeneration scheme which included the rebuilding of houses and flats for social rent and private sale and extensive improvements to the public realm and community facilities. A major part of the regeneration had been the transformation of the highway network into a home zone environment and to complete this process Traffic Regulation Orders were required for traffic calming measures, traffic movement and waiting restrictions. An informal consultation had been undertaken with residents prior to the statutory process and the results were attached to the report at Appendix A. A site plan of the estate was attached at Appendix B and the proposals attached at Appendix C.

The report explained that residents and community groups at liaison meetings with the Council had commented that vehicle speeds on the estate were a concern and so a set of proposals had been put forward to address these concerns and these proposals had been the subject of an informal consultation of all the residents on the estate.

The proposal was to create a 20mph zone for the whole estate and to construct physical measures, including speed cushions, speed humps and the narrowing of roads, to ensure that speeds were contained as, although 91% of respondents to the survey supported the creation of an estate wide 20mph speed limit, they were concerned as to how this could be enforced. In addition, the consultation detailed plans to place waiting restrictions on the parking bays outside the new shops on Spey Road restricting parking to a maximum period of two hours to ensure that these spaces were used by shoppers.

Resolved -

- (1) That the report be noted;
- (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/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 and, subject to no objections being received, to implement the proposal;

- (3) That any objections received during the statutory consultations, be reported to a future meeting of the Sub-Committee;
- (4) That an estate wide 20mph zone be implemented;
- (5) That speed cushions and ramps be installed as detailed on the plans in Appendix C;
- (6) That a one way system be implemented along the roads around Oak Tree House and Site 6B, as indicated on plan Dee Park/SK02/CS in Appendix C;
- (7) That parking be restricted in front of the new shopping parade currently under construction to a maximum period of 2 hours every 4 hours between 8am and 8pm.

**31. CIVIC OFFICES ACCESS ROAD AND ASSOCIATED PARKING BAYS - APPROVAL TO ADVERTISE A FORMAL PARKING SCHEME**

The Director of Environment and Neighbourhood Services submitted a report 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, details of which were attached to the report at Appendix 1.

The report stated that Simmonds Street, which formed part of the access road to the new Civic Offices, already had some double yellow line provision and that discussion with the land manager indicated a desire for a formal parking scheme which would benefit the area. Although the access road was not part of the public highway, it was treated as such due to the number of properties that required access from it. With the agreement of the land owners, formal waiting restrictions could be applied.

The report explained that consideration was being given to on-street pay and display which would be available for use by town centre shoppers, disabled drivers, residents and casual visitors to the new Civic Centre. At the end of Simmonds Street there were parking bays within land associated with the new Civic Offices that would need to be formally managed to cater for the various needs of the new building operation, in particular access to the community car share scheme and the nursery drop-off.

Resolved -

- (1) That the report be noted;
- (2) That, in consultation with the Chair of the Sub-Committee/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 with the new Civic offices;
- (3) That any objections received during the statutory advertisement be reported to a future meeting of the Sub-Committee;

- (4) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (6) That no public enquiry be held into the proposals.

## 32. OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the objections received to Traffic Regulation Orders that had been advertised since the last meeting on 25 June 2014.

### 20mph Eastern Area (Phase Two)

The report stated that following workshops and a consultation carried out with residents within the University/Hospital and Eastern Area, studies and a statutory consultation on a 20mph zone had been carried out. The areas were shown in a map attached to the report at Appendix 1. No comments or objections had been received in relation to the 20mph Eastern Area (Phase Two) consultation; however support for a 20mph limit in some of the roads within this second area had been expressed during the first phase of consultation in June 2014.

### Waiting Restrictions Review (Order A) 2014

The report stated that following Ward Councillor discussions, statutory consultation had been carried out on a number of changes to waiting restrictions during August 2014. Objections to the scheme along with officer recommendations were attached to the report at Appendix 2 for the following schemes:

- (a) Queens Road
- (b) Norcot Road Resident Parking
- (c) Norcot Road Nos. 115-127
- (d) Harrow Court
- (e) Tazewell Court
- (f) College Road and Culver Road
- (g) Heath Road
- (h) Lancaster Close
- (i) Peppard Service Road and Newlands Avenue
- (j) Chagford Road
- (k) Whitley Wood Lane
- (l) Whitley Wood Road.

At the invitation of the Chair, Councillor Hopper addressed the Sub-Committee on the scheme for College Road/Culver Road and Councillor Whitham addressed the Sub-Committee on the scheme for Heath Road.

Resolved -

- (1) That the report be noted;

- (2) That the schemes detailed in Appendix 2, except for the proposals relating to Heath Road and Lancaster Close, be implemented as advertised;
- (3) That the scheme for Heath Road not be progressed;
- (4) That the proposal for Lancaster Close be removed from the current programme and a revised proposal of No Waiting Monday-Friday 8am-6.30pm be consulted with the residents in the next waiting restriction review programme;
- (5) That, with regard to Tazewell Court, the southern turning head and the stretch along the side of No. 9 Tazewell Court be included in the next waiting restriction review programme;
- (6) 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;
- (7) That the objectors be informed of the decisions of the Sub-Committee accordingly.

(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).

### 33. HIGHMOOR ROAD/ALBERT ROAD - PETITION FOR A SAFER CROSSROADS - UPDATE

Further to Minute 3 of the meeting of 16 January 2014, the Director of Environment and Neighbourhood Services submitted a report on a review of the road safety improvement options to reduce accidents and the concern of accidents at the crossroads of Highmoor Road and Albert Road.

The report stated that following the petition and a subsequent public meeting, a list of options had been considered and these were attached to the report at Appendix 1 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 was almost completely removed. Access would be available for public transport, emergency service vehicles, cyclists and public service vehicles via the creation of a short length of 'bus lane'.

The report explained that the review of the junction formed part of the annual road safety programme and the authority to carry out statutory consultation for waiting and movement restrictions had been granted by the Sub-Committee at the meeting of 13 March 2014, (Minute 100 refers).

At the invitation of the Chair, Dr Michael Johnson addressed the Sub-Committee.

Resolved -

- (1) That the review of the options to improve safety at the junction of Highmoor Road with Albert Road, attached to the report at Appendix 1, be noted;
- (2) That the officer recommendation to remove general traffic movements across the junction (Option 1) be approved;
- (3) That in consultation with the Chair of the Sub-Committee/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;
- (4) That the results of the statutory consultation process be submitted to a future meeting of the Sub-Committee and, subject to no objections being received to the proposal, that Option 1 be implemented;
- (5) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals.

#### 34. BI-ANNUAL WAITING RESTRICTION REVIEW - REQUESTS FOR WAITING RESTRICTIONS 2014

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of forthcoming requests for waiting restrictions within the Borough that had been raised by members of the public, community organisations and Councillors since March 2014.

The report recommended that the list of issues raised for the bi-annual review, as attached to the report at Appendix 1, were fully investigated and Ward Councillors consulted. This part of the waiting restriction review enabled Ward Councillors to undertake informal consultations, which ensured that any new restrictions had the support of residents and reflected requests from the community prior to a further report being submitted to the Sub-Committee seeking approval to commence a statutory consultation.

Resolved -

- (1) That the report be noted;
- (2) That the requests for waiting restrictions as shown in Appendix 1 be noted and that officers investigate each request and consult on their findings with Ward Councillors;
- (3) That requests for waiting restrictions in Bexley Court (Minster) and Bulmershe Road and Hamilton Road (Park) be added to the proposal;
- (4) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

**35. HIGHWAY MAINTENANCE UPDATE**

Further to Minute 13 of the meeting of 25 June 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 listed in Appendix 1 had been completed. However where the roads received their scheduled safety inspection any further potholes meeting the criteria for repair under this improvement plan would be 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	22	22
Priority 3	786	786
Priority 4	159	159
Priority 5	222	222
Priority 6	159	159

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

Resolved - That the report be noted.

**36. 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 and highlighted the key programme dates for future associated works.

The report stated that approval had been granted at Policy Committee on 17 February 2014 (Minute 93 refers) to progress the modified Compulsory Purchase Order (CPO) and Side Roads Order (SRO) in order to facilitate improvements to the existing highway and where necessary the stopping up of highway adjacent to Cow Lane and Cardiff Road and the closure and re-provision of private means of access. Following a statutory consultation in June and July 2014, objections had been received by some of the affected landowners and, in accordance with the CPO and SRO procedures, the Secretary of State for Transport had confirmed that it would be necessary to hold a Public Inquiry. This would delay the construction programme for the Cow Lane Highway works by approximately 12 months.

The report explained that negotiations with the objectors continued and if the proposed agreements were approved and the objections withdrawn, there was a possibility that the Public Inquiry would not be required.

Resolved -

- (1) That the report be noted;

- (2) That the delay to the highway improvements at Cow Lane Bridges be acknowledged due to the requirement by the Secretary of State for Transport to hold a public inquiry.

### 37. 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.

### 38. 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 (DfT) 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, including the Readybike cycle hire scheme.

Resolved - That the report be noted.

### 39. LOWER CAVERSHAM WAITING RESTRICTION REVIEW - INFORMAL CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the results from an informal consultation on waiting restrictions in Lower Caversham to tackle commuter parking. The results of the consultation for St Stephen Close, Cardinal Close and Wolsey Road were attached to the report at Appendices 1 and 2 and the results of the consultation for Patrick Road were attached to the report at Appendices 3 and 4.

The report stated that the Council had received many requests from residents and Ward Councillors to review the current on-street parking provision and existing restrictions in individual roads and streets in the Lower Caversham areas where there were issues with non-residents parking and visiting the local businesses or the Town Centre. Two questionnaires had been distributed; one in Patrick Road for a proposed Resident Parking Scheme and another in St Stephen Close, Cardinal Close and Wolsey Road for the proposed waiting restrictions. The consultations had run between 23 June and 18 July 2014.

The report explained that half of Patrick Road benefited from off-street parking and so the proposed resident permit scheme would only include property numbers 1-21 and 6-24. A total of 19 out of 22 households responded to the consultation and the majority of these (13 out of 19) were in favour of a Resident Parking Scheme. Following a discussion at the meeting, it was agreed that the proposal in the statutory consultation would be to introduce a 'Shared use Resident Parking Monday-Friday 9am-5.30pm' model.

With regard to the proposed parking schemes in St Stephen Close, Claydon Court, Cardinal Close and Wolsey Road, the report indicated that the majority of households and



businesses that responded to the consultation voted against the proposals and wanted no further action to be taken.

At the invitation of the Chair residents of Patrick Road, Mr Wells, Mrs Woods and Mr Norcross addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee/ Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposed residents parking scheme in Patrick Road and, subject to no objections being received, to make the Traffic Regulation Order;
- (3) That any objections received during the statutory consultations, be reported to a future meeting of the Sub-Committee;
- (4) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (5) That no public enquiry be held into the proposals;
- (6) That the proposed scheme in St Stephen Close, Cardinal Close and Wolsey Road not be progressed.

#### 40. 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 41 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.

#### 41. 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 four applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to application 1.2, three discretionary agency permits be issued, to staff selected by the Health Centre, subject to work being carried out by the Health Centre within one month of this decision to make three new marked spaces available for frail and elderly patients in the Health Centre's off-street car park;

- (2) That with regard to application 1.3, a residents permit be issued and reconsideration be requested in respect of the planning informative so that the property could be included within the residents parking scheme zone 07R;
- (3) That the Director of Environment and Neighbourhood Services' decisions to refuse applications 1.0 and 1.1 be upheld.

(The meeting started at 6.30pm and finished at 9.20pm).

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 NOVEMBER 2014	AGENDA ITEM:	6
TITLE:	PETITION FROM RESIDENTS OF HOLMES ROAD - REQUESTING REDUCTION IN SPEEDING AND ONE WAY PLUG - UPDATE		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	GRACE WARREN	TEL:	0118 937 2906
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	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 Holmes Road 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 which was reported to Traffic Management Sub Committee on 11<sup>th</sup> September 2014.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That Holmes Road continues to be monitored as part of the Council's ongoing road safety strategy and the Vehicle Activated Sign be used when possible as part of the annual sign rotation schedule.
- 2.3 That the lead petitioner be informed accordingly.

#### 3. POLICY CONTEXT

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

#### 4. THE PROPOSAL

- 4.1 A petition signed by 12 residents of Holmes Road was received requesting the installation of a one way plug to prevent speeding traffic entering Holmes Road. The petition was reported to Traffic Management Sub-Committee in September 2014 for further investigation.
- 4.2 The petition reads:- “The residents of Holmes Road, who have signed below are petitioning for the installation of a one-way 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”.
- 4.3 Holmes Road is a standard width two-way road that is subject to a 30mph speed limit with street lighting. The road provides a link between Wokingham Road and Whiteknights Road.
- 4.4 The duty of the highway authority is to ensure that the highway is as safe as reasonably practicable. This is achieved by using accident data supplied by the police where the Council can identify a pattern of those locations that have the worst record. The accident statistics have been checked for Holmes Road where no injury accidents have been recorded within its entire length during the latest 5-year period. It is a sad reality, but there are several locations within the Borough where high levels of injury accidents have occurred and these will always be treated as a priority.
- 4.5 The request to close the road has been investigated and whilst it may be possible (subject to full support from residents and completion of a legal process), access to the road by large vehicles such as refuse collections has to be protected. This is normally achieved by creating turning heads to allow for the turning manoeuvres. The current alignment may make such facilities difficult, and a full design and cost assessment would be required before the Council can formally endorse such a change.
- 4.6 The Council has invested in some Vehicle Activated Signs that provide a good reminder to drivers exceeding a speed limit. The signs are regularly moved to different locations around the Borough and are normally in position for a period of four weeks. Holmes Road can be included as part of the rotation schedule. These signs also record the number of activation during the period they are on site, thus assisting in providing speed data in the road.

4.7 Based on the initial investigations undertaken, it is recommended that the road continues to be monitored as part of the Council's ongoing road safety strategy, and that the Vehicle Activated Sign be used on the road when possible as part of the annual rotation schedule.

## 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 TM Sub Committee 11<sup>th</sup> September 2014 petition submission.

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 NOVEMBER 2014	AGENDA ITEM:	7
TITLE:	RECREATION ROAD & BLUNDELLS ROAD - PETITION UPDATE		
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 inform the Sub-Committee of the investigation that has been carried out within Recreation Road and Blundells Road following the receipt of a petition from some Residents of Tilehurst which was reported to Traffic Management Sub-Committee on the 11<sup>th</sup> September 2014.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That Recreation Road and Blundells Road continue to be monitored as part of the Council's ongoing road safety strategy and the Vehicle Activated Sign be used when possible as part of the speed awareness sign rotation schedule.
- 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 resident of Tilehurst has been received requesting that the Council investigate and resolve 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 Recreation Road and Blundells Road are standard width two-way roads with street lights. Both roads are subject to a 30mph speed limit and with parking on both sides of the road.
- 4.3 The duty of the highway authority is to ensure that the highway is as safe as reasonably practical. This is achieved by using accident data supplied by the police where the Council can identify a pattern of those locations that have the worst record. The accident statistics have been checked for Recreation Road and Blundells Road where two slight injury accidents have been recorded; one within Recreation Road and one within Blundells Road during the latest 5-year period. It is a sad reality, but there are several locations within the Borough where high levels of injury accidents have occurred and these will always be treated as a priority.
- 4.4 The Council has invested in some Vehicle Activated Signs that provide a good reminder to drivers exceeding a speed limit. The signs are regularly moved to different locations around the Borough and are

normally in position for a period of four weeks. Recreation Road and Blundells Road can be included as part of the rotation schedule.

- 4.5 Based on the initial investigations undertaken, it is recommended that the roads continue to be monitored as part of the Council's ongoing road safety strategy, and that the Vehicle Activated Sign be used on the road when possible as part of the annual rotation schedule.

## 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 Traffic Management Sub-Committee 11<sup>th</sup> September 2014.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	5 November 2014	AGENDA ITEM:	8
TITLE:	RESIDENTS PARKING - EXTENSION OF RESIDENTS PARKING AREAS		
LEAD COUNCILLOR:	COUNCILLOR T.PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY, BATTLE, CAVERSHAM, NORCOT, KATESGROVE, PARK, REDLANDS
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 inform the Sub-Committee of requests received from residents and ward councillors regarding the amendment or introduction of resident parking areas.
- 1.2 Appendix 1. List of amendments to or extension to RP areas.

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, that the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, that the Head of Legal and Democratic Services be authorised to carry out statutory consultation, for Patrick Road (01R), Barry Place (03R), Cholmeley Terrace/Regent Street (12R), St Bartholomew's Road (14R) and to re-advertise Upper Redlands Road, Redlands Road and Whitley Park Lane from their existing zone numbers to Zone 15R, 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.
- 2.3 That subject to no objections being 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 informal consultation is carried out with affected residents listed in Appendix 1, where requests have been made for the introduction of new areas of resident parking.

### 3. POLICY CONTEXT

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

### 4. THE PROPOSAL

4.1 A re-organisation of all resident parking zones was carried out in 2011, following a borough wide consultation amongst residents within the existing RP Zones. This resulted in a reduction from 54 smaller zones to 14 larger zones (whilst 7 outlying streets in the borough remained within their own zones). This was implemented to more closely match the available number of kerb side spaces with permits issued and to move away from single street zones as recommended by the Department for Transport.

4.2 A number of minor amendments were carried out in early 2014 to increase kerb side space for RP holders within the existing areas, to provide additional spaces across the zones.

#### Schemes to proceed to statutory consultation

4.3 Following on from this, and discussions with local residents and ward councillors there has been three streets (Barry Place, Regent Street and St Bartholomew's Road) which have rejected proposals put forward in Phase 1 but would still want to see RP changes introduced. These are listed in Appendix 1, and it is therefore recommended that the revised proposals proceed to statutory consultation.

4.4 In addition in Patrick Road resident consultation has already taken place and following the decision of the September TMSC it is recommended that the introduction of RP in this street also proceeds to statutory consultation.

4.5 Following the introduction of residents parking in New Road and The Mount in September 2014, residents of Upper Redlands Road and Redlands Road have requested that they are able to join this new larger zone, 15R. Therefore an amendment to the traffic regulation order to include Upper Redlands Road (B4), Redlands Road (B5) and Whitley Park Lane (B6) into Zone 15R is recommended.

4.6 Should objections be received to any of the above schemes these will be reported back to a further TMSC for councillors consideration, should no objections be received these will be implemented as advertised.

#### Schemes to proceed to informal consultation

4.3 Requests which have been made from residents and/or ward councillors for the introduction of resident parking areas, which currently have no restrictions are also listed in Appendix 1.

4.4 Due to the rules of the residents parking scheme, the introduction of permits, can have a differing impact depending on individual's circumstances, and in some cases can result in an overall loss of kerb side space. It is therefore important that residents understand the consequences should RP be introduced. It is therefore recommended that an informal consultation in the form of a household questionnaire is carried out in these areas prior to any formal statutory consultation, so we can gauge the consensus amongst residents in these areas. The results of these will be reported back to a further TMSC meeting for councillor's consideration prior to any formal statutory consultation.

## 5. LEGAL IMPLICATIONS

5.1 Any proposals for waiting restrictions are advertised under the Road Traffic Regulation Act 1984.

## 6. EQUALITY IMPACT ASSESSMENT

6.1 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.

## 7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Informal consultation will be carried out in the form of a questionnaire to the properties noted in Appendix 1 to gain the level of support from residents in these areas for the introduction of residents parking, results of which will be reported back to a further TMSC.

7.2 Should the majority of residents and ward councillors support the proposal for introduction of RP, Statutory consultation will commence with the advertising of Traffic Regulation Orders includes notices being displayed on street and in a local newspaper.

## 8. FINANCIAL IMPLICATIONS

8.1 Expected cost of statutory consultation and on street changes would be funded through existing transport budgets. However, there is a consequential impact on the ongoing cost of administering a larger Resident's Parking Scheme.

9. BACKGROUND PAPERS

9.1 Traffic Management Sub Committee (Sep 2014, Jan 2014 & Sep 2013)

RESIDENTS PARKING - EXTENSION OF RESIDENTS PARKING AREAS: TMSC NOV 2014.

Appendix 1 List of amendments to or extension to RP areas.

<b>ZONE 01R</b>		
Street (Ward)	Issue	Officer Comment and recommendation
Patrick Road (Caversham)  Residents of 1-21 and 6-24 Patrick Road	Following a petition from residents of Patrick Road and a review of parking within the Lower Caversham area, it was agreed at the TMSC in September 2014, that proposals to introduce Residents Parking would proceed to statutory consultation.	An informal consultation was carried out with residents with a view to introducing RP Only or shared use RP (operational hours) to provide kerb side space for the terraced dwellings within Patrick Road. Following the informal consultation and decision of the TMSC in September 2014 it was agreed that the proposal for Residents Parking Shared Use Monday to Friday 9am to 5.30pm Permit Holders 01R or 2 hours no return within 2 hours. At all other times and Sat & Sun Permit Holders 01R only is taken forward to statutory consultation  It is therefore recommended: <b>To proceed to statutory consultation for Residents Parking as shown in Drawing Number: 01R (2)/1/Patrick.</b>

<b>ZONE 02R</b>		
Street (Ward)	Issue	Officer Comment and recommendation
St Johns Road/Montague Street/Nelson Road/Marsarck Street	Residents within this area have requested that there parking provision is inadequate and this needs to be controlled with Residents Parking.	An informal consultation was carried out with residents with a view to introducing RP Only within the section in front of the dwellings with no off street parking provision.  It is therefore recommended: <b>To proceed with an informal consultation questionnaire on these streets to gauge the level of support for a resident parking restriction within this area.</b>
George Street (Caversham)	Due to the constrained nature of Zone 02R covering only 3 streets, this is the most oversaturated zone with capacity at 133%. Residents of George Street have requested that extra kerb side space is made available for permit holders	Due to the constraints of the zone, and George Street being a main arterial route into Reading, there is little scope to create additional kerb side space. Should the zone be expanded as above this would create more areas of kerb side parking space for permit holders with Zone 02R. It is therefore recommended: <b>To review all kerb side parking space around the existing Zone 02R area and should space be available to create additional RP spaces these will be shared with ward councillors prior to any formal consultation taking place.</b>

<b>ZONE 03R</b>		
Street (Ward)	Issue	Officer Comment and recommendation
Barry Place (Abbey)  Residents 2-9 Barry Place	Residents of Barry Place have previously requested controls to manage the parking within this cul-de-sac. Due to the volume of 'non-resident' vehicles who park here often obscuring access for larger vehicles to their properties. Within Phase 1 of the RP Review, statutory consultation was carried out on the introduction of RP areas with sections of no waiting at any time. Residents were in agreement that this was needed but objected to the proposals based on the location of bays and waiting restrictions, and an alternative proposal is now put forward	The intention of the original proposal was to deter non-residents from parking within the area, whilst the residents appreciated the need for restrictions; they were concerned that the location of the bays and no waiting at any time was unsuitable for their requirements. They therefore jointly agreed to a revised plan which can now be taken forward to statutory consultation.  It is therefore recommended: <b>To proceed to statutory consultation for Residents Parking Only areas as shown in Drawing Number: 03R(2)/1/BarryPlace</b>

<b>ZONE 05R</b>		
Street (Ward)	Issue	Officer Comment and recommendation
Foxglove Gardens (Battle)	Following Phase 1 of the RP review it was recommended that a short section of RP bay be extended from Cannon Street and introduced within Foxglove Gardens whilst the turning heads will be protected with no waiting at any time	Residents of Foxglove Gardens have difficulty with parking on carriageway and access to areas of off street parking is often blocked, due to the inconsiderate nature of vehicles parking both kerb side and on footway. Within Phase 1 it was recommended that the turning heads be converted to no waiting at any time and a 10 metre section of RP be introduced. Whilst the residents appreciated the desire to control parking within the area, there was concern that this would result in an overall loss of kerb side parking space.  <b>It is therefore recommended to work up proposals for waiting restrictions with ward councillors based on feedback from residents of Foxglove Gardens.</b>

<b>ZONE 06R</b>		
<b>Street (Ward)</b>	<b>Issue</b>	<b>Officer Comment and recommendation</b>
Little Johns Lane Sherwood Street Alma Street Dorset Street Westbrook Road Thornton Road Fulmead Road Thornton Mews Chester Street Gordon Place (Battle)	Following a survey carried out by ward councillors, residents have expressed support for Residents Parking to be introduced within this area, due to parking pressures.	<p>Within these streets there are two distinct areas of dwelling types, whilst the terraced dwellings immediately off Oxford Road have no off street parking and would be typical of an RP area, the majority of dwellings closer to Portman Road have off street parking provision and typically do not meet the RP criteria. By implementing the RP area only within half a street is likely to put pressure on the other half, consideration therefore needs to be given on which areas are suitable for RP.</p> <p><b>It is therefore recommended to work up proposals with ward councillors and to carry out informal questionnaire/consultation with residents of the area</b></p>

<b>ZONE 07R</b>		
<b>Street (Ward)</b>	<b>Issue</b>	<b>Officer Comment and recommendation</b>
Beecham Road. (Norcot)	Residents and ward councillors have requested that these streets being similar to other areas within Zone 07R are incorporated into this zone.	<p>The majority of dwellings within Beecham Road are terraced in nature with no off street parking provision As a one way road south to north, vehicles all park in the same kerb side manner facing north. Despite the narrow widths in part of the carriageway, vehicles currently park on both sides of the carriageway with all four wheels on the carriageway although some vehicles have been observed to be parked with two wheels on the footway.</p> <p><b>To carry out a questionnaire/consultation with residents of Waverley Road and Beecham Road with regard to introduction of RP within these streets</b></p>
St Georges Road, St Georges Terrace & Shaftesbury Road (Norcot)	Within this narrow block there has been a request from residents of this area for RP.	<p>As these roads are two way, junction protection of no waiting at any time would be needed, this would result in a loss of spaces for residents, however residents have requested RP be introduced and ideas have been shared with ward councillors.</p> <p><b>It is therefore recommended: To carry out a questionnaire/consultation with residents of this area regard to introduction of RP within these streets.</b></p>



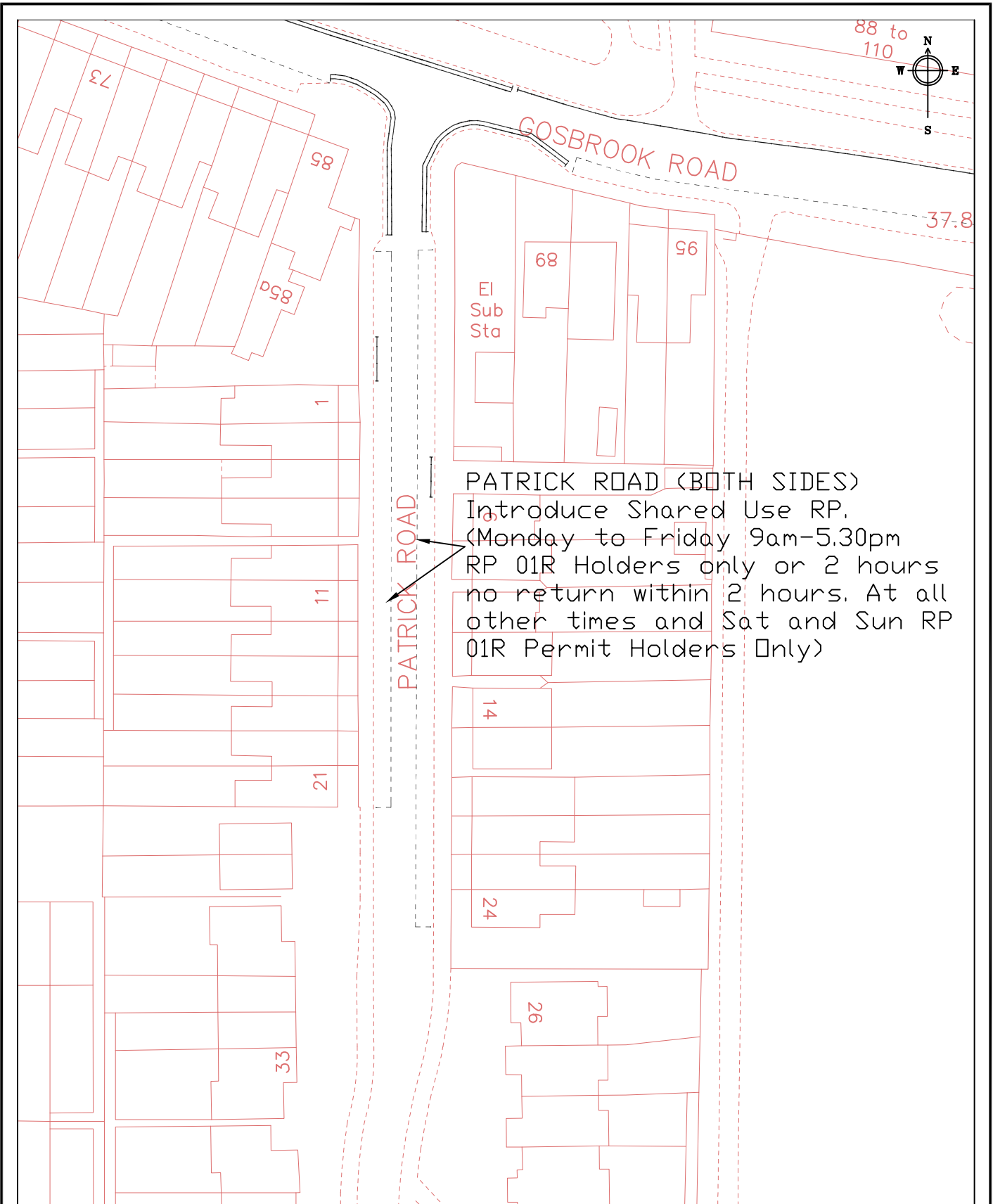
<b>ZONE 10R</b>		
<b>Street (Ward)</b>	<b>Issue</b>	<b>Officer Comment and recommendation</b>
Waldeck Street (Katesgrove)	Residents and ward councillors have requested that Waldeck Street is incorporated into Zone 10R. The road is densely residential with terraced housing and overspill from the existing zone and adjacent areas in addition to perceived daytime commuter parking in the street, exasperates the residents who find they are unable to park in Waldeck Street.	<p>Waldeck Street have long campaigned for a control in kerb side parking in this area, as these streets are on the boundary of Zone 10R and are similar in nature, to areas such as Edgehill Street, they are populated rows of terraced dwellings in a no through road with no off street parking provision. The issue for parking pressure within Waldeck Street is exasperated by the amount of vehicles from the Charndon Close area (which is housing land with off street garaging and parking areas) parking on Waldeck Street.</p> <p>It is therefore recommended that: <b>to carry out informal questionnaire/consultation with residents of Waldeck Street.</b></p>
Swainstone Road (Katesgrove)	Residents and councillors have asked if Swainstone Road can be included within Zone 10R.	<p>Swainstone Road is a no through road located of Basingstoke Road, previous consultations have produced no consensus of opinion from the residents, however these were over five years ago so occupants or the demand for kerb side parking space may have changed since then. Swainstone Road does meet the RP criteria should residents support its introduction. No Waiting at any time would need to be implemented at the far eastern end as this provides an emergency access to playing fields.</p> <p>It is therefore recommended that: <b>to carry out informal questionnaire/consultation with residents of Swainstone Road.</b></p>

<b>ZONE 12R</b>		
Street (Ward)	Issue	Officer Comment and recommendation
Cholmeley Terrace & Regent Street (Park)	Residents would like to see the replacement of part of NWAT with an extension of RP to provide additional kerb side parking space.	<p>Following completion of phase 1 of the RP review, three residents parking spaces were removed from Cholmeley Terrace and replaced with no waiting at any time, which has been successful in achieving an adequate carriageway width for vehicles to utilise the road and the footway is no longer blocked with parked vehicles. However due to the parking pressures in the area residents have requested that this loss of space be compensated with extension of RP bays elsewhere. There is potential for the existing RP bay on the north side to be extended by 5 metres on either end and the bay on the east side of Regent Street to be extended by 5 metres.</p> <p>It is therefore recommended that: <b>To proceed to statutory consultation with a proposal that 15 metres of no waiting at any time is converted to shared use RP by extending the existing bays as shown on Drawing 12R(2)/1/CholmeleyTerrace</b></p>
East Newtown Area (Park)	Following a petition from residents of the area in East Newtown submitted to the September TMSC,	<p>The residents within the East Newtown area to be surveyed on whether they want 8-8 and 10-4. Ward councillors will be carrying out a survey of residents within this area to gauge the level of support from residents within this area on their preference of visitor hour times</p> <p>It is therefore recommended that: <b>Ward councillors carry out an informal consultation with residents of the entire "East Newtown" area to seek whether they wish to remain with 10am-4pm or amend this to 8am to 8pm.</b></p>

<b>ZONE 14R</b>		
Street (Ward)	Issue	Officer Comment and recommendation
St Bartholomew's Road (Park)	During the first phase of residents parking review statutory consultation was carried out to promote a shared use RP area for the duration of the east side of St Bartholomew's Road. Despite resident support this was vetoed by ward councillors at the TMSC in January 2014, who	<p>Following the completion of Phase 1 of the RP proposals, resident of St Bartholomew's were disappointed that the entire east side of St Bartholomew's Road was not converted to shared use RP. The entire west (residential side) of St Bartholomew's is RP only, but as the majority of the East side remains unrestricted, residents are concerned that this area becomes heavily congested with "overspill parking" from other RP areas resulting in parking pressures.</p> <p><b>It is therefore recommended: To proceed to statutory consultation with a proposal that the east side of St</b></p>

	agreed that only the existing section of RP only be converted to shared use RP and the Doctors Bay removed.	<b>Bartholomew's Road is converted to Residents Parking or 2 hours no return within 2 hours at all times, as shown on Drawing 14R(2)/1/StBarts.</b>
Grange Avenue/Pitcroft Avenue/St Edwards Road & Bishop Road (Park)	Residents and councillors have requested that these streets are investigated for Residents Parking. The areas immediately adjacent to Wokingham Road are already eligible for permits and have RP bays, however there seems to be an inequality between residents of the same street some which have RP and others which have unrestricted parking.	To extend the existing RP to cover the duration of these roads seems a logical step, as residents have requested this. Marking bays will result in a loss of overall kerb side space and detailed design needs to be considered with ward councillors.  <b>To carry out a questionnaire/consultation with residents of these streets with regard to introduction of RP within these streets.</b>

<b>ZONE 15R</b>		
<b>Street (Ward)</b>	<b>Issue</b>	<b>Officer Comment</b>
Upper Redlands Road Redlands Road Whitley Park Lane (Redlands)  Residents eligible for permits within Upper Redlands Road Redlands Road Whitley Park Lane	Following the introduction of residents parking within New Road and The Mount, the intention was to consolidate the three existing RP Zones around this area into a new 15R zone.	The intention to create larger zones was to ensure single street zones disappeared. By creating larger zones this enables more efficiency in the back office systems for the council and provides residents and their visitors with more kerb side space to park.  <b>To proceed to statutory consultation to make Upper Redlands Road, Redlands Road ,Whitley Park Lane into Zone 15R.</b>



**PATRICK ROAD (BOTH SIDES)**  
 Introduce Shared Use RP.  
 (Monday to Friday 9am-5.30pm  
 RP 01R Holders only or 2 hours  
 no return within 2 hours. At all  
 other times and Sat and Sun RP  
 01R Permit Holders Only)

Crown copyright and database rights 2013 Ordnance Survey 100019672

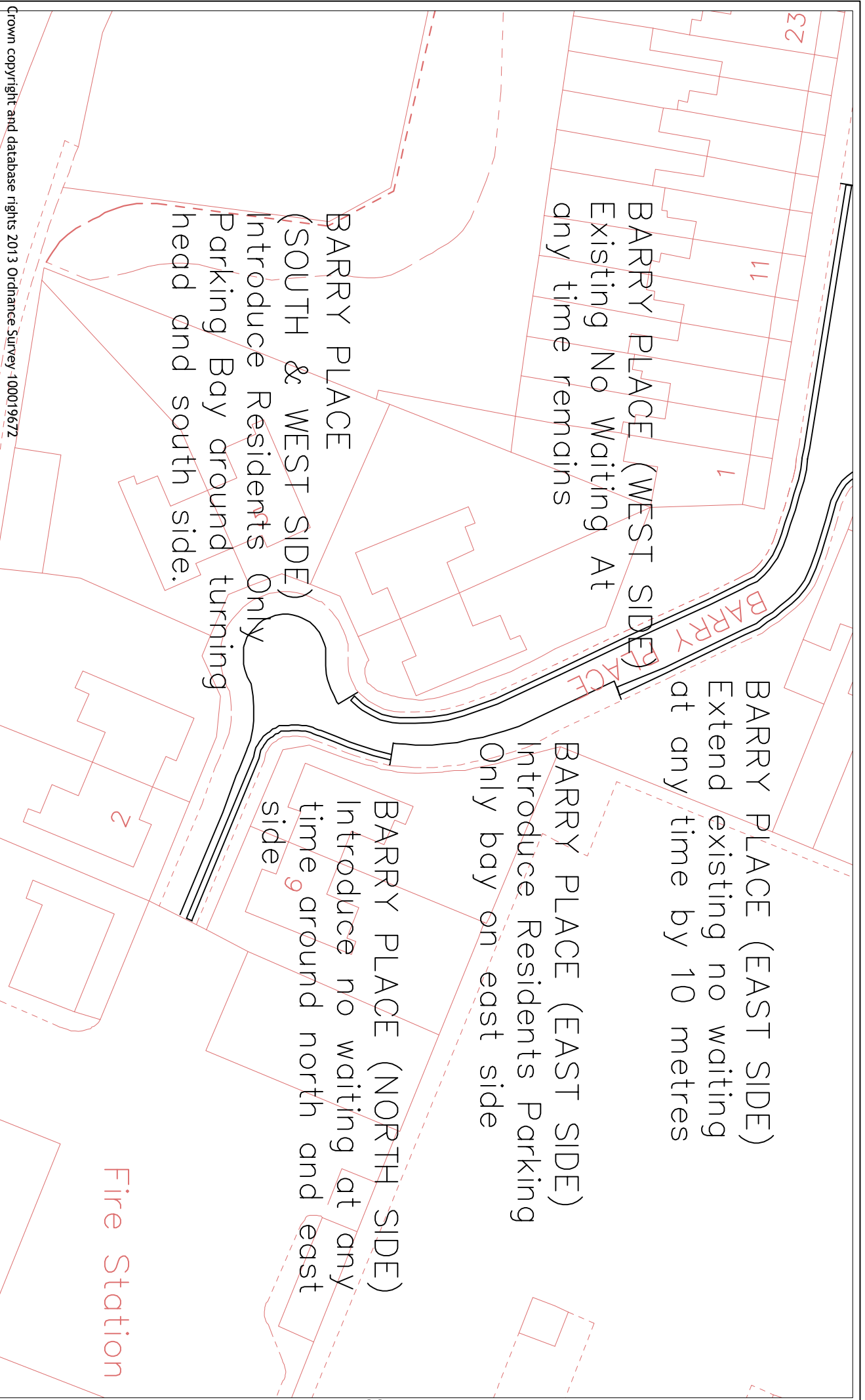


**Reading**  
 Borough Council

Working better with you

Department of Environment  
 Civic Centre  
 Reading  
 RG1 7TD

Project Residents Parking Zone Review (2) - Area 01R - PATRICK ROAD			
Drawing Proposed Restrictions for Statutory Consultation			
Drawn JC	Checked CB	Approved AS	Date 10.14
scale Not to Scale		Drawing no. S/01R(02)/1/Patrick Road	
<small>Notes: i) Based on drawing NM/JIM/PL/LC/001 at TMSC Sept 2014</small>			



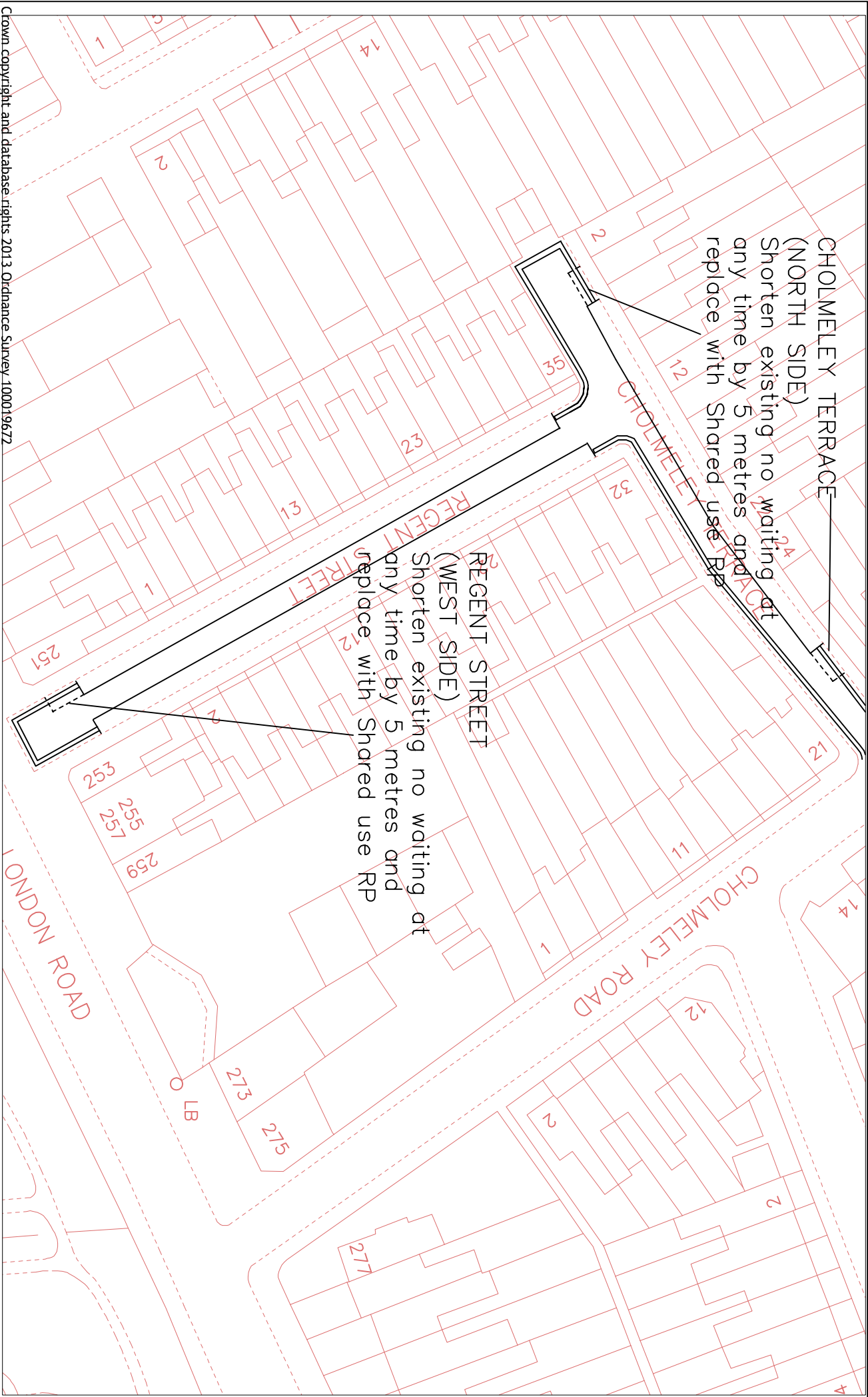
Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Department of Environment  
and Neighbourhood Services  
Civic Centre  
Reading  
RG1 7AE

Project		Residents Parking Zone Review (2)	
-Area 03R - BARRY PLACE			
Drawing		Proposed Restrictions for Statutory Consultation	
Scale	Drawn		
NTS	AS		
Date	Checked		
10:14	SB		
Drawing No. S/03R(2)/1/BarryPlace			
Notes: (1) TMSC Nov 2014			



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

The material used in this plot has been reproduced from an Ordnance Survey map with the permission of the controller of her Majesty's Stationery Office. Ordnance Survey is not responsible for any inaccuracies or omissions in this publication. Crown copyright and may lead to prosecution or civil proceedings. Ordnance Survey, 100019672, 2011

Transportation and Streetcare  
Department of Environment and Neighbourhood Services  
Civic Centre, Reading, RG1 7TD

Project  
Residents Parking Zone Review (2) -  
Area 12R - CHOLMELEY TERRACE &  
REGENT STREET

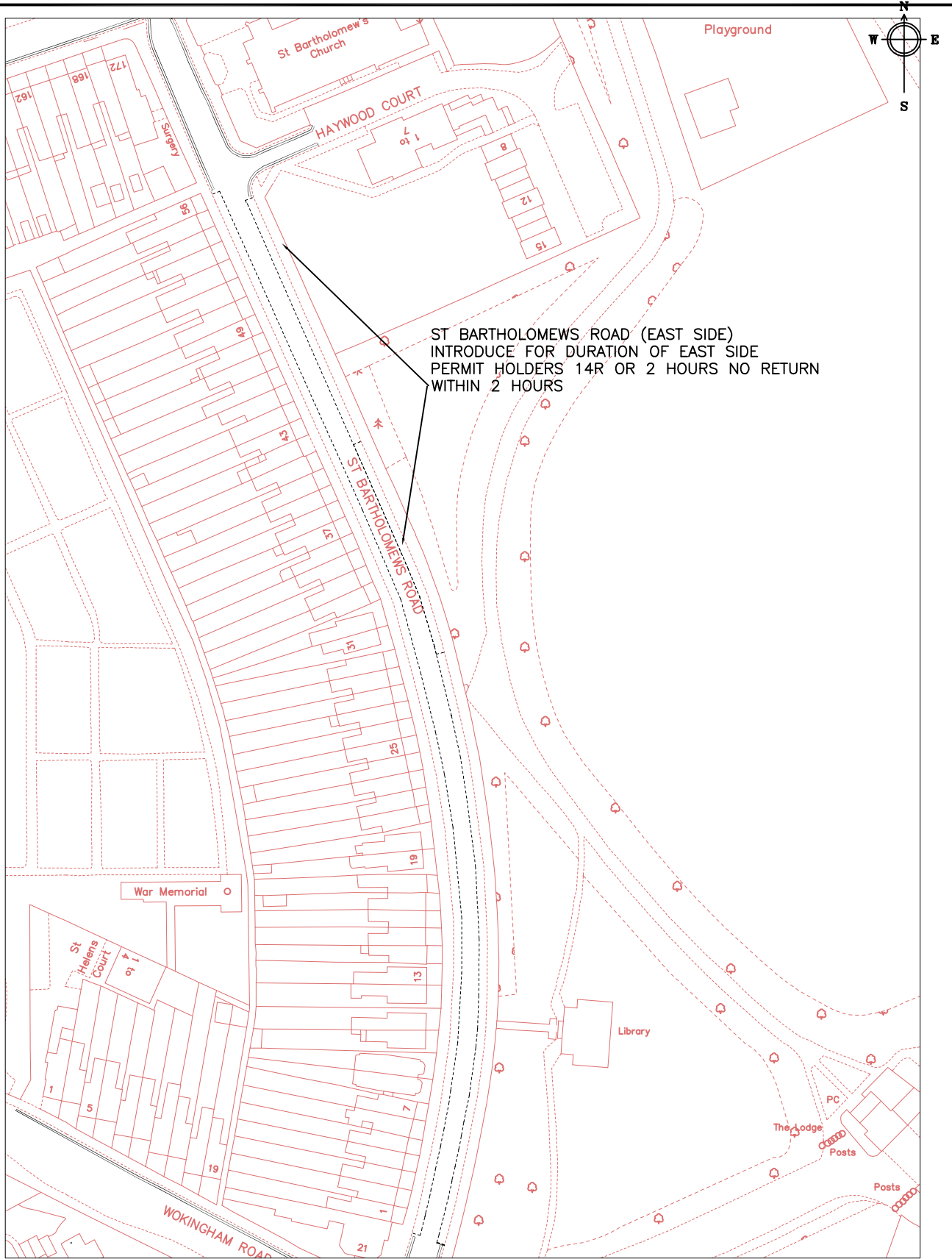
Drawing  
Proposed Restrictions for  
Statutory Consultation

Scale  
NTS

Drawn AS  
Date 10/14

Checked SB

Drawing No. S/12R(02)/1/CholmeleyTerrace  
Notes: J1/TMSC/NOV/2014



Crown copyright and database rights 2013 Ordnance Survey 100019672



Department of Environment  
Civic Centre  
Reading  
RG1 7TD

Project Residents Parking Zone Review (2)  
-Area 14R - ST BARTHOLOMEWS

Drawing Proposed Restrictions for  
Statutory Consultation

drawn  
AS

checked  
SB

drawing no.  
S/14R(2)/1/STBARTS

scale  
N.T.S

date  
10.14

Notes.i) TMSC Nov 2014

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 NOVEMBER 2014	AGENDA ITEM:	9
TITLE:	HIGHMOOR ROAD / ALBERT ROAD - PETITION FOR A SAFER CROSSROADS - OBJECTIONS TO ADVERTISED ORDER		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	THAMES
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To share with the Sub-Committee objections, support and other comments received to the proposal to restrict vehicle movements from the west side of Highmoor Road across the junction with Albert Road. Around 70 individual representations have been received prior to the issue of the statutory notice with a further 15 received during the statutory period
- 1.2 This report provides a response to the thoughts and ideas that many have expressed. This is to help the sub-committee reach a decision on whether or not to continue with the proposal or consider an alternative option.
- 1.3 Appendix 1 is the original list of options reviewed at September TM Sub-committee meeting.
- 1.4 Appendix 2 (to follow) is a summary of the objections, thoughts and ideas received an officer response.



## 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the objections received in response to the statutory consultation to restriction the west side of Highmoor Road at its junction with Albert Road. Appendix 2 provides a response to the objections and additional thoughts and ideas shared with us as a part of the statutory advert.
- 2.2 That the Sub-committee make a decision based on the evidence to either proceed with the restriction or consider an alternative option to deal with some rather than all of the safety concerns.

## 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.
- 3.2 In response to our duty the closure of the west side of Highmoor Road has been promoted to deal with a very specific pattern of accidents that has resulted in three injuries within the last four years. In addition, concern has been growing across the community where we have been petitioned *“to make Highmoor Road/Albert Road crossroads safer to use for pedestrians, cyclists and motor vehicles; historically we have had a number of near misses. We do not want to wait for a serious accident to occur before you act”*.

## 4. RESPONSE TO STATUTORY CONSULTATION

- 4.1 The proposal to close the west side of Highmoor Road has prompted a significant response with around 80 individual objections, thoughts and suggestions received at the time of writing this report. The objection period to the statutory advert closes on the day of the Sub-committee meeting where there will be an update paper tabled on the evening.
- 4.2 Of the responses received so far the vast majority are from residents of the immediate area mainly concerned with the displacement of traffic onto their street. Despite the whole area being residential Highmoor Road is regarded by some as being more of a main road link across Caversham Heights. The main concern from those that live within the immediate area is that drivers will weave through other streets that are less appropriate. Further to this traffic will then be

displaced onto other junctions that are ‘just as dangerous’ with similar visibility issues. The argument is that by preventing drivers from using Highmoor Road to travel west to east will just move the problem to another location.

4.3 Of the objections and comments received the majority regard speeding on Albert Road as the main safety issue and by reducing the speed of drivers the junction will be made safer. This and all other suggestions of how to improve safety at the junction have already been explored in the review of options as presented to TM Sub-committee in September. Appendix 1 is a copy of the review.

4.4 A full summary and officer response is detailed in Appendix 2 (to follow).

4.5 The Sub-committee must decide (based on the evidence) to either proceed with the restriction or consider an alternative option to deal with some, rather than all, of the safety concerns.

## 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 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.

## 7. LEGAL IMPLICATIONS

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

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

## 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 Annual Road Safety Review. TM Sub Committee 14<sup>th</sup> September 2014.

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:	4 NOVEMBER 2014	AGENDA ITEM:	10
TITLE:	PLAY STREETS UPDATE		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

#### 1. PURPOSE AND SUMMARY OF REPORT

- 1.1 To update the sub-committee with progress on Play Streets.
- 1.2 As indicated within previous reports to TMAP and TM Sub-committee, Play Streets, or similar type schemes, is a concept whereby residents close their street for, typically, a short period of time to through traffic to enable children to play in the street safely. The reasons for play streets are set out in Appendix 1.
- 1.3 Over the past 18months a number of streets across the borough have taken part in play street activities. The current list of Play Streets is shown in Appendix 2.
- 1.4 The experimental traffic regulation order that has been used to close roads for play streets is reaching its 18 month legal limit. At this point we have to decide to make the order permanent or allow it to expire. As Play Streets are a temporary road closure, for a short duration and requires the flexibility of future dates not yet determined a permanent traffic regulation order is not appropriate. Therefore, it is recommended to proceed with Play Streets using the Town Police Clauses Act 1847.

## 2. RECOMMENDED ACTION

- 2.1 To note the report.
- 2.2 That the current experimental traffic regulation order used for Play Streets be allowed to expire at the end of its 18month duration.
- 2.3 That Play Streets is continued using the Town Police Clauses Act 1847 to temporarily close roads.
- 2.4 That any objections received to the temporary closure of streets for Play Streets are reported back to the Sub Committee at an appropriate time.

## 3. POLICY CONTEXT

- 3.1 Play Streets meets a number of international, national and local policy objectives. Appendix 1 highlights 10 reasons for Play Streets and the positive impact it has on society, education and the health and well-being of not just children but also of the wider community.

## 4. UPDATE

- 4.1 The current Play Streets scheme, although limited to a ridged road closure process, has been regarded as a success. The scheme has created interest across the Borough with a number of enquires received by officers. The number of streets now engaged in Play Streets has increased over the past year (Appendix 2) and there is growing interest from community groups such as Neighbourhood Action Groups and GLOBE groups.
- 4.2 The current experimental traffic regulation order that has been used to close roads for play streets is reaching its 18 month legal limit. At this point we have to decide to make the order permanent or allow it to expire. As Play Streets is for a temporary road closure, for a short duration requiring the flexibility of future dates not yet determined, a permanent traffic regulation order is not appropriate. Therefore, it is recommended to proceed with Play Streets using the Town Police Clauses Act 1847. This is nationally recognised legislation used to close roads for short duration events and is used widely across the country including within Thames Valley Police force area.
- 4.3 No objections have been received to any of the current Play Street road closures although officers received two concerns prior to the



first closures of two streets. A third 'objection' was received to the closure of a street that has not made an application to join the scheme to date.

- 4.4 It seems that some people do not agree with the principal of the scheme by allowing children to play out in their street rather than the road closure itself. The most common reaction is that children should not play in the road and go to a local park. There are also some fears associated with children playing in the street such as: allowing children to 'run amok' and create damage. These reactions are about the idea itself and do not really relate to the road closure. If we are supporting Play Streets we should be approving the scheme on the basis of its core objectives as highlighted in Appendix 2 and arguments against the scheme should not be used to object to the road closure itself.
- 4.5 We close roads temporarily for a variety of reasons but mostly for road works. Under temporary road closures there is no mechanism to object as the road will be returned to its original state in the future. As long as access is maintained, which is a requirement of the Play Street scheme, the reasons for objecting to the road closure is largely removed. However, where objections are made to the closure of streets for Play Streets rather than the principals of the scheme itself then they will be brought back to the sub-committee. At the 14<sup>th</sup> March 2013 meeting of TMAP it was agreed that reasonable reasons for objection are: a) creating additional traffic problems, b) Too few people taking part to justify closing the street, c) a previous play street was not managed properly. These reasons should be given serious attention and officers will advise the lead member of Strategic Environment, Planning & Transport of any concerns that may lead to a Play Streets event being cancelled between Sub-committee meetings.
- 4.6 The presentation of the road closure itself is quite varied across schemes. All closures shall be managed to ensure access can be maintained. A physical removable barrier is recommended as it has to be managed. Wheelie bins have been used to create a removable barrier and in principal this meets our requirements. However, the recognised ROAD CLOSED sign must be displayed whilst the street is closed as should be the case with any road closure.
- 4.7 Feedback from the community indicates that gaining the initial support to close a street for the scheme can be difficult. The requirement to demonstrate 2/3 support has proved to be a barrier and we have been asked if this could be relaxed. The recommendation for 2/3 support was intended to be a guide and this

is flexible. It is for the applicant to make and explain the case for Play Streets where it may not be so easy to demonstrate 2/3 support.

## 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To enhance quality of life in all neighbourhoods and build communities where everyone is included and has opportunities to succeed.

5.2 To improve the health of the population, prevent and treat ill-health and promote good health and lifestyle for people of all ages.

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The success of Play Streets is dependent on local communities engaging and taking ownership of the event.

## 7. LEGAL IMPLICATIONS

7.1 Traffic Regulation Orders are required to enable the closures to take place.

## 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 An equality impact assessment has not been carried out at this stage but will be considered at the time that the road closures are known.

## 9. FINANCIAL IMPLICATIONS

9.1 The cost of advertising the legal Order.

## 10. BACKGROUND PAPERS

- 10.1 13 September 2012 TMAP report
- 10.2 17 January 2013 TMAP report
- 10.3 14 March 2013 TMAP report
- 10.4 13 June 2013 TM Sub-committee
- 10.5 13 March 2014 TM Sub-committee

1. Children need to play.

It is vital for their physical and emotional development and for their social learning. It is also a human right under the UN Convention on the [Rights of the Child](#).

2. The street is a blank canvas.

It allows for truly child-led '[free](#)' play, providing important benefits over structured, organised activities in designated spaces.

3. Children like to play near home and have traditionally done so.

A 2007 poll found that 71% of adults played out on their street every day compared to only 21% of children today ([Play England](#)).

4. Children need ample space to play energetically.

Many homes do not have gardens and in cities these tend to be small. Many children can't get to parks and other open spaces easily whereas the street is instantly accessible.

5. Playing in the street increases community cohesion.

It brings neighbours of all ages together by providing a sense of common space and shared ownership. It can engender a sense of collective responsibility and thereby increase the safety of the neighbourhood.

6. Street play creates new opportunities for socialising and friendships.

These are often across age groups, or with children that go to other schools. Playing out also increases contact between children and adults, helping to build up familiarity and trust.

7. Children learn valuable skills when they play out.

They learn important social skills and they gain understanding about the world around them. They do this through dealing independently with situations as they arise.

8 Playing in the street allows for 'semi-supervised' play.

Parents can get on with housework or looking after other children in the house while allowing children to play outside. Children are far more likely to play outside every day if allowed to play near their home, rather than relying on parents to take them somewhere else, like the park.

9. The street is the "starting point for all journeys" (Tim Gill, 2007)

The ability to play independently in the street is a first step towards greater independent mobility around the neighbourhood - to visit friends, go to the park or walk to school

10. Streets constitute the vast majority of public space in the city.

To see them only as places to drive and park cars is to massively undervalue them. Streets can and should be places where people can sit, talk, read, play and walk - and even sing and dance if they want to! The only way this will happen is if we start to use them differently.

Road	Ward	Requested closure times	Reserve dates	Contact name
Lorne Street	Battle	2014 Apr: 10, 26; Closure between 1400-1700 May: 8, 22; Closure between 1600-1900 Jun:7; Closure between 1400-1700, Jun:19; Closure between 1600-1900; Jul:5; Closure between 1300- 1600; Jul:17; Closure between 1600-1900; Jul:31; Aug:14,28; Sept:13; Closure between 1400-1700; Sept:25; Closure between 1600-1900; Oct:11,30; Closure between 1400-1700; Nov:13,27; Dec:11; Closure between 1530-1830; Dec:23; Closure between 1300-1600; 2015 Jan:8,22; Feb:5; Closure between 1530-1830; Feb:19; Closure between 1300-1600; Mar:5,19; Closure between 1530-1830	2014 Apr: 17; May:3; Closure between 1400-1700 May: 15; Closure between 1600-1900 May:29; Jun:14; Closure between 1400-1700, Jun:26; Closure between 1600-1900; Jul:12; Closure between 1300-1600; Jul:24; Closure between 1600-1900; Aug:7,21; Closure between 1400- 1700; Sept:4; Closure between 1500-1800; Sept:20; Closure between 1400-1700; Oct:2 Closure between 1600-1900; Oct:18; Closure between 1400-1700; Nov:6,20; Dec:4,18; Closure between 1530-1830; 2015 Jan:1; Closure between 1300-1600; Jan:15,29; Feb:12,26; Mar:12,26; Closure between 1530-1830	Catherine Timmis
South View Avenue	Caversham	2014 June:1; Closure between 1400-1700 Closure between 1500-1800 July:27; Sept:7 Closure between 1400-1700	2014 June:8; Closure between 1400-1700 July:6; Closure between 1500-1800 Aug:3; Sept:14; Closure between 1400-1700	Hannah Riches
Blenheim Road	Caversham	2014 Apr: 6; May: 11 - Closure between 1300-1600 Jun: 22 - Closure between 1530-1730	2014 Apr: 13; May: 18 - Closure between 1300- 1600 Jun: 21 - Closure between 1530-1730	Robert Phillips
Larkswood Close	Kentwood	2014 May:4; June:8; July:6; Aug:3;Sept:7; Oct:12; Nov:2;Dec:7;Closure between 1400-1700		Sharon Leece
St Peter's Road	Park	2014/15 Last Friday of each month: 1530-1730	2014/15 First Friday of each month: 1530-1730	Lindsay Padbury
School Terrace	Park	2014 Mar: 2, 16, 30; Apr: 13, 27; May: 11, 25; Jun: 8, 22; Jul: 6, 20; Aug: 3, 17 Closure between 1330-1530		Rachel Barker

Talfourd Avenue	Park	2014 Apr: 12 - Closure between 1400-1600 May: 10; Jun: 7; Jul: 12; Aug: 9; Sep: 13 Oct: 11 - Closure between 1500-1700 Nov: 8; Dec 13; Closure between 1400-1600 2015 Jan:10; Feb:7; Mar:7; Apr:4	2014 Mar: 15 - Closure between 1400-1600 Apr: 19; May: 17; Jun: 14; Jul: 19; Aug: 16; Sep: 20; Oct:18; - Closure between 1500-1700 Nov:15; Dec:20 Closure between 1400-1600 2015 Jan:17; Feb:14; Mar:14 Closure between 1400- 1600 Apr:11 Closure between 1500-1700	Rachel Helsby
Exbourne Road	Whitley	2014 June 18; July 16; Sept 24 - between 2-5pm		Christ The King & Geoffrey Field Schools
Cumberland Road Armour Road	Park Tilehurst & Kentwood	2014/15 last Mon of each month: 1500-1800 2014 Apr:12; May:10; June:7; July:5; Sept:13; Oct:11; Closure between 1300-1600; Nov:8; Closure between 1400-1600; Dec:6; 2015 Jan:10; Feb:7; Mar:6 Closure between 1300-1600	2014/15 last Tues of each month 1500-18-00	Amanda Walsh Elizabeth Elmore-Elkin

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 NOVEMBER 2014	AGENDA ITEM:	11
TITLE:	FOOTWAY AND VERGE PARKING BAN UPDATE - TILEHURST		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	TILEHURST & KENTWOOD
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK MANAGER	E-MAIL:	<a href="mailto:simon.beasley@reading.gov.uk">simon.beasley@reading.gov.uk</a>

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee an update on the experimental footway and verge parking ban in the Tilehurst area.
- 1.2 The experimental traffic regulation order that has been used to ban parking on footways and verges in the Tilehurst area is reaching its 18 month legal limit. At this point we have to decide to make the order permanent or allow it to expire.
- 1.3 The ban has largely been regarded as successful meeting most of its original objectives although there are some areas that need consideration should the order be made permanent.
- 1.3 The recommendation is to make the experimental order permanent but remove Mayfair and an alternative solution to protect the grass verge areas be considered.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That Members of the Sub-Committee are asked to make permanent the experimental footway and verge parking, with the exception of Mayfair, in Tilehurst.
- 2.3 An alternative restriction shall be considered for Mayfair to protect the grass verges following the revised TSRGD.

### 3. POLICY CONTEXT

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

### 4. THE PROPOSAL

- 4.1 The experimental traffic regulation order that has been used to ban parking on footways and verges in the Tilehurst area is reaching its 18 month legal limit. The committee must decide that the trial has met its objectives and to make the order permanent or regard the trial as not successful and allow it to expire.
- 4.2 The result of the original consultation showed in the region of 70:30 split in favour of a footway/verge parking ban. The perception is that the level of support has stayed roughly the same throughout the trial. A similar level of support was demonstrated in Southcote more recently through the two informal consultation exercises. The original objectives not only set out to protect the footways and verges from parking but reduced speeding through increased on-street parking.
- 4.3 The trial has largely successfully meeting its objectives in most areas with positive feedback particularly related to reduced speeding. However, there have been issues in some streets that resulted in support from residents falling. One such area is Mayfair where residents petitioned for the ban to be altered allowing residents (and their visitors) to park within the tarmacked vehicle cross-over areas that cuts through the wide grass verges. Since the relaxing of enforcement in Mayfair some parking has returned to the grass verges. Damage to the grass verges is beginning to reappear as a result of the recent wet weather. It is the damage to the grass verges that residents support action against and there is a desire to seek a solution that does this. The Department for Transport is currently revising the Traffic Signs Regulations and General Directions (TSRGD) which is intended to provide more flexibility for local highway authorities without the need for special sign approval. As this revision is now nearing its conclusion road shows and information/training sessions are being organised over the next few months. Following this we will investigate the scope for a new restriction for Mayfair that protects the grass verges.
- 4.4 Another area that has been less successful is dealing with drivers who pull up on footways outside shops and banks where the pedestrian footfall is at its greatest. These drivers are going unchallenged and this would need to be addressed in any permanent ban. It is likely to be a case of employing a mix of physical barriers with improved enforcement. It has already been suggested that Tilehurst needs additional cycle parking in the shopping areas that could be coupled up as barriers to stop footway parking. This appears achievable and will be investigated as a part of our cycling strategy through LSTF.
- 4.5 Residents of Park Lane consider it is better for them to park on the footways and verges rather than create traffic flow problems on this commuter route to the A4 via Langley Hill. Park Lane is a part of Reading Buses Route 17 so larger vehicles regularly use the street adding to the traffic flow concern. Park Lane is the one road within the trial ban that has experienced no improvement in the condition of the verges. Prior to the ban the verges had been so badly damaged that even today the verges remain in a terrible state. Despite the concern of



the impact to traffic flow there has been no evidence of delays to the Route 17 as a result of this parking ban. However, consideration will be given to re-marking the centre line off centre or completely removing it. This may give residents the assurance that the road is wide enough to accommodate on-street parking.

4.6 With some relatively minor alterations for consideration it is recommended to make the experimental order permanent and remove Mayfair where an alternative solution to protect the grass verge areas shall 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 Statutory consultation was carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

6.2 Local consultation completed by RBC.

## 7. LEGAL IMPLICATIONS

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

## 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 projects are funded through existing Transport and Safer Communities budgets.

## 10. BACKGROUND PAPERS

10.1 TMAP reports - November 2012 and January 2013.



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 NOVEMBER 2014	AGENDA ITEM:	12
TITLE:	CIVIC "B" CAR PARK - DAYS AND HOURS OF OPERATION CHANGES INTRODUCTION OF EXPERIMENTAL TRAFFIC REGULATION ORDER		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	LEAD COUNCILLOR FOR STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT ALL
SERVICE:	PARKING SERVICES	WARDS:	ALL
LEAD OFFICER:	ELIZABETH ROBERTSON	TEL:	01189 373767
JOB TITLE:	CIVIL ENFORCEMENT MANAGER	E-MAIL:	<a href="mailto:Elizabeth.robertson@reading.gov.uk">Elizabeth.robertson@reading.gov.uk</a>

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report advises Members of the proposal to change the days and hours of operation and the tariff rate in the Civic "B" Car Park and introduce an experimental "Off Street" car parking order for 18 months.

2. RECOMMENDED ACTION

- 2.1 That the Members agree to change the days and hours of operations and the tariff rate in Civic "B" Car Park as set out in 4.7.
- 2.2 That the Members agree to the introduction of season tickets in Civic "B" Car Park as set out in 4.8.
- 2.3 The Statutory requirements for introducing an Experimental Traffic Regulation Order are authorised and The Head of Legal and Democratic Services is authorised to advertise the proposals.
- 2.4 Any objections to the Experimental Order would be reported to the Traffic Management Sub-Committee.
- 2.5 If no objections are received within the first six months that the experimental Order be made permanent.
- 2.6 That Tariff Changes will be implemented using the delegated authority of the Head of Transportation and Streetcare.

3. POLICY CONTEXT

- 3.1 The current parking strategy is a core element of the Local Transport Plan. The strategy aims to manage the level of long stay/commuter parking in the Town Centre. A key feature of the strategy is pricing of Town Centre parking to reflect the availability of alternatives, especially long stay parking provided

by park and ride.

#### 4. THE PROPOSAL

##### 4.1 Current Position:

4.2 Civic B Car Park is currently open to members of the public as a Pay and Display car park during the days and hours of operation set out in the table below:

Name of Parking Place	Classes of Permitted Vehicles	Days of Operation	Hours of Operation and Scale of Charges
Civic Offices Car Park "B"	All classes except commercial vehicles	Night Rate 6pm - 8am	Monday to Sundays 6pm - 8am.....£3.50
-Ditto-	All classes except commercial vehicles	Saturdays to Sundays 8am - 6pm	Saturdays to Sundays 8 a.m. - 6 p.m. Up to 1 hour .....£1.70 Up to 2 hours.....£3.30 Up to 4 hours.....£6.60 Up to 6 hours.....£11.10 6 - 24 hours..... £15.10

4.3 During the day between 8am and 6pm, Monday to Friday, the car park is used as staff car parking for Reading Borough Council employees.

4.4 Reading Borough Council will be relocating to new offices, and this car park will be no longer be used for staff car parking during the day.

##### 4.5 Options Proposed

4.6 It is proposed to introduce an experimental "Off-Street" Places Order to allow for members of the public to use the car park 24 hours/7 days a week.

4.7 It is proposed to use the same tariff rate for Monday to Friday as is already in use for Saturday and Sunday, please see proposed tariff rate in table below.

Name of Parking Place	Classes of Permitted Vehicles	Days of Operation	Hours of Operation and Scale of Charges
Civic Offices Car Park "B"	All classes except commercial vehicles	Night Rate 6pm - 8am	Monday to Sundays 6pm - 8am.....£3.50
-Ditto-	All classes except commercial vehicles	Monday To Sunday 8am - 6pm	Monday to Sundays 8 a.m. - 6 p.m. Up to 1 hour .....£1.70 Up to 2 hours.....£3.30 Up to 4 hours.....£6.60 Up to 6 hours.....£11.10 6 - 24 hours..... £15.10

- 4.8 It is proposed that a limited number of season tickets could be available for Civic B car park. The proposals are below:

Season Tickets	Civic "B" Car Park
12 monthly	£1,200
6 monthly	£627
3 monthly	£330
1 monthly	£120

- 4.9 There are 170 parking spaces in the car park, of those 4 are allocated for disabled badge holders.

- 4.10 There are no proposals at this time to change any tariffs in any of the other Council Car Parks: Broad Street Mall, Queens Road, Hills Meadow, King's Meadow, Cattlemarket, Chester Street, Recreation Road and Dunstall Close Car parks.

## 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 Notices and Advertisements will be made in advance of any changes.

## 7. LEGAL IMPLICATIONS

- 7.1 Experimental orders are provided for under s9 and s10 of the Road Traffic Regulation Act 1984 (the Act). The changes to the current off street parking order would be temporary whilst the experimental order is in force and governed by Part IV of Schedule 9 to the Act. If no objections are received within the first six month period an experimental order can be made permanent by a further order. The making of the order and adverting of the notice must be done in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 7.2 Any objections to the Traffic Regulation Order would be reported to the Traffic Management Sub-Committee.

## 8. FINANCIAL IMPLICATIONS

- 8.1 The Proposals will require additional legal advertising costs.

- 8.2 It is not possible to estimate the additional income from opening the car park 24hours/7days a week, but the additional income contributes towards progressing closer to the profit share threshold. It is not likely that this will be reached in this financial year and therefore the Guaranteed Minimum Payment provided for in the contract will remain unchanged until profit share is reached.

9. BACKGROUND PAPERS

9.1 None

10. APPENDICES

10.1 None

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 NOVEMBER 2014	AGENDA ITEM:	13
TITLE:	WINTER SERVICE PLAN 2014-2015		
LEAD COUNCILLOR:	COUNCILLOR	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TONY PAGE	WARDS:	BOROUGHWIDE
	TRANSPORTATION AND STREETCARE		
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138/72138
JOB TITLE:	ASSISTANT HIGHWAYS MANAGER	E-MAIL:	sam.shean@reading.gov.uk

#### 1. EXECUTIVE SUMMARY

- 1.1 To inform the Sub-Committee of the outputs delivered by the 2013/2014 Winter Service Plan during the 2013/2014 winter period.
- 1.2 To inform the Sub-Committee of the 2014/2015 Winter Service Plan to be put in place to manage the 2014/2015 winter period.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the outputs delivered by the 2013/2014 Winter Service Plan and procedures put in place.
- 2.2 That the Sub-Committee note and endorse the 2014/2015 Winter Service Plan.

#### 3. POLICY CONTEXT

- 3.1 To provide a service to reduce, as far as possible, the effects of adverse weather on the public highway during the winter period.
- 3.2 To provide conditions as safe as reasonably practical having regards to financial constraints and our statutory duties.

#### 4. BACKGROUND

- 4.1 This report outlines the review of the 2013/2014 Winter Service Plan and the changes incorporated within the 2014/2015 Winter Service Plan, which the Council produce and agree on an annual basis through the Traffic Management Sub-Committee.

#### 5. EFFECTIVENESS OF THE 2013/2014 WINTER SERVICE PLAN

- 5.1 The 2013/2014 winter proved to be a wet and relatively mild winter season. Although there were no prolonged severe weather events, there were several occasions resulting in marginal temperatures triggering treatment of the primary network.
- 5.2 The 2013/2014 Winter Service Plan provided a robust service for the duration of the winter period with no disruption to the primary and secondary network.
- 5.3 There were no reported problems with the availability of salt or maintaining salt stock level during the 2013/14 winter season.

#### 6. REVIEW OF 2013/2014 WINTER SERVICE PLAN AND UPDATED 2014/2015 WINTER SERVICE PLAN

- 6.1 A review of the 2013/2014 Winter Service Plan has been undertaken. The main points are summarised below:

- A review of the existing 48 grit bins was carried out confirming their on-going requirement.
- An assessment of 5 grit bin requests received during the 2013/2014 winter season was carried out. Each location was assessed against the assessment criteria, however none achieved a score high enough to warrant a grit bin to be installed for the 2014/2015 winter service period.
- The contractual salt stock held by the Council's contractor was increased from 600 tonnes to 1200 tonnes for the 2010/2011 winter service period. This will continue to be maintained for the 2014/2015 winter service period.
- All bus routes continue to be on primary or secondary gritting routes. There are no reported changes to bus routes for the 2014/2015 winter service period, except for in the vicinity of Reading Station Redevelopment Scheme, where the primary gritting route and 2014/2015 Winter



Service Plan will be updated as required on completion of the work on site.

- All cross-boundary primary and secondary gritting routes correspond with neighbouring Authorities routes.
- Footway snow ploughs continue to be available for use in the Town Centre and on primary pedestrian routes such as the Reading and Caversham Bridges.

6.2 Highways has completed a full review of its 2013/2014 Winter Service Plan and produced the 2014/2015 Winter Service Plan.

6.3 The updated 2014/2015 Winter Service Plan and map showing the primary/secondary routes and grit bin locations is available as a background paper, electronically and on deposit in the Members Room.

## 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 A Winter Service Plan is produced outlining the Council decision making process. This is subject to review annually taking into account comments from the public, media, Government and Councillors.

## 9. LEGAL IMPLICATIONS

9.1 The Borough Council, as Highway Authority, has a duty under the Highways Act 1980 in respect of snow and ice.

## 10. FINANCIAL IMPLICATIONS

10.1 The cost of winter maintenance is met from the Transport Revenue Budget.

## 11. BACKGROUND PAPERS

11.1 Winter Service Plan 2014/2015.

11.2 Winter Gritting Routes 2014/2015.

11.3 Grit Bin Requests Evaluation Sheet for 2014/2015.

- 11.4 Grit Bin Evaluation Sheet of current approved grit bin locations.
- 11.5 Traffic Management Sub-Committee Report - 12<sup>th</sup> September 2013.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 NOVEMBER 2014	AGENDA ITEM:	14
TITLE:	PROHIBITION OF MOTOR VEHICLES TO GARAGE AREAS - SOMERSTOWN COURT AND WOOD GREEN CLOSE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	ABBAY & BATTLE
LEAD OFFICER:	JO ANDERSON	TEL:	0118 937 4258
JOB TITLE:	NEIGHBOURHOOD INITIATIVES OFFICER	E-MAIL:	<a href="mailto:Joanne.anderson@reading.gov.uk">Joanne.anderson@reading.gov.uk</a>

1. EXECUTIVE SUMMARY

1.1 To seek approval to carry out statutory consultation and implementation, subject to no objections being received, for a prohibition of motor vehicles except for residents access, to be enforced using physical barriers to the garage areas in Wood Green Court and Somerstown Court.

1.2 Appendix 1 - Location plans

2. RECOMMENDED ACTION

2.1 That the Members of the Sub-Committee approve a statutory consultation.

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 consultations and advertise the proposals as detailed in Appendix 1 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

### 3. POLICY CONTEXT

3.1 The proposals are in line with current transport and planning policy.

### 4. BACKGROUND

4.1 The garage areas of Somerstown Court and Wood Green Close have regularly been reported by residents as being used for prostitution. This has been a problem for many years. In 2004/5 some bollards were installed in two of the three garage areas which later had to be removed as the land is classified as Public Highway. Residents regularly report prostitutes bringing their clients in cars and leaving associated litter behind.

4.2 Residents in both areas have asked for bollards or some form of physical barrier preventing access to non-residents in vehicles. Reports to the police are increasing in Somerstown Court backed by the Baker Street Area Neighbourhood Association and residents are becoming increasingly despondent with a perception of lack of action. Additional work by the anti-social behaviour team is ongoing to help reduce the problem working with the sex workers and kerb crawlers and the police team regularly visit when on shift.

### 5. THE PROPOSAL

5.1 This report seeks the approval of the Sub-Committee to carry out the Statutory Consultation on a proposal to introduce a prohibition of motor vehicles except for access restriction in the garage areas of Somerstown Court and Wood Green Close. The consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5.2 Individual consultation with residents will also be undertaken via the Stronger and Safer Neighbourhoods Team.

5.3 Subject to no objections to the proposals, a physical barrier will be installed that is appropriate to each of the areas alongside the regulatory prohibition signs.

### 6. CONTRIBUTION TO STRATEGIC AIMS

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

### 7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 That residents with access to the garage areas be informed of the request for a Traffic Regulation Order and are advised of the timescales of the project.

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

## 8. LEGAL IMPLICATIONS

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

## 9. EQUALITY IMPACT ASSESSMENT

9.1 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.

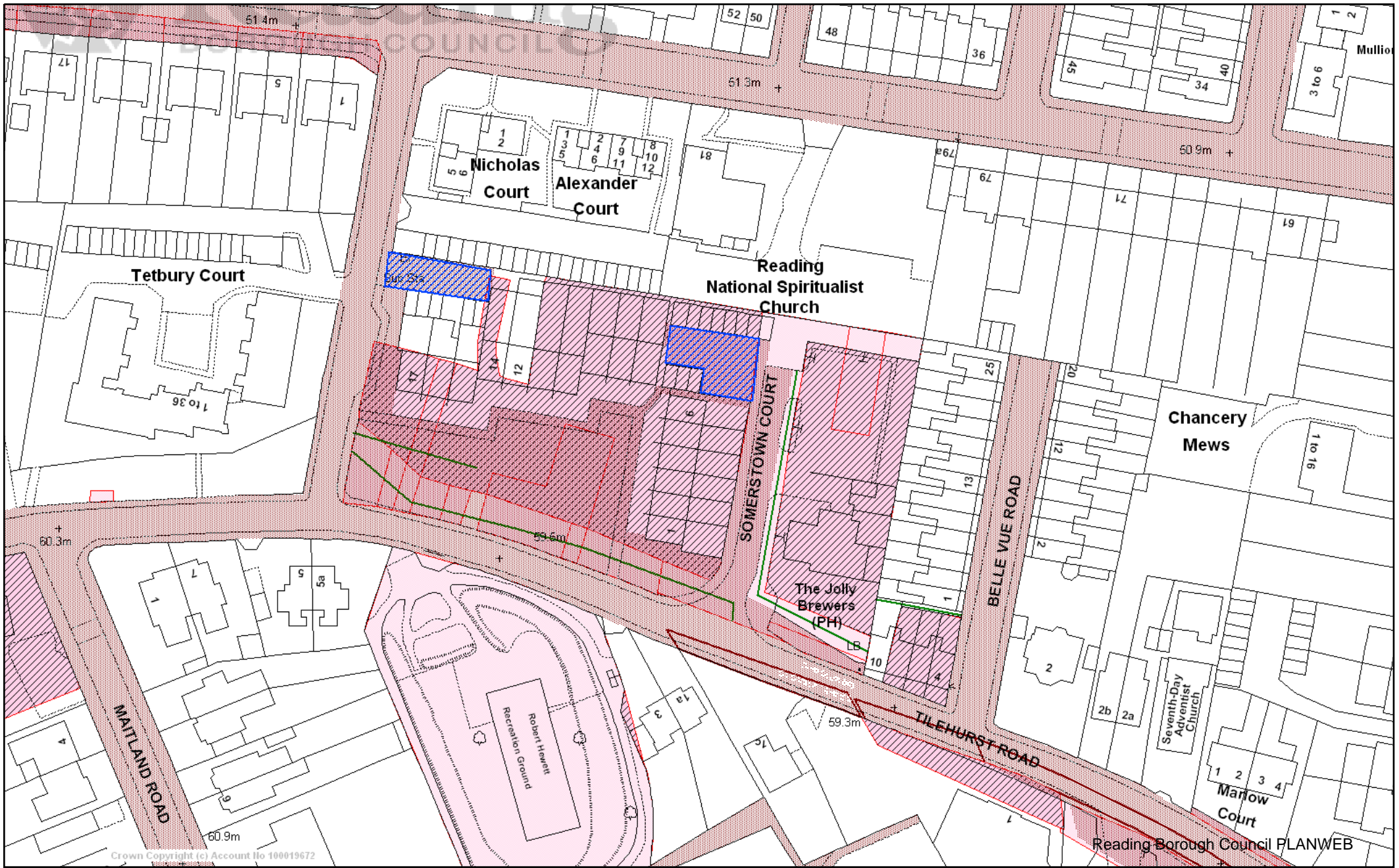
9.2 The Council has carried out an equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

## 10. FINANCIAL IMPLICATIONS

10.1 The consultation and works will be funded from the Safer Reading capital budget from Safer Communities.

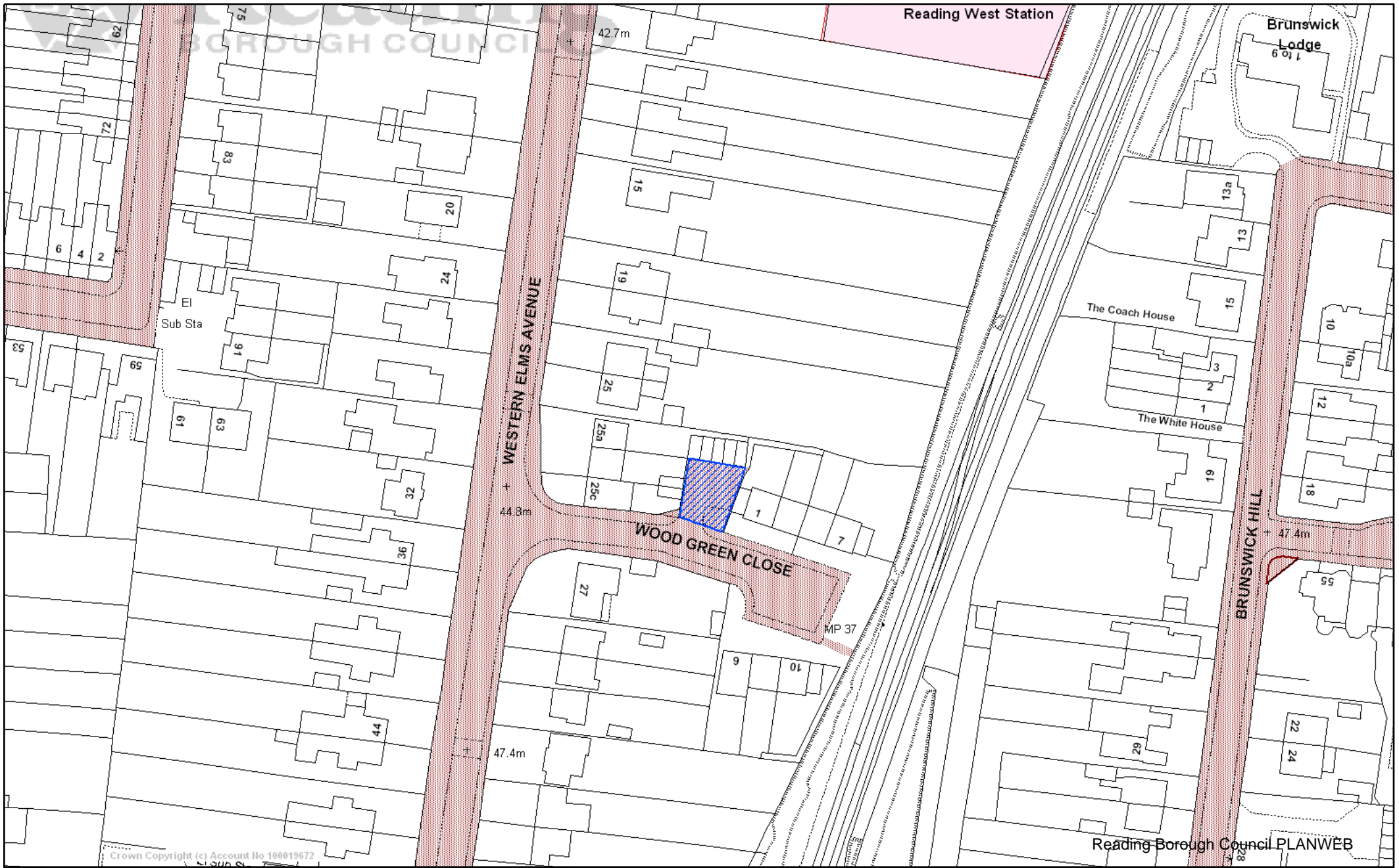
## 11. BACKGROUND PAPERS

11.1 None



Date 22/10/2014  
 Scale 1/1071





Date 22/10/2014  
Scale 1/1071

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>4 NOVEMBER 2014</b>	<b>AGENDA ITEM:</b>	<b>15</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.

**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 footway on the north side of Station Hill reopened during the first week of October 2014 removing the need to divert pedestrians via Garrard Street. The remaining works to create the new interchange are due to be completed by the end of October 2014.

#### 4.6 South public square

Works to create the new public square have progressed well with substantial completion also due at the end of October 2014. A small amount of paving improvements will continue to take place on the footway ramp near the Railair Link during the early part of November 2014 to coincide with installation of the new cycle hire docks.

#### 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 As part of the viaduct works, Network Rail are due to remove the arched Cow Lane bridge over the 2014 Christmas holiday period. The works will take place under a full road closure, with access being maintained to local businesses either side of the bridge at all times. Once complete, a temporary footway can be created to improve pedestrian access beneath the bridge but it will still be necessary to manage traffic flow by traffic signals as the width of the road is not increased at this stage.

#### 4.9 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 re-provision of private means of access.

4.10 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.

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

4.12 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.

4.13 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.

- 4.14 As reported to this meeting in September 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.
- 4.15 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.
- 4.16 Members of the Sub-Committee are asked to note the contents of this report.

## 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, June 2014 and September 2014.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 NOVEMBER 2014	AGENDA ITEM:	16
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. Substantial completion was reached at the end of October 2014. The scheme has included 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 to compliment the new shared footway/cycleway. Several traffic signal upgrades have also been completed at London Street/London Road, Crown Street/Southampton Street, and London Road/Alexandra Road. 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 and substantial completion was also reached at the end of October 2014. The roads and footways have been resurfaced, new street furniture such as cycle parking and benches have been installed and several areas have been adjusted to allow for new landscaping and tree planting. The new shared use footway/cycleway has been created starting at the Eastern Avenue junction and running along the south side of Cemetery Junction to tie into the existing London Road footway/cycleway facility. The traffic signals at Cemetery Junction have been upgraded and a new pedestrian crossing has been provided just east of the De Beauvoir Road junction to serve the pedestrian desire line at this location.

5.3 The implementation of advisory cycle lanes on Southampton Street and Silver Street will be progressed separately early next year. The cycle lanes will be achieved by using the existing hatched areas on the highway and therefore highway capacity will not be affected.

5.4 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.

5.5 The proposed eastern area 20mph speed limit has been approved and officers are now completing the detailed design process in order to introduce the scheme at the earliest opportunity.

## 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. EQUALITY IMPACT ASSESSMENT

- 9.1 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.
- 9.2 The Council has carried out an equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

## 10. FINANCIAL IMPLICATIONS

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

## 11. 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, June 2014 and September 2014.



## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	4 NOVEMBER 2014	AGENDA ITEM:	17
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:	ruth.leuillette@reading.gov.uk / chris.maddocks@reading.gov.uk

#### 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.

### 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 **Personalised Travel Planning:** The substantial programme of Personalised Travel Planning was completed in October, involving Travel Advisors providing sustainable travel advice to residents and businesses throughout the Reading urban area. An evaluation of the success of the PTP programme will be undertaken as part of the overall LSTF monitoring activities.
- 4.3 **Fares, Ticketing and Information:** The first phase of the traffic signal upgrades is underway with works completed at School Road/Norcot Road junction, and upgraded pedestrian crossings at Church Street/Hemdean Road, Henley Road (near Micklands Road) and Henley Road/Donkin Hill. The works at George Street/Gosbrook Road junction are scheduled to finish before the end of October. A contractor has been appointed to undertake the second phase of signal works and a detailed programme is currently being developed. The upgrades to the method of control of the signals will improve junction efficiency and provide benefits across modes.
- 4.4 Good progress is being made by the scheme promoters on delivery of the 11 proposals which were awarded grants through the Challenge Fund, including

development of a mobile phone app to incentivise sustainable travel, a local freight routing journey planner and the implementation of enhanced signage to encourage walking to St Martin's Catholic Primary School in Caversham.

- 4.5 Cycle Hire: The Readybike cycle hire scheme continues to be well used, with particularly high usage recorded at the three docking stations at Reading University coinciding with student open days and the start of the new academic year.
- 4.6 The docking station at Reading Station northern interchange has been relocated from its temporary position to the new pedestrian square. Plans are in progress to implement the final new docking stations at Reading Station southern interchange (after the works to the southern interchange have been completed) and at Earley Station.
- 4.7 Active Travel: A contractor has been appointed to undertake construction of the Pedestrian/Cycle bridge over the River Thames. Works to prepare the site for construction have begun, which will include laying a temporary construction access road from George Street. Construction of the bridge itself will start in November with expected completion in summer 2015. Once complete, the bridge will provide a key new route for pedestrians and cyclists between Caversham, Reading Station and central Reading.
- 4.8 Construction works have commenced to reconfigure the St Mary's Butts / Castle Street junction, which will provide improvements for all users including signal upgrades and extended pavements.
- 4.9 Procurement of a contractor to undertake the repair and upgrade works to the Grade II-listed St Laurence's Church Wall and associated pedestrian route are ongoing, with works scheduled to start later this year and complete by spring 2015.
- 4.10 Plans to install new cycle parking are being progressed for Kings Street, Broad Street West, London Road Surgery and Moorlands Primary School. This will be further complemented by the installation of a cycle parking hub at Reading Station providing around 600 spaces as well as a small maintenance area to enable cyclists to carry out minor repairs.
- 4.11 The CTC work programme has been reviewed to focus on supporting neighbourhood based activities and local groups. The revised programme will include offering training and development opportunities to ensure the longevity of projects beyond the LSTF period, organising and supporting community engagement events and working with partner services to maximise the promotion of cycling.
- 4.12 An 18-month fixed term post for a Health Walks Coordinator has been advertised to support both LSTF and Public Health objectives, with the successful applicant commencing in the New Year. The coordinator will be responsible for managing the delivery of the health walks led by fully trained volunteers, and the promotion and monitoring of relevant activities to ensure that the programme complies with Walking for Health requirements and their accreditation scheme.
- 4.13 Southcote Primary School is the second school to be awarded the Sustrans Bronze School Mark Award for their commitment to the Bike It programme. Pupils have

been awarded with a visit from the Extreme Mountain Bike Team. St Martin's, Wilson Primary and The Ridgeway Primary have also taken part a number of launch events, including assemblies, bikers' breakfasts, incentive schemes and competitions

- 4.14 **Park & Ride/Rail:** On behalf of Reading and Wokingham Borough Council's, a contractor has been appointed to undertake construction of the park & ride sites at MereOak and Winnersh Triangle, which together will deliver nearly 1,000 parking spaces. The two sites will be constructed simultaneously with works having started at the end of October and a planned completion date of late spring 2015.
- 4.15 The MereOak Park & Ride site, located south of M4 junction 11, will provide 579 parking spaces and will be served by the regular Greenwave bus service to and from Central Reading, as well as serving GreenPark and Reading International Business Park. The site will include a terminal building and improved pedestrian and cycle paths alongside the car park, linking to the provision at Junction 11 to connect over the M4.
- 4.16 The Winnersh Triangle Park & Ride site, located near to Winnersh Station, will have 390 spaces and users will have the choice of travelling by bus or train into central Reading. The site will replace the existing P&R site at Loddon Bridge which is prone to flooding.
- 4.17 Construction works are on-going for the Park & Rail site at Theale Station. This project is being led by West Berkshire Council 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 reports since 13<sup>th</sup> June 2013.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURGOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	4 NOVEMBER 2014	AGENDA ITEM:	18
TITLE:	NEW ZEBRA CROSSING ON NORTHUMBERLAND AVENUE OUTSIDE GEOFFREY FIELDS INFANT AND JUNIOR SCHOOL		
LEAD COUNCILLOR:	Cllr PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	WHITLEY
LEAD OFFICER:	CHRIS SAUNDERS	TEL:	0118 937 3949
JOB TITLE:	Transport Development Control Manager	E-MAIL:	chris.saunders@reading.gov.uk

1. PURPOSE AND SUMMARY OF REPORT

- 1.1 To seek approval to carry out statutory notice procedures on a proposal to install a new zebra crossing on Northumberland Avenue in the vicinity of the pedestrian entrance to Geoffrey Field Infant and Junior Schools.
- 1.2 The proposed zebra crossing will be funded by S106 Planning Contributions from the planning applications to expand the Schools which were approved by Planning Applications Committee on the 10<sup>th</sup> September 2014.

2. RECOMMENDED ACTION

- 2.1 The Panel note the Report.
- 2.2 That the Head of Legal Service be authorised to carry out the statutory notice procedures of the intention to establish a pedestrian crossing on Northumberland Avenue outside Geoffrey Field Infant and Primary Schools in accordance with Section 23 of the Road Traffic Regulation Act 1984.

3. POLICY CONTEXT

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

#### 4. THE PROPOSAL

- 4.1 As part of the Highways improvement package associated with the expansion of the Geoffrey Field Infant and Junior Schools, it is proposed that a new zebra crossing is installed on Northumberland Avenue in the vicinity of the main pedestrian access to the schools. The aim of this proposal is to provide a safe crossing facility in the proximity of the schools to enable parents and pupils to walk and cycle to the school safely.
- 4.2 The crossing will be located 20 metres north of the junction of Gratton Road and Northumberland Avenue, where the existing pedestrian island in the centre of Northumberland Avenue is located, as shown on the drawing in Appendix 1.
- 4.3 The principle of the crossing was included within the obligations associated with Planning Application 141041 for the expansion of Geoffrey Fields Infant school, which is part of the schools expansion programme and approved by members at Planning Applications Committee. The proposed crossing while improving the crossing facilities for these two schools will also assist parents taking their children to Christ the King Catholic School which is also in close proximity.
- 4.4 As well as the new crossing, anti skid surfacing will be laid on the approaches to the crossing in the interest of safety.
- 4.5 However before works can commence a statutory notice has to be issued and this report seeks permission to commence this process.

#### 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 Community engagement with local residents has been undertaken as part of the planning application for the development.
- 6.2 The Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations.

#### 7. LEGAL IMPLICATIONS

- 7.1 The crossing will be advertised under Section 23 of the Road Traffic Regulation Act 1984.

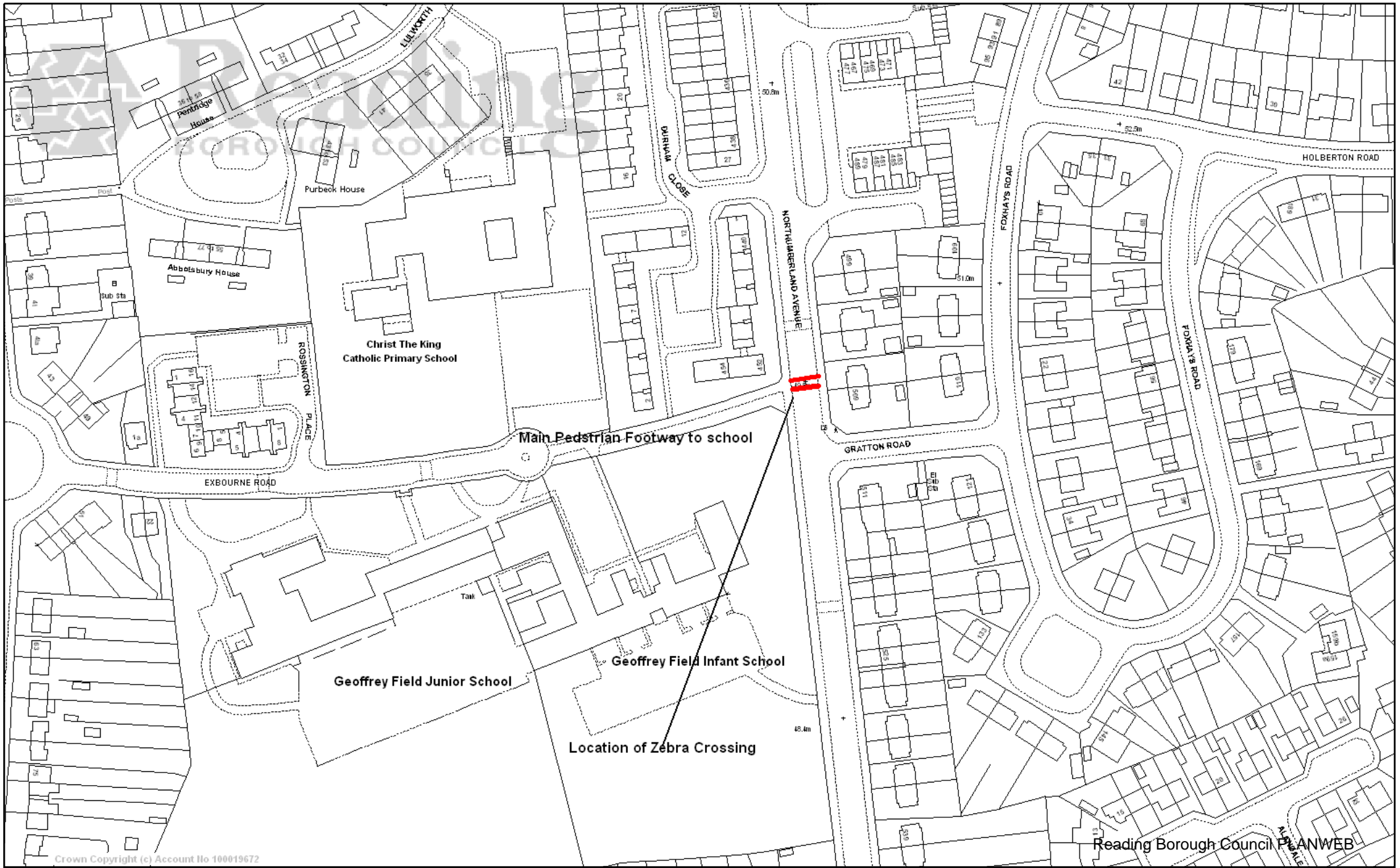
**8. FINANCIAL IMPLICATIONS**

8.1 The cost of the works will be funded from the Section 106 transport contribution obtained as a result of planning consent

**9. BACKGROUND PAPERS**

9.1 Planning Applications Committee, September 14<sup>th</sup> 2014, Agenda Item 27.





Crown Copyright (c) Account No 100019672

Reading Borough Council PLANWEB

**Appendix 1 - Proposed Zebra Crossing , Geoffrey Field Schools**

Date 20/10/2014

Scale 1/1763

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURGOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	4 NOVEMBER 2014	AGENDA ITEM:	19
TITLE:	READING GIRLS SCHOOL - TRAFFIC CALMING MEASURES ALONG NORTHUMBERLAND AVENUE		
LEAD COUNCILLOR:	CLLR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	CHURCH /KATESGROVE/REDLANDS WHITLEY
LEAD OFFICER:	CHRIS SAUNDERS	TEL:	0118 937 3949
JOB TITLE:	TRANSPORT DEVELOPMENT CONTROL MANAGER	E-MAIL:	Chris.Saunders@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Planning Permission was approved by Planning Applications Committee on the 10<sup>th</sup> September 2014 for the demolition of the existing buildings and the construction of a new secondary school, with a transport contribution of £68,252 to mitigate the implications of the increased capacity at the school.
- 1.2 At the planning applications committee, Cllr Rhoda as ward councillor requested that the monies be used on a series of proposals for traffic calming on the section of Northumberland Avenue adjacent to the site, given the concerns raised by the local residents. This report details the options available.

2. RECOMMENDED ACTION

- 2.1 The sub-committee note the report.
- 2.2 That a further report is submitted to this committee detailing proposals to implement a 20mph limit on Northumberland Avenue between Hexham Road and Long Barn Lane.
- 2.3 A review of the current parking restrictions is undertaken, to take in to account the proposed changes to the school and any amendments required are included in a further report to this committee.

3. POLICY CONTEXT

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

#### 4. THE PROPOSAL

- 4.1 Reading Girls School is located on Northumberland Avenue between the junctions with Long Barn Lane and Canterbury / Hexham Roads. The road is on average 6.5 metres wide and is subject to 30 mph speed limit. To the north of the Canterbury / Hexham Road junctions the road is subjected to a 20 mph. The length of Northumberland Avenue adjacent to the school has on street parking, traffic islands and bus stop build outs which reduce traffic speeds.
- 4.2 The requirements for 20mph speed limits are included within the Department for Transport document "Traffic Advisory Leaflet 9/99, 20 mph Zones and Limits". This document states *"20 mph zones would be particularly appropriate where there is an existing record of accidents to children occurring over an area, or where concentrations of pedestrians and/or cyclists exist or are anticipated. They can help to protect children walking and cycling to and from school, and may encourage other children to walk or cycle."* While the accident data for the length of Northumberland Avenue adjacent to the school only shows 2 accidents occurring in the last 3 year period both involved children being in a collision with a vehicle as they crossed the road.
- 4.3 The new school will also increase the schools capacity by 10% from 947 pupils to 1050 pupils and it has to be noted that the existing school is currently under capacity with 656 pupils on the role. Therefore the new school could result in a considerably increase in children going to and from the school.
- 4.4 The criteria continues that 20mph zones are unlikely to be appropriate where the observed 85<sup>th</sup> percentile speeds are above 24 mph unless traffic calming measures are provided if there is an excessive speed problem. Speed surveys were undertaken outside the field entrance to the school on Friday 3<sup>rd</sup> October 2014 between 1pm and 2.30pm in free flow conditions in accordance with national requirements. The weather was dry, sunny and unseasonably warm during the survey period. Free flow conditions are used to fully observe the speeds without hindrance from other bodies, when speeds are considerably reduced for example such as during peak hours and school start and finishing times. The results of the surveys showed that the mean speed along Northumberland Avenue in this location was 24 mph and the 85<sup>th</sup> percentile speed was 29 mph, which shows compliance with the existing 30mph limit.
- 4.5 However given the proximity of the school and the advice given in 4.2 it is recommended that the 20mph limit is extended along Northumberland Avenue from Hexham Road to Long Barn Lane in the interests of pupils and public safety. A review of the existing traffic calming features (islands, build outs, including bus stop build outs) taking in to account the new school layout will also be undertaken to ensure that the 85<sup>th</sup> percentile speed is reduce to comply with the DfT criteria. It is therefore recommended that detailed proposals are drawn up to be brought back to this sub- committee to implement a 20mph speed limit along the section of Northumberland Avenue adjacent to Reading Girls School together with any traffic management changes required.
- 4.6 There is also concern that during school start and finishing times indiscriminate parking along Northumberland Avenue outside the school is having implications

for road safety. The existing “School Keep Clear” markings are faded and given the changes to the access arrangements for pedestrians and vehicles as a result of the new school it is proposed that the current restrictions are reviewed and amended taking in the new layout, with the proposals being brought back to this sub-committee.

- 4.7 The safety of pupils is paramount and issues of pupils leaving the school and walking straight in to Northumberland Avenue have been noted by the Safer Schools Officer at Reading Police Station. It is therefore proposed that pedestrian barriers are erected on the front edge of the footways by the main pedestrian accesses to school to prevent pupils walking straight out on to the carriageway.

## 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 changes to speed limits or parking restrictions will require Statutory consultation to be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996

## 7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.

## 8. FINANCIAL IMPLICATIONS

- 8.1 The cost of the works will be funded from the Section 106 transport contribution obtained as a result of planning consent

## 9. BACKGROUND PAPERS

- 9.1 Planning Applications Committee, September 14<sup>th</sup> 2014, Agenda Item 14.