

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 3 NOVEMBER 2015

Present: Councillor Page (Chair)

Councillors Debs Absolom, Ayub, Dennis, Duveen, Hacker, Hopper, Jones, McDonald, Terry, and Whitham.

32. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

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

(2) Presentation - USING ROAD PRICING TO MANAGE AND FUND INFRASTRUCTURE IN GREATER READING

Dr John Walker gave a presentation on using road pricing to manage and fund infrastructure in Greater Reading. The presentation covered the history of road pricing, the expected benefits, types of scheme and technologies. The presentation also detailed the experience of other towns and cities, such as Gothenburg, Edinburgh and Manchester, where road pricing had either been introduced or where referendums had been held about its introduction.

Resolved - That Dr Walker be thanked for his presentation.

(3) M4 Smart Motorway Scheme

John Booth, Reading Friends of the Earth, told the Forum that The Planning Inspectorate would be holding an Open Floor Hearing at 7.00 pm on 16 November 2015 at Wycliffe Baptist Church, Kings Road, Reading, on the M4 Smart Motorway scheme and that members of the public would be welcome to attend.

Resolved - That the position be noted.

33. MINUTES

The Minutes of the meeting of 16 September 2015 were confirmed as a correct record and signed by the Chair.

With regard to Minute 24, Target Junction Trial Traffic Signal Switch-off, and in response to an email, tabled by Councillor Hopper, from Mr J Young, Community Engagement Officer for Guide Dogs in Reading, Councillor Page explained that committee minutes were not produced as a verbatim record of meetings and informed the Sub-Committee that a report on Target Junction would be submitted to the next meeting.

Further to Minute 23, Waiting Restriction Review, Councillor Dennis requested that the proposal in respect of Norcot Road be reinstated in the programme.

Resolved -

(1) That the position be noted;

(2) That the proposals in respect of Norcot Road be reinstated in the Waiting Restriction Review programme 2015.

34. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
Cllr Whitham	Napier Road Underpass
Cllr Whitham	Electric Vehicle Charging Points

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

35. PETITIONS

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

36. PETITION FOR THE AMERSHAM ROAD ESTATE TO BE A 20MPH ZONE - UPDATE

Further to minute 66b of the meeting on 15 January 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the review that had been undertaken following the receipt of a petition asking for the Amersham Road estate to be a 20mph zone to be a safer estate for children.

The report stated that Amersham Road had a mix of traffic calming features consisting of chicanes, roundabouts and cushions and a level of on-street parking which also suppressed driver speed. The rest of the estate had clearly been designed with lower speeds in mind with a mix of raised tables, roundabout features and right angled bends. These features met the current requirement set by government for the lower speed limit and the whole estate made a good candidate for 20mph.

The report also stated that speed surveys had been carried out in January 2013 which recorded average mean speeds of just over 20mph westbound and just under 21mph eastbound which, again, made Amersham Road suitable for a 20mph limit as it only required a small reduction in the average mean speed.

The report explained that the government were reviewing the Traffic Signals Regulations and General Directions (TSRGD) 2002 which was the legislation that highway authorities used when applying road signs and markings to the public highway. It was expected that the requirements around illumination of 20mph speed limit signs, additional signing and the use of road markings would be changed, which would reduce the cost of implementing 20mph.

The report concluded that although Amersham Road estate was a good candidate for the lower speed limit it was not advisable to implement this at present as further alterations might be required the new TSRGD came into force.

The Sub-Committee discussed the report and agreed that a letter should be written to the Secretary of State for Transport urging him to lay before parliament the new Traffic Signs Regulations and General Directions as soon as possible, see Minute 41 below, and asked that a report be submitted to the next meeting setting out the options for 20mph schemes in the Borough.

Resolved -

- (1) That the report be noted;
- (2) That consideration be given to making the Amersham Road Estate 20mph once the implications were known following the revised Traffic Signs Regulations & General Directions;
- (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;
- (4) That the Lead Petitioner be informed accordingly;
- (5) That a letter be written by officers, in consultation with the Chair of the Sub-Committee, to the Secretary of State for Transport urging him to lay before parliament the new Traffic Signs Regulations and General Directions as soon as possible;
- (6) That a report be submitted to the next meeting setting out the options for 20mph schemes in the Borough.

**37. PETITION FOR A RESIDENTS PARKING PERMIT SCHEME IN LOWER HAMILTON ROAD
- UPDATE**

Further to minute 19a of the meeting on 16 September 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the review following the receipt of a petition requesting the Council to consider a formal parking scheme and consult with residents on a Residents' Parking Permit Scheme for Lower Hamilton Road.

The report recommended that this request be considered as a part of the current 6-monthly waiting restriction review where the typical review processes would then be followed. Officers were looking at requests in the current review that had been approved at the meeting on 16 September 2015 (minute 23 refers) and would report findings to Ward Councillors in December 2015 with proposals to take forward for statutory consultation to be reported to the Sub-committee in January 2016.

The report explained that during the period of officer review, residents would be asked what their permit requirements were likely to be and this would be used to assess the business case for providing a residents permit parking scheme.

Resolved -

- (1) That the report be noted;
- (2) That the request to consider a formal parking scheme and consult with residents be progressed through the current 6-monthly waiting restriction review;
- (3) That consultation be carried out with local residents, with a further report submitted to the January 2016 meeting of the Sub-committee to take proposals forward for statutory consultation;

(4) That the Lead Petitioner be informed accordingly.

38. PETITION FOR A RESIDENTS PARKING PERMIT SCHEME IN CARDINAL CLOSE AND THE LAY-BY WOLSEY ROAD - UPDATE

Further to minute 19b of the meeting on 16 September 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the review following the receipt of a petition asking the Council to introduce a Residents' Parking Permit Scheme in Cardinal Close and the parking layby in Wolsey Road.

The report stated that the petition had included a survey of residents in which they were made aware of the residents parking permit rules and the limit of two permits per household and also ascertained how many permits would be required. This information was helpful in establishing a business case for providing a Residents' Parking Permit Scheme and would be considered as a part of the officer review.

The report explained that officers had met with the lead petitioner prior to the petition being submitted to discuss the particular problem faced by residents to ensure that a delivered scheme resolved the issues in this area as parking was particularly challenging for residents who parked on-street. Whilst Cardinal Close had some off-street parking in the form of garage blocks, these were built many years ago and did not cater for the size of the modern car. The garage areas were particularly tight and parking in front of any garage would cause access problems for other residents. There was evidence of commuter parking for Reading railway station and local business parking that impacted the working week and there was leisure parking at weekends as Wolsey Road led to the River Thames tow path, both of which resulted in residents having to compete with a continuous demand for kerb-side parking.

The report recommended that this request be considered as a part of the current 6-monthly waiting restriction review where the typical review processes would then be followed. Officers were looking at requests in the current review that had been approved at the meeting on 16 September 2015 (minute 23 refers) and would report findings to Ward Councillors in December 2015 with proposals to take forward for statutory consultation to be reported to the Sub-committee in January 2016.

Resolved -

- (1) That the report be noted;
- (2) That the request to consider a formal parking scheme and consult with residents be progressed through the current 6-monthly waiting restriction review;
- (3) That the Lead Petitioner be informed accordingly.

39. REQUEST TO REMOVE THE SCHOOL KEEP CLEAR MARKINGS FROM HONEY END LANE

The Director of Environment and Neighbourhood Services submitted a report to update the Sub-Committee on the request to remove the School Keep Clear restrictions on Honey End Lane that was reported in the waiting restriction review at the meeting of 17 June 2015

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(minute 8 refers). A drawing showing the layout of school keep clear markings and zebra crossing was attached to the report at Appendix A.

The report stated that representations had been received from residents of Honey End Lane to remove the school keep clear marking outside their homes which are close the entrance to Prospect School. The request had been made in response to residents (and their visitors) being caught in contravention of the order by the camera enforcement vehicle when stopping outside their properties.

The report explained that waiting restrictions applied to the whole of the highway and some residents were mistaken in the belief that stopping on the footway and behind the actual road marking was allowed, which was possible in this case as the footway was sufficiently wide that a vehicle could stop within the dropped kerb (vehicle crossover) section without blocking pedestrians walking on the footway. However, this had also resulted in the receipt of a penalty charge notice (PCN) in contravention of the school keep clear restriction, which prevented stopping between the hours of 8am and 5pm Monday to Friday.

The report also explained that a number of challenges had been made in appeal to issued PCNs on the grounds of whether or not the restriction applied to the whole of the highway. After some deliberation the Traffic Appeals Tribunal (TPT) agreed that, like all waiting restrictions, school keep clears applied to the whole of the highway. As a consequence, residents requested that the restriction be removed or relaxed so that residents and their visitors could stop outside or closer to their homes.

The report stated that there were two school keep clear markings on both sides of the road in this location separated by a zebra crossing as indicated on the drawing attached to the report at Appendix A. This showed that the school keep clear markings outside numbers 57-59 and 66 were away from the school entrance.

The proposal in the report was to remove the school keep clear and replace it with a single yellow line that restricted parking between 8:15 and 8:45 am and between 2:45 and 3:15 pm. This would maintain the integrity of what the school keep clear was designed to achieve and prevented the temptation to park on the footway at the busiest school arrival and departure times. However, during the time that school children were in school residents (and their visitors) would be able to stop closer to their homes without being in contravention of the waiting restriction.

At the invitation of the Chair Mr and Mrs Harrington addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the request to remove the School Keep Clear restriction and replace it with a single yellow line timed to school arrival and departure times be advertised as a part of the next waiting restriction review;
- (3) That the residents directly affected by the restriction be informed of the decision taken by the Sub-committee and provided with an expected timeline for the change.

40. SOUTHCOTE FOOTWAY/VERGE TRIAL PARKING BAN - 6 MONTH REVIEW

Further to minute 53 of the meeting on 13 November 2013, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the experimental footway and verge parking ban in the Southcote area. A map showing the roads included within the ban was attached to the report at Appendix 1 and a document summarising recorded comments and enquiries during the first six months of the ban was attached to the report at Appendix 2.

The report stated that the ban was introduced in February 2015 under an experimental order with a maximum term of 18 months and that additional temporary warning/information notices and gateway signs for the zone were placed around Southcote. The first six months of an experimental order provided the opportunity for people to object and, as a result, alterations could be made to any temporary restriction should there be a need to do so. No objections to the legal order had been received although there had been a number of comments/enquiries which were summarised in Appendix 2.

The report explained that the overall feeling was that the ban had made a positive difference to Southcote with reduced verge parking and slower vehicle speed where vehicles were now parked in the road. Most of the enquiries relating to vehicles that were still parked on verges related to land that was not part of the public highway. In some cases this land was Council controlled (housing land) and officers were considering options, which might lead to a modification of the experimental order to include other Council controlled land.

The report concluded that from the lack of objections and largely positive comments/enquiries that the ban had been regarded as successful and had met its original objectives. There were some areas that needed to be considered and this would take place over the remainder of the experimental order and would be reported back within the West Reading study.

Councillor Ennis, Southcote Ward Councillor, attended the meeting and addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the comments/enquiries recorded in response to the experimental verge and footway parking ban in Southcote as summarised in Appendix 2 be noted;
- (3) That the experimental Traffic Regulation Order that banned parking on footways and verges in Southcote continue for a further 10 months (to the full term of the 18 months as allowed by the experimental order).

41. TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the detail of the additional consultation following the Government review of the current Traffic Signs Regulations and General Directions (TSRGD). The report

also highlighted the delay to the new version of the regulations that had subsequently led to a delay in delivering local schemes that were expected to be affected by the change in signing regulations. A summary of the consultation and the Council's response was attached to the report at Appendix 1.

The report stated that the new version of TSRGD (which would replace the 2002 version) had been completely restructured and would provide significant deregulation, a new approach for local authorities in delivering their traffic management and traffic signs and create a flexible legislative framework for the future. One of the expected changes was to the requirement to illuminate 20mph speed limit signs, which would result in a significant reduction in costs when implementing new schemes. However, until the new TSRGD had been laid before Parliament the Council were legally required to use the current 2002 version.

The report explained that the Government had undertaken extensive levels of stakeholder engagement over the past four years including a full public consultation in 2014 and a series of roadshows across Britain to promote and explain the new policies. Officers had been involved in this consultation at a number of different levels and had given feedback at every opportunity. It had been expected that the new TSRGD would be laid before Parliament and come into force in 2015 but this had been delayed as further consultation had been deemed necessary around a small number of policies which were not part of the earlier public consultation.

The report also explained that there had been no official announcement as to when the new TSRGD would come into force and so the plans to implement 20mph across East Reading remained on hold.

Resolved - That the report be noted.

42. UNIVERSITY AND ROYAL BERKSHIRE HOSPITAL AREA STUDY

The Director of Environment and Neighbourhood Services submitted a report to update the Sub-Committee on the latest position with regard to the identification of transport issues and potential solutions in the residential areas around the University of Reading and Royal Berkshire Hospital. A map that outlined the proposals for the area was attached to the report at Appendix 1.

The report explained that a consultation had been undertaken in May 2012 on the principle of prioritising parking for local residents in the Hospital and University area through introducing a Residents' Parking Scheme, to include elements of pay and display parking, alongside complementary transport measures in the local area. The scheme was proposed to help address the issues previously identified by residents.

The report stated that due to the mixed nature of responses received through the consultation, the study Steering Group took the decision not to proceed with the proposed parking scheme at that time. It was agreed that the study would continue working closely with key stakeholders, including the University and Hospital, to reassess the feasibility of introducing the complementary transport schemes as outlined in the consultation and as supported through feedback received from residents.

This work had continued over the past few years and, alongside detailed discussions with key stakeholders, a second set of proposals had been completed and these were detailed

in Appendix 1. Redlands Ward Councillors had promoted the latest set of proposals via a local leaflet delivered to all properties in the study area, information on the Redlands Councillors website and a local exhibition in September 2015 supported by Council Transport Officers.

The report also stated that the proposed residents parking schemes in Foxhill Road, Cardigan Road, Cardigan Gardens, Donnington Road, Donnington Gardens, Blenheim Road, Blenheim Gardens, and Hatherley Road were intended as parking protection for residents due to the likelihood of displacement from the Hospital and University areas where a change in restriction was proposed. However these roads were narrow and so formalising parking would include the requirement to maintain access for emergency services and larger vehicles such as refuse vehicles at all times.

Resolved -

- (1) That the report be noted;
- (2) That, the review of the consultation continues alongside continuing discussions with the Emergency Services and a further detailed report be submitted to the January 2016 meeting of this Sub-Committee.

43. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating 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 were expanding this autumn.

The report stated that Reading's school expansion programme was making significant progress in response to population forecasts which would provide provision for 2,520 additional school places by 2021. The schools (listed below) would each be taking their new admission number from Year R (reception), meaning that the schools' population would incrementally increase as the new classes moved up through the school:

- Alfred Sutton Primary
- Churchend Primary
- E P Collier Primary
- Geoffrey Field Infant
- Geoffrey Field Junior
- New Town Primary
- Ridgeway Primary
- Southcote Primary
- St. Martins Primary
- St. Michaels Primary

The programme also included the creation of a new, two form entry primary school called Civitas Academy in Hodsoll Road. They had admitted their first reception intake in September 2015.

The report explained that as part of the planning application process for expansion, schools were required to show how they intended to address both existing and predicted travel and traffic issues by producing a new School Travel Plan.

The report also stated that a second Implementing Travel Plans workshop was proposed to encourage schools to implement the ideas in their Travel Plans. Case studies and examples would be available at the workshop to inspire schools to come up with new and innovative ideas to encourage sustainable travel to school and to join the Modeshift Stars programme, funded by the Department for Transport (DfT), to compete with other schools for Bronze, Silver and Gold recognition for their Travel Plans and for special national awards for innovative projects.

The Sub-Committee discussed the report and requested that a report on Secondary School Expansion Programme be submitted to the next meeting.

Resolved -

- (1) That the report be noted;
- (2) That reports submitted to future meetings on School Expansion and Sustainable Transport include the Secondary School Expansion Programme.

44. PUBLIC LIABILITY INSURANCE POLICY

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the current requirement for applicants to have Public Liability Insurance when working on the public highway and requesting a decision on proposed changes.

The report stated that Council's Streetcare Services required applicants to have a minimum of £10 Million Public Liability Insurance for any work carried out on, under or over the public highway, including the placing of material and plant on the public highway by a third party. However, the Street Café Licences (on the public highway), which were processed through the Licencing Team in Regulatory Services, only required a minimum of £5 Million Public Liability Insurance.

The report explained that a benchmarking exercise had been carried out that showed that the majority of other Local Authorities required £5 Million Public Liability Insurance for Street Café Licences. The results were detailed in the table attached to the report at Appendix A.

Streetcare Services had sought advice from the Local Government Association (LGA), who had indicated that this was a decision for individual councils, and the Council's Insurance Section, who confirmed that there was no statutory basis for setting the Public Liability Insurance indemnity limit but that there was a case for requiring a lower indemnity limit where activity on the highway was less inherently likely to give rise to a loss.

The report also explained that Officers within the Regulatory Services team had reported that the increase in cost to the customer to seek a higher level of insurance was prohibitively expensive and, as it was recognised that outdoor seating, in the right location, could add to the vibrancy of the town a proportionate approach to insurance requirements would be beneficial.

Resolved -

- (1) That the report be noted;

- (2) That the proposal for a two-tier system for Public Liability insurance be adopted.

45. ON STREET PAY AND DISPLAY - PAY BY PHONE

The Director of Environment and Neighbourhood Services submitted a report advising the Sub-Committee of the proposal to introduce the option to Pay by Telephone for On Street Pay and Display bays as well as retaining the existing pay by cash provision.

The report stated that the Council's off street car parks already provided the option for customers to pay at machine or by telephone and it was proposed to use the same provider (RingGo) for on street parking. The RingGo website would provide information about the Parking Locations within Reading, with prices and other information for each site and there was a provision within the Parking Enforcement Contract with NSL Ltd for them to set up and manage this on behalf of the Council.

The report explained that customers could pay by telephone or use an "app" on their mobile telephone to make payment by credit or debit card. Each location would be issued with a location number/code and the customer would be required to specify the location and pay the amount due. There was an additional option for them to receive a reminder text message before their time ran out, which would also give them the opportunity to extend their parking session.

The report also explained that there was a convenience charge of 20p associated with using the service and 10p for the reminder text messages, both of which would be passed onto the customer should they wish to use this service rather than pay by cash.

Resolved -

- (1) That the report be noted;
- (2) That a Pay by Telephone system be introduced as a method of payment for the Borough's On Street Pay & Display parking provision;
- (3) That amendments be made to The Borough of Reading (Pay and Display) (Civil Enforcement Area) Order 2013 and The Borough Of Reading (Pay and Display) (Civil Enforcement Areas) Order 2014 to include Pay by Telephone as a payment method option;
- (4) That the Head of Legal and Democratic Services be authorised to advertise the amendment.

46. WINTER SERVICE PLAN

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the review of the 2014/2015 Winter Service Plan and the changes incorporated within the 2015/2016 Winter Service Plan.

The report stated that although the 2014/2015 winter had been relatively mild overall, under the Well Maintained Highways - Code of Practice (Appendix H), which required precautionary salting from a temperature of 1°C and falling, there was a tendency for action rather than no action which resulted in a higher number of salting runs than would

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have been expected, but that there had been no reported problems with the availability of salt or maintaining salt stock levels.

The report also stated that a review of the existing 48 grit bins had been carried out confirming their on-going requirement with the exception of the grit bin located outside the former Civic Centre. There had been three requests for new grit bins, but none achieved a score high enough to warrant installation for the 2015/2016 winter service period.

The report explained that the contractual salt stock held by the Council's contractor had been increased from 600 tonnes to 1200 tonnes from the start of the 2010/2011 winter service period and that this stock level would be maintained for the start of the 2015/2016 winter service period, reducing to 600 tonnes by 31 March 2016.

All bus routes had been reviewed and appropriate amendments included within the 2015/2016 Winter Service Plan so that bus routes continued to be on primary or secondary salting routes. In addition, all cross-boundary primary and secondary salting routes corresponded with neighbouring Authorities routes, including the access to the new MereOak Park and Ride facility.

The report also explained that when the Snow Plan was activated (during prolonged adverse weather events) footway snow ploughs continued to be available for use in the Town Centre and on primary pedestrian routes such as the Reading and Caversham Bridges and the new pedestrian/cycle bridge.

The Transport and Streetcare Department had used the full review of the 2014/2015 Winter Service Plan to inform the 2015/2016 Winter Service Plan.

Resolved -

- (1) That the outputs delivered by the 2014/2015 Winter Service Plan be noted;**
- (2) That the 2015/2016 Winter Service Plan be noted.**

47. LOCAL SUSTAINABLE TRANSPORT FUND - REVENUE SCHEMES 2015/16

The Director of Environment and Neighbourhood Services submitted a report to inform the Sub-Committee of the revised Local Sustainable Transport Fund (LSTF) Revenue 2015/16 programme, for which a grant of £996,000 had been awarded by the Department for Transport (DfT).

The report stated that, building on the previous significant LSTF programme, the updated LSTF Revenue 2015/16 programme included a range of projects to promote the use of sustainable transport in Reading, including:

- Cycling Development Programme - including a series of community cycle clubs, engagement events, cycle training, led-rides and bicycle maintenance sessions;
- Healthy Walks Coordinator - supporting a programme of led-walks to promote healthy living;

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- Enhanced Travel Information - including website enhancements and updated cycle maps;
- Enhanced Open Data - provision of new transport data streams for the open data service.

The report explained that the programme included revenue funding support to progress the following sustainable transport schemes which had been allocated indicative capital funding from the Thames Valley Berkshire Local Growth Deal:

- South Reading Mass Rapid Transit (MRT) - proposed series of bus priority measures on the A33 corridor between Mere oak Park & Ride and Reading town centre;
- East Reading MRT - proposed new public transport link between Reading Station and the A3290;
- NCN Cycle Route 422 - proposed cross-Berkshire cycle route between Newbury and Windsor;
- Reading Green Park Station - proposed railway station on the Reading to Basingstoke line;
- Reading Transport Model Update - to support the business case development work for the schemes listed above.

Resolved -

- (1) That the report be noted;
- (2) That the scheme and spend approval for the Local Sustainable Transport Fund (LSTF) Revenue 2015/16 project be approved.

48. CYCLING IN BROAD STREET - REVIEW OF RESTRICTIONS

The Director of Environment and Neighbourhood Services submitted a report requesting approval from members of the Sub-Committee to progress to statutory consultation on permitting cycling in Broad Street West. A location map of Broad Street was attached to the report at Appendix 1.

The report stated that Broad Street had been partially pedestrianised in the early 1990's, resulting in the introduction of a cycling ban between the West Street/St Marys Butts Junction and Queen Victoria Street. When the full length of Broad Street was pedestrianised in 2000, the existing cycle links on Broad Street East were retained to allow access via Cross Street and Queen Victoria Street to the north of the Town Centre. However, the existing moving traffic restrictions in Broad Street West remained, including the cycling ban.

The prohibition of cycling in Broad Street West was supported by the existing pedestrian zone restrictions but this was difficult to enforce due to the current layout and inconsistent cycling message.

The report explained that in order to simplify and encourage cycling into and around the town centre, Officers proposed a review of the current restriction in Broad Street West with a view to permitting cycling along the full length of Broad Street. This would provide an important link for cyclists heading through the Town Centre, remove the current inconsistent cycling provision in Broad Street and rectify the current enforcement issues.

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The report recommended the completion of a Statutory Consultation on this proposal from November to December 2015 with an implementation date in Spring 2016 if the results were positive.

The report also stated that that if cycling was to be permitted along the entire length of Broad Street, there would be no segregation for cyclists and the route would continue as a shared facility for all users.

The Sub-Committee discussed the report and agreed that an informal consultation take place via the Council's web site, running until the end of the year, based on the options of either permitting cycling along the whole length of Broad Street or banning cycling along the whole length of the street and that a report detailing the results be submitted to the next meeting. A statutory consultation would then take place after the results of the consultation were known.

Resolved -

- (1) That the report be noted;
- (2) That an informal consultation take place via the Council's web site, running until the end of 2015, based on the options of either permitting cycling along the whole length of Broad Street or banning cycling along the whole length of the street;
- (3) That a report detailing the results of the consultation be submitted to the next meeting.

49. 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 highway projects in Reading, namely Reading Station Area Improvement, Winnersh Triangle park and ride scheme and the Local Enterprise Partnership schemes, which were Green Park Station, Southern and Eastern Mass Rapid Transit, Eastern Park and Ride, National Cycle Network Route 422 and Third Thames Bridge.

Reading Station Area Redevelopment

The report stated that all objections to the Compulsory Purchase Order (CPO) had been withdrawn but as they were outstanding when the public inquiry had been held, the Department for Transport were not able to make a decision until they had received the inspector's report. This process had now been completed and the Secretary of State for Transport had confirmed both the CPO and SRO. In addition, Network Rail had commenced the procurement process for the works and were currently in the process of reviewing the overall delivery programme alongside the potential contractors, with the start date on site to be confirmed. Network Rail would again utilise the area on the west side of Cow Lane between both bridges as a site compound and no works would interfere with the operation and management of Reading Festival. The works were expected to take approximately six months to complete.

The report explained that a new cycle parking hub with a minimum of 300 racks was due to be introduced in the area currently used as a site compound on the corner of the multi-story car park.

Winnersh Triangle Park and Ride Schemes

The Winnersh Triangle Park and Ride, located near to Winnersh Triangle Station, had 390 spaces and users had the choice of travelling by bus or train into central Reading. The site replaced the existing Park and Ride site at Loddon Bridge which was prone to flooding. The site opened to the public in October 2015.

Local Enterprise Partnership Schemes

Green Park Station

Reading Green Park Station was a proposed new railway station on the Reading to Basingstoke line. The station and multi-modal interchange would significantly improve accessibility and connectivity to this area of south Reading which had large-scale development proposed including the expansion of Green Park business park, Green Park Village residential development and the proposed Royal Elm Park mixed use development.

The scheme had been granted financial approval by the Berkshire Local Transport Body in November 2014 but delivery timescales were uncertain due to Network Rail's review of their electrification programme, including electrification of the line between Southcote Junction and Basingstoke, which was critical to the implementation of Green Park Station.

South Reading Mass Rapid Transit

South Reading Mass Rapid Transit (MRT) was a proposed series of bus priority measures on the A33 corridor between Mere oak Park & Ride and Reading town centre which would reduce congestion and journey times and improve public transport reliability on the main growth corridor into Reading without reducing existing highway capacity along the A33.

Phases 1 and 2 of the scheme, from M4 J11 to Island Road, were granted indicative funding approval in July 2014 and financial approval would be sought from the Berkshire Local Transport Body in November 2015. Detailed design would be undertaken when financial approval had been secured, with scheme delivery currently scheduled during 2016/17 and 2017/18.

In addition, options for Phase 3 of the MRT scheme were currently being investigated to provide further bus priority measures between Island Road and Reading town centre.

East Reading Park & Ride and Mass Rapid Transit

East Reading Park & Ride was a proposed park and ride facility off the A3290 and East Reading Mass Rapid Transit (MRT) was a proposed public transport link between central Reading and the park and ride site, running parallel to the Great Western mainline.

The schemes had been granted indicative funding approval in July 2014 and financial approval would be sought from the Berkshire Local Transport Body when the full business case for each scheme had been prepared. Timescales for further development of each scheme were currently under review, subject to the outcome of the business case work.

National Cycle Network Route 422

National Cycle Network (NCN) Route 422 was a proposed cross-Berkshire cycle route between Newbury and Windsor. The route would provide an enhanced east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the Borough.

The scheme had been granted indicative funding approval in July 2014 and financial approval would be sought from the Berkshire Local Transport Body in November 2015. Detailed design for the scheme would be undertaken when financial approval has been secured.

Third Thames Bridge

A third bridge over the River Thames was a longstanding element of Reading's transport strategy to improve travel options throughout the wider area. A group had been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council and in partnership with Reading Borough Council, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP.

The Wokingham Strategic Transport Model was currently being updated to enable the modelling and business case work to be undertaken, with initial results anticipated for Spring 2016 to inform the next steps for the project.

Resolved - That the report be noted.

50. ANNUAL PARKING SERVICES REPORT 2014-2015

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

The Parking Services Annual Report for 2014-15 was attached to the report at Appendix 1 and would be published in November 2015. The Annual Reports for 2008-14 were also available on the Council website.

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

The report explained that the Traffic Management Act 2004 and Transport Act 2000 (for bus lane Penalties) set out the appeals process that recipients of Penalty Charge Notices and Bus Lane Penalties must follow if they believed they had grounds for the ticket to be cancelled. A legal requirement of both relevant Acts was for the Council to provide an address where these could be sent. The Council provided two dedicated addresses for motorists and had a secure online facility for direct representation to be made against the penalties. In addition there was a requirement for the registered keeper of the vehicle to

communicate directly with the Council, which meant that a third party could only act on the registered keeper's behalf if legally authorised to do so.

Resolved -

- (1) That the report be noted;
- (2) That the 2014-2015 Annual Parking Report for publication in November 2015 be noted.

51. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Items 52 and 53 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.

52. LED STREET LIGHTING - INVEST TO SAVE PROJECT TENDER UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the tender results for the LED Street Lighting Invest to Save project.

Resolved -

- (1) That the report be noted;
- (2) That the contract for the LED Street Lighting Invest to Save project be awarded as recommended in the report in accordance with the Public Contract Regulations 2015.

53. 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 9 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That application 1.0 be withdrawn;
- (2) That with regard to applications 1.1, 1.2 and 1.3, consideration of the applications be deferred to the next meeting to allow officers time to seek further clarification;
- (3) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.4, 1.5 and 1.6 be upheld;
- (4) That with regard to applications 1.7 and 1.8 a discretionary permit be issued, personal to the applicants and two free books of visitor permits.

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 3 NOVEMBER 2015

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

(The meeting started at 6.30 pm and finished at 9.02 pm).