

To: Councillor Page (Chair);
Councillors Debs Absolom, Ayub, Dennis,
Duveen, Hacker, Hopper, Jones, McDonald,
Terry and Whitham.

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9 June 2015

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

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 17 JUNE 2015

A meeting of the Traffic Management Sub-Committee will be held on Wednesday 17 June 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 - REVIEW OF READING BRIDGE CLOSURE - CONSTRUCTION AND TRAFFIC IMPACT	-

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 12 MARCH 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	-	B1
To receive any 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	TILEHURST	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. TARGET JUNCTION IMPROVEMENT REVIEW & OPTIONS	ABBEY	D1
A report to update the Sub-Committee on the trial switch-off of the traffic signals at the 'Target junction' which is the intersection of Broad Street / St Mary's Butts / Oxford Road / West Street.		
8. RIDGEWAY SCHOOL - TRAFFIC MANAGEMENT REVIEW	CHURCH	E1
A report to inform the Sub-Committee of a review of traffic management measures around Ridgeway Primary School.		
9. BI-ANNUAL WAITING RESTRICTION REVIEW - STATUTORY CONSULTATION	BOROUGHWIDE	F1
A report seeking approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions.		
10. REMOVAL OF HIGHWAY VERGES - LOCAL POLICY	BOROUGHWIDE	G1
A report updating the Sub-Committee on the need to align local policy to national policy to protect the loss of natural drainage through the removal of highway verges.		
11. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE	BOROUGHWIDE	H1
A report to update the Sub-Committee on the current major transport and highways projects in Reading.		

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|-----|--|------------------------|----|
| 12. | RESIDENTS PARKING - REVIEW OF RESIDENT PERMIT RULES/
DEFINITIONS AND REVIEW OF HUNTER'S WHARF HOUSEHOLDS -
25, 27, 30 AND 32 | BOROUGHWIDE | J1 |
| | A report advising the Sub-Committee of the proposal to make an amendment to the Resident Parking Scheme Rules and Definitions and to decide if four properties within Hunter's Wharf should be included in the Permit Parking Zone 10R | | |
| 13. | LOCAL STRATEGIC TRAFFIC FUND UPDATE | BOROUGHWIDE | K1 |
| | To update the Sub-Committee on progress with delivery of the Local Sustainable Transport Fund (LSTF) Small Package. | | |
| 14. | WEST AREA TRANSPORT STUDY | SOUTHCOTE &
MINSTER | L1 |
| | A report to outline the rationale for the establishment of the West Reading Transport Study. | | |

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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|-----|---|--|----|
| 15. | APPLICATIONS FOR DISCRETIONARY PARKING PERMITS | | P1 |
| | To consider appeals against the refusal of applications for the issue of discretionary parking permits. | | |

DATE AND TIME OF NEXT MEETING:

Wednesday 16 September 2015 at 6.30 pm

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

Apologies: Councillor Willis.

Also in attendance: Councillors Hoskin and Vickers (for items 82 to 86).

82. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

Presentation - Vision for Caversham - Caversham and District Residents Association (CADRA)

Paul Matthews, Committee member of CADRA gave a presentation on their vision for Caversham.

Resolved:

- (1) That Paul Matthews be thanked for his presentation;
- (2) That officers inform the Sub-Committee of options for future consultations in the Caversham area.

83. MINUTES

The Minutes of the meeting of 15 January 2015 were confirmed as a correct record and signed by the Chair.

84. QUESTIONS FROM COUNCILLORS

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

85. PETITIONS

(a) Shepherds Lane, Caversham - petition for traffic safety measures

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 57 signatures asking the Council to investigate and resolve traffic safety issues in Shepherds Lane.

The petition read as follows:

"Petition for 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."

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

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 12 MARCH 2015

At the invitation of the Chair, lead petitioner Mrs Vivienne Anderson addressed the Sub-Committee.

Resolved:

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

(b) Traffic lights at Broad Street / West Street Junction - Petition to cancel plans to switch off the traffic lights

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 611 signatures asking the Council to cancel plans to switch off the traffic lights at the Broad Street/ West Street Junction.

The petition read as follows:

"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.

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."

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

At the invitation of the Chair, Mr Tom Conlin addressed the Sub-Committee on behalf of the lead petitioner Mr Joel Young.

Resolved:

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

(c) Addington Road - Petition for a zebra crossing

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with six signatures asking the Council to provide a zebra crossing on Addington Road adjacent to the Royal Berkshire Hospital car park access.

The petition read as follows:

"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 a 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."

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

Resolved:

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

86. PETITION FOR A ZEBRA CROSSING OUTSIDE ENGLISH MARTYRS CATHOLIC SCHOOL ON DEE ROAD - UPDATE

Further to minute 66(a) of the meeting on 15 January 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the initial response to a petition asking the Council to install a zebra crossing outside English Martyrs Catholic School on Dee Road.

The report stated that a meeting had been held on 28 January 2015 to discuss the concerns that had been raised which had been attended by ward councillors and representatives from English Martyrs Catholic School and St Michael's Primary School as well as Council officers, the lead petitioner and Alok Sharma MP.

The report explained that the whole part of Dee Road in which the schools were located was subjected to a 20mph limit with speed cushions and that these measures appeared to be successful as the area was casualty free. However, it was recognised that there were traffic issues, some caused by drivers (who might have been reacting in frustration to traffic flow outside the schools) and some by pedestrians crossing the road outside both schools. There was also a wider concern of speeding on Dee Road outside of the 20mph area. St Michael's School was currently being expanded to increase pupil numbers and so its school travel plan was being updated as a planning requirement, which had resulted in two traffic surveys being completed.

The report also stated that when a school crossing patrol had been present in the past there had been fewer issues with the behaviour of drivers and that as there was provision

available in the budget to provide school crossing patrollers it was hoped that the schools would support their employment.

The report explained that whilst the concerns raised were appreciated, it was not certain that an additional zebra crossing would resolve these. There were already two school crossing points that were 200 metres apart and a third set of traffic signals were likely to affect travel flow which would increase driver frustration and would be regarded as poor traffic management and not a good use of public monies. In addition, formal crossing zig-zag markings for a zebra crossing would apply all of the time, not just at the busy school times, and this would impact residents and their ability to park on the road.

The report concluded that further work was required to seek solutions to the many issues that had been raised by both schools as a zebra crossing outside English Martyrs alone would not solve these problems. Funding would be available as a result of the expansion of St Michael's School to improve school travel and so a further report as to a wider range of measures would be brought to a future meeting of the Sub-Committee.

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 English Martyrs School be encouraged to take up the offer made to provide a school crossing patrol as soon as possible;
- (3) That the wider traffic concerns raised by both schools be 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 that would include the provision of a zebra crossing(s) at the most suitable location(s) as a part of a wider package of road safety measures for public consultation;
- (4) That the lead petitioner be informed accordingly.

87. WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW (WRR) 2014(B) & REQUESTS FOR WAITING RESTRICTION REVIEW 2015(A)

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 and of objections that had been received in respect of the traffic regulation order, which had been advertised as part of the waiting restriction review programme 2014(B).

The report recommended that the list of issues that had been raised for the bi-annual review should be fully investigated and Ward Councillors consulted prior to approval being sought at a subsequent meeting to carry out the statutory consultation. A summary of letters of support and objections that had been received to WRR 2014(B), along with officer comments, were attached to the report at Appendix 1 and the requests for the WRR

programme 2015(A) were attached to the report at Appendix 2. An updated Appendix 2 was tabled at the meeting.

At the invitation of the Chair, Mr Harrington, resident of Honey End Lane, addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the objections in Appendix 1, with the appropriate recommendation to either: implement, amend or reject the proposals be noted;
- (3) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public enquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (5) That the requests made for waiting restrictions as shown in Appendix 2 be amended as follows;
 - (i) Caversham: Marsack Street - to extend parking restrictions to neighbouring roads;
 - (ii) Redlands: Marlborough Avenue - to include Elmhurst Road in the proposals;
 - (iii) Tilehurst: Armour Road - to withdraw the request;
- (6) That the requests made for waiting restrictions as shown in Appendix 2 (with amendments as stated in (5) above) be noted and that officers investigate each request and consult on their findings with Ward Councillors;
- (7) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

88. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee 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 and Reading Station Area Redevelopment.

A33 Pinch Point Scheme

The report stated that the scheme comprised of 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 2015 and that the bus services would run as normal. The work was expected to be completed by early summer 2015.

Reading Bridge Pinch Point Scheme

The report stated that essential work had commenced in November 2014 to strengthen Reading Bridge, which was a 92 year old structure on a major strategic route and in need of strengthening and waterproofing to continue to carry the amount of traffic in future years. The Department for Transport had awarded the Council capital grant funding from their Pinch Point Fund to enable these works to be carried out.

The initial phase had involved filling a large void under the southern approach structure with foam concrete and from February 2015 the work had moved onto concrete and stone repairs. Currently the work was being carried out under off-peak lane closures but over Easter 2015 it would be necessary to have a full time closure on one side of the bridge (both one lane of the carriageway and the adjacent footway) for up to 20 days, but during this period there would still be two lanes and one of the footways open. However, it would be necessary to have a full 24 hour closure of the bridge towards the end of the project and this was provisionally set for a maximum of two weeks from 18 May 2015.

Reading Station Area Redevelopment

The report stated that the Cow Lane Bridges Public Inquiry had been held and completed on 13 January 2015 and that the inspector was in the process of preparing the report to the Secretary of State who would make the final decision. Following publication of the decision, there would be a six week period when the decision could be challenged before the highway improvements could commence.

The report also stated that a new 300 rack cycle parking hub was being developed in the multi-storey car park and was due to be completed in summer 2015.

Pedestrian and Cycle bridge

The report explained that the major construction works for the pedestrian cycle bridge over the River Thames were underway with completion expected in summer 2015. The bridge would provide a key new route for pedestrians and cyclists between Caversham, Reading Station and central Reading.

Mere oak and Winnersh Triangle Park and Ride schemes

The report stated that construction works were underway for the new park and ride sites at Mere oak, south of M4 junction 11 and Winnersh Triangle, located near to Winnersh Station, which together would deliver nearly 1,000 parking spaces. The two sites were being constructed simultaneously with a planned completion date of summer 2015.

At the invitation of the Chair, Mrs Lin Godfrey addressed the Sub-Committee on the Reading Bridge Pinch Point Scheme.

Resolved - That the report be noted.

89. 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. An additional £996,000 of LSTF revenue funding had been awarded to the Council by the DfT for 2015/16 to be spent on a range of sustainable transport initiatives focused on neighbourhood-based active travel interventions and to develop more interactive online resources, which would help to support the Council's ongoing digital services initiatives.

The report provided an update on each of the five delivery themes of the LSTF programme, within which 25 projects had been identified. A summary of progress on these projects included the following:

- The completion of the Personalised Travel Planning programme;
- The upgrade of the traffic signals at Henley Road/Lower Henley Road, Henley Road/All Hallows Road, Basingstoke Road/Rose Kiln Lane and Basingstoke Road/Buckland Road junctions to improved junction efficiency across modes;
- The continued increase in usage of the ReadyBike cycle hire scheme, with total rentals to the end of January 2015 totalling 16,837, which covered an estimated 90,192 miles;
- A customer survey of ReadyBike users had revealed that 44% of trips were replacing vehicle mode trips, with 33% of rentals from people who did not own a bike;
- The installation of an additional cycle hire docking station at Reading Station South, with one at Earley Station due to open in spring 2015;
- Two corridor advisory schemes for cyclists had been implemented along Lower Henley Road and Wokingham Road that included on-carriageway advisory cycle markings. A summary of the details and explanation of the schemes in the context of the Cycling Strategy and local circumstances were attached to the report at Appendix 1;
- The construction of the reconfigured junction at St Mary's Butts/Castle Street was nearing completion and would provide improvements for all users;
- Works to repair and upgrade the Grade II listed St Laurence's Church Wall and associated pedestrian walk had commenced and were scheduled for completion in summer 2015;
- 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.

At the invitation of the Chair, Mr Keith Elliott addressed the Sub-Committee.

Resolved -

- (1) That the progress made on the Local Sustainable Transport Fund Projects be noted;

- (2) That the scheme and spend approval for the Local Sustainable Transport Fund 2015/16 project be approved;
- (3) That no further advisory cycle schemes be introduced at present and that a report assessing the existing schemes on Lower Henley Road and Wokingham Road (including the cost implications of removing them) be presented to a future meeting of the Sub-Committee.

90. SOUTHCOTE LANE - PETITION CROSSING - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the review of the request for a pedestrian crossing on Southcote Lane near Circuit Lane roundabout following a petition of 600 signatures received from local residents. The petition had been presented to the Sub-Committee on 16 January 2014 (minute 72(1) refers).

The report stated that the requirements for pedestrian facilities were laid down by central government whereby the demand was measured by a pedestrian/vehicle (PV²) count which then determined the type of facility to cater for the demand. A PV² count had been undertaken between the hours of 0700-1000 and 1400-1800 in the week commencing 9 June 2014 and the results of this survey had demonstrated that the pedestrian crossing demand did not justify a formal zebra or puffin crossing.

The report explained that special factors could be applied to permit a zebra crossing to be installed if it did not meet the PV² criteria, but due to limited available funding officers had recommended the enhancement of the existing traffic island to a pedestrian refuge island.

However, a planning application had been submitted to Planning Applications Committee in November 2014 for the expansion of Southcote Primary School and this had secured a financial contribution to be used towards any local safety and/or traffic management matters in the first instance. It was proposed that this funding be used, subject to a detailed design and safety audit, to install a zebra crossing on Southcote Lane in the vicinity of the access path from Maker Close instead of improving the existing traffic island.

Resolved -

- (1) That the report be noted;
- (2) That the recently announced financial contribution from Southcote Primary School be utilised to progress a proposal for a zebra crossing on Southcote Lane;
- (3) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposed Zebra Crossing in accordance with the Traffic Regulation Order;

- (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.

91. JACKSON'S CORNER, KINGS ROAD, ABBEY SQUARE - ALTERATIONS TO BUS STANDS, PARKING BAYS, ONE WAY SYSTEM AND CREATION OF LOADING BAY

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the proposals that had been approved by the Planning Applications Committee on 11 March 2015 to refurbish and remodel the former Jacksons Corner building to create three new shopping units on the ground floor and 32 residential units on the upper floors. The proposed site plan was attached to the report at Appendix 1.

The report stated that as a result of creating the three new shopping units the applicant had requested that a loading bay be created on the Kings Road as the existing delivery yard that was accessed from the High Street was not suitable for modern delivery methods. It was noted that the provision of a loading bay would also address the existing pedestrian congestion issues at the bus stands located in front of the building by enabling the provision of an additional bus stop and the widening of the footpath and that these works would be funded by the developer.

Resolved -

- (1) That the report be noted;
- (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 be approved;
- (3) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposal in accordance with the Traffic Regulation Order and subject to no objections being received to implement the proposal;
- (4) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

92. 20 MPH SPEED LIMITS/ZONES - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the current position highlighting an expected change in the Traffic Signals & General Directions (TSRGD) by the Department for Transport (DfT) that might lead to a significant reduction in the cost of the signs at the entry/exit points into the 20mph area.

The report explained that the Eastern Area 20mph scheme was now in the final very detailed design stage which involved weighing up the cost benefits of mains power versus solar power. There were clear benefits for solar where ducting for mains exceeded 10

metres or where there was a requirement to dig across a road, but solar signs were more expensive initially.

The report stated that the DfT were proposing to change the rules of illumination for 20mph at the entry and exit points to the lower limit as a part of the TSRGD review but that they were unable to provide details of these changes at present. Therefore, the officer advice was to delay the implementation of the scheme as the changes could lead to a significant reduction in cost by as much as £100,000.

Resolved -

- (1) That the report be noted;
- (2) That due to the expected changes in the TSRGD, the scheme be halted until the changes to the signs at the entry and exit of the 20mph were published.

93. HIGHWAY MAINTENANCE - UPDATE & PROGRAMME 2015/16

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the progress made on the additional Government funding for additional highway maintenance pothole repairs and the £1.472 million programme for Highway Maintenance for 2015/16 from the Local Transport Plan (LTP) settlement.

The report outlined the background to the selection of schemes and the list of schemes in each category to be undertaken in 2015/16 was attached to the report at Appendix 1.

The report also gave a breakdown of allocations in each of the categories of Carriageway Resurfacing, Minor Resurfacing, Footway Resurfacing, Bridge Maintenance, Street Lighting and Major Maintenance.

Resolved -

- (1) That the report and the current position regarding the additional pothole repairs be noted;
- (2) That the proposed Highways Maintenance programme and associated expenditure for 2015/16 be approved.

94. ANNUAL ROAD SAFETY PROGRAMME - 2014/15 UPDATE & 2015/16 PROGRAMME

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the work that had been completed to date on the 2014/15 road safety schemes and proposals for the 2015/16 road safety programme.

The report stated that the Government expected Local Authorities to implement road safety schemes that addressed sites with a history of personal injury collisions and, where possible, to link these with the promotion of sustainable travel. The economic cost of each collision was calculated by the Department for Transport (DfT) which stated that the average value of prevention per reported road accident was £1,917,766 per fatal accident, £219,043 per serious accident and £23,336 per slight accident.

The report explained that the DfT published the reported road casualties annually to enable national trends to be measured and this demonstrated that collision figures continued to decline year on year.

The report outlined the progress of the road safety schemes in the 2014/15 programme and stated that the causes for collisions would be investigated thoroughly in order to inform proposals to reduce the number of casualties in the Borough in 2015/16. Officers would then focus on locations where there were a high number of collisions involving pedestrians, including an analysis of 'Pedestrian Countdown at Traffic Signals' with the possibility of introducing this at particular locations in the Borough.

Resolved -

- (1) That the report and the progress to date on the 2014/15 Road Safety Schemes be noted;
- (2) That Officers continue with a full investigation of the current three year accident records as detailed in the report;
- (3) That the Interim Head of Transport be authorised to consult with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors on the details of proposed schemes determined through the accident investigation;
- (4) That, subject to (3) above and in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out the statutory consultation where waiting and movement restrictions needed to be amended to accommodate scheme designs.

95. CAR PARK TARIFF CHANGES 2015

The Director of Environment and Neighbourhood Services submitted a report to update the Sub-Committee on the proposal to change the 'off street' car parking orders as a result of a review of the tariffs. The proposed car park tariff charges for 2015 was attached to the report at Appendix 1 and a comparison of car park charges in Reading and other towns and cities was attached to the report at Appendix 2.

The report stated that the car park tariffs had last been reviewed in January 2014 and that changes had been made to the tariffs in Broad Street Mall, Queen's Road and Civic B car parks.

The report explained that NCP Ltd had carried out a review of all of the car park tariffs which had taken into account the main customer segments, the appropriate products available and optimal pricing strategies in order to understand the risks and opportunities. As a result, the proposals had included the introduction of more tariff bands, differing weekday and weekend pricing and the introduction of season tickets at Broad Street Mall and Cattle Market car parks, all of which should increase volumes and revenues.

Resolved -

- (1) That the report be noted;
- (2) That the changes to the car park tariff and season tickets set out in Appendix 1 and paragraph 4.33 of the report be approved;
- (3) That the statutory requirements for changes to the 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 be authorised and the Head of Legal and Democratic Services be authorised to advertise the proposals;
- (4) That an experimental modification order be made, subject to no objections being received;
- (5) That tariff changes be implemented using the delegated authority of the Interim Head of Transport.

96. 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 January 2015 meeting of the Cycle Forum, which met under the auspices of the approved Cycling Strategy.

The notes of the Cycle Forum meeting of 21 January 2015 were attached to the report at Appendix 1.

Resolved: That the report be noted

97. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 98 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.

98. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of four applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to application 1.1, a discretionary permit and a book of visitor's permits be issued, personal to the applicant and charged at the third permit fee;
- (2) That with regard to application 1.3, two free books of visitor's permits be issued and the property be included within the appropriate residents parking scheme;

- (3) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.0 and 1.2 be upheld.

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

(The meeting started at 6.30pm and finished at 9.06pm).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	17 th JUNE 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:	simon.beasley@reading.gov.uk

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 this proposal proceeds to detailed design and subject to the results of a safety audit implement the changes outlined within this report to introduce two zebra crossings for the schools in Dee Road.
- 2.3 That the Head of Legal Services be authorised to carry out the statutory notice procedures of the intention to establish two pedestrian crossings for the schools in Dee Road in accordance with Section 23 of the Road Traffic Regulation Act 1984.
- 2.4 That in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise

the proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 2.6 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to advertise the Traffic Regulation Orders for the proposed introduction of traffic calming in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulation 1996 and with Section 90c of the Highways Act 1980.
- 2.5 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.6 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 provision of pedestrian crossing facilities and associated criteria is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

- 4.1 At Traffic Management Sub-committee on 15th January 2015 a petition was received that read:

'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'. The petition concludes with the aim 'For a zebra crossing to be installed outside English Martyrs school.'

- 4.2 A response was provided at the next meeting of the Traffic Management Sub-committee on 12th March 2015 which explained the complex nature of Dee Road and the complication of having two schools so close to each other. The March report concluded that: *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

- 4.3 The initial assessments have been completed. The conclusion drawn is that it would be too difficult to carry out significant change to this area within Dee Road due to the residential nature of the street and positioning of private driveways. There is little scope for additional traffic calming features, raised crossing points and improved parking measures to stop footway parking. This then leaves the focus on the current crossing points constructed as a part of the safer routes to schools. These are well established crossing points and are very effective regardless of the concern raised. However, consideration has been given to converting both crossing points directly outside each school to zebra crossings. This will need to be subjected to the usual road safety audit process along with any other changes required as a result of the concept and final designs.
- 4.4 National standards, guidance and good practice are provided for a purpose. Should we deviate from these we need to consider the consequences. The fact is that this section of Dee Road does not have any history of casualties as a result of the schools and the demand on the road due to the schools. When carrying out any change to the highway we have to consider what the impact of that change will have to all users. Where drivers are forced to stop this will increase the risk of a collision and thus an increased risk of this resulting in a casualty. As Dee Road has no history of casualties we may need to accept that changes will carry a risk where there is no measurable road safety problem previously.
- 4.5 At the current pedestrian crossing points we will need to increase the width of the dropped kerbs to provide crossings at carriage level. As Dee Road is already traffic calmed this is preferable to creating raised, at grade, crossings. The residential nature of the road and its use by public transport has also been considered in determining the type of crossing. There will be a loss of a short length of the parking bay opposite English Martyrs Primary School, by approximately half to one car length, to create the width required for a zebra crossing. There will be a need to alter the current waiting restrictions as the crossing zig-zags will overlay the school keep clear markings. We have also received a request, from the police, to review and remove a gap in the current waiting restrictions on Dee Road between Elvaston Way and the bus stop. The existing traffic calming in the form of cushions shall be extended to the limit of the 20mph speed limit thus covering the area outside English Martyrs School and the new zebra crossing at this point. Additionally, we have already committed to replacing the school warning signs on the two Dee Road approaches in to the area of the schools. These new signs will be

programmable so that they come on automatically and do not rely on being switched on manually. A concept design showing the location of formal zebra crossings along with the accident data for the area has been submitted for independent road safety audit.

4.6 Risks

- Whilst there will always be an increased risk of an accident where drivers are forced to stop, this is a very controlled area (traffic calming with a 20mph speed limit) thus any increased risk is minimised. The occurrence of an accident, particularly within this context, is impossible to model but we should expect two crossings to function very well in this location.
- Whilst the focus is on the petition from English Martyrs primary school St Michaels primary school has long campaigned for the same. Whilst both schools would clearly support this proposal having two crossing so close together may worsen traffic conditions. The loss of on-street parking as a result of the crossing zig-zag markings will limit the ability to stop on-carriageway thus increase irresponsible parking and stopping on the footways.
- In the submission of the original petition there was concern expressed about drivers overtaking at the informal crossing points whilst people were crossing. Any worsening of traffic conditions may only encourage impatient drivers to continue to take risks. The zebra crossings will not stop impatient drivers from behaving in such a way although we can hope that the presence of formal crossings will encourage better driving. Overtaking within crossing zig-zag markings is a driving offence that is enforceable by the police.
- Residents within the area will be further restricted in their ability to park in-carriageway and may not like the idea of further urbanising of their street.

4.7 In conclusion, the recommendation is to proceed with the detailed design work and promote formal zebra crossing as indicated subject to the committee agreement. The estimated cost of this scheme is in the region of £50K with the final value determined at detailed design. Any objections to the changes in waiting restrictions will need to be considered by the committee at a future meeting (this is expected to be September 2015).

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 There will be a need to notice the intention to install zebra crossings and alter waiting restrictions and traffic calming under the appropriate various acts of parliament.

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 This scheme will be funded from the section 106 paid as a part of the St. Michaels Primary School development.

10. BACKGROUND PAPERS

- 10.1 March 2015 TM Sub.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	17 JUNE 2015	AGENDA ITEM:	7
TITLE:	TARGET JUNCTION IMPROVEMENT REVIEW & OPTIONS (BROAD STREET / ST MARY'S BUTTS / OXFORD ROAD / WEST STREET)		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT STRATEGY	WARDS:	ABBEY
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING SERVICES MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Sub-Committee on the trial switch-off of the traffic signals at the 'Target junction' which is the intersection of Broad Street / St Mary's Butts / Oxford Road / West Street. This report sets out the response to the trial so far and some proposals on what could be achieved should we minded to remove the traffic signals permanently.

2. RECOMMENDED ACTION

- 2.1 The Sub- Committee is asked to note the report.
- 2.2 The Sub-Committee notes representations and feedback so far and is recommended to continue with the trial to allow for further public consultation.
- 2.3 That the proposals shown on drawing TC/target concepts/01 be the basis of a public consultation reporting back to Traffic Management Sub-Committee in September.
- 2.4 That specific meetings be arranged with representatives of The Guide Dogs for the Blind and Blind Associations, the Access and Disabilities Group, Reading Buses and other relevant organisations.
- 2.5 That the Sub-Committee consider comments and detailed plans and confirm a final scheme proposal in September.

3. POLICY CONTEXT

- 3.1 Reading Borough Council's Local Transport Plan provides the policy context for the proposed review.

4. THE PROPOSAL

- 4.1 During early 2014 the traffic signals failed at the 'Target' junction of Broad Street with West Street and St Mary's Butts. Despite all the signals being out for over a week we received no complaints from members of the public and the only enquiries came from Reading Buses, who asked 'when will the traffic signals be repaired'. Throughout this period of traffic signal failure various observations were made by RBC officers, James Freeman of Reading Buses and the traffic signal contractor who worked on the fault to restore the signals. The observations lead to the question as to whether or not the traffic signals actually served any purpose. It seemed that during their failure both pedestrians and public transport appeared to benefit.

- 4.2 In January 2015 the traffic signals were switched off for a trial period (of at least six months) to allow all users to experience the junction in an "uncontrolled" state. There was initially media interest which prompted a small number of negative responses expressing concern at the idea. Since then, both The Guide Dogs for the Blind and the Berkshire Blind Society have collected a petition against the trial asking for the traffic signals to be switched back on. Very little feedback has been received from the general public.

4.3 PUBLIC COMMENTS

The main area of concern remains crossing at the junction by blind/partially sighted people who say they cannot tell from which direction vehicles are approaching. A petition was presented to the Sub-Committee in March and this has been resubmitted more recently with additional names added. The initial response to the trial switch-off generated a few comments to the effect that drivers did not know how to use the area with examples of buses meeting within the junction. This appears to have become much more settled as time has gone on. Both drivers and pedestrians appear to have overcome the initial difference of using the junction without the lights and there is no practical evidence that road safety has been compromised in any way. An independent road safety assessment study has been carried out. This concluded that the risk of an injury (to anyone) at the junction, as a result of a collision, was low prior to the trial and remains so without the traffic signals operating.

4.4 OPTIONS FOR THE FUTURE

- To switch the lights back on at the Target junction.
- To continue with the experimental switch-off
- To remove the traffic signals and reconfigure the junction to create a "shared space" facility that caters better for blind/partially sighted people, especially across Broad Street (west).

4.5 OPPORTUNITIES WITHOUT THE SIGNALS

- i) Should the switch-off become permanent the traffic signal equipment would need to be removed. This would 'open up' the area and actually improve the junction for blind/partially sighted by removing clutter. However, we would not want to open up the carriageway allowing vehicles to encroach on space currently used by pedestrians. The vehicle lines should be maintained and the narrow single-file section on the St Mary's Butts side of the junction needs to remain. It may be possible to create narrow single-file sections on the Broad Street (west) and West Street approaches where specific facilities for blind/partially sighted could be created.
 - ii) On the Broad Street (west) side of the junction the raised section of the carriageway extends the greatest distance from the centre of the junction at around 30m. This approach is also a significant bus stop for many services. This west side of the junction may provide an opportunity to consider a specific route for disabled pedestrians. By being further away from the centre of the junction vehicles are able to fully straighten within this section when heading west. By the time that vehicles reach this point their direction of travel is much easier to determine for blind/partially sighted users if this is deemed an issue. Consequently there may be a number of possibilities to improve the route for pedestrians at this point.
 - iii) The narrow carriageway section on the St Mary's Butts side of the junction should remain single file for vehicles and this potentially completes a defined route for blind/partially sighted users into Broad Street (east).
 - iv) There is also a need to consider improving the visibility for bus drivers when turning from West Street towards Broad Street Mall and Oxford Road. With a relatively simple alteration to the junction or parking without the traffic signals in place, visibility can be improved significantly.
- 4.6 Removal of the traffic signals and current guard rail will enable a better use of the space. The opportunity exists to use this space for something else. Cycle parking currently exists around the junction and this could be enhanced within the 'reclaimed' space. The 'target' itself is a feature that has existed for some time. The large granite sets that form the rings are not very practical (becoming loose and unstable) which has led to a legacy of maintenance problems. These sets should be removed but the character of the junction should be maintained.
- 4.7 Based on what we have learnt so far from feedback, which has mainly been from pedestrians, the predominant concern is how blind/partially sighted users negotiate the junction. Aside from the petition we have received less than ten written comments expressing concern to the trial switch-off of the traffic signals. By comparison, we received around twenty written responses to the Jacksons Corner traffic signal removal. Reading Taxi Association has expressed support for the trial and ultimately have encouraged us to consider the

permanent removal of the traffic signals. The town centre businesses have so far been silent.

- 4.8 Reading Buses report that there has been a positive impact on operational performance as a result of the switch-off of the traffic lights at the St Mary's Butts/Oxford Road junction. Approximately 1,400 bus trips use that junction each weekday, carrying around 40,000 passengers a day. The majority of those with bus journeys starting and/or finishing in the central area need to travel through the junction in one or both directions of travel.

Initial analysis has confirmed that the company is seeing shorter journey times on most routes using the junction, (between 30 and 60 seconds per trip) leading to a 39% decrease in late-running buses on the one corridor that has been examined in more detail.

There are also improvements to local air quality. Reading Buses has estimated that the change has eliminated a cumulative 12 hours of bus idling each weekday with commensurate reductions in particulate and nitrous oxides emissions.

4.9 CONCLUSION

The switch-off has proved that pedestrians and vehicles can safely use this junction without the aid of traffic signals. However, the concerns from blind/partially sighted users need be considered if the traffic signals are permanently removed. Removal of the traffic signals opens up the junction, creating opportunities to enhance the "shared space" area, provide a dedicated route for blind/partially sighted users, improve cycle parking and meet the objectives of improved road safety and public transport journey times.

- 5 Drawing: TC/target concepts/01 gives an idea of some of the options for consideration as explained in 4.5

6 CONTRIBUTION TO STRATEGIC AIMS

- 6.1 This proposal supports the aims and objectives of the Local Transport Plan 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

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 None at this time

8. LEGAL IMPLICATIONS

- 8.1 None arising from this report.

9. EQUALITY IMPACT ASSESSMENT

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

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

9.2 An independent road safety assessment study has been carried out.

10. FINANCIAL IMPLICATIONS

10.1 Funding would need to be identified from transport budgets to take any scheme forward.

11. BACKGROUND PAPERS

11.1 TM Sub March 2015

Target Junction opportunities



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	17 th JUNE 2015	AGENDA ITEM:	8
TITLE:	RIDGEWAY PRIMARY SCHOOL - TRAFFIC MANAGEMENT REVIEW		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	CHURCH
LEAD OFFICER:	DARREN COOK	TEL:	0118 937 2612
JOB TITLE:	TRANSPORT DEVELOPMENT CONTROL ADVISOR	E-MAIL:	darren.cook@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee a review of the current traffic management measures at the junction of Whitley Wood Road and Hillbrow and between this junction and the pedestrian access on Whitley Wood Road to the Ridgeway Primary School.
- 1.2 This report seeks approval to carry out a Statutory Consultation on a 'No Waiting At Any Time' restriction at the junction of Whitley Wood Road and Hillbrow. This restriction is to extend to the existing School Keep Clear markings which are located 25 metres to the west of the centre line of the afore mention junction.
- 1.3 Appendix 1 - Whitley Wood Road and Hillbrow location plan

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the proposed no waiting at any time restriction at the junction of Whitley Wood Road and Hillbrow as shown in Appendix 1 in

accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

2.4 That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

3. POLICY CONTEXT

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

4. THE PROPOSAL

4.1 On 14th January 2015 Planning Applications Committee permitted the extension of the Ridgeway Primary School from a one form entry school to a three form entry school.

4.2 The schools current vehicular access is located on Willow Gardens but the proposed expansion of the school includes the provision of a new vehicular entrance from Hillbrow. This will allow access for deliveries and visitors only to the school, the staff vehicular access will be retained from Willow Gardens.

4.3 No pedestrian access will be gained from this new vehicular entrance but will be maintained via the existing footpath to the school which is located behind the properties on the west side of Hillbrow. As a result of this footpath parents of pupils attending the school drop off and pick up from Hillbrow, with some parking taking place within close proximity of the junction of Whitley Wood Road and Hillbrow including on the grass verges. A Photograph of this parking can be found at Appendix 2.

4.4 No restrictions are currently provided at the junction and therefore it is proposed to provide a 'No Waiting at Any Time' restriction around the junction. This will ensure visibility at the junction is maintained and vehicles do not park to the detriment of road safety. The restriction is proposed to extend 11 metres into Hillbrow and 10 metres to the east along Whitley Wood Road from the end of the junction radii.

4.5 In addition it is proposed the 'No Waiting At Any Time' restriction is extended 25 metres to the west along Whitley Wood Road so that it

adjoins the existing 'School Keep Clear'. This is to ensure that parents do not drop off and/or pick up their children from Whitley Wood Road, which would have detrimental implications for visibility at the junction and for vehicles travelling east up the hill.

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.

7. LEGAL IMPLICATIONS

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

8. EQUALITY IMPACT ASSESSMENT

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

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

- 8.2 The Council 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 The funding comes from S106 monies secured to mitigate the transport impacts of the expanded Ridgeway Primary School which was approved by Planning Applications Committee on 14th January 2015.

10. BACKGROUND PAPERS

10.1 None.



Reading
BOROUGH COUNCIL



Proposed 'No Waiting At Any Time' Restriction

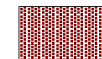


Existing School Keep Clear Marking

80.3m

Reading Borough Council PLANWEB

Date 26/5/2015
Scale 1/500



Public Highway Extent



Reading
BOROUGH COUNCIL

Vehicle Parked within close proximity to the Junction of Whitley Wood Road and Hillbrow



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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	17 JUNE 2015	AGENDA ITEM:	9
TITLE:	BI-ANNUAL WAITING RESTRICTION REVIEW - STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	JIM CHEN	TEL:	0118 937 2198
JOB TITLES:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	<u>Jim.chen@reading.gov.uk</u>

1. EXECUTIVE SUMMARY

- 1.1 To seek approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions.
- 1.2 Appendix 1 - Bi-Annual Waiting restriction review programme list of streets and officer's recommendations.

2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals listed in Appendix 1 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

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

3. POLICY CONTEXT

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

4. THE PROPOSAL

- 4.1 The council regularly receives correspondence from the public, councillors and organisations that have a desire for the council to consider new or alteration to formal waiting restrictions. Requests are reviewed on a 6 monthly basis commencing in March and September of each year.
- 4.2 This review has typically involved the investigation and consultation on a number of individual requests. The purpose for carrying out a bi-annual review is to ensure best value as the statutory processes involved are lengthy and expensive.
- 4.3 In accordance with the report to this Sub-Committee on 12th March 2015, consultation with Ward Councillors has been completed, and the resultant proposals where councillors are happy to proceed with schemes to take forward to the statutory consultation process are listed in Appendix 1.
- 4.4 This report seeks the approval of the Sub-Committee to carry out the Statutory Consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

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

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 The works will be funded by existing Transport Budgets.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee 12th March 2015

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	17 JUNE 2015	AGENDA ITEM:	10
TITLE:	REMOVAL OF HIGHWAY VERGES - LOCAL POLICY		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING SERVICES MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the need to align local policy to national policy to protect the loss of natural drainage through the removal of highway verges.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-committee agree to align local policy to national policy in ensuring that any loss of highway verge is replaced with an approved permeable surface.

3. POLICY CONTEXT

- 3.1 This aligns local and national policy in ensuring that any loss of highway permeability is done without compromising urban drainage.

4. THE PROPOSAL

- 4.1 Removal of an existing permeable area such as a front garden to a non-permeable hard-standing over 5m² requires planning permission.

This is a relatively recent change in planning requirements promoted by national policy in response to concerns of urban flooding. Where the area is smaller than 5m² or a fully permeable surface is provided planning permission is not required. However, this is often done with a request for a dropped kerb to cross the footway or verge. All such applications (for a dropped crossing) are considered on a site by site basis and whilst some are refused many are granted. Where a dropped crossing application is accepted the total cost shall be covered by the applicant. The Council provides a quotation for which an administration and site visit fee is payable but the applicant is free to seek an alternative quote from any private contractor who is authorised to work on the public highway and meets the Council's requirements. Any dropped crossing shall be constructed to the Council's standards and a Section 184 Licence/fee will apply where a private contractor is used. Any private contractor has to be approved by the Council before any work can commence.

- 4.2 However, there is potentially an inconsistency in providing a dropped crossing as such alterations to the public highway can be done as permitted development and planning permission does not apply. Therefore the dropped crossing is currently constructed in a non-permeable material. Where this is just a footway alteration it is not an issue, but where there is removal of verge the overall surface water drainage is affected.
- 4.3 To ensure consistency with national policy any loss of highway verge shall be included. Therefore the total loss of permeable area where such alterations are made shall be calculated to national policy and replaced to national guidelines. The cost of creating a permeable dropped crossing shall be fully covered by the applicant (as the current requirement). This will protect the urban drainage and reduce the risk of flooding by slowing down the run-off into surface water drains.
- 4.4 The same policy shall also apply to the loss of verge for any other alterations including, for example, the construction of parking laybys by a developer. Where any other wider scheme is promoted to create parking by removing verge all other options must, firstly, be considered. On-street car parking has its advantages particularly by creating a natural traffic calming feature. If, for example, a developer considers a case for removing verge for parking, planning permission shall apply over 5m² or a permeable material/an acceptable Sustainable Urban Drainage System (SUDS) shall be used.

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 requirement to provide a permeable surface where highway verge is lost will be explained through the planning and/or application process.

7. LEGAL IMPLICATIONS

7.1 This local policy is in line with national policy to protect the urban environment from flooding.

8. EQUALITY IMPACT ASSESSMENT

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

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

9. FINANCIAL IMPLICATIONS

9.1 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:	17 JUNE 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:	STRATEGIC TRANSPORTATION PROGRAMME 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
- Reading Station Area Redevelopment
- The new Pedestrian and Cycle Bridge
- Mere oak and Winnersh Triangle park and ride schemes

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

2.2 That the new Pedestrian and Cycle Bridge and associated new footway and cycleway links are dedicated as Public Highway under the provisions of the Highways Act 1980.

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 early July 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.
- 4.4 In April 2015, works on the northbound approach to the A33/Rose Kiln Lane junction were completed. This has created additional left turn capacity and improvements to the overall operation of the gyratory.

Reading Bridge Pinch Point Scheme

- 4.5 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.

- 4.6 The initial phase of the work in November and December 2014 involved filling a large void underneath the southern approach structure with foam concrete. Since January the contractor erected scaffolding on both ends of the structure so that strengthening of the bridge using carbon fibre and concrete repairs could be carried out safely.
- 4.7 As of February concrete repairs underneath the bridge on the south and north side were carried out, as well as a specialist sub-contractor carrying out stone repairs to the balustrades on the footways of the bridge.
- 4.8 The full advertised bridge closure took place between Monday 18th May and Saturday 30th May when the entire road surface was removed down to the bridge deck. Concrete repairs were carried out and over 660 carbon fibre strengthening rods inserted into the original reinforced concrete deck structure. The deck was then covered in water proofing and the road layers rebuilt. The western footway slabs were also replaced with Fibre Reinforced Polymer (FRP) slabs during this closure. At this meeting, the Transport Users forum will be receiving a detailed presentation on the works.
- 4.9 Currently work is continuing 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.
- 4.10 Works to complete the project includes replacement of the footway slabs with FRP slabs, carbon fibre strengthening under the central section of the bridge river span, completion of the concrete repairs and painting of the bridge.
- 4.11 The southern scaffolding is scheduled to be removed late June which will allow a floating pontoon with supporting scaffold to be brought beneath the central span, so that the concrete repairs and carbon fibre strengthening works can be carried out within this area. The river will remain open for boat users.
- 4.12 The project is expected to be completed in August 2015.

Reading Station

- 4.13 As previously reported to the Sub-Committee in March 2015, the Public Inquiry was held and completed on 13th January 2015.
- 4.14 All the objections to the Compulsory Purchase Order (CPO) were withdrawn but as they were outstanding when the public inquiry was held, the Department for Transport were not able to make a decision until they received the Inspector's report.
- 4.15 This process has now been completed, and The Secretary of State for Transport has confirmed both the CPO and SRO.
- 4.16 Alongside completing the necessary legal procedures to complete the CPO, Network Rail are due to commence the procurement process for the works with site mobilization expected in August 2015. Network Rail will again utilise the area on the west side of Cow Lane between both bridges as a site compound and no works will interfere with the operation and management of Reading Festival.
- 4.17 The works are expected to take approximately 6 months to complete.

Cycle Parking on the North side of the Station

- 4.18 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 Summer 2015 with completion planned in the Autumn 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

- 4.19 The major construction works for the pedestrian cycle bridge over the River Thames are well underway with expected scheme completion early September 2015. Once complete, the bridge will provide a key new route for pedestrians and cyclists between Caversham, Reading Station and central Reading.
- 4.20 The majority of the preparatory work for the bridge has been completed including new flood storage areas, sheet piling and the main bridge foundations.
- 4.21 The first three sections of the bridge arrived in May 2015 with the remaining six sections of the bridge, including the 37 metre high mast, to be transported in overnight in early June 2015.

- 4.22 The bridge sections have been manufactured in Rotterdam, Holland and will be assembled on site. The main bridge mast will be lifted into place in June 2015 and then connected up in stages with the bridge sections. When complete, the bridge will be approximately 120m long, with a 68m span over the River Thames.
- 4.23 The contractor will also continue widening the paths that will lead to the bridge and laying the foundations for the ramp and steps on the south bank of the river Thames.
- 4.24 Working alongside the contractor, the Council will continue to provide updates to Residents and Businesses via the Council Website, letters and the information boards displayed on site.
- 4.25 It will be necessary to dedicate the new pedestrian and cycle bridge and associated new footway/cycle links as Public Highway. This process will be completed as a Declaration under the provisions of the Highways Act 1980.

MereOak and Winnersh Triangle Park and Ride schemes

- 4.26 Construction works are underway for the new park & ride sites at MereOak and Winnersh Triangle, which together will deliver nearly 1,000 parking spaces. The two sites are being constructed simultaneously.
- 4.27 The MereOak Park & Ride site, located south of M4 junction 11, will provide 579 parking spaces and will be served by the regular Greenwave bus service to and from Central Reading, as well as serving GreenPark and Reading International Business Park. The site will include improved pedestrian and cycle paths alongside the car park, linking to the existing provision at Junction 11 to connect over the M4. Completion of the scheme is due in August 2015.
- 4.28 The Winnersh Triangle Park & Ride site, located near to Winnersh Triangle 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. Completion of the scheme is due in September 2015
- 4.29 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:	17 JUNE 2015	AGENDA ITEM:	12
TITLE:	RESIDENTS PARKING - REVIEW OF RESIDENT PERMIT RULES/DEFINITIONS AND REVIEW HUNTER'S WHARF HOUSEHOLDS - 25, 27, 30 AND 32		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	LEAD COUNCILLOR FOR STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT ALL
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	
LEAD OFFICER:	ELIZABETH ROBERTSON	TEL:	01189 373767
JOB TITLE:	CIVIL ENFORCEMENT MANAGER	E-MAIL:	Elizabeth.robertson@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report advises members of the proposal to the change the Resident Parking Permit Scheme Rules and Definitions to include the option for second permit fees to be refunded or transferred.
- 1.2 For members to decide if 4 properties within Hunters Wharf in Katesgrove Lane are formally included in the Permit Parking Zone 10R and how many permits they would eligible for if included.
- 1.3 Appendix 1 - New Refund/Transfer process for 2nd Permit charges in the Permit Management Definitions.

2. RECOMMENDED ACTION

- 2.1 That the members agree the changes to the Resident Parking Permit scheme as outlined in 4.2.1 and 4.2.2:
- 2.2 That the members agree the Permit Management Rule Definitions are updated to reflect the changes set out in Appendix 1.
- 2.3 That the members decide if Hunter's Wharf households 25, 27, 30 and 32 are included within Permit Parking Zone 10R.
- 2.4 That the members decide if the households are included that they would be eligible for the first and second permit OR the first permit only. That the members decide if households are eligible for the visitor permits (currently 2 free books, 5 charged books).

3. POLICY CONTEXT

3.1 The proposals are in line with current Transport & Planning policy.

4. THE PROPOSAL

4.1 Current Position:

4.1.1 The Current Residents Parking Scheme was approved by Cabinet in December 2010, this was following a review of the service undertaken in 2009-2010 and reported through the Cabinet and Scrutiny processes in September 2009, February 2010 and July 2010. A revised scheme was introduced in April 2011.

4.1.2 Amendments to the current Residents Parking scheme and Permit Management Rules were taken through Cabinet, Full Council and Traffic Management Advisory Panel meetings in July 2011, September 2011, June 2012, February 2013, June 2013 and January 2014.

4.1.3 A further review of the service was undertaken through the Council's scrutiny process at the meeting in January 2013.

4.1.4 The current permit scheme charges were introduced on the 1st June 2014.

4.2 Options Proposed

4.2.1 It is proposed to introduce refunds for Residents permits only as set out below:

- a) **Refund:** Any refund should be in line with current Duplicate/Replacement Fee.
 - i) Maximum of £40 refund as per below
 - ii) Minimum of £10 refund as per below:

	Refund
Permit returned 1-3 (calendar) months since issue	£40
Permit returned 4-6 (calendar) months since issue	£30
Permit returned 7-9 (calendar) months since issue	£20
Permit returned 10 (calendar) months since issue	£10
Permit returned 11-12 (calendar) months since issue	£0

- iii) Refund only approved if original permit returned, resident will be responsible for returning to Council (e.g. sending recorded delivery).
- iv) Will apply if resident with the 2nd Permit moves to another permit zone and requests a refund as they will become first permit holder. Permit must be returned.
- v) Will apply if resident with the 2nd permit request to become first permit holder in same household. Both permits must be returned for refund to apply. Resident will need to find alternative parking or apply for temporary permit whilst refund/re-issue of permit is processed. Temporary permit fee will apply.

4.2.2 It is further proposed to offer a transfer option for Residents permit holders who move within 6 months of issue to another or within same permit zone as set out below that have paid the second permit fee:

- b) **Transfer:** Second permit fee can be transferred if a resident moves to another or same permit zone within 6 (calendar) months of issue of second permit.
 - i) The same expiry date will be held.
 - ii) Both permits must be returned from original household for transfer to apply, to be received within the 6 calendar months.
 - iii) Transfer of fee completed when Residents submits an application with correct proof of residency and vehicle ownership for new household.
 - iv) Resident can still apply for temporary permit(s) when moving into new household. Temporary permit fee will apply. (Full permit application can follow later)
 - v) Residents that move after 6 (calendar) months of issue will not be entitled to transfer the fee and the full charge will apply.
 - vi) The transfer does not apply to first permit holders and a new application will be required.

4.2.3 In all cases permits must be returned to Council for refund/transfer to apply. If a permit is not received, the decision for refund/transfer will be decided by the Permit team, residents may be asked to make payment until disputes are resolved.

4.2.4 In all cases resident must write and confirm request for refund/transfer and provide details of new address for process of refund/transfer. Letter or e-mail to the Parking Permit team will be sufficient. Residents may be asked to make payment until disputes are resolved.

4.2.5 The refund/transfer does not apply to other permit types such as Visitors, Business, Discretionary or Temporary.

4.2.6 The new addition to the Permit Management Definitions is set out in Appendix 1.

4.2.7 It is proposed to introduce the refund/transfer from 1st August 2015 to allow time for back office systems to be changed.

4.2.8 Hunter's Wharf Development

4.2.9 There are 4 flats within the Hunter's Wharf development that have no parking associated with them: Flats 25, 27, 30 and 32.

4.2.10 Hunter's Wharf is located outside of the Permit Parking Zone 10R. Planning approval was granted in 2002 (Application Number 01/00564/FUL) and there are no planning informative's about the issue of on-street permits.

4.2.11 The table below shows the permits issued at the households:

Address	Current Issue	Previous Permits (Since 2007)
25 Hunter's Wharf	No Valid Permits	3 Discretionary Resident permits
		4 Discretionary Visitor permits

27 Hunter's Wharf	1 Discretionary Resident Permit	7 Discretionary Resident permits
		15 Discretionary Visitor Permits
30 Hunter's Wharf	1 Discretionary Visitor permit	9 Discretionary Resident permits
		19 Discretionary Visitor permits
32 Hunter's Wharf	1 Discretionary Resident Permit	4 Discretionary Resident Permits
	1 Discretionary Visitor Permit	7 Discretionary Visitor Permits

4.2.12 Residents of these properties under the current scheme are not entitled to any parking permit (including visitor permits). All applications are dealt with under the discretionary process.

4.2.13 The current zone capacity for 10R is 97% (May 2015).

4.2.14 The other households within Hunter's Wharf are eligible for one off-street parking place; therefore they are restricted to one vehicle per household.

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 Residents Parking Review included a survey of all 12,000 households within the current Residents Parking zones completed in 2010.

7. LEGAL IMPLICATIONS

7.1 The Traffic Regulation Order for Katesgrove Lane will need to be updated if the properties in Hunter's Wharf are included in the permit scheme.

8. FINANCIAL IMPLICATIONS

8.1 The financial implications are estimated in the table below, we would propose to introduce the change from the 1st August 2015.

		Maximum			Minimum
		£40	£30	£20	£10
Estimated number of Refunds per month	10	£400	£300	£200	£100
Estimated number of Refunds for 2015-2016	80	£3,200	£2,400	£1,600	£800
Estimated number of Refunds per year	120	£4,800	£3,600	£2,400	£1,200

8.2 The current estimated income for 2015-2016 is £223,900.

8.3 The estimated maximum loss of income is £4,800 for a full year.

9. BACKGROUND PAPERS

9.1 September 2009, February 2010, July 2010 and December 2010, July 2011 and June 2012 Cabinet reports. January 2013 Scrutiny Review and February 2013 Full Council reports.

10. APPENDIX

10.1 Appendix 1 - Update to Permit Management Definitions.

Residents Parking Definition Update:

New addition to the Definitions document:

- 1) “Refund” or “Transfer” of permit charge/fee relates to a Residents Permit holder only that has paid the second permit charge. Refunds/Transfer are not authorised for other permit types including but not limited to: Business, Visitor, Temporary, Discretionary permit fees.

a) **Refund:** Any refund should be in line with current Duplicate/Replacement Fee.

- i) Maximum of £40 refund as per below
- ii) Minimum of £10 refund as per below:

	Refund
Permit returned 1-3 (calendar) months since issue	£40
Permit returned 4-6 (calendar) months since issue	£30
Permit returned 7-9 (calendar) months since issue	£20
Permit returned 10 (calendar) months since issue	£10
Permit returned 11-12 (calendar) months since issue	£0

- iii) Refund only approved if original permit returned, resident will be responsible for returning to Council (e.g. sending recorded delivery).
 - iv) Will apply if resident with the 2nd Permit moves to another permit zone and requests a refund as they will become first permit holder. Permit must be returned.
 - v) Will apply if resident with the 2nd permit request to become first permit holder in same household. Both permits must be returned for refund to apply. Resident will need to find alternative parking or apply for temporary permit whilst refund/re-issue of permit is processed. Temporary permit fee will apply.
- b) **Transfer:** Second permit fee can be transferred if a resident moves to another or same permit zone within 6 (calendar) months of issue of second permit.
- i) The same expiry date will be held.
 - ii) Both permits must be returned from original household for transfer to apply, to be received within the 6 calendar months.
 - iii) Transfer of fee completed when Residents submits an application with correct proof of residency and vehicle ownership for new household.
 - iv) Resident can still apply for temporary permit(s) when moving into new household. Temporary permit fee will apply. (Full permit application can follow later)
 - v) Residents that move after 6 (calendar) months of issue will not be entitled to transfer the fee and the full charge will apply.
 - vi) The transfer does not apply to first permit holders and a new application will be required.
- c) In all cases permits must be returned to Council for refund/transfer to apply. If a permit is not received, the decision for refund/transfer

will be decided by the Permit team, residents may be asked to make payment until disputes are resolved.

- d) In all cases resident must write and confirm request for refund/transfer and provide details of new address for process of refund/transfer. Letter or e-mail to the Parking Permit team.

Update to definition document:

- 2) **“Temporary”** means a permit issued for a maximum of 8 weeks in the following circumstances:
 - a) New resident moved into a parking permit zone household
 - b) Change of vehicle
 - c) Temporary change of vehicle
 - d) Discretionary temporary permit
 - e) Resident requests change from 2nd permit holder to 1st permit holder (fee still applies)

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	17 JUNE 2015	AGENDA ITEM:	13
TITLE:	LOCAL SUSTAINABLE TRANSPORT FUND UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	CHRIS MADDOCKS	TEL:	0118 937 4950
JOB TITLE:	TRANSPORT PLANNING MANAGER	E-MAIL:	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 note the evaluation of the on-carriageway advisory cycle lane schemes on Lower Henley Road and Wokingham Road as set out in paragraph 4.9 and to retain the scheme on Lower Henley Road in its

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 programme of traffic signal upgrades are underway with works recently completed at Bath Road/Hogarth Avenue, Bath Road/Burghfield Road, The Meadway/Church End Lane, Queens Road/Sidmouth Street, Berkeley Avenue/Coley Avenue and the pedestrian crossing at Caversham Road/Randolph Road. Works are currently underway at Bath Road/Russell Street and A33/IDR, and works are due to commence at Berkeley Avenue/Rose Kiln Lane/St. Saviours Road. 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, Broad Street, Bridge Street, Thames Valley Park, Reading Station and Caversham Centre continuing to have particularly high levels of usage. Total rentals from the launch of the scheme in mid-June to the end of April are recorded as 22,595, covering an estimated 115,557 miles, with an ongoing mix of leisure, commuter and student use. Day tickets are popular for trying out the system and for occasional use.
- 4.5 The new docking station at Earley Station was launched on 18th March.
- 4.6 An event to mark the first year of the scheme is planned to take place at the University of Reading on the 10th June to celebrate the successful first year and to provide further publicity for the scheme.
- 4.7 Proposals are being developed to relocate a small number of docking stations from areas of very low usage to areas of high demand in order to ensure the longer-term sustainability of the scheme. Usage data from the first full year of operation and feedback from the customer survey undertaken in December are being used as an evidence base to develop these proposals.
- 4.8 The opportunity to appoint a sponsor for the scheme is continuing to be investigated by officers.
- 4.9 **Active Travel:** Evaluation of the recently introduced corridor advisory cycle schemes along Lower Henley Road and Wokingham Road indicates that there have been no injury accidents recorded since the advisory cycle markings were implemented and the Council has not received any further comments in relation to either scheme. In response to a previous complaint, an investigation by the Local Government Ombudsman concluded that the section of advisory cycle lane on the north side of Wokingham Road between Regis Park Road and Melrose Avenue which is less than 1.2m wide should be removed (see plan at Appendix A). It is estimated that the cost of removing the full schemes and reinstating the previous road markings would be approximately £30k, therefore it is recommended to retain the scheme on Lower Henley Road in its current form, and to amend the scheme on Wokingham Road between Regis Park Road and Melrose Avenue in line with the Local Government Ombudsman's recommendation. In addition officers will continue to monitor usage of both schemes.
- 4.10 Please refer to the Major Projects Update report for progress on the pedestrian cycle bridge over the River Thames.
- 4.11 **Park & Ride/Rail:** Please refer to the Major Projects Update report 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.

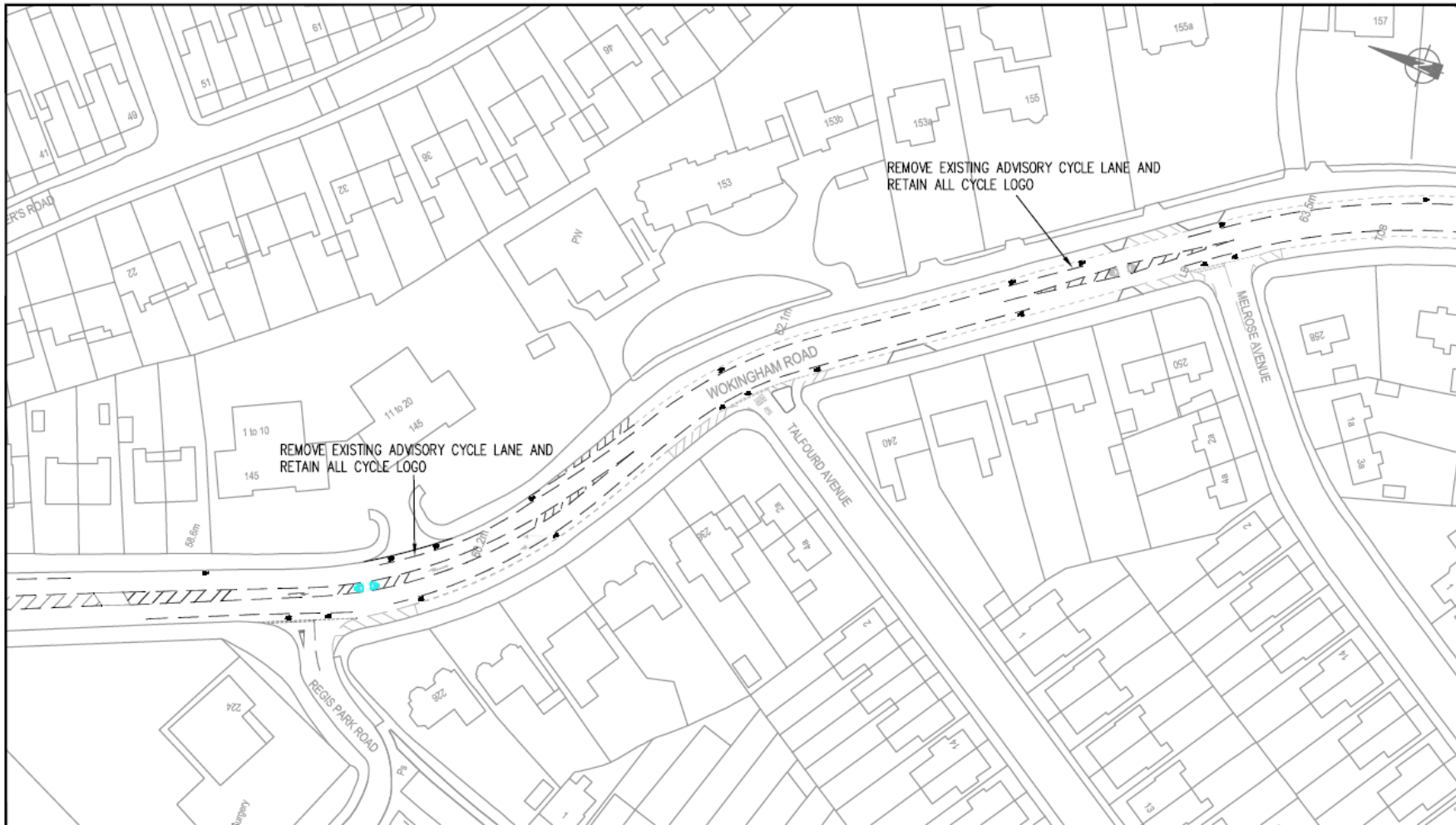
9. BACKGROUND PAPERS

9.1 Cabinet reports - 11th April 2011 and 28th November 2011.

9.2 Traffic Management Advisory Panel reports - 9th September 2011 to 14th March 2013.

9.3 Traffic Management Sub-Committee reports since 13th June 2013.

Appendix A - Wokingham Road Advisory Cycle Lane



Department of Environment
 Culture and Sport
 Civic Centre
 Reading
 RG1 7TD

project		scale		FAD Drawing Location:	
WOKINGHAM ROAD		N.T.S		drawn	JCH
drawing		drawing no.		checked	SB
ADVISORY CYCLE LANE - REMOVAL				approved	SB
				date	JUNE 2015

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	17 th JUNE 2015	AGENDA ITEM:	14
TITLE:	WEST AREA TRANSPORT STUDY		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	SOUTHCOTE & MINSTER
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1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to outline the rationale for the establishment of the West Reading Transport Study. The purpose of the study will be to identify, define and prioritise transport and related issues and opportunities in the Southcote area of Reading.

2. RECOMMENDED ACTION

- 2.1 The Sub-Committee is asked to note the contents of this report and to approve the establishment of the West Reading Transport Study.

3. POLICY CONTEXT

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

4. BACKGROUND

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

4.2 In support of this work the Council has developed a number of area transport studies. These have previously covered areas of Reading including North Reading, the A327 corridor, East Reading (including the University & Hospital area) and the Oxford Road Corridor. These studies have instigated the installation of a variety of measures, from dropped kerbs through to larger-scale highway works.

5. THE PROPOSAL

5.1 It is proposed to establish the West Reading Transport Study to identify, define and prioritise transport and related issues and opportunities in the Southcote area of Reading. The overriding objective of the study will be to take a balanced approach to enhancing the local area and connecting links through measures that improve accessibility, road safety for all users, better manage traffic and parking, and encourage use of public transport, cycling and walking.

5.2 The study will focus on the challenges and opportunities presented by the expansion of Southcote Primary School, the opening of the Wren Secondary Free School at the former Elvian School site on Southcote Lane, and the proposed residential development at Coley Park at the former DEFRA site on Coley Avenue.

5.3 It is envisaged that proposals will be developed as part of the study to improve pedestrian facilities and parking arrangements in line with the forthcoming land-use developments in the study area.

5.4 It is proposed that the West Reading Transport Study Steering Group will be established to direct progress of the study. Membership of the Steering Group will include the Local Councillors for Southcote and Minster Wards, and will be chaired by the Lead Member for Strategic Environment, Transport and Planning.

5.5 The draft Terms of Reference for the West Reading Transport Study Steering Group, including a map of the proposed study area, are provided at Appendix A below.

5.6 The Sub-Committee is asked to note the contents of this report and to approve the establishment of the West Reading Transport Study.

6. CONTRIBUTION TO STRATEGIC AIMS

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

6.2 To develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Statutory consultation will be undertaken in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

8. LEGAL IMPLICATIONS

8.1 None arising from this report.

9. EQUALITY IMPACT ASSESSMENT

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

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

10. FINANCIAL IMPLICATIONS

10.1 The study will be funded by existing Transport budgets and S106/CIL contributions where appropriate.

11. BACKGROUND PAPERS

11.1 N/A

APPENDIX A

West Reading Transport Study Steering Group

Terms of Reference - Draft for Discussion

Study Aim

To take a balanced approach to enhancing the local area and connecting links through measures that improve accessibility, road safety for all users, better manage traffic and parking, and encourage use of public transport, cycling and walking.

Purpose of the Steering Group

To direct the progress of the West Reading Transport Study in order to identify, define and prioritise transport and related issues and opportunities in the Study Area (map provided below).

Membership

- Lead Member for Strategic Environment, Planning and Transport
- Southcote Ward Members
- Minster Ward Members
- Council Transport Officers
- Other stakeholders (as appropriate)

Reporting Structure

- Officers to report findings of internal work to Steering Group.
- Steering Group to adhere to the Information Protocol (provided below) and agree any information to be presented to the public.

Frequency of Meetings

The West Reading Transport Study Steering Group to meet according to the timescale agreed at meetings of the Steering Group, in order to discuss and make key decisions to progress the study.

Areas of Responsibility

To consider transport related issues and opportunities within the defined Study Area, prioritise potential measures for funding and implementation and to update the Council, public and other relevant parties on these priorities and decisions.

In particular, to focus on the challenges and opportunities presented by the expansion of Southcote Primary School, the opening of the WREN Secondary Free School and the proposed residential development at Coley Park; and to progress plans to improve pedestrian facilities and parking arrangements in the area (subject to the availability of funding).

To agree consultation methods and materials in order to gain the most appropriate feedback on transport issues and opportunities from local residents, businesses and other organisations representing the area.

To have specific regard to the policies and objectives contained within the Local Transport Plan 3 and the opportunities identified in the Area-Wide and South Western Local Action Plans.

To support any research, modelling or other work deemed necessary and appropriate to investigate the transport issues and opportunities in the area, and to coordinate with other authorities and organisations as necessary.

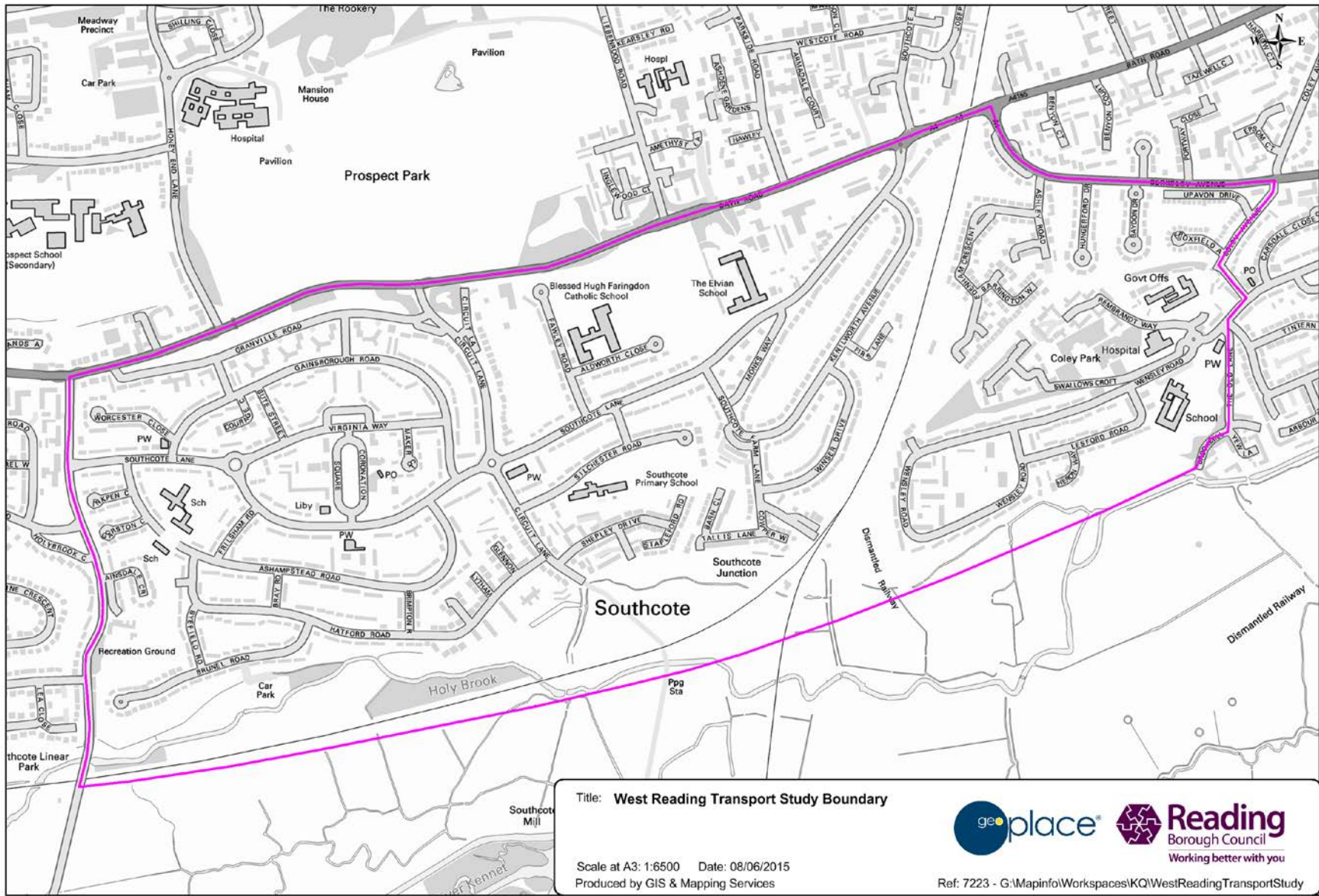
To have due regard to low cost alternatives, value for money and the 'whole life cost' of any proposed schemes, including longer term maintenance implications to be as practical and cost effective as possible.

To note the limited availability of current funding sources and the aim to implement any approved schemes using S106/CIL funding as it becomes available.

To promote understanding of strategic proposals and cross-sector strategies, and ensure integration of any proposals identified through this study with wider Council strategies such as those for School Travel, the Cycling Strategy, Local Development Framework and the Sustainable Community Strategy.

Reading Borough Council
June 2015

Proposed Study Area



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Information Protocol

Due to the need for Ward Member involvement no matter the political make-up of the Wards involved, the Study should be regarded as being a 'Cross Party' strategy and as such, must not be undermined by the premature dissemination or publication of details.

The following Information Protocol seeks to achieve this aim, and all members of the Study Steering Group are encouraged to abide by it.

1. All discussions at the Steering Group meetings are confidential.
2. No member of the Steering Group will publish details of confidential discussions unless agreed by the Steering Group in advance.
3. Minutes of meetings of the Steering Group will remain confidential.
4. Any documents, plans or other materials circulated through the Steering Group will remain confidential unless publicly available through other means (e.g. Committee report) or unless agreed by the Steering Group in advance.
5. If a member of the Steering Group intends to refer to the West Reading Transport Study in any public forum, publication, article, newsletter or website, its content will be checked with the latest minutes of the Steering Group for accuracy.