

Sharing Our Streets

CAVERSHAM VILLAGE

Achieving the Vision

*Reading Borough Council
Transport Users' Forum 12th March 2015*



Transport Users' Forum

Paul Matthews - presentation on behalf of:

Caversham and District Residents Association

and

Caversham Traders Association



Background

June 2013 - CADRA/CTA met Council Officers who suggested that a '**Vision**' be prepared

November

2013 - Open meeting at Thameside School
Presentation by Simon Beasley RBC
100+ people and 5 Councillors attended
We asked:

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We asked:

***Does Caversham need a new
Vision, a new approach to traffic?***

Questionnaire Responses

Problem	Responses	Suggestion	Responses
Street Scene /use	39	Street Scene /use	51
Pedestrians	49	Pedestrians	29
Cycles	27	Cycles	30
Buses	8	Buses	7
Parking/loading	17	Parking/loading	7
Traffic Signals	12	Traffic Signals	8
General problems	68	General solutions	67
Total responses	220	Total responses	199

Questionnaire Responses

percentages

Problem	Responses %age	Suggestion	Responses %age
Street Scene /use	18	Street Scene /use	26
Pedestrians	22	Pedestrians	15
Cycles	12	Cycles	15
Buses	4	Buses	4
Parking/loading	8	Parking/loading	4
Traffic Signals	5	Traffic Signals	4
General problems	31	General solutions	34
Total responses	100	Total responses	100

Questionnaire Responses

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EVERYONE wanted changes, over 85% wanted a 'Vision'

The Vision

‘To enhance Caversham centre as a high quality place for shopping, working, living and leisure and to promote an economically, socially and environmentally sustainable village centre for the 21st Century’

Caversham Today



Caversham Today

Riverside places	Population
Sonning	1,500
Pangbourne	3,800
Goring & Streatley	4,200
Wallingford	7,000
Henley –on-Thames	11,000
Marlow	14,000
Caversham	32,000
Reading Borough	156,000

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Reading Borough <i>(including Caversham)</i>	156,000

Caversham - the largest town or village locally - 20% of Reading Borough

Through Traffic

Diversion of through traffic would be very welcome

A Third Reading Bridge - discussed for 60 years

Initiatives by Councillors and MP may break 'log jam'

A new bridge **would not** remove all through traffic

Significant traffic flow South Oxon-Reading will remain

Imbalance between motor traffic and people will remain

Through Traffic

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A new bridge **would not** remove all through traffic

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Imbalance between motor traffic and people will remain

Game changing reduction in total traffic - unlikely

Pedestrians taking second place



Church Street Caversham

Caversham & District Residents Association
with Caversham Traders Association

Scruffy appearance

Caversham

Bridge Street



Prospect Street



Church Street



Scruffy appearance



Prospect Street - SPECIALISTS IN OFF ROAD PARKING!

Scruffy appearance



Prospect Street – LAWFUL OFF ROAD USER

Scruffy appearance



Church Street
Caversham



'Traditional' Traffic Management

Traditional' methods have helped make Britain the safest large developed country

But

- Pedestrians are shoved to the side, corralled by railings
- Cars dominate streets and assume priority
- Few cycle facilities were provided
- The need for drivers to think has been removed

A green signal means

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'GO'

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A green signal means

'GO' or

'Speed Up - get through before lights change'

Contemporary Approach

All is not lost

- Revolutionary move away from vehicle-focused practice
- This has turned around earlier established methods
- Pedestrians at top of pecking order instead of vehicles
- Clutter used to manage motor vehicles is swept away
- Adoption of Minimal methods
- Requires a holistic review of street scene

Contemporary Approach

Outcomes

- Lower traffic speed
- Fewer accidents
- Better access for pedestrians and cyclists
- Improved street scene

Achievable with 'Traditional' techniques **BUT**

Contemporary methods subtly influence driver behaviour

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Contemporary methods subtly influence driver behaviour

Both require a re-design of the public realm

'Psychological' Traffic Calming

Pioneered in Netherlands by Hans Monderman

Drachen town centre is a renowned example

Few indicators remain of who has the 'right-of-way'

Many examples of 'Psychological' schemes in Britain

'Psychological' Traffic Calming

Involves

- Softening of street scene with trees and planters
- Boundary between pedestrians and vehicles eroded
- Informal pedestrian crossing points
- Narrow vehicle path – impression or actual
- Sightlines and forward visibility reduced
- Traffic signals, signs and markings minimised

'Psychological' Traffic Calming

Changed environment influences behaviour

- Uncertainty places full responsibility on drivers
- Drivers adapt naturally to suit the environment
- Vehicle speeds are reduced
- Good manners and courteous behaviour encouraged
- Pedestrians integrate better with vehicles

Achievements Elsewhere

Other places are learning to live with traffic

So could Caversham

Henley-on-Thames



Narrowed Street

Informal Raised Crossing



Marlow



Mini roundabouts

Narrowed Street



Wallingford



Informal Raised Crossings



Maidstone



Informal Raised Crossings

Mayfair and Belgravia



Informal Crossings



Royston



Pedestrian Space

Caversham & District Residents Association
with Caversham Traders Association

What could be done

- Impose 20mph Speed Limit
- Minimise road markings and street furniture
- Improve pedestrian crossings
- Raise side road crossings
- Widen footways
- Remove bus bays
- Improve cycle facilities
- Improve surface materials
- Remove traffic signals

20mph Speed Limit

Advantages

- Reduces numbers and severity of accidents
- Easier and safer for pedestrians crossing the road
- Encourages on-road cycling
- Lower speeds reduce vehicle noise and pollution
- Can reduce anti-social speeding

Disadvantages

- Difficult to enforce
- Small increases in journey time

Minimal Road Markings

Road markings are often ugly

- Produce over urbanised appearance
- Reinforce traffic domination
- ‘Cones’ of markings at traffic islands unnecessary
- Wide yellow lines unnecessary

Narrow yellow lines and simple lines at islands can be used

Minimal Road Markings



Church Street Caversham

Kings Road Chelsea



Minimal Road Markings



Gosbrook Road Caversham

Vastern Road Reading



Minimal Signs and Street Furniture

Piecemeal installation has produced untidy streets

Unnecessary street furniture should be removed

Advantages

- Fewer obstructions to pedestrians
- Fewer confusing messages to drivers
- Reduced maintenance
- Improved appearance

Disadvantages

- Care needed to maintain essential guidance

Minimal Signs and Street Furniture

Prospect Street
approaching
Chester Street



Minimal Signs and Street Furniture



Prospect Street – North Street



Improved Pedestrian Crossings

Councils can install pedestrian crossings as required

Many informal crossings successfully installed

Formal and informal crossings can be on raised tables

Advantages

- Reduced walking distance and vehicle speed
- Trip hazards eliminated, easier for wheelchairs

Disadvantages

- Vertical movement for vehicles
- Can look like continuous footway

Raised Crossings



London

Pangbourne



Side Road Entry Treatments

Entrance of side road raised to footway level

Ramp on each side for vehicles

Must be designed carefully

Advantages

- Reduced vehicle turning speeds and accidents
- Reduced walking distances and delays
- Trip hazards eliminated, easier for wheelchairs

Disadvantages

- Can look like continuous footway

Side Road Entry Treatments



Wokingham Road



Oxford Road



Vastern Road

READING

Widened Footways

Roads can be narrowed to widen footways

Advantages

- Increases the space for pedestrians
- Reduces amount of 'black top' road
- Encourages drivers to travel more slowly
- Reduces the appearance of traffic domination

Disadvantages

- Space must be set aside for deliveries

Widened Footways



Prospect Street Caversham



Duke Street, Henley

Removal of Bus Bays

Bays originally installed to prevent traffic obstruction

Out of favour with bus operators as no benefit to users

Advantages

- Buses stop and re-enter traffic smoothly in a straight line
- Quicker boarding and alighting especially wheelchairs
- Traffic delayed for less time than with bus bays
- Space for new bus shelters clear of pedestrian route

Disadvantages

- Buses stop in the road and sometimes delay other traffic

Removal of Bus Bays



Half Width Bus Bay, Caversham

Removal of Bus Bays



Great Tower Street, London

Improvements for Cyclists

Important role in personal transport

Minimal impact on traffic flow

No pollution and improves health of riders

Poor reputation due to encroachment onto footway

Cycles approach quickly and silently

Cause distress and danger to elderly and very young

Cyclists unaware of the law

Improvements for Cyclists

Additional cycle parking and other facilities

New thinking reduces traffic speeds

Advantages

- Safer environment for cyclists on road
- Reduces conflicts between cycling and walking
- Increased use of cycles and reduction in car use

Disadvantages

- Some pedestrian space used for cycle parking

Improved Surface Materials

Coloured and textured material 'breaks-up' tarmac strip

Reduces the appearance of vehicle priority

Advantages

- Road loses appearance of traffic only route
- Drivers slow down and allow pedestrians to cross
- Softened appearance enhances street scene

Disadvantages

- Can be costly to install and maintain

Improved Surface Materials



Before

New Road Brighton



After

Improved Surface Materials



Ashford Ring Road

Improved Surface Materials



Northumberland Avenue Reading

Caversham & District Residents Association
with Caversham Traders Association

Removal of Traffic Signals

Main purposes of traffic signals

- Road safety, where there are poor sight lines
- Pedestrian, cycle and bus priority can be incorporated
- Can increase the traffic capacity of **some** junctions

Mini roundabouts perform better in many places

- Lower speeds reduce accidents
- Drivers take responsibility for their actions
- Higher capacity at three-armed junctions

Some engineers see traffic signals as a universal panacea

Removal of Traffic Signals



Shepherd's Bush West London

Removal of Traffic Signals



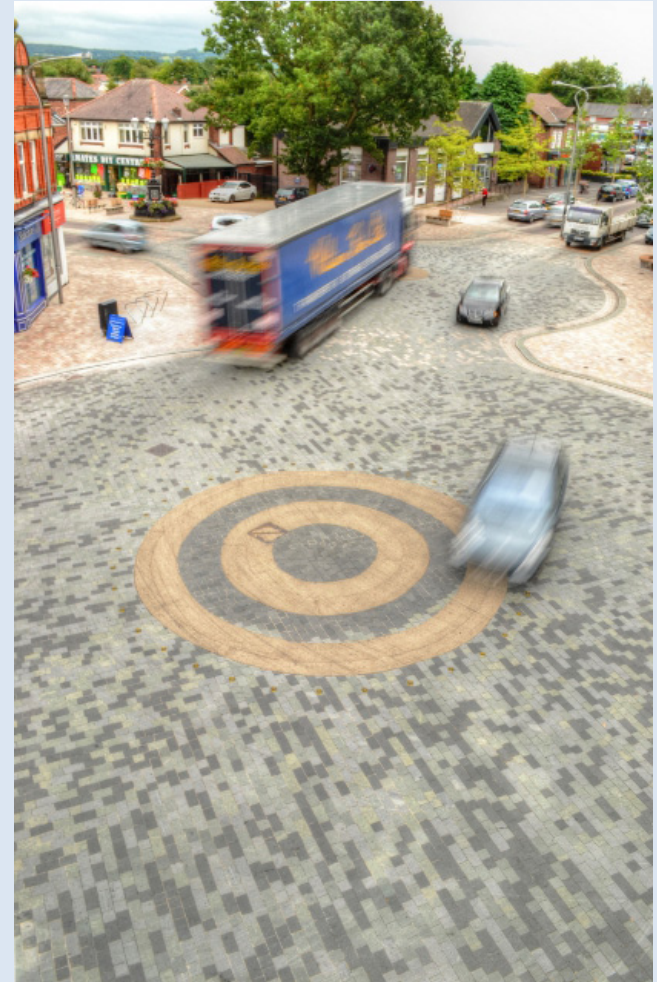
Fulham West London

Removal of Traffic Signals

Poynton



before



after

Tackling the Problem

Four options for Caversham

- Do Nothing
- Bare Minimum
- Transitional
- Comprehensive

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Do Nothing



Tackling the Problem

Four options for Caversham

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Bare Minimum



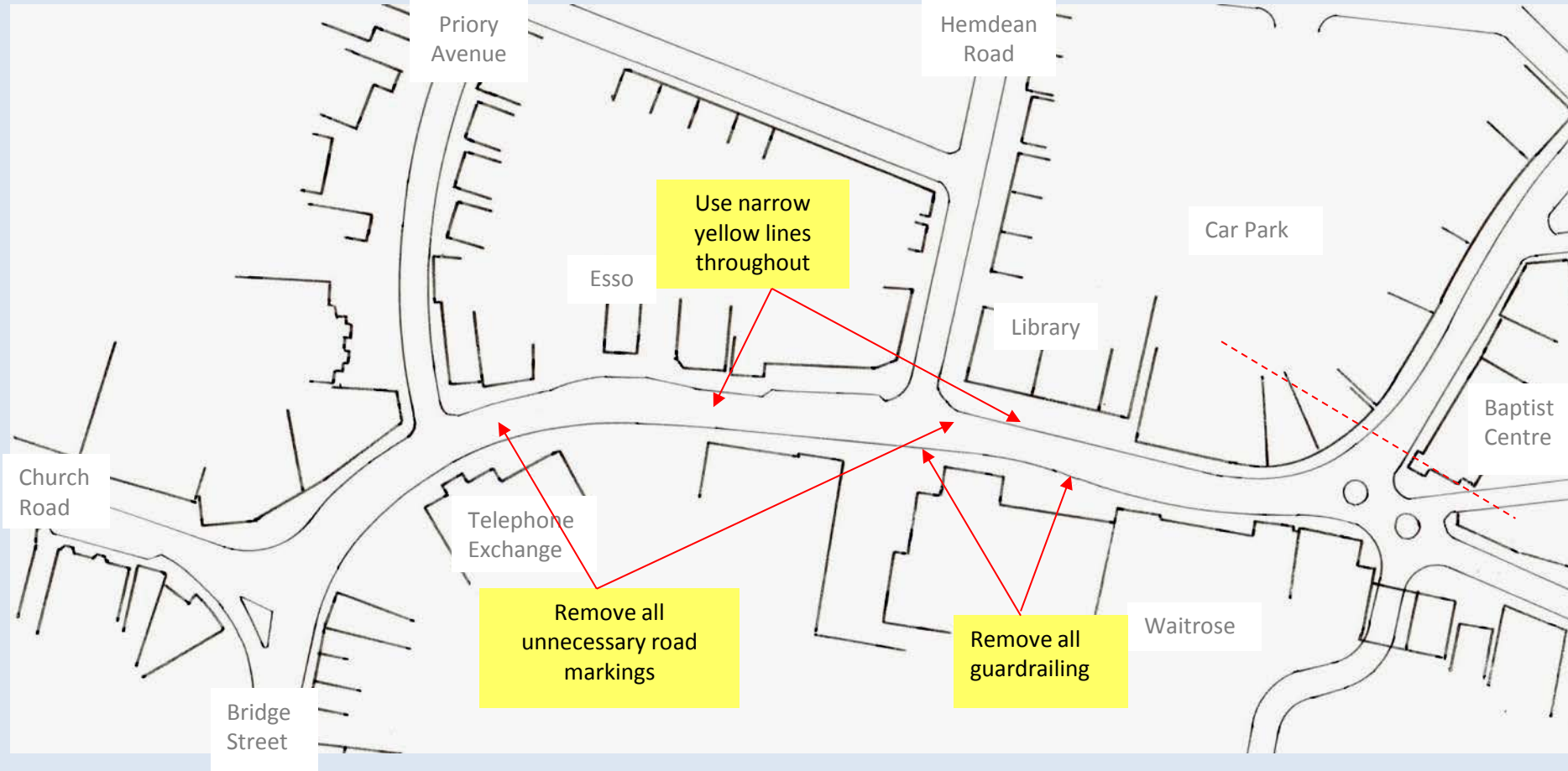
Caversham

Minimal road markings

Chelsea



Bare Minimum



Church Street Caversham – Bare Minimum

Bare Minimum

Clean up

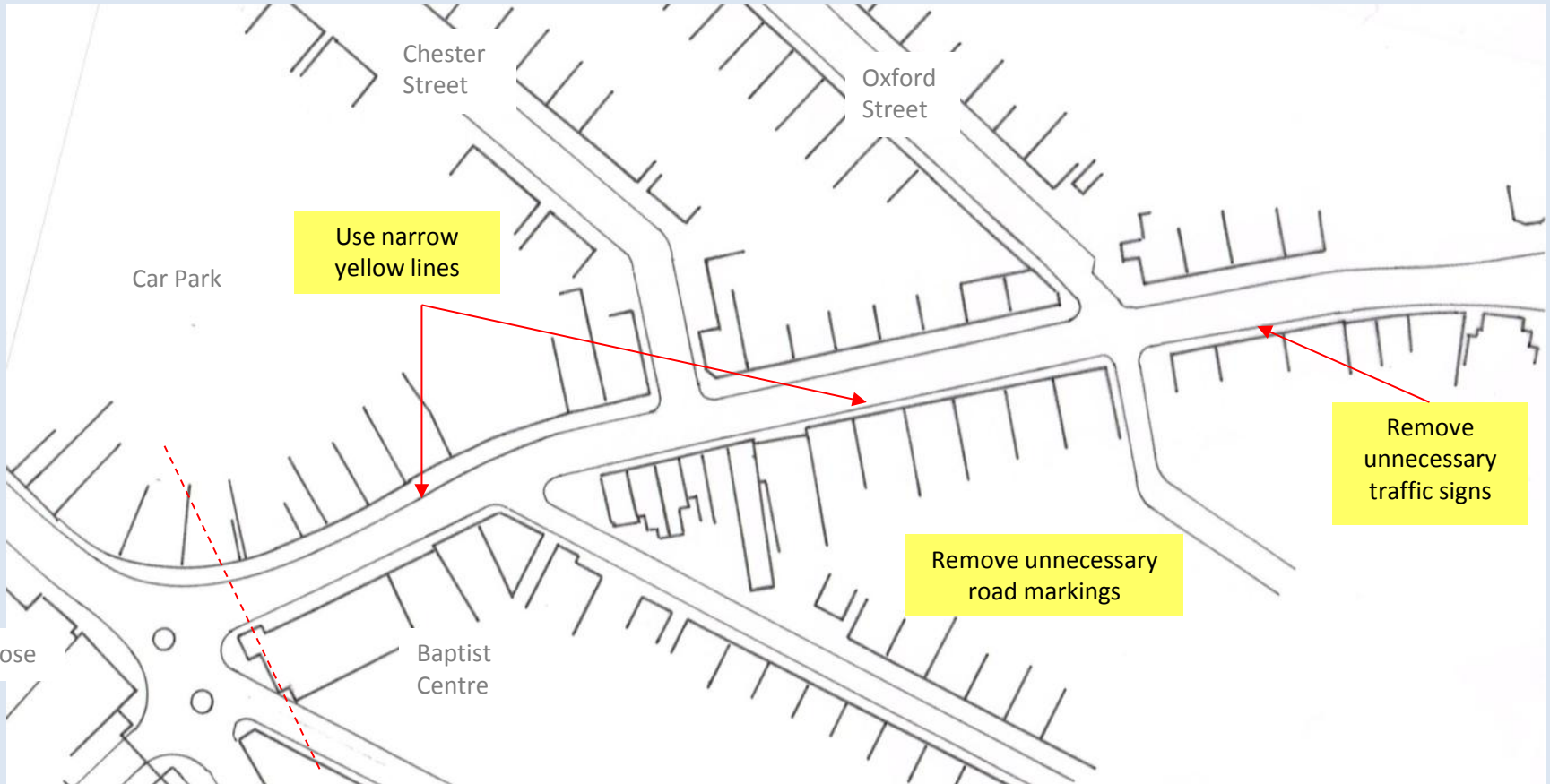
Wallingford



Caversham



Bare Minimum



Prospect Street Caversham – Bare Minimum

Tackling the Problem

Four options for Caversham

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- **Comprehensive**

Transitional

Raised crossings

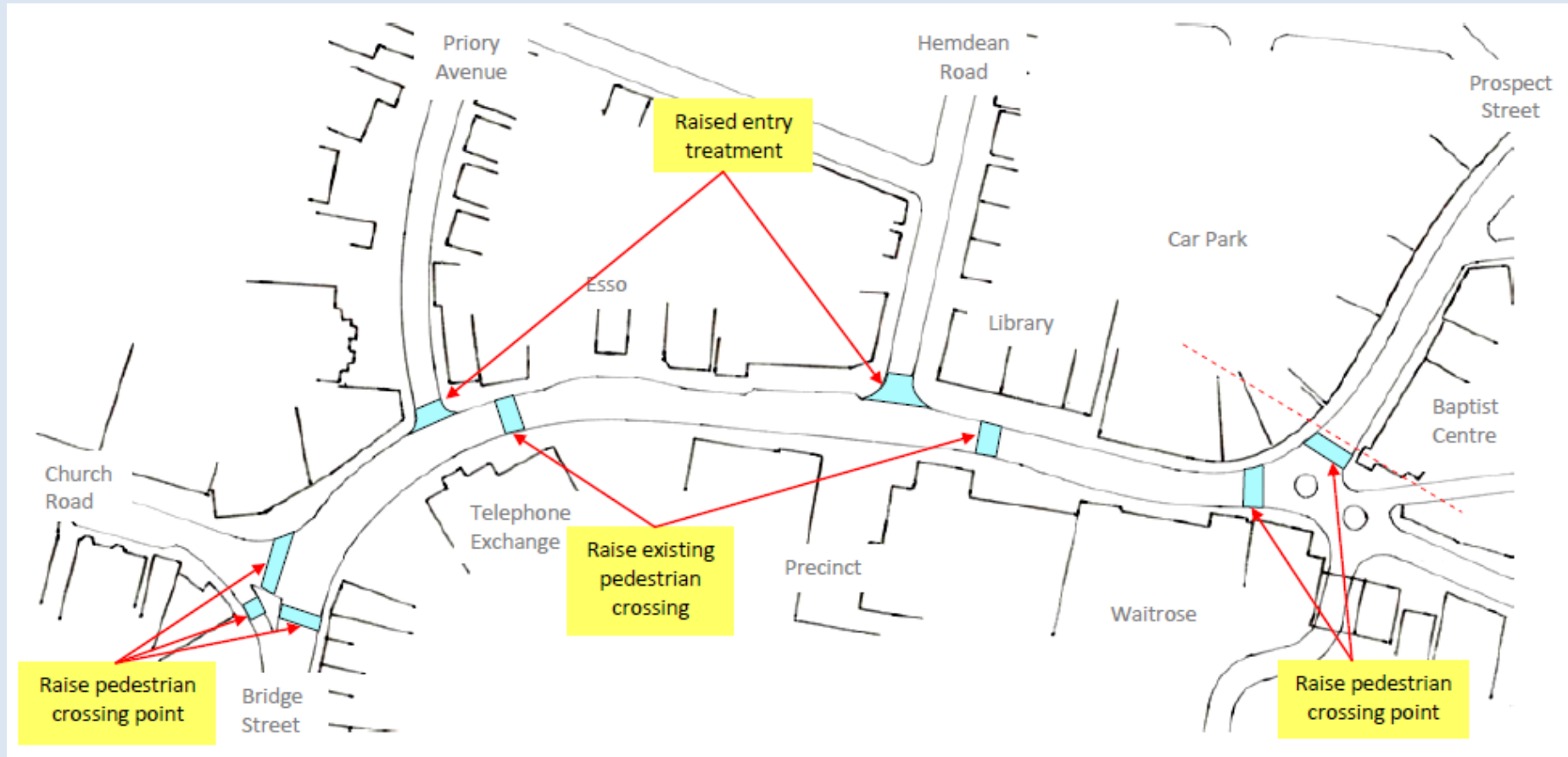
Pangbourne



Caversham



Transitional



Church Street Caversham – Transitional (additions to 'Bare Minimum')

Transitional

Entry treatment

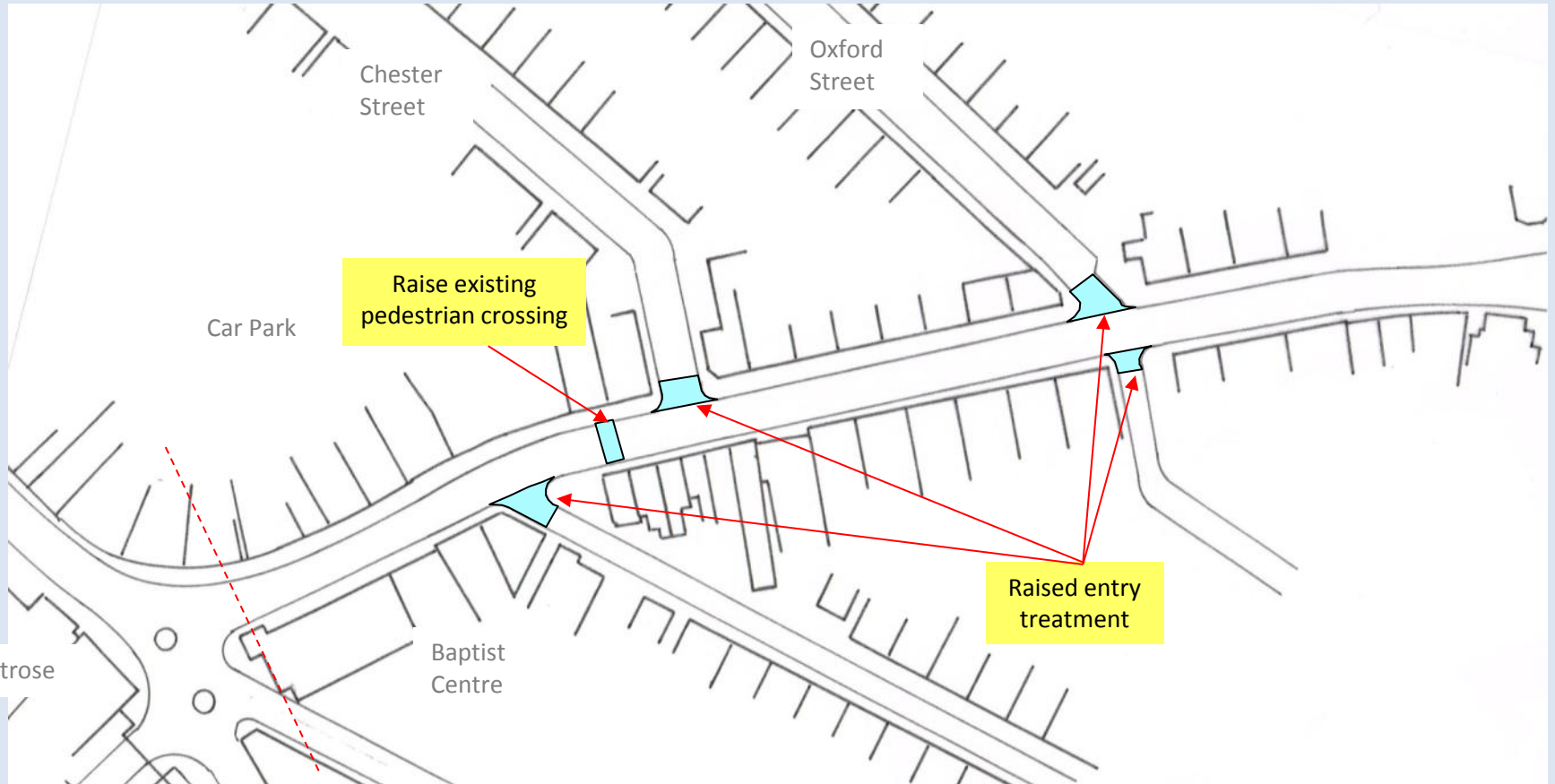
Shepherds Bush



North Street Caversham



Transitional



Prospect Street Caversham – Transitional (additions to 'Bare Minimum')

Tackling the Problem

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Comprehensive

Roundel replaces signals

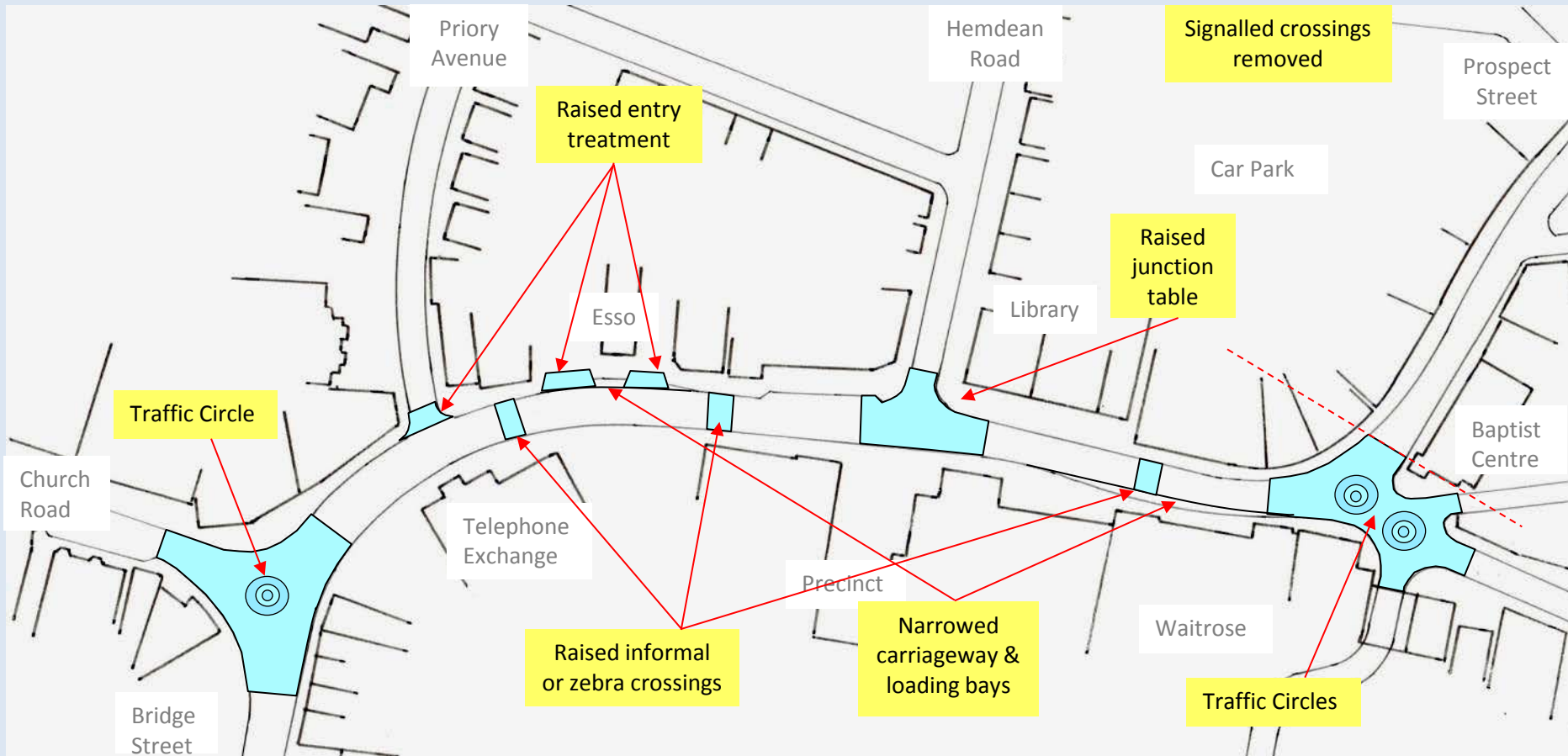
Poynton



Caversham



Comprehensive



Church Street Caversham – Comprehensive (additions to Transitional)

Comprehensive



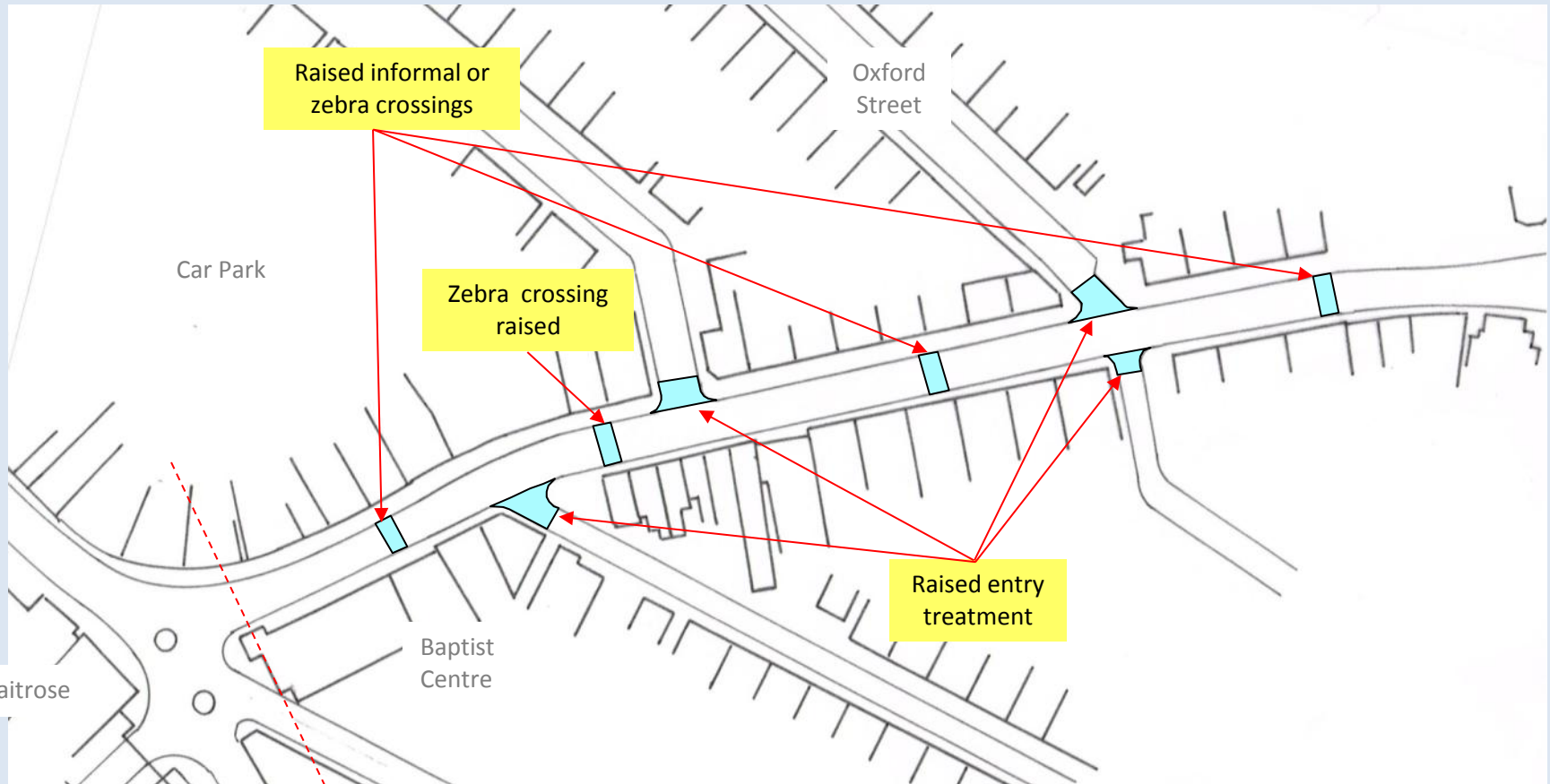
Raised junction

Maidstone



Hemdean Road junction

Comprehensive



Prospect Street Caversham – Comprehensive (additions to Transitional)

Tackling the Problem

Four options for Caversham

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- **Transitional**
- **Comprehensive**

Funding

Improvements have been made:

- Throughout the country
- In nearby towns and villages
- In the Borough of Reading

Changes have cost money to implement

Financial support **was** secured

Caversham deserves similar consideration

Savings

Savings could be made on installation of:

- Traffic signals
- Unnecessary street furniture
- Unnecessary road markings

Annual savings could be made on maintenance of:

- Traffic signals
- Unnecessary street furniture
- Unnecessary road markings

No Plan = No Funding

An agreed plan is needed

- Council budgets do not fund major schemes
- Bids for funding require a clear plan
- Without a defined plan opportunities are lost

Possible Sources

Funds may be available through:

- Government Local Sustainable Transport grants
- Community Infrastructure Levy
- Developer contributions (Section 106)

Conclusions

**Funding has been secured
for other places**

Why not Caversham?

Are we brave enough
for radical solutions?

Thank you

for the opportunity to make
this presentation

