

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

Direct: ☎ 0118 937 2432  
e-mail: [sally.poole@reading.gov.uk](mailto:sally.poole@reading.gov.uk)

4 March 2015

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

### NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 12 MARCH 2015

A meeting of the Traffic Management Sub-Committee will be held on Thursday 12 March 2015 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 - CAVERSHAM AND DISTRICT RESIDENTS ASSOCIATION (CADRA) - VISION FOR CAVERSHAM	-

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

This section of the meeting will finish by 7.30 pm.

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	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
2. MINUTES OF THE SUB-COMMITTEE'S MEETING HELD ON 15 JANUARY 2015	-	A1
3. DECLARATIONS OF INTEREST	-	-
4. QUESTIONS FROM COUNCILLORS	-	-
Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.	-	-
5. PETITIONS		
(A) PETITION - SHEPHERDS LANE, CAVERSHAM	CAVERSHAM	B1
To report to the Sub-Committee the receipt of a petition requesting that the Council investigates and resolves traffic safety issues in Shepherds Lane.		
(B) PETITION - TRAFFIC LIGHTS AT JUNCTION OF BROAD STREET AND WEST STREET	ABBEY	B4
To report to the Sub-Committee the receipt of a petition requesting that the Council cancelled plans to switch off the traffic lights at the Broad Street/West Street junction.		
(C) PETITION - ZEBRA CROSSING ON ADDINGTON ROAD	REDLANDS	B7
To report to the Sub-Committee the receipt of a petition from some residents of Redlands Ward requesting a zebra crossing on Addington Road.		
(D) OTHER PETITIONS		
To receive any other petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		
6. PETITION FOR A ZEBRA CROSSING OUTSIDE ENGLISH MARTYRS CATHOLIC SCHOOL ON DEE ROAD - UPDATE	NORCOT	C1
A report providing the Sub-Committee with an initial response to a petition asking the Council to install a zebra crossing outside English Martyrs Catholic School on Dee Road.		

7.	SOUTHCOTE PEDESTRIAN CROSSING - UPDATE	SOUTHCOTE	D1
	A report providing the Sub-Committee with an update on the review of the request for a pedestrian crossing on Southcote Lane near Circuit Lane roundabout following a petition received from local residents		
8.	JACKSONS CORNER, KINGS ROAD, ABBEY SQUARE-ALTERATIONS TO BUS STANDS, PARKING BAYS, ONE WAY SYSTEM AND CREATION OF LOADING BAY	ABBEY	E1
	A report seeking the Sub-Committee's approval to commence the statutory process to amend the existing parking layout.		
9.	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2014 (B) & REQUESTS FOR WAITING RESTRICTION REVIEW 2015 (A)	BOROUGHWIDE	F1
	A report to inform the sub-committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2014B.		
10.	20MPH SPEED LIMITS/ZONES - UPDATE	BOROUGHWIDE	G1
	A report providing the Sub-Committee with a summary of the current position highlighting an expected change in the Traffic Signals & General Directions (TSRGD) by the Department for Transport (DfT) that may lead to significant reduction in cost of the signs at the entry/exit points into the 20mph area.		
11.	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE	ABBEY, CAVERSHAM & WHITLEY	H1
	A report updating the Sub-Committee on the current major transport and highways projects in Reading, namely the A33 and Reading Bridge Pinch Point schemes, the new Pedestrian and Cycle Bridge, Mere oak and Winnersh Triangle park and ride schemes and Reading Station Area Redevelopment.		
12.	HIGHWAY MAINTENANCE - UPDATE & PROGRAMME 2015/16	BOROUGHWIDE	I1
	A report to inform Councillors of the progress made on the additional Government funding announced in June 2014 for additional highway maintenance pothole repairs and of the £1.472 Million (works and fees) programme for Highway Maintenance for 2015/2016 from the Local Transport Plan (LTP) settlement.		
13.	ANNUAL ROAD SAFETY PROGRAMME - 2014/15 UPDATE & 2015/16 PROGRAMME	BOROUGHWIDE	J1
	A report providing the Sub-Committee with an update on the work completed to date on the 2014/15 road safety schemes and to propose out approach for the 2015/16 road safety programme.		

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| 14. | CAR PARK TARIFF CHANGES 2015<br>A report advising the Sub-Committee of the proposal to change the "off street" car parking orders.  | BOROUGHWIDE | K1 |
| 15. | LOCAL SUSTAINABLE TRANSPORT FUND UPDATE<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 | L1 |
| 16. | CYCLE FORUM - Actions from Town Centre Workshop<br>A report informing the Sub-Committee of the discussions and actions arising from the January 2015 Town Centre Workshop held with the Cycle Forum under the auspices of the approved Cycling Strategy | BOROUGHWIDE | M1 |

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"

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| 17. | APPLICATIONS FOR DISCRETIONARY PARKING PERMITS<br>To consider appeals against the refusal of applications for the issue of discretionary parking permits. | N1 |
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**DATE AND TIME OF NEXT MEETING:**

Wednesday 17 June 2015 at 6.30 pm

## TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 15 JANUARY 2015

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

**Apologies:** Councillor Willis

**Also in attendance:** Councillor White (for items 63 to 65), Councillors Hoskin and Vickers (for items 63 to 66), Councillor Rodda (for items 63 to 67) and Councillor Ballsdon (for items 64 to 68)

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

#### (1) Questions

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

Questioner	Subject
Cllr White	Intercity Express Programme

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

#### (2) Presentation - Connectivity is 'King' - Reading UK CIC

Nigel Horton-Baker, Executive Director of Reading UK Community Interest Company (CIC), updated the Sub-Committee on the role of the CIC in supporting businesses and in marketing Reading. He explained that the current success of Reading as an attractive venue for business and investment was largely attributed to the rail infrastructure which made the town very accessible. The future plans for investment in Smart Motorways, which would increase the number of lanes on the M4, and for the arrival of Crossrail in 2019 would continue to support the growth of Reading as a thriving centre for business.

**Resolved:** That Nigel Horton-Baker be thanked for his presentation.

### 64. MINUTES

The Minutes of the meeting of 4 November 2014 were confirmed as a correct record and signed by the Chair.

### 65. QUESTIONS FROM COUNCILLORS

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

### 66. PETITIONS

#### (a) English Martyrs Catholic Primary School - Petition for a controlled crossing

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 900 signatures asking the Council to install a zebra crossing outside English Martyrs Catholic Primary School.

The petition read as follows:

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*“KEEP OUR CHILDREN SAFE - Objective: - to make a safer, accessible, child friendly road to ensure the safety of our children! When crossing a VERY busy road to access our school, whilst the road is currently 20mph, drivers go excessively faster than this causing frequent near misses.*

*It is of great concern that one day a child, parent or pedestrian will be seriously hurt.*

*Aim:- For a zebra crossing to be installed outside English Martyrs School.”*

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 Mrs Simpson-Holland and Councillors Hoskin and Vickers addressed the Sub-Committee.

### Resolved:

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

### (b) Amersham Road Estate, Caversham - Petition for a 20mph zone

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with over 200 signatures asking the Council to introduce a 20mph zone in part of the Amersham Road Estate to improve road safety.

The petition read as follows:

*“We the undersigned request that Reading Borough Council improve road safety on our streets by implementing a 20mph zone in the Amersham Road estate from the junction with Star Road and Amersham Road, covering Dickens Close, Mead Close, Meadow Way, Amersham Road, Clonmel Close, Charles Evans Way, Ian Mikardo Way, Rhine Close, Nire Road, Honey Meadow Way and Managua Close.”*

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 Mrs H Simmonds addressed the Sub-Committee.

### Resolved:

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

**67. RESIDENT'S PARKING REVIEW PHASE 2 - OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS AND INFORMAL CONSULTATION REQUESTS FROM WALDECK STREET AND SWAINSTONE ROAD**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the responses received from residents regarding the advertised Resident Parking (No 2) 2014 Traffic Regulation Order. The advertised drawings were attached to the report at Appendix 1 and the responses received were attached at Appendix 2.

The report stated that the residents of Barry Place had objected to the proposals initially advertised as part of Phase 1, but had submitted an alternative plan for parking restrictions. This revised proposal had been taken to statutory consultation and no responses had been received.

The report also stated that following a campaign by the residents of the terraced housing within Patrick Road, a shared use resident parking scheme had been advertised. Comments from residents received during the statutory consultation were attached to the report in Appendix 2. As there were different parking issues in different parts of Patrick Road, as some of the houses had off street parking, it was proposed that the advertised parking restrictions be implemented but that a statutory consultation for no waiting restrictions in the middle section of Patrick Road be carried out. Details of the proposed and existing restrictions within Patrick Road were attached at Appendix 3.

The report explained that the residents of St Bartholomew's Road had expressed concern with unrestricted parking on the eastern side of St Bartholomew's Road but that the initial shared use proposal advertised during Phase 1 of the review had not been implemented. However, following further consultation with residents and Ward Councillors a further proposal had been taken to statutory consultation and comments received were attached to the report at Appendix 1. It was noted that the report had wrongly stated that the proposal had been for '...resident parking or 2 hours no return within 2 hours 8am-8pm...' as the proposal had been for shared use at all times.

The report also explained that the residents of Cholmeley Terrace had requested an increase in resident's parking spaces. This had been achieved by a proposal to reduce the length of no waiting at any time and by extending the resident parking bays. No comments had been received during the statutory consultation period.

The report stated that it had been proposed that Upper Redlands Road, Redlands Road and Whitley Park Lane be consolidated into Zone 15R and that no comments had been received during the statutory consultation period.

The report also stated that residents and Ward Councillors of Waldeck Street and Swainstone Road had expressed support for a resident permit scheme and that the responses received in relation to informal consultation carried out in December 2014 were attached at Appendix 4.

At the invitation of the Chair, Mr J Wells and Mr M Norcross (residents of Patrick Road) and Councillor Rodda (Katesgrove Ward Councillor) addressed the Sub-Committee.

**Resolved:**

- (1) That the report be noted;

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- (2) That the proposals, as advertised, be implemented;
- (3) That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Order (Resident Parking No 2) 2014, and no public inquiry be held into the proposals;
- (4) That the objectors be informed accordingly;
- (5) 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 the statutory consultation on a traffic regulation order for a no waiting restriction on Patrick Road;
- (6) 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 the statutory consultation on a traffic regulation order for resident parking schemes in Waldeck Street and/or Swainstone Road.

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

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the resultant review of the road safety improvement options to reduce accidents and the concern of accidents at the crossroads of Highmoor Road and Albert Road following the response to statutory consultation. The revised list of options was attached to the report at Appendix 1.

The report recommended that the priorities at the crossroads be changed and that STOP signs and markings be introduced on both approaches to the junction from Albert Road. It was recognised that this did not meet the request of the original petition, but it was considered that it would improve road safety and reduce injury accidents.

The report stated that the change to priorities did not require further statutory process, but did currently require central government approval. However, this approval was being relaxed in the Traffic Signs Regulations and General Directions review that was expected to be endorsed by parliament in 2015.

The report explained that there were risks associated with changing well established priorities at the junction, but that these should be mitigated by freshly applied road surface colouring and road markings to alert drivers to the change. There would also be a continued period of review.

Simon Beasley, Network Manager, displayed some photographs to the Sub-Committee that demonstrated that the felling of a large tree and the introduction of parking restrictions close to the junction had improved visibility for motorists and so it was agreed that, with further planned improvements to signage, that it might be unnecessary to make other changes to the junction at present to improve road safety.

At the invitation of the Chair, Mr Scicluna, Dr Johnson and Councillor Ballsdon addressed the Sub-Committee.



Resolved -

- (1) That the report and review of options in Appendix 1 be noted;
- (2) That the officer recommendation to change priorities at the junction of Highmoor Road with Albert Road be deferred and that a further report be submitted to the Sub-Committee at its meeting in November 2015.

**69. PETITION UPDATE - REDLANDS SCHOOL - PETITION FOR A SAFER ROUTE TO SCHOOL**

Further to Minute 45a of the meeting of 4 November 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, with 53 signatures, asking the Council to conduct a review of road safety around Redlands School.

The report stated that the Council had appointed a new school crossing patrol officer who would be situated on the zebra crossing at Addington Road.

The report explained that the location had been chosen as the majority of pupils resided to the north of the school and so those travelling by foot had to cross on Addington Road. This area had also been promoted as part of the Eastern Area 20mph scheme.

The report stated that 'School Keep Clear' markings were present outside the immediate vicinity of the school to protect the safety of the children during school drop off and pick up times. In addition, vehicles were prohibited from driving along the section of Lydford Road nearest the school.

It was proposed that due to the density of dwellings and associated parking, any further restrictions would result in an overall loss of kerb side parking space which would have an impact upon the residents.

Resolved:

- (1) That the report be noted;
- (2) That the lead petitioner be informed accordingly.

**70. NEW ZEBRA CROSSING ON CHATHAM STREET ASSOCIATED WITH CHATHAM PLACE**

The Director of Environment and Neighbourhood Services submitted a report seeking approval from the Sub-Committee to carry out statutory notice procedures on a proposal to install a new zebra crossing on Chatham Street in proximity to the Inner Distribution Road (IDR) roundabout. This would be funded by Section 106 Planning Contributions from the planning application for the Chatham Place 2 development. A drawing showing the proposed location of the crossing was attached to the report at Appendix 1.

The report stated that the new zebra crossing would provide a safe crossing facility in the proximity of the roundabout on the only arm not to have a zebra crossing and that anti-skid surfacing would be laid on the approaches to the crossing.

Resolved -

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- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to carry out statutory consultation on the intention to establish a pedestrian crossing on Chatham Street outside the Chatham Place 2 redevelopment in accordance with Section 23 of the Road Traffic Regulation Act 1984.

### 71. KENAVON DRIVE - REVIEW OF ON-STREET PAY AND DISPLAY BAY

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 the addition of residents permit parking to the existing on-street pay and display bay within Kenavon Drive.

The report explained that the existing on-street pay and display parking provision within Kenavon Drive was currently underused and so adding some residents permit parking to the existing on-street pay and display bay would make better use of the road space and would benefit local residents.

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 the statutory consultation and advertise a proposal to add some residents permit parking provision to the on-street pay & display within Kenavon Drive and, subject to no objections being received to make the Traffic Regulation Order;
- (3) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (4) That the Head of Transportation and Streetcare, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport be authorised to make minor changes to the proposal;
- (5) That no public enquiry be held into the proposal.

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

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 September 2014.

At the meeting of the Sub-Committee on 11 September 2014 (Minute 34 refers), it was proposed that Ward Councillors be consulted on requests, and the resultant schemes to take forward to the statutory consultation process were attached to the report at Appendix 1.

Resolved -

- (1) That the report be noted;
- (2) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals listed in Appendix 1 and, subject to no objections being received to make the Traffic Regulation Order;
- (3) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (4) That the Head of Transportation and Streetcare, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport be authorised to make minor changes to the proposals;
- (5) That no public enquiry be held into the proposals.

### 73. ALL SAINTS JUNIOR SCHOOL - TRAFFIC MANAGEMENT REVIEW

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the review of the current traffic management measures in the vicinity of All Saints Junior School and seeking approval to carry out a statutory consultation on a proposed 'School Keep Clear' marking on Brownlow Road. A location plan showing the proposals for Maitland Road and Brownlow Road was attached to the report at Appendix 1.

The report explained that All Saints Junior School had opened in September 2012 and was situated on Brownlow Road, opposite All Saints Infant School. There were currently two 'School Keep Clear' signs on the eastern side of the road by the Infant School, but no markings outside the Junior School. Following representations from Ward Councillors, it had been suggested that a one-way system be introduced on Maitland Road. This proposal would be investigated by officers and the results reported to a future meeting of 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 the statutory consultation and advertise the proposed 'School Keep Clear' restriction in Brownlow Road, as shown in Appendix 1, and, subject to no objections being received to make the Traffic Regulation Order;
- (3) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (4) That a further report be submitted to the Sub-Committee on the proposal to introduce a one-way restriction in Maitland Road.

**74. A33 PINCH POINT SCHEME**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the A33 Pinch Point Scheme.

The report stated that the scheme comprised a range of measures to improve journey time reliability and to reduce congestion, and included extending the left-turn filter lanes for exiting the A33 onto Rose Kiln Lane (north and southbound). The scheme would also provide more direct pedestrian and cycle links that would be built up to road level. This would ensure that they were safer for users and that they would not be affected by seasonal flooding.

The report explained that the project team were aiming to minimise any disruption whilst the improvement works took place by limiting lane closures to off peak hours between January and May and that the bus services would run as normal. The work was expected to be completed by early summer 2015.

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

**75. ANNUAL PARKING REPORT 2013-2104**

The Director of Environment and Neighbourhood Services submitted a report stating that the Traffic Management Act 2004 required each local authority with Civil Parking Enforcement to publish an Annual Report about their enforcement activities, covering financial and statistical data.

The Parking Services Annual Report for 2013-14 was attached to the report at Appendix 1 and would be published in January 2015.

The Annual Reports for 2008-13 had previously been reported to Cabinet in 2011, the Traffic Management Advisory Panel in January 2013 and the Traffic Management Sub-Committee in November 2013. They were also available on the Council website.

The report stated that the Statutory Guidance required that the Local Authority included financial details in the Annual Report with regard to total income and expenditure on the parking account and statistical information relating to the number of Penalty Charge Notices (PCNs) issued, cancelled and challenged. The Annual Report also included information for Residents Parking Permits, Bus Lane Enforcement, Blue Badge Issues, Car Parks, Pay and Display and Freedom of Information requests.

The report explained that the number of Bus Lane Penalty Charge Notices issued had increased by 30% compared to the previous year and that this was attributed to the introduction of five new bus lanes around Reading Station and to the upgrade to digital enforcement of five existing bus lanes. The number of Parking Penalty Charge Notices issued in 2013/14 was 3% lower than the previous year which demonstrated improved compliance with the parking restrictions in Reading.

**Resolved -**

- (1) That the report be noted;**

- (2) That the 2013-2014 Annual Parking Report for publication in January 2015 be noted.

**76. READING UNIVERSITY AND ROYAL BERKSHIRE HOSPITAL AREA: ON-STREET PAY AND DISPLAY AND RESIDENTS' PARKING SCOPING UPDATE**

The Director of Environment and Neighbourhood Services submitted a report to update the Sub-Committee on the proposal to introduce additional areas of on-street pay and display in and around the Hospital and University area.

The report stated that on-street pay and display restrictions enabled more efficient use and enforcement of on-street parking restrictions, whilst still accommodating residents parking within permit zones. Historically on-street parking was under significant pressure in the roads around the Hospital and University and in 2012 an informal consultation had been undertaken to establish whether a combined pay and display and Residents' Parking scheme would assist in dealing with this, but the scheme had not been progressed at that time as it was considered premature in the wider Eastern Area study context.

The report explained that a planning application had been submitted by the Royal Berkshire Hospital for a new Pre-Operative Assessment and 24 bed ward to be built on the site of the current Addington Road car park, with consequential amendments to the provision of surface car parking and to the management of the multi storey car park. The Hospital Trust had stated that they would promote staff travel to work by sustainable means and would consider how additional parking could be accommodated on and off site.

The report stated that a planning application was also anticipated from the University relating to their on campus parking provision and so this would also need to be considered in relation to the relevant transport and planning policies.

The report also stated that following the completion of a large number of improvements along the Eastern corridor which supported more active travel, improvements for bus passengers, upgraded traffic signals and low energy, low carbon street lighting upgrades as part of the Local Sustainable Transport Fund programme, it was considered appropriate for officers to develop the detailed pay and display scheme and the Resident Parking proposals to be reported back to a future meeting of this Sub-Committee.

The following roads had been identified as having potential for future pay and display and Resident Parking in the Hospital and University areas:

- Redlands Road (east and west sides)
- Addington Road (north and south sides)
- Erleigh Road (north and south sides)
- Morgan Road (east and west sides)
- Kendrick Road
- Alexandra Road
- Allcroft Road
- Elmhurst Road
- Upper Redlands Road

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The proposed restrictions to be advertised would need to consider the hours of operation of a scheme and the charging tariff, in consultation with the Hospital and University and to allow for the needs of people visiting the hospital.

Resolved -

- (1) That the report be noted;
- (2) That a further report be submitted to the Sub-Committee on the proposals to develop a pay and display scheme and residents parking for future statutory advertising.

### 77. READING STATION - HIGHWAY WORKS UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on progress on the Reading Station Redevelopment Project and associated highway works.

The report stated that the work on the Northern and Southwest Interchanges and the North and South public squares had been completed and that work on a new cycle parking hub of 300 racks in the corner of the multi-storey car park was due to be completed by the end of March 2015.

The remaining works to the west of the station at Cow Lane included a new elevated railway that was supported by a viaduct and a new railway depot facility. As part of the viaduct works, Network Rail were due to remove the arched Cow Lane Bridge at the end of January 2015. This would create a temporary footway beneath the bridge, but there would still be traffic signals for vehicles as the width of the road would not be increased at this stage.

The report had stated that a Public Inquiry had been required as objections to the Cow Lane Bridges Compulsory Purchase Order (CPO) and Side Roads Order (SRO) had been received by some of the affected landowners and that this had delayed the construction programme. Councillor Page reported to the Sub-Committee that the Public Inquiry had commenced on 13 January 2015 but that it had been adjourned after one day, as all objections had been withdrawn. A decision from the Inquiry Inspection was expected before the end of June 2015 and, subject to the outcome of the Inquiry, and no High Court Challenges being made within 6 weeks from the publication of notice of decision, construction of the highway works could commence in late summer 2015.

There was also a discussion with regard to the potential extension of bus services once the Cow Lane Bridges had been removed and it was agreed that a report would be requested for a future meeting of the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That a report or presentation be given by representatives from Reading Buses with regard to new bus services at a future meeting of the Sub-Committee.

## 78. 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, which included the following:

- The completion of the Personalised Travel Planning programme;
- The upgrade of the traffic signals at George Street/Gosbrook Road, Church Road/Church Street and Caversham Park Road/Henley Road junctions;
- The continued increase in usage of the ReadyBike cycle hire scheme, with total rentals to the end of November totalling 14,634, which covered an estimated 83,200 miles;
- The installation of an additional cycle hire docking station at Reading Station South;
- The construction of the Thames pedestrian cycle bridge which was due for completion in summer 2015;
- The park and ride sites at Mere oak and Winnersh Triangle which were due for completion in spring 2015.

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

## 79. CYCLE FORUM MEETING NOTES

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the discussions and actions arising from the October 2014 meeting of the Cycle Forum, which met under the auspices of the approved Cycling Strategy.

The notes of the Cycle Forum meeting of 22 October 2014 were attached to the report at Appendix 1.

**Resolved: That the report be noted**

## 80. EXCLUSION OF PRESS AND PUBLIC

**Resolved -**

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Items 61 and 62 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.

## 81. 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 fifteen applicants, who had subsequently appealed against these decisions.

## TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 15 JANUARY 2015

Resolved -

- (1) That with regard to applications 1.0-1.12, five discretionary permits be issued for use by staff at the College;
- (2) That with regard to application 1.14, a discretionary permit be issued, personal to the applicant and charged at the third permit fee;
- (3) That the Director of Environment and Neighbourhood Services' decision to refuse application 1.13 be upheld.

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

(The meeting started at 6.30pm and finished at 9.30pm).



## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	5a
TITLE:	SHEPHERDS LANE - PETITION FOR TRAFFIC CALMING MEASURES		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	MAPLEDURHAM
LEAD OFFICER:	JIM CHEN	TEL:	0118 937 2198
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	<a href="mailto:Jim.chen@reading.gov.uk">Jim.chen@reading.gov.uk</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition from some Residents of Caversham Heights requesting that the Council investigates and resolves traffic safety issues in Shepherds Lane.
- 1.2 Appendix 1 - location plan.

#### 2. RECOMMENDED ACTION

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

#### 3. POLICY CONTEXT

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

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

- 4.1 A petition from some residents of Caversham Heights has been received requesting that the Council investigates and resolves traffic speeding issues in Shepherds Lane.

*The petition reads - "Petition for a long awaited road calming measures for Shepherds Lane, Caversham Heights. For a long time residents have been aware of the hazardous and speeding traffic along Shepherds Lane which is causing great concern for the welfare for both the residents and animals. We, the undersigned, are signing this petition in order for the Council to effect changes and to prevent any further danger".*

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

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

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

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

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

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

- 7.1 None arising from this report.

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

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

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

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

**9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

**10. BACKGROUND PAPERS**

10.1 None.



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	5B
TITLE:	PETITION TO CANCEL PLANS TO SWITCH OFF THE TRAFFIC LIGHTS AT BROAD STREET/WEST STREET JUNCTION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY
LEAD OFFICER:	ANDREW STURGEON	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	Andrew.sturgeon@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to cancel plans to switch off the traffic lights at the Broad Street/West Street junction.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That this traffic signal switch off is being carried out on a trial basis and a full evaluation report, will be submitted to the June 2015 Traffic Management Sub-Committee for consideration.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

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

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

- 4.1 A petition has been received asking the Council, "To cancel plans to switch off the traffic lights at the Broad Street/West Street junction."
- 4.2 The petition goes on to state that "Elderly and disabled people in particular would be put in danger. Generally, the loss of these lights would mean that pedestrians have to estimate whether or not they have time to cross the road before oncoming traffic reaches them. This is nerve wracking when you know that drivers may not allow for you to be slower than most".
- 4.3 "In particular, blind people depend on the beeps that sound when the traffic lights are on green for pedestrians. Without those they are lost and have to depend on strangers who may know nothing about guiding them - nor care - to take them across. That at the same time as RBC is planning to cut spending on disabled adults supposedly in the interests of improving their independence!"
- 4.4 The traffic signal switch off is being carried out on a trial basis and a full evaluation report, will be submitted to the June 2015 Traffic Management Sub-Committee for consideration.

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

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

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

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

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

- 7.1 None arising from this report.

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

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

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

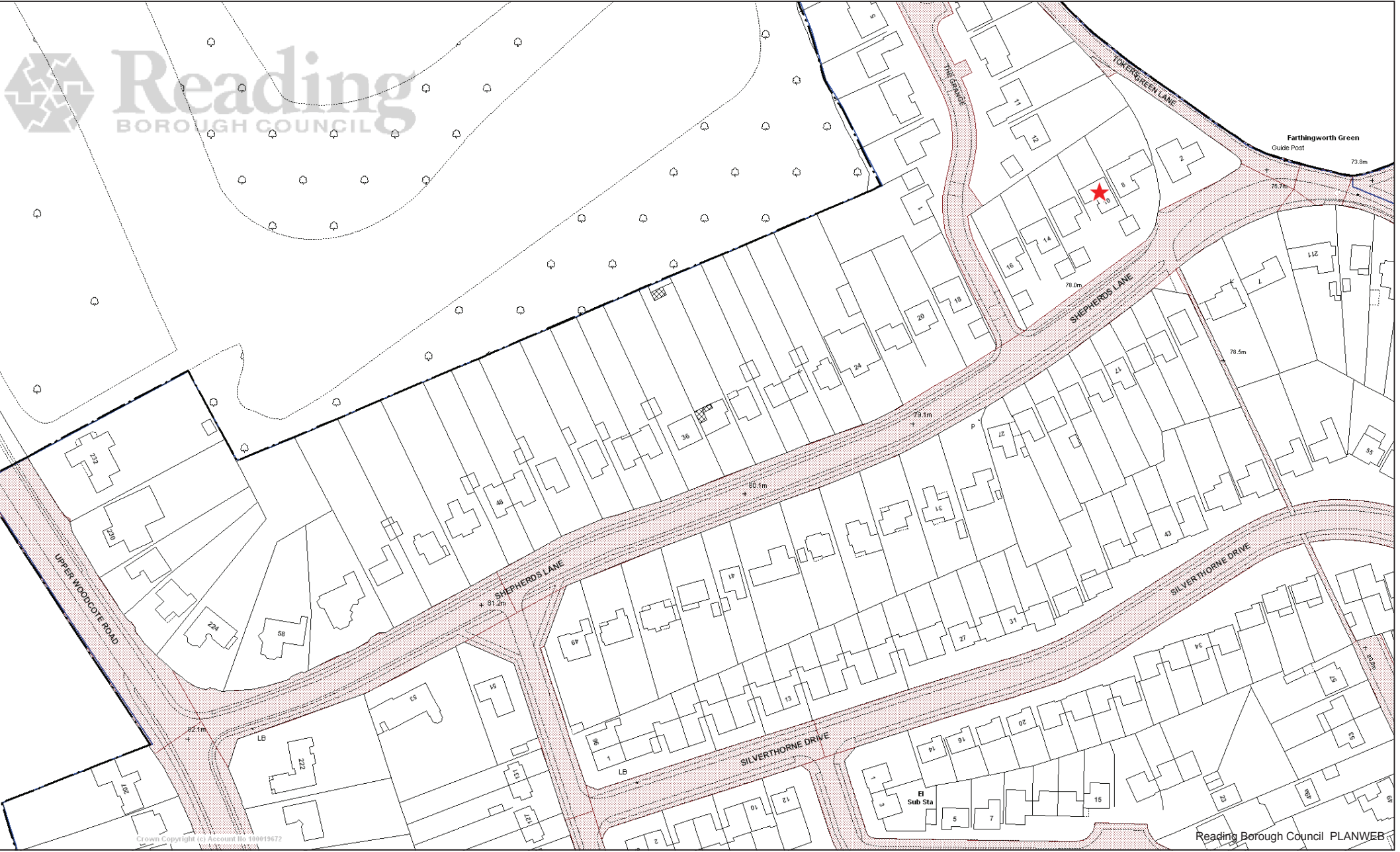
8.2 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 None.



**Shepherds Lane Petition - Appendix 1**

Date 2/3/2015

Scale 1/1250

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Reading Borough Council PLANWEB





## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	5C
TITLE:	PETITION FOR A ZEBRA CROSSING ON ADDINGTON ROAD		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	REDLANDS
LEAD OFFICER:	JIM CHEN	TEL:	0118 937 2198
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	<a href="mailto:Jim.chen@reading.gov.uk">Jim.chen@reading.gov.uk</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition from some residents of Redlands Ward requesting a zebra crossing on Addington Road.
- 1.2 Appendix 1 - Location plan.

#### 2. RECOMMENDED ACTION

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

#### 3. POLICY CONTEXT

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

#### 4. THE PROPOSAL

- 4.1 A petition containing 6 signatures has been received from some residents of Redlands Ward requesting a zebra crossing on Addington Road adjacent to the Royal Berkshire Hospital car park access.

*The petition reads - "We residents of Addington Road have difficulties crossing Addington Road to take our children to nursery/school/doctor due to lack of crosswalks and the excessive traffic on Addington Road. Every time we attempt to cross Addington Road with or without the buggy/pushchair, our children's life is put at risk of collision with vehicles driving at excessive speed.*

*Due to the excessive traffic and the dangers for all pedestrians attempting to cross Addington Road, we request a "zebra" crosswalk to be erected next to the RBH south car park exit on to Addington Road*

*We hope that our neighbourhood petition will be taken into account by the Reading Borough Council".*

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

## 5. CONTRIBUTION TO STRATEGIC AIMS

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

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

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

## 7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.

## 8. EQUALITY IMPACT ASSESSMENT

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

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 None.

Reading Borough Council

18 DEC 2014

15th December 2014

Planning

To Ben Pratley "Planning Case Officer",

I am writing this letter to comment regarding the Planning Application Reference number **141659** for "Full Planning Approval at RBH regarding closure of existing exit on to Addington Road and widening of existing entrance from Addington Road to accommodate 2 way traffic".

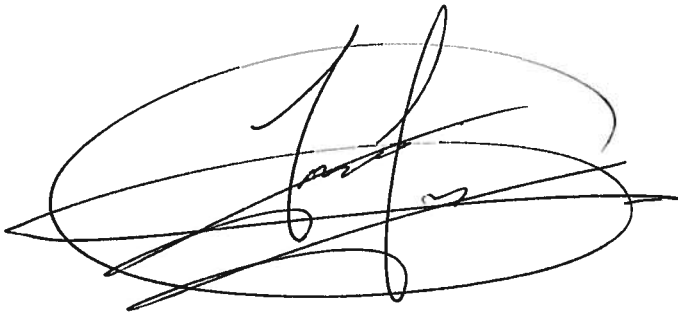
We reside on Addington Road (see separate document for personal details). We have difficulties crossing over Addington Road to take our children to nursery/school/doctor due to lack of crosswalks and the excessive traffic on Addington Road. Every time we attempt to cross Addington Road with or without the buggy/pushchair, our children's life is put at risk of collision with vehicles driving at excessive speed.

Due to the excessive traffic and the dangers for all pedestrians (neighbours, school pupils, hospital staff or visitors) attempting to cross Addington road, we request a "zebra" crosswalk to be erected next to the RBH south car park exit on to Addington Road.

We hope that our neighbourhood petition will be taken into account by the Reading Borough Council as the petition has been sent to Mr Ben Pratley by 18th December 2014.

Yours faithfully,

JUAN JOSE FERNANDEZ GONZALEZ DE VILLAMBROSIA

A handwritten signature in black ink, appearing to be 'Juan Jose Fernandez Gonzalez de Villambrosia', written over a large, faint oval stamp or watermark.

**PETITION TO ERECT A "ZEBRA" CROSSWALK NEXT TO THE RBH SOUTH CAR PARK EXIT ON TO ADDINGTON ROAD REF NUMBER 141659**

ALL THE PEOPLE SIGNING THIS PETITION HAS READ, UNDERSTOOD, KEPT A COPY OF THE PETITION AND SUPPORTED THE PETITION ABOVE.

ALL THE PEOPLE SIGNING THE PETITION AGREE TO PROVIDE THEIR PERSONAL DETAILS ONLY FOR THE STATED PURPOSE ABOVE AND THE INFORMATION PROVIDED IS TO BE KEPT FOR NO LONGER THAN IS NEEDED FOR THE REASON STATED.

ALL DATA COLLECTED ON THIS SEPARATE DOCUMENT IS TO BE KEPT PRIVATE AND SAFE. IT IS NOT TO BE MADE PUBLIC AND IT IS NOT TO BE USED BY THIRD PARTIES FOR MARKETING PURPOSES.

ALL DATA COLLECTED ON THIS SEPARATE DOCUMENT SHALL BE PROCESSED IN COMPLIANCE WITH THE DATA PROTECTION ACT (PRIVACY AND PERSONAL INFORMATION PROTECTION ACTS 1988 AND 2003).

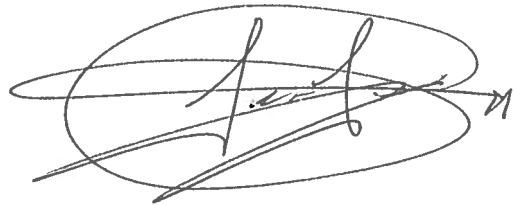
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JUAN JOSE FERNANDEZ GONZALEZ DE VILLAMBROSIA

FLAT 8 GREENLANDS COURT,  
2A ADDINTONG ROAD

16-12-2014

RG1-5PH  
READING



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I HAVE TWO CHILDREN

Adanna Nwanguma

14 Greenlands Ct  
2A Addington Rd  
RG1 5PH

Adanna  
16/12/14

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Katarzyna Trojanowska

Flat 3, Room 2

Suffolk House

Botolph Claydon Road

Reading RG1 5QJ

16/12/14



Reading Borough Council

18 DEC 2014

Planning

**PETITION TO ERECT A "ZEBRA" CROSSWALK NEXT TO THE RBH SOUTH CAR PARK EXIT ON TO ADDINGTON ROAD REF NUMBER 141659**

ALL THE PEOPLE SIGNING THIS PETITION HAS READ, UNDERSTOOD, KEPT A COPY OF THE PETITION AND SUPPORTED THE PETITION ABOVE.

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*AS* Spectrum Housing accommodation Asst,

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Ms B Wajna  
Accommodation Manager

Spectrum Housing Group.  
Addington Road  
Reading  
RG1 5QT

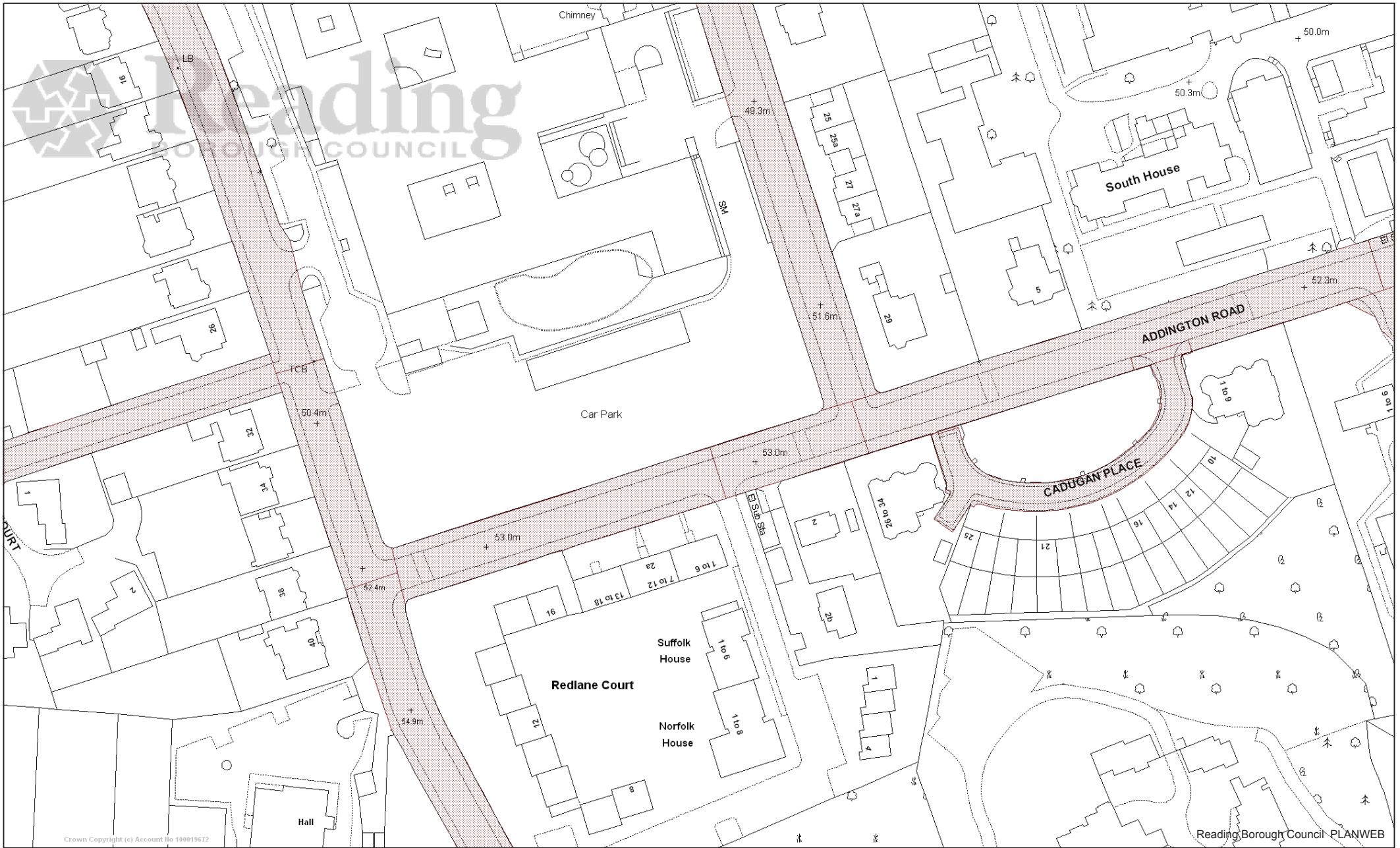
Susan Webster

Norfolk House, Redlance Ct, Addington Rd, Reading RG1 5QT.

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S. Mahabadi Flat 9 R3  
16/12/14

Reading Borough Council  
18 DEC 2014  
Planning



**Addington Road Petition - Appendix 1**

Date 3/3/2015

Scale 1/1000



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	6
TITLE:	PETITION FOR A ZEBRA CROSSING OUTSIDE ENGLISH MARTYRS CATHOLIC SCHOOL ON DEE ROAD - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	NORCOT
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING SERVICES 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 initial response to a petition asking the Council to install a zebra crossing outside English Martyrs Catholic School on Dee Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the offer made to provide a school crossing patrol outside English Martyrs is taken up to commence as soon as possible.
- 2.3 The wider traffic concerns raised by both schools are investigated further and solutions promoted to make a safer, accessible, child friendly road to ensure the safety of all children and a further report submitted to the Sub-Committee for consideration at a future meeting. This will include the provision of a zebra crossing(s) at the most suitable location(s) and as a part of a wider package of road safety measures for public consultation.
- 2.4 That the lead petitioner be informed accordingly.



### 3. POLICY CONTEXT

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

### 4. THE PROPOSAL

- 4.1 As a result of the petition presented to Traffic Management Sub-committee on 15<sup>th</sup> January 2015 a meeting was held on Wednesday 28<sup>th</sup> January at St Michaels School to discuss the concerns raised. The meeting included representatives from both English Martyrs Catholic School and St Michaels Primary School alongside ward councillors, council officers, the lead petitioner and Alok Sharma MP. The Objective of the petition was discussed at this meeting. The objective of the petition, as presented, being: is *'to make a safer, accessible, child friendly road to ensure the safety of our children! When crossing a VERY busy road to access our school, whilst the road is currently 20mph, drivers go excessively faster than this causing frequent near misses'*. The petition concludes with the aim *'For a zebra crossing to be installed outside English Martyrs school.'*
- 4.2 The discussions at the meeting on 28<sup>th</sup> January expanded upon the concerns raised at TM Sub-committee on 15<sup>th</sup> January where both schools expressed issues relating to, in particular, driver behaviour. We heard concerns not only about speeding but also of frustration and annoyance expressed by drivers towards parents and children crossing the road outside both schools. It is felt that due to the impact to traffic flow that both schools create on Dee Road some drivers behave recklessly creating the greatest concern to pedestrian safety. We heard of drivers pulling up onto the footway, blocking driveways, worrying reversing manoeuvres, overtaking and excessive speeds. Much of the concern is aimed at parents of children that attend either schools as they attempt to get as close as possible to the school gate.
- 4.3 There is a context issue that needs to be explained and understood as a part of this report. The two schools are situated at the western end of Dee Road (at the top of the hill) and there is already traffic calming in place. The whole part of Dee Road that the schools are located within is subjected to a 20mph limit with speed cushions introduced as a part of the safer routes to schools scheme delivered in the late 1990s and early 2000s. From a road safety perspective the safer routes to schools scheme appears to have been successful as the area is casualty free. However there is worry and concern from those using the road at school time despite the measures in place. Both schools have SCHOOL KEEP CLEAR markings across their main

entrances and pedestrian crossing points have been constructed. There are school warning signs on the approaches to the 20mph area with flashing (wig-wag) warning signs. There is a history of a school crossing patrol operating outside St Michaels School who, as a part of the role, turned on the flashing warning signs. The area is residential and there are multi-access points to private driveway parking. In addition there are three junctions within the 20mph area, Elan Close to west of St Michaels school entrance with Elvaston Way at a mid-point between the two schools and Tern Close just a little further east of Elvaston Way. The two school crossing points constructed as a part of the safer routes to school scheme are approximately 200 meters apart with St Michaels School around 120 meters east of the junction of The Meadway. The traffic signals are equipped with controlled pedestrian crossings across all three vehicle approaches to the junction. It has been observed that some parents park outside the parade of shops on The Meadway. By doing this, children can be walked to school using the crossing facilities at the junction whilst parents can avoid adding the traffic issues around the immediate area of the schools. There are a number of significant differences between the two schools. St Michaels School, whilst it has a wide catchment area, mainly serves the local community with many of its pupils living within a mile of the school. There are a significant number of children attending from the Elvaston Way and Hardwick Road area and within a relatively short walking distance. English Martyrs has a much wider catchment area resulting in larger numbers arriving at the school by car. The school has created a circular drop-off facility within the car park at the front of the premises. Opening times of the two schools also differ as do the extra-curriculum activities (for example; breakfast club and after school clubs). St Michaels School is currently being expanded as a part of our school place expansion programme. As a part of this St Michaels School will increase in pupil numbers therefore its school travel plan is currently being updated as a planning requirement. There have been two traffic surveys carried out as a part of the St Michaels school expansion, the most recent within the last 4-6 weeks. This data of this second survey is still to be presented.

- 4.4. The issues of driver behaviour discussed at the 28<sup>th</sup> January meeting have been raised with us by St Michaels School and to some degree English Martyrs the past. There is also a wider concern of speeding on Dee Road outside of the 20 mph area. The Neighbourhood Action Group, responding to these concerns, has carried out their own speed survey in conjunction with Thames Valley Police. This does show a higher than average speed that would otherwise be expected for such a residential street. This higher speed is likely to be due to the more rural feel of the hilly and wooded part of Dee Road. Nevertheless, there is concern of the speed on this section of road and during the

meeting the lack of pedestrian crossings (on the hill) was also raised. The success of the new pedestrian islands in Tilehurst delivered as part of the annual road safety review was mentioned that the question is asked whether or not Dee Rd can benefit from similar treatment. St Michaels School renewed their own request for a formal crossing outside their school gate to deal with the issues that concern their parents and children.

- 4.5. Where a school crossing patrol has been present in the past some of the driver behavioural issues have been less so. However, whilst this improves the experience for parents and children there are some drivers that will intimidate and be abusive towards school crossing patrollers from time to time. At the 28<sup>th</sup> January meeting there were offers to help provide a school crossing patrol (for English Martyrs) by those that attended. There is provision within our current budget to provide school crossing patrollers and, in principal, this can cover both schools. This offer should be taken up and can be led by the school with support from us as appropriate.
- 4.6. It is clear from the meeting and the wide range of concerns and issues raised that this is a challenging and complex area. It is easy to understand why a zebra crossing is being asked for. Although, some of the concerns raised, particularly the perception that drivers are taking risks as a result of frustration, create a real worry should a zebra crossing be installed without dealing with the wider issues. A zebra crossing gives pedestrians priority over vehicles. This may lead to a worsening of traffic conditions creating more frustration for drivers and leading to higher risks. With St Michaels School also requesting a zebra crossing the area will become even more complex with a worsening impact to drivers. With increased frustration drivers will be less likely to stop when they should at the zebra crossings. This will only increase risks to pedestrians and demand further action from us and/or the police to deal with the problem. Alternatives to zebra crossings are, of course, traffic signals or school crossing patrollers that will manage pedestrian flow better than a zebra. Promoting three sets of traffic signals within 350 meters of this section of Dee Road is likely to be unpopular and regarded as poor traffic management and use of public monies. Coordinating three sets of traffic lights when the main demand is for such a short period of time from pedestrians would be difficult to do. In these conditions it is likely that pedestrians will not wait for the traffic signals to change and cross when they feel safe to do so.
- 4.7 From the traffic surveys carried out so far there is a clear demand around school times for pedestrian facilities. Outside of the school times there is no demand for crossings within the area of the school gates. It is important to highlight that formal crossings also come

with parking restrictions preventing any stopping on the approaches to and exits from the crossing. Crossings installed outside both schools will impact residents and their ability to park. SCHOOL KEEP CLEAR markings are tailored to the school and do not apply overnight and at weekends thus allowing parking. Formal crossing zig-zag markings apply all of the time resulting in residents being unable to park at any time regardless of the school being closed. For this reason residents should be fully consulted on any formal crossing proposal in a similar way to any other waiting restriction that we would promote. Formal pedestrian crossings and their associated parking restrictions do not allow for this level of consultation and can be installed by notice. Whilst residents would, no doubt, support improvements in road safety outside their homes they may object to such a prescriptive solution for such a very limited time that schools affect them.

- 4.8 In conclusion, further work is required to seek solutions to the many issues raised by both schools as a zebra crossing outside English Martyrs alone will not solve these problems. With the changes at St Michaels School currently being carried out there is a need to reassess the traffic impact. This work should be extended to consider the whole area and include English Martyrs School. A wider range of measures is more likely make a safer, accessible, child friendly road to ensure the safety of all children outside both schools. The expansion of St Michaels School has resulted in monies being available to improve school travel and a wide range of measures (including formal crossings (if appropriate) shall be brought back to this committee later this year. In the meantime we should do everything that we can to support both schools in providing school crossing patrollers at both schools.

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

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

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

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

## **7. LEGAL IMPLICATIONS**

- 7.1 None arising from this report.

## **8. EQUALITY IMPACT ASSESSMENT**

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

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

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

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	7
TITLE:	SOUTHCOTE LANE - PEDESTRIAN CROSSING - UPDATE		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	SOUTHCOTE
LEAD OFFICER:	GRACE WARREN	TEL:	0118 937 2906
JOB TITLE:	ASSITANT ENGINEER	E-MAIL:	grace.warren@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To update the Sub-Committee on the review of the request for a pedestrian crossing on Southcote Lane near Circuit Lane roundabout following a petition received from local residents.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the recently announced financial contribution from Southcote Primary School be utilised to progress a proposal for a zebra crossing on Southcote Lane.
- 2.3 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the proposed Zebra Crossing in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.4 That Officers liaise with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors on the details of the crossing and the proposed location.

### 3. POLICY CONTEXT

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

### 4. THE PROPOSAL

- 4.1 A petition containing approximately 600 signatures was received from some residents of Southcote requesting a zebra crossing on Southcote Lane to the west of Circuit Lane roundabout opposite Maker Close footpath.
- 4.2 The requirements for pedestrian facilities are laid down by central government where we are required to measure the demand by a pedestrian/vehicle count (PV<sup>2</sup>). This count determines the type of facility to cater for the demand.
- 4.3 A PV<sup>2</sup> count was undertaken from Monday 9<sup>th</sup> June and Friday 13<sup>th</sup> June, between the hours of 0700-1000 and 1400-1800. Unfortunately, in accordance with the Department for Transport PV<sup>2</sup> criteria, the results of the survey demonstrate that the pedestrian crossing demand does not justify a formal zebra or puffin crossing.
- 4.4 Special factors can be applied to permit a zebra crossing to be installed if it does not meet the PV<sup>2</sup> criteria. However, due to limited available funding officers recommended improving the existing traffic island by enhancing the crossing point and upgrading the facility to a pedestrian refuge island.
- 4.5 Members requested that should funding from nearby developments become available it should go towards installing a formal pedestrian crossing such as a zebra crossing.
- 4.6 As reported to PAC in November 2014 a planning application was submitted for Southcote Lane Primary School expansion. This secured a financial contribution of £92,593.20 which is to be used towards any local safety and/or traffic management matters in the first instance.
- 4.6 With the secured funding, subject to detailed design and safety audit, a zebra crossing can now be installed on Southcote Lane in the vicinity of the access path from Maker Close.
- 4.7 Members of the Sub-Committee are therefore asked to acknowledge the change in circumstances with the recently announce financial contribution from Southcote Primary School, and approve progression of a zebra crossing on Southcote Lane rather than improve the existing traffic

islands. Officers will liaise with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors on the details of the crossing and the proposed location.

## **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 implementation of a zebra crossing.

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 TM Sub Committee 16<sup>th</sup> January 2014 petition submission.  
TM Sub Committee 13<sup>th</sup> March 2014 petition update.  
TM Sub Committee 11<sup>th</sup> September 2014 update report



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE AND SPORT

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	8
TITLE:	JACKSONS CORNER, KINGS ROAD, ABBEY SQUARE- ALTERATIONS TO BUS STANDS, PARKING BAYS, ONE WAY SYSTEM AND CREATION OF LOADING BAY		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	HIGHWAYS & TRANSPORT	WARDS:	ABBEY
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 The new owners of the former Jacksons Site have submitted a planning application, application 141713, to refurbish and remodel the former department store building. The proposals will replace the existing ground floor with 3 new shop units and replace the upper floors with residential units.
- 1.2 The application will be determined by Planning Application Committee on the 11<sup>th</sup> March 2015 and the officers' recommendation is for Members to approve the proposals. An update on the decision will be given to Members on the night of the Traffic Management Sub Committee.
- 1.3 As a result of creating the 3 new shopping units the applicant has requested that a loading bay be created on the Kings Road given the existing delivery yard to the rear of the building and accessed from the High Street is not suitable for modern delivery methods. The provision of a loading bay has allowed Transport Officers along with officers from Reading Buses to look at the existing pedestrian congestion issues at the bus stands located in front of the building and the proposals therefore not only provide a loading bay but address the congestion issues.
- 1.4 This report seeks approval to commence the statutory process to amend the existing parking layout as detailed in Appendix 1, subject to Planning Application Committee approval from its meeting on the 11th March 2015.

**2. RECOMMENDED ACTION**

- 2.1 That the members of the Sub Committee note the report.

- 2.2 That the principle changes to the bus stands in Kings Road, the provision of loading bays in Kings Road and Abbey Square and the reversing of the one way system in Abbey Street are approved by members
- 2.3 That in consultation with the Chair of the Sub Committee, that the Lead Councillor for Strategic Environment, Planning & Transport and Ward Councillors the Head of Legal and Democratic Services be authorised to carry out statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 to advertise the proposal and subject to no objections being received to implement the proposal.
- 2.4 If objections are received to the statutory consultations, those objections will be reported back 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. THE PROPOSAL

- 4.1 The existing owners of the former Jacksons Corner have submitted a Planning Application to refurbish and remodel the existing building which will create three new shopping units on the ground floor and the provision of 32 residential units.
- 4.2 To complement these changes to the building the applicant has requested a loading bay be constructed on the Kings Road given the existing facility at the rear of the building is not suitable for modern delivery vehicles. As a result of this request a scheme has been produced in consultation with Transport Officers and Reading Buses which not only provides loading bays but will resolve the congestion issues with pedestrians on the footway and buses at the two bus stands immediately in front of the building.
- 4.3 The proposals are shown on drawing JC/14/PR/L101 in Appendix 1. The proposals result in the following.
  - i) The introduction of a loading bay facility on Kings Road in the location of the existing number 17 bus stop. This loading bay would have restricted loading hours (permitted 19.00 to 7.00 and 11.00 to 16.00) reflecting the restrictions within Market Place and the Town Centre, especially as this will be the sole route to access the bay.
  - ii) The two existing bus stops will be moved further east along the Kings Road and this provides the opportunity to improve the footway provisions on the northern side of Kings Road. The footway will be widened by 1.5 metres in proximity to the revised location of the two existing bus stops which will improve pedestrian comfort in an area where there is conflict between static activity (people waiting for

buses) and those pedestrians which wish to pass along the Kings Road. All existing passenger infrastructure will be replaced.

- iii) An additional bus stop will also be provided to the east of the junction with Abbey Square, to the south of the entrance to Reading Library. The footway will also be widened at this location by 1.0 metre. The additional bus stop will act to relieve pressure on the existing bus infrastructure and is supported by Reading Buses. This stop will be used by services which also stop in Market Place.
  - iv) Due to the restrictions on the proposed loading bay on Kings Road, it is proposed that an additional loading bay is located on Abbey Street with unrestricted hours of operation. This would involve converting the existing disabled parking bays into a loading bay and relocating the disabled parking bays a short distance on Abbey Square. In order to provide access into the loading bay and given the relocated bus stops would have implications on visibility leaving Abbey Square, the one way order on Abbey Square will need to be reversed.
- 4.4 All these works will be funded by the developer and while improving the loading facilities to the new shop units will also address the long term issues of pedestrian congestion in this area.
- 4.5 While the disabled bays will be relocated on Abbey Square a short distance, the number of bays will not be reduced and therefore the provision will not be affected. While the one way will be reversed on Abbey Square the distance travelled to and from the properties along the road will not be affected but just undertaken in the alternative direction.
- 4.6 As a result of the changes there will be an increase in the current level of provision for bus stops. It should also be noted that as the loading on Kings Road will not be available for use during peak times this will provide an additional area for buses to wait.
- 4.7 The proposals have all been auto tracked to ensure that the new arrangements, especially the new loading bay, do not obstruct the flow of buses and other vehicles along the Kings Road, but further analysis will be undertaken during detailed design.
- 4.7 The applicant has stated he will undertake these works through a legal agreement and will fund all construction costs and legal costs associated with undertaking the changes.
- 4.8 However before any changes take place a statutory consultation process has to be undertaken and it is recommended that this is proceeded with to enable the require Traffic Regulation Orders to be in place before construction on the development begins.

**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. Additional local consultation will be carried out as required.

**7. LEGAL IMPLICATIONS**

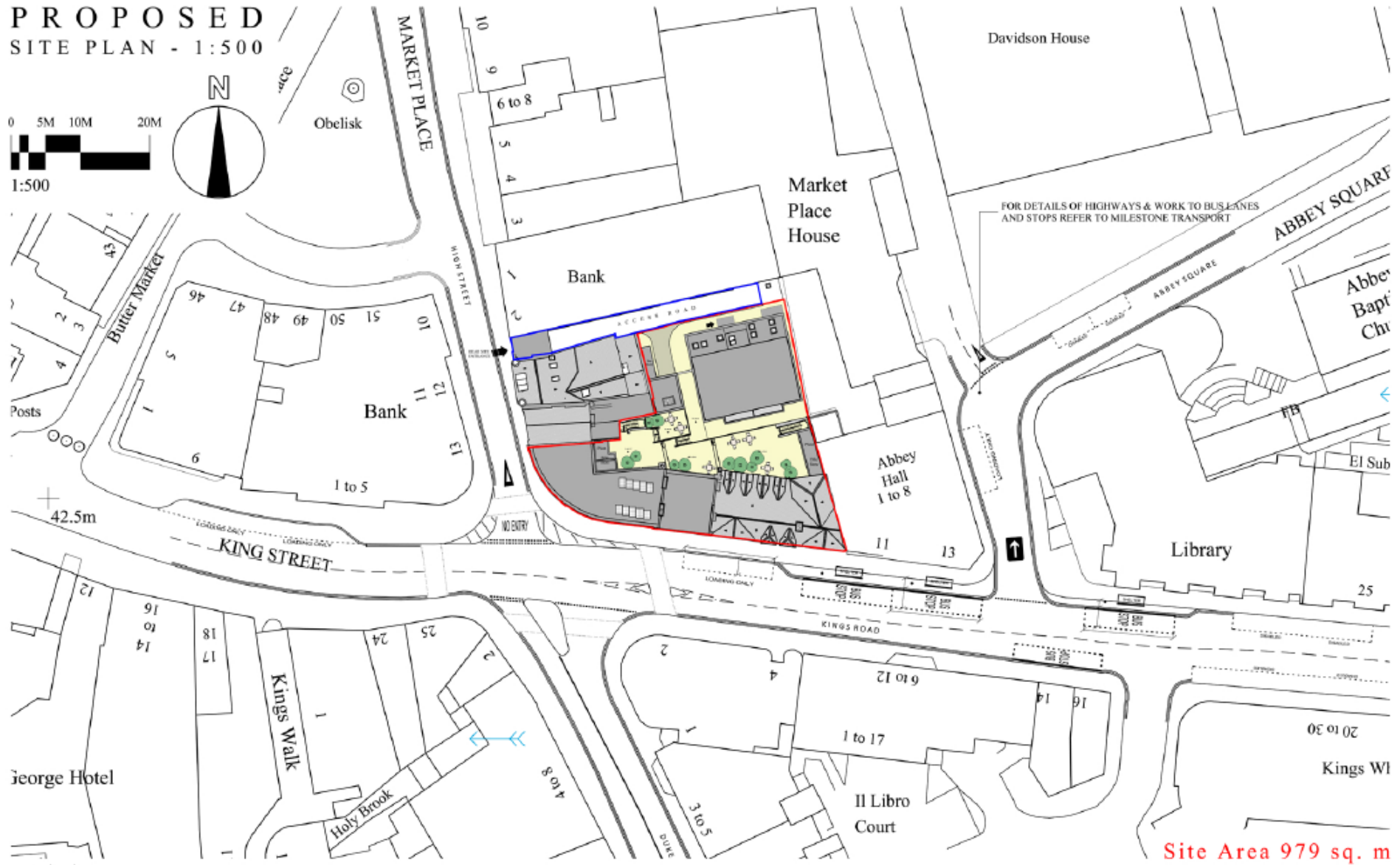
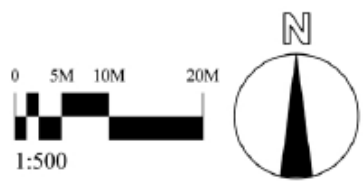
- 7.1 Any proposals for waiting/ movement restrictions are advertised under the Road Traffic Regulation Act 1984.

**8. FINANCIAL IMPLICATIONS**

- 8.1 The works and legal costs will be wholly funded by the Developer.

APPENDIX 1 - PROPOSED LAYOUT OF LOADING BAYS, BUS STOPS ALONG KINGS ROAD AND ABBEY SQUARE

# PROPOSED SITE PLAN - 1:500



Site Area 979 sq. m

Rev.	Date	Details
Project:		
Jacksons Corner		
Reading		
Berkshire		
Context:		
PROPOSED		
Site Plan - 1:500		
North	Scale	Rev.
	1:500@A3	-
Drawn By:	Date:	Notes:
SAR	24.09.14	1. Equal dimensions to be used in preference to scale.
		2. The Contractor is to check all site dimensions and setting out prior to obtaining the Author's instructions to begin any discrepancy revealed before work is begun.
		3. Description or illustration of proprietary systems or products is not to be taken as an endorsement or warranty of performance or quality.
		4. All rights in drawing and designs are reserved to the Architects.
		5. Copyright notice to be reproduced where the Architects permission.
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The Old School House Bridge Road Hunton Bridge  
Kings Langley Hertfordshire WD4 8RQ  
T 0 1 9 2 3 2 6 7 4 8 8  
wakelin-admin@wakelin.co.uk  
www.wakelin.co.uk  
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**Wakelin Associates**  
Architects

**JC/14/PR/L101**

**READING BOROUGH COUNCIL  
REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE & SPORT**

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>12 MARCH 2015</b>	<b>AGENDA ITEM:</b>	<b>9</b>
<b>TITLE:</b>	<b>WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2014 (B) &amp; REQUESTS FOR WAITING RESTRICTION REVIEW 2015 (A)</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR 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>BOROUGHWIDE</b>
<b>LEAD OFFICERS:</b>	<b>JIM CHEN</b>	<b>TEL:</b>	<b>0118 937 2198</b>
<b>JOB TITLES:</b>	<b>NETWORK MANAGEMENT TECHNICIAN</b>	<b>E-MAIL:</b>	<b><u><a href="mailto:Jim.chen@reading.gov.uk">Jim.chen@reading.gov.uk</a></u></b>

**1. EXECUTIVE SUMMARY**

- 1.1 To inform the sub-committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2014B. This involved proposed implementation and amendments of waiting restrictions at various locations across the Borough, and it is for Members to conclude the outcome of the proposal.
- 1.2 To provide members of the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that have been raised by members of the public, community organisations and Councillors, since September 2014.
- 1.3 To recommend that the list of issues raised for the bi-annual review is fully investigated and Ward Members are consulted. Upon completion of the Ward Member consultation, a further report will be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the approved schemes.
- 1.4 APPENDIX 1 - Summary of letters of support and objections received to WRR2014B along with officer comments.

APPENDIX 2 - Requests for waiting restrictions review programme 2015A

## 2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That objections noted in Appendix 1 are considered with an appropriate recommendation to either implement, amend or reject the proposals.
- 2.3 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.
- 2.4 That the objectors be informed of the decision of the Sub-Committee accordingly.
- 2.5 That the requests made for waiting restrictions as shown in Appendix 2 be noted and that officers investigate each request and consult on their findings with Ward Members.
- 2.6 That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

## 3. POLICY CONTEXT

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

## 4. THE PROPOSAL

### Objections to Traffic Regulation Order - 2014B

- 4.1 Approval was given at the Traffic Management Sub-committee in September 2014 to carry out investigations at various locations, in relation to waiting restriction requests, made by councillors and residents.
- 4.2 Investigation was carried out and a recommendation for each scheme was shared with ward councillors in November 2014 for further comments.
- 4.3 A further report went to the Sub-committee in January 2015 to seek approval to carry out statutory consultation. The statutory consultation process took place between 12<sup>th</sup> February 2015 and 5<sup>th</sup> Mar 2015 for a period of 3 weeks. Full details of the objections and any correspondence in support of the proposals are attached to this report (Appendix 1).
- 4.4 The Sub-committee can agree, overrule or modify any objection to a lesser restriction that originally proposed. Where there is agreement to an objection the recommendation shall be to remove the proposal from the programme.



Where an objection is overruled, the proposal will be to introduce the proposal as advertised and where the proposal is modified to a lesser restriction this shall be noted and advertised accordingly.

### **Bi-annual waiting restriction review - 2015A**

- 4.5 It is recommended that the list of issues raised for the Bi-annual 2015A review as shown in Appendix 2 is fully investigated and Ward Members are consulted. This part of the waiting restriction review enables Ward Councillors to undertake informal consultations, which ensures any new restrictions have the support of residents and are reflective of what the community has requested, prior to the commencement of statutory consultation. This may mean that requests may be amended or removed if they are not appropriate or have no councillor/resident support. They are then subsequently removed from the list and no further action taken.
- 4.6 For requests that are approved to be taken forward to statutory consultation, a further report will be submitted to the Traffic Management Sub Committee, seeking approval to carry out statutory consultation with accompanying drawings of the proposed schemes.

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

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

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

- 6.1 That persons requesting waiting restrictions be informed that their request will form part of the bi-annual waiting review programme (A or B) and are advised of the timescales of the project.
- 6.2 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

### **7. LEGAL IMPLICATIONS**

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

### **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, victimization and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

## **9. FINANCIAL IMPLICATIONS**

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

## **10. BACKGROUND PAPERS**

10.1 Traffic Management Sub-Committee reports

## APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015A

Ward	Street	Requested by	Summary of request
Abbey	Chatham Street roundabout	Network Management	Request to introduce no waiting at any time in the Chatham Street roundabout service road to deter commuter parking
Abbey	Luscinia View, Napier Road	Management agent	Request to review existing limited waiting bay to allow better access for refuse vehicle.
Battle	Battle Square	Residents	Inconsiderate parking is taking place in front of private garages causing obstruction. Request for waiting restriction to deter inconsiderate parking.
Battle	Elm Lodge Avenue	Neighbourhood initiatives officer	Request to extend no waiting at any time across OM House access.
Battle	Wood Green Close	Resident	Request for resident parking scheme to deter non-resident parking
Caversham	Ardler Road/Hardy Close/Brackston Close	Resident	Request to introduce waiting restriction around the junctions
Caversham	Amersham Road	Resident	Request to introduce no waiting at any time around its junction with Clonmel Close.
Caversham	Gosbrook Road	Network Management	Request to extend existing no waiting at any time to increase capacity for traffic queueing to turn left onto George Street
Caversham	Nelson Road	Resident	Request to introduce no waiting at any time to deter parking across private access.
Caversham	St John's Road	Neighbourhood initiatives officer	Request for no waiting at any time around its junction with Gosbrook Road, Montague St and Nelson Road to improve driver visibility.
Caversham	Star Road	Resident	Request for footway and verge parking ban
Caversham	Marsack Street	Resident via MP	Request for resident permit to deter non-resident parking and waiting restriction at the junction to improve visibility
Caversham	Priest Hill/St Anne's Road	Resident	Request for waiting restriction on the south side to improve visibility leaving private driveway.

**APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015A**

Ward	Street	Requested by	Summary of request
Church	Wellington Avenue/Northcourt Ave	Resident	Request for waiting restriction to deter inconsiderate parking near driveway and junction during university term time
Church	Birdhill Avenue	Ward Councillor	Request to extend waiting restriction around its junction with Cressingham road
Church	Staverton Road	Ward Councillor	Request to introduce no waiting at any time around the bend to enable access for emergency vehicles and improve forward visibility for drivers.
Church	Totnes Road	Resident via Ward Councillor	Parking is taking place at the end of Totnes Road leading into Ashburton Road. Request to introduce waiting restriction around the blind exit.
Kentwood	Rodway Road	Ward Councillor & Resident	Request for <ul style="list-style-type: none"> <li>- Waiting restriction opposite the entrance of Riverside Care Home to allow large vehicle access.</li> <li>- Resident permit parking to deter commuter parking</li> </ul>
Kentwood	Thirlemere Avenue	Resident	Request for waiting restriction on the bend and across traffic humps to improve driver's forward visibility
Kentwood	Juniper Way	Resident via MP	Request for footway/verge parking ban
Minster	Carmelite Drive	Resident	Request for waiting restriction at its junction with Southcote Road to improve visibility.
Minster	Tintern Crescent	Residents	Request for waiting restriction around the blind corner outside No.11.
Norcot	Edgar Milward Close	Resident via MP	Request to introduce Resident Permit to deter non-resident parking
Norcot	Usk Road/Wye	Resident	Inconsiderate parking at the junction and across dropped kerb is causing safety

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015A

Ward	Street		Summary of request
	Close		concerns. Request to introduce no waiting at any time at the junction
Norcot/ Southcote	Cockney Hill	Resident	Request for waiting restriction review to deter double parking during school pick up and drop off.
Park	Heath Road	Ward Councillors	Request for no waiting at any time around entrance of Manor House Court to improve visibility
Park/ Redlands	Eastern Avenue	Ward Councillors	Request for no waiting at any time on the east side with marked bay on the west side of Eastern Avenue
Peppard	Grove Road	Ward Councillor	Request for no waiting at any time at its junction with School Lane.
Peppard	Harlech Avenue	Resident	Resident feels the newly introduced waiting restrictions around the bend may be excessive and request for a review to remove/shorten the existing restriction.
Peppard	Woodlands Grove	Resident	Request for waiting restriction opposite private drive to allow for better access
Redlands	Corbridge Road	Ward Councillor	Request to: <ul style="list-style-type: none"> <li>- Extend existing layby to create extra parking</li> <li>- Extend existing no waiting at any time on the southeast corner to ease passage of buses</li> </ul>
Redlands	Newcastle Road	Ward Councillor	Request to review existing parking arrangement at the end of Newcastle Road.
Redlands	Redlands Primary School area	Redlands Primary School	Request to review existing waiting restriction to improve road safety around the school
Redlands	Marlborough Avenue	Residents	Residents have shared their ideas at a ward councillor workshop, proposal to work up these ideas.

**APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015A**

<b>Ward</b>	<b>Street</b>	<b>Requested by</b>	<b>Summary of request</b>
Southcote	Southcote Lane	Resident	Request for waiting restriction around its junction with Priory Point access and through pedestrian island.
Southcote	Penroath Avenue	Resident	Request for waiting restrictions to deter non-resident parking
Southcote	Hawley Mews	Resident via Ward Councillor	Request for waiting restriction to deter commuter parking during the weekdays.
Southcote	Honey End Lane	Residents via MP	Request to remove existing school keep clear (No stopping Mon-Fri 8am-5pm).

Thames	Darell Road	Ward Councillor	Request for no waiting at any time around the junction of Woodcote Road and Darell Road
Thames	Blaenant	Resident	Request for review of waiting restriction to deter parking at the junction and on footway
Thames/ Caversham	Albert Road/The Mourn	Ward Councillor	Vehicles are parked at sharp bend causing inconvenience and road safety concerns. Request for no waiting at any time at the junction.

Tilehurst	Felton Way	Resident via Ward Councillor	Request for waiting restrictions at the junctions with Chapel Hill where dangerous and inconsiderate parking is taking place
Tilehurst	Armour Road	Resident via Ward Councillor	Request to: <ul style="list-style-type: none"> <li>- Convert existing 30 mins limited waiting bay to no waiting at any time.</li> <li>- Create parking bays on the South Side.</li> </ul>
Tilehurst	Bramble Crescent	Resident via Councillor	Request for no waiting at any time around the junction of Bramble Crescent and Gratwicke Road
Tilehurst	Bran Close	Ward Councillor	Request for waiting restriction around the bend to improve forward visibility
Tilehurst	Chichester Road	Ward Councillor	Request for waiting restriction at its junction with Aylesham Close
Tilehurst	Sanctuary Close	Resident via	Request to review waiting restriction to deter inconsiderate and dangerous parking

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015A

Ward	Street		Summary of request
		Ward Councillor	
Tilehurst	Beverley Road	Resident via Ward Councillor	Request to extend existing no waiting at any time around its junction with Westwood Road
Tilehurst	Westwood Road	Resident	Request for no waiting at any time around the junction of Westwood Road and Hartslock Road
Tilehurst/ Norcot	Dee Road	PCSO	Request to extend existing no waiting at any time from its junction with Elvaston Way to the Bus Clearway.

Whitley	Lyefield Court	Resident	Request for waiting restrictions along the passing bay.
Whitley	Denbury Gardens	Resident via Ward Councillor	Concern of parking on the junction with Brayford Road. Request of no waiting at any time.
Whitley	Lexington Grove	Residents	Request for waiting restriction review to resolve inconsiderate parking issues.
Whitley	Whitley Wood Road	Residents	Request to investigate and review the newly introduced waiting restrictions near the corner of Northumberland Avenue.

## APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015A

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Southcote	Penroath Avenue	Resident	Request for waiting restrictions to deter non-resident parking
Southcote	Hawley Mews	Resident via Ward Councillor	Request for waiting restriction to deter commuter parking during the weekdays.
Southcote	Honey End Lane	Residents via MP	Request to remove existing school keep clear (No stopping Mon-Fri 8am-5pm).

Thames	Darell Road	Ward Councillor	Request for no waiting at any time around the junction of Woodcote Road and Darell Road
Thames	Blaenant	Resident	Request for review of waiting restriction to deter parking at the junction and on footway
Thames/ Caversham	Albert Road/The Mourn	Ward Councillor	Vehicles are parked at sharp bend causing inconvenience and road safety concerns. Request for no waiting at any time at the junction.

Tilehurst	Felton Way	Resident via Ward Councillor	Request for waiting restrictions at the junctions with Chapel Hill where dangerous and inconsiderate parking is taking place
Tilehurst	Armour Road	Resident via Ward Councillor	Request to: <ul style="list-style-type: none"> <li>- Convert existing 30 mins limited waiting bay to no waiting at any time.</li> <li>- Create parking bays on the South Side.</li> </ul>
Tilehurst	Bramble Crescent	Resident via Councillor	Request for no waiting at any time around the junction of Bramble Crescent and Gratwicke Road
Tilehurst	Bran Close	Ward Councillor	Request for waiting restriction around the bend to improve forward visibility
Tilehurst	Chichester Road	Ward Councillor	Request for waiting restriction at its junction with Aylesham Close
Tilehurst	Sanctuary Close	Resident via	Request to review waiting restriction to deter inconsiderate and dangerous parking

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015A

Ward	Street		Summary of request
		Ward Councillor	
Tilehurst	Beverley Road	Resident via Ward Councillor	Request to extend existing no waiting at any time around its junction with Westwood Road
Tilehurst	Westwood Road	Resident	Request for no waiting at any time around the junction of Westwood Road and Hartslock Road
Tilehurst/ Norcot	Dee Road	PCSO	Request to extend existing no waiting at any time from its junction with Elvaston Way to the Bus Clearway.

Whitley	Lyefield Court	Resident	Request for waiting restrictions along the passing bay.
Whitley	Denbury Gardens	Resident via Ward Councillor	Concern of parking on the junction with Brayford Road. Request of no waiting at any time.
Whitley	Lexington Grove	Residents	Request for waiting restriction review to resolve inconsiderate parking issues.
Whitley	Whitley Wood Road	Residents	Request to investigate and review the newly introduced waiting restrictions near the corner of Northumberland Avenue.

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB COMMITTEE</b>		
<b>DATE:</b>	<b>12 MARCH 2015</b>	<b>AGENDA ITEM:</b>	<b>10</b>
<b>TITLE:</b>	<b>20MPH SPEED LIMITS/ZONES - UPDATE</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATIGIC ENVIRONMENT PLANNING &amp; TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICER:</b>	<b>SIMON BEASLEY</b>	<b>TEL:</b>	<b>0118 937 2228</b>
<b>JOB TITLE:</b>	<b>NETWORK &amp; PARKING SERVICES MANAGER</b>	<b>E-MAIL:</b>	<a href="mailto:simon.beasley@reading.gov.uk">simon.beasley@reading.gov.uk</a>

**1. EXECUTIVE SUMMARY**

- 1.1 There has been a series of reports to Cabinet through TMAP and more recently TM Sub on 20mph speed limits/zones.
- 1.2 This report summaries the current position highlighting an expected change in the Traffic Signals & General Directions (TSRGD) by the Department for Transport (DfT) that may lead to significant reduction in cost of the signs at the entry/exit points into the 20mph area.
- 1.3 The TSRGD is expected to be published later this spring and it is recommended to consider its impact before implementing this scheme.

**2. RECOMMENDED ACTION**

- 2.1 That members note the report.
- 2.2 That due to expected changes in the TSRGD this report recommends to wait until these changes are published which may reduce the cost of signs at the entry/exit points into the 20mph area.

**3. POLICY CONTEXT**

- 3.1 The objectives of lower speed limit areas fit into the context of wider transport and cross-government priorities:
  - The national vision is for a transport system that is an engine for economic growth but one that is also greener and safer and improves quality of life in our communities.

- We want our roads to become safer, less congested and less polluted.
- We want to encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion.
- We want to contribute to wider public health and safety outcomes by contributing to a reduction in road casualties.

#### **4. EASTERN AREA IMPLEMENTATION UPDATE**

- 4.1 The Eastern Area 20mph scheme was advertised twice, in two phases, due to an omission of naming all streets. Statutory advert approval was gained on the basis of a drawing that showed both the original Uni & hospital area study alongside the eastern area study and the extended areas of influence of both areas. The original advert (23<sup>rd</sup> May 2014) only covered the original Uni & hospital study area. The second advert (24<sup>th</sup> July 2014) then covered the eastern area study area and everything that the first advert missed.
- 4.2 The scheme is now in the final very detailed design stage. This involves weighing up the cost benefits of mains power v solar power. There are clear benefits of solar where ducting for mains exceeds 10m or where we have to dig across a road. Conversely if there is mains power within a few metres, the cost of the sign is much cheaper than solar. This work is dependent upon gaining detailed survey and prices from contractors and this will be completed shortly. It was always intended to deliver the scheme this financial year i.e. by the end of March 2015.
- 4.3 However, as a part of our detailed design it has come to light that the Department for Transport (DfT) are proposing to change the rules of illumination for 20mph (at the entry/exit points to the lower limit) as a part of the Traffic Signs Regulations and General Directions (TSRGD) review. On enquiring what these changes are likely to be the DfT is non-committal and have advised us to either use the TSRGD as it is now or delay the scheme until the review process is complete. Therefore officer advice is that we should wait as the changes are not likely to increase the cost of 20mph signing and may lead to significant reduction in cost by as much as £100K.

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

- 6.1 The Eastern Area Study initiative has already resulted in public exhibitions, consultation with residents and wider stakeholder engagement. This is a model that is being developed for wider use and has already been adopted as a part of the Oxford Road Area Study. As the two area studies develop so will a consultation strategy that will be used for further 20mph consultation.

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

- 7.1 None arising directly from this report.

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

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 The Council has carried out a equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

## **8. FINANCIAL IMPLICATIONS**

- 8.1 The estimated cost of introducing 20mph across east Reading through signs alone is £200K. However, if the signing requirements are changed particularly in the requirement to illuminate the entry/exit signs this cost could be halved.

## **9. BACKGROUND PAPERS**

- 9.1 Various TMAP and TM Sub Reports.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	11
TITLE:	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	ABBNEY, CAVERSHAM & WHITLEY
LEAD OFFICERS:	CRIS BUTLER SAM SHEAN	TEL:	0118 937 2068 0118 937 2138
JOB TITLE:	ASSISTANT NETWORK MANAGER STREETCARE SERVICES MANAGER	E-MAIL:	Cris.butler@reading.gov.uk Sam.Shean@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 This report provides an update on the current major transport and highways projects in Reading, namely:

- A33 and Reading Bridge Pinch Point schemes
- The new Pedestrian and Cycle Bridge
- Mere oak and Winnersh Triangle park and ride schemes
- Reading Station Area Redevelopment.

1.2 This report also advises of any future key programme dates associated with the schemes.

2. RECOMMENDED ACTION

2.1 That the Sub-Committee note the report

3. POLICY CONTEXT

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



## 4. THE PROPOSAL

### A33 Pinch Point Scheme

- 4.1 The scheme comprises of a range of measures to improve journey time reliability and reduce congestion along the corridor. This includes extending the left-turn filter lanes for exiting the A33 onto Rose Kiln Lane (north and southbound); providing more direct pedestrian and cycle links alongside the A33 crossing of the Kennet and providing an alternative pedestrian and cycle route to negotiate seasonal flooding along the A33 between Rose Kiln Lane and Bennet Road.
- 4.2 Works commenced in December 2014 with completion expected in June 2015. The project team has continued to review the current programme in order to reduce any disruption while the improvement works take place. This has included some recent night time working and limiting any necessary lane closures to off peak hours only (09.30 to 15.30).
- 4.3 The wider scheme will includes more direct pedestrian and cycle links alongside the A33 crossing of the River Kennet. A new raised pedestrian and cycle route along the A33 between Rose Kiln Lane and Bennet Road will also be built. The current path is affected by seasonal flooding and this new path will be built up at road level which will be usable all year round, as well as being safer for cyclists and pedestrians alike.

### Reading Bridge Pinch Point Scheme

- 4.4 In November 2014 essential work began to strengthen Reading Bridge. The bridge is a 92 year old structure and is on a major strategic route, both through Reading and the wider region. The structure is in need of essential strengthening and waterproofing to ensure it can continue to carry the amount of traffic it does in future years without the need for vehicle restrictions. The Department for Transport awarded Reading Borough Council capital grant funding from their Pinch Point Fund to enable to works to be carried out.
- 4.5 The initial phase of the work in November and December 2014 involved a large void underneath the southern approach structure being filled with foam concrete. Since January the contractor has been erecting scaffolding on both ends of the structure. Once all the scaffolding is in place the process of strengthening the bridge using carbon fibre and concrete repairs will begin.

- 4.6 As of February concrete repairs underneath the bridge are being carried out, as well as a specialist sub-contractor carrying out stone repairs on the western footway of the bridge.
- 4.7 Currently the work is being carried out under off-peak lane closures which are in place Monday to Friday between 9am and 4pm. These lane closures are scheduled to continue throughout the works period. Some weekend off peak working will also take place as and when required, but we will look to keep this to a minimum.
- 4.8 Over Easter it will be necessary to have a closure on one side of the bridge, (both one lane of the carriageway and the adjacent footway), for 24 hours a day, 7 days a week for up to 20 days. The lane closure is required in order to carry out some of the carbon fibre strengthening work and to keep vehicle vibrations away from the works areas. As with the previous lane closures there will still be two running lanes and one of the footways available throughout this period. Following the Easter period off peak lane closures will continue. Towards the end of the project it will be necessary to have a full 24 hour closure of the bridge. The date of this closure is provisionally set for 18 May for a maximum two week period. Following the full closure work will continue under off peak lane closures until the end of the project which is expected to be late June / early July 2015.

### Reading Station

#### Cow Lane Bridges - Highway works

- 4.9 As previously reported to the Sub-Committee in January 2015, the Public Inquiry was held and completed on 13<sup>th</sup> January 2015. The inspector is in the process of preparing the report to the Secretary of State and the Inspector's target date is 24<sup>th</sup> March 2015. Once the Planning Inspector has also reviewed the Inspector's report, the report is then sent to the Department for Transport for the Secretary of State to make a final decision.
- 4.10 All the objections to the CPO have now been withdrawn but as they were outstanding when the public inquiry was held, the Department for Transport will not make a decision until they have received the Inspector's report.
- 4.11 The Council remains hopeful the highway improvements can commence in the Summer 2015.

### Cycle Parking on the North side of the Station

- 4.12 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. Works are due to commence later in the Spring 2015 with completion planned in the Summer 2015. In the interim, cycle parking for 212 bikes has been introduced to cater for the high demand in this area.

### Pedestrian and Cycle bridge

- 4.13 The major construction works for the pedestrian cycle bridge over the River Thames are well underway with expected scheme 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.
- 4.14 Over the coming months, site activities will include completion of the foundations on north bank and piling on southern bank to widen the towpath. Bridge sections are expected to arrive in April with works continuing until the summer in order to prepare and lift the bridge into position.

### Mere oak and Winnersh Triangle Park and Ride schemes

- 4.15 Construction works are underway for the new park & ride sites at Mere oak and Winnersh Triangle, which together will deliver nearly 1,000 parking spaces. The two sites are being constructed simultaneously with a planned completion date of summer 2015.
- 4.16 The Mere oak 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.
- 4.17 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 Park & Ride site at Loddon Bridge which is prone to flooding.
- 4.18 Members 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 The projects have been communicated to the local community through local exhibitions and Council meetings.

## **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 an equality impact assessment scoping exercise on all projects, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

## **9. FINANCIAL IMPLICATIONS**

- 9.1 The costs associated with delivery of the A33 and Reading Bridge Pinch Point Schemes are met by the DfT Pinch Point project.

- 9.2 The costs associated with delivery of the Pedestrian Cycle Bridge, and the Park and Ride schemes are met by the DfT Local Sustainable Transport Fund.

## **10. BACKGROUND PAPERS**

- 10.1 Traffic Management Sub-Committee reports.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	12
TITLE:	HIGHWAY MAINTENANCE UPDATE AND PROGRAMME 2015/2016		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

**1. EXECUTIVE SUMMARY**

- 1.1 To inform Councillors of the progress made on the additional Government funding announced in June 2014 for additional highway maintenance pothole repairs.
- 1.2 To inform Councillors of the £ 1.472 Million (works and fees) programme for Highway Maintenance for 2015/2016 from the Local Transport Plan (LTP) settlement.
- 1.3 The report outlines the background to the selection of schemes and Appendix 1 details the list of schemes in each category to be undertaken in 2015/2016. The categories are Carriageway Resurfacing, Minor Resurfacing, Footway Resurfacing, Bridge Maintenance, Street Lighting and Major Maintenance. A detailed breakdown of allocations in each is shown in paragraph 4.7.

**2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee notes the current position regarding the additional pothole repairs.
- 2.2 That the Sub-Committee notes the proposed Highways Maintenance programme for 2015/2016 and to give spend approval as set out in paragraph 4.12.

### 3. POLICY CONTEXT

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

### 4. BACKGROUND

#### Highway Maintenance Update

- 4.1 At a meeting on 16<sup>th</sup> July 2014 the Strategic Environment, Planning and Transport Committee noted a report on the additional Pothole Repair Plan award made by Department for Transport (DfT) in June 2014 and that a further progress report be presented to a Traffic Management Sub Committee meeting.
- 4.2 The principle of this plan was to continue to deploy the available resources (2 maintenance gangs) for a fixed period of 8 months (to the end of March 2015) to carry out pothole repairs on the unclassified road network on a road by road basis (those roads not included within the original Pothole Repair Plan 2013/14) regardless of whether they meet current policy investigatory levels. Only classified and priority routes were included in the original Pothole Repair plan 2013/14.
- 4.3 In order to make best use of the funding available within existing time constraints it was proposed to use half the Pothole Repair Plan 2014/15 award on additional road resurfacing schemes, which enabled some of the reserve schemes (that were previously unfunded) approved for Major & Minor Roads resurfacing to be tackled during the 2014/15 financial year. This preventative measure will also help improve the resilience of the road network and reduce the number of potholes that would have developed following another winter.
- 4.4 At the time of preparing this report (2<sup>nd</sup> February 2015) the position was as follows:
  - 411 potholes have been repaired under the pothole repair plan 2 in addition to 1608 potholes repaired under the original pothole repair plan.
  - Two additional roads were resurfaced under the Major Roads Resurfacing programme 2015/15 including Crown street (junction with Southampton St) and The Meadway (between New Lane Hill and St Michaels Rd).

- One additional road was resurfaced as part of the Minor Road Resurfacing Contract 2014/15 at Henley Road, (between Donkin Hill & Lower Henley Road).
- 4.5 It is recommended that the Sub-Committee note the current position and that a final progress report will be presented to the June meeting of the Sub-Committee.

## Highway Maintenance Programme 2015/2016

### The Settlement

- 4.6 The Borough Council receives an annual Local Transport Block funding (Integrated Transport & Highway Maintenance) settlement from the Department for Transport (DfT) for highway maintenance work. This settlement covers the general headings of bridges, highways and lighting. The Highway Authority then needs to demonstrate that it has made suitable use of their allocation in accordance with highway needs and within the general criteria for which LTP maintenance funding is allocated.
- 4.7 The settlement follows consultation on how the £5.8 billion should be allocated to local highway authorities in England. Ministers reached a decision on how to allocate the £976 million of local highways maintenance capital block funding available each year based on a 'needs based' formula funding model.
- 4.8 Reading Borough Council's allocation for the next 6 year cycle is as follows:
- 2015/16 - £ 1,472,000  
2016/17 - £ 1,350,000  
2017/18 - £ 1,309,000  
2018/19 - £ 1,185,000 \*  
2019/20 - £ 1,185,000 \*  
2020/21 - £ 1,185,000 \*
- 4.9 Every authority will also have the opportunity to secure additional funding on an "incentive basis", dependent on its pursuit of efficiencies and use of asset management; and/or from a competitive Challenge Fund for major maintenance projects.
- 4.10 The needs based element for each local authority is set for the first three years (from 2015/16 to 2017/18) with indicative allocations for the subsequent three years from 2018/19 to 2020/21 \*. The indicative allocations\* will be reviewed in 2017/18 following a data refresh exercise, which will ensure that funding allocations best reflect need.
- 4.11 The 'needs based' formula funding model is a fair allocation of the reducing capital grant future funding pot, however, this has resulted in Reading

receiving £ 836,000 less award for 2015/16 than in the previous financial year 2014/15

- 4.12 In previous years this allocation has been split into a number of different areas to make best use of the funds available, and it is intended to continue with this approach. Against each heading is the proposed works allocation based on the 2015/2016 settlement for works.

	2015/16 Spend Proposal	2014/15 Spend
Major Carriageway Resurfacing	£525,000	£ 970,000 *
Minor Resurfacing	£175,000	£ 305,000 *
Footway Resurfacing	£55,400	£140,000
Bridge Maintenance	£150,000	£719,000
Street Lighting	£25,000	£200,000
Major Maintenance	£350,000	£0

\* Denotes Inclusive of Pot Hole Repair Award 2014/15

#### **Major Carriageway Resurfacing (£525,000 works)**

- 4.13 Due to the limited and reduced funding available it is necessary to prioritise the schemes based on nationally accepted technical assessment processes.
- 4.14 The provisional programme for category 1 and 2 roads (mainly class A and class B roads and roads with high volumes of commercial traffic) surface treatment has been prioritised after assessment of carriageways using information from:
- SCANNER surveys which checks the structural integrity and residual life of existing carriageways;
  - SCRIM (sideways-force coefficient routine investigation machine) surveys to check skidding resistance.
- 4.15 Based on the above assessments the roads listed in Section A of Appendix 1 are recommended for treatment in 2015/2016. These are shown in priority order and will be progressed until the allocation is spent. To make the most effective use of the budget available only the sections of the roads with a poor residual life as identified from the SCANNER surveys will be treated. Estimated costs based on current information are shown against each scheme and would suggest that schemes 1 to 8 could be achieved this year.
- 4.16 Tenders for this work will be invited shortly and the documents will include a reserve scheme in case the tender prices returned are more favourable than current estimates enabling us to do more schemes within the budget



available. In the event of unforeseen carriageway deterioration outside of the scope of normal maintenance work, the programme of works would be reviewed and if necessary a reallocation of funding within the budgets would be made to undertake higher priority carriageway schemes.

#### **Minor Surfacing (£175,000 works)**

- 4.17 For category 3 roads (residential and other distributor roads) there is generally no skid or condition information available therefore priorities have to be established as a result of visual condition surveys to determine deterioration. The common types of deterioration are for example the number of potholes, rutting, the amount of patching and cracking.
- 4.18 An assessment of the road surface will be carried annually using the Council's pro-forma. The assessment process consists of scoring the carriageway condition against various criteria; those roads with the highest scores are then considered for inclusion in the next Financial Year's road surfacing programme, subject to budget availability.
- 4.19 Based on the above a list of schemes has been prepared as detailed in of Appendix1 Section B. Estimated costs based on current information are shown against each scheme and would suggest that schemes 1 to 17 could be achieved this year. Tenders for his work will be invited shortly and the documents will include a reserve scheme (schemes 18 to 28 as shown in Appendix 1 Section B) in case the tender prices returned are more favourable than current estimates enabling us to do more schemes within the available budget.

#### **General Carriageway Condition**

- 4.20 Following the successive cold and exceptionally wet conditions over the last few years many carriageways have suffered causing the surface to spall and a higher number of potholes than normal have developed.
- 4.21 In the event of unforeseen carriageway repairs, which are outside of the scope of normal maintenance work, being required due heavy rainfall or ice the programme of works would be reviewed and if necessary a reallocation of funding within the budgets would be made to undertake essential maintenance works.

#### **Potholes**

- 4.22 Most potholes are caused by wear and tear of the road surface. Continued traffic flow breaks down the surface and the area begins to crack. The surface between these cracks expands and material begins to fall away and a pothole is formed. Potholes normally increase during wet and cold weather as the bond between the surfaces breaks down more easily by extreme weather conditions.

- 4.23 The recent periods of prolonged wet and cold weather has increased the formation of potholes. However, whilst these are termed potholes many do not meet the Council's investigatory levels of 50mm for action.
- 4.24 The Council's investigatory criteria for potholes in the carriageway is where the hole is 50mm in depth over an area of about 300mm by 300mm, which is in line with nationally agreed standards and good practice. Potholes meeting the criteria are identified as part of their regular cyclical monitoring inspections and works orders are placed for patching work to be carried out.
- 4.25 Where potholes have reached investigatory level we endeavour to make a permanent repair on the first visit however in some locations (e.g. within a busy junction) we have to make a temporary repair and then organise road space with temporary traffic management to carry out a permanent repair. Also where an emergency repair is required we will generally do a temporary repair in the first instance. Sometimes the temporary repairs can come out but not very often and generally failures to a permanent repair are rare.

#### **Maintenance Periods**

- 4.26 The major road resurfacing contracts contain a 2 year maintenance period following which a joint inspection is carried out and all defects corrected at the contractor's expense before retention money is released. The minor resurfacing (micro-asphalt) contracts contain a 1 year maintenance period and as with all contracts a remedial inspection is carried out at the end of the maintenance period before releasing the contractor from their obligations.
- 4.27 Also with the major roads contracts the Council are able to put a Section 58 notice on the main roads which stops utilities excavating in them for a two year period on roads where a new surfacing layer is up to 40 mm depth and for five years where a layer of 100 mm and over has been laid, except in emergencies and new supply connections. The Council will try to reach an agreement with the utility providers on alternate routes for connections as well as appropriate reinstatement techniques should the need to excavate within the new surfacing arise during the Section 58 notice period.

#### **Footway Resurfacing (£55,000 works)**

- 4.28 Potential footway resurfacing schemes are identified as a result of visual condition surveys to determine deterioration. An assessment of the footway surface will be carried annually using the Council's pro-forma. The assessment process consists of scoring the footway condition against various criteria; those footways with the highest scores are then considered for inclusion in the next Financial Year's footway programme, subject to budget availability. Many requests for footway resurfacing schemes are also

received from Ward Councillors and members of public. This list is long and the amount of funding available is not sufficient to deal with every request.

- 4.29 The schemes listed in Section C of Appendix 1 are recommended for action in 2015/2016. Estimated costs based on current information are shown against each scheme and would suggest that schemes 1 to 5 could be achieved this year. It is proposed to reconstruct footways that have been damaged beyond the point where slurry sealing would be an appropriate solution. A reserve footway reconstruction list is included for schemes 6 to 8 (as shown in Appendix 1 Section C) in case costs are more favourable than current estimates enabling us to do more schemes within the budget available.

#### **Bridge Maintenance (£150,000 works)**

- 4.30 The Council has maintenance responsibility for around 80 bridges and 300 other structures. Each structure is inspected in line with the Code of Practice for Highway Structures. Based on these inspections the priority for works within the capital programme is determined and a rolling 5 year programme is developed and updated annually. Section D of Appendix 1 details the scheme proposed for 2015/2016.

Works on Reading Bridge Pinch Point Strengthening Scheme continues into 2015/2015 financial year and is already funded by the DfT Pinch Point Grant award and local contributions.

#### **Street Lighting (£25,000 works)**

- 4.31 This allocation is used to replace life expired columns identified during the regular safety inspections carried out during the year. Typically over the last 2 to 3 years around 150 to 160 columns have been replaced on an annual basis equating to about 70% of the budget. During 2014/2015 100 columns were replaced. A programme of testing is undertaken each year on a sample of the street lighting stock with 3000 columns, signs and high-masts being tested in 2013/2014.
- 4.32 In view of last years' experience and the likely need to replace some columns following the column testing programme it is considered prudent to allow for around £175,000 this year. The Local Sustainable Transport Fund (LSTF) works programme has allocated £ 150,000 revenue funding towards streetlighting upgrades during 2015/2016.
- 4.33 When street lighting columns are replaced the condition of the lantern is assessed and if necessary it is replaced with an LED low energy lantern with the Mayflower Central Management System (CMS).
- 4.34 The balance of this year's budget will be used as follows:

- to continue our programme of replacing life expired Low Pressure Sodium (SOX) and High Pressure Sodium (SON) lanterns with low energy LED lanterns.
- to replace the remaining high energy (250W and above) lamps with low energy LED and Cosmoplis lanterns.
- to de-illuminate traffic signs and replace illuminated bollards with solar powered versions.
- to continue the current programme of repairs and modernisation of the 37 high-mast columns in the Borough.
- to expand the coverage of the Mayflower (CMS). There are currently 2000 lanterns controlled by Mayflower in the Borough.

4.35 These improvement works will continue to be co-ordinated with the current LSTF ( Local Sustainable Transport Fund) works programme, Reading Station Improvement works, the Road Safety Programme and the Capital Programme and will reduce energy consumption and reduce CO2 emissions.

### **Illuminated Bollards/Traffic Signs**

4.36 Changes in the Regulations regarding the illumination of traffic bollards allow local authorities to use non-illuminated bollards subject to prior authorisation from the Department for Transport (DfT) in certain circumstances. These provide a cost effective alternative to traditional illuminated bollards and do not require any electrical supply so reducing energy costs and CO2 emissions. The Borough Council has approval from the DfT to use these subject to certain conditions being met. In addition the Regulations allow local authorities to de illuminate certain warning signs provided high intensity sign faces are used.

4.37 During 2014/2015 illuminated bollards and warning signs that needed to be replaced either because they were life expired or suffered accident and / or vandalised were replaced with non illuminated units.

4.38 If the number of street lighting column replacements is lower than expected it is proposed to use part of this year's allocation to implement a planned programme of replacements of bollards and signs across the Borough.

### **Major Maintenance Schemes (£ 350,000)**

4.39 Northumberland Avenue (between Cressingham Road and Canterbury Road) and has significant structural issues that will require specialist concrete penetration stabilisation to the sub-base layers to prevent further settlement. The road is on a residential street with a school, and is a strategic route serving a high frequency bus service.

4.40 Preparations are being made to deliver a stabilisation scheme within the 2015/2016 financial year with a provisional sum of £ 350,000 set aside to cover the anticipated works.

4.41 Due to the substantial costs of the concrete stabilisation, it is proposed to deliver the resurfacing of this section of Northumberland Avenue in the following financial year 2016/2017 as part of the major resurfacing programme.

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

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

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

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

6.2 Schemes are identified through an assessment process however members of the public also request sites and these are considered as part of the assessment process.

## **7. LEGAL IMPLICATIONS**

7.1 Under the 1980s Highways Act the Borough Council is required to carry out highway maintenance and maintain highway structures.

## **8. FINANCIAL IMPLICATIONS**

8.1 The proposed annual programme work will be funded by the Local Transport Plan (LTP) capital settlement for Highways.

8.2 The proposed streetlighting programme will additionally be funded by the LSTF Transport budget.

## **9. BACKGROUND PAPERS**

9.1 LTP3 document.

9.2 Strategic Environment, Planning and Transport Committee report 16<sup>th</sup> July 2014.

9.3 Traffic Management Sub Committee June 2013, September 2013, November 2013, January 2014 and June 2014.

## HIGHWAY MAINTENANCE PROGRAMME 2014/2015

## Section A - Major Carriageway Resurfacing Schemes (£ 525,000)

	Ward	Road	Estimated Cost (£)	Cumulative Cost (£)
1	Norcot	Norcot Road - Sections from Links Drive to Broomfield Road	£72,717.75	£72,717.75
2	Peppard	Peppard Road - Lowfield Road to Kidmore End Road	£46,704.00	£119,421.80
3	Mapledurham / Thames	Sections from Darell Road to Mapledurham Recreation Ground	£82,278.00	£201,699.80
4	Caversham / Thames	Priest Hill / The Mount - From Kidmore Road to Hemdean Road	£100,485.00	£302,184.80
5	Redlands	Upper Redlands Road - Elmhurst Road to Eastern Avenue	£59,421.08	£361,605.80
6	Katesgrove	A329- (IDR) Oracle Roundabout westbound on-slip	£23,154.60	£384,760.40
7	Abbey	Watlington Street / Kings Road - Sections from Queens Road to Gas Works Road	£58,352.70	£443,113.10
8	Whitley	Basingstoke Road - Imperial Way to J11	£77,641.73	£520,754.90
	<u>Reserve</u>			
9	Abbey	Caversham Road - Abbatoirs Road to Vastern Road	£74,922.23	£595,677.10

## Section B - Minor Surfacing Schemes (£175,000)

	Ward	Road	Estimated Cost (£)	Cumulative Cost (£)
1	Peppard	Marchwood Avenue	£19,450	£19,450
2	Peppard	Tower Close	£11,600	£31,050
3	Minster	Parkhouse Lane	£6,200	£37,250
4	Caversham	Rectory Road	£7,900	£45,150
5	Whitley	Falmouth Rd/Conningham Rd	£18,500	£63,650
6	Kentwood	Fircroft Close	£12,000	£75,650
7	Southcote	Inglewood Court	£17,300	£92,950
8	Southcote	Lytham Close	£3,300	£96,250
9	Abbey	Brigham Road	£7,900	£104,150
10	Peppard	Cavendish Road	£6,600	£110,750

11	Kentwood	Vale Crescent	£17,600	£128,350
12	Mapledurham	Woodford Close	£15,000	£143,350
13	Abbey	William Street	£7,600	£150,950
14	Caversham	Patrick Road	£6,500	£157,450
15	Abbey	Thorn St	£3,700	£161,150
16	Minster	Edenham Crescent	£14,100	£175,250
17	Tilehurst	Savernake Close	£9,000	£184,250
		<b><u>Provisional List</u></b>		
		<b><u>Baker Street</u></b>		
18	Abbey	Howard Street to Russell St	£18,500	£202,750
19	Abbey	Russell St to Prospect St	£18,000	£220,750
20	Caversham	Harley Road	£7,000	£227,750
		<b><u>Corwen Road (Part)</u></b>		
21	Tilehurst	School Rd to Walnut Way	£8,100	£235,850
		<b><u>Wolseley Street (Part)</u></b>		
22	Minster	Brook St to Garnet St	£7,200	£243,050
23	Minster	Garnet St to Berkeley	£6,500	£249,550
24	Thames	Priest Hill	£15,700	£265,250
25	Abbey	Princes St	£11,400	£276,650
26	Abbey	Addison Road (Part)	£10,100	£286,750
27	Mapledurham	Carlton Road	£17,120	£303,870
28	Church	Holberton Road	£20,260	£324,130

### Section C - Footway Schemes (£55,400)

	Ward	Road	Estimated Cost (£)	Cumulative Cost (£)
1	Mapledurham	Upper Warren Avenue (Sections)	£ 7,104.90	£7,104.90
2	Tilehurst	Beverley Road (Sections)	£10,334.40	£17,439.30
3	Minster	Berkeley Avenue no's 12 to 22A	£ 3,875.40	£21,314.70
4	Minster	Littlecote Drive **(Sections)	£19,377.00	£40,691.70
5	Whitley	Basingstoke Road **(Sections)	£29,453.04	£70,144.74
		<b><u>Reserve Footway Reconstruction Schemes</u></b>		
6	Peppard	Russet Glade *** (Sections)	£15,415.48	£85,560.22
7	Southcote	Bath Road *** (Sections)	£47,366.00	£132,926.22
8	Peppard	Autumn Close *** (Sections)	£14,640.40	£147,566.62
	** Area resurfaced will be adjusted depending on tender values	*** Dependent on tender prices		

### Section D - Bridge/Structural Maintenance Schemes (£150,000)

	Ward	Location	Estimated Cost (£)	Cumulative Cost (£)
1	Abbey / Caversham	Reading Bridge (Pinchpoint) Strengthening Scheme	Funded by DfT Pinchpoint Scheme	-

2	Abbey	Kings Road Culvert strengthening (temporary)	£50,000.00	£50,000.00
3	Various	Bridge Assessment Programme (full SV assessment for Bridge Street Canal and conversion of HB capacity to SV rating for a number of Main Transport Corridor structures)	£25,000.00	£75,000.00
4	Various	Maintenance Repairs to residual Podium Structure	£50,000.00	£125,000.00
5	Abbey	Kennetside Retaining Wall strengthening	£25,000.00	£150,000.00
	<b><u>Reserve Schemes</u></b>			
6	Various	Bridge Assessment Programme (North Reading Culverts)	£30,000.00	£180,000.00



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	13
TITLE:	ANNUAL ROAD SAFETY PROGRAMME - 2014/15 UPDATE & 2015/16 PROGRAMME		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
LEAD OFFICER:	GRACE WARREN	TEL:	0118 937 2906
JOB TITLE:	ASSITANT ENGINEER	E-MAIL:	grace.warren@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To provide an update to the Sub-Committee on the work completed to date on the 2014/15 road safety schemes and to propose out approach for the 2015/16 road safety programme.

2. RECOMMENDED ACTION

- 2.1 That the progress to date on the 2014/15 Road Safety Schemes is noted.
- 2.2 That Officers continue with a full investigation of the current three year accident records as detailed in section 6 of this report.
- 2.3 That the Interim Head of Transport be authorised to consult with the Chair of the Sub Committee, Lead Member for Strategic Environment, Planning and Transport, and Ward Councillors on the details of proposed schemes determined through the accident investigation.
- 2.4 That subject to 2.3 and in consultation with the Chair of the Sub Committee, Lead Member for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation where waiting and movement restrictions may need amending to accommodate scheme designs.

### 3. POLICY CONTEXT

- 3.1 The government expects Local Authorities to implement road safety schemes to address sites with a history of personal injury collisions, and where possible link these with the promotion of sustainable travel.
- 3.2 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 to include pedestrians). It is therefore imperative that the authority continues to strive to reduce road casualties to ensure the network is safe for all users.
- 3.3 The economic cost of each collision is calculated by Department for Transport (DfT). The DfT states that the average value of prevention per reported road accident is £1,917,766 per fatal accident, £219,043 per serious accident and £23,336 per slight accident.

### 4. BACKGROUND

- 4.1 Collision data is recorded by the police through the STATS19 form; this is filled in by the reporting officer and collates details of the collision and casualty involvement. Once inputted onto this national database, this is then shared with the local authority, which enables analyses on collision data to take place.
- 4.2 The 2014 figures are not yet published nationally as the DfT publishes the reported road casualties in September each year for the previous year to enable national trends to be measured. The only current figures available are until June 2014. However, for the purpose of this report the most recent three year collision data held on record will be used. A summary of analysis of the previous full 3 years collision records is shown below.
- 4.3 Number of collisions and severity (1/1/2012 to 30/11/2014)

	2012	2013	2014	3 Year Period
<b>KSI</b>	39	47	35	125
<b>Slight</b>	294	316	282	916
<b>Total</b>	333	363	317	1041

- 4.4 The results for 2014 show that the number of collisions reported during this year is the lowest on record, and with the exception of 2013, collision figures continue to decline year on year.
- 4.5 Pedestrians and cyclists are more likely to be involved in a collision resulting in a higher injury severity level. The combined number of collisions involving

these vulnerable road users equates to 57% of all KSI's within the latest three year period. This is shown in the summary table below.

Number of collisions involving pedestrians and cyclists (1/1/2012 to 30/11/2014)

	Total Number of accidents (involving all road users)	Number (%) involving peds	Number (%) involving cyclists
<b>KSI</b>	125	44 (35%)	28 (22%)
<b>Slight</b>	916	168 (18%)	232 (25%)
<b>Total</b>	1041	212 (20%)	260 (25%)

## 5. 2014/15 ROAD SAFETY PROGRAMME UPDATE

5.1 Following on from the report submitted to the Traffic Management Sub Committee in March 2014, the progress of the road safety schemes is shown below.

### 5.2 Cemetery Junction Improvement works (Eastern Area Study):

These works have now been completed. This included upgrades to existing pedestrian crossings which will improve pedestrian safety in the area. Accident statistics for the area will continue to be monitored.

### 5.3 Church Street/Prospect Street:

This scheme included changing the existing mini roundabout into a double mini roundabout to improve clarity for road users. The crossing points for pedestrians were also enhanced. The scheme was delivered in August 2014. Accident statistics for the junctions will continue to be monitored and a Stage 3 Safety Audit is due to take place shortly.

### 5.4 Highmoor Road/Albert Road junction:

Double yellow lines to protect the junction were implemented in November 2014. There is also a proposal to remove a large tree in the vicinity of the junction to improve visibility for road users. The junction is still under review and will continue to be monitored.

### 5.5 Vastern Road and 'The Oracle' Roundabout spiral markings:

The design of the spiral road markings on Vastern Road roundabout and 'The Oracle' roundabout have been completed. The designs are currently being reviewed by the Road Safety auditor for comment and the agreed scheme will be implemented in the near future.

### 5.6 IDR/Duke Street and Christchurch Road/Elmhurst Road/Northcourt Avenue

These will be investigated further in the 2015/16 proposals.

## **6. 2015/16 PROPOSALS**

- 6.1. To reduce the number of casualties in the borough the causes into collisions will be investigated thoroughly. As indicated previously a majority of these involve 'failed to stop' and 'failed to look properly'. Officers will continue to investigate these causes and will focus on locations where there are a high number of collisions involving pedestrians.
- 6.2 A full investigation will then be undertaken to help us understand what measures are needed to reduce instances of these causes particularly where pedestrians have been injured. This will include full analysis of 'Pedestrian Countdown at Traffic Signals' and the possibility of introducing this at particular locations in the borough.

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

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

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

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

## **9. LEGAL IMPLICATIONS**

- 9.1 Any resultant traffic regulation order will be made under the Road Traffic Regulation Act 1984.

## **10. EQUALITY IMPACT ASSESSMENT**

- 10.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it

10.2 The Council will carry out an equality impact assessment scoping exercise once road safety schemes have been identified.

**11. FINANCIAL IMPLICATIONS**

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

**12. BACKGROUND PAPERS**

12.1 TM Sub Committee - March 2014

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	14
TITLE:	CAR PARK TARIFF CHANGES 2015		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	LEAD COUNCILLOR FOR STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
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 "off street" car parking orders as detailed in Appendix 1 and 2. This has come about as a result of a review of the tariffs.

1.2 Appendix 1 - Proposed Car Park Tariff Charges 2015

Appendix 2 - Comparison of Car Park Charges 2015

2. RECOMMENDED ACTION

2.1 That the Members agree to change the car park tariff and season tickets as set out in Appendix 1 and paragraph 4.33.

2.2 The statutory requirements for changes to the Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) Order 2012, Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) (Amendment) Order 2014 and The Borough of Reading (Off Street Parking Places) (Civic Car Park "B") (Experimental) Order 2014 are authorised and the Head of Legal and Democratic Services is authorised to advertise the proposals.

2.3 That an experimental modification order be made.

2.4 That subject to no objections being received the order is made.

2.5 That Tariff Changes will be implemented using the delegated authority of the Interim Head of Transport.

### 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 The car park tariffs were last reviewed in January 2014 with changes made to the tariffs in Broad Street, Queens Road and Civic B car parks. The tariffs reflect the different types of off-street car parking that is available, for example with the local centre shopper's car parks charged differently to town centre car parking.

#### 4.3 Options Proposed

- 4.4 Please see Appendix 1 for full listing of car park charges proposed. Should these be agreed and the associated Traffic Regulation Order be implemented, it is planned to introduce these from April/May 2015.
- 4.5 NCP Ltd has reviewed all the car parks tariffs which has taken into account who the main customer segments are (e.g. retail, commuter), the appropriate products available, optimal pricing strategies, and reviewed financial models to understand the risks and opportunities.
- 4.6 The proposals include the introduction of more tariff bands, introducing weekday and weekend pricing in Broad Street, Queens Road and Civic B and introducing season tickets at Broad Street and Cattle Market.
- 4.7 The overall change to pricing structure should increase volumes, provide new opportunities at Broad Street and Cattle Market, and more opportunity for season tickets.

#### 4.8 Broad Street Mall:

Car Park	Time Band	Current Charge	Proposed Weekdays	Proposed Weekends	Change
Broad Street Mall	Up to 30 Minutes		£1.00	£1.00	New Charge
	30 minutes - 1 hour	£1.70	£2.00	£2.00	+£0.30
	Up to 2 hours	£3.30	£4.00	£4.00	+£0.70
	Up to 3 hours		£6.00		New Charge
	Up to 4 hours	£6.60	£8.00		+£1.40/-£0.60
	Up to 5 hours				

	Up to 6 hours	£11.10			Charge Removed
	Up to 7 hours				
	Up to 8 hours				
	24 hours	£15.10	£10.00	£6.00	-£5.10/-£9.10
	Night rate (18:00 - 08:00)	£3.50	£3.50	£3.50	No Change

4.9 The proposed tariff for Broad Street Mall will cater to the main customer segment using this car park - the shoppers.

4.10 The introduction of the weekend charges will reduce the cost of parking for over 2 hours. The majority of car park users stay less than 4 hours.

4.11 There is more flexibility for customers with the introduction of the 30 minutes and 3 hour tariff band.

4.12 There is currently limited demand for parking all day, but the reduction of the all day from £15.10 to £10 weekdays and £6 weekend should not affect the current parking strategy. For season ticket information, please see paragraph 4.33.

4.13 The forecast for this car park is a revenue growth of £49K p.a.

#### 4.14 Queens Road Car Park:

Car Park	Time Band	Current Charge	Proposed Weekdays	Proposed Weekends	Change
Queens Road	Up to 30 Minutes		£1.00	£1.00	New Charge
	30 minutes - 1 hour	£1.70	£2.00	£2.00	+£0.30
	Up to 2 hours	£3.30	£4.00	£4.00	+£0.70
	Up to 3 hours		£6.00		New Charge
	Up to 4 hours	£6.60	£8.00		+£1.40
	Up to 5 hours		£10.00		New Charge
	Up to 6 hours		£12.00		New Charge
	Up to 7 hours	£11.10	£14.00		+£2.90
	Up to 8 hours				
	24 hours	£15.10	£16.00	£6.00	+£0.90/-£9.10
	Night rate (18:00 - 08:00)	£3.50	£3.50		No Change

4.15 The proposed tariff for Queens Road will cater to the main customer segment using this car park - the shoppers.



- 4.16 The introduction of the weekend charges will reduce the cost of parking for over 2 hours.
- 4.17 There is more flexibility for customers with the introduction of the 30 minutes and 3 hour tariff band.
- 4.18 There is more demand for all day parking at this car park, compared to Broad Street Mall, therefore it is proposed to keep the weekday rate higher, but reduce the weekend rate.
- 4.19 The forecast for this car park is a revenue growth of £65K p.a.

**4.20 Civic B Car Park:**

Car Park	Time Band	Current Charge	Proposed Weekdays	Proposed Weekends	Change
Civic B Car Park	Up to 30 Minutes		£1.00	£1.00	New Charge
	30 minutes - 1 hour	£1.70	£2.00	£2.00	+£0.30
	Up to 2 hours	£3.30	£4.00	£4.00	+£0.70
	Up to 3 hours		£6.00		New Charge
	Up to 4 hours	£6.60	£8.00		+£1.40/-£0.60
	Up to 5 hours				
	Up to 6 hours	£11.10			Charge Removed
	Up to 7 hours				
	Up to 8 hours				
	24 hours	£15.10	£10.00	£6.00	-£5.10/-£9.10
	Night rate (18:00 - 08:00)	£3.50	£3.50	£3.50	No Change

- 4.21 It is proposed to introduce the same tariff rates as Broad Street Mall Car Park
- 4.22 The car park has recently been opened to the public as a 24 hour park so the additional revenue could be £70K p.a.

**4.23 Cattle Market Car Park**

Cattle Market	Time Band	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours		£2.50	New Charge
	Up to 24 hours	£5.00	£6.50	+£1.50

	Saturday - up to 1 hour	£0.50	£0.50	No Change
	Saturday - up to 24 hour	£5.00	£6.50	+£1.50
	HGVs	£10.00	£10.00	No Change

4.24 Cattle Market is a popular car park for commuters using Reading Railway Station, there are opportunities to improve the facilities here when the pedestrian entrance opens.

4.25 There will be more flexibility for customers with the introduction of the 2 hour charge.

4.26 The modelling has assumed an extra 150 cars per day during the week.

4.27 The combined additional cash revenue should be in the region of £284K.

#### 4.28 Hills Meadow Car Park

Hills Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.00	£2.50	+£0.50
	Up to 24 hours	£6.20	£6.50	+£0.30
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.00	£2.50	+£0.50
	Up to 4 hours	£4.00	£4.50	+£0.50
	Up to 24 hours	£6.20	£6.50	+£0.30

#### 4.29 Kings Meadow Car Park

Kings Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.00	£2.50	+£0.50
	Up to 24 hours	£7.00	£7.50	+£0.50
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.00	£2.50	+£0.50
	Up to 4 hours	£4.00	£4.50	+£0.50
	Up to 24 hours	£7.00	£7.50	+£0.50

4.30 Both Hills Meadow and Kings Meadow car parks are generally full at peak times and demand shows no sign of slowing down.

- 4.31 The predominant customer groups for this car park are commuters for businesses within Reading Town and for the Reading Railway station.
- 4.32 A small price increase should not deter customers and could see an increase in revenue of £55K p.a.
- 4.33 There are currently no proposals to change the car park tariff rates in Chester Street in Caversham, Dunstall Close in Tilehurst and Recreation Road in Tilehurst.
- 4.34 Season tickets are available in Queens Road, Hills Meadow and Chester Street car parks and these rates are proposed to be amended as set out in Paragraph 4.33.
- 4.35 It is proposed to introduce season tickets in Broad Street Mall Car Park and Cattle Market car park, rates are proposed as below:

Car Park	Current Charge	Proposed Charge	Current Charge	Proposed Charge	Current Charge	Proposed Charge	Current Charge	Proposed Charge
	12 Monthly		6 Monthly		3 Monthly		1 Monthly	
Queens Road	£2,000	£1,500	£1,045	Remove	£550	£412.50	£200	£150
Hills Meadow	£1,200	£1,200	£627	Remove	£330	£330	£120	£120
Chester Street	£500	£500		N/A		N/A		N/A
Civic B	£1,200	£1,200	£627	Remove	£330	£330	£120	£120
Broad Street Mall		£1,500				£412.50		£150
Cattle Market		£1,200			£330			£120

- 4.36 Broad Street Mall car park may see a decline in use due to the Council Offices relocation. Introducing season tickets would ensure the continued use of the car park and it is not left empty. It would provide more choice for car park users.
- 4.37 Cattle Market car park is popular with commuters using Reading Railway station and season tickets would provide more opportunity for the car park to grow.
- 4.38 The additional season ticket offers could increase revenue by £260K p.a.
- 4.39 The proposed tariffs charges have been compared with other car parks in Reading Town Centre. These can be viewed in Appendix 3.
- 4.40 The proposed tariff charges are slightly more expensive than the other Town Centre car parks (except Garrard Street). It is unlikely that price matching

with the Oracle and Q Park would increase the revenue, there is a potential risk of losing £259K p.a. or £414K p.a. respectively. However, introducing more time bands is in line with the competitors and our customers are choosing our car parks based on location than price, as there are cheaper car parks.

- 4.41 The new structures would provide greater flexibility to our customers.
- 4.42 The proposed tariff charges are cheaper when compared with other Towns/Cities in the South.

## **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 Proposed changes to the car park tariff charges will require the following legal process to be followed: i) car park tariff changes are permitted under s35C of the Road Traffic Regulation Act 1984 (The Act of 1984), the changes are effective by the advertising of a notice in the press and on site; ii) The proposed changes to charge for season tickets at Broad Street Mall and Cattle Market Car Parks are effected via an amendment order under the provisions of The Act of 1984. This process required that the changes be advertised and subject to no objections being received an amendment order can be brought into force; iii) The proposed changes to the parking tariffs in Car Park 'B' can be effected under s9 and s10 of the Act of 1984 as the experimental order is currently in force and can be effected via an experimental modification order.
- 7.2 Any objections to the Traffic Regulation Order would be reported at the next Traffic Management Sub-Committee.

## **8. FINANCIAL IMPLICATIONS**

- 8.1 The Proposals will require additional legal advertising costs.
- 8.2 The overall change in income is estimated by NCP at £750K p.a. The additional income contributes towards progressing closer to the profit share threshold, but 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. Any delay in implementation of the tariff change proposals would have a negative impact on the contract income estimates.

## **9. BACKGROUND PAPERS**

- 9.1 None

## 10. APPENDICES

10.1 Appendix 1: Proposed Car Park tariff charges 2015

10.2 Appendix 2: Comparison of Car Park Charges

Car Park	Time Band	Current Charge	Proposed Weekdays	Proposed Weekends	Change
Broad Street Mall	Up to 30 Minutes		£1.00	£1.00	New Charge
	Up to 1 hour	£1.70	£2.00	£2.00	£0.30
	Up to 2 hours	£3.30	£4.00	£4.00	£0.70
	Up to 3 hours		£6.00		New Charge
	Up to 4 hours	£6.60	£8.00		£1.40
	Up to 5 hours				
	Up to 6 hours	£11.10			Charge Removed
	Up to 7 hours				
	Up to 8 hours				
	24 hours	£15.10	£10.00	£6.00	-£5.10
Night rate (18:00 - 08:00)	£3.50	£3.50	£3.50	£0.00	

Car Park	Time Band	Current Charge	Proposed Weekdays	Proposed Weekends	Change
Queens Road	Up to 30 Minutes		£1.00	£1.00	New Charge
	Up to 1 hour	£1.70	£2.00	£2.00	£0.30
	Up to 2 hours	£3.30	£4.00	£4.00	£0.70
	Up to 3 hours		£6.00		New Charge
	Up to 4 hours	£6.60	£8.00		£1.40
	Up to 5 hours		£10.00		New Charge
	Up to 6 hours		£12.00		New Charge
	Up to 7 hours	£11.10	£14.00		£2.90
	Up to 8 hours				
	24 hours	£15.10	£16.00	£6.00	£0.90
Night rate (18:00 - 08:00)	£3.50	£3.50		£0.00	

Car Park	Time Band	Current Charge	Proposed Weekdays	Proposed Weekends	Change
Civic Offices 'B'	Up to 30 Minutes		£1.00	£1.00	New Charge
	Up to 1 hour	£1.70	£2.00	£2.00	£0.30
	Up to 2 hours	£3.30	£4.00	£4.00	£0.70
	Up to 3 hours		£6.00		New Charge
	Up to 4 hours	£6.60	£8.00		£1.40
	Up to 5 hours				New Charge
	Up to 6 hours	£11.10			New Charge
	Up to 7 hours				£0.00
	Up to 8 hours				
	24 hours	£15.10	£10.00	£6.00	-£5.10
Night rate (18:00 - 08:00)	£3.50	£3.50	£3.50	£0.00	

Kings Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.00	£2.50	£0.50
	Up to 24 hours	£7.00	£7.50	£0.50
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.00	£2.50	£0.50
	Up to 4 hours	£4.00	£4.50	£0.50
	Up to 24 hours	£7.00	£7.50	£0.50

Hills Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.00	£2.50	£0.50
	Up to 24 hours	£6.20	£6.50	£0.30
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.00	£2.50	£0.50
	Up to 4 hours	£4.00	£4.50	£0.50
	Up to 24 hours	£6.20	£6.50	£0.30

Cattle Market	Time Band	Current Charge	Proposed	Change
Monday - Sunday	Up to 2 hours		£2.50	New Charge
	Up to 24 hours	£5.00	£6.50	£1.50
	Saturday - up to 1 hour	£0.50	£0.50	£0.00
	Saturday - up to 24 hour	£5.00	£6.50	£1.50
	HGVs	£10.00	£10.00	No Change

Chester Street / Recreation Road / Dunstall Close		
	0-30 mins	£0.00
	30mins - 1 hour	£0.50
	Up to 2 hours	£1.00
	Up to 3 hours	£1.50
	Up to 4 hours	£2.00

Time Band	Oracle	Q Park	NCP	Broad Street	Broad Street	Queens Road	Queens Road
				Proposed Weekdays	Proposed Weekends	Proposed Weekdays	Proposed Weekends
Up to 30 Minutes				£1.00	£1.00	£1.00	£1.00
Up to 1 Hour	£1.50	£1.50	£3.50	£2.00	£2.00	£2.00	£2.00
Up to 2 hours	£3.00	£3.00	£7.00	£4.00	£4.00	£4.00	£4.00
Up to 3 hours	£5.00	£4.50		£6.00		£6.00	
Up to 4 hours	£6.50	£6.00	£9.50	£8.00		£8.00	
Up to 5 hours	£9.00	£7.50				£10.00	
Up to 6 hours	£10.00		£14.00			£12.00	
Up to 7 hours	£13.00					£14.00	
Up to 8 hours	£15.00	£12.50					
24 hours	£20.00	£14.50	£22.00	£10.00	£6.00	£16.00	£6.00
Night rate up to 1 hour	£1.50						
Night rate (18:00 - 08:00)	£3.00			£3.50	£3.50	£3.50	



## APPENDIX 2

Time Band	Bristol NCP Broadmead	Brighton Regency Square	Portsmouth Gunwharf	Oxford Oxpens	Cambridge Grafton East Car Park
1 HOUR	£3.50	£1.00		£2.50	£2.00 or £2.20
1-2 HOURS	£6.50	£5.00	£2.90	£4.00	£3.60 or £4.30
2-3 HOURS			£3.90	£6.00	£5.50 or £6.10
2-4 HOURS	£9.50	£12.00	£5.90	£8.00	£9.10 or £10.40
3-4 HOURS					
4-5 HOURS			£6.90		£16.50 or £17.50
5-6 HOURS					
4-6 HOURS	£15.50	£17.00	£8.00	£12.00	
6-24 HOURS	£21.00	£20.00	£20.00	£23.00	£24.00
NIGHT RATE		£4.50		£3.00	

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	12 MARCH 2015	<b>AGENDA ITEM:</b>	15
<b>TITLE:</b>	LOCAL SUSTAINABLE TRANSPORT FUND UPDATE		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORTATION & STREETCARE	<b>WARDS:</b>	BOROUGHWIDE
<b>LEAD OFFICER:</b>	Ruth Leuillette / Chris Maddocks	<b>TEL:</b>	0118 937 2069 / 0118 937 4950
<b>JOB TITLE:</b>	Interim Head of Transport / Senior Transport Planner	<b>E-MAIL:</b>	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

- 2.1 The Sub-Committee is asked to note 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.

- 2.2 The Sub-Committee is asked to approve scheme and spend approval for the Local Sustainable Transport Fund 2015/16 Revenue project as set out in paragraph 3.4.
- 2.3 The Sub-Committee is asked to note the process followed by officers in relation to the Lower Henley Road and Wokingham Road advisory cycle schemes as set out in paragraph 4.7 and Appendix 1 and to retain the schemes in their current form.

### 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, which will help to support the Council's ongoing digital services initiatives.

### 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 all of these projects to date and many 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 involving Travel Advisors providing sustainable travel advice to residents and businesses throughout the Reading urban area was completed in October 2014.
- 4.3 **Fares, Ticketing and Information:** The first and second phases of the traffic signal upgrades are underway with works recently commenced at Henley

Road/Lower Henley Road, Henley Road/All Hallows Road, Basingstoke Road/Rose Kiln Lane and Basingstoke Road/Buckland Road junctions. The upgrade to the method of control of the signals will improve junction efficiency and provide benefits across modes.

- 4.4 **Cycle Hire:** Usage of the ReadyBike cycle hire scheme continues to be positive, with the docking stations at Christchurch Green, Reading University, Town Hall Square, Reading Station and Caversham Centre continuing to have particularly high levels of usage and with the University's docking stations having the highest level of usage in the scheme during their term time. Reading Station South opened in mid-January and has been well used. Total rentals from the launch of the scheme in mid-June to the end of January are recorded as 16,837, covering an estimated 90,192 miles, with an ongoing mix of leisure, commuter and student use. Day tickets are popular for trying out the system and for occasional use, and we have a loyal annual membership which uses the bikes regularly (in January this represented 47 per cent of subscriptions).
- 4.5 A customer survey has revealed that 44 per cent of trips are replacing vehicle mode trips with 33 per cent of rentals from people who do not own a bike. 26 per cent of trips are new trips and 78 per cent said they would increase or continue their usage in 2015.
- 4.6 Construction work for the docking station at Earley Station has commenced and it is expected to open in the spring.
- 4.7 **Active Travel:** In relation to cycling, two corridor advisory schemes have been implemented along Lower Henley Road and Wokingham Road that include on-carriageway advisory cycle markings. A summary of the details and explanation of the schemes in the context of the adopted Cycling Strategy and local circumstances are set out in Appendix 1 to this report. As with all Highway schemes, the Council has to balance the needs of all road users and make the best use of the available road space. Both schemes have achieved these objectives and members of the Sub-Committee are therefore requested to note the process followed by officers and retain the schemes in their current form.
- 4.8 Construction of the reconfigured junction at St Mary's Butts/Castle Street is nearing completion, providing improvements for all users including signal upgrades, extended pavements and crossings on key desire lines for pedestrians.
- 4.9 Works to repair and upgrade the Grade II-listed St Laurence's Church Wall and associated pedestrian route have commenced and are scheduled to be completed in summer 2015.
- 4.10 Please refer to the Major Projects Update report (Item 10) for progress on the pedestrian cycle bridge over the River Thames.
- 4.11 **Park & Ride/Rail:** Please refer to the Major Projects Update report (Item 10) for progress on the park and ride sites at Mere oak and Winnersh Triangle.
- 4.12 **LSTF Revenue 2015/16:** Officers continue to work up a programme of sustainable transport initiatives for the LSTF Revenue 2015/16 project, focused on neighbourhood-based active travel interventions and developing more interactive

online resources. Progress on this project will be reported to future meetings of the Sub-Committee.

## **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 has been undertaken throughout the project.

6.2 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.

## Appendix 1: Active Travel - Cycling Schemes

### Lower Henley Road

In August 2014, as part of the 2014/15 resurfacing programme, new advisory cycle lanes were introduced on Lower Henley Road. Advisory cycle lanes are parts of the carriageway which other vehicles should not enter unless it is seen to be safe to do so and are commonly used across the Country.

The scheme was introduced in line with Section 4 of the Cycling Strategy which states; the Council will 'review existing road markings as part of the annual road resurfacing programme and introduce new cycling facilities where possible'. In addition, the Cycling Strategy highlights the benefits of installing cycle lanes and recommends the implementation of new cycling facilities on an area basis and through the annual resurfacing programme'.

The scheme was introduced with 1.2m wide cycle lanes consistent with the minimum set out in the strategy with lanes in both the uphill and downhill direction whereas the previous arrangement was downhill only. In addition, the road centre line was removed, again in accordance with the cycle strategy. The cycle lanes were continued past the existing on-street parking areas without a formal door zone as the assessment completed by officers confirmed the relative risk of an incident occurring was low due to the type of parking in the area (residential), the volume and type of traffic using Lower Henley Road and the accident record from the previous three-years. The width of the new parking facilities is also consistent with the Strategy which states we will provide bays with a minimum width of 2.0m to 2.4m.

### Wokingham Road

In December 2014, in line with the Council's ongoing cycling improvements associated with the LSTF programme, new cycle lanes and cycle markings were introduced on Wokingham Road between Cemetery Junction and the Borough Boundary.

The scheme was introduced in accordance with the Council's Cycling Strategy and incorporates a mix of advisory cycle lanes and cycle markings. Where they have been introduced, the minimum width of the advisory cycle lanes are consistent with the minimum set out in the Strategy at 1.2m and any adjacent parking bays are between 2.0m and 2.4m wide. In the area of the scheme where on-street parking is already provided (between Green Road and Holmes Road), the advisory cycle lanes were continued without a door zone as the assessment completed by officers concluded that the majority of parking is residential and there have been no occurrences of injury accidents involving cyclists recorded in this area for the past three years. This layout has also been successfully introduced along Berkeley Avenue where the centre line has also been maintained.

During the assessments, advisory lanes were not introduced along the section of Wokingham Road between St Peters Avenue and Palmer Park Avenue as there is a high turnover of short term parking and an existing record of injury accidents involving cyclists as a result.

Development of both schemes included careful consideration of introducing wider cycle lanes as requested by the local cycling groups. Unfortunately, due to the existing road widths, existing grass verges and existing demands on overall road space, substantial changes would have had to be made to the road layout and all on street parking would have had to be removed.

As with all Highway schemes, the Council has to balance the needs of all road users and make the best use of the available road space. Both schemes have achieved these objectives and members of the Sub-Committee are therefore requested to note the process followed by officers and retain the schemes in their current form.

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	16
TITLE:	CYCLE FORUM MEETING NOTES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING SERVICES MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

#### 1. EXECUTIVE SUMMARY

- 1.1 This report is to inform Members of the discussions and actions arising from the January 2015 Town Centre Workshop held with the Cycle Forum under the auspices of the approved Cycling Strategy.
- 1.2 Town Centre Workshop meeting notes 21<sup>st</sup> January 2015 appended.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub Committee notes the attached notes from the Town Centre Workshop held with the Cycle Forum on 21<sup>st</sup> January 2015.

#### 3. POLICY CONTEXT

- 3.1 Reading Borough Council adopted the document entitled *Cycling Strategy: September 2008* at full Council on 14 October 2008 as a supporting strategy under the Local Transport Plan 2006-2011. This document recommended regular cycling meetings to be held with relevant stakeholders to help deliver the strategy in partnership with appropriate organisations.
- 3.2 The updated Cycling Strategy 2014, *Bridging Gaps, Overcoming Barriers and Promoting Safer Cycling* was available for consultation until 10th January 2014 and adopted as Council policy on 19<sup>th</sup> March 2014 at Strategic Environment, Planning and



Transport Committee. The document builds on the achievements of the 2008 Cycling Strategy, and sets out the overall ambition of encouraging more people to choose cycling as a way of getting around. This includes aiming for 2,300 additional cycle trips every day by April 2015, and doubling the percentage of people cycling to work. This will be achieved through the delivery of various cycle improvements, including the new pedestrian and cycle bridge, initiatives supporting new or infrequent cyclists such as cycle training and hosting community workshops in neighbourhoods to better understand the issues experienced by communities when travelling locally.

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

- 4.1 The workshop meeting of the Cycle Forum held on 21<sup>st</sup> January 2015 was chaired by Councillor Page. The Forum was also attended by Councillor Tickner, Reading Borough Council Officers and representatives of various local cycling groups. The notes of the meeting are attached.

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

- 5.1 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 As described above.

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

- 7.1 None.

#### **8. FINANCIAL IMPLICATIONS**

- 8.1 None at present.

#### **9. BACKGROUND PAPERS**

- 9.1 None.

NOTES OF THE CYCLING TOWN CENTRE WORKSHOP  
21<sup>st</sup> January 2015  
Council Chamber, Civic Offices, Reading Borough Council

Attendees:

Representatives from Reading Cycle Campaign, including:

Adrian Lawson  
Brian Morley  
Richard Denny  
Keith Elliot  
Tanya Rebel  
John Lee  
Francis  
Michelle

Cllr Page - RBC  
Cllr Tickner - RBC  
Simon Beasley - RBC  
Ruth Leuillette - RBC

Cllr Page provided an introduction to the workshop & the topics of discussion are summarised below.

### **Broad Street**

A range of views were expressed in relation to the potential future consultation cycling in Broad Street West. Some individuals expressed the view that all of Broad Street should be fully pedestrianised. Alternative views of a 'green zone' or 'blue trail' marking across the whole of the town centre, including the entire length of Broad Street were put forward. Discussion covered potential for part time cycle access, although likely to be difficult to enforce from a Police perspective. Key issue is enforcement against anti-social behaviour. Chain Street/Union Street/Riverside North would be retained as pedestrians only.

The next step would be to progress a formal consultation and a report taken to a future Traffic Management Sub Committee to seek approval to undertake the required statutory consultation process.

### **Signage & Access**

Potential opportunities to undertake signage and access changes were raised by those attending. Officers set out the context of the limited ongoing resources, meaning that s106 and other sources of grant funding would need to be considered. Overall the aim is to provide clarity at key junctions and to work with partners such as Reading UK CIC and the BID on navigation signs / route stickers where appropriate.

The signage and access queries / suggestions that were raised for further consideration were:

- Garrard Street - westbound access in the longer term? i.e. Access from Station to West, can signage be improved and consideration be given for a dropped kerb
- Station Road - can contraflow for cyclists be considered
- Broad Street West (see note earlier)
- Friar Street East towards Town Hall - can consideration be given for 2 way cycling i.e. as a contraflow
- Blagrove Street - 2 way for cyclists - suggestion for cycle symbols on the road
- signage from bus lane on Vastern Road, eastbound as to whether cyclists can turn into Trooper Potts Way. Officers to check TRO.

The group raised the armadillos used in London as a method for accommodating cycle lanes.

The permeability of access across the town centre was felt to be important, e.g. access to Station North from Vastern Road.

The issue of cycling through the station subway was raised. A previous TM Sub report has already set out the position in relation to this matter.

A query was raised in relation to whether or not it was permitted to cycle on the ramp outside the south side of the Station & what the arrangements would be when Station Hill 3 is constructed. Clarification over cycle routes heading west from the south side of the station was requested.

It was felt that there was a lack of clarity of signage of cycle routes between Broad Street and Station.

Other signage reviews were requested at:

- Right turn out of Cheapside onto Friar Street - except cycles
- Left into Cheapside signage
- Duke Street / Star Lane junction - shared use sign can this be reviewed on Duke Street
- Top of Duke Street signage to Station
- Town Hall Square - shared use.
- The Oracle northbound to Minster Street at Yield Hall Lane access point - size of gate access
- Review sign from Yield Hall Lane to The Oracle Riverside
- Request to ask The Oracle for advanced pedestrian warnings and bigger signs to show that cycling is permitted on the south side as well as checking signage to alternative route (Mill Lane North)
- Market Place
- London Road shared use path on southern side currently only signed in one direction. Officers confirmed that it is a two way facility.

#### **Requests for crossings / shared paths / renewal of highway markings**

As there are 2 crossings on Caversham Road, can one of these be converted to a Toucan e.g. to access York Road?

When travelling from the Station, going east along Forbury Road, it was noted by the group that the pavement is underused by pedestrians. Can the path be shared use? Alternatively given the width of the carriageway, can cycle lanes in carriageway and/or shared path be considered.

It was asked if the footpath on the west side of the IDR (Forbury Road) over the Kennet when cycling to/from Watlington Street (north and southbound) could be considered to become a shared path.

A query was raised about the sensitivity of the loop detection for the cycle traffic lights at Queens Road/Watlington street -e.g. late at night.

Junction of Kings Road/King Street (bus lane), a query was raised on whether an ASL can be provided to give cyclists priority, e.g by moving the northern island or relocating the traffic signals. In the shorter term it was noted that it would be possible to review the signal timings.

As taxis stop on double yellow lines on Yield Hall bridge, this leads to blocking cycle access to/from The Oracle Riverside.

Cycle symbols worn out by Forbury Wall.

Star Lane/Richfield Avenue/Caversham Bridge - renewal of symbols requested

Caversham Bridge, clarification requested as to why shared use not on both sides. This is historical as shopkeepers objected in 1999 to the then proposal.

Can a dropped kerb to/from Queens Walk onto Oxford Road be installed.

The view was expressed that opening as many routes as possible is key, e.g. Blagrove Street through to Market Place and how contraflows can be accommodated and signed.

#### **Contraflow requests:**

- A request was made to consider the link by the Post Office in Market Place to allow eastbound cycling towards The Forbury, is contraflow possible?
- A request was made to consider contraflow in Market Place to enable northbound cycling as this is considered a preferred route to avoid Broad Street East.
- High Street contraflow.

#### **Cycle Parking**

Cycling parking in Town Centre - was observed by the group to be very full in the run up to Christmas

Can the cycle parking outside Thornton in Broad Street that is old style be replaced?

Requests for additional cycle parking at the following locations (acknowledging that not all of these are likely to be able to be accommodated):

- Adjacent to Target Junction
- Station Road
- St Mary's Butts Southern end
- Cross Street
- Magistrates Court
- Hosier Street market at rear of Broad Street Mall

### **Other requests**

Southampton Street/Silver Street - replacing hatching with cycle lanes was requested.

Clarification requested for cycle route from Southampton Street to south side of London Road & crossing of London Road, and route from Crown Street westbound at Southampton junction.

With redevelopment of old Civic Centre area - question was raised in relation to Queens Walk/Hosier Street and request for shared use routes to be retained.

It was suggested that coloured line routes could be considered, e.g. at Paddington Station.