

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

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Your contact is: **Richard Woodford - Committee Services**

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 16 SEPTEMBER 2015

A meeting of the Traffic Management Sub-Committee will be held on Wednesday 16 September 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	-

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 17 JUNE 2015	-	1
3. DECLARATIONS OF INTEREST	-	-
4. QUESTIONS FROM COUNCILLORS	-	-
Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.	-	-
5. PETITIONS		
(A) PETITION - PARKING PROBLEMS IN LOWER HAMILTON ROAD	PARK	13
To report to the Sub-Committee the receipt of a petition highlighting parking problems in Lower Hamilton Road (from Wokingham Road to Crescent Road).		
(B) PETITION FOR A RESIDENTS PARKING ZONE IN CARDINAL CLOSE AND THE PARKING LAY-BY AT THE END OF WOLSEY ROAD	CAVERSHAM	16
To report to the Sub-Committee the receipt of a petition requesting that the Council introduce a resident parking zone in Cardinal Close and a parking layby in Wolsey Road.		
(C) OTHER PETITIONS		
To receive any other petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		
6. PETITION FOR TRAFFIC CALMING MEASURES IN SHEPHERDS LANE - UPDATE	MAPLEDURHAM	19
A report providing the Sub-Committee with an update on the review of the petition received from residents of Caversham Heights requesting that the Council investigate and resolve traffic safety issues in Shepherds Lane.		
7. PETITION FOR A ZEBRA CROSSING ON ADDINGTON ROAD - UPDATE	REDLANDS	23
A report to update the Sub-Committee on the review of the petition received from residents of Redlands Ward requesting a zebra crossing on Addington Road.		

8. PETITION FOR A 20mph ZONE IN BRIANTS AVENUE AND SURROUNDING ROADS - UPDATE	CAVERSHAM	27
<p>A report to update the Sub-Committee on the review of a petition received from residents asking the Council to improve road safety by implementing a 20mph zone in Briants Avenue and surrounding roads.</p>		
9. WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2015 (A) & REQUESTS FOR WAITING RESTRICTION REVIEW 2015 (B)	BOROUGHWIDE	31
<p>To inform the sub-committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2015A and to provide an update of the forthcoming list of requests for waiting restrictions within the Borough that have been raised by members of the public, community organisations and Councillors, since March 2015.</p>		
10. TARGET JUNCTION TRIAL TRAFFIC SIGNAL SWITCH-OFF - UPDATE (BROAD STREET / ST MARY'S BUTTS / OXFORD ROAD / WEST STREET)	ABBHEY	49
<p>A report to update the Sub-Committee on the trial switch-off of the traffic signals at the 'Target junction', which is the junction of Broad Street with St Mary's Butts and West Street, and to set out the response to the trial so far and feedback from the Access & Disabilities Forum and other individuals.</p>		
11. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT	BOROUGHWIDE	54
<p>A report to update the Sub-Committee on the progress made towards encouraging sustainable travel to school through the development of new Travel Plans for the Primary Schools that are expanding this autumn.</p>		
12. CONNECTING READING: CAR CLUB AND MULTIMODAL HUBS	BOROUGHWIDE	58
<p>A report advising the Sub-Committee of funding secured from the Department for Transport towards providing two new car club spaces in Reading with links to other modes of transport. This will provide more sustainable door to door journey possibilities for people without access to a car</p>		
13. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE	ABBHEY, CAVERSHAM & WHITLEY	63
<p>A report to update the Sub-Committee on the current major transport and highways projects in Reading.</p>		

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|-----|--|----------------------|----|
| 14. | CYCLING SCHEMES - UPDATE REPORT | BOROUGHWIDE | 68 |
| | To update the Sub-Committee on the significant programme of cycle improvements in Reading over the past 12 months, the resulting increased levels of cycling in the borough and future cycle schemes that are currently being progressed. | | |
| 15. | OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS (WALDECK STREET & SWAINSTONE ROAD) & INFORMAL CONSULTATION RESULTS FROM GRANGE AVENUE AREA | KATESGROVE &
PARK | 72 |
| | A report to update the Sub-Committee on the responses received to the advertised Swainstone Road & Waldeck Street Traffic Regulation Order and to report the results of the informal consultation carried out within the Grange Avenue area. | | |

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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| 16. | APPLICATIONS FOR DISCRETIONARY PARKING PERMITS | 85 |
| | To consider appeals against the refusal of applications for the issue of discretionary parking permits. | |

DATE AND TIME OF NEXT MEETING:

Tuesday 3 November 2015 at 6.30 pm

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 17 JUNE 2015

Present: Councillor Page (Chair)
Councillors Debs Absolum, Ayub, Dennis, Hacker, Hopper, Jones, McDonald, Terry and Whitham.

Also in attendance: Councillors Rodda and Vickers

1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

Questions on the following matters were submitted, and answered by the Chair:

Questioner	Subject
Mark Drukker	Reading Half-Marathon road closures
Mark Drukker	Pedestrian Crossings

(The full text of the questions and replies were made available on the Reading Borough Council website).

(2) Presentation - Review of Reading Bridge Closure - Construction and Traffic Impact

Sam Shean, Streetcare Services Manager, gave a presentation on the Reading Bridge Strengthening Scheme, including photographs that showed the deterioration of the Bridge which led to the need for the restorative work and details of the work completed thus far.

Resolved:

- (1) That Sam Shean be thanked for his presentation;
- (2) That Sam Shean and his colleagues be thanked for their contributions in ensuring the success of the project to secure the bridge and for minimising the disruption to traffic during its closure.

(3) Friends of the Earth Campaign - objection to the M4 widening proposals

John Booth from Reading Friends of the Earth outlined the current proposals by Highways England to widen the M4 between junctions 3 and 12, which involved the use of the hard shoulder and the replacement of bridges, and informed the Sub-Committee of the opportunity to object to this scheme via the Planning Inspectorate (PINS) website.

Resolved: That the position be noted.

2. MINUTES

The Minutes of the meeting of 12 March 2015 were confirmed as a correct record and signed by the Chair.

3. QUESTIONS FROM COUNCILLORS

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

4. PETITIONS

(a) Petition for a 20mph zone in Briants Avenue and surrounding roads

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 294 signatures asking the Council to introduce a 20mph zone in Briants Avenue and surrounding roads.

The petition read as follows:

"We the undersigned request that Reading Borough Council improve road safety on our streets by implementing a 20mph zone in Briants Avenue and surrounding roads including, Nelson Road, Montague Street, Marscak Street, St John's Road, South View Avenue, Washington Road and Ardler Road".

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, lead petitioners Caroline Langdon and Beryl Jelliman 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 petitioners be informed accordingly.

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

Further to minute 86 of the meeting on 12 March 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the investigations and assessment of the wider traffic concerns that had been raised by parents and representatives of both English Martyrs Catholic School and St Michael's Primary School.

The report stated that the initial assessments had been completed and concluded 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 that provided little scope for additional traffic calming features, raised crossing points or improved parking measures to stop footway parking. Consideration was therefore given to the conversion of both crossing points outside each school to zebra crossings, subject to the usual road safety audit process, along with any other changes required as a result of the concept and final designs.

The report stressed that there was not currently a measurable road safety problem on Dee Road and so the risks of carrying out changes to the highway had to be assessed. However, it was felt the presence of formal crossing should encourage better driving, although the

crossing zig-zag markings would limit the on-street parking and so could lead to an increase in irresponsible parking on the footways.

The report explained that the width of the dropped kerbs would need to be increased at the current pedestrian crossing points and a short length of the parking bay removed to create the width required for a zebra crossing. There would also be a requirement to alter the current waiting restrictions as the crossing zig-zags would overlay the 'School Keep Clear' markings. The police had also requested a review of the gap in the current waiting restrictions on Dee Road between Elvaston Way and the bus stop. In addition the school warning signs on the approach to the schools would be replaced for programmable ones that came on automatically.

The report concluded that the recommendation was to proceed with the detailed design work and promote the formal zebra crossings as indicated. The estimated cost of this scheme was £50,000, with the final value determined at the detailed design stage.

At the invitation of the Chair, lead petitioner Mrs Simpson-Holland and Councillor Vickers addressed the Sub-Committee.

Resolved:

- (1) That the report be noted;
- (2) That the proposal proceeded to detailed design and, subject to the results of a safety audit, the changes outlined within the report to introduce two zebra crossings for the schools in Dee Road be implemented;
- (3) That the Head of Legal and Democratic 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;
- (4) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals in accordance with the Traffic Regulation Orders;
- (5) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to advertise the Traffic Regulation Orders for the proposed introduction of traffic calming in accordance with the Local Authorities Traffic Orders and Section 90c of the Highways Act 1980 and subject to no objections being received to make the Traffic Regulation Order;
- (6) That any objections to the statutory consultations be reported to a future meeting of the Sub-Committee.

6. TARGET JUNCTION IMPROVEMENT REVIEW AND OPTIONS AND RESUBMISSION OF PETITION TO CANCEL PLANS TO SWITCH OFF THE TRAFFIC LIGHTS AT BROAD STREET/ WEST STREET JUNCTION

The Director of Environment and Neighbourhood Services submitted a report on the resubmission of a petition with additional signatories asking the Council to cancel plans to switch off the traffic lights at the Broad Street/West Street junction. The report stated that this petition had originally been presented to the committee in March 2015 (Minute 85b refers).

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 explained that the traffic signal switch off was being carried out on a trial basis and that a full evaluation report had been submitted to this meeting (as detailed below).

The Director of Environment and Neighbourhood Services had also submitted a report informing the Sub-Committee of the results of the trial switch-off of the traffic signals at the 'Target' Junction, which was the intersection of Broad Street, St Mary's Butts, Oxford Road and West Street. A drawing showing proposed opportunities for the junction (TC/target concepts/01) was attached to the report at Appendix 1.

The report stated that observations from a week-long failure of the traffic signals at the 'Target' junction in 2014 had led to the question as to whether the traffic signals actually served any purpose as it seemed that during their failure both pedestrians and public transport appeared to benefit. This had led to a six month trial period, which had commenced in January 2015, to allow all users to experience the junction in an 'uncontrolled' state. As a result of the trial there had been a petition collected by both The Guide Dogs for the Blind and the Berkshire Blind Society but very little other feedback had been received from the general public.

The report explained that the main area of concern remained crossing at the junction by blind and partially sighted people who said that they could not tell from which direction vehicles were approaching. An independent road safety assessment had been carried out and had 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 remained so without the traffic signals operating.

The report laid out the options for the future as follows:

- 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 catered better for the blind and partially sighted people, especially across Broad Street (West).

The details of the opportunities that would be created without the signals were outlined in the report and on the drawing that was attached to the report at Appendix 1. These included enhancing the 'shared space' area, providing a dedicated route for blind and partially sighted users, improving cycle parking and improving visibility for bus drivers.

The report also stated that the Reading Taxi Association had expressed support for the trial and that Reading Buses had reported shorter journey times on most routes using the junction. Reading Buses had also estimated that the change had eliminated a cumulative 12 hours of bus idling each weekday with commensurate reductions in particulate and nitrous oxides emissions.

At the invitation of the Chair, Mrs M Cross, Mr J Young and Mrs K Rowland addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the representations and feedback received thus far be noted and the trial be continued to allow for further public consultation;
- (3) That the proposals shown on the drawing TC/target concepts/01 be the basis of a public consultation and the results be reported to the next meeting of the Sub-Committee, along with a final scheme proposal;
- (4) That specific meetings be arranged with representatives of The Guide Dogs for the Blind and Blind Associations, the Access and Disabilities Working Group, Reading Buses and other relevant organisations.

7. RIDGEWAY SCHOOL - TRAFFIC MANAGEMENT REVIEW

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on 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. A map showing the location of Whitley Wood Road and Hillbrow was attached to the report at Appendix 1 and a photograph of parking was attached to the report at Appendix 2.

The report stated that Ridgeway Primary School was being extended from a one form entry school to a three form entry school and that part of this proposed expansion included the provision of a new vehicular entrance from Hillbrow. This new entrance would allow access for deliveries and visitors, with the staff vehicular access from Willow Gardens being retained.

The report explained that the pedestrian access would be maintained via the existing footpath to the school which was located behind the properties on the west side of

Hillbrow. As a result of this footpath, parents of pupils attending the school dropped off and picked up from Hillbrow, with some parking taking place within close proximity of the junction of Whitley Wood Road and Hillbrow, as demonstrated in the photograph at Appendix 2.

The report also stated that no restrictions were currently provided at the junction and so it was proposed to provide a 'No Waiting at Any Time' restriction around the junction. This would ensure visibility at the junction was maintained and that vehicles did not park to the detriment of road safety. It was also proposed that the 'No Waiting at Any Time' restriction be extended 25 metres to the west along Whitley Wood Road so that it adjoined the existing 'School Keep Clear' markings to ensure that parents did not drop off and/or pick up their children from Whitley Wood Road, which would have detrimental implications for visibility at the junction.

Resolved:

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

8. BI-ANNUAL WAITING RESTRICTION REVIEW - STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report seeking approval from the Sub-Committee to carry out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions. The B-Annual Waiting restriction review programme list of streets, with officer's recommendations, was tabled as Appendix 1 at the meeting.

The report stated that the council regularly received correspondence from the public, councillors and organisations with requests for new or alteration to formal waiting restrictions and that these requests were reviewed on a six monthly basis, commencing in March and September of each year, to ensure best value from the statutory processes.

The report explained that further to the report submitted to the meeting of the Sub-Committee in March 2015 (Minute 87 refers), consultation with Ward Councillors had been completed and the resultant proposals to take forward to the statutory consultation process were detailed in Appendix 1.

At the invitation of the Chair, Mrs J Hanfling, resident of Redlands Road, and Mr & Mrs Harrington, residents of Honey End Lane, addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals listed in Appendix 1 (with the exception of those detailed in (3) below) in accordance with the Local Authorities Traffic Orders Regulations and subject to no objections being received to make the Traffic Regulation Order;
- (3) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows;
 - (i) Norcot/Southcote: Cockney Hill and Honey End Lane - to defer the decision and a meeting be convened with residents, Ward Councillors and officers to discuss issues;
 - (ii) Park/Redlands: Eastern Avenue - that the revised plan (tabled at the meeting) be advertised, subject to any changes required to accommodate the use of the road by buses;
 - (iii) Redlands: Newcastle Road - to defer the request;
 - (iv) Redlands: Cintra Ave and Warwick Road - to defer the request.
- (4) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transport, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport be authorised to make minor changes to the proposals;
- (6) That consideration be given to prioritising future Section 106 funding to widening Eastern Avenue and providing parking bays.

9. REMOVAL OF HIGHWAY VERGES - LOCAL POLICY

The Director of Environment and Neighbourhood Services submitted 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.

The report stated that there had been a recent change in planning requirements, prompted by national policy in response to concerns of urban flooding, that meant that the removal of an existing permeable area such as a front garden to a non-permeable hard-standing over 5m² now required planning permission. Often the conversion of a front garden was linked with a request for a dropped kerb to cross the footway or verge and whilst the Council provided a service to carry out such work (funded by the applicant), the applicant was free to use any private contractor who was authorised to work on the public highway and who met the Council's requirements.

The report explained that there was potentially an inconsistency in providing a dropped crossing as such alterations to the public highway could be done as a permitted development and so planning permission did not apply. Therefore the dropped crossing

could be constructed in a non-permeable material which could affect drainage water if it had involved the removal of a verge and so to ensure consistency with national policy any loss of highway verge should be included and the cost of creating a permeable dropped crossing should be fully covered by the applicant. This would protect the urban drainage and reduce the risk of flooding by slowing down the run-off into surface water drains.

The report added that the same policy would also apply to the loss of verge for any other alterations, including, for example, the construction of parking laybys by a developer, although all other options must firstly be considered before the removal of verge to create parking.

Resolved -

- (1) That the report be noted;
- (2) That local policy be aligned to national policy in ensuring that any loss in highway verge be replaced with an approved permeable surface.

10. 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, Reading Station Area Redevelopment, the new Pedestrian and Cycle Bridge and Mere oak and Winnersh Triangle park and ride schemes.

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 had continued to review the current programme to minimise any disruption whilst the improvement works took place by limiting lane closures to off peak hours and some night working. Works on the northbound approach to the A33/Rose Kiln Lane junction had been completed in April 2015 and had created additional left turn capacity and improvements to the overall operation of the gyratory.

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. The full advertised bridge closure had taken place between 18 and 30 May 2015 when the entire road surface was removed down to the bridge deck and concrete repairs carried out before carbon fibre strengthening rods were inserted, the deck covered in water proofing and the road layers rebuilt. Work was currently continuing under off-peak lane closures and included replacement of the footway slabs with Fibre Reinforced Polymer (FRP) slabs, carbon fibre strengthening under the central section of the bridge river span, completion of the concrete repairs and painting of the bridge.

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 Secretary of State for Transport had now confirmed the Compulsory Purchase Order (CPO) and the SRO. Network Rail were due to commence the procurement process for the works which were expected to start in August 2015.

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 autumn 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 September 2015. The bridge would provide a key new route for pedestrians and cyclists between Caversham, Reading Station and central Reading.

The report stated that the majority of the preparatory work for the bridge had been completed and that the remaining six sections of the bridge, including the 37 metre high mast would be transported in overnight in June 2015. When complete, the bridge would be approximately 120m long, with a 68m span across the River Thames.

The report also stated that it was necessary to dedicate the new bridge and the associated new footway/cycle links as Public Highway and that this would be completed as a Declaration under the provisions of the Highways Act 1980.

MereOak and Winnersh Triangle Park and Ride schemes

The report stated that construction works were underway for the new park and ride sites at MereOak, 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 August 2015 for MereOak and September 2015 for Winnersh Triangle.

Resolved -

- (1) That the report be noted;
- (2) That the new Pedestrian and Cycle Bridge and associated footway and cycleway links be dedicated as Public Highway under the provisions of the Highways Act 1980.

11. RESIDENTS PARKING - REVIEW OF RESIDENT PERMIT RULES/ DEFINITIONS AND REVIEW OF HUNTER'S WHARF HOUSEHOLDS - 25, 27, 30 AND 32

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the proposal to change the Resident Parking Permit Scheme Rules and Definitions to include the option for second permit fees to be refunded or transferred. The new Refund/Transfer Process for second permit charges in the Permit Management Definitions was attached to the report at Appendix 1.

The report laid out the proposals for refunds which would be offered on a scale from £10 if the permit was returned within 10 calendar months since issue and rising to £40 if returned within 1-3 months since issue. It was also proposed to offer a transfer option for Residents permit holders who moved within six months of issue to another or within the same permit zone. These proposals would only apply where the second permit fee had been paid and would not apply to other permit types such as Visitors, Business, Discretionary or Temporary.

The report also explained that there were four properties within Hunter's Wharf in Katesgrove Lane that had no parking associated with them (Flats 25, 27, 30 and 32), whereby the other households in Hunter's Wharf were eligible for one off-street parking place. The report sought approval to include these four properties within the Permit Parking Zone 10R.

At the invitation of the Chair, Councillor Rodda and Ms F Green, resident of Hunter's Wharf, addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the Permit Management Rule Definitions be updated to reflect the changes set out in the report;
- (3) That Hunter's Wharf Flats 25, 27, 30 and 32 be included within Permit Parking Zone 10R with an entitlement of one permit per household.

12. 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, which were Personalised Travel Planning, Ticketing and Information, Cycle Hire, Active Travel and Park & Ride/Rail. Within these themes 25 projects had been identified and 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 Bath Road/Hogarth Avenue, Bath Road/Burghfield Road, The Meadway/Church End Lane, Queens Road/Sidmouth Street, Berkley Avenue/Coley Avenue and the pedestrian crossing at Caversham Road/Randolf Road would lead to improved junction efficiency across modes;
- The continued increase in usage of the ReadyBike cycle hire scheme, with total rentals to the end of April 2015 recorded as 22,595, which covered an estimated 115,557 miles;
- The installation of a new cycle hire docking station at Earley Station in March 2015;
- Proposals 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, along with investigating the opportunity to appoint a sponsor for the scheme;
- The implementation of two corridor advisory schemes for cyclists along Lower Henley Road and Wokingham Road that included on-carriageway advisory cycle markings. However, in response to a complaint, the Local Government Ombudsman had concluded that the section of advisory cycle lane on the north side of Wokingham Road between Regis Park Road and Melrose Avenue should be removed. A detailed plan was attached to the report at Appendix 1.

Following a discussion on the advisory cycle lanes it was agreed that the current ones were unsuitable and that no further lanes should be introduced at present as, although the Sub-Committee were supportive of the Cycle Strategy, many of the roads in Reading were too narrow to include cycle lanes due to the width required to avoid the hazard posed by doors opening on parked cars.

Resolved -

- (1) That the progress made on the Local Sustainable Transport Fund Projects be noted;
- (2) That the current advisory cycle lane schemes be removed but retaining, where possible, the cycle logos which would provide a reminder to motorists;
- (3) That no further advisory cycle lane schemes be implemented pending a review of the Cycle Strategy.

13. WEST AREA TRANSPORT STUDY

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the rationale for the establishment of the West Reading Transport Study which would identify, define and priorities transport and related issues and opportunities in the Southcote area of Reading.

The report stated that the objective of the study would be to take a balanced approach to enhancing the local area and connecting links through measures that improved accessibility, road safety for all users, better managed traffic and parking and encouraged the use of public transport, cycling and walking.

The report explained that the study would 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 the former DEFRA site on Coley Avenue.

It was proposed in the report that the West Reading Transport Study Steering Group be established to direct progress of the study and that the membership of the Steering Group included the Councillors for the Southcote and Minster Wards. The Terms of Reference for the Steering Group and a map of the proposed study area were attached to the report at Appendix 1.

Resolved -

- (1) That the report be noted;
- (2) That the Terms of Reference for the West Reading Transport Study Steering Group and the proposed study area be approved.

14. 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.

15. 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 10 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to applications 1.0 and 1.3, a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That with regard to applications 1.1 and 1.6, a discretionary permit be issued, personal to the applicant;
- (3) That with regard to application 1.7, a discretionary permit be issued if the applicant provided the evidence required with regard to ownership of property and registration of the vehicle;
- (4) That with regard to application 1.9, the decision be deferred to obtain more information from the applicant with regard to the use of a disabled parking badge;
- (5) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.2, 1.4, 1.5 and 1.8 be upheld.

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

(The meeting started at 6.30pm and finished at 9.00pm).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 SEPTEMBER 2015	AGENDA ITEM:	5A
TITLE:	PETITION HIGHLIGHTING PARKING PROBLEMS IN LOWER HAMILTON ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	ANDREW STURGEON	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	andrew.sturgeon@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition highlighting parking problems in lower Hamilton Road (from Wokingham Road to Crescent Road), Park Ward.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition is received and officers investigate the issue and report back their findings to a future meeting of the Sub-committee.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision for resident parking and waiting restrictions is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

4.1 A petition has been received from residents of lower Hamilton Road (between Wokingham Road and Crescent Road), Park Ward relating to parking problems within the street.

4.2 The wording of the petition reads: *'We are concerned about the parking situation in lower Hamilton Road and recently held a consultation with all the residents to discover their views on sending a petition to the Council about some form of residents parking scheme, or similar, which will address the problems we have. We would be grateful if the Committee would consider this petition and hold a consultation in the area to look at the problems and consider ways forward.'*

Hamilton Road is long and narrow, as compared with many other roads in the Borough, and cannot accommodate vehicles parked on both sides (4-wheels in the road) as well as through traffic in single file. The result has been a growing use of pavement parking, which is now considered the norm. The impact of this is particularly hard on pedestrians, especially children, anyone who is slow, has a mobility or balance problem, as well as parents with buggies and people in wheelchairs. The other impact on many car owners here is the difficulty they often have in entering and leaving their properties by car because of vehicles obstructing their entrances. There has also been an instance when the fire engine has not been able to get up the road unimpeded.'

4.3 The petition is signed by four residents of Hamilton Road and concludes with a summary of the results, additional comments made by residents, the original letter and the reply slip.

4.4 The Sub-committee is asked to note the petition and officers will report back their findings to a future meeting of the Sub-committee.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 SEPTEMBER 2015	AGENDA ITEM:	5B
TITLE:	PETITION FOR A RESIDENTS PARKING ZONE IN CARDINAL CLOSE AND THE PARKING LAY-BY AT THE END OF WOLSEY ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	CAVERSHAM
LEAD OFFICER:	ANDREW STURGEON	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	andrew.sturgeon@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to introduce a resident parking zone in Cardinal Close and the parking layby in Wolsey Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition is received and officers investigate the issue and report back their findings to a future meeting of the Sub-committee.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision for resident parking and waiting restrictions is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

4.1 A petition has been received from residents of Cardinal Close requesting the introduction of a residents parking zone within Cardinal Close and the parking lay by within Wolsey Road.

4.2 The wording of the petition reads: *'We the undersigned call on Reading Borough Council to implement a Residents parking zone in Cardinal Close and the parking lay-by at the end of Wolsey Road'*.

4.3 The Sub-committee is asked to note the petition and officers will report back their response to a future meeting of the Sub-committee.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 SEPTEMBER 2015	AGENDA ITEM:	6
TITLE:	SHEPHERDS LANE - PETITION FOR TRAFFIC CALMING MEASURES - UPDATE REPORT		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	MAPLEDURHAM
LEAD OFFICER:	GRACE WARREN	TEL:	0118 937 2906
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	grace.warren@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To update the Sub-Committee on the review of the petition received from residents of Caversham Heights requesting that the Council investigates and resolves traffic safety issues in Shepherds Lane.

2. RECOMMENDED ACTION

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

3. POLICY CONTEXT

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

4. THE PROPOSAL

- 4.1 A petition containing 57 signatures was received from some residents of Caversham Heights, requesting that the Council investigates and resolves traffic speeding issues in Shepherds Lane. The petition was reported to Traffic Management Sub-Committee in March 2015 for further investigation.

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

- 4.2 Shepherds Lane is a standard width two way road that is subject to a 30mph speed limit with street lighting. The road provides a link between Upper Woodcote Road and Kidmore Road.
- 4.3 In response to this petition a speed survey was undertaken on Shepherds Lane. The speed survey took place on Thursday 6th August 2015.
- 4.4 The mean speed is recorded as 28.4 mph with the 85th percentile speed as 33.8 mph. The mean speed is the speed at which most drivers are travelling and is used by local authorities for speed limit setting. The 85th percentile is the speed which 85% of the vehicles are not exceeding and is used by the police for enforcement purposes based on the highest speeds recorded. The results of the survey demonstrate that the mean and 85th percentile speeds are typical for the nature of this road.
- 4.6 The duty of the highway authority is to ensure that the highway is as safe as reasonably practicable. This is achieved by using accident data supplied by the police where the Council can identify a pattern of those locations that have the worst record. The accidents statistics have been checked for Shepherds Lane and no injury accidents have been recorded within its entire length during the latest 3 year period.
- 4.7 Many requests are received for measures to address specific issues such as speeding vehicles and traffic calming. Unfortunately there are insufficient funds to deal with every such request and therefore priority is given to those sites with an existing history of injury accidents where there is a causation factor that is treatable.

- 4.8 The vast majority of drivers do drive responsibly, but sadly there will always be a small minority of drivers who will not drive at an acceptable speed, whatever measures are placed on the road to encourage them to do so. It may be the case that speed enforcement is the only option, however, the focus is on casualty reduction and prolonged enforcement is targeted at those roads that already demonstrate a poor safety record.
- 4.9 Speeding within residential streets has been shown to be one of the greatest concerns for those that live there. Since the introduction of community initiatives both by the Police, Neighbourhood Action Groups (NAGs) and the Council (community liaison officers) concerns of vehicle speed and/or the perception of speeding is one of the most requested areas for action. Speeding is only enforceable by the Police although the Council is responsible for the highway and the implementation of traffic management initiatives. With increasing concern of speeding being expressed by residents the Council has developed a speed awareness strategy. The Council has a list of locations where concern of vehicle speed has already been raised throughout the Borough and Shepherds Lane will be added to this list.
- 4.10 The speed awareness campaign is designed to provide the Council with a factual view of vehicle speeds within those areas of concern. The deployment of vehicle activated signs will enforce the message that a speed limit exists and encourage drivers to comply with that limit. Where there are higher speeds recorded, the speed awareness campaign will use the data collected to determine and justify other possibilities, for example enforcement and/or changes in traffic management.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 Petition report - TM Sub March 2015

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 SEPTEMBER 2015	AGENDA ITEM:	7
TITLE:	PETITION FOR A ZEBRA CROSSING ON ADDINGTON ROAD - UPDATE		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	REDLANDS
LEAD OFFICER:	GRACE WARREN	TEL:	0118 937 2906
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	grace.warren@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To update the Sub-Committee on the review of the petition received from residents of Redlands Ward requesting a zebra crossing on Addington Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the request for a pedestrian crossing on Addington Road be progressed no further by officers as the existing pedestrian and vehicle flows do not meet the necessary threshold set by Department for Transport.
- 2.3 That Addington Road continues to be monitored as part of the Council's ongoing road safety strategy.
- 2.4 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

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

4. THE PROPOSAL

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

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

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

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

It was agreed by members of the Sub-Committee that officers would investigate the request.

- 4.2 Addington Road (between Redlands Road and Craven Road) is an 8m wide two-way road that is subject to a 30mph speed limit with street lighting and on-street parking along its length.
- 4.3 Many requests are received for measures to address specific issues such as crossing roads. Unfortunately, there are insufficient funds to deal with every such request and, therefore, priority is given to those sites with an existing history of injury accidents where there is a causation factor that is treatable. The latest 3 year accident statistics show no injury accidents have occurred along this section of Addington Road.
- 4.4 The requirements for pedestrian facilities are set out by central government where we are obliged to measure the demand by a pedestrian/vehicle count (PV²) during the four busiest hours of the day. The PV count is used to determine the appropriateness of pedestrian facilities as required by local highway authorities.
- 4.5 A PV² count was undertaken on Thursday 16th July between the hours of 0700 - 1900. The four busiest observed hours for both vehicles and pedestrians were 0700-0800, 0800-0900, 1600-1700, 1700-1800.

4.6 The PV count survey demonstrated that this section of Addington Road does not meet the criteria for installation of a formal 'controlled' crossing (zebra or pelican). Officers are therefore unable to progress this request any further.

4.7 However, the approach to general road safety in the area will continue to be reviewed as part of the Council's ongoing annual road safety strategy.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 TM Sub Committee 12th March 2015 petition submission.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 th SEPTEMBER 2015	AGENDA ITEM:	8
TITLE:	PETITION FOR A 20mph ZONE IN BRIANTS AVENUE AND SURROUNDING ROADS - UPDATE REPORT		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	CAVERSHAM
LEAD OFFICER:	GRACE WARREN	TEL:	0118 937 2906
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	grace.warren@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To update to the Sub-Committee the receipt of a petition received from residents asking the Council to improve road safety by implementing a 20mph zone in Briants Avenue and surrounding roads.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That Briants Avenue and surrounding roads continue to be monitored as part of the Council's ongoing road safety strategy and the Vehicle Activated Signs be used when possible as part of the annual sign rotation schedule.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

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

4. THE PROPOSAL

- 4.1 A petition has been received asking the Council to introduce a 20mph zone in Briants Avenue and surrounding roads.

The petition reads - *"We the undersigned request that Reading Borough Council improve road safety on our streets by implementing a 20mph zone in Briants Avenue and surrounding roads including, Nelson Road, Montague Street, Marscak Street, St John's Road, South View Avenue, Washington Road and Ardlar Road"*.

- 4.2 Briants Avenue and surrounding roads are standard width two way residential roads which are subject to a 30mph speed limit with street lighting. All of the roads have on street parking, which reduces traffic speeds, and Briants Avenue has a bus stop build out which also reduces traffic speeds.

- 4.3 The requirements for 20mph speed limits are included with the Department for Transport document 'Traffic Advisory Leaflet 9/99, 20mph Zones and Limits'. This document states *"20mph zones would be particularly appropriate where there is an existing record of accidents to children occurring over an area, or where concentrations of pedestrians and/or cyclists exist or are anticipated. They can help to protect children walking and cycling to and from school, and may encourage other children to walk or cycle."* The criteria continues that 20mph zones are unlikely to be appropriate where the observed speeds are above 24mph unless traffic calming measures are provided if there is an excessive speed problem.

- 4.4 Speed surveys were undertaken on Briants Avenue on Monday 3rd August in free flow conditions in accordance with national requirements. The results of the surveys showed that the mean speed along Briants Avenue in this location was 24mph and the 85th percentile speed was 28mph, which shows compliance with the existing 30mph limit.

- 4.5 The duty of the highway authority is to ensure that the highway is as safe as reasonably practicable. This is achieved by using accident data supplied by the police, where the Council can identify a pattern of those locations that have the worst records. The accident statistics have been checked for Briants Avenue and the surrounding roads and there has only been one injury accident recorded, which was not caused by excessive speed, in the latest 3 year period.

- 4.6 Many requests are received for measures to address specific issues such as speeding vehicles and traffic calming. Unfortunately there are insufficient funds to deal with every such request and therefore priority is given to those sites with an existing history of injury accidents where there is a causation factor that is treatable.
- 4.7 The vast majority of drivers do drive responsibly, but sadly there will always be a small minority of drivers who will not drive at an acceptable speed, whatever measures are placed on the road to encourage them to do so. It may be the case that speed enforcement is the only option, however, the focus is on casualty reduction and prolonged enforcement is targeted at those roads that already demonstrate a poor safety record.
- 4.8 Speeding within residential streets has been shown to be one of the greatest concerns for those that live there. Since the introduction of community initiatives both by the Police, Neighbourhood Action Groups (NAGs) and the Council (community liaison officers) concerns of vehicle speed and/or the perception of speeding is one of the most requested areas for action. Speeding is only enforceable by the Police although the Council is responsible for the highway and the implementation of traffic management initiatives. With increasing concern of speeding being expressed by residents, the Council has developed a speed awareness strategy. The Council has a list of locations where concern of vehicle speed has already been raised throughout the Borough and the listed roads will be added to this list.
- 4.9 The speed awareness campaign is designed to provide the Council with a factual view of vehicle speeds within those areas of concern. The deployment of vehicle activated signs will enforce the message that a speed limit exists and encourage drivers to comply with that limit. Where there are higher speeds recorded, the speed awareness campaign will use the data collected to determine and justify other possibilities, for example enforcement and/or changes in traffic management.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 Petition report - TM Sub June 2015

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 SEPTEMBER 2015	AGENDA ITEM:	9
TITLE:	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2015 (A) & REQUESTS FOR WAITING RESTRICTION REVIEW 2015 (B)		
LEAD COUNCILLOR:	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 inform the sub-committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2015A. This involved proposed implementation and amendments of waiting restrictions at various locations across the Borough, and it is for Members to conclude the outcome of the proposal.
- 1.2 To provide members of the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that have been raised by members of the public, community organisations and Councillors, since March 2015.
- 1.3 To recommend that the list of issues raised for the bi-annual review is fully investigated and Ward Members are consulted. Upon completion of the Ward Member consultation, a further report will be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the approved schemes.
- 1.4 APPENDIX 1 - Summary of letters of support and objections received to WRR2015A along with officer comments.

APPENDIX 2 - Requests for waiting restrictions review programme 2015B

2. RECOMMENDED ACTION

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

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

3. POLICY CONTEXT

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

4. THE PROPOSAL

Objections to Traffic Regulation Order - 2015A

- 4.1 Approval was given at the Traffic Management Sub-committee in March 2015 to carry out investigations at various locations, in relation to waiting restriction requests, made by councillors and residents.
- 4.2 Investigation was carried out and a recommendation for each scheme was shared with ward councillors in May 2015 for further comments.
- 4.3 A further report went to the Sub-committee in June 2015 to seek approval to carry out statutory consultation. The statutory consultation process took place between 20th August 2015 and 10th September 2015 for a period of 3 weeks. Full details of the objections and any correspondence in support of the proposals are attached to this report (Appendix 1).
- 4.4 The Sub-committee can agree, overrule or modify any objection to a lesser restriction that originally proposed. Where there is agreement to an objection the recommendation shall be to remove the proposal from the programme. Where an objection is overruled, the proposal will be to introduce the proposal as advertised and where the proposal is modified to a lesser restriction this shall be noted and advertised accordingly.

Bi-annual waiting restriction review - 2015B

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

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

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

8. EQUALITY IMPACT ASSESSMENT

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

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

9. FINANCIAL IMPLICATIONS

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

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee reports

The objection opens until 10th September. This table will be updated soon after and re-distributed on the evening of TMSC

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
CH1 - Wellington Ave 1) Support, Resident	There will still be concern of parked vehicles on the unrestricted north side of Wellington Avenue, however anything that can be done to alleviate the parking problem would be welcomed. The problems occur mostly during weekdays and during university term time, when the road becomes difficult to navigate safely both as pedestrian and as car driver.	Await petition from residents of Wellington Avenue. No recommendation made until after the end of statutory consultation.

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>KE4 - Norcot Road</p> <p>1) Objection, resident</p>	<p>1) The presence of on street parking is the only thing which helps to slow the traffic. The proposal to remove on street parking will reduce this natural traffic calming and make the road more dangerous. The removal of parking will also cause inconvenience to many residents.</p>	<p>The current parking layout on Norcot Road has worked well since the recent introduction of waiting restriction. The on-street parking is ideally situated and act as a natural traffic calming measures. Visibility is deemed adequate for drivers leaving private driveway onto Norcot Road.</p> <p>It is therefore recommend the proposal to be removed from the current programme and that no further action be taken</p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>PA1 - Heath Road</p> <p>1) Support, resident</p>	<p>1) Looking forward to the introduction of the scheme and trust it will solve the ongoing parking issues.</p>	<p>It is therefore recommended to implement the restriction as advertised.</p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>PA2 - Eastern Avenue</p> <p>1) Support, Resident 59</p> <p>2) support, Resident</p> <p>3) Comment/objection, resident 49</p> <p>4) comment/objection, Resident</p> <p>5) comment, Resident</p> <p>6) objection, A C</p> <p>7) Comments, J H</p>	<p>1). We like the proposed parking restriction and hope the schemes goes ahead.</p> <p>2) Hope the scheme will be approved, it will make residents life easier.</p> <p>3). Would object to the RP scheme if no plans to introduce Access protection marking across private drive due to the grounds of safety.</p> <p>4). Supportive of the idea of resident permit but the scheme as currently proposed it does not allow opportunity to park outside my property due to the proposed waiting restriction. Request for slight tweaking to accommodate above mentioned issue.</p> <p>5). Agree with the proposed scheme in principle, however feel a shared use RP bay would be more suitable as most property have off street parking and the road will be left completely empty most of the time.</p> <p>6) Concern of the removing free parking on Eastern Avenue will increase parking pressure in the surrounding area. A limited waiting bay will be more beneficial to all road users to allow both flexible parking and ensure frequent turnaround.</p> <p>7) Glad to see changes to manage the severe traffic issues during University term time. However, the new scheme is likely to allow traffic to flow at speed 37 Concern that</p>	<p>Residents of Eastern Avenue have long campaigned for a resident parking scheme to be introduced.</p> <p>The proposed resident permit scheme will not only improve parking issues that residents have experience over the years but also improve traffic flow on Eastern Avenue and provide safer and better access for all road users.</p> <p>It is therefore recommended to implement the restriction as advertised.</p>

	easing traffic flow will make crossing more difficult and more dangerous. Request of zebra crossing at the top of Eastern Avenue and across Upper Redlands Road.	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
PA3 - Regis Park Road 1) Objection, resident	1). Agree with the proposal to restriction parking at the junction with Green Road but not further down into Regis Park Road. This area is relatively quiet and parking restrictions are not necessary.	Parking within 10 metres of the junction is contrary to the highway code and causes visibility issue. Therefore it is recommended to implement the restriction as advertised.

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
PE2 - Harlech Avenue 1) Objection, Resident	1) The proposal to shorten the waiting restriction on Harlech Avenue will cause access and safety issues for nearby residents.	Waiting restriction was introduced around corners within Harlech Avenue to improve driver's visibility as part of the waiting restriction review WRR2014A. Whilst parking is at premium in the area it is vital that the safety of road users remains as a top priority. It is therefore recommend the proposal to be removed from the current programme and that no further action be taken

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>PE4 - Lyefield Court</p> <p>1). Objection, Resident</p> <p>2) Objection, Resident</p> <p>3) Objection, M W</p>	<p>1) We strongly object to the addition of double yellow lines as there is limited parking for Bell Court residents. The parked cars never presented danger blocking visibility and as the road is so quiet there is ample room for car to get past.</p> <p>2) The road is wide enough for cars to park on one side and still allow vehicle to pass, so I see no reason why this restriction is needed.</p> <p>3) The road is wide enough for cars to be parked there and have another car pass it. It is not dangerous, nor unsafe and I see no reason for the additional restrictions to be put in place.</p>	<p>Expecting further feedbacks from residents. No recommendation made until after the end of statutory consultation.</p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
RE3 - Lydford Road 1) comments, G K	1) The main issue is not parked cars on Lydford Road, but cars turning into Lydford Road to drop off children to school. Improvement can be made by additional restriction on Hatherley Road at the junction with Lydford Road to improve children's safety.	Parking has been observed within Lydford Road during school hour which causes safety concerns especially for children. It is therefore recommended to implement the restriction as advertised.

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
TH2 - Blaenant 1) Objectin, resident	1) I am objecting to the proposed yellow lines at the junction. There have been no issues of dangerous parking at this junction and the restriction would cause inconvenience to residents.	Parking within 10 metres of the junction is contrary to the highway code and causes visibility issue. Therefore it is recommended to implement the restriction as advertised.

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
TI6 - Beverley Road 1) Objection, Resident 2) Objection, Resident	1) The extension of double yellow lines seems excessive. We are of the opinion that an additional 5 metres of double yellow lines would be sufficient to prevent parking problem close to the junction without compromising parking spaces for visitors and residents. 2) The proposal to extend parking restriction by 10m would effectively lead to the loss of 2 car park spaces. It would be more appropriate to extend the restriction by 5m only which would struck between highway safety and the needs for on-street parking	An additional 5m of DYL will increase the restriction at this junction to 15m and further improve visibility. It is therefore recommended to shorten the proposed restriction and implement restriction as shown in the revised drawing TI6_A

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>WH2 - Lexington Grove</p> <p>1) Objection, Resident D B</p> <p>2) Objection, Resident G S</p> <p>3) Objection L B</p>	<p>1) There has been no issue in the past 28 years in the area. The car park at the rear has no street lighting and unsecure, and cause damage to park cars in the past. We feel the residents are happy how the parking system is working at present.</p> <p>2) Work van can pass the cars to access the rear car park without any problem, no obstruction issues hence no point to the proposed restriction</p> <p>3) There has never been any complaint of car parked car here. The proposed restriction will severely cause inconvenience to resident especially those with disabilities.</p>	<p>As there has been representation made by residents as well as visitors to the area objecting to this proposal, it is therefore recommended to remove this scheme from the current programme.</p>

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015B

Ward	Street	Requested by	Summary of request
Abbey	Vastern Road	Resident via Ward Councillor	Request to review a section of existing shared use RP bay to RP only to deter inconsiderate parking across private access
Abbey	Gas Works Road	Business	Request to introduce no waiting at any time at its junction with King's Road
Abbey	Leopold Walk	Resident	Request to shorten 2m of existing RP bay to discourage obstruction across private access
Abbey	Stratheden Place	Resident	Request of No waiting at any time to deter footway parking.

Battle	Albury Close	Business	Parking in the turning head prevent it being used for its purpose especially for lorries. Request for No waiting at any time.
Battle	Kensington Road Recreation ground car park	Neighbourhood officer	Review waiting restriction in the car park around the bottle bank area. This will be linked to changes already agreed by June 2015 TMSC.
Battle	Loverock Road	Business	Consideration for formal waiting restriction to deter double parking on Loverock Road in order to improve access for HGV
Battle	Prince of Wales Avenue	Resident	Request to convert existing shared use RP to RP only.

Caversham	Elliot's Way	Resident	Request to extend No waiting at any time on the east side to deter inconsiderate parking
Caversham	Hemdean Road	Resident	Request for a disabled bay within existing RP bay.
Caversham	Heron Island	Resident	Request for waiting restrictions at Heron Island entrance to deter inconsiderate parking.
Caversham	Mill Green	Business	Request to introduce no waiting at any time to deter parking around its junction with The Causeway.
Caversham	Westfield Road	Resident	Request for resident permit bay on the east side in addition to the existing RP bay on the west side to create more parking for residents.
		Resident	In contrast to the above request, a resident has expressed the need to introduce a full

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015B

Ward	Street	Requested by	Summary of request
			time parking ban on the east side of Westfield Road to improve traffic flow and emergency access.
Caversham	Henley Road	Ward councillor	Request to improve visibility from Donegal Close.
Caversham	Champion Road	Resident	Request for waiting restrictions on the corner to improve driver's visibility.
Church	Hazel Crescent	Ward Councillor	Request for waiting restriction around the corner by No.39 to deter inconsiderate parking on pavement.
Katesgrove	Elgar Road South	Resident	Request for Waiting restriction opposite its junction with Britten Road
Katesgrove	Canterbury Road	Resident	Request for waiting restriction to deter all day parking by commercial vehicle
Katesgrove	Home Farm Close	Resident via Ward Concillor	Request for footway/Verge parking ban
Katesgrove	Katesgrove Lane	Resident	Request to review waiting restriction due to recent development of Katesgrove nursery
Katesgrove	St Giles Close	Resident	Request for Waiting restriction to deter parking around the junction
Katesgrove	Waterloo Road	Resident	Request for review in Waterloo Road to deter non-resident parking
Kentwood	Kentwood Hill	Resident	Waiting restriction to deter footway/verge parking ban
		Ward Councillor	Request to review waiting restriction to deter commuter parking
Kentwood	Lyndhurst Road	Ward Councillor	Waiting restriction to deter footway/verge parking ban
Kentwood	Romany Lane	Resident via MP	Request for waiting restriction around the bends to improve driver's forward visibility
Kentwood/ Tilehurst	Armour Road	Resident via MP	Request to extend its current 30min limited waiting bay by the recreation ground to allow extended stay.

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015B

Minster	Cheriton Court	Managing agent	Request for waiting restriction around the turning head to deter parking and allow bin collection vehicles access.
Minster	Shaw Road	Resident	Request to extend existing No waiting at any time from its junction with Berkeley Avenue to deter obstruction to private drive

Norcot	Brock Gardens	Resident via Ward Councillor	Request for an ambulance bay or bus stop to deter parking in front of care home which is causing inconvenience to residents.
Norcot	Elgar Milward Close	Resident vis Ward Councillor	Request for formal waiting restriction to deter footway and non-resident parking.
Norcot	Elan Close	Resident	Request for waiting restriction review to deter double parking during school pick up and drop off.
Norcot	Strathy Close	Transport development	Covert existing Temporary Traffic Regulation order to a permanent order in associate to Dee Park Estate development
Norcot/ Tilehurst	Tern Close	Resident	Request for review to deter school pick up & drop off parking

Park	Cholmeley Road	Ward Councillors	Request to introduce waiting/loading ban at the junction with Cholmeley Terrace and London Road
Park	Crescent Road	Ward Councillors Resident	Parking is causing congestion on Crescent Road between Eastern Avenue and Hamilton Road especially during peak hour, request for parking review. Request for part time waiting restriction opposite Crescent Court to allow bin lorry access
Park	Wykeham Road	Resident via Ward Councillor	Request to introduce No waiting at any time around all junctions to improve visibility.
Park	Cumberland Road	Royal Berkshire Fire & rescue	Review parking restrictions to ensure adequate road width for emergency service access

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015B

Ward	Street	Requested by	Summary of request
		service	
Peppard	All Hallows Road	Resident	Request to extend DYL on the east side to deter parking across private access
Peppard	Marshland Square	Resident	Dangerous parking is taking place at the junction with St Luke's Way, request for waiting review to deter such inconsiderate parking
Peppard	Queensway	Resident	Request to extend DYL across No.22 Queensway.
Redlands	Granby Garden	Ward Councillor	Request to: <ul style="list-style-type: none"> - convert a section of existing SYL to RP bay and - convert a section of DYL to SYL
Redlands	Redlands Road	UoR	Request for no waiting at any time on either side of the Wantage Hall access
Redlands	Ridgeway Primary School	TVP	Request for waiting restriction in Willow Garden to deter school traffic.
Redlands	Upper Redlands Road	Transport development	Request for no waiting at any time on the north side at the junction to the new development (Wells Hall).
Redlands	Cintra Ave & Warwick Rd	Resident via Ward Councillor	Residents have shared their views through an informal ward councillor consultation, proposal to work up these ideas.
Redlands	Hatherley Road	Resident	Request for a motorcycle bay close to the Addington Road end.
Southcote	Ashampstead Road/Hatford Road	Resident via Ward Councillor	Request for waiting restriction review around Manor Primary School to tackle parking issues during school pick up and drop off.
Southcote	Shepley Drive	Resident	Request for waiting restriction review on the back of Southcote Primary School to deter inconsiderate and dangerous parking during school hours
Southcote	Virginia Way	Ward Councillor	Request to introduce waiting restriction around pinch points to allow better access for large vehicles such as refuse vehicles.

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015B

Ward	Street		Summary of request
Thames	Blenheim Road	Resident via Neighbourhood officer	Request for waiting restriction at its junction with Oakley Road
Thames	Picton Way	Residents	Requests believe the recent introduction of waiting restriction in Newlands Avenue area has move commuter parking issues into Picton Way and would like similar restrictions to be considered to deter non-resident parking.
Thames	Wrenswood Close	Resident via Ward Councillor	Request to review parking restriction to deter obstruction parking
Tilehurst	Combe Road	Resident via Ward Councillor	Request for waiting restriction to deter non-resident parking
Tilehurst	Dunsfold Road	Resident via Ward Councillor	Request to review existing no waiting at any time to allow some parking provision for resident.
Tilehurst	The Meadway	Resident via Councillor	Request for no waiting at any time opposite its junction with New Lane Hill
Whitley	Ambrook Road	Resident via Ward Councillor	Several crashes have occurred on corners of Ambrook Road. Request to introduce waiting restriction to deter inconsiderate parking and improve road safety.
Whitley	Gweal Avenue	Resident via Ward Councillor	Request for waiting restriction to deter ongoing double parking issues.
Whitley	Honiton Road	Residents via Ward Councillor	Request for waiting restriction at its junction with Northumberland Avenue to deter vehicles parking on top of the junction causing visibility issues.
Whitley/ Katesgrove	Long Barn Lane	Resident Neighbourhood officer	Review to deter all day parking caused by nearby businesses and surgery. An area next to the bottle bank needs to be kept free from parking to allow users access.

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2015B

Whitley	Whitley Wood Lane	Resident via MP	Request for waiting restriction close to St Pauls Mews access to deter football parking which causes sever visibility issues for residents.
Whitley	Gillette Way	Network Management	Continue complaint of traffic flow problems due to parking on both sides of the road.
Whitley/ Church	Northumberland Avenue	Ward Councillor	Request for waiting restriction review outside Reading Youth Community Centre.
Whitley	Ashby Court	Residents	Request for football parking ban on match day.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 SEPTEMBER 2015	AGENDA ITEM:	10
TITLE:	TARGET JUNCTION TRIAL TRAFFIC SIGNAL SWITCH-OFF - UPDATE (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 junction of Broad Street with St Mary's Butts and West Street. This report sets out the response to the trial so far and feedback from the Access & Disabilities Forum and other individuals. The Access & Disabilities Forum held a specific town centre/target junction workshop on 15th July 2015.

2. RECOMMENDED ACTION

- 2.1 The Sub-committee is asked to note the report.
- 2.2 That the Sub-committee consider the feedback from the Access & Disabilities Forum and agree that the junction control by traffic signals can be permanently removed.
- 2.3 That subject to agreeing to remove the junction control by traffic signals that the following alterations are carried out:
- 2.3.1 A formal traffic signal controlled pedestrian crossing is provided on the western side of the junction in front of the main entrance to Broad Street Mall.
- 2.3.2 De-cluttering of the junction is carried out to improve sightlines (this is mainly through the removal of the traffic signal equipment).
- 2.3.3 Waiting restrictions are reviewed on the two approaches to the junction on St Marys Butts and West Street to improve visibility for both pedestrians and drivers.

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 It was agreed at Traffic Management Sub-committee in June that the traffic signals at the target junction remain switched-off and consultation through the Access & Disabilities Forum would take place. Attendance at the Access & Disabilities Forum by a transport officer to present/discuss the trial switch-off took place on 25th June 2015. In response to the decision taken by Traffic Management Sub-Committee in June a specific town centre/target junction workshop with the Access & Disabilities Forum was held on 15th July 2015.

5. The Access & Disabilities Forum Workshop 15th July 2015

- 5.1 The workshop held on 15th July 2015 was based on allowing people to experience the junction and then spending time discussing specific points and issues raised. During the site visit various individuals took the opportunity to cross and re-cross at the junction explaining their specific needs and pointing out potential issues for improvement. A discussion session followed immediately after the site visit at the Civic Offices.

5.2 The site visit

During the site visit it was acknowledged that crossing the road on the St Marys Butts (southern) side of the junction is the easiest to negotiate. This part of the junction is narrowed with vehicles only able to pass through in single file. Vehicle speeds are very low through the junction generally but particularly so on this southern approach.

The whole junction is raised so that the footways are at the same level as the carriageway. On the St Marys Butts approach the ramp up onto the raised carriageway is made up of rows of granite stone. This creates a noticeable noise when particularly quiet vehicles approach the pedestrian crossing area. It was commented on that this helped warn blind pedestrians of a slow moving quiet vehicle such as the most modern buses.

When standing at this point to cross the road to and from the pedestrianized part of Broad Street the traffic signal equipment restricts the view for pedestrians. Should the traffic signals be permanently removed the visibility would obviously improve. During the site visit a bullion vehicle made a delivery within St Marys Butts by stopping right up against the kerb build out at the edge of the junction. With the vehicle stopped at this point it made it harder for pedestrians to see buses pulling away from the bus stops within St Marys Butts and starting off towards the junction. This, in itself, does not increase the risk to pedestrians as the buses move so slowly and many drivers stop to allow pedestrians to cross. However, for those who take longer to cross the road being able to see vehicles as far away as possible provides increased comfort and reduces worry. With the bullion vehicle parked at this specific point, for some within the group, it raised their anxiety when crossing the

road. Certain vehicles are exempt from waiting restrictions and bullion vehicles can stop at this point. A review of restrictions that allow deliveries may be necessary longer term should the traffic signals be removed.

Most of the site visit was spent at the St Marys Butts side of the junction and by and large improvements can be made negating the need for traffic signals at this point.

5.3 The workshop session

In the subsequent workshop session the initial part of the meeting covered the reasons behind the trail switch-off. Many still felt uncomfortable that the sole reason was to improve bus journey times. Once the history of the junction, problems and complaints received (with the signals on) explained the group became increasingly engaging. The discussion then became much more positive and accepting that there are relatively long periods without vehicles moving through the junction creating time to safely cross the road. The discussion then turned to what the group would like to see if the decision is made to remove the traffic signals. It was accepted that removal of the traffic signal poles would 'open up' the junction and remove some of the cluttered feel and visibility restrictions. The granite ramp on the St Marys Butts side was noted again for creating a noise and visibly slowing drivers. The desire of the group was that this should be repeated on all approaches to the pedestrian crossing points. It is only the western side of the junction, outside the main entrance of Broad Street Mall (BSM), where this is missing.

Whilst it was generally accepted that crossing the road at the narrowest St Marys Butts side of the junction was not much of a problem the other two approaches are perceived to be more challenging. The discussion then focused on creating a route from the busy bus stops at the western side of the junction across to the main entrance of BSM. At this side of the junction it would be possible to retain a formal crossing point. This creates a route to BSM and then onto the pedestrianized part of Broad Street via the narrower crossing point across St Marys Butts.

During the final wrap-up session, whilst there remained one or two individuals who insisted that the traffic signals should be switched on; the consensus was that the traffic signals could be removed with the additional features discussed.

The two Access & Disabilities meetings (19th March and 25th June) and the workshop session was attended by representatives from:

- Berkshire County Blind Society
- Guide Dogs for the Blind
- Enrych Berkshire
- MS Society Berkshire
- MS Therapy Centre, Reading
- Reading Association for the Blind
- Reading Arthritis Care/Crossroads
- Chain Action & Stroke Association
- Healthwatch Reading
- Berkshire PHAB

As the forum is a public meeting it is open to anyone who is interested in access and disability issues. Consequently the meetings are regularly attended by a variety of individuals for their own interest. At both the site visit and workshop session held on the 15th July there were a number of other individuals who attended for their own personal interest and to express their opinion.

- 5.4 There are further individual site meetings arranged most notably with Guide Dogs for the Blind.

6. Conclusions drawn from the Access & Disabilities Workshop

- 6.1 With a formal pedestrian crossing across the western side of the junction, thus providing a specific route for those that would prefer the protection of such a facility, the expectations of the Access & Disabilities group would be largely met. The removal of the traffic signal infrastructure would de-clutter the junction and improve sight lines for all users. Consideration for granite paving on the western side of the junction may not be necessary as this is where the formal crossing would be introduced. We would still need to consider altering the West Street approach as identified in the previous report to improve visibility for drivers. This is likely to involve the removal of parking to ensure vehicles are positioned so to be able to see across the junction.

7. Legal Challenge

- 7.1 Unity Law are challenging share space schemes promoted by various local highway authorities across the country. Our response has been that as we have provided the opportunity for people to respond to the trial and that there is no case to answer in relation to the Equality Act 2010. No further correspondence has been received from Unity Law at the time of writing this report.

8 Conclusion

- 8.1 The switch-off has shown that pedestrians and vehicles can safely use this junction without the aid of the junction controls. Concerns from disabled people, particularly blind and partially sighted users, would be met by creating a dedicated route across the western and southern approaches to the junction. This would be met through the installation of a formal pedestrian crossing on the western side of the junction as previously explained. We will use the existing traffic signal infrastructure to provide the new pedestrian crossing.

9 CONTRIBUTION TO STRATEGIC AIMS

- 9.1 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

10. COMMUNITY ENGAGEMENT AND INFORMATION

10.1 Various representations have been made directly to us. We have used the Access & Disabilities Forum to engage with interested parties and to consider their specific needs.

11. LEGAL IMPLICATIONS

11.1 The removal of traffic signals is a matter for local highway authorities as there is no legal requirement to provide traffic signals. However, traffic signals provide help for pedestrians whether they have specific facilities or not. The Equality Act 2010 requires us to complete an Equality Impact Assessment (EIA) should the decision be made to remove the traffic signals permanently.

12. EQUALITY IMPACT ASSESSMENT

12.1 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.

12.2 In respect of the Equalities Act 2010, the Access & Disabilities Forum workshop held on the 15th July and other engagement work is largely in response to our duty under the Act. This exercise and the conclusions of this report will form the basis of the EIA.

13. FINANCIAL IMPLICATIONS

13.1 Funding would need to be identified from transport budgets to take any scheme forward. To remove the traffic signal infrastructure and create a new formal crossing with the old equipment on the western side only will require an estimated £40K.

14. BACKGROUND PAPERS

14.1 TM Sub-committee March and June 2015

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 September 2015	AGENDA ITEM:	11
TITLE:	SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	CHRIS MADDOCKS / MARIAN MARSH	TEL:	0118 937 4950 / 0118 937 2451
JOB TITLE:	TRANSPORT PLANNING MANAGER / TRANSPORT PLANNER	E-MAIL:	chris.maddocks@reading.gov.uk / marian.marsh@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to provide an update to the Sub-Committee on the progress made towards encouraging sustainable travel to school through the development of new Travel Plans for the Primary Schools that are expanding this autumn.

2. RECOMMENDED ACTION

- 2.1 To note the contents of this report.

3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport, Education and Planning Policy.
- 3.2 Specifically, the proposals are in line with the objectives set out in The Sustainable Modes of Travel Strategy (SMOTS), March 2010, and the School Expansion and Sustainable Travel in Reading Traffic Management Sub-Committee report, March 2014.

4. THE PROPOSAL

- 4.1 Reading's school expansion programme involving 12 Primary Schools is making significant progress in response to population forecasts which will provide provision for 2,520 additional school places by 2021. The schools will each be taking their new admission number from Year R (reception), meaning that the schools' population will incrementally increase as the new classes move up through the school.
- 4.2 The Primary Schools which are increasing their admission numbers are:
- Alfred Sutton Primary
 - Churchend Primary
 - E P Collier Primary
 - Geoffrey Field Infant
 - New Town Primary
 - Ridgeway Primary
 - Southcote Primary
 - St. Martins Primary
 - St. Michaels Primary
- 4.3 The programme also includes the creation of a new, two form entry (2FE) primary school called Civitas Academy in Hodsoll Road. They admit their first reception intake in September 2015.
- 4.4 In future years, this expansion programme will impact on Secondary Schools as the children move up through the year groups. However, the current programme is only looking at primary schools in the first instance.
- 4.5 Schools that are increasing their admission numbers are required as part of the planning application process to show how they intend to address both existing and predicted travel and traffic issues. This is done by producing a new School Travel Plan before they are granted occupation of the new buildings.
- 4.6 Expanding schools by their nature will generate more trips to school as pupil numbers increase. Therefore by producing new Travel Plans, the schools have been encouraged to carry out surveys of pupil and staff journeys; to analyse the data to come up with their own ideas to help reduce traffic problems in their neighbourhood, to break down barriers to walking and cycling to school and to encourage walking and cycling wherever possible.
- 4.7 A workshop was held in May 2015 to introduce a toolkit for the schools with resources and ideas, including talks from Bikeability and Bike It instructors. This workshop enabled the schools to draft and discuss their Travel Plans together and to seek 1:1 advice where

necessary to enable them to meet the required submission date for the planning condition.

- 4.8 Now that the Travel Plans are being submitted, each school is encouraged to establish a School Travel Steering Group comprising of staff, pupils, parents, governors and the local community. Reading Borough Council will continue to monitor and offer guidance to schools. In some cases, relevant proposals in the Travel Plan may be forwarded to other teams such as Parks, Highways and Streetcare, for issues regarding hedge cutting or road and footpath cleaning. Public Health may also be consulted for advice on incorporating physical activity into peoples' everyday lives. Bus operators can be informed of any issues relating to public transport.
- 4.9 The more the schools in Reading are developing and implementing measures in their School Travel Plans, the greater the cumulative effect there will be across the borough. This will reduce the reliance on and impact of cars on the school journey; in turn leading to less traffic and congestion in the town around the 'school run' period.
- 4.10 Educating the younger generation about these advantages and imbedding active travel behaviour will hopefully last a lifetime and lead to more active and healthier lifestyles and a healthier environment with less congestion and pollution.
- 4.11 The Sub-Committee is asked to note the contents of this report.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of School Travel Plans as outlined in this report help to deliver the following Corporate Plan Service Priorities:
- Providing the best life through education, early help and healthy living.
 - Keeping the town clean, safe, green and active.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Public planning exhibition events were held at each expanding school for parents, pupils, staff and the neighbouring communities in 2014 to inform the community about the proposed building works and their impact. Comments and concerns related to transport issues, particularly parking and extra road traffic were gathered at these events and informed the planning application submissions and the School Travel Plans.

7. LEGAL IMPLICATIONS

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

8. EQUALITY IMPACT ASSESSMENT

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

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

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

8.3 School travel plans are by their nature inclusive, since they plan for the needs of children, their parents and carers and the wider community around the school neighbourhood. By encouraging active travel, the needs of all people are included in the Travel Plan regardless of car ownership or access to a car. By including pupils in the monitoring and review process, children have a voice in the decisions made. In this way, the Travel Plans will help promote equality, social inclusion and a safe and healthy environment for all.

9. FINANCIAL IMPLICATIONS

9.1 There are no financial implications resulting from this report.

10. BACKGROUND PAPERS

10.1 The Sustainable Modes of Travel Strategy (SMOTS) March 2010.

10.2 School Expansion and Sustainable Travel in Reading, Traffic Management Sub-Committee report, March 2014.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 SEPTEMBER 2015	AGENDA ITEM:	12
TITLE:	CONNECTING READING: CAR CLUB AND MULTIMODAL HUBS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	CHRIS MADDOCKS / MARIAN MARSH	TEL:	0118 937 4950 / 0118 937 2451
JOB TITLE:	TRANSPORT PLANNING MANAGER / TRANSPORT PLANNER	E-MAIL:	chris.maddocks@reading.gov.uk / marian.marsh@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to advise the Sub-Committee of funding secured from the Department for Transport towards providing two new car club spaces in Reading with links to other modes of transport. This will provide more sustainable door to door journey possibilities for people without access to a car.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee grants spend approval for the Connecting Reading Car Club project.
- 2.2 That in consultation with the Lead Member for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation for additional car club spaces as outlined in para 4.4 of this report.

3. POLICY CONTEXT

3.1 The proposal is in line with Reading's strategic objectives set out in the Local Transport Plan which has the vision to enable people to move around easily, safely, sustainable and in comfort by 'Better Connecting' Reading, specifically to:

- To align transport and land use planning to enable sustainable transport choices, improve mobility, reduce the need to travel and preserve the natural environment.
- To provide affordable, accessible and inclusive travel options for everyone.
- To reduce carbon emissions from transport, improve air quality, and create a transport network which supports a mobile, affordable low-carbon future.

4. THE PROPOSAL

4.1 The current car club in Reading, operated by Co-Wheels, comprises of seven cars: one car at Cemetery junction and one car at Redlane Court off Addington Road (just to the north of the University) both for hire throughout the day and night, and four cars at the Civic Offices plus another at The Avenue Centre which are booked out for council staff during office hours and available for the public to hire through Co-Wheels during out of office hours. The car club cars are very well used and Co-Wheels report unmet demand for more car share in Reading.

4.2 The Council, in partnership with Co-Wheels, has successfully secured funding of £48,800 from the Department for Transport's Car Club Demonstration Project for two additional car club spaces linked to other modes of sustainable transport to provide a multimodal approach to car club provision. These cars will be hybrid vehicles which use electric power when moving slowly around town and generate electricity using regenerative braking systems.

4.3 A review of potential locations for the two new car club spaces has been undertaken where there is known unmet demand and to connect with other modes: rail services, bus routes, cycle hire, cycle routes and pedestrian desire lines wherever possible. The project will also involve further multimodal initiatives such as joint ticketing and booking arrangements, incentives and 'nudges' for sustainable travel and joint marketing and promotion.

4.4 A short list of possible locations has been drawn up in partnership with Co-Wheels which brings together ReadyBike cycle hire, bus stops, suitable parking on street and high density housing with low car ownership where there is increased and unmet demand for car share. The two sites which best meet the criteria above have been

identified as: Oxford Road in close proximity to Battle Library and Rectory Road in Caversham.

- 4.5 Please see proposed location plans at Appendix A.
- 4.6 Furthermore, in response to our proposal, Co-Wheels are now proposing to install more cars into the Reading car club scheme and are currently seeking suitable sites from the short list drawn up to increase their provision of car share in Caversham and West Reading.
- 4.7 Liaison is on-going with other stakeholders in the multimodal package: Co Wheels, ReadyBike, Reading Buses and Better Points (a multimodal phone app encouraging sustainable travel already linked to Reading Buses and ReadyBike) to investigate opportunities for a multimodal package of ticketing, registration and promotions. A Sustainable Travel Incentive using Better Points across all modes will be investigated with a view to progressing for implementation at the time the new cars and spaces are introduced.
- 4.8 The Sub-Committee is asked to grant spend approval for the project and to approve the two locations for new car club spaces.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of this project will help to deliver the following Corporate Plan Service Priorities:
 - Keeping the town clean, safe, green and active.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Public consultation will be undertaken through the statutory Traffic Regulation Order (TRO) process for the new car club spaces.

7. LEGAL IMPLICATIONS

- 7.1 Any future proposals for waiting and movement restrictions would be advertised under the Road Traffic Regulation Act 1984.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
 - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

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

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

8.3 Car share enables people to make door to door journeys whether or not they own a car. It widens the choice of mode of travel and helps to ensure that non car owners are not disadvantaged but are able to make the same travel choices as those with access to their own car. By linking with other modes, people can reach a car space more easily thus encouraging more sustainable choices for door to door journeys and this can make car sharing more attractive rather than owning a car.

9. FINANCIAL IMPLICATIONS

9.1 The scheme is funded through a grant of £48,800 from the Department for Transport. A local contribution of £7,000 for the project will be funded through existing transport budgets.

10. BACKGROUND PAPERS

N/A

APPENDIX A - PROPOSED CAR CLUB LOCATIONS

[INSERT PLANS]

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 SEPTEMBER 2015	AGENDA ITEM:	13
TITLE:	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	ABBHEY, 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

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 comprised 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 and the project was completed in August 2015.
- 4.3 Since completion, Officers can report the capacity improvements have substantially improved traffic flow through the junctions and reduced queue lengths during the peak hours. The new high level footways have also been well received by users of the route.

Reading Bridge Pinch Point Scheme

- 4.4 In November 2014 essential work began to strengthen Reading Bridge. The bridge is a 92 year old structure and is on a major strategic route, both through Reading and the wider region. The structure is in need of essential strengthening and waterproofing to ensure it can continue to carry the amount of traffic it does in future years without the need for vehicle restrictions. The Department for Transport awarded Reading Borough Council capital grant funding from their Pinch Point Fund to enable to works to be carried out.
- 4.5 The initial phase of the work in November and December 2014 involved 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.
- 4.6 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.
- 4.7 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.

- 4.8 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.
- 4.9 Works to complete the project includes completion of the concrete repairs under the central underside section of the bridge river span, carbon fibre strengthening and painting of the bridge.
- 4.10 The project is expected to be completed in Early September 2015.

Reading Station

Cow Lane Bridges - Highway works

- 4.11 As previously reported to the Sub-Committee in March 2015, the Public Inquiry was held and completed on 13th January 2015.
- 4.12 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.
- 4.13 This process has now been completed, and The Secretary of State for Transport has confirmed both the CPO and SRO.
- 4.14 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 October 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.
- 4.15 The works are expected to take approximately 6 months to complete.

Cycle Parking on the North side of the Station

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

Pedestrian and Cycle bridge

- 4.17 The major construction works for the pedestrian cycle bridge over the River Thames are well underway. Once complete, the bridge will provide a key new route for pedestrians and cyclists between Caversham, Reading Station and central Reading.
- 4.18 Since the June 2015 meeting of the Sub-Committee, the new bridge mast, bridge sections, steps and southern ramp have been installed. Works now focus on completion of handrails, lighting, CCTV, and the footway and meadow reinstatements. The works are currently planned to be completed and the bridge opened to the public mid to late September 2015.

MereOak and Winnersh Triangle Park and Ride schemes

- 4.19 The MereOak Park & Ride site, located south of M4 junction 11, was opened to the public on Monday 17th August 2015. The site provides 579 parking spaces and is served by the regular Greenwave bus service to and from Central Reading, as well as serving GreenPark and Reading International Business Park. The site includes improved pedestrian and cycle paths alongside the car park, linking to the existing provision at Junction 11 to connect over the M4.
- 4.20 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 October 2015.
- 4.21 Members are asked to note the contents of this report.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the projects outlined in this report help to deliver the following Corporate Plan Service Priorities:
- Keeping the town clean, safe, green and active.
 - Providing infrastructure to support the economy.

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:	16 SEPTEMBER 2015	AGENDA ITEM:	14
TITLE:	CYCLING SCHEMES - UPDATE REPORT		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICERS:	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 provide an update on the significant programme of cycle improvements in Reading over the past 12 months and resulting increased levels of cycling in the borough. The report also advises of future cycle schemes that are currently being progressed.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the contents of this report.

3. POLICY CONTEXT

- 3.1 Reading's Cycling Strategy: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling, was adopted by the Council on 19 March 2014 as a sub-strategy to the Local Transport Plan (LTP). The strategy includes detailed policies regarding the design principles for delivering infrastructure and route improvements for cyclists on the public highway, as well as policies to encourage and promote cycling to different demographics.
- 3.2 The Cycling Strategy is aligned with wider local policy documents such as the Sustainable Community Strategy and Climate Change Strategy, contributing towards wider public health and air quality objectives.

4. CYCLING SCHEMES - UPDATE

- 4.1 A significant programme of cycle schemes is currently being undertaken in Reading to help contribute towards achieving the overall objectives of the Cycle Strategy. The success of this work to date is reflected in the latest figures from the LTP annual cordon count which shows that levels of cycling into the town centre have increased by 40% over the past two years (from 5,176 over a 12 hour period in 2013 to 7,258 in 2015). This recent increased level of cycling is also highlighted by the latest data from central Government which shows that 19.5% of people living in Reading cycled at least once a month in 2013/14, which is the sixth highest local authority area increase from 2012/13 in the country.
- 4.2 A number of infrastructure schemes have been implemented over the past 12 months, including a new raised section of cycle route R1 between Rose Kiln Lane and Bennet Road to ensure it remains usable during times of flooding; a comprehensive shared path scheme on London Road from Cemetery Junction to Southampton Street which includes raised tables at junctions; advisory cycle lanes on Berkeley Avenue; and new cycle parking facilities provided at Reading Station, Moorlands Primary School in Tilehurst and Grace Church in Emmer Green.
- 4.3 The ReadyBike cycle hire scheme was launched in June 2014, consisting of 200 bikes at 29 locations. The scheme has been in operation for over a year and usage figures show that it is continuing to be popular, enabling people to cycle who would otherwise not have access to a bicycle. The latest usage figures show the scheme has had over 30,000 rentals up to the end of July, covering an estimated 163,000 miles with an ongoing mix of leisure, commuter and student use.
- 4.4 Revenue support has been provided for a range of initiatives being undertaken by third parties aimed at encouraging cycling, including the Reading Bicycle Kitchen bicycle maintenance workshop in the town centre, Launch Pad's cycle initiative to help homeless people and Reward Your World's 'BetterPoints' travel incentive phone app.
- 4.5 A comprehensive programme of cycle training courses and events has been undertaken including Bikeability cycling proficiency training, the Bike It programme aimed at increasing levels of cycling and walking to school, and the CTC cycling development programme including a range of community events, cycle training and Dr Bike maintenance sessions.
- 4.6 Our future programme of cycle enhancements includes the opening of the new pedestrian cycle bridge over the River Thames which will provide a new route for cyclists from Caversham to Reading Station and the town centre; a new cycle parking hub at Reading station with a minimum of 300 racks; and the opening of the Napier Road underpass to provide an additional north-south link under the Great Western railway line between Napier Road and Kenavon Drive.

4.7 We will continue to undertake partnership and community engagement during the development of cycle schemes to build on the significant consultation which was undertaken as part of the preparation of the Cycling Strategy in 2014. This will include working with cycling organisations including CTC and Sustrans to deliver a range of cycling initiatives, and engagement will be undertaken with local cycle groups through area based workshops, focused on developing deliverable scheme proposals in line with the principles established by the Cycling Strategy. It is proposed that the next workshop will be held on Wednesday 7th October, 6pm at the Civic Offices.

4.8 Monitoring of the success of cycle schemes will continue to be undertaken as part of the overall LTP monitoring programme. This includes analysis of census data, annual 12-hour cordon count surveys to measure mode split on all approaches into the town centre, off-carriageway cycle counters, review of accident data and ad-hoc surveys undertaken as part of scheme development work.

4.9 Members of the Sub-Committee are asked to note the contents of this report.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of the cycle schemes outlined in this report help to deliver the following Corporate Plan Service Priorities:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 A significant consultation was undertaken between October 2013 and January 2014 as part of the development of the Cycling Strategy. Individual projects have been communicated to the local community through Council meetings and local exhibitions as appropriate.

7. LEGAL IMPLICATIONS

7.1 There are no legal implications 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 schemes set out in this report are funded through existing transport budgets.

10. BACKGROUND PAPERS

10.1 Cycle Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling, Reading Borough Council, March 2014.

10.2 Cycling Strategy Implementation Plan 2015/16, Strategic Environment, Planning and Transport Committee Report, July 2015.

10.3 Traffic Management Sub-Committee LSTF Update Reports, from March 2014 onwards.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	16 SEPTEMBER 2015	AGENDA ITEM:	15
TITLE:	OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS (WALDECK STREET & SWAINSTONE ROAD) & INFORMAL CONSULTATION RESULTS FROM GRANGE AVENUE AREA		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	KATESGROVE & PARK
LEAD OFFICER:	ANDREW STURGEON	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	Andrew.sturgeon@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To note the responses received to the advertised Swainstone Road & Waldeck Street Traffic Regulation Order and to report the results of the informal consultation carried out within the Grange Avenue area.
- 1.2 Members must agree on either to implement the proposed schemes within Waldeck Street & Swainstone Road as advertised or not to proceed with implementation.
- 1.3 Members must decide on whether based on the results of the informal consultation carried out within the Grange Avenue area to proceed to formal statutory consultation for a residents parking scheme within this area.
- 1.4 Appendix 1 - Advertised drawings as part of Swainstone Road and Waldeck Street 2015 Traffic Regulation Order.
Appendix 2 - Responses received in relation to the advertised Traffic Regulation Order.
Appendix 3 - Responses received in relation to informal consultation carried out within the Grange Avenue area.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That objections and comments of support for schemes, noted in Appendix 2 are considered by members and a recommendation is made to either implement or reject the proposals.
- 2.3 Should a decision be made to implement the proposals, that the Head of Legal and Democratic Services be authorised to seal the Swainstone Road and Waldeck Street Traffic Regulation Order 2015, and no public inquiry be held into the proposals.
- 2.4 That the objectors be informed of the decisions of the Sub-Committee accordingly.
- 2.5 Should the Sub-Committee decide to proceed with a residents parking scheme within the Grange Avenue area, then in consultation with the Chair of the Sub-Committee, Lead Councillor for Strategic Environment, Planning and Transport and local Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation on a traffic regulation order.

3. POLICY CONTEXT

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

4. BACKGROUND

4.1 Waldeck Street & Swainstone Road (Katesgrove)

- 4.1.1 A number of complaints have been received from residents of Waldeck Street and Swainstone Road regarding the difficulty they have with parking within these streets. These roads currently have no waiting restrictions and border the resident parking Zone, 10R, which covers the majority of Katesgrove ward.

4.1.2 Katesgrove ward councillors and residents of these two streets have expressed support for a resident permit scheme due to the difficulty residents have finding kerb side spaces to park and inconsiderate and obstructive parking. Through formalising parking on street inconsiderate around junctions would be eliminated and resident permit holders would have priority on kerb side spaces within these roads. In December 2014, an informal survey was distributed to all properties within these two streets to gauge the level of support from residents for a resident parking scheme and the results from this survey was reported to the January Traffic Management Sub Committee

4.1.3 Statutory consultation on proposals for resident parking within Swainstone Road and Waldeck Street was carried out during July 2015. The comments received are tabled in Appendix 1 for councillor's consideration.

4.2 Grange Avenue Area (Park)

4.2.1 Following a review of all resident parking areas across the borough as reported to the TMS in November 2014, Park ward councillors wanted to consider an extension of the resident parking scheme within the Grange Avenue area.

4.2.2 During July 2015 an informal survey was distributed to properties within the area. This was done during the summer to gauge the opinion of longer term residents, as opposed to the more transient student population.

4.2.3 An informal survey was distributed to all properties within these streets to gauge the level of support from residents for a residents parking scheme and the results are tabled in Appendix 3.

4.5.3 Members should consider these responses and decide whether a resident parking scheme for these roads should proceed to statutory consultation.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Informal consultations have been carried out with residents of Waldeck Street & Swainstone Road prior to the statutory consultation process and statutory consultation was carried out in accordance

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

7. LEGAL IMPLICATIONS

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

8. FINANCIAL IMPLICATIONS

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

9. BACKGROUND PAPERS

- 9.1 Traffic Management Sub-Committee November 2014 & January 2015.



Reading
Borough Council

Working better with you

Transportation & Streetcare Services

Civic Offices
Bridge Street
Reading
RG1 2LU



Project

SWAINSTONE ROAD
RESIDENTS PARKING PROPOSAL

Drawing

TRAFFIC REGULATION ORDER
ADVERT

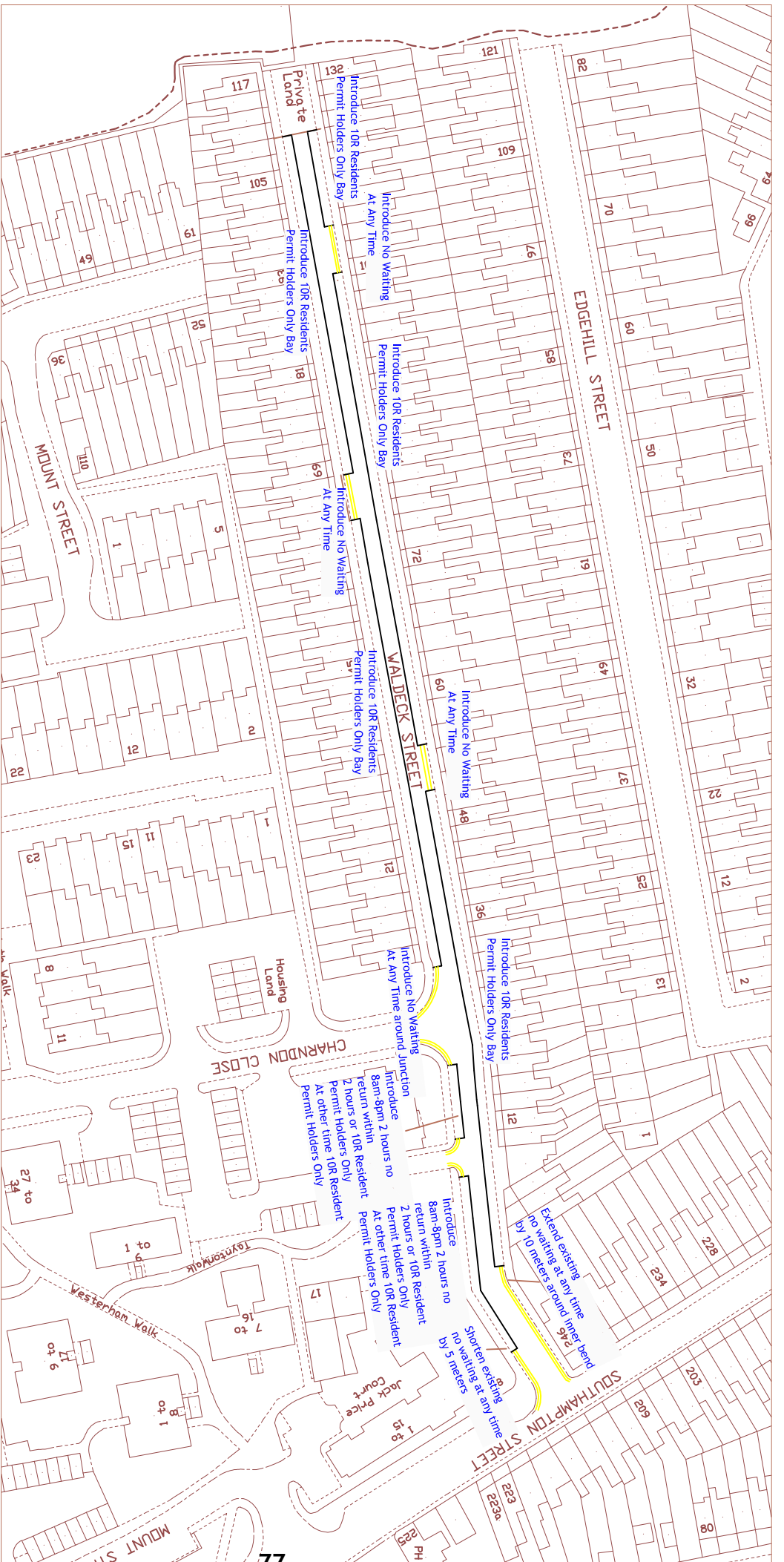
Scale: N.T.S

Drawn: AS

Date: 06/15

Drawing No.

RP2/15/Swainstone



Reading
Borough Council

Working better with you

Transportation & Streetcare Services

Civic Offices
Bridge Street
Reading
RG1 2LU

Project	Scale. N.T.S
WALDECK STREET RESIDENTS PARKING PROPOSAL	Drawn. AS
Drawing	Date. 06/15
TRAFFIC REGULATION ORDER	Drawing No. RP2/15/Waldeck
ADVERT	

Waldeck Street & Swainstone Road Traffic Regulation Order

Appendix 2 : Responses received in relation to the advertised Traffic Regulation Order:

Swainstone Road

Resident of Swainstone Road

Swainstone Road is densely populated and oversaturated with HMOs. Parking spaces are scarce. This often forces the residents to circle around and use Bourne Avenue, and surrounding streets, for parking. Therefore I would welcome the introduction of Parking Permits for residents.

However, different parking schedules at the ends of the road equals to cutting off 90 meters of parking space. This will deprive approximately 16 car owners (out of 69 houses) of parking space. It is clear this would cause further parking disruption in Swainstone Road and subsequent problems in Bourne Avenue etc. Please note that Milman Road is already restricted.

We do not understand the logic of introducing parking permits on the one hand and also reducing the number of parking spaces on the other. Surely parking permits are supposedly meant to ease known parking problems for residents. Under the proposed scheme the advantage of having parking permits would be entirely negated by the planned introductions of further parking restrictions (with double yellow lines).

I support this proposal with the following modification that the whole length of Swainstone Road (excluding 3m east off Basingstoke Road on both sides) is for the residents of Swainstone Road only

Resident of Swainstone Road

Swainstone Road is densely populated and oversaturated with HMOs. Parking spaces are scarce. This often forces the residents to circle around and use Bourne Avenue, and surrounding streets, for parking. Therefore I would welcome the introduction of Parking Permits for residents.

However, different parking schedules at the ends of the road equals to cutting off 90 meters of parking space. This will deprive approximately 16 car owners (out of 69 houses) of parking space. It is clear this would cause further parking disruption in Swainstone Road and subsequent problems in Bourne Avenue etc. Please note that Milman Road is already restricted. We do not understand the logic of introducing parking permits on the one hand and also reducing the number of parking spaces on the other. Surely parking permits are supposedly meant to ease known parking problems for residents. Under the proposed scheme the advantage of having parking permits would be entirely negated by the planned introductions of further parking restrictions (with double yellow lines).

I find the introduction of no waiting at any time most surprising: I have lived here for 10 years and never felt this was necessary. I am able to reverse out of the street or make a 3 or 6 point turn to do so. There is also the option to use the driveways at the end of the street, to turn around. It was also stated that the school needs said space. This is absolutely NOT the case. The opening of their gates is not hindered in anyway by parked cars. Whats more, the gates are also rarely opened as they give access to a school playing field only - ie There are never any cars in that go into that area on a regular basis - there is an occasional visit by a groundsman who drives his tractor/mower into the school field to cut the grass, but no other vehicles, it being a playing field used by all children at break and lunchtimes. All school parking is on Millman road (the school can

obviously verify this fact if required). Given, the above facts I really cannot understand the need for said proposal.

I support this proposal with the following modification that the whole length of Swainstone Road (excluding 3m east off Basingstoke Road on both sides) is for the residents of Swainstone Road only.

Resident of Swainstone Road

Swainstone Road is densely populated and oversaturated with HMOs. Parking spaces are scarce. This often forces the residents to circle around and use Bourne Avenue, and surrounding streets, for parking. Therefore I would welcome the introduction of Parking Permits for residents.

However, different parking schedules at the ends of the road equals to cutting off 90 meters of parking space. This will deprive approximately 16 car owners (out of 69 houses) of parking space. It is clear this would cause further parking disruption in Swainstone Road and subsequent problems in Bourne Avenue etc. Please note that Milman Road is already restricted.

We do not understand the logic of introducing parking permits on the one hand and also reducing the number of parking spaces on the other. Surely parking permits are supposedly meant to ease known parking problems for residents. Under the proposed scheme the advantage of having parking permits would be entirely negated by the planned introductions of further parking restrictions (with double yellow lines).

I support this proposal with the following modification. The whole length of Swainstone Road (excluding 5m east off Basingstoke Road and 5 m off the western end on both sides) for the residents of Swainstone Road only.

Resident of Swainstone Road

I support this proposal with the following modification. The whole length of Swainstone Road (excluding 3m east off Basingstoke Road on both sides) for the residents of Swainstone Road only.

Resident of Swainstone Road

Swainstone Road has a high density of HMOs and student lets, in addition to permanent residents. Parking spaces can be scarce, forcing residents to turn to surrounding streets (Bourne Avenue, Christchurch Road, Waterloo Rise) for parking. I therefore support the proposed introduction of permit parking.

However, the current proposal would actually reduce the space available for parking in the street, causing knock-on effects in the surrounding streets, effectively relocating (rather than solving) the problem. I therefore oppose the proposal as it stands and recommend that only 3 metres of no waiting at any time is necessary at each end of the road, to create more spaces for permit holders.

Resident of Swainstone Road

Swainstone Road is densely populated and oversaturated with HMOs. Parking spaces are scarce. This often forces the residents to circle around and use Bourne Avenue, and surrounding streets, for parking. Therefore I would welcome the introduction of Parking Permits for residents.

However, different parking schedules at the ends of the road equals to cutting off 90 meters of parking space. This will deprive approximately 16 car owners (out of 69 houses) of parking space. It is clear this would cause further parking disruption in Swainstone Road and subsequent problems in Bourne Avenue etc.

We do not understand the logic of introducing parking permits on the one hand and also reducing the number of parking spaces on the other. Surely parking permits are supposedly meant to ease known parking problems for residents. Under the proposed scheme the advantage of having parking permits would be entirely negated by the planned introductions of further parking restrictions (with double yellow lines). I would like to see residents parking only for the residents of Swainstone Road, along the whole length of Swainstone Road excluding 3m east off Basingstoke Road on both sides.

Resident of Swainstone Road

As the owner of a property in Swainstone Road I find it incredibly frustrating to not be able to park in my own street during the evening – as I know many other resident owners do also. Although the proposed restrictions are clearly meant to address the concerns of residents the proposal seems to me to worsen the problem rather than improve it. As you are probably aware there are a large number of rented properties in the street due to the close proximity to the university. This unfortunately means that there are a lot of multi-car households for a significant part of the year.

I support the principle but believe the entire length of of Swainstone Road (excluding 3m east off Basingstoke Road on both sides) should be for the residents of Swainstone Road only.

Resident of Swainstone Road

I support the proposed scheme to address the parking challenges residents currently have.

The situation with parking in Swainstone Road is continuing to get worse and as a resident on this road, I am now facing a lot of hassle on a daily basis to find parking space.

This situation with lack of parking has been going on for a while now and we have a number of people who are not Swainstone Road residents who are coming to park here on a daily basis thus impacting availability of parking space for residents like myself. I have also spoken to other residents here and the issue is now a major concern and is a concern for me daily when coming back after a day's work. We have owners from shops on Whitley Street who are coming to park regularly on Swainstone Road as well as residents of Basingstoke Road and contributing to the lack of parking space for residents like myself who would at least expect to find a parking space on the street they live in.

Resident of Basingstoke Road

We have lived in our property since 1981 and have access to our property from Swainstone Road; We have always parked our car in Swainstone Road. It is becoming more and more difficult to park in Swainstone Road due to the increase in multi occupancy student properties and the resulting increase in number of cars. We are hoping if the proposed changes come into effect we would be eligible for a permit to allow us to park next to our home.

Waldek Street

Resident of Waldeck Street

I was extremely happy to see that parking permits will be issued on our street. Especially since our road became a 'war zone' this month. Parking on payments and greens and so forth was taken to a new level. Which is odd, as normally summer holiday weeks are always quieter here?

My work requires me to work evenings, but I am dreading it even more, as after 7pm our street is already full, many of the parking places being taken by big vans. Some cars come and park on the road for weeks before they are collected and disappear for a period of time. I assume these people use the road as a long stay car park (I have two just in front of us right now).

Hence, due to the lack of spaces people park in places which could be dangerous e.g. ambulance won't be able to get through, or payment can't be used for walking. Therefore the introduction of permit parking as soon as is possible will be a welcome on this street by its residents

Resident of Waldeck Street

Since living, and parking on this road, my car has received continual damage (scratches, small dents etc). This is because this road is not controlled by permits. The result of this is people parking on literally every spare inch of ground on the road, the grassed areas, the pavements etc. People are even parking in the middle of the road at the end of the road, blocking cars in - up to 5 blocked in cars at a time. I even had to knock on people's doors at 5.30am recently to find out who was blocking me in as I was going to be late for work as a result of the blockage.

I have also seen people parking on the road and then walking in to town, using the road as free parking. I'm also sure that people who live on the main road that Waldeck Street joins, park on Waldeck Street as there is no off road parking for their properties.

I am strongly requesting permit parking on Waldeck Street to help this issue. I'm sure most people on the road would also agree that permit parking is a sensible way to go

Appendix 3 : Responses received in relation to informal consultation carried out in Grange Avenue Area

Question 1: Do you support a residents parking scheme in Grange Avenue/Bishops Road/St Edwards Road/Pitcroft Avenue and Brighton Road

TOTAL RESPONSES FROM AREA: 47 YES: 25 NO: 21 (1 respondent was unsure)

By Street

GRANGE AVENUE: RESPONSES: 11 YES: 8 NO: 3

PITCROFT AVENUE: RESPONSES: 14 YES: 8 NO: 6

BISHOPS ROAD: RESPONSES: 3 YES: 3 NO: 0

ST EDWARDS ROAD: RESPONSES: 3 YES: 1 NO: 1 UNSURE: 1

BRIGHTON ROAD: RESPONSES: 16 YES: 5 NO: 11

Question 2: To help us assess the demand how many permits would you require

NONE: 5 ONE: 16 TWO: 21 (5 respondents wanted than 3 permits required)

By Street

GRANGE AVENUE: NONE: 1 ONE: 5 TWO: 4 MORE THAN TWO: 1

PITCROFT AVENUE: NONE: 2 ONE: 5 TWO: 4 MORE THAN TWO: 3

BISHOPS ROAD: NONE: 0 ONE: 1 TWO: 2 MORE THAN TWO: 0

ST EDWARDS ROAD: NONE: 0 ONE: 0 TWO: 2 MORE THAN TWO: 1

BRIGHTON ROAD: NONE: 1 ONE: 5 TWO: 4 MORE THAN TWO: 1

Question 3: Any other comments

I am nearly 86 but don't get out much so have many visitors, can they park?

Most properties in Grange Avenue have more than 3 people living in the, how is the introduction of a scheme that limits to 2 permits going to help We need working people in the area to maintain an affluent area, it is outdated to think that only 2 permits is justified.

Wykeham Road needs to be included within the scheme

This is long overdue with the HMO's, We stand no chance of parking near our homes in the evening

The growth in HMOs results in multiple occupancy, After 6pm we can take at least half hour to find a space. I would pay for a RP scheme quite happily as I believe it would reduce speeding in the area and encourage a change of habits for the betterment of the area.

I would only support the scheme if parking was on both sides I would definitely NOT support the scheme with double yellow lines on one side.

Will permits be allocated to tenants in houses of multiple occupancy?

We are paying the tax, people from outside think they can park here for months. If we can park near our house with permits that would be great

I am often unable to park in my road at night, friends no longer visit me as they are unable to park, this will get worse with the expansion of Alfred Sutton and the school on Crescent Road as parents/visitors and staff use our road as a car park

Scheme should run from 6pm to Midnight so visitors, builders etc can park during the day

I do not have a car but am concerned where visitors would park

I would like 2 non car specified permits for my visitors, as I don't drive myself

While I welcome an evening scheme, I think a daytime scheme could be a nuisance for shoppers, day visitors etc

If it were imposed there would be a cost implication for those of us with 3 cars, why should my daughter or guests to our house have to park in another street

The sooner a scheme is introduced the better, people have no respect with their parking in the area

I have not seen the arguments put forward for a RP scheme will it actually have a positive effect on residents

Permits should be road specific eg Bishops Road permits for Bishops Road residents

Stop commercial vehicles that take up two spaces

Permit parking should be for night time only, parking is not a problem before 6pm

Anytime after 5pm we are unable to park outside our home or even on the same road. I hope the scheme goes ahead

It would limit the over use of Pitcroft Road

Will you provide visitors permits? The problem is only overnight

What provision is made for landlords to carry out prolonged periods of renovation?

I am strongly in favour of this idea as you are unable to park in the evenings

Allow residents to buy temporary visitor permits and remove double yellow lines that are too long

Permit parking does not increase the number of spaces but provides an income for the council.

I am a landlord and 5 students live in my house, parents come and go with their offspring and I have regular maintenance throughout the area, I would need at least 5 permits

Not 100% sure a permit scheme would help, we need a trial during term time!

I find it difficult to find parking for my visitors

Parking in this area is ridiculous there are van companies, taxis and garage repairs that take up all the spaces. We are unable to get near our house it is beyond a joke

I would not like a residential permit, as I am not well and am always being visited by friends/family daily. Having permits would not help. Plus families who live here usually have more than 2 cars so this would not help them

I live in a HMO with 5 other people we would need 5 permits. A better idea than permits would be to work with the university to ensure students do not bring cars to the area. Cambridge has a strictly enforced policy which bans undergraduates bringing cars which is very successful