

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

Direct: ☎ 0118 937 2432
e-mail:
richard.woodford@reading.gov.uk

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Your contact is: Richard Woodford - Committee Services

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 10 MARCH 2016

A meeting of the Traffic Management Sub-Committee will be held on Thursday 10 March 2016 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 - NATIONAL HIGHWAYS & TRANSPORT NETWORK SURVEY REPORT 2015	-

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 14 JANUARY 2016	-	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 FOR THE COUNCIL TO REVIEW THE SAFETY & SIGNAGE OF THE ZEBRA CROSSING IN PROSPECT STREET, CAVERSHAM	CAVERSHAM	15
To report to the Sub-Committee the receipt of a petition submitted to Policy Committee on 15 February 2016 asking the Council to review the safety and signage of the zebra crossing in Prospect Street, Caversham as a matter of urgency, including investigating an upgrade to a pelican crossing.		
(B) PETITION FOR THE COUNCIL TO INVESTIGATE RESIDENTS PERMIT PARKING FOR BULMERSHE ROAD	PARK	18
To report to the Sub-Committee the receipt of a petition submitted to Policy Committee on 15 February 2016 asking the Council to investigate residents' permit parking for Bulmershe Road.		
(C) PETITION AGAINST THE INTRODUCTION OF RESIDENT PERMIT PARKING FOR HAMILTON ROAD	PARK	21
To report to the Sub-Committee the receipt of a petition against the introduction of residents' permit parking in Hamilton Road.		
(D) 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 A ZEBRA CROSSING ON GOSBROOK ROAD - UPDATE	CAVERSHAM	24
	A report to update the Sub-Committee on an initial response to a petition asking the Council to install a new zebra crossing on Gosbrook Road.		
7.	PETITION FOR SAFE CROSSING PLACES FOR SCHOOL CHILDREN ON ROTHERFIELD WAY - UPDATE	THAMES PEPPARD	27
	A report to update the Sub-Committee on an initial response to a petition submitted to the January 2016 meeting asking for the Council to implement a crossing place for school children on Rotherfield Way.		
8.	PETITION FOR PERMIT PARKING IN CRESCENT ROAD - UPDATE	PARK	32
	A report to update the Sub-Committee on the request for residents permit parking in Crescent Road, as requested by residents via a petition received by the Sub-committee at the January 2016 Sub-Committee meeting.		
9.	WEST AREA TRANSPORT STUDY	SOUTHCOTE MINSTER	35
	A report to update the Sub-Committee on progress with the West Reading Transport Study and to seek authority to undertake an informal consultation on scheme options for Southcote during the summer.		
10.	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2015 (B) & REQUESTS FOR WAITING RESTRICTION REVIEW 2016 (A)	BOROUGHWIDE	39
	A report 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 2015B and including the proposal for a car club bay on Rectory Road.		
11.	HIGHWAY MAINTENANCE UPDATE AND PROGRAMME 2016/2017	BOROUGHWIDE	56
	A report to inform the Sub-Committee of the £1.424 Million (works and fees) programme for Highway Maintenance for 2016/2017 from the Local Transport Plan (LTP3) settlement.		
12.	UNIVERSITY & HOSPITAL AREA STUDY - UPDATE	BOROUGHWIDE	70
	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.		

13.	SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE	BOROUGHWIDE	75
	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.		
14.	CYCLING IN BROAD STREET - CONSULTATION UPDATE	ABBEY	82
	A report to update the Sub-Committee on the formal Statutory Consultation on permitting cycling in Broad Street west.		
15.	CONNECTING READING: CAR CLUB AND MULTIMODAL HUBS	BOROUGHWIDE	87
	A report to update the Sub-Committee on on progress made on the project to introduce two new multimodal hubs including ReadyBike, Reading Buses, two new on street Car Club car share cars and cycling and walking routes together with a smartcard to unlock Readybikes, Car Club cars and Reading Bus travel.		
16.	BIKEABILITY - PROCUREMENT STRATEGY	BOROUGHWIDE	92
	A report to update the Sub-Committee on the national cycle training scheme, Bikeability, including plans to retender the delivery of the scheme with the expectation that a new contract will be in place from the beginning of the 2016/17 academic year.		
17.	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE	BOROUGHWIDE	97
	A report to update the Sub-Committee on the current major transport and highways projects in Reading.		
18.	CYCLE FORUM MINUTES	BOROUGHWIDE	104
	A report to inform the Sub-Committee on the discussions and actions from the Cycle Forum held in February 2016.		

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”

19.	APPLICATIONS FOR DISCRETIONARY PARKING PERMITS		110
	To consider appeals against the refusal of applications for the issue of discretionary parking permits.		

DATE AND TIME OF NEXT MEETING:

Wednesday 15 June 2016 at 6.30 pm

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 14 JANUARY 2016

Present: Councillor Page (Chair).

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

Apologies: Councillor McDonald.

54. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

A question on the following matter was submitted, and answered by the Chair:

Questioner	Subject
Tanja Rebel	LED Street Lighting Programme

(The full text of the question and reply was made available on the Reading Borough Council website).

(2) Presentation - Transport Funding - Past, Present and Future

Cris Butler, Strategic Transportation Programme Manager, gave a presentation on Transport Funding - Past, Present and Future. The presentation covered funding sources, the Local Transport Plan, past projects, present projects, current EU projects and future projects.

Resolved - That Cris Butler be thanked for his presentation.

55. MINUTES

The Minutes of the meeting of 3 November 2015 were confirmed as a correct record and signed by the Chair.

56. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
Cllr Whitham	Improving Road Safety Outside Schools

(The full text of the question and reply was made available on the Reading Borough Council website).

57. PETITIONS

(a) Petition for a Zebra Crossing on Gosbrook Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council to install a new zebra crossing on Gosbrook 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 petitioner Ed Hogan addressed the Sub-Committee.

Resolved -

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

(b) Petition for Safe Crossing Places for School Children on Rotherfield Way

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 462 signatures asking the Council to implement a crossing place for school children on Rotherfield Way.

The petition read as follows:

'We demand Reading Borough Council urgently implement an appropriately located crossing place for school children on Rotherfield Way.'

'Why is this important?'

Every child deserves a safe route to school.

There have been two serious incidents involving school children in the last two years. Coupled with a number of near misses, we demand that the council urgently review traffic conditions and the location of crossing places on Rotherfield Way.

We believe there is a significant volume of traffic exceeding the speed limit on this very busy road. Additional crossing places are required, in particular by the Surley Row junction where numerous school children are crossing during morning rush hour.

We cannot wait for one of our children to die before action is taken.'

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 petitioner Annie Beauchamp addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;

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

(c) Petition for Permit Parking in Crescent Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 41 signatures asking the Council for permit parking in Crescent Road.

The petition read as follows:

'Parking in Crescent Road in the evening can be a real struggle. We would like to see residents' parking introduced in our road to improve the situation for people living in the 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 petitioner Tony Hoskins addressed the Sub-Committee.

Resolved -

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

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

Further to minute 37 of the meeting on 3 November 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 16 September 2015 meeting (Minute 19(A) refers) requesting the Council to consult with residents over a residents parking permit scheme for Lower Hamilton Road.

The report explained that at the November 2015 meeting it had been recommended that parking within Hamilton Road be investigated as part of the current six monthly waiting restriction review and a scheme be brought to the January 2016 meeting following local consultation. However, since November 2015 a further petition had been received from residents of Crescent Road for parking restrictions. These were neighbouring streets and it was clear that they could not be looked at in isolation therefore it was proposed to investigate and consult both streets at the same time and within the next waiting restriction review.

Resolved -

- (1) That the report be noted;

- (2) That, in light of a petition being received from residents of Crescent Road, the request to consider a formal parking scheme for both Hamilton Road and Crescent Road be investigated as part of the next six-monthly waiting restriction review;
- (3) That the lead petitioner be informed accordingly.

59. TARGET JUNCTION TRIAL TRAFFIC SIGNAL SWITCH-OFF - UPDATE (BROAD STREET/ST MARY'S BUTTS/OXFORD ROAD/WEST STREET)

The Chair read out the following statement in respect of Target Junction Trial Traffic Signal Switch-off:

“On 21 December 2015 the Council received a judicial review claim from Unity Law on behalf of Mr Simon Goodall. Unity Law is seeking to challenge the decision made by the Traffic Management Sub-Committee on 15 September 2015. The Council has now submitted its response to that claim, and will continue to defend its position robustly.”

Resolved - That the position be noted.

60. 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. A series of maps showing the locations of each of the waiting/parking restrictions was attached to the report at Appendix 1 and the Bi-Annual Waiting restriction review programme list of streets, with officer's recommendations, was attached to the report at Appendix 2.

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 on 16 September 2015 (Minute 23 refers), consultation with Ward Councillors had been completed and the resultant proposals to take forward to the statutory consultation process were detailed in Appendix 2.

The Sub-Committee discussed the report and considered the list of streets and proposed restrictions requiring statutory consultation.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals listed in

- Appendix 1, and as detailed in (3) below, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows;
 - (i) Kentwood: Lyndhurst Road - that the situation be kept under review;
 - (ii) Norcot: Tern Close (including Taff Way)/Elan Close - that the situation be kept under review;
 - (iii) Redlands: Cintra Avenue and Warwick Road - amend to introduce a "floating one hour restriction" to deter commuter parking issues;
 - (4) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
 - (5) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
 - (6) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
 - (7) That no public enquiry be held into the proposals.

61. RESIDENTS PARKING - REVIEW OF RESIDENT PERMIT RULES

The Director of Environment and Neighbourhood Services submitted a report advising the Sub-Committee of proposals to make changes to the Resident Parking Permit Rules and Definitions.

The report explained that the permit scheme rules had last been reviewed at the meeting of the Sub-Committee on 16 January 2014 (Minute 82 refers), when it was agreed to review the permit scheme charges. It was proposed to make amendments to the rules and definitions of the scheme in respect of the following:

- "Household" Definition;
- "Healthcare Professional" Permit definition update;
- "Tradesperson Permit" Definition - Daily permit proof;
- Teacher Permits Definition;
- Permit Management Rules - Charges;
- Refund or Transfer Definitions;
- Temporary Permit Definitions;
- Visitor Permits Definitions.

The Sub-Committee discussed the definitions and agreed the following:

Teacher Permits Definition - That a decision on the Teacher Permit definition be deferred to a future meeting to allow time for officers to gather information on the implications for other schools and colleges in the Borough.

Refund or Transfer Definitions - That a decision on the Refund and Transfer definition be deferred to a future meeting to allow time for further consideration.

Visitor Permits Definitions - The report proposed that if households did not have any resident permits they might be granted a single discretionary visitor permit that would allow 'ANY' vehicle to park. A charge of £120 would apply and the household would waive their entitlement to books of visitor permits. The Sub-Committee agreed that the proposed change be trialled for a year and then a report submitted to the Sub-Committee detailing the results of the trial.

Resolved -

- (1) That the changes to the Resident Parking Permit Rules and Definitions as set out in paragraph 4.2 of the report be agreed as follows:
 - (a) Household Definition to include House of Multiple Occupation;
 - (b) Healthcare Professional definition to include Social Workers from NHS in the approved profession list;
 - (c) Tradesperson Permit definition to amend proofs required for daily permit;
 - (d) Teacher Permit definition be deferred to a future meeting to allow time for officers to gather information on the implications for other schools and colleges in the Borough;
 - (e) Permit Management Rule charges be amended for second Discretionary Resident permit, second to fourth Charity and Community Agency to £120, to be introduced on 1 February 2016;
 - (f) The Refund and Transfer definition changed to reflect new charges;
 - (g) A decision on the definition of Refund and Transfer be deferred to a future meeting to allow time for further consideration;
 - (h) Temporary Permits definitions to include (Emergency) Temporary Accommodation situations
 - (i) The proposed change in respect of Visitor Permits definitions, as detailed in the report, be trialled for a year and a report submitted to the Sub-Committee detailing the results of the trial;
- (2) That the permit charges be introduced on 1 February 2016.

62. IMPLICATIONS OF DELAYS TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS ON CURRENT SCHEMES

Further to Minute 41 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report highlighting the implications of the further delay of the new Traffic Signs Regulations and General Directions (TSRGD).

The report explained that it had been expected that the new TSRGD would have been laid before Parliament in 2015 and would have come into force before the end of the year. However, this had now been delayed for further consultation to which the Department of Transport was considering all responses. At the start of the review process the government had committed to making it more cost effective for local highway authorities to use 20mph within the urban environment. The Council had consulted on an area wide 20mph scheme for east Reading and the expectation of the new TSRGD was that illumination of 20mph signs would no longer be required. This had significant cost implications for the scheme where currently around 80 signs would require illumination.

The report stated that there had been no official announcement as to when the new TSRGD would come into force. However, the draft documentation had been presented to the European Union suggesting that no further changes would be made to the current draft version. Plans to implement 20mph in east Reading had been on hold for around 18 months which meant that the two year deadline for implementing an advertised Traffic Regulation Order (TRO) was fast approaching. There was a requirement to implement a TRO within two years of advertising otherwise the restriction would have to be re-advertised. This would come at an additional cost unless the scheme was implemented and the order sealed before May 2016; the cost of advertising the east Reading scheme was in the region of £8,000. This was money that would be better spent on implementation of the scheme rather than repeating the legal process.

The cost of illumination of the 20mph signs for east Reading had been considered and the estimated current market value to connect the speed limit signs to mains electricity was £180k to £200k. To use solar powered illuminated signs would cost around £100k and for signs only, with no illumination, the cost of implementing the east Reading scheme was estimated at £35k. With the revised TSRGD expected later in 2016 it had been recommended to implement the east Reading scheme without illumination at an estimated cost of £35K for the signs.

Resolved -

- (1) That the report be noted;
- (2) That the East Reading 20mph scheme go ahead without illumination of the signs before May 2016, as detailed in the report.

63. UNIVERSITY AND HOSPITAL AREA STUDY - UPDATE

Further to Minute 42 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update 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 copy of the proposals east of Alexandra Road and west of Alexandra Road

(including Alexandra Road) were attached to the report at appendices 1 and 2 respectively and a copy of the Equality Impact Assessment - Scoping Report was attached at Appendix 3.

The report stated that a local consultation, including a local exhibition, had taken place in September and October 2015 by the Redlands Ward Councillors on the latest plans. The results of the consultation had been reviewed and liaison with key stakeholder, such as the Emergency Services, had been completed.

The report detailed the proposals for the area east of Alexandra Road and explained that the proposed residents parking schemes in Foxhill Road, Cardigan Road, Cardigan Gardens, Donnington Road, Donnington Gardens, Blenheim Road, Blenheim Gardens, and Hatherley Road are intended as parking protection for residents due to the likelihood of displacement from the Hospital and University areas where a change in restriction is proposed. These roads were narrow, and whilst parking was currently unrestricted and commonly seen on both sides of the road, formalising parking would include the requirement to maintain access for emergency services and larger vehicles such as refuse vehicles at all times. This would change the way in which vehicles could park and in some cases parking could only be provided on one side of the road due to the available road space. The majority of feedback from residents at the local exhibition had been focused on the reduction in parking spaces and a review of the written feedback that had been received from residents had also focused on this area, with the majority objecting to such a scheme progressing.

Officers had also completed the review of the proposals alongside the Emergency Services and had concluded that the proposed parking protection scheme in the roads detailed above could not be altered any further in order to increase parking provision with a formalised parking scheme. It was therefore recommended that no further action be taken in these roads and any future issues be considered on a road by road basis alongside detailed liaison with Ward Councillors.

With regard to the proposals for the area to the west of Alexandra Road, including Alexandra Road itself, these included new areas of pay and display parking and residents parking in order to create a managed parking scheme to improve parking allocation and turnover. Feedback on these ideas had been positive generally and it was therefore recommended that the proposals were progressed to the formal three week Statutory Consultation and any objections submitted to a future meeting.

The Sub-Committee discussed the report and it was suggested that the areas of pay and display on Elmhurst Road at the junction of Upper Redlands Road be moved further away from the junction and that the crossing areas further down Elmhurst Road also be moved.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation on the proposed new waiting restrictions as shown in Appendix 2, attached to the report and in

accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, subject to the areas of pay and display on Elmhurst Road at the junction of Upper Redlands Road being moved further away from the junction and the crossing areas further down Elmhurst Road also moved;

- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee;
- (5) That in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Transportation and Streetcare be authorised to make minor alterations to the proposals following the Statutory Consultation process;
- (6) That the proposals shown in Appendix 1, attached to the report be progressed no further.

64. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE

Further to Minute 43 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress made towards encouraging sustainable travel to school through the development of new Travel Plans for the Primary Schools that were expanding in autumn 2016. A list of works that had been identified within the development process was attached to the report at Appendix 1.

The report explained that as a part of the development process a number of alterations, works and proposals, had already been identified in improving access to the schools being expanded. The Appendix attached to the report detailed works that had already taken place or would be carried out as a part of the development process and those requested for additional spend of the S106 monies to mitigate the impact of a larger school.

Resolved - That the report and the list of works, as detailed in Appendix 1, be noted.

65. CYCLING IN BROAD STREET - RESULTS OF INFORMAL CONSULTATION

Further to Minute 48 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the results of the informal consultation on cycling in Broad Street. A copy of the Broad Street location plan was attached to the report at Appendix 1, the consultation report was attached at Appendix 2 and a copy of the Equality Impact Assessment was attached to the report at Appendix 3.

At the meeting on 3 November 2015 it had been agreed that an informal consultation be carried out and should focus on the following three questions:

- I support cycling along the whole length of Broad Street;
- I support a ban of cycling along the whole length of Broad Street;

- No change to the current system.

The report explained that the consultation had started on 9 November 2015 and had run until 31 December 2015. It had been available on the Council's web site and written feedback had been welcomed from those with no internet access. There had been a total of 1,283 responses and the results of the consultation were as follows:

- Support cycling along the whole length of Broad Street - 796 (62%);
- Ban cycling along the whole length of Broad Street - 448 (35%);
- No change - 39 (3%).

Based on the majority of consultation responses in support of permitting cycling along the whole length of Broad Street it was recommended that the formal Statutory Consultation commenced and any objections submitted to a future meeting.

The report stated that it had to be noted that if cycling was 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.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation on permitting cycling in Broad Street West as shown in Appendix 1 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

66. CONNECTING READING: CAR CLUB AND MULTIMODAL HUBS

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress towards linking car share to multimodal hubs including ReadyBike, Reading Buses, BetterPoints and cycling and walking routes and to report the results of the recently completed statutory consultation on a proposal to provide two new Car Club spaces in Reading with links to other modes of transport. Location plans for Oxford Road and Rectory Road were attached to the report at Appendix 1 and 2 respectively. Officers tabled an additional Appendix at the meeting setting out responses that had been received from residents in relation to the advertised Car Club space on Rectory Road.

The report stated that the project would build on the existing Car Club in Reading by introducing two new Car Club multi modal nodes which had significant connectivity to other sustainable modes of transport, including Reading cycle hire scheme (ReadyBike),

Reading bus services and walking and cycling routes. The two new cars at these nodes would be hybrid vehicles which used electric power when moving slowly around town and generated electricity using regenerative braking systems. The Council in partnership with Co-Wheels had been awarded £48.8k funding from the Department of Transport for the scheme as a Car Club Demonstration Project in March 2015. A short list of possible locations had been drawn up in partnership with Co-Wheels which brought together ReadyBike cycle hire, bus stops, suitable parking on street and high density housing with low car ownership where there was increased unmet demand for car share. The two sites which best met the criteria were Oxford Road in close proximity to Battle Library and Rectory Road in Caversham.

The sites and details of the scheme had been submitted to the Sub-Committee meeting on 16 September 2015 (Minute 26 refers). Spending approval for the project was granted as was approval to go forward through the statutory consultation (TRO) process. The consultation process for the two Car Club bays had commenced on 17 December 2015 for 21 days and had ended on 11 January 2016.

The Sub-Committee discussed the report and the responses that had been received from residents in relation to the advertised Car Club space on Rectory Road and agreed that a report should be submitted to the next meeting setting out proposals for the provision of an alternative Car Club space on Rectory Road that did not result in the loss of resident parking spaces.

Resolved -

- (1) That the report be noted;
- (2) That the working group progress the joint branding and marketing of the multimodal hubs and the scheme be launched at the end of March 2016
- (3) That the provision of an alternative parking space for the Car Club is re-advertised without the loss of residents permit parking space within Rectory Road;
- (4) That a report being submitted to the next meeting setting out the re-advertised proposal for the provision of an alternative Car Club space on Rectory Road that did not result in the loss of resident parking spaces.

67. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the current major transport and highways projects in Reading, namely Cow Lane Bridges, Cycle Parking on the North of the Station, and Thames Valley Berkshire Growth Deal Schemes, which were Green Park Station, South Reading Mass Rapid Transit, National Cycle Network Route 422 and the Third Thames Bridge.

Cow Lane Bridges - Highway Works

The report stated that all objections to the Compulsory Purchase Order (CPO) had been withdrawn but as they were outstanding when the public enquiry had been held on 13 January 2015 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 Side Roads Order (SRO). Network Rail had identified some potential issues with the overall cost profile to deliver the project and some design issues with existing utility services in the road. Network Rail were reviewing the cost profile and design to establish a future programme of works but this had added some delay to the expected delivery of the project by summer 2016.

Cycle Parking on the North side of the Station

The report explained that the works programme had been confirmed with adjustments to an existing electricity cable having taken place in November 2015. The Council would commence the main construction works in January 2016 with completion expected by the end of March 2016. In the interim additional cycle parking for 212 bikes had been introduced to cater for the high demand in the area.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

The report stated that the recent Hendy Review had included recommendations to delay electrification of the line to an unspecified date between 2019 and 2024. However, the Berkshire Local Transport Body had agreed that the scheme should be progressed in line with the original timescales and therefore officers would continue to work with colleagues at Network Rail and Great Western Railway to progress scheme development, including detailed design work for the station and a multi-modal interchange. The Lead Councillor had written again to the Secretary of State for Transport and the Chairman of Network Rail urging them to reconsider the electrification timescale so as to align it with the completion of Green Park Station.

South Reading Mass Rapid Transit

Phases 1 and 2 of the scheme, from M4 junction 11 to Island Road, had been granted full funding approval from the Berkshire Local Transport Body in November 2015. Officers were continuing to progress the detailed design for the scheme, including utility and geotechnical surveys, to enable a programme for scheme delivery during 2016/17 and 2017/18 to be finalised. In addition, options for Phase 3 of the scheme were currently being investigated to provide further bus priority measures between Island Road and Reading town centre.

East Reading Park and Ride and Mass Rapid Transit

The report stated that a consultation had been carried out by Wokingham Borough Council during November 2015 regarding the park and ride proposals and timescales for further development of each scheme were currently under review, subject to the outcome of the consultation and business case work.

National Cycle Network Route 422

The report explained that the scheme had been granted full funding approval from the Berkshire Local Transport Body in November 2015. Preferred option development and

detailed design for the scheme would be carried out in partnership with all authorities to ensure a programme for delivery of the full scheme could be agreed.

Third Thames Bridge

The report stated that the Wokingham Strategic Transport Model was currently being updated to enable the modelling and business case work to be carried out, with initial results expected in spring 2016 which would inform the next steps of the project.

Resolved - That the report be noted.

68. CYCLE FORUM - MEETING NOTE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions arising from the 7 October 2015 meeting of the Cycle Forum under the auspices of the approved Cycling Strategy.

The notes of the Cycle Forum meeting of 7 October 2015 were attached to the report at Appendix 1.

Resolved - That the report be noted.

69. 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 70 and 71 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.

70. EXTENSION OF WINTER MAINTENANCE TERM CONTRACT 2009 - 2013 (PREVIOUSLY EXTENDED)

The Director of Environment and Neighbourhood Services submitted a report setting out details to extend further the Winter Maintenance Term Contract 2009-2013 until the end of May 2016.

Resolved - That the Director of Environment and Neighbourhood Services, in consultation with the Lead Councillor for Strategic Environment Planning and Transport be authorised to extend the Winter Maintenance Term Contract 2009-2013 (previously extended) until the end of May 2016.

71. 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 -

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 14 JANUARY 2016

- (1) That with regard to applications 1.4, 1.5 and 1.10 a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That with regard to applications 1.3 and 1.6 a discretionary permit be issued, personal to the applicants;
- (3) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.0, 1.1, 1.2, 1.7, 1.8 and 1.9 be upheld.

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

(The meeting started at 6.30 pm and finished at 9.25 pm).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	5(A)
TITLE:	PETITION FOR THE COUNCIL TO REVIEW THE SAFETY & SIGNAGE OF THE ZEBRA CROSSING IN PROSPECT STREET, CAVERSHAM		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	CAVERSHAM
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	james.penman@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition submitted to Policy Committee asking the Council to review the safety and signage of the zebra crossing in Prospect Street, Caversham as a matter of urgency, including investigating an upgrade to a pelican crossing.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition (received at Policy Committee) to review the safety and signage of the zebra crossing in Prospect Street, Caversham is considered as a part of our statutory duty to improve road safety and reduce casualties and reported back to a future meeting of the Sub-committee.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 Improving road safety through the reduction of casualties is a statutory duty of the council as highway authority.

4. THE PROPOSAL

4.1 A petition received at Policy Committee asks for the Council to review the safety and signage of the zebra crossing in Prospect Street, Caversham as a matter of urgency, including investigating an upgrade to a pelican crossing. The petition highlights a serious incident on 11 January 2016 in which a woman on the crossing was knocked down by a lorry, sustaining life threatening injuries and rushed to hospital, showing that residents' fears about safety are justified.

4.2 We have a statutory duty placed upon us, as highway authority, to improve road safety through the reduction of casualties. We do this by using casualty data supplied to us by Thames Valley Police. Despite the accident on 11th January 2016 the records provided to us on casualties suggests that this crossing has a very good safety record. However, a serious accident has occurred and once the details are known to us following the conclusion of the police investigation we will consider an appropriate response.

4.3 After receipt of the police investigation officers will bring back their findings to a future meeting of the Sub-committee for further consideration. The lead petitioner will be informed of this decision accordingly.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council's strategic aims, as set out below:

- 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 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:	10 MARCH 2016	AGENDA ITEM:	5(B)
TITLE:	PETITION FOR THE COUNCIL TO INVESTIGATE RESIDENTS PERMIT PARKING FOR BULMERSHE ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	james.penman@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition submitted to Policy Committee asking the Council to investigate residents' permit parking for Bulmershe Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition (received at Policy Committee) to investigate residents permit parking in Bulmershe Road is considered as a part of the 6-monthly waiting restriction review and reported back 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 permit parking and waiting restrictions is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

- 4.1 A petition received at Policy Committee from residents of Bulmershe Road asks that the Council investigate residents' parking for the road.
- 4.2 We review requests to consider waiting restrictions twice a year through this Sub-Committee. With the next review due to commence with a report being considered as a part of this meeting (Item 8) it is recommended that Bulmershe Road is added to the list of streets for investigation.
- 4.3 Officers will bring back their finding to a future meeting of the Sub-committee for further consideration later in the year. That the lead petitioner be informed of this decision accordingly.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council's strategic aims, as set out below:
- 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 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:	10 MARCH 2016	AGENDA ITEM:	5(C)
TITLE:	PETITION AGAINST THE INTRODUCTION OF RESIDENT PERMIT PARKING FOR HAMILTON ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	james.penman@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition against the introduction of residents' permit parking in Hamilton Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That a petition against the introduction of residents permit parking in Hamilton Road is considered as a part of the 6-monthly waiting restriction review and reported back to a future meeting of the Sub-committee. This petition shall be considered with an earlier petition in mind asking for the introduction of residents permit parking that was received by the sub-committee in September 2015.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision for permit 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 Hamilton Road against an earlier campaign asking that the Council investigate residents' parking for the road.
- 4.2 We review requests to consider waiting restrictions twice a year through this Sub-Committee. With the next review due to commence with a report being considered as a part of this meeting (Item 8) it is recommended that Hamilton Road is added to the list of streets for investigation.
- 4.3 Officers will bring back their finding to a future meeting of the Sub-committee for further consideration later in the year. That the lead petitioner be informed of this decision accordingly.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council's strategic aims, as set out below:
- 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 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:	10 MARCH 2016	AGENDA ITEM:	6
TITLE:	PETITION FOR A ZEBRA CROSSING ON GOSBROOK ROAD - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	CAVERSHAM
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	james.penman@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee an initial response to a petition asking the Council to install a new zebra crossing on Gosbrook Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That surveys are carried out, a pedestrian/vehicle count (PV²) is conducted, and any concept designs are safety audited before a final scheme is brought back to the sub-committee for approval.
- 2.3 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 Following a petition received by the Sub-committee in January 2016 this report considers an initial assessment of the request to introduce

a zebra crossing facility across Gosbrook Road 30 yards east of Patrick Road.

- 4.2 With the opening of the pedestrian/cycle bridge in Christchurch Meadows across the River Thames, pedestrian movements have changed within this area of Caversham. An increased pedestrian movement has been created through Christchurch Meadows to the new bridge, where such a movement of people did not exist before. The paths through the Westfield Road green area lead to Gosbrook Road and to a point broadly opposite the path through Christchurch Meadow that leads to the new bridge. These routes are becoming increasingly popular with both pedestrians and cyclists resulting in an increased desire line across this point of Gosbrook Road.
- 4.3 The existing traffic signal controlled crossing in Gosbrook Road was initially installed as a part of the signalised junctions of Westfield Road and Elliotts Way with Gosbrook Road. When the junction traffic signals were removed the pedestrian crossing was retained on its original line. It could be argued that this signalised crossing is now in the wrong location and that its relocation to the new desire line would be of greater benefit.
- 4.4 The new pedestrian desire line, however, is at a point in the road where there is a parking layby. Consequently, some parking will be lost should any form of pedestrian crossing be installed at this point. There is also a gated access to Christchurch Meadow at this location which may still be in use. Additionally, the driveway that serves Elizabeth House is within the same area and needs careful consideration so not to compromise pedestrian safety by turning traffic. The crossing point may need to be moved away from the desire line.
- 4.5 The pedestrian/cycle bridge and new connecting paths are subject to an on-going safety audit, which will be conducted periodically over the next 3 years. The safety of the connecting paths will continue to be reviewed within the safety audit process.
- 4.6 Whilst this request for a zebra crossing is in response to where people are crossing the road, it is quite a complex location. Careful consideration of all the issues is needed to ensure the appropriate facility is provided in the appropriate location. It is recommended that surveys are carried out, a pedestrian/vehicle count (PV²) is conducted, and any concept designs are safety audited before a final scheme is brought back to the sub-committee for approval.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council's strategic aims, as set out below:

- 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 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 The cost of surveys will be funded from existing transport budgets.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-committee minutes - January 2016.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	7
TITLE:	PETITION FOR SAFE CROSSING PLACES FOR SCHOOL CHILDREN ON ROTHERFIELD WAY - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	THAMES AND PEPPARD
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING SERVICES MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee an initial response to a petition submitted to January meeting asking for the Council to implement a crossing place for school children on Rotherfield Way.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That officers consider the options again in view of the petition and reconsider the proposal suggested by CADRA 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 of pedestrian crossing facilities and associated criteria is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

- 4.1 Following a petition received by the Sub-committee in January 2016 this report explains the work carried out previously to introduce a pedestrian crossing facility at the junction of Rotherfield Way and Surley Row.
- 4.2 There has been a desire to improve the junction of Rotherfield Way and Surley Row for some time. Following agreement by Traffic Management Advisory Panel (TMAP) officers designed a scheme to introduce pedestrian islands. Localised consultation was carried out in spring 2014, and whilst everyone agreed that something should be done there was not universal acceptance of our proposal. We considered the feedback received and a final scheme was promoted as shown on the drawing (appendix 1).
- 4.3 However, when we tested the design through a series of experiments using temporary traffic management the proposal would not fit the current road layout. Due to the number of private driveways we were unable to find a location for the islands without causing an obstruction to one of the properties. The areas that could accommodate the scheme were well beyond any pedestrian desire line and consequently would not be helpful for those crossing at the junction.
- 4.4 An alternative scheme has been suggested by CADRA. This consists of a modest local narrowing of the carriageway with a raised table in a contrasting coloured material. The gradients on both sides of the tables should be no greater than 1:15 (as recommended by Transport for London for bus routes) and clear visibility ensured by white arrow heads. The claim by CADRA is that this arrangement would have the effect of slowing traffic and providing a safer crossing place for all pedestrians without obstructing through traffic and private driveways. Our response is that whilst this proposal may slow vehicle speed it does not directly offer any direct additional assistance to pedestrians.
- 4.5 The topography of the junction does not help. There is a significant level difference to the south side of the junction between the Rotherfield Way footway and carriageway with a further complication of a large BT chamber in the verge. This renders any form of facility on the south side of the junction unrealistic due to the levelling that would be required over a significant distance of the road. The bell mouth of the junction is relatively wide, which encourages higher turning speeds. Although it was a feature of our design to decrease the radius of the junction there is a number of chambers in the road

that would need to be lifted. This also applies to any raised table thus increasing the value of the works required.

- 4.5 In conclusion, whilst there is a desire to improve this junction for pedestrians, agreeing a solution that meets the expectation and concern expressed within the petition remains a challenge. Officers will consider the options again in view of the petition and reconsider the proposal suggested by CADRA.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council's strategic aims, as set out below:

- 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 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 January 2016 TM Sub-committee report.



Proposed location of pedestrian refuge island
Lane widths = 2.8m
Island width = 1.6m

Reflective keep left flexi bollard

Reduction in entry radius to reduce vehicle speeds
(kerbs to be placed avoiding existing service covers)

Proposed location of traffic island

Reflective keep left flexi bollard

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Department of Environment and Neighbourhood Services
Civic Centre
Reading
RG1 7AE

Project Rotherfield Way/Surley Row, Caversham	Scale NTS	Drawn GW
	Date 11.08.14	Checked CB
Drawing Proposed road safety improvements	Approved SB	
Drawing No.		001 - Rev C

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	8
TITLE:	PETITION FOR PERMIT PARKING IN CRESCENT ROAD - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	james.penman@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee an update to the request for residents permit parking in Crescent Road, as requested by residents via a petition received by the Sub-committee at the January 2016 Sub-Committee meeting.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the request to consider residents permit parking within Crescent Road is investigated within the next 6-monthly waiting restriction review and the findings be reported back 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 permit parking and waiting restrictions is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

4.1 Following a petition received by the Sub-committee in January 2016 this report recommends investigating the request through the next 6-monthly waiting restriction review.

4.2 We have now received four petitions relating to parking in the immediate area of Crescent Road. The other three petitions include request for residents permit parking in Bulmershe Road (submitted to Policy Committee), Hamilton Road request for residents permit parking (submitted to Traffic Management Sub-Committee in September 2015) and now Hamilton Road petition objecting to resident permit parking (submitted to this meeting of the Sub-Committee). All requests need to be considered together as any change to parking in one street may have an impact on parking in the others’.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council’s strategic aims, as set out below:

- 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 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 & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	9
TITLE:	WEST AREA TRANSPORT STUDY		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	SOUTHCOTE & MINSTER
LEAD OFFICER:	CHRIS MADDOCKS	TEL:	0118 937 4950
JOB TITLE:	TRANSPORT PLANNING MANAGER	E-MAIL:	chris.maddocks@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Sub-Committee on progress with the West Reading Transport Study and to seek authority to undertake an informal consultation on scheme options for Southcote during the summer.

2. RECOMMENDED ACTION

- 2.1 The Sub-Committee is asked to approve the undertaking of an informal consultation regarding the concept scheme options for Southcote during summer 2016.

3. POLICY CONTEXT

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

4. BACKGROUND

- 4.1 The Council, as the Local Highway Authority, is responsible for the provision, improvement and maintenance of transport infrastructure within the Borough. In support of this work the Council has developed a number of area transport studies to investigate transport improvements for the area in line with the Council's objectives as set out in the Local Transport Plan 2011-26.

4.2 The West Reading Transport Study was established in June 2015, with the purpose of identifying, defining and prioritising transport schemes within Southcote and the western section of Coley Park. The overriding objective of the study is to take a balanced approach to enhancing the local area and connecting links, through measures that improve accessibility, road safety for all users, better managing traffic and parking, and encouraging the use of public transport, cycling and walking.

4.3 The West Reading Transport Study Steering Group has been established to direct progress of the study. The group is chaired by the Lead Member for Strategic Environment, Planning and Transport, and includes membership from the Ward Councillors for Southcote and Minster. Representatives of other organisations are invited to attend Steering Group meetings as appropriate.

5. THE PROPOSAL

5.1 The Steering Group has undertaken a comprehensive review of the existing and anticipated transport issues and opportunities in the study area, with a particular focus on the future challenges that will result from 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 residential development at Coley Park on the former DEFRA offices site on Coley Avenue.

5.2 A series of concept scheme options have been developed for the study area and surrounding area of influence, with the objective of helping to alleviate and manage the existing and forecast transport issues and challenges. It is anticipated that a significant proportion of the Community Infrastructure Levy (CIL) funding contributions that will be secured from the developments referenced above will be available for the implementation of transport schemes in the study area.

5.3 The concept scheme options prepared through the study for Southcote have been developed to meet the following objectives:

- Manage the increasing levels of traffic on Southcote Lane, including reducing traffic speeds and enhancing pedestrian and cycle facilities to provide safer access to schools and community facilities.
- Measures to further utilise the existing network of pedestrian and cycle routes through Southcote and improve the linkages to Fords Farm and Coley Park.
- Reduce the severance issues from Southcote to the north due to the Bath Road by providing enhanced accessibility to Prospect Park, the Meadway local centre and Prospect School.
- Facilitate the movement of public transport within and to/from Southcote to ensure the existing high-quality, frequent bus service is maintained and has the potential to increase provision to meet rising demand in the future.

- Measures to improve the flow of traffic, reduce traffic speeds and help alleviate parking pressures throughout Southcote, including options such as a 20mph zone for the area.
- Opportunities to encourage sustainable travel to Southcote Primary School and options to help alleviate the issues caused by increased traffic pressures on Silchester Road and Faircross Road.

5.4 It is proposed that an informal public consultation on the concept scheme options will be undertaken in the summer in the form of a public exhibition. The consultation will provide an opportunity for local residents to review the scheme options and provide valuable feedback, enabling the Steering Group to make an informed decision on next steps. If scheme options are well received by residents they will be developed in further detail and a statutory consultation on the refined schemes would be undertaken.

5.5 In addition, concept scheme options for the western section of Coley Park (which forms the remainder of the study area) are currently being developed and it is anticipated that an informal consultation will be undertaken on these options following completion of the consultation in Southcote.

5.6 The Sub-Committee is asked to note the contents of this report and to approve the undertaking of an informal consultation on the concept scheme options in Southcote during the summer.

6. CONTRIBUTION TO STRATEGIC AIMS

6.1 The delivery of 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.

7. COMMUNITY ENGAGEMENT AND INFORMATION

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

8. LEGAL IMPLICATIONS

8.1 None arising from this report.

9. EQUALITY IMPACT ASSESSMENT

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

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

9.2 At the relevant time, the Council will carry out an Equality Impact Assessment scoping exercise on all schemes.

10. FINANCIAL IMPLICATIONS

10.1 The study will be funded by existing Transport budgets and scheme delivery funded through S106/CIL private sector contributions.

11. BACKGROUND PAPERS

11.1 West Reading Transport Study, Traffic Management Sub-Committee Report, June 2015.

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	10
TITLE:	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2015 (B) & REQUESTS FOR WAITING RESTRICTION REVIEW 2016 (A)		
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 ASSISTANT ENGINEER	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 2015B and including the proposal for a car club bay on Rectory Road. 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 September 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 WRR2015B along with officer comments.

APPENDIX 2 - Requests for waiting restrictions review programme 2016A

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

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

4. THE PROPOSAL

Objections to Car Club bay on Rectory Road

- 4.1 It was agreed in Traffic Management Sub-Committee in January 2016 that due to the level of representation made by residents on the statutory consultation carried out in December 2015 of a proposed car club bay on Rectory Road, that alternative car club bay location that would not result in the loss of resident parking spaces be considered.
- 4.2 An alternative location for the car club bay was identified on the north side of Rectory Road and a further statutory consultation for the proposal was carried out.
- 4.3 Full details of the objections and any correspondence in support of the proposals are attached to this report (Appendix 1).

Objections to Traffic Regulation Order - 2015B

- 4.4 Approval was given at the Traffic Management Sub-committee in September 2015 to carry out investigations at various locations, in relation to waiting restriction requests, made by councillors and residents.

- 4.5 Investigation was carried out and a recommendation for each scheme was shared with ward councillors in December 2015 for their comments.
- 4.6 A further report went to the Sub-committee in January 2016 to seek approval to carry out statutory consultation. The statutory consultation process took place between 11th February 2016 and 10th Mar 2015. Full details of the objections and any correspondence in support of the proposals are attached to this report (Appendix 1).
- 4.7 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 - 2016A

- 4.8 It is recommended that the list of issues raised for the Bi-annual 2016A 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.
- 4.9 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

WAITING RESTRICTION REVIEW 2015B - OBJECTIONS TO TRAFFIC REGULATION ORDER
APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 10/03/2016

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>CA8/4046 - Cardinal Close and Wolsey Road</p> <p>1) Support, Resident Cardinal Close</p> <p>2) Support, Resident Cardinal Close</p> <p>3) Support, Resident Cardinal Close</p> <p>4)Objection, Resident Cardinal Close</p> <p>5)Support, Resident Cardinal Close</p> <p>6) Objection, Resident St Stephens Close</p>	<p>1) Two residents give their full support and would like them implemented as soon as possible.</p> <p>2) Resident approves the plans.</p> <p>3) Resident agrees with the notices.</p> <p>4) Resident says the plans are being pushed through by some of the other residents but it does not represent the views/wishes of all the residents.</p> <p>5) Resident says any change to the current system would be most welcome.</p> <p>6) Residents of St Stephens Close have repeatedly applied for permit restrictions so this resident is surprised that the Council has not included their 12 properties in this proposal. The resident says they suffer from the same issues as Cardinal Close and Wolsey Road. If St Stephens Close does not have any restrictions it will increase random parking on their road by people visiting the promenade.</p>	<p>Summary of objections: 15 in favour and 13 against the proposed scheme (with one comment)</p> <p>5 objections from residents of St Stephens Close & Claydon Court - mainly because they are not included in the RP proposal.</p> <p>8 objections from residents of Cardinal Close</p> <p>15 support from residents of Cardinal Close</p> <p>1 comment from a resident of Cardinal Close in support but feels RP could be extended with less DYL.</p> <p>Although there are various suggestions to alter the proposal all would change the space available for permit parking. Any change to the number of spaces available for permit parking may affect the way that residents feel about the</p>

<p>7)Support, Resident Cardinal Close</p> <p>8)Objection, Resident St Stephens Close</p> <p>9) Objection, Resident Cardinal Close</p> <p>10) Objection, Resident St Stephens Close or Claydon Court</p> <p>11)Objection, Resident St Stephens Close</p>	<p>7) Resident says this is great news and it certainly has their approval.</p> <p>8) Two residents say they would like to support it but St Stephens Close is not included in the scheme. They were not allowed permits previously so do not understand why Cardinal Close is being considered. There are only 12 properties so if they were added they do not think it will greatly affect the proposal.</p> <p>9) They appreciate the fact that something needs to be done about the parking, but is disappointed in the scheme proposed. There will be insufficient width of road in which the resident can turn into the garaging area whilst his neighbours can park in their privately owned garage forecourt. Feels that their concerns are being ignored.</p> <p>10)Resident says that properties in St Stephens Close or Claydon Court have not been included. All 30 properties have limited parking so if this goes through the parking stress will pass to other areas. Resident is concerned about safety and believes it is not fair on other residents. They have no objection if St Stephens Close is included in the scheme.</p> <p>11)Resident has suggested changing some of the proposals e.g. make the 8 slot layby outside St Stephens close a shared use bay, extend DYL at corner of the Willows to the small grass common area or put DYL adjacent to the garages. Few cars will fit in the garages as they are very narrow. Other cars also block people in so restrictions would give more control to residents. Current proposals will make life unbearable for residents of St Stephens Close and Claydon Court.</p>	<p>proposal. Currently residents directly affected by permit parking favour the proposal by almost 2:1. Therefore, the recommendation is to implement the changes as advertised.</p>
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12)Objection, Resident Cardinal Close	12)The resident feels that the permit bays will result in more cars parking on the garage forecourts and exasperate the issue that the garage holders are having. Suggests that two out of the three permit bays be removed so that there is enough space to access the garages.	
13) Support, Resident Cardinal Close	13)Resident agrees with the proposal.	
14)Support, Resident Cardinal Close	14)Resident agrees with the proposal.	
15) Support, Resident Cardinal Close	15)Resident supports the proposal.	
16) Support, Resident Cardinal Close	16)Resident supports the proposal	
17) Support, Resident Cardinal Close	17)Resident support the proposal	
18) Objection, Resident Cardinal Close	18)Resident states that the proposals would further reduce accessibility of the garages and forecourts on the eastern side. The resulting road blockages would have highway implications especially for pedestrians. A parking scheme with permits would be better. It would also be better if three or four bays opposite the garages be removed to allow for adequate turning. The bays could be substituted by additional bays at the end of the cul de sac.	
19) Objection,	19)The proposals have not been thought through or been	

Resident Cardinal Close	brought widely enough to the attention of the affected residents. The implications should have been explained to each household. The 50 houses in Cardinal Close will be badly affected as it will restrict the number of parking spaces and ban commercial drivers. There is no proof that the road is being used by commuters.	
20) Objection, Resident Cardinal Close	20) Resident objects to the space at the south east end (near no's 32 and 33) being included. If the spaces are left as they are then it would provide additional space for residents and still allow enough room for vehicles to turn around.	
21) Support, Resident Cardinal Close	21) Resident supports the proposal	
22) Support, Resident Cardinal Close	22) Resident supports the proposal	
23) Support, Resident Cardinal Close	23) Resident supports the proposal	
24) Support, Resident Cardinal Close	24) Resident supports the proposal	
25) Objection, Resident Cardinal Close	25) Four parking spaces must be retained at the end of Cardinal Close. They need the spaces by properties 32 and 33. The parking at the end of Wolsey Road should also be shared use at all times. This would allow practical visitor parking on evenings and weekends. Alternatively the times could be amended as the proposals mean there is no visitor parking for one hour between 5.30pm and 6.30pm	

<p>26) Comments, Resident Cardinal Close</p> <p>27) Objection, Resident Cardinal Close</p> <p>28) Support, Resident Cardinal Close</p> <p>29) Objection, Resident Claydon Court</p>	<p>Mon-Fri.</p> <p>26) Resident supports the proposal except for the bend of Cardinal Close where the bays should be extended up to Wolsey Road, and also the area outside no's 32 and 33 where resident parking should be extended.</p> <p>27) Further restrictions which are not resident's permits would make the situation impossible for residents. The new footbridge has made access to the station easier so parking is more difficult.</p> <p>28) Very much in favour of the proposed new permit parking plans.</p> <p>29) A resident of Claydon Court wants to object as parking is already a struggle for residents owing to the increasing number of people using the area as a public car park. If public parking is restricted in adjacent streets it will have further negative impact upon residents of both Claydon Court and Cardinal Close.</p>	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>CA/4046 - Rectory Road Car club bay</p> <p>1) Comments Resident of Hemdean Road</p> <p>2) Objection Ms E H</p>	<p>1) Suggestion to make Rectory Road a one-way street, this would solve the safety issues as there would no longer be any on-coming traffic. And extend RP bay on both sides of Rectory Road on Hemdean Road end.</p> <p>2) Parking spaces should only be made available to residents to alleviate parking pressure. The proposal to shorten the existing waiting restriction at the junction to</p>	<p>In response to the previous statutory consultation this is an alternative location for a car club bay that would not result in the loss of resident parking space.</p> <p>The existing "no waiting at any time" on the north side of Rectory Road runs</p>

<p>3)Objection Resident of Priory Avenue</p>	<p>accommodate car club bay is likely to cause accidents and cause further traffic flow issues. Rectory Road is already at capacity for road traffic and parking. The proposal is not sensible and also potentially dangerous.</p> <p>3) I wish to strongly object against the position of a car club bay on Rectory Road. The road is busy throughout the day, especially during the morning rush hour and the yellow lines are there as a safety measure to provide room for vehicles to turn in and out. The proposed car club bay is almost opposite the entrance to the building site, this will add further congestion to the road and may also result in traffic accident. Car Club bay should be considered in the Chester Street car park.</p>	<p>from its junction with Hemdean Road for a distance of 17 metres. The proposed car club bay will take up approximately 5-7 metre of the existing waiting restriction, this will ensure at least 10 metres of DYL be retained at the junction; in line with the Highway code.</p>
<p>4)Objection Resident of Rectory Road</p>	<p>4) Vehicles are forced to commit to turn right from Hemdean Road without full visibility and are usually on the wrong side of Rectory Road when making the turn. Removing the yellow lines and in effect occupying that space will exacerbate an already dangerous junction. The proposed car club bay threatens to remove the already very limited visibility to my drive and make access very even more difficult. Car club bay should be sited in Chester St car park.</p>	<p>The car club bay scheme is aimed at reducing car ownership in this area where we already have some interest for such a facility. In addition there is a new development (the old bakery site) that has very limited parking provision. A car club in this location will provide new residents with access to a car in an area where demand for kerb side space is already significantly oversubscribed. This provides a choice for residents and designed to relieve parking pressure in this area.</p>
<p>5)Objection Resident of Rectory Road</p>	<p>5) This is a busy road with no capacity to accommodate a permanent car club bay, especially with the development on the corner of Hemdean Road will no doubt generate even more traffic. Hemdean Hill, Hemdean Rise or Chester Street car park provide better alternative locations.</p>	<p>It is therefore recommended to introduce the car club bay on Rectory Road as advertised.</p>
<p>6) Objection, Resident of Rectory road</p>	<p>6) Parking in Rectory Road is at capacity and the proposed loss of this space will exacerbate the existing parking pressure for residents. We are also concerned about the increase in traffic movements that car club provision will entail, particularly if the scheme is expanded so that</p>	

<p>7) Objection, Resident of Rectory Road</p>	<p>space for more than one vehicle will be required. The potential impact of expansion of the scheme does not appear to have been considered. Because the south end of Hemdean Road is buses only we already experience heavy volumes of through traffic and numerous traffic movements associated with the existing parking provision. This proposal, despite being a "social enterprise" is a commercial business and we do not accept that the public highway should be used for this purpose, to the inconvenience of residents. There are large car-parks reasonably close by (behind Caversham Precinct and off Chester Street) with ample space to accommodate a car club bay which would be more appropriate locations for this venture.</p> <p>7) The proposed space removes over a third of the refuge point for cars coming down Rectory Road, with a view of turning into Hemdean Road, this is likely to increase risk of accident and gridlock. The existing waiting restriction near the junction serve a safety purpose and it is not acceptable to be shortened to create a car club bay. Anything that reduces the passing opportunity would be dangerous and will lead to traffic backing up in both directions. Whilst this proposal appears to be portrayed as 'good for the people, traffic and the environment', it is in fact a car rental service, and as such commercial operation - which should be funded & financed accordingly. There are large car-parks close to Caversham centre (behind Caversham Precinct and off Chester Street) with space to accommodate a car club bay. Carvenient Car will be making profit out of this venture, so they should look to accommodate the cost of hiring one of these bays and not look to take up part of the public highway, which will impact on the local residents. If this venture is a commercial success, which Carvenient Car are hoping for, then they will be looking to expand it, yet there is no reference to any expansion of the scheme, nor the</p>	
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	potential impact to the residents.	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
CH/4046 - Wellington Avenue and Northcourt Avenue		
1)Objection and Support, Resident	1) Resident says they support the consultation, but they do not believe it has taken into account the impact on the Ennerdale Road/Northcourt Avenue junction. During University term time vehicles park right up to the junction, obscuring the line of sight for drivers coming out of Ennerdale Road. The situation will get worse if the proposals go ahead.	<p>Statutory consultation was carried out in August 2015 with a proposal to introduce waiting restriction on the south side of Wellington Avenue. And at the time the majority of the residents objected to the proposal and expressed that the same restriction should be proposed on the north side instead.</p> <p>Many residents have again objected to the revised proposal. It would be difficult to introduce this scheme without the support of residents. It is therefore recommended to only introduce restriction at both ends of the road around the junctions as shown in the revised drawing CH4_A.</p> <p>Update: 10/03/16. The Council has received a petition in favour of this scheme, which has resulted with a total of 12 in favour and 2 against the proposals. The officer recommendation is to implement the restrictions as proposed. It is also recommended that access protection marking are installed across driveways upon implementation</p>
2)Objection, Resident	2) Resident doesn't live on the road but thinks that any permit scheme would push the problem to another road. The real solution would be to work with the university and get them to provide adequate parking or manage their existing parking better because their car park is never full. Current situation is dangerous.	
3) Objection and Support, Resident	3) Resident supports restricted parking on one side of the road but thinks it should be on the South side of Wellington Avenue and not the North side because there will be restricted view of the road ahead, making it more dangerous.	
4)Objection, Resident	4) Resident is relieved that something is being done about the situation but is concerned that the issue will only be pushed further up the road. The same restriction should be added on the T-junction between Ennerdale Road and Northcourt Avenue for safety reasons.	
5)Objection,	5) Resident would like permit parking or restricted 2 hour	

Resident Wellington Ave	<p>parking. The Council is favouring a small amount of residents on the north side that will benefit from the proposals. Resident suggests that if a SYL goes ahead then they should only be on the south side or the proposals for the north side are also applied to the south so that no parking lines are extended from no15 along the length of the south side. The current proposals will make the current situation worse.</p>	of the restriction in response to resident concerns relating to the potential blocking of driveways.
6)Objection and support, Resident Wellington Ave	<p>6) Resident thinks it would be better to allow parking on the north side where there are only 3 driveways. There are parked cars restricting visibility in both directions. Resident approves of the extension of the yellow lines.</p>	
7)Objection, Resident Wellington Ave	<p>7) Proposals do not address all of the issues. Resident suggests bollards to block access from Shinfleid Road, an extension of the DYL and to make parking 2 hours only to prevent university personnel from using it. Resident would like a reduction in council tax as the avenue is being ruined.</p>	
8)Objection and support, Resident Wellington Ave	<p>8) Welcomes the proposal in place. However, the proposed 'No Waiting 9-5' on the north side will do very little to deter the difficulty and danger experienced by residents on the south side. As vehicles would still be able to park on both sides of the road, they will be obscuring residents view making it extremely hazardous to manoeuvre their vehicle. Fails to see how the proposals on the north side of the avenue instead of the south sides would ease the traffic, especially during peak times.</p>	
9)Objection, Resident Wellington Ave	<p>9) It would be extremely useful to have the parking restrictions on the south side of the avenue. Both sides of the road are packed with cars in the week, meaning it's very difficult to move a car in or out of their property; with cars parked either side of the gateway and part way</p>	

<p>10)Support, Resident</p>	<p>across the pavement. With vehicles continuing to enter from Shinfield Road and Northcourt Avenue, they have to have someone stand in the road to restrict traffic flow to allow the car to move out.</p> <p>10)Will allow for smoother traffic, as there is frequently only one lane for the two-traffic, prohibiting an easy access to Northcourt Avenue. Resident is aware this could spread parking problems to other locations and this is already happening at the crossing of Ennerdale Road and Northcourt Avenue as it's close to the university. Cars are parked at this crossing making it difficult and very dangerous to access Northcourt Avenue from Ennerdale Road. Suggests to copy the parking restriction pattern at the crossing from Wellington and Northcourt to the crossing of Ennerdale and Northcourt and to introduce between the two crossing a waiting restriction between 9am-5pm on the east side of Northcourt. Problems on Northcourt are quite serious because it is more difficult to park cars halfway on the pavement because of the presence of trees.</p>	
<p>11)Objection, Resident Wellington Ave</p>	<p>11)Car owners of the south side of Wellington Avenue have considerate difficulty driving out of their driveway on the road as their view is usually obscured by parked vehicles. During the day and university terms the road is full of parked cars and occasionally bulky service and delivery vehicles. Wellington Avenue can get busy during peak time of traffic as is used as a link between Northcourt Avenue and Shinfield Road. The proposal the council put forward last year address the problem nicely allowing daytime parking on the north side with no parking on the south side. However, with this plan neither residents nor visitors would have to forego the convenience of roadside parking in front of their property. Majority of residents on the south side see this as a price worth paying for the benefit of much safer and easier access onto the road. Strongly</p>	

<p>12) Support, Petition in favour of proposals (12 signatures, 11 of which are residents of Wellington Avenue)</p>	<p>urges the plans to be reconsidered and put the restrictions on the south side instead of the north, however thinks the double yellow lines at the junction will improve safety.</p> <p>12) Received a petition on 10/03/16, with 12 signatures, in favour of introducing the scheme as proposed. 3 signatories had previously objected to the scheme.</p>	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>KE1/4046 - Kentwood Hill</p> <p>1)Objection, Resident</p> <p>2) Objection, Resident Kentwood Hill</p>	<p>1) The resident is pleased that the issue with non-residents parking there all the time will improve with the proposals but is concerned that the problem will only move to the next street without resident parking. They state that many residents are unhappy because the new restrictions will mean they have to move their cars twice a day and cannot go out for the day somewhere. The resident thinks permits would resolve this issue.</p> <p>2) Fully agree with the need to amend parking restrictions but concerned about lack of resident permits or visitors. If these aren't included then this is unacceptable for residents. Parking is only an issue as people park there for the train station or 16 bus service. The 4 hrs will reduce</p>	<p>Residents have expressed their concerns over the proposal on Kentwood Hill as many households have more than 2 cars and would require to park on street. It is therefore recommended to remove this proposal from the programme and that no further action be taken.</p>

3)Objection, Resident	<p>this problem but it shouldn't penalise and impact the residents.</p> <p>3) Proposal is ridiculous as restricting parking to 4 hours will stop other people parking there but it also penalises residents and prevents them parking in front of their homes.</p>	
4)Objection, Resident Kentwood Hill	<p>4) Resident thinks permit scheme should be introduced instead as it will allow residents to park outside their homes.</p>	
5)Objection, Resident Kentwood Hill	<p>5) A change is welcome but the proposed changes will only have a detrimental impact on residents and they would prefer to see permit bays instead.</p>	
6)Objection, Resident	<p>6) Parking is an issue but permits would be better for the residents. Residents need to be able to park during the day and some have multiple cars which are essential for work.</p>	
7)Objection, Resident	<p>7) No issues with the proposals for the west side of the road, but on the east side the 4 hour limited waiting does not provide parking for residents. Some restriction is needed but permits would be better. They do not have driveways and they also need access for deliveries and visitors. If all vehicles are removed from both sides then traffic would speed up and make it worse. Residents have not been properly consulted on this and full time workers cannot attend the civic during office hours.</p>	
8)Objection, Resident	<p>8) Resident welcomes action against people using the road as a free car park but the current proposal will punish residents who would have to keep moving their vehicles to avoid parking fines. Resident permits would be a better solution.</p>	

9)Objection, Resident	9) Resident often parks on this road when they use Tilehurst train station as the station car park has insufficient capacity. The changes would make the issue worse and there aren't any safety issues with the current situation.	
10)Objection, Resident	10)This will not help residents so either change the time to 6hrs between 10-4 or provide resident permits.	
11)Objection, Resident	11)Resident thinks no changes should be made unless the residents are given permits.	
12)Objection, Resident	12)There has been no regard for residents who will need to park in the area. Adding resident parking permits would be a better idea.	
13)Objection, Councillor	13)Councillor supports change but believes that the four hour parking restriction should be reduced to one hour. Residents are happy to apply for parking permits.	
14)Objection, Resident Kentwood Hill	14)Resident would like to have permit parking made available.	
15)Objection and Support, Resident Kentwood Hill	15)Resident supports the west side conversion to no waiting but they do not support the east side conversion to 4 hour parking as it will affect the residents.	
16) Support, Resident Kentwood Hill	16)This proposal is the best solution to a continuing problem which is not only caused by commuters using the railway station but also residents who have multiple vehicles including work vans and cars that don't get moved for many days. There is adequate parking on driveways and the timing of restrictions is fair for all.	
17) Support and objection, Resident	17)Believes it's a good idea and would stop the congestion of travellers parking which use the Tilehurst station and then	

<p>Kentwood Hill</p> <p>18)Objection, Resident</p>	<p>return late at night. This can get frustrating when returning home from work and can't find a space to park. However, feels the restriction of 4 hour stay is not fair on residents either, for families that have multiple cars and can't fit on the drive it's taking their freedom away of parking near their home. Only way to solve this problem is if restriction is implemented is for permits to be issued as most families have more than one car, which will ensure that the residents don't feel like they are being punished. Thought it was a good idea at first but it would hinder the occupants of Kentwood Hill.</p> <p>18)Wishes to object to the proposed restrictions on the eastern side, as reducing the length of any parking stay cannot be argued to be any safer than allowing all day parking. The hill is more restricted for the use of 7.5t or more so large vehicles rarely pass on the hill whereas smaller cars can. If the scheme is implemented it will make Kentwood Hill less safe, a reduction in car parking will increase traffic speeds and increased propensity for traffic to weave in and out of cars therefore reducing visibility and sight lines.</p>	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>S02/4046 - Shepley Drive</p> <p>1)Objection, Resident Shepley Drive</p> <p>2)Objection,</p>	<p>1) Resident says the opening of the school gate, which no one had been informed of, has put a burden on the residents trying to access their parking areas. The proposal will mean double yellow lines will be outside the resident's house and they believe this will block access and this is unacceptable. They believe the access gate to the school should be closed.</p> <p>2) Resident thinks this will cause more issues than it solves</p>	<p>There has been representation made from both residents and Ward Councillors objecting to proposal to restrict parking around the garaging area, it is therefore recommended to remove scheme for the garage area.</p> <p>Parking within 10m of the junction is in contrary to the highway code and</p>

Resident Shepley Drive	because it will add more cars to the road and prevent emergency vehicles from accessing the area. The parents picking up children are causing the problem and the Council should ban school traffic at this location. Residents should also have a reduced rate for dropped kerbs.	causes visibility issue, it is therefore recommended to implement no waiting at any time around its junction with Restwold Close as advertised.
3)Objection, Residents Shepley Drive	3) 11 cars parked in garage area, couldn't park on the road as was full already with resident cars. There are several parents parking at the top of Shepley Drive and use the new school entrance as they can't park in Silchester Road. Several cars drive up the road parking outside residents houses each morning to drop children off, driving erratically and often performing U turns, using resident's driveways. No reason for change as all residents are able to park. Since the introduction of the new Southcote School entrance there has been more traffic in Shepley Drive at school times and can foresee an accident, and getting worse when new classrooms open and number of pupils increase to 600+.	
4)Objection, Resident Shepley Drive	4) Up to 18 vehicles will be unable to park in Shepley Drive if the proposals go through as well as restricting access for emergency vehicles. Vehicles will also likely park on the pavements. Perhaps only add lines outside the garages.	
5)Objection, Resident Shepley Drive	5) Resident has no issues accessing their garage and there are about 10 cars that park in that area which will be forced to park on Shepley Drive and cause more issues.	
6)Objection, Resident Shepley Drive	6) Resident names four residents who oppose the yellow lines.	
7)Objection, Resident Shepley Drive	7) The situation has arisen from a lack of parking etiquette from parents accessing Southcote School. Apart from one layby all parking is on one side of the road. There is also	

8)Objection, Resident Shepley Drive	<p>an issue with emergency vehicle access. The road is just not suitable for the amount of traffic and parking. The solution would be to close the school gate. Residents were not even consulted on it before it opened.</p> <p>8) Proposals will force residents into Shepley Drive itself. The road is already at full capacity and about 12 additional vehicles will be forced to find alternative parking in the road. This will force people to mount kerbs or park in adjoining roads creating problems elsewhere. Increased traffic was caused by the school so perhaps a specific pick up/drop off area for the school might help.</p>	
9)Objection, Resident Shepley Drive	<p>9) Having lived on the road for 6 years there are currently no issues around the garage area. The proposals would cause chaos on Shepley Drive by forcing about 12 cars onto the road. It would affect the value of properties in the area as well.</p>	
10)Objection, Resident Shepley Drive	<p>10)The proposals would force a number of cars on the road and it will cause issues.</p>	
11) Objection, resident	<p>11)Never had any issues, this will have a major impact as it is already at maximum capacity. Have a good community in Shepley Drive, and the proposals could destroy that as people could fight over street parking. Emergency services could experience problems attending an incident, de value properties unable to offer parking, bins have always been emptied so parking is not causing any problems round the garage area. Why should residents be penalised for inconsiderate parents, this should be addressed with Southcote school, and most households have more than 2 vehicles.</p>	
12) Objection, Councillor	<p>12)Councillor Ennis met with local residents concerned that the proposals would force at least 11 vehicles on to the</p>	

13)Objection, Resident	<p>road, which would be very problematic. There has been no problems with bin lorries getting through and residents parking in the garage area are considerate of others. The councillor agrees with the residents, Shepley Drive is too small to take a large number of vehicles that are currently parked in the garage area. Agrees with the proposal of yellow lines at the junction of Restwold close and Shepley Drive.</p> <p>13)Resident never had any issues parking round the garage area; all neighbours respect each other and park in a way that doesn't cause any problems. Every week there is a bin lorry which doesn't have any problems. The garage area isn't being used for the school run hours as it's too far from the entrance. It would create chaos on Shepley Drive itself bringing about 12 vehicles on to the road; also the proposal would affect resale of properties.</p>	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
PE3 - Queensway 1)Objection, Resident	<p>1) This is the only place the resident and other registered disabled parents can park to drop off and collect their children from school. No parking provision for disabled parents/carers to drop off and collect if these lines are to be extended. The resident has been parking in this location for approx. 9 years and hasn't had any issues or accidents which the police have assured there is no problem and even helps to reduce the speed for oncoming traffic which make it safer for the children. Residents of No. 24 park overnight which they would no longer be able to do, they have no roadside parking and also have a registered disabled person within the household, therefore being penalised which they need the space. Can't understand why anything needs to be done in this location but if so then provision of Disabled parking space</p>	<p>The fronting of No22 is adjacent to a crossing/pinch point; parking in this small unrestricted area causes obstruction to traffic and is a safety concern to road users. It is therefore recommended to introduce restriction as advertised.</p>

	would be the most sensible action.	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>TH2 - Picton Way</p> <p>1) Support, Resident Picton Way</p> <p>2) Support, Resident Picton Way</p> <p>3) Support, Resident Picton Way</p> <p>4) Support, Resident Picton Way</p>	<p>1) Welcoming the long overdue proposal as is a real risk to the safety of residents which is caused by thoughtless parking from non-resident car owners. Can seem like a blind bend turning into Picton Way from Peppard Road.</p> <p>2) Well aware of the safety issue caused by non-resident parking, many people who park there are using it as a parking spot for businesses in Caversham, Reading and onward travel to London. Perhaps a Park and Ride scheme(s) on the approach road from Oxfordshire is worth considering.</p> <p>3) Resident supports the proposal for safety reasons.</p> <p>4) Since the fly parking on the slope of Picton Way there has been many incidents of 'near misses' which has been an issue for many months, when vehicles are pulling in from Peppard Road direction had to suddenly swerve or suddenly stop to avoid a parked car on the slope or an oncoming vehicle waiting behind the parked car. Hopes these proposals go ahead before an incident occurs and someone gets injured.</p>	<p>It is therefore recommended to implement the restriction as advertised.</p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
SO4 - Garston Close 1)Objection, Resident 2)Objection, Residents 3)Objection, Resident 4)Objection, Resident	1) The objector finds the proposal unnecessary, lived there for the past 55 years and no one has parked in front of his driveway or anyone else's. The person who made the complaint told the resident objecting; however he lives on No 15 which is not on the roundabout and part of the entrance for a short time. 2) Will make it difficult for family and friends to visit and has nurses calling regularly if both residents have poor health. 3) Resident has lived there for 55 years and has never had an issue with parking. Due to the schools there are some issues in the morning and the afternoon but it only affects them for 10min per day. They say the person who complained doesn't even live in the 'turning circle' area. The resident does not think such drastic action is necessary. They also have a disabled bay outside their house and are concerned about how it will be affected. 4) Resident has had a car for over 40 years and has never had a problem. Where will visitors park if these proposals go ahead? The changes are not needed at all.	<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>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
TI2 - Dunsfold Road 1)Objection, Resident Dunsfold Road	1) The road is narrow and there is a safety issue for emergency vehicles and for residents walking on the pavement. Many residents here are elderly. The double yellow lines were added to improve safety and access for residents so the residents do not need the proposed changes. The safety of the schoolchildren and residents	<p>Due to the number of objections from a relatively small community the recommendation is to remove the proposal from the existing programme.</p>

<p>2)Objection, Resident Dunsfold Road</p>	<p>should take priority over people who want to avoid paying for parking.</p> <p>2) Resident has lived there for a number of years and knows what will happen if they don't have yellow lines. Sport centre users want to avoid paying for their parking so they will use this road and they will block residents in like they did before. There will also be restricted access for emergency vehicles.</p>	
<p>3)Objection, Resident Dunsfold Road</p>	<p>3) Sports centre users will use the road as a free parking area if the restrictions are relaxed. The proposed times align with the peak levels of sports usage and children's parties on the weekends. There will also be restricted access for emergency vehicles. The current 'no waiting at any time' restriction should not inconvenience residents as many have off street parking.</p>	
<p>4)Objection, Resident Dunsfold Road</p>	<p>4) Resident states that there is someone who parks on the road who is not even a resident and residents are too frightened of this person for fear of reprisals. The proposals would lead to a 'scramble' for parking and people from other streets will also park there. Parking permits would be better.</p>	
<p>5)Objection, Resident Dunsfold Road</p>	<p>5) A blue badge holder who visits in the evening may find it difficult to park. Feels the sport centre users will start to park on the road as they won't have to pay parking charges. Dunsfold road is a narrow road, and emergency services may find it difficult to access the school or to the garage area with 24 garages.</p>	

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>KA2 - Canterbury Road</p> <p>1)Objection, Resident</p> <p>2)Objection, Resident Canterbury Road</p> <p>3)Objection, Resident Canterbury Road</p> <p>4)Objection, Resident Canterbury Road</p> <p>5) Objection, Councillor</p> <p>6)Objection, Resident Canterbury Road</p>	<p>1) Another resident has a work van with thousands of pounds worth of tools in it so the vehicle must be parked in front of his house for security reasons.</p> <p>2) Resident lives on Northumberland Ave and doesn't have a driveway. By taking away their ability to park outside their house it will cause a safety issue when getting their children to and from the car. It will also make it impossible to have visitors until after 6.30pm. Resident suggests permit parking.</p> <p>3) Resident would prefer resident permits. The issues are caused by people who do not live on this road.</p> <p>4) Won't be able to park outside their own house when other people park outside theirs who leave their car and go to work for the day. Not too bad in the week but weekends is when the family come home and need to park outside their homes, and would not be fair to park outside someone else's home.</p> <p>5) A number of residents feel that the restrictions will cause parking problems. Some of the households contain more than one generation on this section of Canterbury Road, some may have work vehicles. Some residents need to park on the road and would like to near their home as some houses don't have large drives and have more than one car.</p> <p>6) Currently have slight inconvenience with school drop offs and collections but only for a short time, buses re-route due to local road works which don't happen that often, as</p>	<p>Recommendation is to drop the proposed SYL extension but retain the DYLS around the junctions as revised drawing number KA2_A</p>

	<p>the road is wide some park in the road as off road parking is restricted but doesn't cause too much inconvenience. If this scheme is implemented it will remove people's common sense to keep traffic moving. Some residents already park vehicles in neighbouring roads, therefore they will migrate to these roads and narrow them which could cause friction Family and friends who visit will have restricted areas to park which also could cause friction between neighbours and vehicle security will become an issue.</p>	
Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>CA4 - Mill Green</p> <p>1)Objection, Resident Mill Green</p> <p>2) Support, Resident Mill Green</p> <p>3) Support, Resident Mill Green</p> <p>4) Support, Resident Mill Green</p>	<p>1) Unlike Miller Court the residents of Mill Green do not have parking and are cut off from any direct road access. They currently use a patch of land beyond the Boat Yard entrance and they are concerned that the proposals will lead to other vehicles parking there as well. They suggest some permit bays, to allow loading near the boat yard or perhaps to ask the owners of Millers Court to see if the residents could use some of their parking area.</p> <p>2) Resident has resided there for over 29 years and they are in complete agreement with the proposal and it will improve safety for pedestrians, residents and emergency vehicles.</p> <p>3) Resident thinks the changes are a welcome addition because it will improve access to the boat yard, reduce residents from Millers Court from parking there (their car park is always nearly empty), it will improve safety for the children who play in the area, improve emergency vehicle access and increase access to the pavements.</p> <p>4) Resident approves of the proposals. They operate from the boat yard and cars cause delay, inconvenience and make the road unusable.</p>	<p>This section of the road is not wide enough to accommodate parking without causing obstruction to either vehicles or pedestrians.</p> <p>It is therefore recommended to introduce no waiting at any time as advertised.</p>

5)Objection, Resident Mill Green	5) People have stated to park at the park entrance within meters of the junction and the resident has had to call the police previously. There is a bottleneck situation there and it has caused friction. The resident believes that the issues are caused by people visiting the MOT centre or the car dealership nearby, not residents. Resident suggests DYL or a 1-2hr limit on the side of the road near the park, and DYL on the green where there are no houses. Without parking outside their houses elderly visitors cannot park. There needs to be a bay for residents and visitors only. If no permits are granted then no restrictions at all would be better than the proposals.	
6) Support, Resident	6) There are a lot of commuters and other parking and blocking the access. Concerned about the emergency services being able to access the better boating yard.	
7) Support, Resident	7) Has a boat at better boating and often has problems with access, cars often park both sides of the road or in the middle of it, the owners then become very abusive when asked to move.	

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
PA3_A - Wykeham Road	<p>1) Resident of Clarendon Road supports the proposal.</p> <p>2) Resident supports the proposals as it will make the area safer.</p> <p>3) The available parking is already insufficient without the additional proposed restrictions; residents often drive</p>	<p>Parking close to the junction obscure visibility and block pedestrian desire lines. The proposal is to protect these junctions to enhance road safety, whilst not overbearing the area with restrictions.</p> <p>It is therefore recommended to introduce this restriction as advertised.</p>

<p>Road</p> <p>4) Support, Resident Wykeham Road</p> <p>5)Objection, Resident</p> <p>6) Objection, Resident Wykeham Road</p>	<p>round and round to end up parking a long way from Wykeham Road. Have additional strains from visitors to the Roebuck pub and more pubs being owned by residents. To lose yet more parking spaces will force drivers to block up other roads and create an even bigger shortage of inadequate spaces also putting more strain on St Peters Road where parking is already at maximum. The resident thinks it would make more sense to paint marked boxes along Wykeham road to stop space being wasted by careless parked cars.</p> <p>4) The current parking on the corners significantly impairs you visually. As a cyclist, pedestrian and car driver the resident finds it difficult and dangerous on the corners.</p> <p>5) The roads that already have yellow lines on corners have cars flying round them far too fast and no regard to pedestrians or road users. With cars parked near the corners drivers will tend to slow down and see what's ahead and react. As a pedestrian should cross 2 and a half metres from a corner. Also thinks it's illegal to park right on the corner of a junction as cars have got tickets in the past. Thinks a speed limit should be introduced as this is the bigger problem when few cars are parked. One idea is parking permits but most residents would probably object as it would be a nice money earner for the council, and change old street lights to LED.</p> <p>6) Resident wishes to object the proposal of double yellow lines on the junction of Wykeham Road and Auckland Road.</p>	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
RE5 - Warwick Road and Cintra Avenue		

1)Objection, Resident Warwick Road	1) Resident feels that this will restrict their right to park outside their home. It will affect house prices too. There is no problem on their street from residents but at peak times or during weekend sports events other people park there and they are the ones that should be targeted. Permit parking would be welcome.	Recommendation: Further dialog is required with residents
2)Objection, Resident Warwick Road	2) Most residents have 2 cars and only 1 space off road. These cars would fall foul of the no waiting restrictions. No thought has been given to residents who will have nowhere to park their second vehicles. Resident permits should be introduced instead.	
3)Objection, Resident Cintra Avenue	3) The six flats at Cintra Avenue do not have enough parking to meet the needs of the residents. The proposals would make it impossible for residents to park without penalty. Visitors would have to re-park their cars and people who park there and go to work will probably just return to re-park their cars. The resident would like a different solution to the problem.	
4)Objection, Resident Warwick Road	4) In Warwick Road there isn't really an issue and even visitors manage to park. Access to driveways are generally respected as well. There are more significant issues with the junction with Northumberland Avenue where parking impedes visibility for traffic entering Warwick Road. The proposals will mean there will be no way of distinguishing between residents and non-residents and visitors would not be able to park for long either. At the moment visitors can park along their dropped kerbs. Visitor parking permits would be a better solution.	
5)Objection, Resident Warwick Road	5) The proposals will not improve safety and will impose unreasonable restrictions on residents and visitors. They do not address the root cause of the issue. The school, uni and hospital have been allowed to expand without adequate parking provision. If these institutions could be	

<p>6)Objection, Resident Warwick Road</p> <p>7)Objection, Resident Cintra Avenue</p> <p>8)Objection, Resident Warwick Road</p> <p>9)Objection, Resident Warwick Road</p>	<p>persuaded to act responsibly and not cause obstructions then the situation would improve. Access protection markings could be added in Warwick Road whilst the 'neck and bollards' should be removed from Cintra Avenue and perhaps extend the A327 south kerb westwards. You could also limit parking on the west side on weekdays only. This would allow two-way traffic along most of Cintra Avenue and avoid the blockage of the A327.</p> <p>6) Not having provisions for residents with two cars will make the proposal fail. Parking permits should be available.</p> <p>7) There is not sufficient parking to meet the needs of all the residents. The proposals would make it impossible for residents to park their cars without penalty. Morning visitors would have to re-park their cars and there would already be very little space for them. The proposals also do not reduce the risk of abuse. People who park there for work would likely move their vehicles during the day. The school should not use Cintra Avenue for convenience parking and should create their parking area. The resident suggests two different proposals for the two roads as they have different needs.</p> <p>8) The proposals impose an unreasonable restriction on the residents and their visitors. It will shift vehicles into the next unrestricted road. Obstruction is the real issue here.</p> <p>9) By introducing 'No Waiting Mon-Fri 11am-noon' on the north side and 'No waiting Mon-Fri 12pm-1pm' on the south side would penalise the residents of the road who have at least 2 cars per household, and the retired and elderly resident who may need family and friends to visit or stay all day, and would need to park their car outside the house during the proposed restricted times. It would also penalise the tradesmen. If no better solution can be</p>	
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<p>10) Objection, Resident Warwick Road</p>	<p>found then perhaps double yellow lines around the junction of Warwick Road and Northumberland Avenue and double yellow lines across the driveways of each house on both sides which would help residents leave their premises without being blocked by inconsiderate parking of visitors. Would prefer the present parking arrangements to stay.</p>	
<p>11) Objection, resident Warwick Road</p>	<p>10) Parking has become a moderate problem but the inflexible option of the proposed restrictions would cause residents significant difficulties. The resident often has elderly family visiting, has a child carer who would have to take the child out during the day to move the vehicle. The street is not far enough away from the source of day parkers to deter them returning to move their car, the street scene of this largely unchanged Edwardian road will be significantly by line painting and signage along with the environmental and street scene destruction this causes. Does support however, the proposal to add 'No waiting at any time' on the junction of Warwick Road and Northumberland Avenue as there is often very dangerous and inconsiderate parking on the corners.</p>	
<p>12) Objection, Resident Warwick Road</p>	<p>11) A resident would like to object as some houses have no off road parking, many households have 2 vehicles but only 1 space on the driveway, so the second is parked on street, has a disabled son so if has medical staff visiting for more than an hour, will cause undue stress to the family and medical staff. Cars often park on the already existing yellow lines round the corner of Cintra Avenue and Warwick Road, with yet a parking warden yet to attend.</p> <p>12) Regularly has family and friends visiting for longer than an hour, some up to a week or more. Family based in the North East so stay for longer periods of time, proposed plan would mean no day parking for guests, and would be ridiculous to expect anyone to move their car every day to</p>	

	<p>somewhere else for an hour. This would cause even bigger problems overall as the street will become over crowded. A few houses along the road don't have driveways or only enough space for one car, the proposal seems to penalise the residents of the street, but hardly affect those parking for a short period of time to watch sports in the park or pop into town. People who park their cars on the road would find a way round the plan, but for residents would be a nightmare and presumes residents would be home during the day to move their car, which isn't the case as most people work away from their homes. Suggested resident and visitor parking permits as a solution, if not possible just leave the road as it is.</p>	
<p>13) Support, Resident Cintra Avenue</p>	<p>13) Fully support the proposal restrictions on Cintra Avenue as there are real problems with all day parking. However, it would cause problems in Warwick Road unless a permit scheme was introduced. Is it possible to only introduce the scheme to Cintra Avenue?</p>	
<p>14) Support, Resident Cintra Avenue</p>	<p>14) Have no problems with the proposal as long as it makes provision for the residents of Warwick as the scheme would be unworkable. It's clear for the need for some sort of resident permit scheme. This resident has off road parking so wouldn't be expected to be included, but would prefer to see a scheme for 2 hour parking but could live with the current proposal. White lines were painted to show where parking isn't allowed (access protection marking), some of the areas where cars can park are so short no car could park there but people try and consequently block people's driveways, instead asking for double yellow lines instead of the access protection markings.</p>	
<p>15) Objection, Resident Warwick Road</p>	<p>15) Flats on Cintra Avenue don't have sufficient off road parking to meet the needs for all who live there, therefore wouldn't be able to park without getting a</p>	

16) Objection, Resident Warwick Road	<p>penalty. When they have morning visitors will have to re-park their car with likely little space left available. It is likely people who park and work locally will return to re-park their car, and people will get to know they can park for the rest of the day after 1pm which will coincide during busy times with the Abbey Junior School. Feels Warwick road and Cintra Avenue are two different types of roads and suggested two different solutions for either road.</p> <p>16) Resident of Warwick road says residents have 2 cars but only one parking space so have to park on the road. It seems as though someone could move their car from one side of the road to the other to avoid the restriction, which doesn't seem sensible as some parkers work close to the street.</p>	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
WH4_KA - Longbarn Lane 1) Objection, Surgery Staff Longbarn Lane	<p>1) There will be a negative impact on staff and users of the surgery. Previous requests for on street disabled bays were refused. Taxis and vans and commuters park there all day and this is the reason for the congestion. The surgery has 150-200 patients each day. These proposals just move the problem somewhere else. It is a fast road with little visibility. The green space across from the surgery could be used as a small car park.</p>	<p>The majority of the properties along this section of Long Barn Lane have off-street parking. The proposed waiting restriction will ensure private driveways are not obstructed and allow residents to gain access at all time.</p> <p>The proposed limited waiting bays allow visitors to the surgery up to 2 hours of parking and provide a quick turnaround in an area where demand for parking is high and eliminate all day commercial parking.</p> <p>It is therefore recommended to introduce the proposed restriction as</p>

		advertised.
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
KA1 Elgar Road South 1)Comment, Resident Elgar Road South	1) Resident is relieved that some changes are going to be made. They have been increasingly concerned about the safety of their family and other residents as they emerge from their drives to find their view of the south is completely obstructed by parked cars. Many youths on motorcycles also drive quite fast down this road. Resident would like some amendments: extend the current SYL to meet the disabled bay at 256, or extend the planned DYL to meet the existing SYL to the north of Britten Road (with the disabled bay exempt). Resident thinks that leaving a section unrestricted will be dangerous.	The request to extend the proposed waiting restriction on Elgar Road South can be reviewed in the next Waiting Restriction Review Programme 2016B. It is recommended to introduce the restriction as advertised.

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
SO2 - Virginia Way, Service Road 1)Objection, Resident Virginia Way	1) Several parking spaces will be lost. Having spoken to other resident there are no safety issues. The areas outside the bends have been used safely for over 13 years without issue. It would be better to widen the service road. Parking has never been possible along the inside of the service road so adding restrictions there is pointless.	Widening the service road is a very costly exercise, which the Council cannot current provide funding for. There is clear evidence larger vehicles (including refuse lorry) cannot negotiate around the bend without destroying part of the grass verge. It is therefore recommended to introduce the restriction as advertised.

Scheme	Objections/Support/Comments received	Officer response and recommendation
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<p>CA3 - Heron Island</p> <p>1) Objection, Resident Heron Island</p> <p>2) Objection, Resident Heron Island</p>	<p>1) Parking on the island is currently limited and removing the current parking facility on the bridge would only create more parking problems. Never experienced any problems with access due to parking on the bridge, Can't see why the council would spend limited funds on a proposal that would detriment local residents.</p> <p>2) Parking on the island is currently very limited and removing the current parking facility on the bridge would only create more parking problems. Never experienced any problems. Can't see why the council would spend limited funds on this proposal.</p>	<p>The majority of household in Heron Island have ample off-street parking and residents have expressed safety concern over the inconsiderate parking on the bridge.</p> <p>It is therefore recommended to introduce the restriction as advertised.</p>
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Scheme	Objections/Support/Comments Received	Officer response and recommendation
<p>BA4 - Kensington Road Car Park</p> <p>1) Objection, Resident Norfolk Road</p> <p>2) Objection, Letter circulating from Battle Primary</p>	<p>1) These proposals would cause chaos and serious parking problems that would affect local residents. Living just metres away from the car park knows the day-to-day problems; residents find it difficult to secure themselves a space in front of their own home because of visitors. Some properties on Norfolk road have 2 cars each will try to park both cars within window view of their house, where the rest have to park on other streets. Some residents and visitors regularly use Kensington Park as alternative for residential parking when the street is full, the restrictions of the car park will push more cars onto the road with limited space to park their cars. The only way this scheme will work is if it includes a clause to exempt residents and their visitors from these charges and restrictions.</p> <p>2) School only has room for 10 cars but have over 40 members, therefore if this scheme was implemented the most of the staff would have nowhere to park other than</p>	<p>The car park is to serve recreation ground users and is not for the purpose of resident parking. Kensington Road is within a resident permit scheme where residents are entitled to apply for up to 2 permits per household.</p> <p>It is therefore recommended to introduce the car park charges in Kensington Road as advertised.</p>

<p>Academy, signed by 49 members of staff.</p>	<p>the two hour parking round by the school, therefore classes could be interrupted for the staff to move their vehicle. This also could have a financial impact on the staff as they may not want to work for a school if they have to pay to park, and many schools in reading finding it difficult to recruit and retain staff. Asks if we could consider an alternative option, if scheme is implemented, to provide staff employed by the school with parking permits to park within the zones. One member of staff has noted that some staff may work up to 8 hours, so if they were to use the car park then they would have to move their car and feels this is unreasonable and unfeasible to manage a large proportion of school staff being forced to move their vehicle before the end of the working day. This member of staff tries to walk and cycle but limited with the weather and a foster carer with RBC so often needs immediate access to the vehicle to transport the children. Kensington Car Park is normally full and has no other option to park the vehicle on the road until spaces are available.</p>	
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APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2016A

Ward	Street	Requested by	Summary of request
Abbey	Milford Road	Business	Request to review parking restrictions and request of APM to deter obstructive and all day parking.
Battle	Battle Square	Ward Councillors & Residents Association	Request for parking review of the entire Battle Square following on from the newly introduced waiting restriction in part of Battle Square.
Battle	Loverock Road	Business	Parking on both sides of the road is causing problem for HGV, request for parking restriction or one-way traffic flow. Request for waiting restriction around access to business unit
Battle	Wood Green Close	Resident	Request for No waiting at any time restriction around the turning head
Caversham	Hemdean Road	Resident via Ward Councillor	Request of extending existing Resident Permit zone onto Heamdean Road to include properties No.134 to No.152.
Caversham	Marscack Street	Resident	Request of waiting restriction around junctions to deter dangerous parking
Church	Winton Road/Brybur Close	Resident	Request of considering be given to introduce footway/verge parking ban on Winton road and waiting restriction around junctions to improve visibility
Church	Ennerdale Road	Ward Councillor	Waiting restrictions similar to the one being proposed on Wellington Avenue should be considered on Ennerdale Road especially around the junctions.
Katesgrove	Park View	Housing Association	Request of parking review to deter non-resident parking
Katesgrove	Charndon Close	Neighbourhood Officer	Charndon close is to be adopted as part of the public highway. Request to restrict parking on all junctions within the Close.
Katesgrove	Elgar Road South	Business	Request of Double yellow line on corners to prevent accidents.
Kentwood	Broomfield Road	Resident	Request for waiting restriction on the bend

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2016A

Ward	Street		Summary of request
Kentwood	Overdown road	Resident via Ward Councillor	Request for existing waiting restriction to be extended to the Borough boundary.
Kentwood	Romany Close	Resident	Refuse collection lorry have difficulties accessing entrance to the back of Norcot Road on Romany close. Waiting restriction is required to allow HGV access.
Kentwood	Wealden Way	Resident Resident via Ward Councillor	Request to extend existing DYL from opposite Dartington Close to its junction with Pottery Road. Request of waiting restriction review to deter inconsiderate school pick up/drop off parking.

Minster	Southcote Road	Resident	Request for extension of waiting restriction to the south of its junction with Carmalite Drive
Minster	Tazewell Court	Residents	Resident feels the current restriction is too severe and request a review to relax its current No waiting at any restriction.

Park	Newtown area	Ward Councillor	Request to review its existing shared use RP hours from 10am-4pm to 8am-8pm.
Park	Green Road	Ward Councillor	Request to extend existing DYL at its junction with Whiteknights Road.
Park	Hamilton Road	Ward Councillor	Request for parking review i.e. Resident permit scheme to resolve ongoing parking issues
Park	Whiteknights Road	Ward Councillor	Request that the double yellow line at the junction of Talfourd Avenue to Holmes Road be shortened to provide more parking spaces.
Park	Crescent Road	Resident	Parking on Crescent Road causes traffic flow issues and the road would benefit from double yellow line and prevent Mexican standoff.

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2016A

Ward	Street	Requested by	Summary of request
Peppard	Galsworthy Drive	Resident via MP	Complaints of lorries, vans and pickup trucks parking in the evening and over the weekends in residential street, especially on the corner of Montpelier Drive, request for waiting restriction to deter inconsiderate parking.
Peppard	Lyefield Court	Resident	Resident felt restriction should again be considered at least in the narrow part of this road.

Southcote	Coronation Square	Family development team	Request for "emergency vehicle" and "disable parking" bay.
Southcote	Southcote Lane	Resident	Request for waiting restrictions all the way from Belgravia Court to Bath Road.

Thames	Highmoor Road	Resident	Request for consideration to introduce "no waiting at any time" at the junction to Kidmore Road
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Tilehurst	Church End Lane	Resident via Ward Councillor	Request for waiting restrictions on the inner bend opposite its junction with Stanham Road to improve visibility leaving private driveways.
Tilehurst	Mayfair/Park Lane	ResidentS via Ward Councillor	Bus services are regularly delay by parked cars close to the junction, request to extend existing waiting restriction to improve traffic flow.
Tilehurst	St Michaels Road	Ward Councillor	Request for <ul style="list-style-type: none"> - Extension of waiting restriction up to No.58 St Michaels Road - Proposed waiting restriction opposite its junction with The Triangle
Tilehurst	Westwood Road	Ward Councillor	Request for waiting restriction at its junction with Crescent Road to improve driver's visibility at the junction

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2016A

Whitley	Dovecote Road	Residents	Request for waiting restrictions review for the entire road especially around the junction adjacent to No.16
Whitley	Greenfield Road	Resident via Ward Councillor	Request for footway/verge parking ban to be considered.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	11
TITLE:	HIGHWAY MAINTENANCE UPDATE AND PROGRAMME 2016/2017		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To inform Councillors of the £ 1.424 Million (works and fees) programme for Highway Maintenance for 2016/2017 from the Local Transport Plan (LTP3) settlement.
- 1.2 The report outlines the background to the selection of schemes and Appendix 1 details the list of schemes in each category to be undertaken in 2016/2017. The categories are Major Carriageway Resurfacing, Minor Roads Surfacing, Footway Resurfacing, Bridge/Structural Maintenance and Major Maintenance Schemes. A detailed breakdown of allocations in each is shown in paragraph 4.9.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the Highways Maintenance Update & the proposed Programme for 2016/2017 and to give spend approval as set out in paragraph 4.9.

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. THE PROPOSAL

Highway Maintenance Update

- 4.1 Following the successful completion of the Pothole Repair Plan 2 during 2014/15 we can report that there has been a significant reduction in the number of potholes on the Borough's Highway network during the current Financial Year.
- 4.2 There is currently no backlog in recorded pothole defects and repairs are carried out in a timely manner in compliance with job ticket durations i.e. 1 hour emergency, 1 day, 7 days or 28 days, as deemed appropriate.
- 4.3 In the Government's Autumn Statement 2015, it was announced that additional funding is being made available to Local Councils for pothole repairs. As more information becomes available, including the funding allocation for this Council, the Committee will be updated accordingly. Given the success of the two previous Pothole Repair Plans, at this stage, we would propose a third Pothole Repair Plan. As before, this would enable potholes of a lesser depth than the Council's current investigatory criteria to be repaired, which can only help to extend the life of roads until such time that they require a more comprehensive maintenance treatment.

Highway Maintenance Programme 2016/2017

Local Transport Plan (LTP3) Settlement

- 4.4 The Borough Council receives an annual Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement from the Department for Transport (DfT) for highway maintenance work. This settlement covers the general headings of bridges, highways and lighting. The Highway Authority then needs to demonstrate that it has made suitable use of their allocation in accordance with highway needs and within the general criteria for which LTP maintenance funding is allocated.
- 4.5 In December 2014, the Secretary of State for Transport announced how the Department for Transport planned to allocate £6 Billion being made available between 2015/16 and 2020/21 for local highways maintenance capital funding. Ministers reached a decision on how to allocate the £976 Million of local highways maintenance capital block funding available each year based on a 'needs based' formula funding model.

4.6 Reading Borough Council's settlement for this 6 year cycle is as follows:

FINANCIAL YEAR	AMOUNT OF SETTLEMENT
2015/16	£ 1,472,000
2016/17	£ 1,350,000
2017/18	£ 1,309,000
2018/19	£ 1,185,000
2019/20	£ 1,185,000
2020/21	£ 1,185,000

4.7 Every authority had the opportunity to secure additional funding on an “incentive basis”, dependent on its pursuit of efficiencies and use of asset management; and/or from a competitive Challenge Fund for major maintenance projects.

Of the £6 Billion, £578 Million has been set aside for an incentive fund scheme, to help reward Local Highway Authorities who can demonstrate they are delivering value for money in carrying out cost effective improvements.

Each Local Highway Authority in England (excluding London) was invited to complete a self-assessment questionnaire, in order to establish the share of the incentive fund they will be eligible for in 2016/2017. Local Authorities are not competing with each other for funding, but are demonstrating that efficiency measures are being pursued in order to receive their full share of the funding.

Each Authority scores themselves against 22 questions, and place themselves into one of 3 Bands on the basis of the available evidence.

The incentive funding awarded to each Local Highway Authority is based on their score in the questionnaire and is relative to the amount received through the needs-based funding formula. The current banding model is shown in the table below.

This table, therefore, shows an indicative estimate of what each Authority could potentially receive in additional funding per Band per Financial Year to 2020/21.

Highways maintenance incentive funding formula and indicative incentive allocations for Reading Borough Council award over the next 5 Financial Years is as follows:

YEAR	AWARD	BAND	INCENTIVE
2016/2017*	£1,350,000*	3 (100%)	£84,000
		2 (100%)	£84,000
		1 (90%)*	£74,000*
2017/2018	£1,309,000	3 (100%)	£123,000
		2 (90%)	£110,000
		1 (60%)	£74,000
2018/2019	£1,185,000	3 (100%)	£247,000
		2 (70%)	£176,000
		1 (30%)	£74,000
2019/2020	£1,185,000	3 (100%)	£247,000
		2 (50%)	£123,000
		1 (10%)	£25,000
2020/2021	£1,185,000	3 (100%)	£247,000
		2 (30%)	£74,000
		1 (0%)	0

*Note: For 2016/2017 Reading Borough Council falls within 'Band 1' so the total award with incentive is: £1,350,000 + £74,000 = £1,424,000

- 4.8 To enable Reading Borough Council to achieve the maximum incentive funding, the Council has set aside £115,000 to employ an Asset Manager and an Assistant on a 2 year contract, to deliver an asset management programme that moves Reading from 'Band 1' to 'Band 3'.
- 4.9 In previous years the LTP3 settlement has been split into a number of different areas to make best use of the funds available, and it is intended to continue with this approach. Against each heading is the proposed works allocation based on the 2016/2017 settlement for works.

	<i>2015/16 Spend (Works Only)</i>	<i>2016/17 Spend Proposal (Works Only)</i>
Major Carriageway Resurfacing	£525,000	£623,600
Minor Roads Surfacing	£175,000	£120,000
Footway Resurfacing	£55,400	£50,000
Bridge/Structural Maintenance	£150,000	£150,000
Street Lighting	£25,000	0
Major Maintenance Schemes	£350,000	£288,000

Major Carriageway Resurfacing (£623,600 works)

- 4.10 Due to the limited and reduced funding available it is necessary to prioritise the schemes based on nationally accepted technical assessment processes as well as visual engineering assessments.
- 4.11 The provisional programme for category 1 and 2 roads (mainly class A and class B roads and roads with high volumes of commercial traffic) surface treatment has been prioritised after assessment of carriageways using information from:
- SCANNER surveys which checks the structural integrity and residual life of existing carriageways;
 - SCRIM (sideways-force coefficient routine investigation machine) surveys to check skidding resistance.
 - VISUAL/ENGINEERING ASSESSMENT by Highways Engineering Team.
- 4.12 Based on the above assessments the roads/sections of roads listed in Section A of Appendix 1 are recommended for treatment in 2016/2017. These are shown in priority order and will be progressed until the allocation is spent. To make the most effective use of the budget available only the sections of the roads with a poor residual life, as identified from the SCANNER surveys and visual engineering assessments, will be treated. Estimated costs, based on current information, are shown against each scheme and on this basis it would suggest that schemes 1 to 11 could be achieved in the 2016/2017 maintenance programme.
- 4.13 Tenders for this work will be invited shortly and the documents will include reserve schemes, in the event that returned tender prices prove to be more favourable than current estimates suggest, thus enabling us to undertake further scheme(s) within the available budget. In the event of unforeseen carriageway deterioration outside of the scope of normal maintenance work, the programme of works would be reviewed and if necessary a reallocation of funding within the budgets would be made to undertake higher priority carriageway schemes.

Minor Roads Surfacing (£120,000 works)

- 4.14 For category 3 roads (residential and other distributor roads) there is generally no skid or condition information available therefore priorities have to be established as a result of visual condition surveys to determine deterioration. The common types of deterioration are, for example, the number of potholes, rutting, the amount of patching and cracking.
- 4.15 An assessment of the road surface condition for minor roads is therefore carried out annually using the Council's pro-forma. The assessment process

consists of scoring the carriageway condition against various criteria. Those roads with the highest scores are then subjected to a further engineering assessment and those which, again, score highly through this process as well as being considered appropriate, are recommended for inclusion in the next Financial Year's minor roads surfacing programme, subject to budget availability.

- 4.16 Based on the above a list of schemes has been prepared as detailed in Appendix 1 Section B. Estimated costs based on current information are shown against each scheme and would suggest that schemes 1 to 8 could be achieved this year. Tenders for his work will be invited shortly and the documents will include reserve schemes (schemes 9 to 13 as shown in Appendix 1 Section B) in case the tender prices returned are more favourable than current estimates enabling us to do more schemes within the available budget.

Footway Resurfacing (£50,000 works)

- 4.17 Potential footway resurfacing schemes are identified as a result of visual condition surveys to determine deterioration. An assessment of the footway surface is carried out annually using the Council's pro-forma. The assessment process consists of scoring the footway condition against various criteria; those footways with the highest scores, as well as being considered appropriate, are then recommended for inclusion in the next Financial Year's footway maintenance programme, subject to budget availability. Many requests for footway resurfacing schemes are also received from Ward Councillors and members of public, but the amount of funding available is not sufficient to deal with every request.
- 4.18 In recent years the footway maintenance programme has consisted of 'slurry sealing' surfacing. Although this is a cost-effective process which provides a new 'thin veneer' overlain surface which seals and ultimately extends the life of footways, this treatment has limitations and has not been well received by local residents at every location. Where footways have more comprehensive deterioration or wear and tear, resurfacing and/or localised reconstruction is a more appropriate maintenance treatment.
- 4.19 As was the case with the 2015/2016 footway maintenance programme it is proposed to focus on resurfacing/reconstructing several more footways/stretches of footway in 2016/2017 rather than a slurry sealing programme. Unlike slurry sealing, which is carried out by a specialist contractor, footway resurfacing/reconstruction work is carried out in-house by the Council's Highways and Drainage Operations Team.
- 4.20 The schemes listed in Section C of Appendix 1 are recommended for action in 2016/2017. Estimated costs, based on current information, are shown against each scheme and would suggest that schemes 1 to 7 could be achieved this year. Two reserve footway resurfacing/reconstruction schemes

8 and 9 (as shown in Appendix 1 Section C) would be implemented if the costs for the main footway programme prove to be less than the current estimates thus enabling us to do more schemes within the available budget.

Bridge/Structural Maintenance (£150,000 works)

- 4.21 The Council has maintenance responsibility for around 80 bridges and 300 other structures. Each structure is inspected in line with the Code of Practice for Highway Structures. Based on these inspections the priority for works within the capital programme is determined and a rolling 5 year programme is developed and updated annually. Section D of Appendix 1 details the schemes proposed for 2016/2017.

Street Lighting

- 4.22 During the regular safety inspections, life expired street lighting equipment has been identified; typically over the last 2 to 3 years around 150 to 160 columns have been replaced on an annual basis. A programme of testing is undertaken each year on a sample of the street lighting stock with 3000 columns, signs and high-masts being tested in 2015/2016. A significant investment has been made in testing and renovating 19 High Mast columns around the IDR which were in a poor state of repair. They have been proven to be structurally sound and the cabling and luminaires have been replaced and upgraded to LED with the Mayflower CMS system. The conversion to LED has reduced energy consumption by 50%.
- 4.23 Work began in 2014 to prepare a business case for an Invest to Save LED street lighting upgrade project for the Borough. LED street lighting luminaires have been used in the Borough since 2012 and they use 50% less energy and have a life expectancy of 15-20 years rather than 3 years for existing discharge type lamps. Through collaborative working with Slough and Wokingham Borough Councils, who were also planning to swap to LED a joint procurement exercise was discussed with a view to letting a joint contract, sharing costs and maximising economies of scale. During this work an opportunity arose to bid for Challenge funding from the DfT for highways improvement works. A successful bid was made jointly by the 3 Authorities and 70% (£6.68 Million) of the full cost of £9.8 Million was secured by Reading, reducing the Borough's contribution to 30% (£2.94 Million) and funding was secured. A joint LED swap out contract was tendered in Autumn 2015 and Volker Highways were awarded the contract to swap out 11,329 street lights, 2578 sign lights, 890 illuminated bollards and 2533 life expired columns. The contract works begin in April 2016 with completion in March 2018. All equipment will be controlled by the Mayflower CMS system which allows remote dimming, will monitor energy usage accurately and report faults remotely.
- 4.24 Existing maintenance budgets will reduce as the number of LED units increase over the next 2 years and by April 2018 it is envisaged that

maintenance cost will reduce by 50% - 55% and energy consumption will reduce by 50%, creating significant savings in both revenue and capital budgets.

Illuminated Bollards/Traffic Signs

- 4.25 As part of the street lighting Invest to Save LED swap out works, the 890 remaining mains powered illuminated bollards will be changed to solar powered types. 2578 illuminated road signs will be either changed to LED types or be de-illuminated.

Major Maintenance Schemes (£288,000 works)

- 4.26 The specialist concrete penetration stabilisation work in Northumberland Avenue (between Cressingham Road and Canterbury Road) was completed this Financial Year (2015/2016). Following completion of this stabilisation work, funding was available to resurface a short section of Northumberland Avenue, near to Cressingham Road junction, this Financial Year. The remaining section is included in the 2016/2017 major carriageway resurfacing programme to complete this scheme.
- 4.27 The Whiteknights Reservoir Flood Alleviation Scheme is included in the Highway Maintenance Programme 2016/2017 (Section E of Appendix 1 refers). As reported to Policy Committee on 15th February 2016 the allocation of funding from the LTP 2016/2017 Bridges & Carriageways Capital Award is up to a maximum of £288,000, including £120,000 contingency for risk towards the scheme. The remaining funding for this scheme is being provided by the Council's Capital Borrowing Programme.

Other Carriageway Maintenance Works (£ To Be Confirmed)

- 4.28 Subject to available funds left within the £120,000 risk contingency for Whiteknights Reservoir Flood Alleviation Scheme and available funding from the Government for pothole repairs, as announced in the Government's Autumn Statement 2015, it is proposed to undertake a programme of other carriageway maintenance works. This would consist of works to those roads which repeatedly do not meet the appropriate criteria for inclusion within the major carriageway resurfacing or minor roads surfacing programmes, but would benefit from other maintenance treatment(s) to extend the life of these assets. Examples of such maintenance works are explained in more detail below:
- Based on the SCRIM survey results it is recommended that a small programme of carriageway surface retexturing work is carried out in 2016/2017. This process is appropriate where the carriageway surface appears, overall, to be in a good condition but would benefit from a surface rejuvenation to improve/restore skid resistance, extending

the life of the road. This process would prove to be a cost-effective treatment, when compared with full scale resurfacing, enabling more roads to be treated.

- There are a number of concrete roads across the Borough which have previously been overlain with a thin flexible surfacing course. Over time this surfacing has locally worn away leaving a 'scabbed' surface. Typically these areas do not meet the Council's current defect investigatory level to trigger repairs and as long as the underlying concrete slabs are in a stable condition, they are unlikely to increase in depth. A typical example of such surface deterioration is evident on the Mayfair carriageway. Although such deterioration is aesthetically not pleasing, if the underlying concrete slabs are in reasonable condition, such roads do not score/rank as high as other roads for programmed maintenance work. Nevertheless such roads would benefit from an appropriate treatment whereby the existing surfacing is either rejuvenated or replaced to not only improve the running surface but to also seal and protect the underlying concrete slabs, in turn, extending the life expectancy of these roads.
- There are also examples of localised carriageway deterioration where the surfacing and/or sub-structure shows sign of wear and tear in specific areas but not extensive enough to justify full-scale maintenance work to the complete carriageway area. In such situations, substantially sized patching, whether in the form of a surfacing course or a greater depth of reconstruction, can rectify the issue locally and help to extend the overall life expectancy of the complete road.

The Committee will be updated on any programme of other carriageway maintenance works at a future Traffic Management Sub-Committee Meeting.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The Highway Maintenance Update and Programme 2016/2017 will contribute to the Council's Corporate Plan 2015 - 2018 objectives of 'Providing infrastructure to support the economy' and 'Keeping the town, clean, safe, green and active'.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Defects reported by members of the public on the Borough Council's public highway network are assessed / considered for appropriate action in accordance with the Council's investigatory criteria.
- 6.2 Schemes are identified through an assessment process however members of the public also request sites and these are considered as part of the assessment process.

6.3 The Highway Maintenance Update and Programme 2016/2017 is available on the Council's website.

7. EQUALITY IMPACT ASSESSMENT

7.1 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.

7.2 The Highway Maintenance Programme 2016/2017 consists of improvement work to the Borough Council's existing public highway network. There is no overall change to service delivery at this time. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

8. LEGAL IMPLICATIONS

8.1 The Borough Council, as Highway Authority, has a duty under the Highways Act 1980 to carry out highway maintenance and maintain highway structures.

9. FINANCIAL IMPLICATIONS

9.1 The proposed Highway Maintenance Programme 2016/2017 will be funded by the 'Local Transport Plan (LTP3) capital settlement for highways' and the 'Government's Autumn Statement 2015 - additional funding for pothole repairs'.

9.2 The proposed street lighting LED replacement programme will jointly be funded by the 'DfT Challenge Fund Award' and 'An Invest To Save' capital borrowing.

10. BACKGROUND PAPERS

10.1 LTP3 document.

10.2 Whiteknights Reservoir Flood Alleviation Planning Consent Report - Planning Committee 10th February 2016.

- 10.3 Whiteknights Reservoir Flood Alleviation Spend Approval Report - Policy Committee 15th February 2016.
- 10.4 Traffic Management Sub-Committee Report - 12th March 2015.

HIGHWAY MAINTENANCE PROGRAMME 2016/2017

Section A - Major Carriageway Resurfacing Schemes (£623,600)

	Ward	Road	Estimated Cost (£)	Cumulative Cost (£)
1	Church / Katesgrove	Northumberland Avenue (Remaining section from Canterbury Road to Cressingham Road)	149,700	149,700
2	Abbey	Kings Road (Highbridge Wharf to o/s Jacobs No.25, including part Duke Street, Kings Street and High Street)	50,200	199,900
3	Battle	Cow Lane/Portman Road/Beresford Road junction (Including part of spur roads)	50,600	250,500
4	Abbey	The Forbury (Valpy Street to The Forbury/Abbots Walk and including slip road to Forbury Road)	44,500	295,000
5	Abbey/ Redlands	Kings Road (Gas Works Road to o/s No.179 and including slip road into Queens Road)	96,500	391,500
6	Mapledurham	Woodcote Road (o/s No.188 to Blagrove Lane)	59,300	450,800
7	Mapledurham	Woodcote Road (Junction with Woodcote Way to Richmond Road)	41,400	492,200
8	Abbey	Kings Road (Outlook Public House to Highbridge Wharf)	40,700	532,900
9	Abbey	Kings Road (Watlington Street to Outlook Public House)	42,300	575,200
10	Abbey	Caversham Road (Pedestrian Crossing to Brigham Road)	7,600	582,800
11	Abbey	Caversham Road (Abattoirs Road to Northfield Road)	46,300	629,100
		<u>RESERVE SCHEMES</u>		
12	Katesgrove	Basingstoke Road (Outside Gowrings Garage to Craddock Road)	24,400	653,500
13	Park	Wokingham Road (Holmes Road to Heath Road)	22,600	676,100
14	Peppard	Caversham Park Road (Near Junction with Kiln Road)	8,100	684,200

Section B - Minor Roads Surfacing Schemes (£ 120,000)

	Ward	Road	Estimated Cost (£)	Cumulative Cost (£)
1	Southcote	Shireshead Close	4,000	4,000
2	Mapledurham	Carlton Road	18,000	22,000
3	Mapledurham	Hewett Avenue	38,500	60,500
4	Southcote	Brunel Road	18,000	78,500
5	Abbey	Fobney Street	11,500	90,000
6	Abbey	Derby Street	5,260	95,260
7	Church	Holberton Road	20,500	115,760
8	Abbey	Cheapside	9,800	125,560
		<u>RESERVE SCHEMES</u>		
9	Tilehurst	Ash Road	14,000	139,560
10	Peppard	Stuart Close	32,300	171,860
11	Thames	Darell Road	13,100	184,960
12	Redlands	Eldon Square	8,500	193,460
13	Park/Redlands	Crescent Road	25,200	218,660

Section C - Footway Resurfacing Schemes (£ 50,000)

	Ward	Road	Estimated Cost (£)	Cumulative Cost (£)
1	Southcote	Coronation Square (Section outside health centre)	13,770	13,770
2	Peppard	Autumn Close (Section)	4,500	18,270
3	Minster	Berkeley Avenue (from 12 to 22A)	4,500	22,770
4	Peppard	Russet Glade (Section)	9,225	31,995
5	Tilehurst	Beverley Road (Section)	14,535	46,530
6	Katesgrove	Boulton Road (Section)	1,980	48,510
7	Thames	Chelford Way (Section)	2,295	50,805
		<u>RESERVE SCHEMES</u>		
8	Thames	Darell Road (Section)	2,925	53,730
9	Whitley	Basingstoke Road (Section)	7,695	61,425

Section D - Bridge/Structural Maintenance Schemes (£ 150,000)

	Ward	Location	Estimated Cost (£)	Cumulative Cost (£)
1	Abbey	Maintenance Repairs to residual Podium Structure	100,000	100,000
2	Abbey / Caversham	Bridge Assessment Programme (full SV assessment for Caversham Bridge and St Giles Culvert Extension)	25,000	125,000
3	Borough- wide	Annual Structural Maintenance Scheme	25,000	150,000
		<u>RESERVE SCHEMES</u>		
4	Abbey/Park	Kennet Side Retaining Wall strengthening Phase 3	200,000	350,000
5	Abbey	Kings Road Culvert Strengthening	250,000	600,000
6	Caversham	Hills Meadow Culvert strengthening	120,000	720,000
7	Kentwood	Vehicle Incursion site (Oxford Road)	30,000	750,000
8	Borough-wide	Bridge Assessment Programme (Local Transport Corridor structures including inspection/investigation for structural details and load assessment)	100,000	850,000
9	Borough-wide	Strengthening works to Local Transport Corridor structures (estimate only - to be confirmed after investigations and load assessments)	1,500,000	
10	Abbey/Park	Kennet Side Retaining Wall strengthening (remaining 1km length)	4,000,000	

Section E - Major Maintenance Schemes (£288,000 works)

	Ward	Location	Estimated Cost (£)	Cumulative Cost (£)
1	Park	Whiteknights Reservoir Flood Alleviation Scheme	288,000 *	288,000

*Final spend dependent on use of risk register within Whiteknights Reservoir Scheme

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	12
TITLE:	UNIVERSITY & HOSPITAL AREA STUDY - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	REDLANDS
LEAD OFFICERS:	CRIS BUTLER CHRIS MADDOCKS	TEL:	0118 937 2068 0118 937 2138
JOB TITLE:	STRATEGIC TRANSPORTATION PROGRAMME MANAGER TRANSPORT PLANNING MANAGER	E-MAIL:	Cris.butler@reading.gov.uk Chris.Maddocks@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is 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.
- 1.2 A consultation was undertaken in May 2012 on the principle of prioritising parking for local residents 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 through the study.
- 1.3 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.

- 1.4 This work has continued over the past few years, and alongside detailed discussions with key stakeholders, a second set of proposals has recently been completed. A local consultation including a local exhibition has since taken place in September and October 2015 by the Redlands Ward Councillors on the latest plans.
- 1.5 At the January 2016 meeting of this Sub-Committee, Members approved progression to Statutory Consultation on a series of new parking restrictions located to the west of Alexandra Road (including Alexandra Road) and to not progress the proposals promoted to the east of Alexandra Road due to feedback received during the informal consultation.
- 1.6 Following the meeting of this Sub-Committee in January 2016, Redlands Ward Councillors have continued to liaise with residents on issues identified by residents regarding parking and traffic management in the area. This has resulted in a number of further specific proposals which residents are keen to pursue and these are set out at paragraph 4.9 and 4.10.
- 1.7 This report provides an update on when the Statutory Consultation will take place and the subsequent next steps.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That the following additional items are included within the forthcoming Statutory Consultation:-
 - a) Amend the hours of operation for residents parking in Marlborough Avenue to Monday to Friday, 8.00am to 5.30pm. No restrictions on Saturday or Sunday.
 - b) Introduce Monday to Sunday, no waiting at any time restrictions in Lydford Road.
- 2.3 That Officers investigate the introduction of a “permit holder parking beyond this point” scheme in Cardigan Road, Cardigan Gardens and Foxhill Road on a model based on the schemes in some London Boroughs which avoid the need for marked parking bays.

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

- 4.1 Reading's transport strategy is contained within the LTP 2011-2026, which reviews challenges and opportunities throughout Reading and proposes Local Action Plans to be developed in neighbourhoods to address these challenges. These Action Plan Areas are based on a division of the urban area identified in the LTP 2006-2011, and represent continuity in implementing multi-targeted transport measures throughout Reading.
- 4.2 The LTP's vision is based on the vision for Reading set out in the Sustainable Communities Strategy by the Local Strategic Partnership. The vision is supported by a number of overarching objectives and enabling policies, which are in turn supported by detailed policies and objectives on a variety of themes, from cycling and parking to road safety and travel information. The policies and objectives for each theme are designed to help identify actions to address issues in local neighbourhoods.
- 4.3 In line with the LTP, a consultation was undertaken in May 2012 on the principle of prioritising parking in the Hospital and University area for local residents 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 through the study.
- 4.4 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 to continue with the study and focus on continuing to work 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.
- 4.5 This work has continued over the past few years, and recently, a second set of proposals were prepared by the Council and presented for consultation by the Redlands Ward Councillors.
- 4.6 Redlands Ward Councillors 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 took place at St Lukes Church Hall on Monday 28 September 2015 between 5:00pm to 7:00pm supported by Council Transport Officers.
- 4.7 A report was submitted to this Sub-Committee in January 2016 confirming the results of the informal consultation and liaison with the Emergency Services. Members approved progression of the proposals located to the west of Alexandra Road (including Alexandra Road) to Statutory Consultation as these proposals were in general well received. However, due to the feedback received from Residents and the Emergency Services, Members agreed that the proposals to the east of Alexandra Road were not progressed any further.

- 4.8 Following the meeting of this Sub Committee in January, Redlands Ward Councillors have continued to liaise with residents on issues identified by residents regarding parking and traffic management in the area.
- 4.9 It is now proposed that the following further items are included in the Statutory Consultation:
- a) Amend the hours of operation for residents parking in Marlborough Avenue to Monday to Friday, 8.00am to 5.30pm. No restrictions on Saturday or Sunday.
 - b) Introduce Monday to Sunday, no waiting at any time restrictions in Lydford Road.
- 4.10 It is also proposed that Officers investigate the introduction of a “permit holder parking beyond this point” scheme in Cardigan Road, Cardigan Gardens and Foxhill Road on a model based on the schemes in some London Boroughs which avoid the need for marked parking bays.
- 4.11 The agreed Statutory Consultation is due to take place mid May 2016 for a period of 21 days. Consultation notices will be placed on-street within the consultation area, alongside promotion via the Council Website and Social Media platforms.
- 4.12 If objections are received to the proposals, those objections will be reported to the June 2016 meeting of this Sub-Committee for review. If no objections are received, the proposals will proceed to implementation over the summer months.
- 4.13 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 and will continue to be communicated to the local community through local exhibitions and Council meetings.
- 6.2 Statutory Consultation.

7. LEGAL IMPLICATIONS

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

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.

9. FINANCIAL IMPLICATIONS

9.1 None relating to this report.

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:	10 MARCH 2016	AGENDA ITEM:	13
TITLE:	SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	MARIAN MARSH	TEL:	0118 937 2451
JOB TITLE:	TRANSPORT PLANNER	E-MAIL:	<u>marian.marsh@reading.gov.uk</u>

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to provide a further 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.
- 2.2 That in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise changes to waiting restrictions and introduce school keep clear restrictions as listed in 4.1 of this report and Appendix 1 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise 20 mph speed limit as defined within 4.1 of this report and shown on the drawing Appendix 2 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 2.4 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.5 That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

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 As a part of the development process a number of alterations, works and proposals have already been identified in improving access to the schools. These works have already been identified and list as an appendix to the January 2016 TM Sub-committee report. In order to progress the works that involve traffic regulation orders (TROs) permission is now required so that proposals can be promoted and changes introduced for September and the start of the new term. Appendix 1 is a revised copy of the list that was submitted to the January 2016 meeting of the Sub-committee with the changes required. Changes to waiting restrictions including alterations to school keep clear markings are required at: EP Collier Primary School, Ridgeway Primary School, Southcote Primary School, Alfred Sutton Primary School and the new Civitas Primary School (Hodsoll Road). In addition, all the streets around EP Collier Primary School it is proposed to make 20mph with the introduction of the lower speed limit. Appendix 2 shows the area of the 20 mph proposal extending across the residential streets from Cardiff Road to Randolph Road and all roads between. Again, permission is being asked for to promote this 20mph proposal through the statutory consultation process as the lower speed limits requires a traffic regulation order (TRO).
- 4.2 Schools are now reporting a growing interest in scooting to/from school and this has also been encouraged through the Bike It programme. Schools are requesting Scooterpods to allow children to park their scooters. These can be funded through s.106 monies.
- 4.3 Following last May's School Travel Plan workshop to enable schools to draft their Travel Plans together and to exchange ideas, a second

Travel Plan workshop to focus on implementation of the Travel Plans is being planned for this summer. Again schools will be encouraged to attend and to exchange ideas and receive new information on state of the art approaches and tried and tested ideas on implementing Travel Plans.

- 4.4 A pilot study is about to commence at two expanding schools in the Borough to investigate ways to further incentivise children to walk, cycle and scoot to school. This pilot study will inform the next Travel Plan workshop. The intention is to build on the successes of Beat the Street and to provide further incentives throughout the year to encourage children to keep travelling to school actively and sustainably. Free resources and experience from the SWITCH EU project (Reading is a Follower city) will be used including leaderboards, games, in school competitions and the use of pedometers to challenge pupils and their families to keep travelling actively and sustainably.

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. Once the Travel Plans are submitted, these are accessible to the public on the Council's website.

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, November 2015 and January 2016.

Appendix 1 - list of works identified within the development process.

Geoffrey Field Infant / Junior Schools

Pedestrian crossing on Northumberland Avenue.
Infants school - 3nr new pedestrian barriers on Northumberland Avenue protecting new pedestrian entrance into school.

EP Collier Primary

New vehicle staff car park entrance on Ross Road.
Stopping up and reinstatement of footpaths at existing vehicle entrances on York Road.
Relocation of pedestrian barriers on York Road to reflect new pedestrian access into school.
Disabled pedestrian access ramp to new school entrance from Swansea Road
New cycle shelter & 6 Sheffield cycle stands for staff.
Cycle store with 3 Sheffield cycle stands and scooter pod for 10 scooters for pupils.
Cycle store with 9 Sheffield cycle stands for pupils.
Alterations to existing TROs (waiting restrictions) to reflect the new accesses. Review of the existing School keep clear markings with restrictions adjusted to reflect the new entrances.
Expansion of the existing 20mph around the school to all streets

Ridgeway Primary School

School keep clear markings on Linden Road - to be re-marked
New school vehicle entrance on from highways land on Hillbrow - new vehicle only entrance to school
TRO - yellow lines on junction of Hillbrow / Whitley wood Road to prevent parking on junction.
2 new cycle shelters with 5 Sheffield cycle stands and scooter pods in each shelter for pupils
1 new cycle shelter with 10 Sheffield cycle stands for pupils
1 new cycle shelter with 5 Sheffield cycle stands for staff

Southcote Primary School

TRO - new school keep clear markings on Silchester road to protect new pedestrian entrance to school
2 new school car park entrance/exits on Silchester road to form new staff car park
Re-line marking of junction Silchester Road and Ross Road to accommodate new staff carpark entrance at junction
New cycle shelter with 5 Sheffield cycle stands for staff
New cycle shelter with scooter pod for 10 scooters for pupils
New pedestrian entrances into school on Silchester Road to reflect new access into school

New pedestrian entrance off highways footpath off Shepley Drive to improve pedestrian access into school

Alfred Sutton Primary School

A new entrance for vehicles in to the school car park.
New school keep clear marking required.

St Michaels Primary

2 pedestrian crossings on Dee Road outside St Michaels Primary and English Martyrs.
New pedestrian entrance into school on Dee Road to new reception playground
New pedestrian entrance into school on Dee Road for ks2 children
New cycle shelter with 5 Sheffield hoops
New cycle shelter with 10 Sheffield hoops

St Martin's Primary

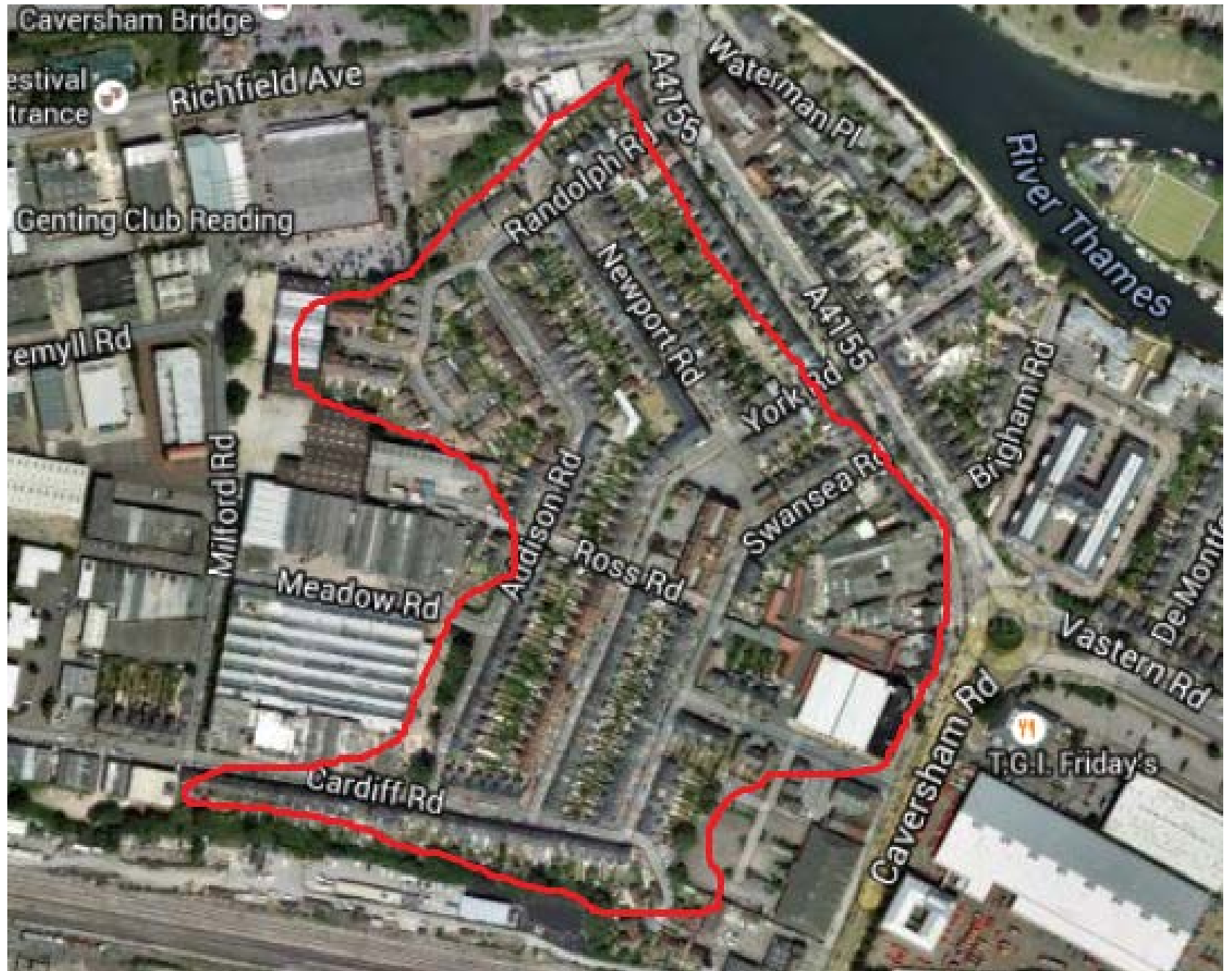
Walking route signing
Relining of yellow 'keep clear'

Churchend Primary

New car park coming off Conwy Close
Pedestrian crossing over Conwy Close in front of school site
2 new cycle shelters
Tarmacing of footpath from Usk Road to Conwy Close
Need for bollard at end of Usk Road footpath to ensure use by pedestrians only

Hodsoll Road - new school

All new cycle shelters
Works on Hodsoll Road to create pedestrian crossings
New car park
Path along Victoria Park to provide off-street route for children coming from Oxford Road School as well as Civitas (new school) to the new pitch facilities.
New school keep clear marking required.



Appendix 2 Proposed area of 20mph speed limit (within red line)

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	14
TITLE:	CYCLING IN BROAD STREET - CONSULTATION UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	ABBEY
LEAD OFFICERS:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	STRATEGIC TRANSPORTATION PROGRAMME MANAGER	E-MAIL:	Cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 Following completion of the informal consultation at the end of December 2015 on the status of cycling in Broad Street, it was agreed at the January 2016 meeting of this Sub-Committee to progress the formal Statutory Consultation on permitting cycling in Broad Street west (cycling is already permitted in Broad Street east).
- 1.2 The Statutory Consultation commenced on 18th February 2016 for a period of 21 days. Notices were placed on street in Broad Street informing of the consultation, alongside promotion via the RBC website and social media platforms.
- 1.3 Appendix 1 - Broad Street location plan

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That the Sub-Committee consider the results of the statutory consultation.

3. POLICY CONTEXT

- 3.1 The provision of movement restrictions and associated criteria is specified within existing Reading Borough Council Traffic Management Policies and Standards.

4. THE PROPOSAL

Background

- 4.1 In the early 1990's, Broad Street was initially partially pedestrianised resulting in the introduction of a cycling ban between the West Street/St Marys Butts Junction and Queen Victoria Street.
- 4.2 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.
- 4.3 The current prohibition of cycling in Broad Street West is supported by the existing pedestrian zone restrictions at the Queen Victoria Street/Broad Street junction. This part of the pedestrian zone includes a "No Vehicles" restriction and pedal cycles are included within this restriction type.
- 4.4 Enforcement of the current cycling ban in Broad Street West is the responsibility of the Police. Unfortunately, enforcement action has historically been difficult due to the current layout and inconsistent cycling message.
- 4.5 At the November 2015 meeting of this Sub-Committee, a report was submitted requesting approval to complete a consultation on permitting cycling for the entire length of Broad Street.
- 4.6 Members of the Sub-Committee reviewed the report, and decided that an informal consultation should take place first before any Statutory Consultation can commence. The members of the Sub-Committee agreed that the informal consultation should focus on three questions which were:-
- 1) *I support cycling along the whole length of Broad Street*
 - 2) *I support a ban of cycling along the whole length of Broad Street*
 - 3) *No change to the current system*
- 4.7 The Consultation started on Monday 9th November 2015, running until 31st December 2015. The consultation was available on the Council website, or written feedback was welcomed for those with no internet access

4.8 The results of the consultation was as follows:-

Total number of responses - 1283 (6 in written response)

- 1) Support whole length - 796 (62%)
- 2) Ban whole length - 448 (35%)
- 3) No change - 39 (3%)

4.9 At the January 2016 meeting of this Sub-Committee, the informal consultation results were presented, and members agreed to proceed to Statutory Consultation on permitting cycling for the whole length of Broad Street.

4.10 The Statutory Consultation commenced on 18th February 2016 for a period of 21 days until 10th March 2016. Consultation notices were placed on lamp columns in Broad Street, alongside promotion of the proposals on the Council Website and Social Media.

4.11 A further report detailing the results of the Statutory Consultation and recommended next steps will be presented on the night of this meeting.

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 proposals have been and will continue to be communicated to the local community through the informal consultation, the Statutory Consultation process, Council Meetings and forums.

7. LEGAL IMPLICATIONS

7.1 Any proposals for movement 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, 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.

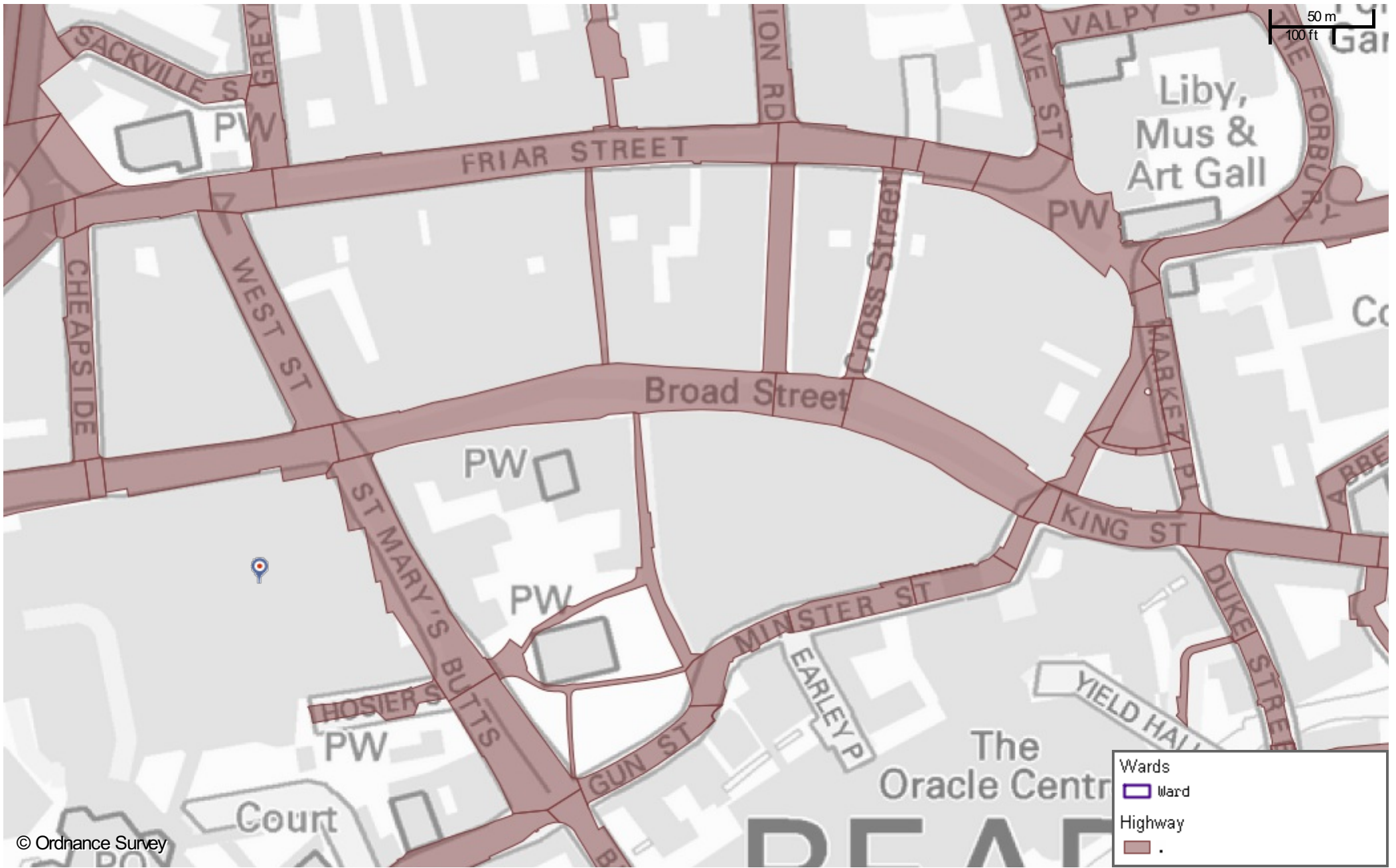
8.2 A full EqIA has been completed and was reported to the January 2016 meeting of this Sub-Committee.

9. FINANCIAL IMPLICATIONS

9.1 The proposals will be funded from existing Transport budgets

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee reports - November 2015 & January 2016.



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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	15
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:	MARIAN MARSH	TEL:	0118 937 2451
JOB TITLE:	TRANSPORT PLANNER	E-MAIL:	marian.marsh@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Sub-Committee on progress made on the project to introduce two new multimodal hubs including ReadyBike, Reading Buses, two new on street Car Club car share cars and cycling and walking routes together with a smartcard to unlock Readybikes, Car Club cars and Reading Bus travel.
- 1.2 A separate report is submitted at this time which outlines the results of the statutory consultation to provide the second of the two new Car Club spaces with links to multimodal travel.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the committee agrees that the working group continues to progress the joint branding and marketing of the multimodal hubs and that approval is given to install the scheme's branding on the front decals of all 200 ReadyBikes to promote the scheme.

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, sustainably and in comfort by 'Better Connecting' Reading, specifically:

- 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 This project builds on the existing Car Club in Reading by introducing two new Car Club multi-modal nodes which have significant connectivity to other sustainable modes of transport, including Reading's cycle hire scheme (ReadyBike), Reading bus services and walking and cycling routes. The two new cars at these nodes will be hybrid vehicles which use electric power when moving slowly around town and generate electricity using regenerative braking systems. Reading Borough Council in partnership with Co-Wheels was awarded £48,800 funding from the Department of Transport for the scheme as a Car Club Demonstration Project in March 2015.

4.2 A joint working group meets several times a month with all 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). Work has progressed collaboratively to develop a multimodal package of ticketing, registration and promotions. A Smartcard called 'EasyGo' is being designed to unlock the cars, ReadyBikes, bus travel on Reading Buses and to promote the whole project in a way that makes the concept of multimodal travel easy to understand and something that enables people to make easier choices of how to travel. The Smartcard will also link to BetterPoints incentives to encourage sustainable travel. The draft design for logo and Smartcard are shown in Appendices 1 and 2.

4.3 Promotion of EasyGo will include advertising on the outsides of two double decker buses, screens inside the buses and posters at bus stops and small adverts on the outside of the Car Club cars. Permission is sought to promote EasyGo on all RBC screens and on the fleet of 200 ReadyBikes. This would be EasyGo branding on the front decals of ReadyBikes, leaving the larger rear decals available for sponsorship. A separate EasyGo webpage is being planned for the RBC website to provide general information on how to register and use the scheme together with a map showing all bus stops, ReadyBike docking stations and Co-Wheels Car Club cars in Reading.

- 4.4 The sites for the two Car Club bays and details of the project were reported to Reading Borough Council's Traffic Management Sub-Committee on 16 September 2015. The committee has given spending approval for the project and approval to take this forward through the statutory consultation (TRO) process.
- 4.5 The consultation process for the 2 car clubs bays commenced on Thursday 17 December for 21 days, ending on 11 January 2016. This was reported to Reading Borough Council's Traffic Management Sub-Committee in January 2016. Work is progressing with the installation of the car bay and car on Oxford Road. Following objections reported to this Committee in January, an alternative site for the Car Club bay and car on Rectory Road is reported separately at this meeting.
- 4.6 The EasyGo Smartcard and the car bay at Oxford Road will be operational by the end of March which is a requirement for the DfT funding. It is intended to launch the scheme in May by which time the delayed second car bay should be installed and after testing of the scheme by volunteers from council staff and users of ReadyBike, Reading Buses and Co-Wheels Car Club.
- 4.7 The scheme is funded by the DfT as a Demonstration Project and therefore the scheme is likely to be visited after the launch by other Local Authorities and Transport Operators who wish to learn from Reading's experience.

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 has been undertaken through the statutory Traffic Regulation Order (TRO) process for the new car club spaces.

7. LEGAL IMPLICATIONS

- 7.1 The proposals for waiting and movement restrictions were 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 The scheme is being developed to be as inclusive as possible so that those who do not drive or do not wish to join a Car Club can still benefit from the wider EasyGo scheme to improve choices and to reward sustainable travel such as using ReadyBike and Reading Buses.

8.4 By promoting EasyGo, it is intended to make travel choices and switching between modes easier and to increase awareness of how to travel more sustainably. In this way, it is hoped to increase the awareness of potential students and other newcomers that they do not need to bring a car to Reading or buy a new car.

9. FINANCIAL IMPLICATIONS

9.1 The scheme is funded through a grant of £48,800 from the Department for Transport for completion by the end of March 2016. A local contribution of £7,000 for the project will be funded through existing transport budgets.

10. BACKGROUND PAPERS

TM Sub reports September 2015 and January 2016.

Details of the draft designs for the EasyGo Logo and the EasyGo Sartcard are shown in Appendix 1

Appendix 1

EasyGo logo



EasyGo Smartcard draft design



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	16
TITLE:	BIKEABILITY - PROCUREMENT STRATEGY		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	TRANSPORT PLANNER	E-MAIL:	Emma.baker@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to provide an update on the national cycle training scheme, Bikeability, including plans to retender the delivery of the scheme with the expectation that a new contract will be in place from the beginning of the 2016/17 academic year. In the interim, we propose to extend the current agreement with Avanti Cycling until the new contract commences in September 2016.

2. RECOMMENDED ACTION

- 2.1 That authority be delegated to the Director of Environment and Neighbourhood Services in consultation with the Lead Member for Strategic Environment, Planning and Transport, the Head of Transportation & Streetcare, the Head of Legal and Democratic Services and the Head of Finance to proceed with the procurement route set out in this report for the national cycle training scheme, Bikeability and to enter into a Contract for the supply of these services.
- 2.2 That Members agree to extend the existing Bikeability agreement with Avanti Cycling until the start of the new academic year in September 2016 to ensure continuity of delivery.

3. POLICY CONTEXT

- 3.1 Bikeability supports the Local Transport Plan (LTP3) and adopted sub-strategies, including the Cycling Strategy 2014, by encouraging more people to consider cycling for local journeys through incentivisation and infrastructure improvements. The updated Cycling Strategy 2014 identifies key policies to support the delivery of cycling infrastructure and to overcome barriers and promote safer cycling. Bikeability specifically contributes to Section 4 'Encouraging Cycling - Training and Education' by providing new or less experienced cyclists with the skills and confidence to cycle on-carriageway whether for leisure, commuting or utility trips.
- 3.2 Reading has been administrating the national standard cycle training programme, Bikeability, since 2009/10 when our volunteer-led programme, 'Cycling Proficiency', was phased out. Bikeability has predominately been delivered by CTC, who have also delivered other cycle initiative programmes on behalf of the Council, funded through

the Local Sustainable Transport Fund. However CTC took the decision to no longer deliver cycle training in November 2014 and Avanti Cycling, headed by CTC's former Lead Cycle Training Instructor, took over the training programme to ensure the continuity of delivery.

- 3.3 The LSTF active travel programme has enabled the delivery of cycle initiatives to the wider community, including adult cycle training and Dr Bike sessions, offered through employment sites, neighbourhood events, and other key destinations such as Reading College and the University. Events and campaigns were also delivered as key outcomes of the active travel programme.

4. THE PROPOSAL

Current Position:

- 4.1 Avanti Cycling are currently delivering our Bikeability programme, as set out in Decision Book Report 472, following CTC's decision to no longer deliver cycle training. The Department for Transport originally reduced all local authority Bikeability funding allocations by 12% in 2015/16, however following a successful summer holiday Bikeability programme, the Council was awarded additional funding of £19,200. This has enabled Avanti Cycling to train over 800 children to Bikeability Level 2 and over 200 children to Level 3 between 1st April 2015 and 31st January 2016 compared to an initial target of 800 Level 2 and 80 Level 3 respectively.

Options Proposed

- 4.2 Decision Book 472 reported our intention to extend our previous agreement with Avanti Cycling until March 2016 when the current funding period ends. However the Autumn Funding Statement announced the continuation of Bikeability funding until March 2020, at the end of the current Parliament. Following this announcement we are now seeking authority to commence an open procurement process where the estimated contract value is approximately £50k annually. We would like to advertise the contract for an initial 3 year period from September 2016 with the option to extend for an additional year, subject to available funding. We would also like to include the opportunity for potential contractors to quote for additional cycle initiatives, that have until this point been delivered as part of the LSTF programme, subject to future funding streams being secured.
- 4.3 In the interim, to maintain service continuity, it is proposed that we extend our existing agreement with Avanti Cycling until the end of the academic year when the new contract commences. The extension on the existing agreement will ensure continuity of the Bikeability programme over the summer when demand for training is at its highest. Avanti Cycling will be expected to continue administering courses, including the recruitment and monitoring of instructors and trainees, the provision of course badges, addressing any complaints and liaising with schools to encourage participation as per their original proposal.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of Bikeability cycle training helps to deliver the following Corporate Plan Service Priorities:
- Providing the best start in life through education, early help and healthy living.
 - Keeping the town clean, green, safe and active.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Consultation activities on the third Local Transport Plan during its development contributed to the proposals included in Local Sustainable Transport Fund (LSTF)

submissions. Engagement is a key component of the LSTF programme and consultation with stakeholders and local communities has been undertaken throughout the project.

- 6.2 In addition, people living, visiting and working in Reading had the opportunity to comment on the draft Cycling Strategy 2014 ‘Bridging Gaps, Overcoming Barriers and Promoting Safer Cycling’ adopted in March 2014. The three-month consultation period resulted in 349 responses to the online survey and 19 detailed email responses. The final Strategy outlined the Council’s intention to deliver cycle training and other sessions aimed at encouraging children and adults to consider cycling for local journeys.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 Under the Equality Act 2010, Section 149, a public authority must consider whether the decision will or could have a differential impact on: racial groups; gender; people with disabilities; people of a particular sexual orientation; people due to their age; people due to their religious belief.
- 7.2 Bikeability Level 2 and 3 is available to children in Years 5 and above as set out in Department for Transport grant guidelines. Courses are typically delivered through schools and other venues throughout the school holidays with the aim of providing all children with the skills and confidence to cycle on-carriageway to school. The Council is seeking to include children who otherwise may not be able to take part in the training by funding a fifth of the course cost for children receiving Free School Meals, which is otherwise paid by parents.
- 7.3 Bikeability provides the initial training and introduction to cycling for children. Other cycling activities aimed at supporting and encouraging people of all backgrounds, including those deemed as having protected characteristics under the Equality Act 2010, are available through delivery sessions offered by Reading Sport and Leisure and supported. These delivery sessions include: Everybody Active, Cycling for Health, and the research project Cycle BOOM, led-by Oxford Brookes University and supported by the Council and the University of Reading.

8. LEGAL IMPLICATIONS

- 8.1 The procurement process proposed is in accordance with the Councils Contract Procedure Rules as well as the Public Contracts Regulations 2015. It is intended to award the associated contracts to the most economically advantageous tender in accordance with the criteria defined within the specification.
- 8.2 It will be necessary to enter into a formal contract with the successful tenderer, using the call-off contract terms and conditions as prescribed by the Framework Agreement.
- 8.3 In the interim, Avanti Cycling has public liability insurance cover up to £5m, and will ensure that all instructors are covered by the appropriate insurance.

9. FINANCIAL IMPLICATIONS

- 9.1 The financial implications arising from the proposals set out in this report are:

The Council has secured additional funding from the Department for Transport to continue delivering Bikeability training until 31st March 2020. The cost of delivering Bikeability per pupil is currently £40 per pupil, financed through a Department for Transport grant.

- 9.2 The Council will continue to review the terms under which the Grant funding is provided, as well as the cost of providing the services covered by this contract. The Council may during the course of the contract term request a financial contribution from parents to cover additional costs, such as marketing and venue hire, and to ensure attendance of those signing up to courses. This contribution will be funded through existing Council budgets for children currently eligible for free school meals.
- 9.3 The grant funding for Bikeability is awarded for 12 month periods from 1st April 2016. As we are now proposing running the contract in line with the academic year, we do not currently have full year funding for 2019/20, which would require some Council contribution to cover the cost of training from 1st April 2020 to 31st August 2020 (approximately £20k).

10. BACKGROUND PAPERS

- 10.1 Decision Book Report: 472 - 6th March 2015
- 10.2 Cycling Strategy 2014 reported to Strategic Environment, Planning and Transport Committee in March 2014.

READING BOROUGH COUNCIL
REPORT TEMPLATE

FINANCIAL IMPLICATIONS

The financial implications arising from the proposals set out in this report are set out below:-

1. Revenue Implications

Use this Table in the report or as an Appendix to set out the revenue implications:

	2016/17 £000	2017/18 £000	2018/19 £000
Employee costs (see note1)	50	50	50
Other running costs			
Capital financings costs			
Expenditure			
Income from:	50	50	50
Fees and charges (see note2)			
Grant funding (specify)			
Other income			
Total Income			
Net Cost(+)/saving (-)	0	0	0

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	17
TITLE:	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	STRATEGIC TRANSPORTATION PROGRAMME MANAGER	E-MAIL:	Cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 This report provides an update on the current major transport and highways projects in Reading, namely:

- Reading Station Area Redevelopment
- Thames Valley Berkshire Growth Deal Schemes - Green Park Station, Southern and Eastern Mass Rapid Transit, Eastern Park and Ride, National Cycle Network Route 422 and Third Thames Bridge.

1.2 This report also advises of any future key programme dates associated with the schemes.

2. RECOMMENDED ACTION

2.1 That the Sub-Committee note the report.

2.2 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation on the proposed bus lanes for Phase 1A of the South Reading MRT scheme as shown in Appendix A, and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.4 That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.
- 2.5 That in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, that the Head of Transportation and Streetcare be authorised to make minor alterations to the proposals following the Statutory Consultation process.

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

Reading Station

Cow Lane Bridges - Highway works

- 4.1 As previously reported to the Sub-Committee in March 2015, the Public Inquiry was held and completed on 13th January 2015.
- 4.2 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.
- 4.3 This process has now been completed, and The Secretary of State for Transport has confirmed both the CPO and SRO (Side Roads Order).
- 4.4 Alongside completing the necessary legal procedures to complete the CPO, Network Rail have for some time been engaged in a procurement process for the works liaising with existing contractors working on the Reading Station Area Redevelopment Project. The CPO process has delayed delivery, and the contractor Network Rail had identified to complete the highway works has since left site. Since the last Traffic Management Sub-Committee meeting, Network Rail have identified some potential issues with the overall cost profile to deliver the project, and some design issues with existing utility services in the road.
- 4.5 Since the January 2016 meeting of this sub-committee, Network Rail have reviewed the overall project design to investigate potential areas for reduction in scope and associated cost reduction. The Council was involved in the review to ensure the essential elements of the scheme are retained,

(such as the new footway on the east side of the southern bridge). Subject to confirmation from Network Rail following completion of the review process, the likely works programme will commence after Reading Festival this year.

Cycle Parking on the North side of the Station

- 4.5 A new cycle parking hub with space for approximately 600 bikes is due to be introduced in the area previously used as a site compound on the corner of the multi-storey car park. The works programme has now been confirmed with adjustments to an existing electricity cable having taken place in November 2015. The Council has commenced the main construction works alongside the cycle hub contractor with completion expected at the end of March 2016.
- 4.6 In the interim, additional cycle parking for 212 bikes has been introduced to cater for the high demand in this area.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

- 4.7 Reading Green Park Station is 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 has 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.
- 4.8 The scheme was granted financial approval by the Berkshire Local Transport Body in November 2014, with a programmed station opening date of December 2018 subject to Network Rail delivering electrification of the line between Southcote Junction and Basingstoke as committed prior to this date. The recently published Hendy Review includes a recommendation to delay electrification of this line to an unspecified date between 2019-2024, however the Berkshire Local Transport Body has agreed that the scheme should be progressed in line with the original timescales and therefore officers will continue to work with colleagues at Network Rail and Great Western Railway to progress scheme development, including detailed design work for the station and multi-modal interchange. The Lead Member has written again to the Secretary of State for Transport and the Chairman of Network Rail urging them to reconsider the electrification timetable so as to align it with the completion of Green Park Station.

South Reading Mass Rapid Transit

- 4.9 South Reading Mass Rapid Transit (MRT) is a proposed series of bus priority measures on the A33 corridor between Mere oak Park & Ride and Reading town centre. The scheme would reduce congestion and journey times,

improving public transport reliability on the main growth corridor into Reading. Any proposal will not reduce existing highway capacity along the A33.

- 4.10 Phases 1 & 2 of the scheme, from M4 J11 to Island Road, were granted full funding approval from the Berkshire Local Transport Body in November 2015. Officers are continuing to progress the detailed design for the scheme, including utility and geotechnical surveys, to enable a programme for scheme delivery during 2016/17 and 2017/18 to be finalised.
- 4.11 The latest design for Phase 1A of the scheme is shown at Appendix A. This initial phase of works involves construction of a series of bus lanes between the A33 junction with Imperial Way and the existing bus priority provided through M4 Junction 11. The scheme is achieved predominantly by utilising space in the central reservations and realigning existing lanes where required. The Sub-Committee is asked to approve the undertaking of the formal three week Statutory Consultation for this phase of works with any objections to be reported to a future meeting of the Traffic Management Sub-Committee.
- 4.12 In addition, options for Phase 3 of the South MRT scheme are currently being investigated to provide further bus priority measures between Island Road and Reading town centre.

East Reading Park & Ride and Mass Rapid Transit

- 4.13 East Reading Park & Ride (P&R) is a proposed park and ride facility off the A3290 and East Reading Mass Rapid Transit (MRT) is a proposed public transport link between central Reading and the park and ride site, running parallel to the Great Western mainline.
- 4.14 The schemes were granted indicative funding approval in July 2014 and financial approval will be sought from the Berkshire Local Transport Body when the full business case for each scheme has been prepared.
- 4.15 A consultation was undertaken by Wokingham Borough Council during November 2015 regarding the P&R proposals, and timescales for further development of each scheme are currently under review, subject to the outcome of the consultation and business case work.

National Cycle Network Route 422

- 4.16 National Cycle Network (NCN) Route 422 is 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.
- 4.17 The scheme was granted full funding approval from the Berkshire Local Transport Body in November 2015. Preferred option development and

detailed design for the scheme will be undertaken in partnership with all authorities to ensure a programme for delivery of the full scheme can be agreed.

Third Thames Bridge

- 4.18 A Third Thames Bridge over the River Thames is a longstanding element of Reading's transport strategy to improve travel options throughout the wider area. A group has 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.
- 4.19 The Wokingham Strategic Transport Model is currently being updated to enable the modelling and business case work to be undertaken, with initial results anticipated for Spring 2016 which will inform the next steps for the project.
- 4.20 Members are asked to note the contents of this report and approve the undertaking of the Statutory Consultation for the South Reading MRT scheme, with any objections reported to a future meeting of the Traffic Management Sub-Committee.

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 and will be communicated to the local community through local exhibitions and Council meetings.

7. LEGAL IMPLICATIONS

- 7.1 The Statutory Consultation will be completed in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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 At the relevant time, the Council will carry out an equality impact assessment scoping exercise on all projects.

9. FINANCIAL IMPLICATIONS

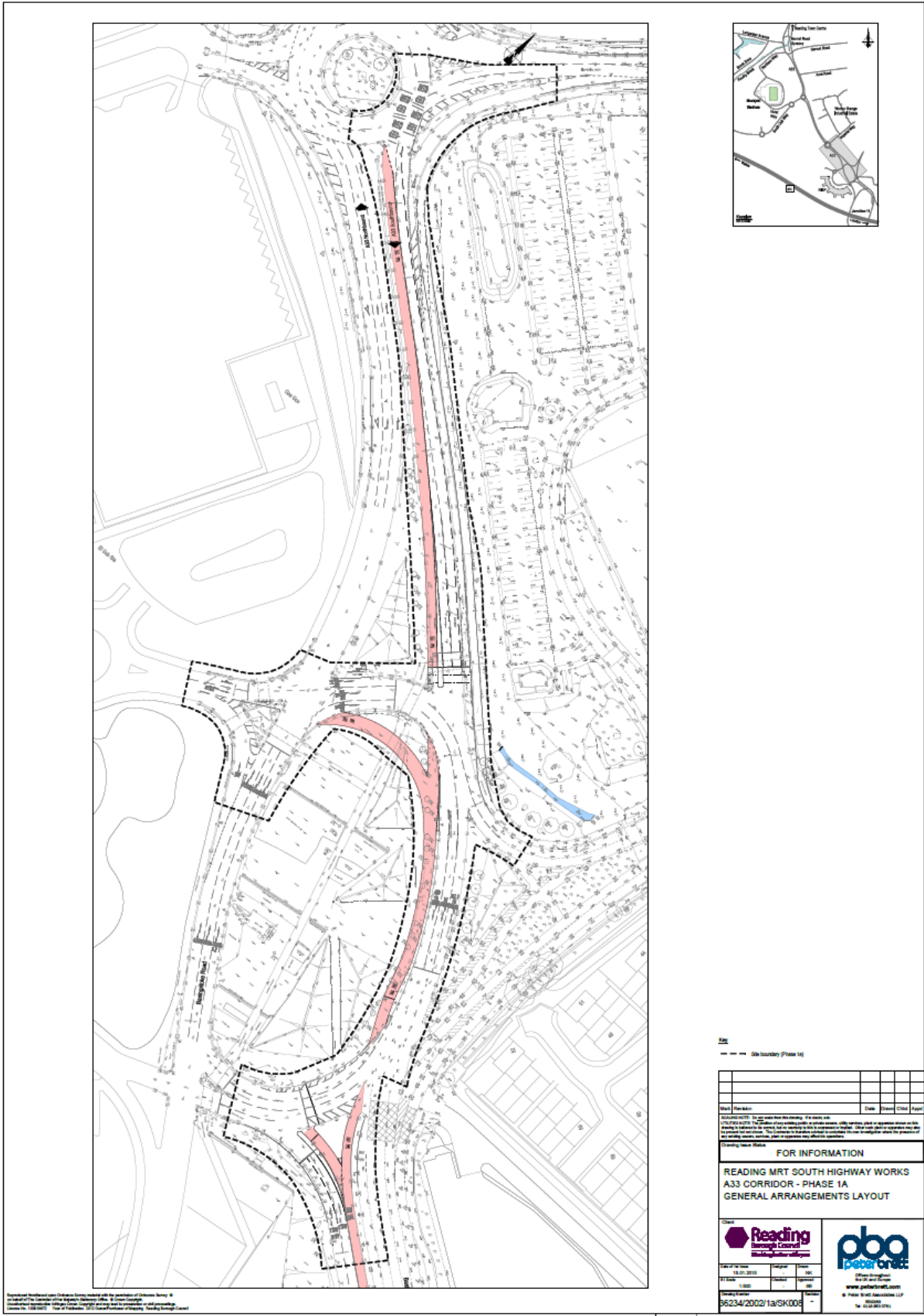
9.1 The costs associated with delivery of the Park and Ride schemes and the Cycle Hub are met by the DfT Local Sustainable Transport Fund.

9.2 The costs associated with the delivery of the LEP Growth Deal schemes are met by a combination of LEP and local funding.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee reports.

APPENDIX A - SOUTH READING MRT PHASE 1A



Scale
 --- Site boundary (Phase 1A)

Mark	Revision	Date	Drawn	Checked	Approved

FOR INFORMATION

READING MRT SOUTH HIGHWAY WORKS
 A33 CORRIDOR - PHASE 1A
 GENERAL ARRANGEMENTS LAYOUT

Client
 Reading Borough Council

Contractor
 pba pbs&sonic

Project Number
 96234/2002/1a/SK008

Project Name
 READING MRT SOUTH HIGHWAY WORKS

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	18
TITLE:	CYCLE FORUM - MEETING NOTE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
LEAD OFFICER:	CHRIS MADDOCKS	TEL:	0118 937 4950
JOB TITLE:	TRANSPORT PLANNING MANAGER	E-MAIL:	chris.maddocks@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to inform Members of the discussions and actions from the Cycle Forum held in February 2016.
- 1.2 The Cycle Forum meeting note from 9 February 2016 is appended.

2. RECOMMENDED ACTION

- 2.1 That the Sub Committee notes the attached note from the Cycle Forum held on 9 February 2016.

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. THE PROPOSAL

4.1 The meeting of the Cycle Forum held on 9th February 2016 was chaired by Councillor Page. The Forum was attended by Council officers and representatives of various local cycling groups. The notes of the meeting are attached.

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 As described above.

7. LEGAL IMPLICATIONS

7.1 None.

8. FINANCIAL IMPLICATIONS

8.1 Delivery of schemes will be undertaken within existing Transport budgets.

9. BACKGROUND PAPERS

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

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

9.3 Cycle Forum Reports, Traffic Management Sub-Committee, from January 2016 onwards.

READING CYCLE FORUM - MEETING NOTE

Tuesday 9th February 2016, 6pm

Mayor's Parlour, Civic Offices, Reading

Attendees

Cllr Tony Page (Chair)

Cllr Sophia James

Cllr Ricky Duveen

Cllr Jamie Whitham

Adrian Lawson (RCC)

John Lee (RCC)

Alex McKnight (Sustrans)

Richard Pearson (CTC)

Patrick Romaya (CTC)

Tanya Rebel (GREN)

Peter Chan (GREN)

Cris Butler (RBC)

Chris Maddocks (RBC)

1. Introductions

Cllr Page welcomed attendees to the meeting and introductions were made.

2. Note of the Last Meeting

The note of the previous meeting held on 7th October 2015 was agreed with actions to be picked up under the relevant agenda item.

3. Broad Street Consultation Update

It was reported that the informal consultation regarding cycling in Broad Street West has been completed with a majority of responses in favour of allowing cycling along the full length of Broad Street. The next step is for the Council to undertake a statutory consultation and the results will be reported to the Traffic Management Sub-Committee meeting in March.

It was confirmed that the only option being proposed through the statutory consultation will be to allow cycling in Broad Street West.

ACTION - RBC to progress the Broad Street statutory consultation and notify Forum members when the consultation is open.

4. Oxford Road Scheme Designs

The proposals for highway improvement works on the Oxford Road corridor associated with the Network Rail bridge replacement project at Cow Lane were reviewed. The scheme includes a shared path at Cow Lane following replacement of the second railway bridge, as well as the provision of new bus lanes, advisory cycle lanes, repeater symbols and advance stop lines on the Oxford Road.

The resulting discussion on the proposals included the following suggestions:

- Creation of a raised table on the entrance to the Network Rail goods yard site off Cow Lane.
- Implementation of advisory cycle lane markings in addition to repeater markings wherever there is sufficient width.
- Formalise the closure of Salisbury Road / Cow Lane junction with a kerb line at the northern end of Salisbury Road.
- Enable cyclists to make the turn right from the Oxford Road onto Salisbury Road.
- Consider addition of cycle symbols on Beresford Road.
- Pedestrian crossing improvements - for instance consider conversion of existing refuge islands to zebra crossings.
- Review existing cycle priority features and signage - for instance Oxford Road junction with Gower Street.
- Enhanced visibility features on existing mini roundabouts to create a safer environment.
- Include gateway feature to the Oxford Road at the Norcot Road roundabout to emphasise the change in road classification and encourage through traffic to use Portman Road / Cow Lane.
- Access improvements to Reading West Railway Station and additional cycle parking.
- Opportunities for additional Readybike docking stations on the Oxford Road.
- LED street lighting upgrades.

It was noted that implementation of the highway works will be undertaken following completion of the Network Rail project, for which timescales have not

been confirmed at this stage. It was noted that a further public consultation is planned for the highway scheme proposals.

ACTION - RBC to continue to work with Network Rail on delivery of the Cow Lane bridges replacement project and associated highway works.

5. Cycle Maps Update

It was reported that the Reading Cycle Routes map is currently being updated and comments from Forum members have been incorporated into a revised version, including proposals to simplify the way in which different types of facility are shown on the map.

It was noted that there is still high demand for paper based maps (particularly the overall route map), however it would also be useful to pursue options to provide the maps in different formats online, for instance to ensure they are easily viewable on mobile devices.

Action - RBC to circulate proposed simplified map legend for feedback from Forum members.

6. Cycle Forum - Requested Schemes

It was reported that the requested schemes list will be updated and reviewed as a regular item on the Forum agenda. A number of items were discussed including the latest position regarding cycling on the Thames Path for which possible next steps are currently being reviewed by the Council; cycling on the west side of Caversham Bridge which has historically been objected to by shop owners; and the desire for contra flow cycle lanes in the town centre.

In addition to the schemes on the list it was requested that a review of the existing pedestrian refuge islands on Church Street should be added as they create pinch points for cyclists.

7. Items Raised by Forum Members

The following items were raised by Forum members:

- Town centre signing corrections - A comprehensive review of town centre signage, including existing signage at Queen Victoria Street and Market Place, will be undertaken following completion of the Broad Street consultation.

- 20mph limits in Reading - The proposed 20mph zone for East Reading will be implemented during the summer. In addition the Council has received requests for other areas of the borough to be considered for 20mph zones / limits.
- Cycle Strategy progress - The Cycling Strategy Implementation Plan is updated annually. It was requested that a link to the report for 2015/16 is circulated to Forum members.
- Accident on the M4 cyclist's bridge - The potential for signage to highlight the route for cyclists over the bridge will be added to the requested schemes list for further consideration.
- Access to Christchurch Meadow from Gosbrook Road - It was requested that access improvements to/from the shared path should be investigated and a review of NCN 5 and the local cycle routes in Caversham should be undertaken to link to the new bridge.
- Barriers on NCN 4 - It was noted that the previously installed barriers to stop motorcyclists using the River Kennet towpath are also inaccessible for bicycles.
- Door zone cycle lane removal - It was reported that the removal of the sections of the advisory cycle lanes on Wokingham Road and Lower Henley Road which pass parking spaces is being scheduled.
- Budget for cycling - As previously discussed it was noted that this was the subject of a Council motion in July 2015.

ACTION - RBC to circulate link to the Cycle Strategy Implementation Plan 2015/16.

8. Any Other Business

None raised.

9. Date of the Next Meeting

Tuesday 7th June 2016, 6-8pm, Mayor's Parlour, Civic Offices, Reading.