

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2015	AGENDA ITEM:	6
TITLE:	PETITION FOR THE AMERSHAM ROAD ESTATE TO BE A 20MPH ZONE - UPDATE REPORT		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	CAVERSHAM
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1. EXECUTIVE SUMMARY

- 1.1 To update the Sub-Committee on the request to make the Amersham Road Estate 20mph as submitted to the Council by petition in January 2015.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That consideration is given to making the Amersham Road Estate 20mph once the implications are known following the revised Traffic Signs Regulations & General Directions.
- 2.3 That a further report be submitted to a future meeting of Sub-committee once the new version of the sign regulations have come into force.
- 2.3 That the lead petitioner be informed accordingly.

### 3. POLICY CONTEXT

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

### 4. THE PROPOSAL

- 4.1 A petition was received at the January 2015 meeting of the Subcommittee asking for the Amersham Road estate to be a 20mph zone for a safer estate for children.

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

- 4.2 Amersham Road has a mix of traffic calming features consisting of chicanes, roundabouts and cushions. There is also a level of on-street parking particularly at the western end of the road which also suppresses driver speed. The rest of the estate has clearly been designed with lower speeds in mind with a mixed of raised tables, roundabout features and right angled bends. These features meet the current requirement set by government for the lower speed limit and the whole estate makes a good candidate for 20mph.
- 4.3 Speed surveys carried out in January 2013 record average mean speeds of just over 20mph westbound and just under 21mph eastbound. Again this makes Amersham Road suitable for a 20mph limit which, if implemented, is likely to reduce the average mean speed by another 1mph to 2mph.
- 4.4 The government are reviewing the Traffic Signals Regulations and General Directions (TSRGD) 2002 which is the legislation that highway authorities use when applying road signs and markings to the public highway. It is the expectation that the requirements around illumination of speed limit signs particularly 20mph is likely to change. Additional signing of 20mph through repeater signs and use of road markings is also being reviewed. These expected changes will reduce the cost of implementing 20mph but until the new TSRGD is laid before parliament and comes into force we must use the current version.

- 4.5 To implement 20mph schemes at this time we are required to use the current version of the TSRGD. Whilst there are expected to be cost savings in signing 20mph there are likely to be other changes to the use of the lower limit within the new version of the TSRGD. To implement any 20mph scheme will not only cost more to implement but there may be further costs in required alterations within the new TSRGD. So although Amersham Road estate makes a good candidate for the lower speed limit we remain in a period of limbo until the new TSRGD comes into force. Item 9 on this agenda updates the Subcommittee further on the government TSRGD consultation.

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

- 5.1 Service Priorities contained in the Corporate Plan 2015 - 2019.

- Safeguarding and protecting those that are most vulnerable.
- Keeping the town clean, green and active.
- Providing infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

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

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

## **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.

**9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

**10. BACKGROUND PAPERS**

10.1 Petition report - TM Sub January 2015