

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

Direct: ☎ 0118 937 2432
e-mail: peter.driver@reading.gov.uk

7 June 2016

Your contact is: Peter Driver - Committee Services

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 15 JUNE 2016

A meeting of the Traffic Management Sub-Committee will be held on Wednesday 15 June 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 - WHITEKNIGHTS RESERVOIR SCHEME TRAFFIC MANAGEMENT ARRANGEMENTS	-

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 10 MARCH 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 PERMIT PARKING IN ST STEPHENS CLOSE	CAVERSHAM	18
To report to the Sub-Committee the receipt of a petition asking the Council to introduce permit parking in St Stephens Close.		
(B) PETITION FOR PERMIT PARKING IN MELROSE AVENUE	PARK	22
To report to the Sub-Committee the receipt of a petition asking the Council for permit parking in Melrose Avenue.		
(C) PETITION FOR PERMIT PARKING IN AMHERST ROAD	PARK	25
To report to the Sub-Committee the receipt of a petition asking the Council to introduce permit parking in Amherst Road.		
(D) PETITION FOR PERMIT PARKING IN ROWLEY ROAD	KATESGROVE	28
To report to the Sub-Committee the receipt of a petition asking the Council for permit parking in Rowley Road.		
(E) PETITION FOR REVIEW OF ROAD SAFETY OF CEMETERY JUNCTION	PARK & REDLANDS	31
To report to the Sub-Committee the receipt of a petition asking the Council to commit to an urgent road safety review in the Cemetery Junction area.		
(F) PETITION FOR PERMIT PARKING IN HARROW COURT	MINSTER	34
To report to the Sub-Committee the receipt of a petition asking the Council to investigate the introduction of permit parking in Harrow Court.		

(G) OTHER PETITIONS

To receive any other petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.

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| 6. | PETITION FOR REVIEW OF THE SAFETY & SIGNAGE OF THE ZEBRA CROSSING IN PROSPECT STREET, CAVERSHAM - UPDATE

A report to update the Sub-Committee on an initial response to a petition asking the Council 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. | CAVERSHAM | 37 |
| 7. | ROAD SAFETY AND ROAD CASUALTIES IN READING BASINGSTOKE ROAD WITH BUCKLAND ROAD & HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD

A report to inform the Sub-committee of road safety within Reading and the on-going police investigations into the sad events that resulted in fatalities at Basingstoke Road (Whitley) and Highmoor Road (Thames). | BOROUGHWIDE | 40 |
| 8. | PETITION FOR A ZEBRA CROSSING ON GOSBROOK ROAD - UPDATE

A report providing the Sub-Committee with a summary of the results of a pedestrian/vehicle count (PV ²) that has been conducted in response to a petition that was submitted to the Sub-Committee meeting in January 2016, requesting the installation of a new zebra crossing on Gosbrook Road. | CAVERSHAM | 49 |
| 9. | PETITION FOR SAFE CROSSING PLACES FOR SCHOOL CHILDREN ON ROTHERFIELD WAY - UPDATE

A report providing the Sub-Committee with a summary of the results of Officer investigation in response to a petition that was submitted to the Sub-Committee meeting in January 2016, requesting the installation of a crossing place for school children on Rotherfield Way, near to the junction with Surley Row. | THAMES &
PEPPARD | 55 |

10.	CRESCENT ROAD AND EAST READING REQUESTS FOR RESIDENT PERMIT PARKING - UPDATE	PARK	60
	<p>A report providing the Sub-Committee with 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, presenting the current requests for permit parking in the wider area and the implications that these could have and reporting the initial proposals to address concerns of rat-running traffic in Crescent Road.</p>		
11.	RESIDENTS PARKING SCHEME - SCRUTINY REVIEW	BOROUGHWIDE	67
	<p>A report to asking the Sub-Committee to re-establish the Scrutiny Task and Finish Group that was originally set up in July 2012 to consider Residents Parking in the Borough.</p>		
12.	BI-ANNUAL WAITING RESTRICTION REVIEW - WRR2016A STATUTORY CONSULTATION	BOROUGHWIDE	83
	<p>A report asking the Sub-Committee's approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions.</p>		
13.	HIGHWAY MAINTENANCE POTHOLE REPAIR PLAN 2016/17	BOROUGHWIDE	116
	<p>A report to informing the Sub-Committee of the £60,000 share from the £50 Million Pothole Action Fund which has been made available to Reading Borough Council for pothole repairs this Financial Year, following the announcement in the Government's Autumn Statement 2015 and seeking approval for a Pothole Repair Plan to deliver improvements to the condition of roads within Reading and spend approval of the £60,000 share of the Pothole Action Fund.</p>		
14.	RESULTS OF STATUTORY CONSULTATIONS - HOSPITAL AND UNIVERSITY STUDY AND A33 MRT PHASE ONE	REDLANDS & WHITLEY	120
	<p>A report providing the Sub-Committee with the results of the Statutory Consultations on the Hospital and University Study and A33 MRT Phase One.</p>		
15.	SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE	BOROUGHWIDE	151
	<p>A report to providing the Sub-Committee with a further update on the progress made towards encouraging sustainable travel to schools through the development of new Travel Plans for the primary schools that are currently expanding.</p>		

16.	CAR CLUBS	BOROUGHWIDE	155
	A report to informing the Sub-Committee about Car Clubs generally, together with a summary of Car Clubs in Reading.		
17.	CAR PARK TARIFF CHANGES 2016	BOROUGHWIDE	160
	A report advising the Sub-Committee of the proposal to change the “off street” car parking orders as a result of a review of the tariffs.		
18.	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE	BOROUGHWIDE	170
	A report to providing the Sub-Committee with an update on the current major transport and highways projects in Reading.		
19.	CYCLING STRATEGY IMPLEMENTATION PLAN 2016/17	BOROUGHWIDE	176
	A report providing the Sub-Committee with the third Cycling Strategy Implementation Plan, setting out the programme for 2016/17 and reviewing progress towards delivery of the strategy objectives during 2015/16.		
20.	CYCLE FORUM MINUTES	BOROUGHWIDE	Report to Follow
	A report to inform the Sub-Committee on the discussions and actions from the Cycle Forum held in June 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”

21.	APPLICATIONS FOR DISCRETIONARY PARKING PERMITS	185
	To consider appeals against the refusal of applications for the issue of discretionary parking permits.	

DATE AND TIME OF NEXT MEETING:

Wednesday 14 September 2016 at 6.30 pm

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TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 10 MARCH 2016

Present: Councillor Page (Chair).

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

Apologies: Councillors Ayub and McDonald.

72. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

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

Questioner	Subject
Lin Godfrey	Christchurch Meadow Bridge and Flooding

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

(2) Presentation - National Highways & Transport Network Survey Report 2015

Simon Beasley, Network and Parking Services Manager, gave a presentation on the National Highways and Transport Network Survey Report 2015. He explained that 3,000 people had been contacted and had been asked set questions about transport and highway services in the Borough the results were then compared to other local authorities throughout the country and presented in terms of percentages and benchmarked. Overall satisfaction had been rated at 57% compared to the national average of 55%. The presentation covered the results from the survey in terms of satisfaction by the themes of accessibility, public transport, walking and cycling, traffic congestion, road safety and highway maintenance.

Resolved - That Simon Beasley be thanked for his presentation.

73. MINUTES

The Minutes of the meeting of 14 January 2016 were confirmed as a correct record and signed by the Chair.

74. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
Councillor Whitham	Unpaid Parking Fines by Vehicles not Registered in the UK

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

75. PETITIONS

(a) Petition for a Zebra Crossing on Prospect Street

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition that had been submitted to Policy Committee on 15 February 2016 (Minute 73 refers) 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.

The report stated that the petition highlighted a serious incident that had taken place on 11 January 2016 in which a woman on the crossing had been knocked down by a lorry sustaining life threatening injuries and had been taken to hospital, showing that residents' fears about safety were justified.

The report explained that a statutory duty was placed on the Council, as highway authority, to improve road safety through the reduction of casualties. This was done by using casualty data that was supplied by Thames Valley Police. Despite the accident in January 2016 the records that had been provided to the Council on casualties had suggested that the crossing had a very good safety record. However, a serious accident had occurred and once the details were known, following the conclusion of the police investigation, an appropriate response would be considered.

At the invitation of the Chair, Councillor Davies, Ward Councillor for Caversham, and Paul Matthews, Caversham and District Residents Association, addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the petition (received at Policy Committee on 15 February 2016) to review the safety and signage of the zebra crossing in Prospect Street, Caversham be considered as part of the statutory duty to improve road safety and reduce casualties and a report submitted to a future meeting;
- (3) That the lead petitioner be informed accordingly.

(b) Petition for Residents Parking in Bulmershe Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition that had been submitted to Policy Committee on 15 February 2016 (Minute 73 refers) asking the Council to investigate residents' permit parking for Bulmershe Road.

The report explained that requests to consider waiting restrictions were reviewed twice a year, with the next review due to commence with a report submitted to the Sub-Committee, (see item 80 below) and the report recommended that Bulmershe Road should be added to the list of streets for investigation.

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

Resolved -

- (1) That the report be noted;
- (2) That the petition (received at Policy Committee on 15 February 2016) to investigate residents permit parking in Bulmershe Road be considered as part of the six monthly waiting restriction review and a report submitted to a future meeting;
- (3) That the lead petitioner be informed accordingly.

(c) Petition against parking scheme in Hamilton Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition against the introduction of residents' permit parking in Hamilton Road.

The report explained that requests to consider waiting restrictions were reviewed twice a year, with the next review due to commence with a report submitted to the Sub-Committee, (see item 80 below) and the report recommended that Hamilton Road should be added to the list of streets for investigation.

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

Resolved -

- (1) That the report be noted;
- (2) That the petition against the introduction of residents permit parking in Hamilton Road be considered as part of the six monthly waiting restriction review, a report submitted to a future meeting and the petition be considered alongside an earlier petition asking for the introduction of residents permit parking that had been received by the Sub-Committee at its meeting on 16 September 2015;
- (3) That the lead petitioner be informed accordingly.

76. PETITION FOR A PEDESTRIAN CROSSING ON GOSBROOK ROAD - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 14 January 2016 meeting (Minute 57(a) refers) requesting the Council to install a new zebra crossing on Gosbrook Road 30 yards east of Patrick Road.

The report explained that with the opening of the pedestrian/cycle bridge in Christchurch Meadows across the River Thames, pedestrian movements had changed within this area of Caversham. An increased pedestrian movement had 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 led to Gosbrook Road and to a point broadly opposite the path through Christchurch Meadow that led to the new bridge. These routes

were becoming increasingly popular with both pedestrians and cyclists resulting in an increased desire line across this point of Gosbrook Road.

The existing traffic signal controlled crossing in Gosbrook Road had initially been installed as part of the signalised junctions of Westfield Road and Eliotts Way with Gosbrook Road. When the junction traffic signals had been removed the pedestrian crossing had been retained on its original line. The report stated that it could be argued that this signalised crossing was now in the wrong location and that its relocation to the new desire line would be of greater benefit. However, the new desire line was at a point in the road where there was a parking layby and consequently some parking would be lost should any form of pedestrian crossing be installed at this point. There was also gated access to Christchurch Meadow at this location which might still be in use. In addition, the driveway that served Elizabeth House was within the same area and needed careful consideration so as not to compromise pedestrian safety by turning traffic. Therefore, the crossing point might need to be moved away from the desire line.

The report explained that the pedestrian/cycle bridge and new connecting paths were subject to an on-going safety audit which would be conducted periodically over the next three years and the safety of the connecting paths would continue to be reviewed within the safety audit process. Whilst the request for a zebra crossing was in response to where people were crossing the road, it was quite a complex location. Careful consideration of all the issues was needed to ensure the appropriate facility was provided in the appropriate location. It was therefore recommended that surveys were carried out, a pedestrian/vehicle count (PV²) conducted and any concept designs were safety audited before a final scheme was submitted to the Sub-Committee for approval.

Resolved -

- (1) That the report be noted;
- (2) That surveys be carried out, a pedestrian/vehicle count (PV²) conducted and any concept designs safety audited before a final scheme is submitted to the Sub-Committee for approval;
- (3) That the lead petitioner be informed accordingly.

77. PETITION FOR SAFE CROSSING PLACES FOR SCHOOL CHILDREN ON ROTHERFIELD WAY - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 14 January 2016 meeting (Minute 57(b) refers) asking the Council to implement a crossing place for school children on Rotherfield Way and Surley Row. A copy of a drawing showing a scheme that had been proposed by officers in spring 2014 was attached to the report at Appendix 1.

The report explained that there had been a desire to improve the junction of Rotherfield Way and Surley Row for some time and officers had designed a scheme to introduce pedestrian islands. Localised consultation had been carried out in spring 2014 and whilst everyone had agreed that something should be done there had not been universal acceptance of the officer's proposal. However, when the design had been tested through

a series of experiments using temporary traffic management the proposal did not fit the current road layout. Due to the number of private driveways officers were unable to find a location for the islands without causing an obstruction to one of the properties and 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.

An alternative scheme had been suggested by Caversham and District Residents Association (CADRA) that consisted of a modest local narrowing of the carriageway with a raised table in a contrasting material. CADRA claimed 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. The response from officers was that whilst the proposal might slow vehicles it did not directly offer any direct additional assistance to pedestrians. The topography of the junction did not help and rendered 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 road. Although it was a feature of the design to decrease the radius of the junction there was a number of chambers in the road that would need to be lifted, this also applied to any raised table, thus increasing the value of the works that would be required.

The report concluded that whilst there was a desire to improve the junction for pedestrians, agreeing a solution that met the expectations and concern that had been expressed within the petition remained a challenge.

At the invitation of the Chair Councillor Hopper read a statement that had been sent to him by the lead petitioner Anne Beauchamp.

Resolved -

- (1) That the report be noted;
- (2) That the options be considered again by officers in view of the petition and further consideration given to the proposal suggested by CADRA and a report detailing the findings submitted to a future meeting;
- (3) That the lead petitioner be informed accordingly.

78. PETITION FOR PARKING PERMITS IN CRESCENT ROAD - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 14 January 2016 meeting (Minute 57(c) refers) asking the Council for permit parking in Crescent Road.

The report recommended that an investigation into the request for parking permits in Crescent Road should take place through the next six monthly waiting restriction review. Four petitions relating to parking in the immediate area of Crescent Road had been received. The other three petitions had included a request for residents permit parking in Bulmershe Road, request for residents permit parking in Hamilton Road and a petition in respect of Hamilton Road objecting to resident permit parking. All requests needed to be considered together as any change to parking in one street might have an impact on parking in the others'.

The Sub-Committee discussed the report and agreed that officers should investigate the use of residents parking and additional restrictions to deal with the wider traffic and safety issues.

Resolved -

- (1) That the report be noted;
- (2) That the report to consider residents permit parking within Crescent Road be investigated within the next six monthly waiting restriction review and a report submitted to a future meeting;
- (3) That the use of residents parking and additional restrictions to deal with wider traffic and safety issues be investigated by officers;
- (4) That the lead petitioner be informed accordingly.

79. WEST READING STUDY

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress with the West Reading Transport Study and seeking authority to carry out an informal consultation on scheme options for Southcote during summer 2016.

The report explained that the West Reading Transport Study Steering Group had carried out a review of the existing and anticipated transport issues and opportunities in the study area, with a particular focus on the future challenges what would result from the expansion of Southcote Primary School, the opening of the WREN Secondary Free School and the residential development at Coley Park. A series of concept scheme options had 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 was anticipated that a significant proportion of the Community Infrastructure Levy funding contributions that would be secured from the developments would be available for the implementation of transport schemes in the study area. The concept scheme options prepared through the study for Southcote had been developed to meet a number of objectives that were set out in the report and it had been proposed that an informal public consultation on the concept scheme options would be carried out in summer 2016 in the form of a public exhibition. If scheme options were well received by residents they would be developed in further detail and a statutory consultation on the refined schemes would be carried out.

In addition, concept scheme options for the western section of Coley Park were currently being developed and it was anticipated that an informal consultation would be carried out on these options following completion of the consultation in Southcote.

At the invitation of the Chair Councillor D Edwards, Southcote Ward Councillor, addressed the Sub-Committee.

Resolved - That the undertaking of an informal consultation regarding the concept scheme options for Southcote during summer 2016 be approved.

80. WAITING RESTRICTION REVIEW

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the objections that had been received in respect of the traffic regulation order, which had recently been advertised as part of the waiting restriction review programme 2015B and included the proposal for a car club bay on Rectory Road. This had involved proposed implementation and amendments of waiting restrictions at various locations across the Borough. The report also provided the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that had been raised by members of the public, community organisations and Councillors since September 2015.

The report recommended that the list of issues that had been raised for the bi-annual review should be fully investigated and Ward Councillors consulted. Upon completion of the Ward Councillor consultation, a report would be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the approved schemes. A summary of letters of support and objections that had been received to WRR 2015B, along with officer comments, were attached to the report at Appendix 1 and the requests for the waiting restriction review programme 2016A were attached to the report at Appendix 2.

An updated version of Appendix 1 was tabled at the meeting; the Sub-Committee considered the objections that had been received and agreed to remove the proposal for Warwick Road and Cintra Avenue from the programme.

Further to Minute 19(b) of the meeting held on 16 September 2015, Simon Beasley, Network and Parking Services Manager, tabled a report providing the Sub-Committee with an update to the request for residents permit parking in parts of Lower Caversham following a survey that had been carried out by Councillor Davies, Caversham Ward Councillor. The roads that had been surveyed had included Marsack Street, Nelson Road, Montague Street, St John's Road, Brackstone Close, Ardler Road and Washington Road. The results were as follows: about 300 people had been in favour of a residents permit parking scheme with 54 against and a further 23 had replied that they did not know. With a significant response in favour of residents permit parking officers were preparing a concept scheme for informal consultation which would also include information on what the scheme meant for residents and their visitors. The informal consultation was intended to include the streets within the square of South View Avenue, Briants Avenue, Gosbrook Road and Washington Road. Consideration would also be given to the existing limited waiting bays on Gosbrook Road by Christchurch Meadow. The informal consultation would be conducted during the period between the March and June 2016 meetings of the Sub-Committee.

At the invitation of the Chair Councillor Davies, Ward Councillor for Caversham, addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the objections in Appendix 1, with the appropriate recommendation to either: implement, amend or reject the proposals be noted;

- (3) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public enquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (5) That the following proposals made under the waiting restriction review 2015B, as set out in Appendix 1, be implemented:
 - Cardinal Close and Wolsey Road;
 - Rectory Road Car Club Bay;
 - Wellington Avenue and Northcourt Avenue;
 - Shepley Drive;
 - Queensway;
 - Picton Way;
 - Canterbury Road;
 - Mill Green;
 - Wykeham Road;
 - Longbarn Lane;
 - Elgar Road South;
 - Virginia Way Service Road;
 - Heron Island;
 - Kensington Road Car Park;
- (6) That the following proposals made under the waiting restriction review 2015B as shown in Appendix 1 be amended:
 - (i) Warwick Road and Cintra Avenue - remove from the programme;
- (7) That the requests made for waiting restrictions as shown in Appendix 2 be amended as follows:
 - (i) Southcote Road - to include the junction with Southcote Road and Josephine Court;
- (8) That the requests made for waiting restrictions as shown in Appendix 2 (with amendments as stated in (7) above) be noted and that officers investigate each request and consult on their findings with Ward Councillors;
- (9) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes;
- (10) That the request to consider residents permit parking within part of Lower Caversham be investigated within the six-monthly waiting restriction review and the finding submitted to a future meeting;

- (11) That an informal consultation on residents permit parking within part of Lower Caversham be carried out initially prior to statutory consultation and the findings be submitted to the June 2016 meeting.

81. HIGHWAY MAINTENANCE AND PROGRAMME 2016/17

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee about the £1.423m works and fees programme for Highway Maintenance 2016/17 from the Local Transport Plan settlement.

The report outlined the background to the selection of schemes and details of the list of schemes in each category to be carried out in 2016/17 were attached to the report at Appendix 1.

The report also gave a breakdown of allocations in each of the categories of Major Carriageway Resurfacing, Minor Roads Surfacing, Footway Resurfacing, Bridge/Structural Maintenance, Street Lighting, Illuminated Bollards/Traffic Signs and Major Maintenance.

The Sub-Committee discussed the report and the proposed programme and requested that a presentation on the Highway Maintenance Programme be given by officers at the next meeting.

Resolved -

- (1) That the Highway Maintenance Update and the proposed Programme for 2016/17 be noted and associated expenditure, as set out in paragraph 4.9 of the report, for 2016/17 be approved;
- (2) That the Sub-Committee receive a presentation by officers on the Highway Maintenance Programme at the next meeting.

82. UNIVERSITY AND HOSPITAL AREA STUDY - UPDATE

Further to Minute 42 of the meeting held on 3 November 2015, the Director of Environment and Neighbourhood Services submitted a report 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 consultation had been 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 had been proposed to help address the issues previously identified by residents through the study.

Due to the mixed nature of responses received through the consultation, the study Steering Group had decided not to proceed with the proposed parking scheme at that time. It had been agreed that the study would 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.

This work had continued over the previous few years, and alongside detailed discussions with key stakeholders, a second set of proposals had recently been completed. A local consultation including a local exhibition had since taken place in September and October 2015 by the Redlands Ward Councillors on the latest plans.

At the January 2016 meeting of the Sub Committee (Minute 63 refers), the Sub-Committee had approved progressions 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.

Following the January 2016 meeting, Redlands Ward Councillors had continued to liaise with residents on issues that had been identified by residents regarding parking and traffic management in the area. This had resulted in a number of further proposals which residents were keen to pursue. These were set out in the report.

The Statutory Consultation on the scheme was due to commence in mid-May 2016 for a period of 21 days. Consultation notices would be placed on-streets within the consultation area, alongside promotion via the Council's website and social media platforms. If objections were received, these would be reported to the Sub-Committee for review at its meeting in June 2016. If there were no objections, the proposals would proceed to implementation over the summer months.

Resolved -

- (1) That the report be noted;
- (2) That the following additional items be 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;
- (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 avoided the need for marked parking bays.

83. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE

Further to Minute 43 of the meeting held 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.

As part of the development process a number of alterations, works and proposals had already been identified in improving access to the schools. These works had been reported to the Sub-Committee at its meeting on 14 January 2016 (minute 64 refers). In order to progress the works involving Traffic Regulation Orders, permission was now required so that proposals could be promoted and changes introduced for the start of the new term in September 2016.

A revised list of works that had been identified within the development process was attached to the report at Appendix 1. Changes to waiting restrictions, including alterations to school keep clear marking were required at:

- EP Collier Primary School
- Ridgway Primary School
- Southcote Primary School
- Alfred Sutton Primary School
- The new Civitas Primary School (Hodsoll Road)

In addition it was proposed to introduce a 20mph speed limit on all the streets around EP Collier Primary School, as shown in a drawing attached to the report at Appendix 2.

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 consultation and advertise changes to waiting restrictions and introduce school keep clear restrictions as listed in paragraph 4.1 and Appendix 1 of the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (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 consultation and advertise 20 mph speed limit as defined within paragraph 4.1 of the report and set out in the drawing at Appendix 2 of the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

84. CYCLING IN BROAD STREET - RESULTS OF FORMAL CONSULTATION

Further to Minute 65 of the meeting held on 14 January 2016, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the results of the Statutory Consultation on cycling in Broad Street west.

The Statutory Consultation had commenced on 18 February 2016 for a period of 21 days. Notices had been placed on-street in Broad Street informing of the consultation, alongside promotion via the Council website and social media platforms. 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.

Officers tabled a document that set out the results of the Statutory Consultation which detailed the responses to the question “Do you support cycling along the whole length of Broad Street?” as follows:

	Yes	No
Responses to the Council’s web site consultation	644	480
Responses submitted by email to Legal Services	8	87
Responses submitted by letter to Legal Services	1	41
Total:	653	608

The results had therefore shown that 52% had been in favour of allowing cycling along the whole length of Broad Street while 48% had been against it.

The Sub-Committee discussed the report and the results of the Statutory Consultation and agreed that as there had been no clear majority to either allow or ban cycling in Broad Street no further action should be taken with regard to the cycling restriction within the western end of Broad Street.

Resolved -

- (1) That the report be noted;
- (2) That no further action be taken with regard to the cycling restriction within the western end of Broad Street.

85. CONNECTING READING: CAR CLUB AND MULTIMODAL HUBS

Further to Minute 66 of the meeting held on 14 January 2016, The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress that had been 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

The report stated that the project built on the existing Car Club in Reading by introducing two new Car Club multi-modal nodes. The two new cars at these nodes would be hybrid vehicles which would use electric power when moving slowly around town and generate electricity using regenerative braking systems. The Council in partnership with Co-Wheels had been awarded £48,800 funding from the Department of Transport for the scheme as a car Club Demonstration Project in March 2015.

A joint Working Group with all key stakeholders was developing a multimodal package of ticketing, registration and promotions. A Smartcard called ‘EasyGo’ was being designed to unlock the cars, ReadyBikes, bus travel on Reading Buses and to promote the whole project. The Smartcard would also link to BetterPoints incentives to encourage sustainable travel.

The report described arrangements for promotion of EasyGo. Permission was sought to promote EasyGo on all Borough Council screens and on the fleet of 200 ReadyBikes.

Work was progressing with the installation of the car club bay and car on Oxford Road, as agreed by the Sub-Committee at the 14 January 2016 meeting (minute 66 refers). Following objections reported at that meeting, an alternative site for the second Car Club bay and car, on Rectory Road, had been reported separately at this meeting (minute 80 refers).

The EasyGo Smartcard and the car bay at Oxford Road would be operational by the end of March 2016, which was a requirement for the Department for Transport funding. It was intended to launch the scheme in May 2016 by which time it was expected that 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.

The Sub-Committee discussed the report and requested that a report be submitted to a future meeting about car clubs.

Resolved -

- (1) That the report be noted;
- (2) That the Working Group continue to progress the joint branding and marketing of the multimodal hubs and installation of the scheme's branding on the front decals of all 200 ReadyBikes to promote the scheme be approved;
- (3) That a report be submitted to a future meeting about car clubs.

86. BIKEABILITY UPDATE

The Director of Environment and Neighbourhood Services submitted a report on the national cycle training scheme, Bikeability, including plans to retender the delivery of the scheme. It was expected that a new contract would be in place from the beginning of the 2016/17 academic year. In the interim, the report proposed to extend the current agreement with Avant cycling until the new contract commenced in September 2016.

The report explained that Avanti Cycling were currently delivering the Council's Bikeability programme following the decision by CTC to no longer deliver cycle training. The Department for Transport had originally reduced all local authority Bikeability funding allocations by 12% in 2015/16, but following a successful summer holiday Bikeability programme the Council had been awarded additional funding of £19,200. This had enabled Avanti Cycling to train over 800 children to Bikeability Level 2 and over 200 children to Level 3 between 1 April 2015 and 31 January 2016 compared to an initial target of 800 Level 2 and 80 Level 3 respectively.

The report stated that the Autumn Funding Statement had announced the continuation of Bikeability funding until March 2020, at the end of the current Parliament. Following this announcement authority was being sought to commence an open procurement process where the estimated contract value would be approximately £50k annually. Officers wanted to advertise the contract for an initial three year period from September 2016 with

the option to extend it for an additional year, subject to available funding. Officers also wanted to include the opportunity for potential contractors to quote for additional cycle initiatives that had until this point been delivered as part of the LSTF programme, subject to future funding streams being secured.

In the interim, to maintain service continuity, it was proposed that the existing agreement with Avanti Cycling be extended until the end of the academic year when the new contract would commence. The extension on the existing agreement would ensure continuity of the Bikeability programme over the summer 2016 when demand for training would be at its highest. Avanti Cycling would be expected to continue to 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 proposals.

Resolved -

- (1) That 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 be authorised to proceed with the procurement route set out in the report for the national cycle training scheme, Bikeability, and to enter into a contract for the supply of these services;
- (2) That the existing Bikeability agreement with Avanti be extended until the start of the new academic year in September 2016 to ensure continuity of delivery.

87. 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 highways works, cycle parking on the north side of Reading Station, Green Park Station, and South Reading Mass Rapid Transit.

Reading Station Area Development

Cow Lane Bridges - Highway Works

The report stated that the Department for Transport had now received the Inspector's report on the public inquiry into the Compulsory Purchase Order (CPO) and the Secretary of State for Transport had confirmed both the CPO and Side Roads Order. The CPO process had delayed delivery and the contractor Network Rail had identified to complete the highway works had since left site. Since the Sub-Committee's meeting on 14 January 2016 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 had reviewed the overall project design to investigate potential reductions in scope and costs. The Council had been involved in this review to ensure essential elements of the scheme were retained and subject to confirmation from Network Rail the likely works programme would commence after Reading Festival in 2016.

Cycle Parking on the North side of the Station

A new cycle hub with space for approximately 600 bikes was due to be introduced in the area previously used as the site compound on the corner of the multi-storey car park. The Council had commenced the main construction works alongside the cycle hub contractor with completion expected at the end of March 2016. In the interim, additional cycle parking for 212 bikes had been introduced to cater for the high demand in this area.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

The report stated that the recent Hendy Review had included a recommendation 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. The latest design for Phase 1A of the scheme was attached to the report at Appendix A. This initial phase of works would involve 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 would be achieved predominantly by utilising space in the central reservation and realigning existing lanes where required. The report was asking the Sub-Committee to approve the undertaking of the formal three week Statutory Consultation for this phase of works, with any objections reported to a future meeting of the Sub-Committee.

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.

Eastern Park and Ride

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 -

- (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 bus lanes for Phase 1A of the South Reading MRT scheme as shown in Appendix A of the report, 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;
- (5) That in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Transportation and Streetcare be authorised to make minor alterations to the proposals following the statutory consultation process.

88. 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 9 February 2016 meeting of the Cycle Forum under the auspices of the approved Cycling Strategy.

The notes of the Cycle Forum meeting of 9 February 2016 were attached to the report at Appendix 1.

Resolved - That the report be noted.

89. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 90 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.

90. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of 10 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to applications 1.6, 1.7 and 1.9 a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That with regard to application 1.1 a discretionary permit be issued, personal to the applicant and charged at the second permit fee;
- (3) That with regard to application 1.5 each flat be entitled to the normal allocation of permits under the permit scheme rules: first free, second charged and visitor permits, and the applicants be required to provide proofs as per the rules of the scheme;
- (4) That with regard to application 1.3 a discretionary permit be issued personal to the applicant and charged at the second permit fee;
- (5) That with regard to application 1.0 the applicant be allowed to purchase two books of discretionary visitors permits and charged at the appropriate rate;
- (6) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.2, 1.4 and 1.8 be upheld.

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

(The meeting started at 6.30 pm and finished at 9.37 pm).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	5(A)
TITLE:	PETITION FOR PERMIT PARKING IN ST STEPHENS CLOSE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	CAVERSHAM
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	phoebe.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to introduce permit parking in St Stephens Close.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition to introduce permit parking in St Stephens Close is considered as a part of the 6-monthly Waiting Restriction Review programme and is 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 The Council has received a petition from residents of St Stephens Close, which contains 14 signatures.

4.2 The wording of the petition reads: *'We, the undersigned, call upon Reading Borough Council via the traffic sub-committee to provide residents of St Stephens Close/Claydon Court of the Caversham ward area, with a parking scheme including for share used resident permit/no waiting at any time access to St Stephens Close area, as identified in the attached plan below [Appendix 1]. This forms an extension to the scheme already implemented by proposal CA4046, approved on 10th March 2016, for Cardinal Close residents' area.*

This petition supports a proposal to extend this scheme defined on CA4046 to the St Stephens Cl/Claydon Ct residents developing an integrated area parking strategy consistent with Cardinal Close residential area

Keeps access road clear of parked vehicle and allows emergency access to the area

Alleviates transferred parking pressure caused by the newly implemented proposal CA4046

Alleviates future resident parking issues due to increasing area population density

Alleviates future resident parking issues due to planned St Martin's precinct retail changes and increased visitor movements

Supports residents access and egress needs to /from private land

Prevents long term parking by third parties

Prevents daily parking by commuters

Legalises the removal of vehicles parked on private land

Supports short term parking of third parties, for access to nearby facilities'.

4.3 The petition lead provided a brief analysis of the petition results, stating the following conclusions:

- *67% of owners responded, all supported the petition (the gap here is due to the large % of absentee landlords in Clayton Ct)*
- *90% of residents (27 of 30) responded, all supported the petition*
- *88% of owner/occupiers (15/17) responded, all supported the petition (of the 2 person gap one could not grasp the concept).*

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

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:

- 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:	15 JUNE 2016	AGENDA ITEM:	5(B)
TITLE:	PETITION FOR PERMIT PARKING IN MELROSE AVENUE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	phoebe.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council for permit parking in Melrose Avenue.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition to introduce permit parking in Melrose Avenue is considered as a part of the 6-monthly Waiting Restriction Review programme and is 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 The Council has received a petition from residents of Melrose Avenue, which contains 31 signatures.

4.2 The wording of the petition reads: *'The residents of Melrose Avenue are concerned about parking problems in our road. These problems include: parking by residents of Bridges and Wessex Halls; University staff parking, exacerbated by the University charging for parking; "park and ride" into Reading; and cars associated with the significant number of HMOs in the area (whether registered or not). We believe that residents' parking might be a solution to these problems. We would like the Council to produce a scheme for our road and consult on it'.*

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

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:

- 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:	15 JUNE 2016	AGENDA ITEM:	5(C)
TITLE:	PETITION FOR PERMIT PARKING IN AMHERST ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	phoebe.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to introduce permit parking in Amherst Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition to introduce permit parking in Amherst Road is considered as a part of the 6-monthly Waiting Restriction Review programme and is 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 The Council has received a petition from residents of Amherst Road, which contains 12 signatures.
- 4.2 The wording of the petition reads: *'I live on Amherst Road and agree that parking can be a problem. Parking congestion can mean that it is impossible to find a parking space in the evening and pavements are often blocked. We would like the council to investigate the issue of residents' parking in the road'*.
- 4.3 The author provided some context for the petition, citing concerns about vehicles parking on the footways and the limited parking space available for residents, which is being caused by the parking of commercial vehicles and by persons living outside the street or commuting to the other parts of the town.
- 4.4 The petition included a survey for the signatories, to ascertain how many were in favour of introducing permit parking on Amherst Road, how many permits they would require and the number of off-road parking spaces that are available to them.
- 4.5 The Sub-committee is asked to note the petition and officers will report back their response to a future meeting of the Sub-committee.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:
- 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:	15 JUNE 2016	AGENDA ITEM:	5(D)
TITLE:	PETITION FOR PERMIT PARKING IN ROWLEY ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	KATESGROVE
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	phoebe.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council for permit parking in Rowley Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition to introduce permit parking in Rowley Road is considered as a part of the 6-monthly Waiting Restriction Review programme and is 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 restriction is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

- 4.1 The Council has received a petition from residents of Rowley Road, which contains 14 signatures.
- 4.2 The wording of the petition reads: *'We the undersigned petition to Reading Borough Council to introduce residential parking permits for Rowley Road. Having been a resident of this road for many years it is becoming more apparent that residents struggle to park, leaving many of us as residents frustrated'.*
- 4.3 The Sub-committee is asked to note the petition and officers will report back their response to a future meeting of the Sub-committee.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:
- 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:	15 JUNE 2016	AGENDA ITEM:	5(E)
TITLE:	PETITION FOR REVIEW OF ROAD SAFETY OF CEMETERY JUNCTION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK AND REDLANDS
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	phoebe.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to commit to an urgent road safety review in the Cemetery Junction area.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition to review the road safety at Cemetery Junction is considered as a part of the Council's statutory duty to improve road safety and reduce casualties and report 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 from Reading residents asks that the Council commits to a safety review of the Cemetery Junction area contains 119 signatures.
- 4.2 The wording of the petition reads: *‘There have been three deaths on the roads at Cemetery Junction since 2010. Recently there has been an overturned car and an incident resulting in a boy sustaining serious leg injuries. We want Reading Borough Council to commit to an urgent road safety review of the Cemetery Junction area’.*
- 4.3 Reading Borough Council has a statutory duty placed upon it, as highway authority, to improve road safety through the reduction of casualties. This is achieved by using accident statistic data supplied by Thames Valley Police.
- 4.4 The Sub-committee is asked to note the petition and officers will report back their response to a future meeting of the Sub-committee.
- 4.5 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 helps to deliver the following Corporate Plan Service Priorities:
- 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:	15 JUNE 2016	AGENDA ITEM:	5(F)
TITLE:	PETITION FOR PERMIT PARKING IN HARROW COURT		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	MINSTER
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	Phoeb.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to investigate the introduction of permit parking in Harrow Court.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition to introduce permit parking in Harrow Court is considered as part of the 6-monthly Waiting Restriction Review programme and is 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 The Council has received a petition from residents of Harrow Court, which contains 38 signatures.

4.2 The wording of the petition reads: *'Harrow Court, Bath Road, Reading RG1 6JF is a small cul-de-sac leading to a development of 38 terraced houses with garages in blocks, built 47 years ago. The garages are too small for most modern cars and residents do not have their own drives, with the exception of 2 houses which have a short drive than can accommodate a medium size car. They have to park on the road or in the garage area. Parking has become increasingly difficult for residents who are now competing with commuters and shoppers who park in the road and our garage areas seven days a week.*

We, the undersigned residents of Harrow Court, petition Reading Borough Council to investigate a Resident Parking Permits scheme for our road'.

4.3 The petition provided some context of the parking problems, citing concerns about vehicles parking on the footway, limited parking spaces available for the residents' which is being caused by persons living outside the street or commuting to other parts of the town and emergency access.

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

4.5 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 helps to deliver the following Corporate Plan Service Priorities:

- 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:	15 JUNE 2016	AGENDA ITEM:	6
TITLE:	REVIEW OF THE SAFETY & SIGNAGE OF THE ZEBRA CROSSING IN PROSPECT STREET, CAVERSHAM - 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 update the Sub-Committee following the receipt of a petition submitted to Policy Committee and passed to TM Sub-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.

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 was passed to TM Sub-committee in March 2016. The petition highlighted 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.

- 4.2 As part of our statutory duty placed upon us, as highway authority, to improve road safety we consider work undertaken by Thames Valley Police in determining the causation factor(s) of accidents. In this case the police report does not suggest that the layout of the road or visibility of the zebra crossing contributed in any way to the accident that occurred on 11th January 2016. Prior to this particular accident this zebra crossing had a very good safety record without any reported casualties since we became highway authority in 1998.
- 4.3 The police investigation, at the time of writing this report, remained incomplete. From the information shared with Officers to date, there is a suggestion that the causation factors are beyond the scope of any road or crossing improvement. Whilst there was an initial suggestion that this zebra crossing needs to be altered, or additional signing is required, the circumstances of this accident indicate that it may have happened regardless of the type of crossing facility.
- 4.4 There is a desire to pursue the lower 20mph speed limit across parts of Lower Caversham in particular. The central Caversham area is a prime candidate for a 20mph limit improving the experience of those walking and cycling. As a part of the review of this zebra crossing in Prospect Street it is intended to engage with Caversham and District Residents Association (CADRA), in light of their comments on this crossing made at the March meeting of the Sub-committee, on a reduction of the speed limit to 20mph. How the lower 20mph speed limit may be presented and its impact in Caversham will be presented at a future meeting of the Sub-committee.

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 March 2016 TM Sub-committee.

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	7
TITLE:	ROAD SAFETY AND ROAD CASUALTIES IN READING BASINGSTOKE ROAD WITH BUCKLAND ROAD & HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING SERVICES MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to inform the Sub-committee of road safety within Reading and the on-going police investigations into the sad events that resulted in fatalities at Basingstoke Road (Whitley) and Highmoor Road (Thames).

2. RECOMMENDED ACTION

- 2.1 That the Sub-committee note the contents of this report.
- 2.2 That the decision taken by the Sub-committee in January 2015, regarding the Highmoor Road/Albert Road junction, be implemented, despite the lack of any changes to the TSRDG introduced in April 2016.
- 2.3 Once the change in priorities has been introduced the junction remains under review in line with our statutory duty.

3. POLICY CONTEXT

- 3.1 The government expects Local Authorities to implement road safety schemes to address sites with a history of personal injury collisions, and where possible link these with the promotion of sustainable travel.

3.2 Under the 1988 Road Traffic Act, the Highway Authority has a duty to take steps to both reduce and prevent collisions on the road network. In addition under the Traffic Management Act 2004 the authority has a duty to maintain and manage the road network and secure the safe and expeditious movement of traffic. (Traffic is defined to include pedestrians). It is therefore imperative that the authority continues to strive to reduce road casualties to ensure the network is safe for all users.

4. ROAD SAFETY AND CASUALTY REDUCTION

4.1 Prior to 2010 central Government set road safety targets for Local Highway Authorities (LHAs) and provided a ring-fenced budget for LHAs to achieve those targets. Most LHAs operated within a Safer Roads Partnership with their respective police authority where speed camera revenue also assisted in a partnership approach to road safety. However, with the change of political leadership in 2010 central Government abolished the Road Safety Partnerships and removed the ring fenced road safety budget. In addition, national targets for casualty reduction were also removed by central Government leaving LHAs to set their own targets and find their own road safety funding. Since 2010 funding from central Government for local highway schemes including casualty reduction initiatives has continued to reduce. However, Reading has fared better than most LHAs with capital schemes such as the Pinch Point initiative and Local Sustainable Transport Fund (LSTF) that has enabled us to maintain our road safety work and casualty reduction schemes. Now that these programmes have ended our annual Local Transport Plan capital funding allocation from Government was £1.58M for 2015/16 and the same amount again this year 2016/17. This compares to LTP capital funding at its peak in 05/06 at £8.5M which fell to £3.9M in 09/10. The current funding of £1.58M is used to deliver and develop all aspects of our LTP including our contribution to the third Thames crossing study and development of schemes such as Green Park railway station.

4.2 Since 2010 our major scheme funding (LSTF & pinch point) has led to significant road safety projects such as:

Mill Lane junction with the IDR and London Street - a redesign of the junction and replacement of the traffic signals (introduction PUFFIN pedestrian facilities) has significantly improved pedestrian safety. Prior to the works this junction suffered from a history of pedestrian casualties. The latest 3-year casualty record shows only two pedestrian casualties both of which involved intoxicated pedestrians who ran into the road.

Various junctions were subject to up-grades as a part of the LSTF programme with similar casualty reduction successes. Most noticeably Cemetery Junction received a re-design and full traffic signal up-grade with PUFFIN pedestrian facilities. The Cemetery Junction area has suffered from a history of Killed & Serious Injuries (KSIs) as a result of collisions. Although a full 3-year comparison cannot be made yet the early indications are very positive.

We have also maintained our own local road safety policy and agenda which in recent years has focused on reducing pedestrian casualties. We have installed a variety of facilities across Reading to help pedestrians cross the road. Examples can be found in School Road, Tilehurst and Berkeley Avenue with a number of pedestrian islands introduced. New formal crossings have been installed on Northumberland Avenue, Southcote Lane, Dee Road and Napier Road. Other local road safety projects include the double mini-roundabout arrangement at Prospect Street junction with Gosbrook Road. This introduced a new type of road marking to highlight pedestrian crossing points and over-run areas of the mini-roundabouts. This scheme was completed 18 months ago and is still subject to the road safety audit process.

20mph has been promoted in areas with east Reading being the most significant. Although the east Reading project has been held up by delays within central Government the initial signing of the new lower limit has now been completed. There are other area schemes now being considered for 20mph.

Road safety around schools and on routes to schools has also been a focus over the past few years with growing interest in school travel planning. Additional resources have become available in some areas through our own primary school expansion programme. This is currently providing the opportunity to look back on the success of the safer routes to schools initiative of the early 2000s and encourage safe and sustainable school travel today.

5. BASINGSTOKE ROAD AND HIGHMOOR ROAD FATALITIES

- 5.1 All road accidents create shock and concern amongst residents, local councillors and officers alike, particularly when there has been loss of life. Whilst it will come as no comfort for those affected by the two recent fatalities at Basingstoke Road and Highmoor Road fatal accidents are relatively rare in Reading. Over the past 10 years there has been an average of two fatalities per year within the Borough area. In 2005 there were no recorded fatalities on the roads within the Borough in contrast to 2014 where police investigated four deaths. Around 50% of the deaths investigated by the police resulted

in court cases and prison sentences for those found guilty of causing death by their actions.

- 5.2 Both accidents in Basingstoke Road and Highmoor Road are being investigated by the police and we have already been involved in site visits as a part of their investigation. Some details of what happened at Basingstoke Road and Highmoor Road have been reported by the local media. This is particularly so in the death of Lauren Heath on Basingstoke Road where her baby survived the accident as a result of her actions. Our heartfelt sympathies go out to Lauren Heath and her family & friends and also to the family of the gentleman killed at Highmoor Road junction with Albert Road more recently.
- 5.3 As the Highway Authority we have a duty to determine whether such accidents are related to defects in the highway and, if this is the case, to accept responsibility for any appropriate action. Where a fatal accident does occur we usually receive notification within 24 hours and then be involved in the police investigation. This can be quite a detailed process where officers can be exposed to distressing information. We employ some very experienced officers that throughout their careers (not just with Reading) have been involved in a number of fatal accident investigations. This has resulted in officers giving statements and attending court cases to present evidence that has been vital in securing successful criminal convictions.
- 5.4 Safety concern at Highmoor Road junction with Albert Road has been reported through TM Sub-committee previously. This reporting process included an assessment of a number of options following objections to a proposal to close the west side of Highmoor Road to eastbound traffic. As a result of this series of reports a decision was taken to change priorities at the junction subject to the revision of the Traffic Sign Regulations & General Directions (TSRGD) expected in 2015. The Government did not complete their revision of the TSRGD until it was finally brought into force on 22nd April earlier this year. It appears that changing the junction priorities to create a multi-stop junction is not permitted within these new regulations. The requirement for a STOP sign remains unchanged from the previous version of the TSRGD therefore by changing the priorities it is likely that the junction can only be presented as GIVE WAY.
- 5.5 Once the police investigations are complete into the circumstances of both these fatal accidents there it will be appropriate for us to consider their findings. In the case of Highmoor Road there are already renewed calls for us to reconsider the layout of the junction. At the time of writing this report a petition was being gathered asking for road safety changes to this junction for presentation at the same June meeting of the Sub-committee.

5.6 At its meeting in January 2015 the Sub-committee agreed to a change of priorities following the review of the TSRGD. As the revised TSRGD has now been brought into force the January 2015 decision can be fulfilled. Changing the priorities allows the Highmoor Road traffic to pass through the junction without stopping whilst the Albert Road traffic will have to give-way. As explained in the January 2015 report this option of all those considered at that time is the simplest and most cost effective to deliver. The recommendation of this report is to deliver the January 2015 recommendation and keep the junction under review.

6. CONTRIBUTION TO STRATEGIC AIMS

6.1 The delivery of road safety and casualty reduction schemes help to deliver the following Corporate Plan Service Priorities:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy
- Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Our road safety and casualty reduction policies form part of our Local Transport Plan which was last consulted upon in 2010. Some locally promoted changes may require a public consultation process in line with the Local Authorities Traffic Order (Procedure) (England & Wales) Regulations 1996.

7. LEGAL IMPLICATIONS

7.1 None at this stage but 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.

9. FINANCIAL IMPLICATIONS

- 9.1 The financial position is explained in 4.1. There are no other financial implications as a part of this report.

10. BACKGROUND PAPERS

- 10.1 TM Sub Committee 16th January 2014 petition submission. TM Sub Committee 13th March 2014 Annual Road Safety Review. TM Sub Committee 11th September 2014. TM Sub Committee 4th November 2014. TM Sub-committee 15th January 2016.

Albert Road junction with Highmoor Road. Further analysis of alternative options following response to close west side of Highmoor Road at its junction with Albert Road.

OPTIONS

1. Traffic signals are arguably the next best option in meeting the expectations of the original petition as well as dealing with the very specific accident problem at this junction. Traffic signals will completely remove the Highmoor Road and Albert Road conflicts whilst maintaining all movements at and through the junction. However, due to the very limited space with relatively narrow footways the traffic signals would only be a very basic set-up. Anything other than a two stage operation allowing both opposing approaches on Highmoor Road and then Albert Road to run together is likely to create unacceptable delay. Whilst traffic signals will remove the visibility problems they will not cater for the opposing right turning movements that will have to give way to on-coming vehicles. At busy times a single right turning vehicle will completely block the ability for all following vehicles to proceed. As previously reported a very basic fixed time traffic signal controlled junction could cost in the region of £50,000. Whilst there was some limited support expressed for traffic signals their use in this location is not likely to be popular. This option, not only likely to be unpopular, is relatively expensive to deliver when a more cost effective injury reduction option may be available. Traffic signals should remain a consideration if other measures are not successful in reducing injuries.
2. Change the priorities at the junction by making Albert Road stop to Highmoor Road traffic. This option does not change the visibility problem and relies on Albert Road drivers obeying the stop signs and giving way to crossing drivers from Highmoor Road. The perception is that vehicle speed on Albert Road is as much to blame for the accidents at this junction. Whilst changing priorities will have an added positive impact on Albert Road traffic speed, residents of Highmoor Road are likely to be worried that speeding will increase outside their homes. Additional traffic calming measures may be required on all approaches to the junction to support this change and reduce speeds. In making this change there is a fear that it may create new accidents until the change in priorities are fully realised by drivers. This option is by far the most cost effective solution although it has its limitations and does not meet the wider concerns of the original petition. It is, however, worth changing the priorities thus reducing the impact of the very restricted visibility within Highmoor Road. This option can be delivered without any further legal process so it is the easiest and quickest option to deliver.
3. 4-Way STOP had been raised a number of times within responses to the initial consultation. The Traffic Signs Regulations and General Directions (TSRGD) prohibit the use of STOP or GIVE WAY signs on all approaches to a junction, as this would cause uncertainty as to which

vehicles had priority. The TSRGD is an act of parliament and something that we are unable to change therefore we are unable to promote this option.

4. Re-position the fence line on the south west side of the junction to improve visibility to the right for drivers exiting Highmoor Road west side. Whilst this may seem an attractive option the fence line and the land that sits behind it is private. In addition, other street furniture (telecommunications cabinet) would also require relocation. Even if the landowner were willing to give up the land, legal processes involved to ensure any future owner does not reclaim the fence line may be lengthy and expensive. This option should remain a consideration depending upon the success of the change in priorities.
5. A mini roundabout at the junction was raised in a number of replies to the consultation. Unfortunately this is not a viable option as it requires drivers to give way slightly further back from the junction that currently worsening visibility for drivers. This option offers no obvious benefit and may only worsen safety at this junction.
6. Remove the central hatch on Albert Road and push the stop line on the west side of Highmoor Road further into the junction. There was not a lot of call for this within the recent consultation responses. Although, this has been raised by a couple of residents and also CADRA previously. Whilst this may slightly improve visibility concern would be that accidents would thereafter increase.
 - a. This is because the previous right turn accidents may return.
 - b. Also this option may increase the number of drivers not fully stopping and spending less time properly looking before crossing the junction.

This option can remain a consideration as a part of the change of priorities and on-going monitoring of the junction.

7. Traffic calming measures on Albert Road to slow speed of drivers travelling north/south. Many of the responses to the consultation raised speeds on Albert Road and this is perceived to be a safety issue that needs addressing. Although, there was a real mix of responses in how to slow drivers on Albert Road with some support for traffic calming and others for a 20mph limit only. Specifically the introduction of road humps received a divided response. Some respondents strongly support the use of road humps whilst others strongly oppose such measures. Other physical measures such as build-outs and chicanes require a regular and even flow in both directions to be effective. The traffic flows on both Highmoor Road and Albert Road are relatively light and tend to be quite tidal. Such traffic conditions do not benefit from build-outs and chicanes so it is unlikely that speeds will be reduced to the extent that will improve safety at the junction. Some on-street parking does exist within

Albert Road creating natural chicanes from time to time and yet despite this the accident problem exists at the junction. Should we choose to use physical traffic calming measures we would typically promote speed cushions as both Highmoor Road and Albert Road are bus routes. Speed cushions are designed to improve the ride for public transport passengers and emergency services. However, with larger cars and wider wheel bases now typical speed cushions are arguably become less effective. Whilst speed within Albert Road received a significant number of comments it does not solve the main cause of the accidents at the junction. Slowing vehicle speeds on Albert Road may reduce the severity of the accident but may not reduce the number of accidents occurring. Sinusoidal humps were raised a few times as a solution for dealing with Albert Road vehicle speed. The sinusoidal profile is similar to that of a round-top hump but has a radiused initial rise. They were found to be just as effective at reducing vehicle speeds as the conventional humps, but were far more comfortable to cycle over. As the accidents are specific to vehicles crossing from Highmoor Road west side to east side promoting a much wider traffic calming scheme is much more difficult to demonstrate best value.

8. Close the eastern side of Highmoor Road to West-East traffic in the form of a "build out", thus preventing Highmoor Road traffic crossing the junction west to east as well as left and right turns from Albert Road. This option is not likely to gain support and we should expect a similar reaction to any closure to that already received. Furthermore, this option would not solve the visibility problems that currently exist. This is not an option that should remain a consideration.
9. Close Albert Road northbound at the junction of Highmoor Road except to public transport and other public services, such as the emergency services. This removes the vehicle conflict completely but is not likely to gain support as Albert Road is considered as one of the main residential routes serving Caversham Heights. This is similar to the closure already promoted and likely to receive the same response. This is not an option that should remain a consideration.
10. Use of a Mirror at the junction. Mirrors are not an approved road sign and are not available of use without specific central government approval. We are required to demonstrate that we have tried other options before applying for approval to use a mirror. Mirrors are restricted on road safety grounds as it is very difficult to judge vehicle speed in a reflection. This is not an option that should remain a consideration.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	8
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 This report summarises the results of a pedestrian/vehicle count (PV²) that has been conducted in response to a petition that was submitted to the Sub-Committee meeting (January 2016), requesting the installation of a new zebra crossing on Gosbrook Road.
- 1.2 This report provides Officer's preferred solution, following investigation.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the proposal in 4.4 is developed as a detailed design and is safety-audited, in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors
- 2.3 Subject to the results of 2.2;
 - 2.3.1 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 consultation and advertise the alterations to the parking bays in 4.5.4 and 4.5.5, in accordance

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

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

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

2.4 Subject to the results of 2.3;

2.4.1 That the Head of Legal Services be authorised to carry out the statutory Notice procedures for the intention to establish a new pedestrian crossing, in accordance with Section 23 of the Road Traffic Regulation Act 1984.

2.4.2 That the proposal in 4.4 be implemented.

2.5 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

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

4. THE PROPOSAL

4.1 A pedestrian/vehicle count (PV^2) was conducted at the suspected pedestrian crossing desire line, located between the gated northern entrance to Christchurch Meadows and the footpaths that meet at the south-east corner of the Westfield Road green area.

4.2 The PV^2 count has confirmed that there is a significant pedestrian movement across Gosbrook Road in the vicinity of this suspected desire line. The flows appear to be tidal, with a higher southbound demand in the morning (7am to 9am) and a higher northbound flow in the afternoon (3pm to 7pm) during the week.

4.3 Officers have considered a number of factors alongside the results of the PV^2 count, as follows:

4.3.1 During the last 5 years, there have been 2 'slight' injuries in the vicinity of the desire line, which have been reported to the

Police: Incident 1 - A pedestrian crossing the road was struck by a motorcyclist passing stationary traffic, while the pedestrian was crossing the road through this stationary traffic; Incident 2 - A pedestrian was struck by a car, while crossing the road. The causation and exact location is unclear, as the incident was reported to, rather than attended by, the Police.

- 4.3.2 There are regular gaps in the flow of traffic along Gosbrook Road.
- 4.3.3 There is good forward visibility for road users approaching the crossing desire line (>60m).
- 4.4 Officers recommend that the installation of zebra crossing, positioned in alignment with the gated entrance to Christchurch Meadows and to the east of the access to Elizabeth House, will be suitable for the needs of pedestrians.
- 4.5 A detailed design will need to be conducted, following consideration and investigation of the following factors:
 - 4.5.1 The crossing will need to be positioned an absolute minimum of 5m to the east of the access to Elizabeth House, to meet the Department for Transport's pedestrian crossing design guidance. This should be achievable.
 - 4.5.2 Pedestrians will still need to cross the access road that leads to the rear of Elizabeth House.
 - 4.5.3 The southern footway is behind a parking bay, which is broken for the entrance to the Christchurch Meadow gate. The footway will require the installation of a build-out to bring waiting pedestrians to a level with the edge of these parked cars and provide enhanced sight lines.
 - 4.5.4 To facilitate 4.5.3, and to further enhance sight lines, the parking bays on either side will require shortening. This will require statutory consultation for a new/amended Traffic Regulation Order.
 - 4.5.5 Further to 4.5.4, the presentation of the westbound approach to the crossing will require careful consideration, as the parking bay would be to the inside of the approaching 'zig-zag' line markings. An absolute minimum of 2 zig-zag lines will need to be installed on approach to the crossing, which will

necessitate the loss of approximately 5m of the parking bay to the east side of the crossing.

- 4.5.6 There will be carriageway surface water drainage issues to overcome, in order to facilitate 4.5.3. There is a dropped footway crossing between the gate and carriageway and to accommodate a build-out, the footway will require re-grading. This is complicated by the camber of the road and the requirement to maintain a drainage channel underneath the build-out. The work may necessitate the installation of an additional gully and the potential for the build-out to be inclined, in order to meet with the carriageway at the desired position.
 - 4.5.7 There will need to be consideration regarding maintenance vehicle access to Christchurch Meadow. The build-out will either need to be designed to allow occasional vehicular access to the existing gate, with the location of beacons and loading capabilities of any drainage channel being appropriate for this, or a new gate and dropped footway crossing installed further to the east. This installation will need to be in a position that does not affect existing parking bays, trees or the bus shelter.
 - 4.5.8 The level of existing street lighting will need to be reviewed, to ensure sufficient night-time illumination of the crossing and of the footway on either side.
- 4.6 Officers considered the relocation of the existing signalised pedestrian crossing near to Eliotts Way. This solution will require many of the same considerations in 4.5, with the addition of decommissioning and moving the traffic signal equipment. This proposal will prove to be very costly and remove a crossing facility that is currently in regular use.
- 4.7 In conclusion, Officers are seeking approval for the following:
- 4.7.1 To produce a detailed design and costing for the proposal in 4.4, in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors.
 - 4.7.2 Following a safety audit of this proposal, Officers are seeking approval to proceed to statutory consultation for the parking bay alterations in 4.5.4 and 4.5.5.

- 4.7.3 Subject to there being no objections to the statutory consultation, Officers seek approval to serve a legal Notice of intension to install a zebra crossing, implement the parking bay alterations and conduct the zebra crossing installation works (and associated works) following the notice period.
- 4.8 Should the Council receive objections to the statutory consultation in 4.7.2, or should the detailed design require a substantial alteration to the proposals, Officers will present a report to a future meeting of the Sub-Committee.
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.
- 6.2 Proposed changes to waiting restrictions will require advertisement of the legal Notice as part of the statutory consultation process and advertisement of the sealed Traffic Regulation Order, prior to implementation.
- 6.3 A legal Notice will be served, stating the intension to establish a new pedestrian crossing.
7. LEGAL IMPLICATIONS
- 7.1 Changes to Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.2 There is a requirement to serve a Notice of intention to establish a new pedestrian crossing, in accordance with Section 23 of the Road Traffic Regulation Act 1984.
8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 It is estimated that the total installation costs for this proposal will be £30,000. The scheme will be implemented once funding has been identified.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-committee minutes - March 2016.

10.2 Traffic Management Sub-committee minutes - January 2016.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	9
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:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	james.penman@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report summarises the results of Officer investigation in response to a petition that was submitted to the Sub-Committee meeting (January 2016), requesting the installation of a crossing place for school children on Rotherfield Way, near to the junction with Surley Row.
- 1.2 This report provides Officer's preferred solution, following investigation.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the proposal in 4.4 is developed as a detailed design and is safety audited.
- 2.3 Subject to the results of 2.2;
 - 2.3.1 That the Head of Legal Services be authorised to carry out the statutory Notice procedures for the intention to establish a new pedestrian crossing, in accordance with Section 23 of the Road Traffic Regulation Act 1984.
 - 2.3.2 That the proposal in 4.4 be implemented.

2.4 If it is not possible to implement the proposal in 4.4, a further report will be submitted to a future meeting of the Sub-Committee.

2.5 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 Officers have observed the junction to review the desire line for pedestrians crossing the road, the layout and topography of the junction.

4.2 Observations have shown that pedestrians are using the lightly-trafficked section of Surley Row to the south-west of Rotherfield Way as they would a footway. Upon reaching Rotherfield Way, pedestrians are crossing the centre of the junction to continue northbound, on the west footway of Surley Row.

4.3 Officers have considered a number of factors alongside their on-site observations, as follows:

4.3.1 During the last 5 years, there has been 1 'slight' injury reported to the Police. The incident involved a collision between two vehicles, with the likely causes being that the driver of the turning vehicle failed to look properly and conducted a poor turning manoeuvre.

4.3.2 There are regular gaps in the flow of traffic along Rotherfield Way.

4.3.3 There is good forward visibility for road users approaching the proposed crossing location in a south-west direction (>60m).

4.3.4 There is good forward visibility for road users approaching the proposed crossing location in a north-east direction (>60m), although there is a bus stop located within 40m of the junction with Surley Row - it will be desirable to locate a crossing as far

from this as possible, with consideration of the proximity to the junction with Surley Row also.

- 4.3.5 Any solution that the Council promotes will be away from the observed desire line, to ensure that motorists have sufficient visibility of the crossing facility on approach.
- 4.3.6 Officers consider that any formal crossing facility should be on the south-west side of the junction, as this will place pedestrians on the west footway of Surley Row and avoid the requirement for children to cross Surley Row to reach Highdown School.
- 4.4 Officers consider that the installation of a zebra crossing will best serve the needs of crossing pedestrians. The zebra crossing should be positioned at a point between the junction with Surley Row and the dropped footway crossing that serves the driveways of 37 Surley Row and 69 Rotherfield Way.
- 4.5 A detailed design will need to be conducted, following consideration and investigation of the following factors:
 - 4.5.1 The proposed solution will not require the installation of refuge islands, which were of concern to residents during consultation on previous designs, due to driveway access/egress restrictions that could be caused.
 - 4.5.2 The crossing will be in a position that should not affect access to driveways and is not directly overlooked by properties, due to tall hedges growing along the property boundaries on both sides of the road.
 - 4.5.3 To facilitate a formal crossing on the south-west side of the junction, the design of the approach on the southern footway of Rotherfield Way will need to incorporate a declining (sloped) approach to the carriageway kerb-line, due to the elevation difference between the footway and carriageway. This will result in a greater loss of green verge area, compared to the northern side of the street.
 - 4.5.4 In addition to the elevation change in 4.5.3, there is a large telecoms chamber and a cabinet in the grass verge. Investigation works will need to be conducted to ascertain the location and depth of the buried ducting. This investigation will determine where, and if, the graded approach to the zebra crossing can be achieved.

4.5.5 There should be no carriageway surface-water drainage implications relating to the proposal.

4.5.6 The crossing will result in the loss of some on-street parking on Rotherfield Way, which is currently unrestricted on both sides of the road between No.69 and the junction with Surley Row.

4.5.7 The level of existing street lighting will need to be reviewed, to ensure sufficient night-time illumination of the crossing and of the footway on either side.

4.6 In conclusion, Officers seek approval to conduct the investigation works necessary in 4.5.4. If a declining (sloped) approach can be accommodated, Officers seek approval to proceed with a detailed design of the proposal in 4.4 and to have this design safety-audited. Subject to this audit, Officers wish to serve a legal Notice of intension to install a zebra crossing and conduct the installation works following the notice period.

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.

6.2 A legal Notice will be served, stating the intension to establish a new pedestrian crossing.

7. LEGAL IMPLICATIONS

7.1 There is a requirement to serve a Notice of intention to establish a new pedestrian crossing, in accordance with Section 23 of the Road Traffic Regulation Act 1984.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 The estimated cost for implementation of this proposal is £20,000. The majority of this cost will be funded from Section 106 monies, with the remainder funded from existing budgets.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-committee minutes - March 2016.

10.2 Traffic Management Sub-committee minutes - January 2016.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	10
TITLE:	CRESCENT ROAD AND EAST READING REQUESTS FOR RESIDENT PERMIT PARKING - 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.
- 1.2 To present the current requests for permit parking in the wider area and the implications that these could have.
- 1.3 To report to the Sub-Committee initial proposals to address concerns of rat-running traffic in Crescent Road, as requested by the Sub-Committee in March 2016.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That Officers' conduct an informal consultation for an area-wide resident permit parking proposal (Item 4.9), in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors.
- 2.3 That the proposals in Items 4.22 and 4.24 are developed into a detailed design, in consultation with the Chair of the Sub-

Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors.

2.4 That the lead petitioners be informed accordingly.

3. POLICY CONTEXT

3.1 The provision for permit parking, waiting restrictions and the installation of traffic management measures is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

RESIDENT PERMIT PARKING - CRESCENT ROAD AND EAST READING

4.1 The Council has received petitions for the introduction of resident permit parking in Crescent Road, Bulmershe Road and Hamilton Road and a petition objecting to the introduction of resident permit parking on Hamilton Road.

4.2 Following the meeting of the Sub-Committee in March 2016, it was recommended that the proposals in 4.1 be considered together, as part of the next 6-monthly waiting restriction review.

4.3 Since the March meeting, the Council has received further petitions for resident permit parking in Melrose Avenue and Amherst Road, which are being reported at this meeting.

4.4 The Council has received further information regarding the favourability of resident permit parking in a number of other streets in east Reading. This information was in the form of distributed fliers, whereby residents have been able to provide their views. At the time of writing, the summary of this information is as follows:

Street Name	Total For RP	Total Against RP	Total Undecided
Belle Avenue	8	1	1
Green Road	9	5	-
Holmes Road	4	2	-
Melrose Avenue *	3	8	2
Talfourd Avenue	7	15	1
Whiteknights Road	6	3	-
Wokingham Road	3	2	-

* The respondents' for Melrose Avenue were cross-checked against the signatures for the Melrose Avenue petition for RP. The figures have been adjusted accordingly.

- 4.5 The Sub-Committee agreed that a Grange Avenue area resident permit parking scheme be designed and progressed to statutory consultation in September 2015. The area included Grange Avenue, St Edwards Road, Bishops Road, Pitcroft Road and Brighton Road. Due to the resource requirements for other schemes, this work is yet to be conducted.
- 4.6 Residents appear to be pre-empting the displacement of parking that will likely arise from schemes that are being, or could be introduced. It is very likely that the Council will receive further requests for the introduction of resident permit parking in the east of Reading and Officers are already receiving enquiries. If these permit parking requests are considered on a street-by-street basis, this will be result in a considerable ongoing strain on the Council's financial and staffing resources, with resultant delays in implementation causing frustration to affected residents.
- 4.7 Officers recommend consolidating the requests for resident permit parking in this area of Park Ward into a single report, a single scheme and to extend any informal consultations to incorporate the streets that will likely be affected by any displaced parking. It is recommended that implementation of any permit schemes within this area are conducted together as an area scheme, following the results of informal consultations and detailed design.
- 4.8 Appendix 1 shows the existing, proposed and requested (via petitions) streets for resident permit parking overlaid. The plan also shows the area that Officers recommend is considered for inclusion in an area-wide permit-parking scheme consultation, due to the potential of parking displacement.
- 4.9 Officers are seeking approval to conduct an informal consultation in the area indicated in Appendix 1 to enable the committee to consider the popularity and likely uptake of a permit scheme in the affected streets. It is not proposed that this consultation is extended to streets with existing resident permit parking, nor those that formed the Grange Avenue Area scheme.
- 4.10 This informal consultation will be conducted following completion of informal consultations in the Little Johns Lane (Battle) and Lower Caversham (Caversham) areas.
- 4.11 The results of the informal consultation will be reported to a future Sub-Committee meeting, where a decision can be made on whether the scheme is progressed to detailed design and statutory consultation.

RESIDENT PERMIT PARKING SCHEMES - GENERAL

- 4.12 It is not likely that the introduction of a resident permit parking scheme will resolve issues of short-term parking at school drop-off and pick-up times, which is a difficult issue to resolve.
- 4.13 There has been an increase in demand for parking in residential areas of Reading in recent years and the Council has seen a dramatic rise in the number of requests for resident permit (RP) parking schemes.
- 4.14 The review process for RP schemes is lengthy, requiring extensive investigation, consultation (both informal and statutory) and administrative preparation to design, prepare for, introduce and enforce the restriction.
- 4.15 The Council's Resident Permit Parking team has reached its capacity and the recently approved RP schemes for Edgar Milward Close and Cardinal Close in March TMSO has added further pressure, which is resulting in delays to the desirable implementation dates.
- 4.16 With the current level of resources, the Council is unable to process any further RP schemes until the delivery of the existing schemes is completed.

TRAFFIC MANAGEMENT MEASURES

- 4.17 During the March 2016 Sub-Committee meeting, when the Crescent Road permit parking petition update report was presented, concerns were raised regarding traffic volumes on Crescent Road.
- 4.18 It was reported that there are high volumes of 'rat-run' traffic using Crescent Road to avoid Cemetery junction and concerns that, should parking be formalised in the street, this could make Crescent Road more attractive for this use. Officers were asked to consider traffic management solutions for this issue and the impact that these measures could have to surrounding streets.
- 4.19 It is suspected that a large volume of rat-run traffic is approaching Crescent Road from Woodley, with many using Culver Lane and Palmer Park Avenue.
- 4.20 Typical measures that are installed to address issues of rat-running traffic are as follows:
 - a) Blocking/severing the street. This would involve preventing traffic from passing beyond a particular point on the street.

- b) Making the street, or a section of the street one-way to traffic.
 - c) Installing a one-way 'plug'. This would involve installing a build-out across one side of the carriageway, with a no-entry
- 4.21 Blocking the street is likely to be unpopular with residents, as this will create access difficulties to surrounding streets. Creating a one-way traffic restriction along the street *could* lead to an increase in vehicle speeds and create access difficulties to surrounding streets. A one-way plug could serve to reduce the level of traffic along the street, removing rat-running in one direction, but providing two-way traffic flow along the remainder of the street, reducing the risk of traffic speed increases and limiting resident access difficulties.
- 4.22 Officers consider that the installation of a one-way plug, preventing traffic from entering Crescent Road from Wokingham Road, would significantly reduce the volumes of traffic along Crescent Road. Alongside the installation of this plug (build-out), the traffic islands on Wokingham Road could be extended to reinforce the no-right-turn movement from Crescent Road. This solution would have the dual benefits of reducing traffic flows on, and providing a safer pedestrian crossing for, Crescent Road.
- 4.23 If the proposal in 4.22 is implemented, there would likely be little advantage in traffic diverting via Bulmershe Road to the north, nor Melrose Avenue to the south, as these streets are a considerable distance from the junction. It is likely, therefore, that this traffic will continue to Cemetery Junction.
- 4.24 As part of this solution, consideration could be given to reversing the one-way direction on a section of Grange Avenue, from its junction with Wokingham Road. This solution will address the issue of outbound traffic using Crescent Road, Wokingham Road, Grange Avenue and Wykeham Road as a route for returning to Woodley. The no-right-turn from Crescent Road onto Wokingham Road would prevent this issue moving to Pitcroft Road and its neighbouring streets.
- 4.25 The prevention of rat-run traffic in Crescent Road could reduce the volume of traffic using Erleigh Road and Craven Road also, providing benefits to a much wider area.
- 4.26 The proposals in 4.22 and 4.24 will require detailed design, safety audit and statutory consultation for a new Traffic Regulation Order. Officers are seeking approval to produce a detailed design in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors. This design will be provided to the Sub-Committee

at a future meeting, where Officers will seek approval to proceed with the statutory consultation.

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 the infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

6.2 An informal consultation will be conducted, to include all properties on the streets that are within the area defined in Appendix 1, but excluding those properties that are:

- a) Already within a current permit parking zone; and
- b) Form part of the Grange Avenue Area scheme - these residents have been consulted previously and the scheme approved for statutory consultation.

This will provide an opportunity for residents to indicate whether they are in favour of the introduction of resident permit parking and to provide useful feedback regarding the design of the scheme.

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.

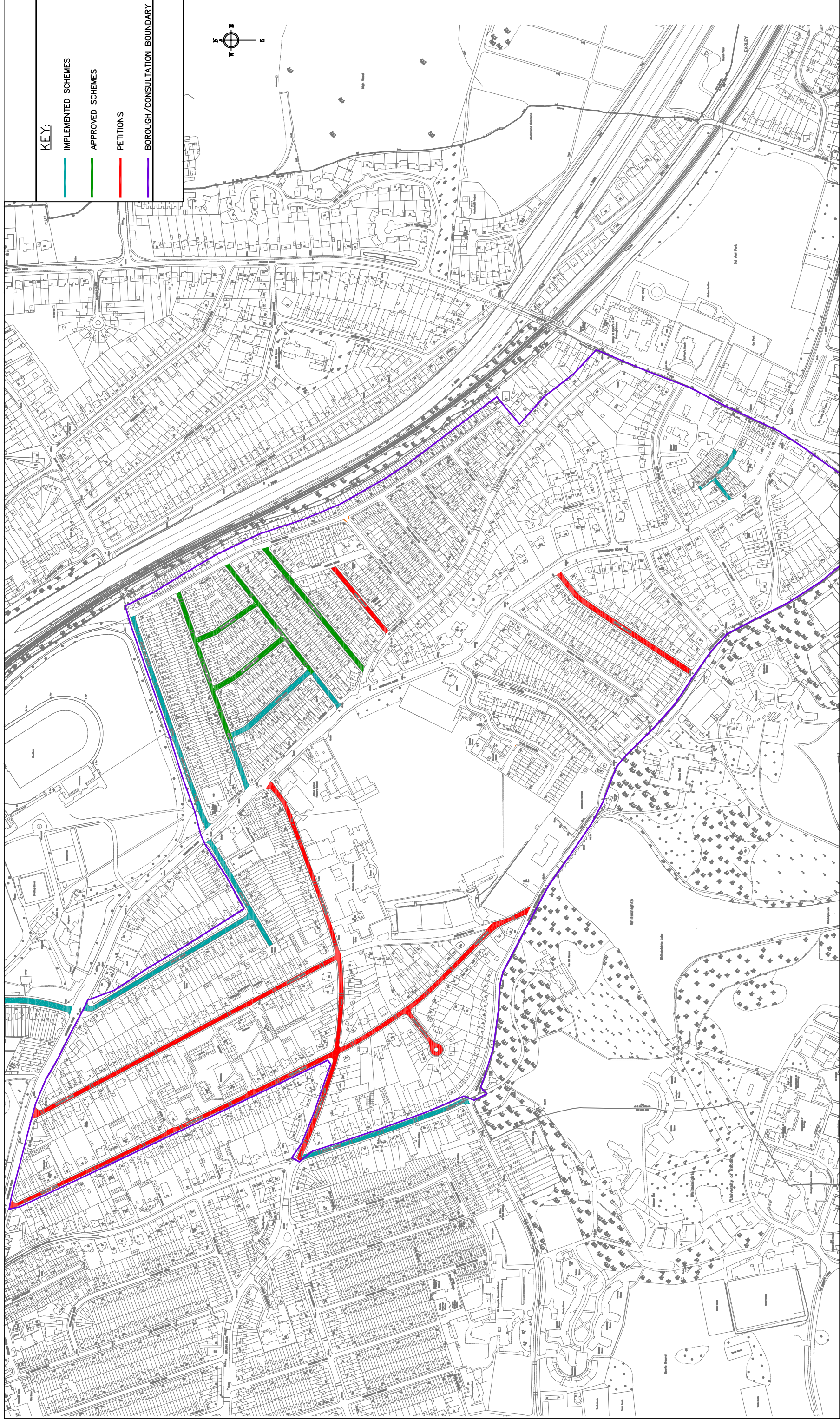
9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

9.2 Funding will need to be identified, prior to the implementation of any aspect of this report.

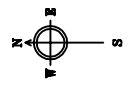
10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee minutes from March 2016, January 2016, November 2015 and September 2015



KEY:

- IMPLEMENTED SCHEMES
- APPROVED SCHEMES
- PETITIONS
- BOROUGH/CONSULTATION BOUNDARY



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Transport & Streetcare Civic Centre Reading RG1 2LU	CAD Drawing Location: READING-LOCATION	
	Project: EAST AREA RP APPENDIX 1	Scale: A3
Drawing: PARK WARD CR/TMSUB/RP	Drawing no.	Drawn PC: Approved
	Date: JUN 16	Checked JP

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	11
TITLE:	RESIDENTS PARKING SCHEME - SCRUTINY REVIEW		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	LEAD COUNCILLOR FOR STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PARKING SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICER:	ELIZABETH ROBERTSON/ RICHARD WOODFORD	TEL:	(0118) 937 3767 (0118) 937 2332
JOB TITLE:	CIVIL ENFORCEMENT MANAGER/ COMMITTEE ADMINISTRATOR	E-MAIL:	elizabeth.robertson@reading.gov.uk richard.woodford@reading.gov.uk

1 PURPOSE AND SUMMARY OF REPORT

- 1.1. This report asks that the Sub-Committee re-establish the Scrutiny Task and Finish Group that was originally set up in July 2012 to consider Residents Parking in the Borough.

2. RECOMMENDATION

- 2.1 That a Task and Finish Group be established to consider Residents Parking in the Borough;
- 2.2 That a Chair of the Task and Finish Group be appointed and the membership of the Task and Finish Group agreed;
- 2.3 That the Task and Finish group meet and agree a scope for the review and report back to the next meeting of the Sub-Committee with an update of their work to date.

3. POLICY CONTEXT

- 3.1 In July 2012 the Internal Overview and Scrutiny Commission set up a scrutiny review of Parking Services. The Terms of Reference for the review were as follows:

“To review the performance and current and future arrangements for delivery of Parking Services with a focus on the services relating to residents parking schemes.”

The Chair of the Task and Finish Group was Councillor Tony Jones and the members of the Group were Councillor Hacker and former Councillors Benson and Willis.

- 3.2 Having carried out the review the Task and Finish Group agreed a number of options for the Residents Parking Scheme that were presented to the Scrutiny Commission at its meeting in January 2013 for its consideration. In addition the Group considered other potential changes to the Residents Permits Scheme as part of their review which were investigated and the conclusions presented to the Scrutiny Commission. A copy of the report detailing the findings of the Task and Finish Group is attached at Appendix 1.

4. THE PROPOSAL

- 4.1 It is proposed to re-establish the Scrutiny Task and Finish Group with the same Terms of Reference as set out in 3.1 above. The Sub-Committee will need to appoint a Chair of the Task and Finish Group and decide its membership.

- 4.2 The Group will then meet to decide the scope of the review which will be reported to the next meeting of the Sub-Committee, along with an update of their work to date.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The proposal to establish a Task-and-Finish group to look into Residents Parking is consistent with any of the Council’s Corporate Plan priority of providing infrastructure to support the economy.

6. EQUALITY IMPACT ASSESSMENT

- 6.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, 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.

- 6.2 In considering this report, you 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. LEGAL IMPLICATIONS

7.1 Where appropriate, the Committees may set up and appoint task-orientated, time-limited task-and-finish groups to undertake an overview & scrutiny exercise and report back to the appointing Committee. The Committee will:

- determine the specification or terms of reference for the group's scrutiny exercise - in general terms the groups will be charged with carrying out an in-depth investigation into a specific service area or policy or any issue of genuine importance to the town
- appoint Councillors to the task-and-finish group on the following basis:
 - the group to be small, and focused on outcomes
 - at least two political groups on the Council to be represented on the group
 - to include at least one Member of the appointing Committee, to be appointed to chair the group
 - other Councillor members to be agreed in consultation with Group Leaders, and need not be members of the Committee

7.2 Task-and-finish groups are not established as Sub-Committees under the Local Government Act 1972, and Committees will not be expected to make the appointments in accordance with the proportionality rules set out in Sections 15-17 of the Local Government & Housing Act 1989.

8. FINANCIAL IMPLICATIONS

8.1 None arising from this report.

9. BACKGROUND PAPERS

9.1 Report to the Internal Overview and Scrutiny Commission on 23 January 2013, attached to this report at Appendix 1.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE & SPORT

TO:	INTERNAL OVERVIEW AND SCRUTINY COMMISSION		
DATE:	23 JANUARY 2013	AGENDA ITEM:	5
TITLE:	RESIDENTS PARKING SCHEME - SCRUTINY REVIEW		
LEAD COUNCILLORS:	TONY PAGE	PORTFOLIO:	REGENERATION, TRANSPORT AND PLANNING
	TONY JONES		CHAIR OF SCRUTINY REVIEW TASK AND FINISH GROUP
SERVICE:	PARKING SERVICES	WARDS:	ALL
LEAD OFFICER:	ELIZABETH ROBERTSON	TEL:	01189 373767
JOB TITLE:	CIVIL ENFORCEMENT MANAGER	E-MAIL:	ELIZABETH.ROBERTSON@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To update the Commission on the implementation of the Residents Parking Review as agreed by Cabinet in December 2010, July 2011 and June 2012 and to report the options for future changes to the Residents Parking Scheme that have been identified by the Scrutiny Review Task & Finish Group established in 2012.
- 1.2 Appendix 1 - Comparison to Other Authorities
Appendix 2 - Visitor Permit Indicative Options

2. RECOMMENDED ACTION

- 2.1 The Scrutiny Commission notes the contents of this report, including the progress made to date in terms of performance and cost reduction.
- 2.2 The Scrutiny Commission considers the proposals made within the report and recommend and resolve accordingly.
- 2.3 In addition, the Scrutiny Commission notes the following service improvements which are planned in the near future:
- 2.3.1 Customer Services Hub to scan temporary permit applications from February 2013.
- 2.3.2 Functionality to check council tax records for applications with insufficient proof of residency from January 2013.
- 2.3.3 Permit renewal reminders to be issued by email from March 2013.

3. POLICY CONTEXT

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

4. THE PROPOSAL

4.1 Background

4.1.1 Residents' Parking was established in Reading over 35 (1976) years ago and the Council provides a permit scheme through its Parking Services teams within the Transport Service area.

4.1.2 In recent years, a series of reports on the Council's Residents Parking Scheme, and the results of a review of that service, were taken through the Cabinet and Scrutiny processes in September 2009, February 2010, July 2010 and December 2010. Previously there were 52 Residents Parking zones across Reading Borough issuing a total of 6,800 first Residents Parking permits, 1,452 second residents parking permits, 1,048 business permits and 178 discretionary permits in Residents Parking zones throughout the borough.

4.1.3 A zone review was completed in December 2010 and a revised scheme introduced. There are now 20 Residents Parking zones across the Borough and they encompass all the areas and residential properties covered by the previous scheme issuing similar numbers of permits but they now provide more space on-street throughout the larger zones. These changes are in line with previous decisions by Cabinet and reflect the outcome of the survey of all residents within the Residents Parking Scheme.

4.1.4 Following the Cabinet decision in July 2011 meeting, the permit management rules have been amended to allow households within the Residents Parking Zones to be issued with 2 free books of visitor permits (provided as 20 half day permits). From the 2nd April 2012 the PM Visitor Permits have an extended end time of 10am (now provided as Green half day permits). From June 2012 amendments were made to the issue of permits to Teachers, Medical Practitioner and Healthcare Professional Permits.

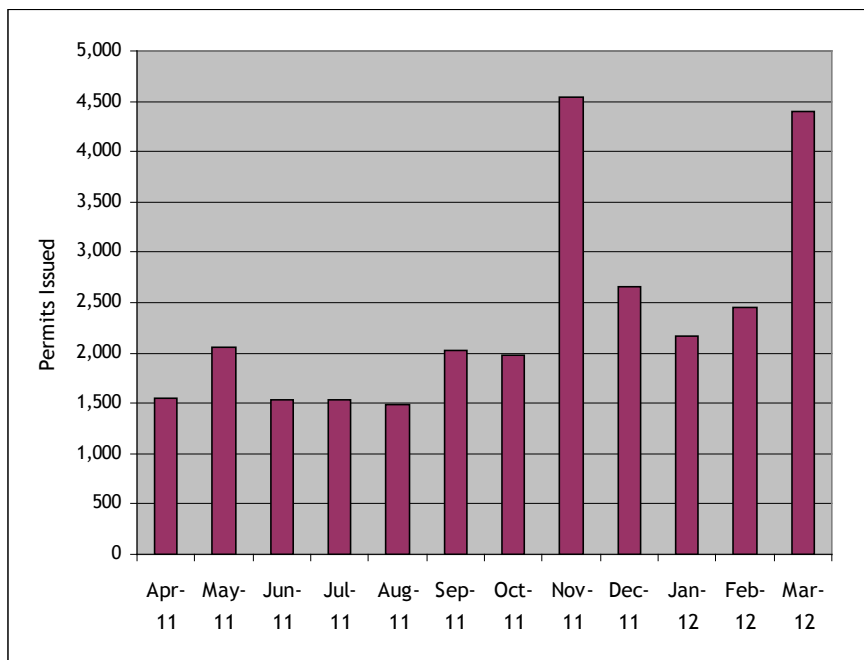
4.1.5 The Permit Management Rules had been amended and discretionary applications have been divided into business and non-business categories. The application fee of £50 is only applied for discretionary business applications, plus a £300 permit fee (minus the original £50 application fee). Non-business discretionary applications are eligible to apply free of charge but where two applications are received from the same household/establishment there may include a permit charge for the second permit if successful, currently at £60.

4.2 Current Position

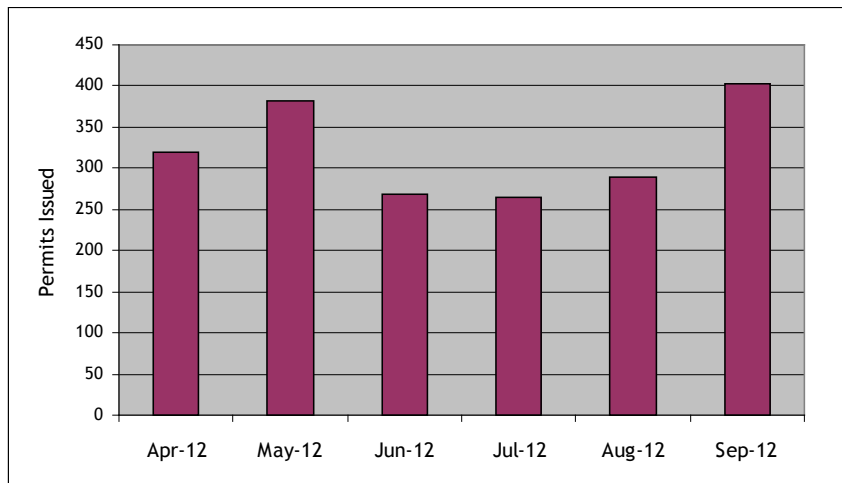
Permit Statistics

4.2.1 The chart below shows the total number of permits issued for the 12 month period from April 2011 to March 2012. The figures include new and renewed resident, business and discretionary permits, temporary permits, visitor

permits and various other permits. The total number of permits issued during this period was 28,391, at an average of 1,577 per month.



4.2.2 Residents have been able to renew resident and visitor permits online since April 2012. The chart below shows the number of renewals online for the 6 month period from April 2012 to September 2012. The total number of permits renewed online during this period was 1,923, at an average of 321 per month. This represents 23% of all new and renewed resident and visitor permits (unfortunately it is not possible to provide a percentage based on renewed permits only due to current recording procedures).

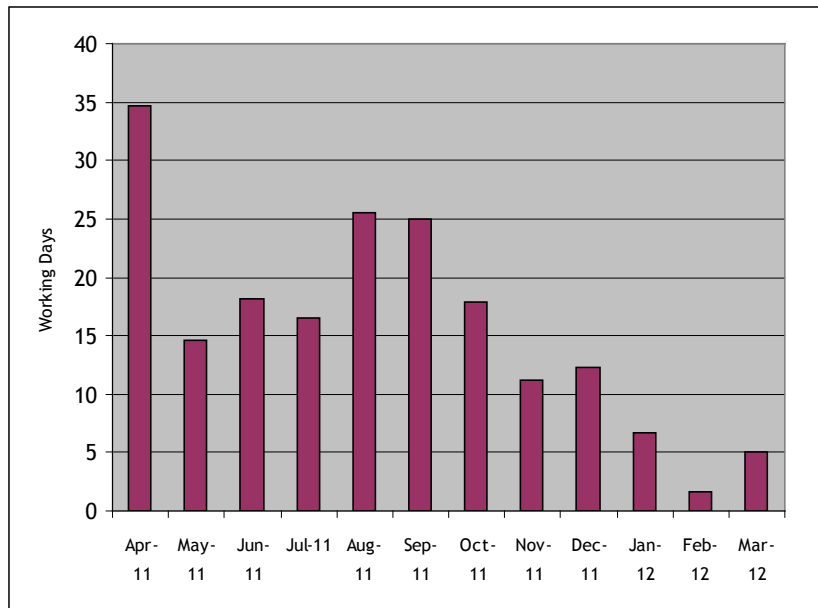


4.2.3 The table below shows the main types of permit issued in the 12 month period from April 2011 to March 2012.

PERMIT TYPE	CURRENT CHARGE	NUMBER ISSUED
First Resident Permit	Free	7,010
Second Resident Permit	£60	1,322
Free Resident Visitor Books	Free	12,902

Additional Resident Visitor Books	£20 per book	2,690
Business Permit	£250	40
Business Visitor Books	£20 per book	49
Free Discretionary Permit	Free	844
Discretionary Permit	£60 or £300	450
Temporary Permit	£5	3,012

4.2.4 The chart below shows the average processing time for permit applications in the 12 month period from April 2011 to March 2012. The average processing time during this period was 16 working days per application. Although in the six months from April 2012 to September 2012 this has reduced to 8 working days.



Process Requirements

- 4.2.5 New applications for resident permits require one proof of residency and one proof of vehicle ownership. The majority of applications are currently received by post, however applications can also be received by fax, email or hand delivered to the Civic Centre.
- 4.2.6 Resident permits are valid for 12 months. Permits can be renewed online without the requirement for further proofs, however postal renewals currently require the same level of proofs as a new application.
- 4.2.7 Resident permits are required for all domestic vehicles, including motorcycles. Residents permits are not issued to commercial vehicles.
- 4.2.8 Temporary permits are issued if a resident changes their vehicle, has a temporary vehicle or has just moved into a Residents Parking Zone. The majority of temporary resident permits are issued via the Customer Services Hub, however applications can also be made by post. The proofs required for a temporary permit is dependent on the reason for the application.

4.2.9 Further detailed scheme information is available online at - <http://www.reading-travelinfo.co.uk/residents-parking.aspx>

Resources

4.2.10 The residents parking scheme is currently administered by a team equivalent to 3 full-time members of staff. This has been reduced from a team equivalent to 6 full-time members of staff in 2009.

4.2.11 The table below shows summary financial information for the Residents Parking Scheme from 2009-10 to 2012-13:

	2009-10 ACTUAL	2010-11 ACTUAL	2011-12 ACTUAL	2012-13 ¹ FORECAST
Expenditure	£416,636.94	£412,491.15	£423,640.28	£306,908.00
Income	£170,040.24	£165,991.10	£196,829.12	£196,450.00
Income Target	£191,100.00	£221,100.00	£331,000.00	£351,000.00
Variance between income and expenditure	-£246,596.70	-£246,500.05	-£226,811.16	-£110,458.00
Variance between income and income target	-£21,059.76	-£55,108.90	-£134,170.88	-£154,550.00

1 - Actual figures up to and including Nov-12, forecast for Dec-12 to Mar-13.

4.2.12 It is anticipated that an increase in the use of the online renewal system would reduce the cost of administering the scheme. It currently costs an average of approximately £16 to process each permit application (based on all types of permits, except visitor permits, issued in 2011-12), while each online renewal costs approximately £7-10 to process. However, to a degree this saving has already been accounted for through the reduction of staffing levels and associated scheme budget from 2011 onwards.

Accessibility

4.2.13 The residents parking team can be contacted in the following ways:

- Post - standard service is to respond within 28 days.
- Telephone - standard service is to answer within 3 rings (9am to 5pm).
- Email - standard service is to respond within 5 days.
- Fax - standard service is to respond within 28 days.
- Via the Customer Services Hub in the Civic Centre (9am to 5pm)

4.3 Recent Improvements and Efficiencies

4.3.1 A number of improvements to the Residents Parking Scheme have been made over the past few years following an upgrade to the back office processing system in 2007 and a survey of all residents in Residents Parking Zones undertaken in 2010. Changes which have been recently implemented include:

- Reorganised and simplification of the parking zones, meaning most zones are larger and provide more flexibility for residents.
- The introduction of an online renewal facility for resident and visitor permits.
- Changes to permit validity, meaning permits are valid for 12 months from the date of issue rather than set renewal dates for each parking zone.
- Evidence of residency requirement has been reduced from two proofs to one.
- The introduction of a more user friendly application form.
- Removal of the automated telephone service to ensure an easier experience for callers to reach the residents parking team.
- The current average processing time for permit applications is shown on the information screen in the Customer Services Hub.
- Additional scheme information has been made available online.
- A streamlined back office processing system, including a link to enforcement officers' handheld devices, ensuring cancelled permits cannot be used.

4.3.2 In addition, following feedback from forums held with Residents Parking Scheme users during 2012, a number of changes to the scheme are currently being progressed and may be implemented when feasible:

- Temporary applications - The introduction of a back office function to allow the Customer Services Hub to scan temporary permit applications, which would reduce paperwork and create a more streamlined process, is expected to be fully operational by the end of January 2013.
- Email and text reminders - The introduction of email and text reminders to permit holders to remind them to renew their permit (rather than the current system of issuing letters) will be available from March 2013. If no email address has been provided or an email address is not valid then a letter reminder will still be issued. It should be noted that we will need to gain the necessary consent from scheme applicants to issue text reminders. Both initiatives will help to achieve savings in the processing costs for the Residents Parking Scheme.
- Council tax records - The introduction of the necessary back office functionality to allow scheme administrators to check council tax records is currently being progressed. However, if a rule change was made meaning the named Council tax payer did not need to provide proof of residency, this would have an impact on the level of service provided. There would be an increase in the time taken to deal with each application and this would require an increase in staffing levels to cover the time to check that each new permit holder is a named council tax payer. Therefore it is intended to phase this in by first reviewing council tax records in instances where applications have provided insufficient proof of residency. This will indicate the additional administration resource involved before removing the need for new scheme applicants to provide proof of residency if they are a named council tax payer. We are also looking into the longer-term possibility of an automated link between the resident parking and council tax systems to reduce the processing resource required.

4.4 Options for Consideration

4.4.1 The new Residents Parking Scheme has now been in place for over 18 months and a Scrutiny Review has been carried out in 2012/13 to review the processes and recent efficiency improvements. The task and finish group carrying out the review have agreed that the following options for the Residents Parking Scheme be presented to the full Commission meeting for consideration:

Changes to Permit Charges

4.4.2 First and second resident permit charges - In order for the scheme to cover the administration costs, the introduction of a charge of either £20 or £30 for a first resident permit and increase the charge for a second resident permit from £60 to either £75 or £90. Estimated increased income generated by either option is shown in the table below:

1 st RESIDENT PERMIT CHARGE	2 nd RESIDENT PERMIT CHARGE	ESTIMATED ANNUAL INCOME ¹
£0 (current)	£60 (current)	£85,320.00
£0 (current)	£75	£106,650.00
£0 (current)	£90	£127,980.00
£20	£60 (current)	£235,320.00
£20	£75	£256,650.00
£20	£90	£277,980.00
£30	£60 (current)	£310,320.00
£30	£75	£331,650.00
£30	£90	£352,980.00

1 - Full financial information in Section 4.4.6

4.4.3 An alternative option which has been investigated, would be to introduce a charge for a first resident permit but decrease the charge for a second permit, as outlined in the table below:

1 st RESIDENT PERMIT CHARGE	2 nd RESIDENT PERMIT CHARGE	ESTIMATED ANNUAL INCOME ¹
£0 (current)	£60 (current)	£85,320.00
£20	£40	£206,880.00
£30	£30	£267,660.00

1 - Full financial information in Section 4.4.6

4.4.4 Discretionary permit charges - To ensure consistency, the charge for discretionary resident first and second permits (i.e. residents, charities and community agencies) should be charged in line with the costs of the resident first and second permits (as outlined in section 4.4.2).

4.4.5 Temporary permit charge - Consider an increase in the charge for a temporary permit from £5 to £10, which could be implemented from 1st April 2013. This is a more realistic cost for administering temporary permits and would assist in reducing the scheme deficit by approximately £15,000 over a 12 month period.

4.4.6 The table below shows forecast summary financial information for the Residents Parking Scheme for 2013-14, based on the options as set out above from 4.4.2 to 4.4.5:

	2013-14 FORECAST				
	1 st Permit £20 2 nd Permit £60	1 st Permit £20 2 nd Permit £75	1 st Permit £20 2 nd Permit £90	1 st Permit £30 2 nd Permit £60	1 st Permit £30 2 nd Permit £75
Expenditure	£351,908.32	£351,908.32	£351,908.32	£351,908.32	£351,908.32
Income	£369,750.00	£391,080.00	£412,410.00	£445,600.00	£466,930.00
Income Target	£351,000.00	£351,000.00	£351,000.00	£351,000.00	£351,000.00
Variance between income and expenditure	£17,841.68	£39,171.68	£60,501.68	£93,691.68	£115,021.68
Variance between income and income target	£18,750.00	£40,080.00	£61,410.00	£94,600.00	£115,930.00

Note - The figures above do not any resistance to charges resulting in decreased take-up.

	2013-14 FORECAST				
	1 st Permit £30 2 nd Permit £90	1 st Permit £20 2 nd Permit £40	1 st Permit £30 2 nd Permit £30	1 st Permit £0 2 nd Permit £75	1 st Permit £0 2 nd Permit £90
Expenditure	£351,908.32	£351,908.32	£351,908.32	£306,908.00	£306,908.00
Income	£488,260.00	£239,240.00	£300,870.00	£231,340.00	£251,170.00
Income Target	£351,000.00	£351,000.00	£351,000.00	£351,000.00	£351,000.00
Variance between income and expenditure	£136,351.68	-£112,668.32	-£51,038.32	-£75,568.00	-£55,738.00
Variance between income and income target	£137,260.00	-£111,760.00	-£50,130.00	-£119,660.00	-£99,830.00

Note - The figures above do not any resistance to charges resulting in decreased take-up.

4.4.7 Other permit charges - There is currently no proposal to amend any of the other permit charges, as outlined below:

PERMIT TYPE	CURRENT CHARGE	NUMBER ISSUED DURING 2011/12
Free Resident Visitor Books	Free	12,902
Additional Resident Visitor Books	£20 per book	2,690
Business Permit	£250	40
Business Visitor Books	£20 per book	49
Free Discretionary Permit (non-resident, i.e. carers, healthcare)	Free	712

professionals, teachers and medical practitioners)		
Discretionary Permit (i.e. businesses, landlords, trade persons)	£300	450

Postage Changes

4.4.8 Permits are currently issued by first class post, however there is the potential to change this to second class post which would achieve a cost saving of approximately £1,000 per year (based on the existing number of permits issued). This change is unlikely to have any significant detrimental impact due to the current quick turnaround of permit applications.

4.5 Other Options Considered

4.5.1 In addition to the options outlined in Section 4.4, the Task & Finish Group considered other potential changes to the Residents Permits Scheme as a part of their review. These have been investigated and the conclusions are outlined below:

- Third resident permits - The merits of introducing an allowance of up to three resident permits per household in zones where there is sufficient capacity and a substantial charge is introduced (for instance in line with the Bristol scheme) has been investigated. However, of the 14 main resident permit zones in the Borough, only 7 zones are currently under capacity (ratio of spaces to zonal permits issued) and only 2 zones are below 85% capacity (which could be considered to be a realistic threshold for sufficient capacity to introduce a third resident permit).
- In addition, it is considered that the policy of allowing two permits per household is well established and accepted, provides consistency throughout the Borough, helps to balance resident parking demand with the needs of other users (for instance visitors / doctors / tradespersons etc) and aligns with the Council's sustainable transport strategy as outlined in the Local Transport Plan. It is therefore not recommended to change the existing scheme policy but to still consider ad-hoc third permit requests through the discretionary permit application process.
- Permit renewal - The merits for all resident permits to be renewed every two years rather than every year has been investigated, however it is recommended that the practicalities and potential cost savings should be further investigated by officers before a decision is reached. This would result in a less onerous experience for scheme users and reduce the cost to the Council of administering the scheme (for instance through reduced printing, processing and reminder costs). However, it could only be implemented on the basis that a two year resident permit would be charged at the same rate as purchasing two annual permits (at current prices a two year second resident permit would cost £120), and therefore would not result in a loss of income to the Council.
- There would be a one-off cost associated with the introduction of a two yearly renewal and there is a small risk of increased fraudulent activity and greater loss of permits. Implications for the issuing of other types of permits would need to be considered to ensure consistency with resident

permits (for instance it may be sensible to change the free annual allocation of visitor permits to a two year cycle as well).

- A further consideration is the refund policy if a move to a 2 year permit is agreed. Currently once a permit has been issued there are no refunds if the permit is not returned. This may need to be reviewed if the cost of permit increases to a two year fee and if pro-rata refunds are to be given. This would increase the costs of administration for processing the refunds and increase time to process other permits.
- Visitor permits - The merits of introducing a more flexible system for visitor permits than the current half day permits system has been investigated, however it is not recommended by the Task & Finish Group. A number of schemes in other parts of the country provide flexible visitor permit systems through the use of a scratch card system, where the user indicates the time of visitor arrival on a permit which is valid for a certain amount of time (for instance 6 hours) from the indicated start time.
- The introduction of such a system in Reading would require a policy change, significant resource to undertake a consultation with scheme users and initial set-up costs including changes to the existing back office system and application forms. There would be no direct benefit to the Council by introducing this change, however wastage could be minimised by only introducing the change once the existing stock of half day visitor permits have been used, which is estimated to occur around January 2014.
- Further considerations include the different number of pass validity times available, quantity of permits per book, allocation of free permits, charges for additional permits and the maximum number of permits available per household would need to be agreed and could be explored through a consultation. The indicative options considered by the Task & Finish Group are set out in Appendix 2.
- Online applications - The feasibility of introducing a facility to accept new applications online is currently being investigated with our supplier. It is anticipated that the ability to allow a more customer friendly online application process will be available in the future and officers will continue to investigate this option.
- Virtual permits - The merits of introducing a facility to issue virtual permits, resulting in card permits not being required and enforcement being undertaken through checking vehicle number plates is recommended for further investigation by officers, however it is not anticipated that this could practically be implemented before Spring 2014.
- The introduction of this facility is dependent on the re-tendering of the existing on-street enforcement contract to enable civil enforcement officers to have the required hand held equipment, and the necessary changes to the back office system to process registration plate checks. It is anticipated that a consultation with residents would be appropriate before changing to a virtual permit system.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

6.2 Residents have been engaged in workshops regarding the parking permit scheme 2012.

7. EQUALITY IMPACT ASSESSMENT

7.1 The options outlined in this report will not 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.

8. LEGAL IMPLICATIONS

8.1 There are no legal implications arising from these options.

9. FINANCIAL IMPLICATIONS

9.1 The financial implications of the options outlined in this report are set out in Section 4.4.6.

10. BACKGROUND PAPERS

10.1 Cabinet reports - September 2009, February 2010, July 2010, December 2010 and July 2011.

10.2 Traffic Management Advisory Panel reports - June 2012.

11. APPENDIX

11.1 Appendix 1 - Comparison to Other Authorities

11.2 Appendix 2 - Visitor Permit Indicative Options

APPENDIX 1 - COMPARISON TO OTHER AUTHORITIES

The table below shows a comparison of the existing residents parking scheme in Reading with schemes provided by other authorities:

	READING	OXFORD	BRISTOL	NOTTINGHAM CITY	RBWM	SLOUGH
RESIDENT PERMITS						
Allocation per household	2 permits	2 to 4 permits (zone dependent)	3 permits (1 permit if off-street parking)	3 permits (any mix of resident and visitor)	2 permits	2 permits (third in exceptional circumstances)
Annual costs	First permit - Free Second permit - £60	First permit - £50 Second permit - £50 Third permit - £100 Fourth permit - £150	First permit - £30 (free low emission) Second permit - £80 Third permit - £200	First permit - Free Second permit - Free	First permit - £20 (free if over 60 or registered disabled) Second permit - £40	First permit - £25 Second permit - £50 Third permit - £100
Renewal frequency	Annual	Annual	Annual	2 years	Annual	Annual
Online renewal	Yes	No	Yes	No	No	No
VISITOR PERMITS						
Validity	Half day permits (10am to 2pm or 2pm to 10am)	Full day permits	Full day permits (can be swapped between vehicles)	Annual permit for all visitors	24 / 6 / 2 hour permits (user specifies start time)	3 / 6 / 12 / 24 hour and 1 week permits (sold as books of 5)
Free annual allocation	40 half day permits	25 full day permits	50 full day permits	3 permits (any mix of resident and visitor)	25 x 2hr permits	No free permits issued, however 50% discount if over 60
Additional permit costs	£20 for 20 half day permits	£16 for 25 full day permits	£1 per full day permit	N/A	£2 for 24hr permit and £1 for 6hr permit	£2.50 for 3hr, £5 for 6 hr, £7.50 for 12 hr, £15 for 24 hr and £15 for a week
Annual allowance	140 half day permits	50 full day permits	100 full day permits	3 permits (any mix resident and visitor)	50 x 24hr, 50 x 6hr and 25 x 2hr permits	360 hours of permits
OTHER PERMITS						
Business permits	£250 (can purchase up to 100 visitor permits a year)	£100 (3 and 6 month permits available)	First permit - £100 Second permit - £200 Visitor permit - £100	£100 (can purchase up to 5 visitor permits for £125)	£100 to £500 (dependent on zone & number of permits)	£300 (one permit allowed per property)
Other permits available	Discretionary - Free / £60 / £300 (dependent on circumstances)	Contractor - £16 for up to 7 days	Contractor - £52 for up to 7 days	Discretionary - £100 (valid for 3 vehicles) Student - £70 for one academic year	Dependent - Free Contractor - Free (issued to residents)	Carer - £25 per year Contractor - £10 for a day, £30 for a week

APPENDIX 2 - VISITOR PERMITS INDICATIVE OPTIONS

The indicative visitor permit options considered by the Task & Finish Group are shown below:

	Existing Situation	Indicative Option 1	Indicative Option 2
Free annual allocation of visitor permits per household	<ul style="list-style-type: none"> - 40 x half day permits. - Provided in books of 20 permits. 	<ul style="list-style-type: none"> - 10 x 24 hour permits and 20 x 12 hour permits. - Provided in books of 10 or 20 permits. 	<ul style="list-style-type: none"> 10 x 24 hour permits, 10 x 12 hour permits and 20 x 6 hour permits. - Provided in books of 10 or 20 permits.
Maximum additional annual allocation per household	<ul style="list-style-type: none"> - Up to 100 x half day permits per household. - Cost of £20 for a book of 20 x half day permits. 	<ul style="list-style-type: none"> - Up to 50 days of parking through a combination of 24 and/or 12 hour permits. - Cost of £20 for book of 10 x 24 hour permits and £10 for a book of 10 x 12 hour permits. 	<ul style="list-style-type: none"> Up to 50 days of parking through a combination of 24, 12 and/or 6 hour permits. - Cost of £20 for a book of 10 x 24 hour permits, £10 for a book of 10 x 12 hour permits and £10 for a book of 20 x 6 hour permits.
Comments	<ul style="list-style-type: none"> - Limited flexibility in cut off times between am and pm permits (for instance a visitor arriving at 1pm requires the use of both an am and pm permit for a visit over 1 hour). - Weekend users are required to display multiple permits. - Simple system to administer and use. 	<ul style="list-style-type: none"> - More flexibility than existing system as users set start time and choose between a 24 or 12 hour permit. - Weekend users require fewer permits. - No flexibility for visitors staying less than 12 hours. - Added complexity resulting in higher admin and printing costs and possible confusion for users. 	<ul style="list-style-type: none"> - More flexibility than existing system as users set start time and choose between a 24, 12 or 6 hour permit. - Weekend users require fewer permits. - More flexibility for short term visitors. - Added complexity resulting in higher admin and printing costs and possible confusion for users.

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	12
TITLE:	BI-ANNUAL WAITING RESTRICTION REVIEW - WRR2016A STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	JIM CHEN	TEL:	0118 937 2198
JOB TITLES:	ASSISTANT ENGINEER	E-MAIL:	jim.chen@reading.gov.uk

1. EXECUTIVE SUMMARY

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

2. RECOMMENDED ACTION

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

2.5 That the Head of Transport, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.

2.6 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

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

4. THE PROPOSAL

4.1 The council regularly receives correspondence from the public, councillors and organisations that have a desire for the council to consider new or alteration to formal waiting restrictions. Requests are reviewed on a 6 monthly basis commencing in March and September of each year.

4.2 This review has typically involved the investigation and consultation on a number of individual requests. The purpose for carrying out a bi-annual review is to ensure best value as the statutory processes involved are lengthy and expensive.

4.3 In accordance with the report to this Sub-Committee on 10th March 2016, consultation with Ward Councillors has been completed, and the resultant proposals where councillors are happy to proceed with schemes to take forward to the statutory consultation process are shown in Appendix 1.

4.4 This report seeks the approval of the Sub-Committee to carry out the Statutory Consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5. RESIDENT PERMIT SCHEMES

5.1 There has been an increase in demand for parking in residential areas of Reading in recent years and the Council has seen a dramatic rise in the number of requests for resident permit (RP) parking schemes.

5.2 The review process for RP schemes is lengthy, requiring extensive investigation, consultation (both informal and statutory) and administrative preparation to design, prepare for, introduce and enforce the restriction.

5.3 There are a number of RP schemes that have been reported to the Sub-Committee, which are awaiting further investigation. These include Grange Avenue area (Park), Little John Lane area (Battle) and Lower Caversham area (Caversham). This work is due to be carried out in the summer 2016.

5.4 Furthermore, a total of 5 petitions in request of RP scheme have been submitted to this June meeting of the Sub-Committee. These include: Amherst Road, Melrose Avenue, Rowley Road, Harrow Court and St Stephens Close Area.

5.5 The Council's Resident Permit team has reached its capacity and the recently approved RP schemes for Edgar Milward Close and Cardinal Close in March TMSO has added further pressure, which is resulting in delays to the desirable implementation dates.

5.6 With the current level of resources, the Council is unable to process any further RP schemes until the delivery of the existing schemes is completed.

6. CONTRIBUTION TO STRATEGIC AIMS

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

7. COMMUNITY ENGAGEMENT AND INFORMATION

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

8. LEGAL IMPLICATIONS

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

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 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.

10. FINANCIAL IMPLICATIONS

10.1 The works will be funded by existing Transport Budgets.

11. BACKGROUND PAPERS

11.1 Traffic Management Sub-Committee 10th March 2016

APPENDIX 1 - WAITING RESTRICTIONS 2016A - RECOMMENDATION

Ward	Street	Requested by	Summary of request
Abbey	Milford Road	Business	<p>Request to review parking restrictions and request of APM to deter obstructive and all day parking.</p> <p>Officers comments and recommendations: This is an industrial area where access for HGVs is regularly required. The majority of the businesses have parking to accommodate their staff and work vehicles.</p> <p>Parking is currently taking place on both sides of the road causing inconvenience to both pedestrians and drivers. Businesses have expressed a desire for the Council to introduce waiting restrictions to deter all day parking and limit parking to one side of the road, as shown in drawing WRR2016A/AB1.</p>

Battle	Battle Square	Ward Councillors & Residents Association	<p>Request for parking review of the entire Battle Square, following the recently introduced waiting restrictions in parts of Battle Square.</p> <p>Officers comments and recommendations: Further to the recently introduced waiting restrictions in parts of Battle Square, residents have requested a further parking review to include the whole of Battle Square to deter inconsiderate and dangerous parking. It is therefore recommended that 'no waiting at any time' restrictions be introduced as shown in drawing WRR2016A/BA1</p>
Battle	Loverock Road	Business	<p>Parking on both sides of the road is causing problem for HGV traffic. There have been requests for parking restrictions or a one-way traffic flow.</p> <p>There have been additional requests for waiting restrictions around accesses to business units.</p> <p>Officers comments and recommendations: Loverock Road is in an industrial estate with a high volume of HGV traffic. Vehicles parking on both sides of Loverock Road causes traffic flow issues. It is</p>

APPENDIX 1 - WAITING RESTRICTIONS 2016A - RECOMMENDATION

			therefore recommended that 'no waiting at any time' be introduced on the north side of Loverock Road as shown in drawing WRR2016A/BA2
Battle	Wood Green Close	Resident	<p>Request for 'no waiting at any time' restrictions around the turning head.</p> <p>Officers comments and recommendations: Waiting restrictions were introduced in Wood Green Close to improve access to garages in 2015. A resident has requested that Wood Green Close be kept under review and will be in contact with the Transport team should further restriction be required around the turning head. Our record shows no further report of parking issues since the introduction of waiting restriction. It is therefore recommended that no further action be taken.</p>
Caversham	Hemdean Road	Resident via Ward Councillor	<p>Request to extend the existing Resident Permit Parking zone onto Hemdean Road, to include properties No.134 to No.152.</p> <p>Officers comments and recommendations: Due to this part of Hemdean Road being free from any formal waiting restrictions, a further increase of managed parking at this point will create additional parking pressures for residents further north. Our recommendation is to take no further action, but to keep the area under review.</p>
Caversham	Marsack Street	Resident	<p>Request for waiting restrictions around junctions, to deter dangerous parking.</p> <p>Officers comments and recommendations: Marsack Street forms as part of the resident permit scheme review. A consultation for proposed waiting and permit parking restrictions will be conducted with residents shortly.</p>
Church	Winton Road/Brybur Close	Resident	<p>Request to consider the introduction of a footway/verge parking ban on Winton Road and installation of waiting restrictions around junctions to improve visibility.</p> <p>Officers comments and recommendations:</p>

APPENDIX 1 - WAITING RESTRICTIONS 2016A - RECOMMENDATION

Ward	Street	Requested by	Summary of request
			<p>Footway and verge parking bans are currently on trial in parts of Reading as an area wide scheme only, to try and anticipate any displacement effects. Such requests will be deferred until the impact of verge and footway parking ban is fully appreciated.</p> <p>However, parking within 10 metres of the junction is contrary to the highway code and causes visibility issues. It is therefore recommended that 'no waiting at any time' restrictions be introduced as shown in drawing WRR2016A/CH1</p>
Church	Ennerdale Road	Ward Councillor	<p>Waiting restrictions similar to the one being proposed on Wellington Avenue should be considered on Ennerdale Road, especially around the junctions.</p> <p>Officers comments and recommendations: Following site visits, parking was observed within 10m of the junctions, which causes road safety concerns. It is therefore recommended that 'no waiting at any time' restrictions be implemented, as shown on drawing WRR2016A/CH2</p>
Katesgrove	Park View	Housing Association	<p>Request for a parking review, to deter non-resident parking.</p> <p>Officers comments and recommendations: There is no evidence to suggest that non-resident parking is taking place within Park View. Upon visiting the street, officers have engaged with residents, all of whom suggested that there is no parking issue within the development. Although some residents do park on street at night this is not raised as a safety concern. It is therefore recommended that no further action be taken.</p>
Katesgrove	Charndon Close	Neighbourhood Officer	<p>Charndon close is to be adopted as part of the public highway. Request to restrict parking on all junctions within the Close.</p> <p>Officers comments and recommendations: Charndon Close has recently become part of the public highway. There has been a long standing parking issue here and local residents have requested introduction of a permit parking scheme, even prior to the road adoption. A recent introduction of resident permit in Waldeck street has further increased parking pressure in Charndon Close and it is therefore recommended to extend</p>

APPENDIX 1 - WAITING RESTRICTIONS 2016A - RECOMMENDATION

Ward	Street		Summary of request
			resident parking onto Charndon Close. However, the difficulty would be deciding which properties would be entitled to a parking permit within Charndon Close.
Katesgrove	Elgar Road South	Business	Request for double yellow lines to be installed on corners to prevent accidents. Officers comments and recommendations: The cause of concern is speeding related rather than a visibility issue. It is therefore recommended to consider Elgar Road south under the Speed Awareness programme and to deploy Vehicle Activated Signs.
Kentwood	Broomfield Road	Resident	Request for waiting restrictions on the bend. Officers comments and recommendations: The majority of properties within Broomfield Road have ample off street parking and there is little need for parking to take place on the bend, which is causing obstruction to driver's forward visibility. It is therefore recommended to introduce 'no waiting at any time' restrictions on the inner bend as shown in drawing WRR2016A/KE1
Kentwood	Overdown road	Resident via Ward Councillor	Request for existing waiting restrictions to be extended to the Borough boundary. Officers comments and recommendations: It is recommended to extend the existing part time restrictions to the Borough boundary as shown in drawing WRR2016A/KE2
Kentwood	Romany Close	Resident	Refuse collection vehicles are experiencing difficulties accessing the entrance to the back of Norcot Road on Romany close. Waiting restrictions are required to allow HGV access. Officers comments and recommendations: Vehicles frequently parking on the bend are causing an obstruction and resulting in missed bin collections, as well as inconvenience to residents accessing private garages to the rear. It is therefore recommend to introduce 'no waiting at any time' restrictions as shown in drawing WRR2016A/KE3
Kentwood	Wealden Way	Resident	Request to extend existing double yellow lines from opposite Dartington Close to its

APPENDIX 1 - WAITING RESTRICTIONS 2016A - RECOMMENDATION

		Resident via Ward Councillor	<p>junction with Pottery Road.</p> <p>Request for waiting restriction review to deter inconsiderate school pick up/drop off parking.</p>
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Minster	Southcote Road	Resident	<p>Request for extension of waiting restrictions to the south of its junction with Carmalite Drive and its junction with Josephine Court.</p> <p>Officers comments and recommendations: Vehicles parked closely to the junctions are in contravention of the Highway Code and are causing visibility issues. It is, therefore, recommended to implement 'no waiting at any time' restrictions at the junctions, as shown in drawing WRR2016A/MI1.</p>
Minster	Tazewell Court	Resident	<p>Residents feel that the current restrictions are too severe and request a review to relax the 'no waiting at any time' restrictions.</p> <p>Officers comments and recommendations: The current waiting restrictions were introduced in 2014 in response to requests from residents to deter inconsiderate parking. Since the introduction of the waiting restrictions, our record shows no further parking related complaints within Tazewell Court. It is not recommended to relax the current restrictions unless residents can demonstrate a majority support from the neighbourhood.</p>

Park	Newtown area	Ward Councillor	<p>Request to review the existing shared use resident permit parking hours from 10am-4pm to 8am-8pm.</p> <p>Officers comments and recommendations: It is recommended to carry out statutory consultation for the change of RP hours as requested.</p>
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APPENDIX 1 - WAITING RESTRICTIONS 2016A - RECOMMENDATION

Ward	Street		Summary of request
Park	Green Road	Ward Councillor	Request to extend existing double yellow lines at its junction with Whiteknights Road. Officers comments and recommendations: It is recommended to extend the 'no waiting at any time' restriction, as shown in drawing WRR2016A/PA2
Park	Hamilton Road	Ward Councillor	Request for parking review (i.e. resident permit scheme) to resolve ongoing parking issues Officers comments and recommendations: The Council has received several petitions in this area for the consideration of a resident permit scheme. Such requests need to be investigated as a wider RP scheme to prevent displacement of parking in the area. Our recommendation is to carry out an informal consultation to gauge the level of resident support for Hamilton road, Bulmershe Road and Crescent Road.
Park	Whiteknights Road	Ward Councillor	Request that the double yellow lines at the junction of Talfourd Avenue to Holmes Road be shortened to provide more parking spaces. Officers comments and recommendations: The existing waiting restrictions around the junctions ensure good visibility and provide vehicles with sufficient room to manoeuvre in and out of the junctions. Shortening the restrictions will only encourage student parking in the area and compromise road safety. It is therefore recommended that no further action be taken.
Park	Crescent Road	Resident	Parking on Crescent Road causes traffic flow issues and the road would benefit from double yellow line and prevent Mexican stand-off. Officers comments and recommendations: As per Hamilton Road recommendation.

Peppard	Galsworthy Drive	Resident via MP	Complaints of lorries, vans and pickup trucks parking in the evening and over the weekends in this residential street, especially on the corner of Montpelier Drive.
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APPENDIX 1 - WAITING RESTRICTIONS 2016A - RECOMMENDATION

			<p>Request for waiting restrictions to deter inconsiderate parking.</p> <p>Officers comments and recommendations: Vehicles parked closely to the junction are in contravention of the Highway Code and cause visibility issues. It is, therefore, recommended to implement 'no waiting at any time' restrictions at the junction, as shown in drawing WRR2016A/PE1.</p>
Peppard	Lyefield Court	Resident	<p>Resident felt that the introduction of waiting restrictions should be considered, at least in the narrow part of this road.</p> <p>Officers comments and recommendations: A similar restriction was proposed within Lyefield Court recently and the majority of Bell Court residents objected to the proposal. Although causing slight inconvenience, vehicles parking on one side of Lyefield Court do not cause obstruction to traffic nor emergency service vehicles. The current parking arrangement also acts as a traffic calming measure and slows traffic in this quiet residential street. It is, therefore, recommended that no further action be taken.</p>

Southcote	Coronation Square	Family development team	<p>Request for "emergency vehicle" and "disabled parking" bay.</p> <p>Officers comments and recommendations: The current emergency vehicle bay marking is illegal, however it appears to be respected by the community. Therefore, the recommendation is to leave the bay marking as it is.</p>
Southcote	Southcote Lane	Resident	<p>Request for waiting restrictions from Belgravia Court to Bath Road.</p> <p>Officers comments and recommendations: Further waiting restrictions are required to improve bus services on Southcote Lane. There is ample parking for the majority of the households and there is little need for residents to park on this busy road. It is therefore recommended to introduce 'no waiting at any time' restrictions as shown in drawing WRR2016A/SO2</p>

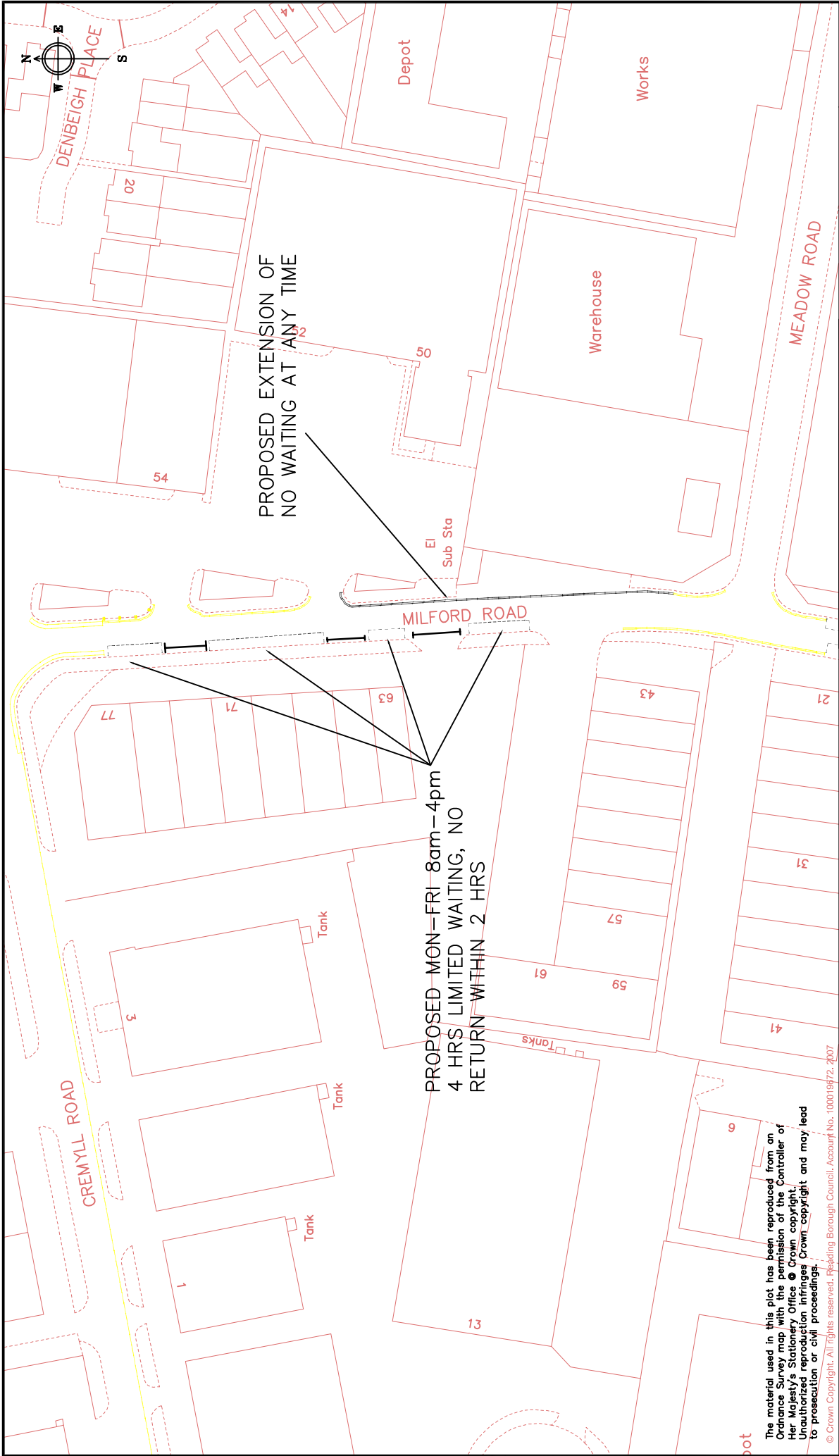
APPENDIX 1 - WAITING RESTRICTIONS 2016A - RECOMMENDATION

Ward	Street	Requested by	Summary of request
Thames	Highmoor Road	Resident	<p>Request for consideration to introduce 'no waiting at any time' restrictions at the junction with Kidmore Road.</p> <p>Officers comments and recommendations: Vehicles parked closely to the junction are in contravention of the Highway Code and cause visibility issues. It is, therefore, recommended to implement 'no waiting at any time' restrictions at the junction as shown in drawing WRR2016A/TH1.</p>
Tilehurst	Church End Lane	Resident via Ward Councillor	<p>Request for the introduction of waiting restrictions on the inner bend, opposite its junction with Stanham Road, to improve visibility when leaving private driveways.</p> <p>Officers comments and recommendations: Parking on the inner bend restricts driver's forward visibility along Church End Lane and obscures sight lines for residents leaving their private driveways. It is therefore recommended to introduce 'no waiting at any time' restrictions as shown in drawing WRR2016A/TI1 on road safety grounds.</p>
Tilehurst	Mayfair/Park Lane	ResidentS via Ward Councillor	<p>Bus services are regularly delayed by parked cars close to the junction. Requested that existing waiting restrictions are extended to improve traffic flow.</p> <p>Officers comments and recommendations: This is a busy through-route with frequent bus services and school traffic during peak hours. It is recommended to extend existing 'no waiting at any time'restrictions as shown in drawing WRR2016A/TI2.</p>
Tilehurst	St Michaels Road	Ward Councillor	<p>Request for</p> <ul style="list-style-type: none"> - Extension of waiting restrictions up to No.58 St Michaels Road - Proposed waiting restrictions opposite its junction with The Triangle

APPENDIX 1 - WAITING RESTRICTIONS 2016A - RECOMMENDATION

Ward	Street		Summary of request
			<p>Officers comments and recommendations: Residents have expressed there has been a dramatic increase of traffic over the past few months. Parking in part of St Michael's Road is causing some safety concerns. It is recommended to introduce 'no waiting at any time' restrictions as shown in drawing WRR2016A/TI3</p>
Tilehurst	Westwood Road	Ward Councillor	<p>Request for waiting restrictions to be introduced at its junction with Crescent Road to improve driver's visibility at the junction.</p> <p>Officers comments and recommendations: Vehicles parked closely to the junction are in contravention of the Highway Code and cause visibility issues. It is therefore recommended to implement 'no waiting at any time' restrictions at the junction as shown in drawing WRR2016A/TI4.</p>
Whitley	Dovecote Road	Residents	<p>Request for waiting restrictions review for the entire road especially around the junction adjacent to No.16</p> <p>Officers comments and recommendations: The Council has received several complaints with regard to inconsiderate parking within Dovecote Road. The road is a quiet residential cul-de-sac serving approximately 30 households and it is wide enough to accommodate parking on one side without causing obstruction to the footway and the carriageway. It is therefore recommended to introduce waiting restrictions, as shown in drawing WRR2016A/WH2</p>
Whitley	Greenfield Road	Resident via Ward Councillor	<p>Request for footway/verge parking ban to be considered.</p> <p>Officers comments and recommendations: Footway and verge parking bans are currently on trial in parts of Reading as area wide schemes only, to try and anticipate any displacement effects. Such requests will be deferred until the impact of verge and footway parking ban is fully appreciated.</p>


APPENDIX 1 - WAITING RESTRICTIONS 2016A - RECOMMENDATION



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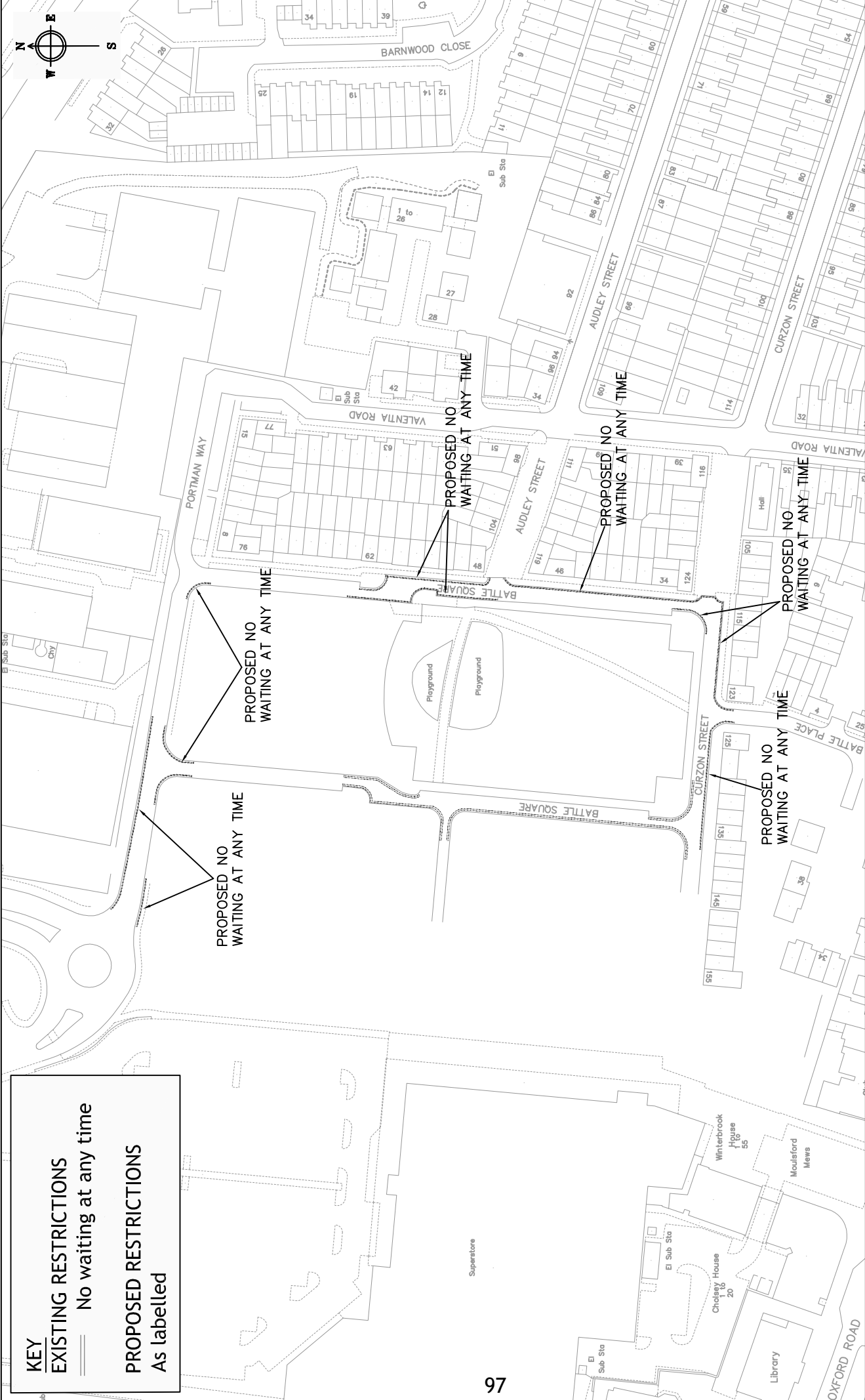
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KEY
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 — No waiting at any time
PROPOSED RESTRICTIONS
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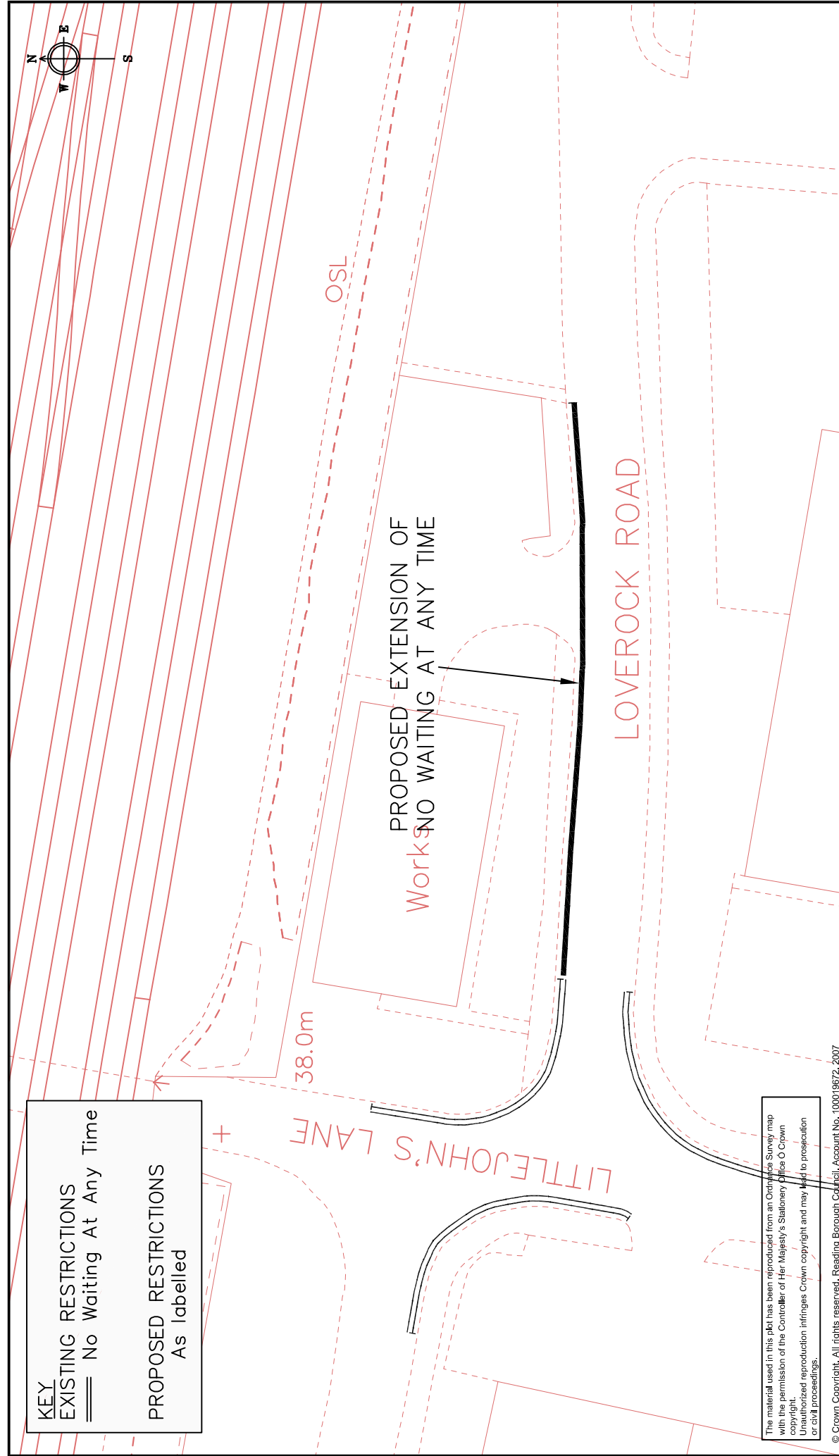
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Date	MAY 2016	
	Approved	JC
Project		Waiting Restrictions Review 2016A
Drawing		Battle Square
Drawing No.		WRR/2016A/BA1

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KEY
EXISTING RESTRICTIONS
 No Waiting At Any Time

PROPOSED RESTRICTIONS
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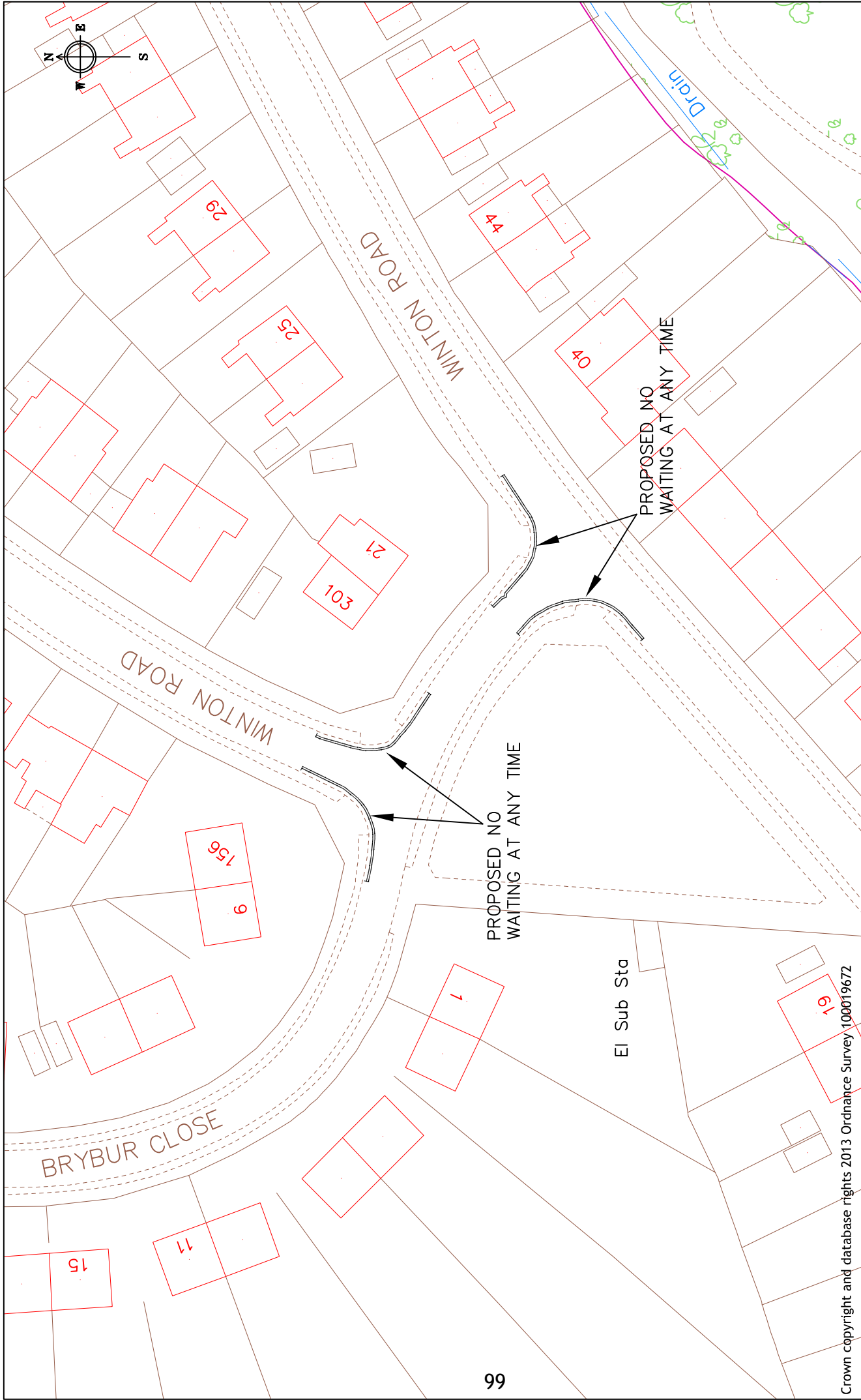



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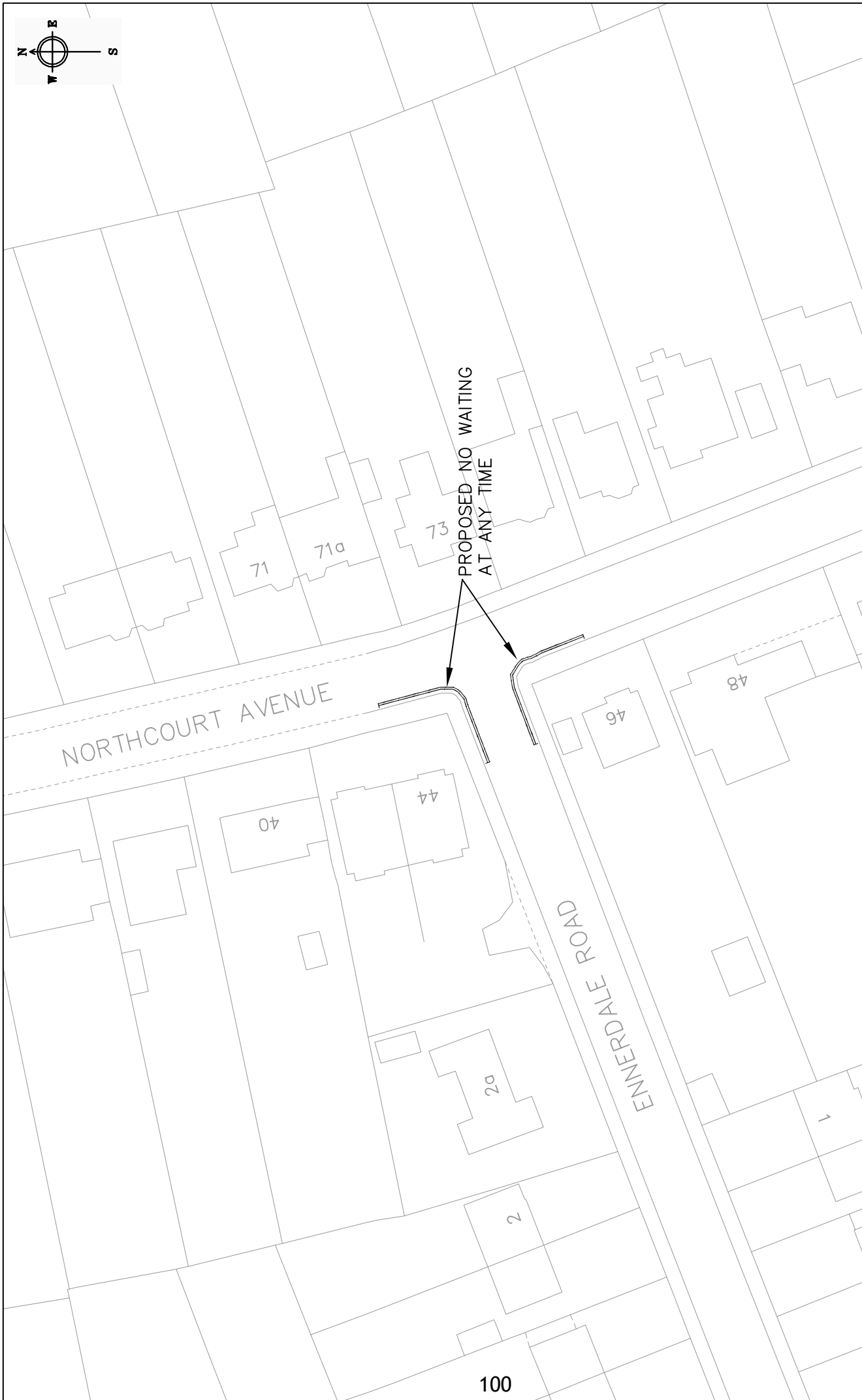
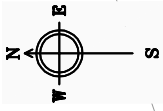
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Department of Environment Culture and Sport Civic Centre Reading RG1 7TD		project WAITING RESTRICTION REVIEW 2016A		scale N.T.S		DRAWN PC	CHECKED PC
		drawing LOVEROCK ROAD		drawing no. WRR16/BA2		APPROVED JC	DATE MAY 2016





Project WAITING RESTRICTION REVIEW 2016A	Scale N.T.S	Drawn JC
	Date MAY 15	Checked JC
Drawing No. NM/AMRR/2016A/CH1	Approved JC	
Drawing WINTON ROAD		
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PROPOSED NO WAITING
AT ANY TIME

NORTHCOURT AVENUE

ENNERDALE ROAD

Scale	NTS	Drawn	JC
	Date	MAY 2016	Checked
		Approved	JC
Drawing No.			WRR/2016A/CHZ

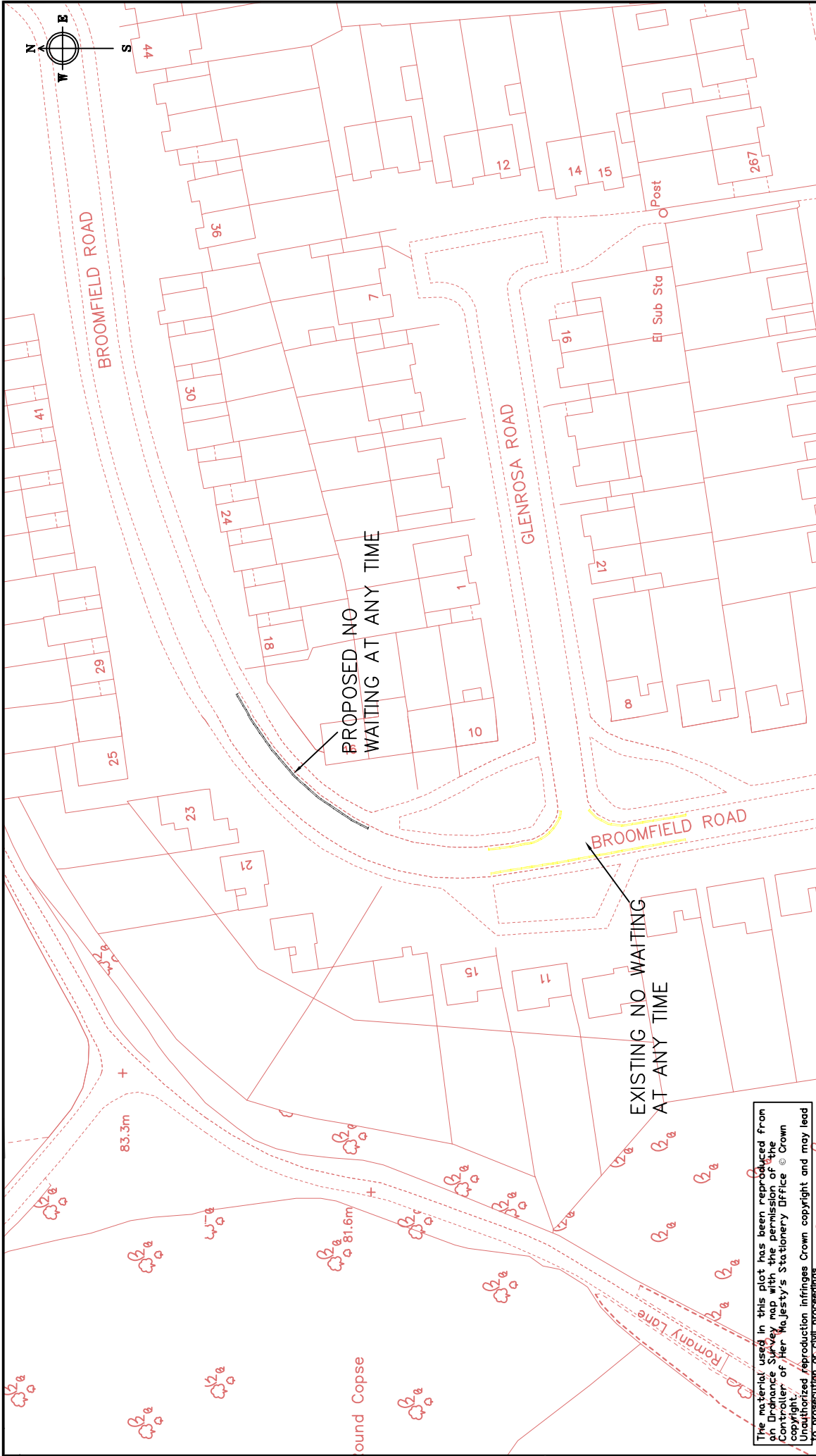
Project
Waiting Restrictions Review
2016A

Drawing
Ennerdale Road

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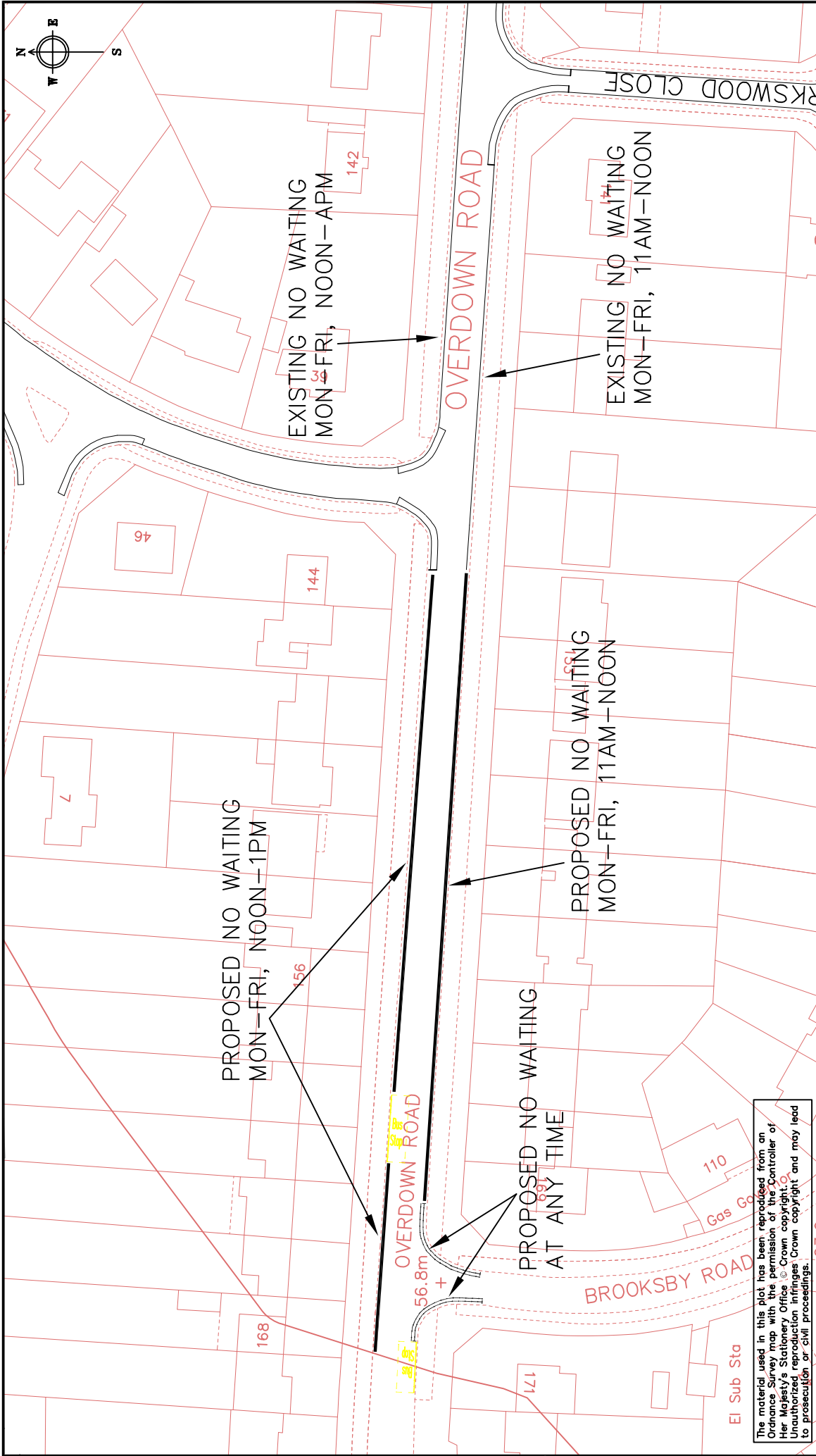


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drawing	BROOMFIELD ROAD	
	drawing no.	WRR16A/KE1

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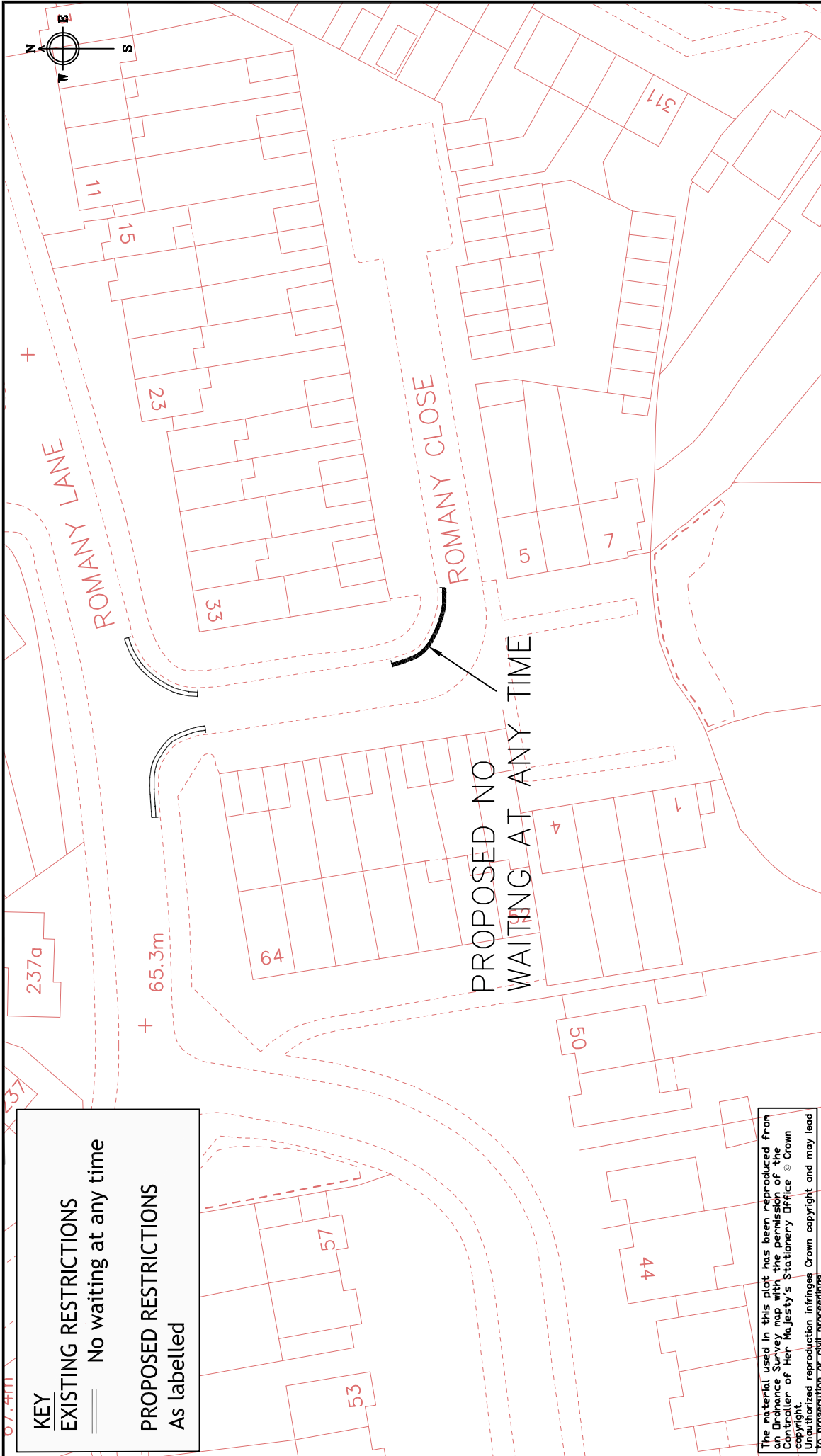
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date	MAY 2016		



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<p>Department of Environment Culture and Sport Civic Centre Reading RG1 7TD</p>		<p>drawing OVERDOWN ROAD</p>		<p>date MAY 2016</p>		<p>approved JC</p>	
<p>Department of Environment Culture and Sport Civic Centre Reading RG1 7TD</p>		<p>drawing no. NM/WRR16A/KE2</p>		<p>date MAY 2016</p>		<p>checked JC</p>	

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KEY
EXISTING RESTRICTIONS
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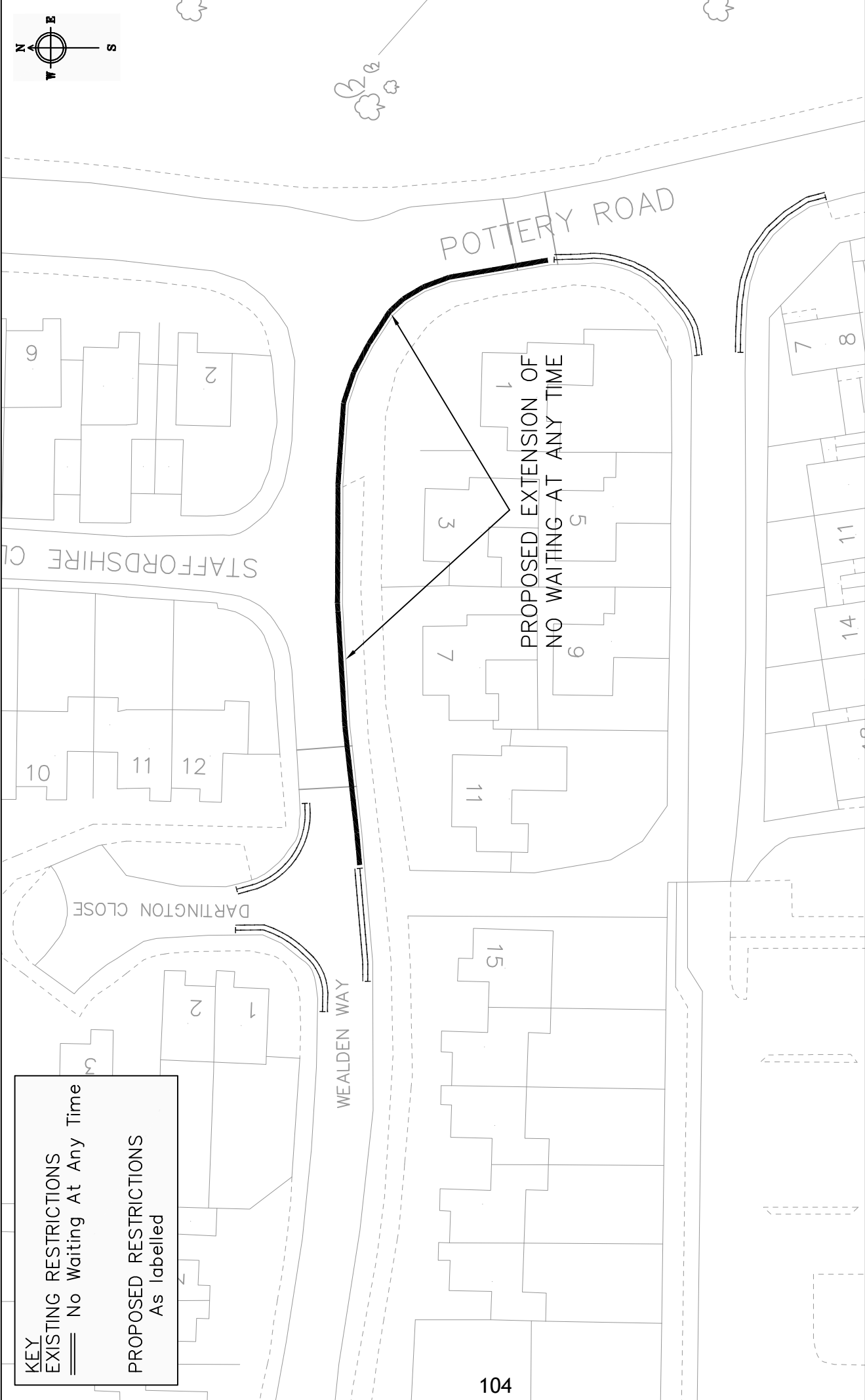
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project	WAITING RESTRICTION REVIEW 2016A
drawing	ROMANY CLOSE

CAD Drawing Location:

scale	drawn	checked
N.T.S	JC	JC
drawing no.	approved	date
WRR16A/KE3	JC	MAY 2016

KEY
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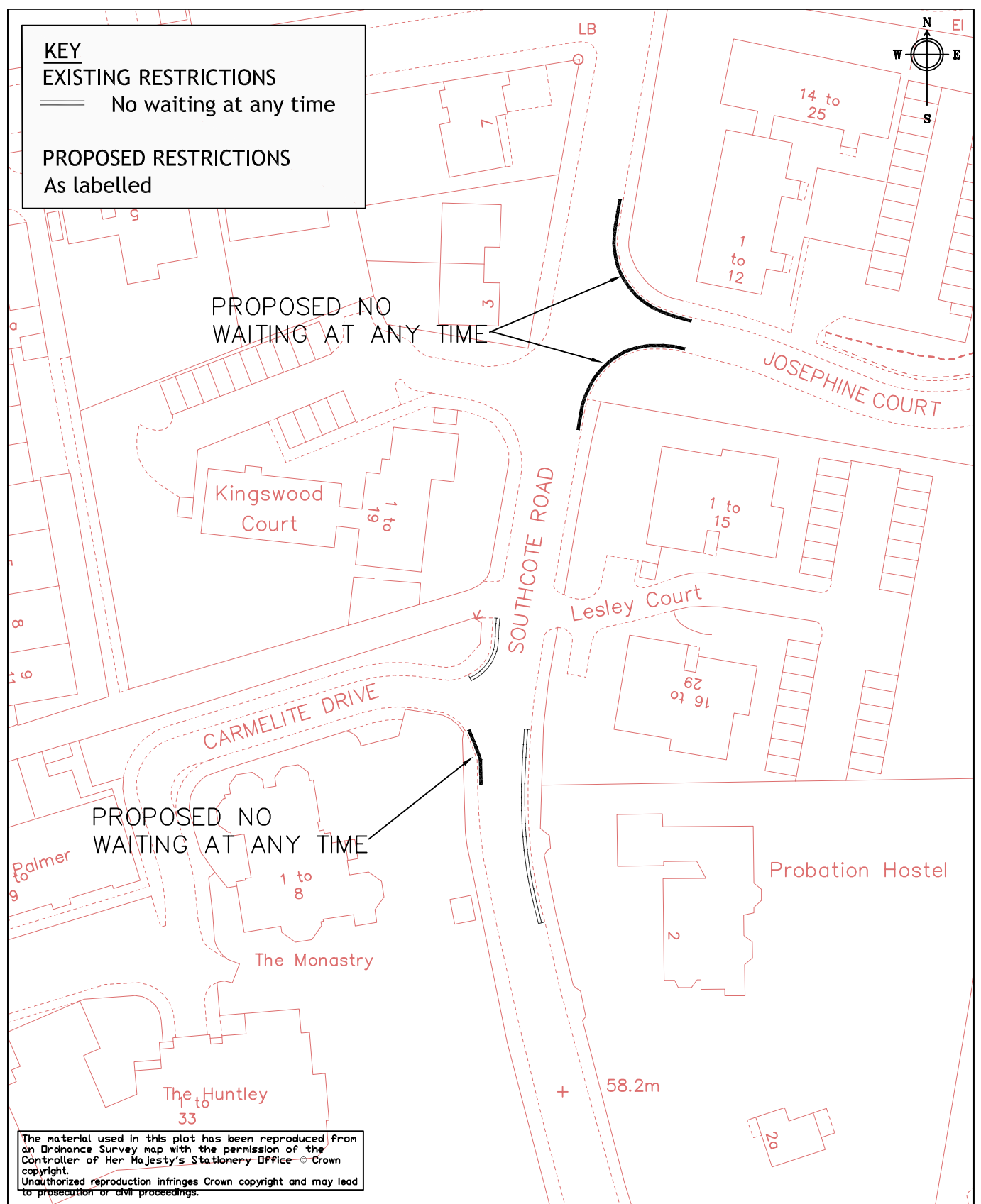
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Project
 Waiting Restrictions Review 2016A

Drawing
 WEALDEN WAY

Scale NTS	Drawn JC
Date MAY 2016	Checked JC
	Approved SB
Drawing No. WRR/2016A/KE4	

KEY
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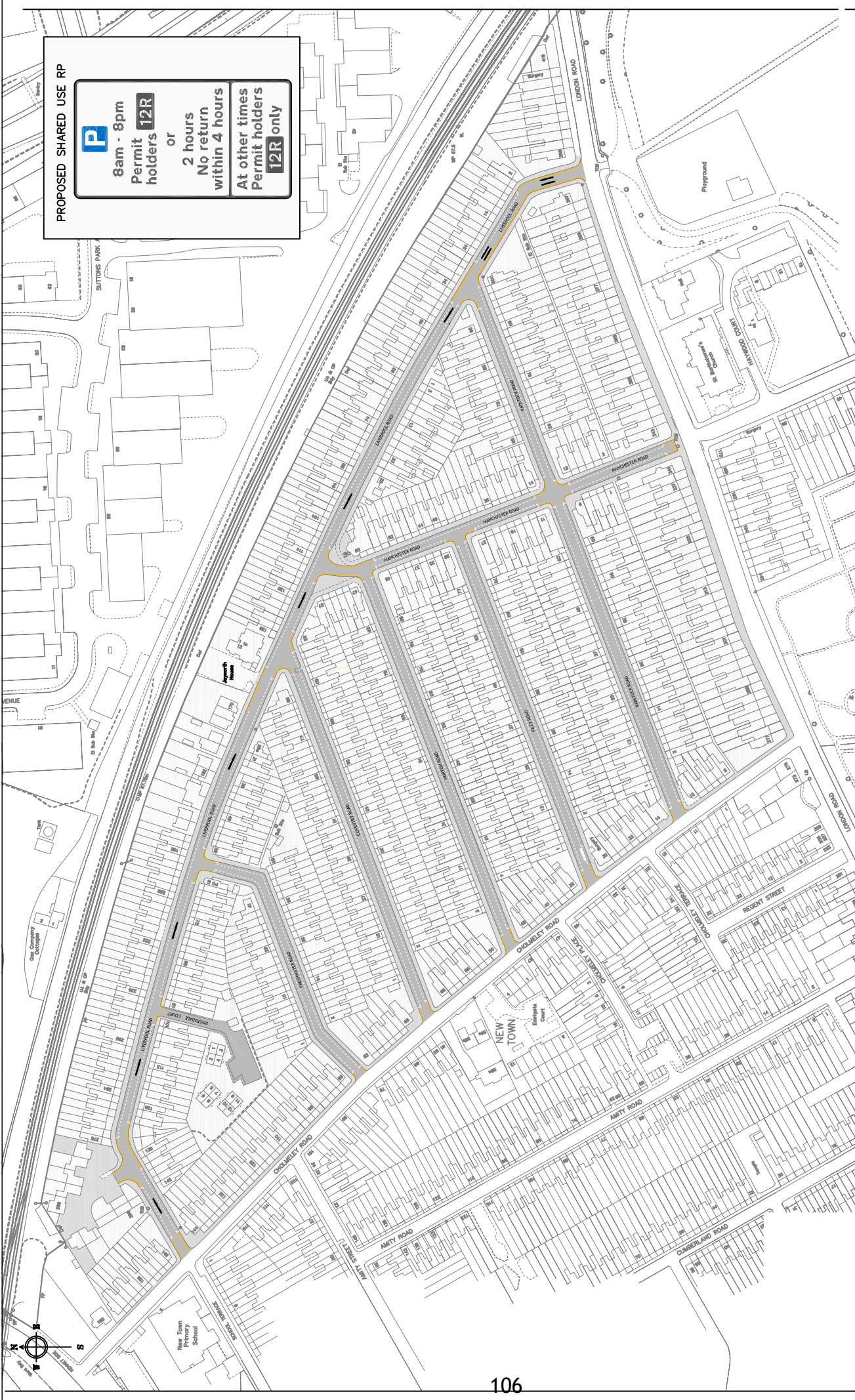
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CAD DRAWING LOCATION:			
project WAITING RESTRICTION REVIEW 2016A			
drawing SOUTHCOTE ROAD			
drawn JC	checked JC	approved JC	date MAY 2016
scale N.T.S		drawing no. WRR16A/M11	



PROPOSED SHARED USE RP

P
 8am - 8pm
 Permit holders **12R**
 or
 2 hours
 No return
 within 4 hours
 At other times
 Permit holders
12R only

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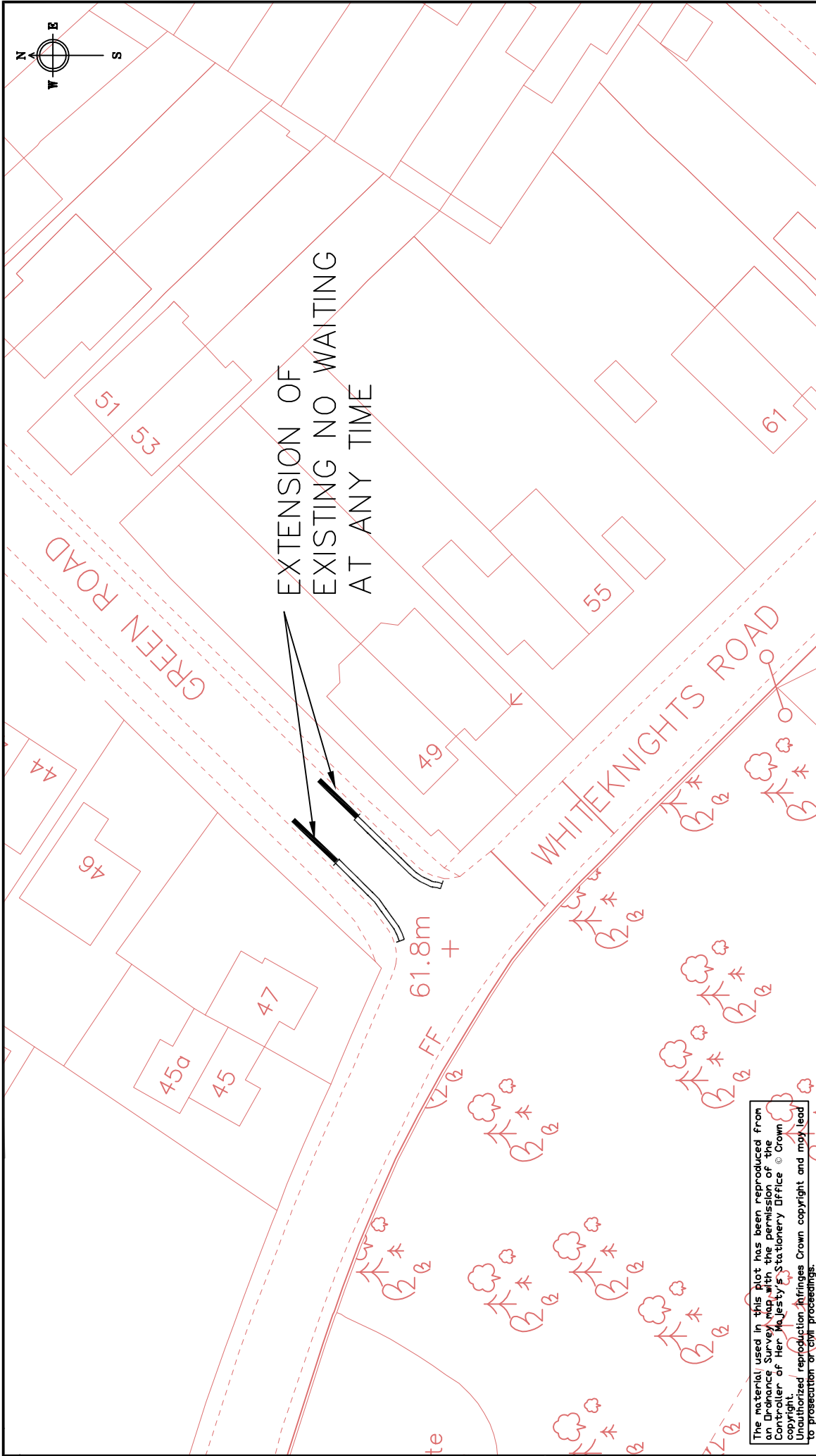
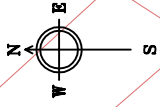
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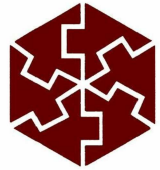


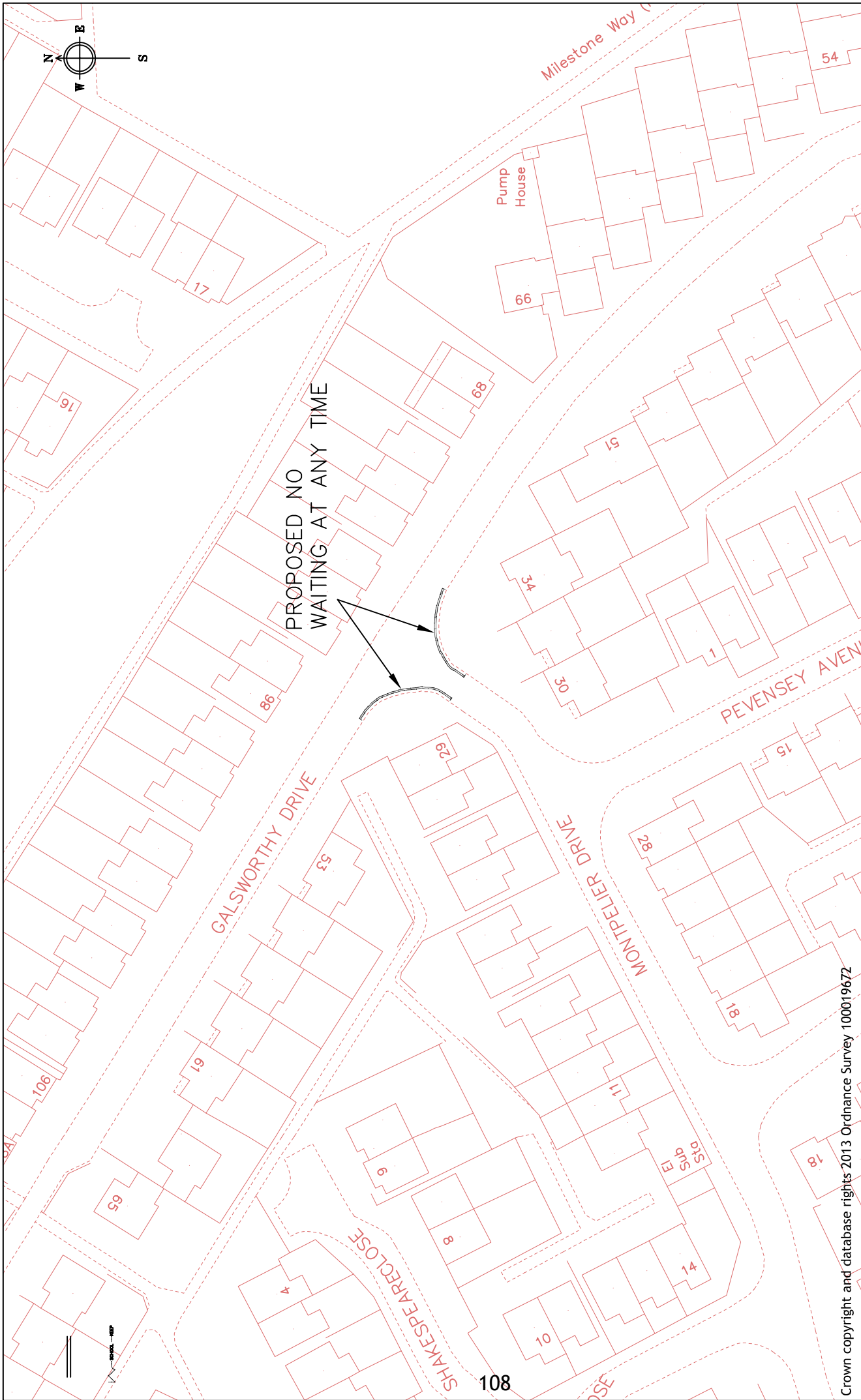
EXTENSION OF
EXISTING NO WAITING
AT ANY TIME

61.8m +

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drawing GREEN ROAD		
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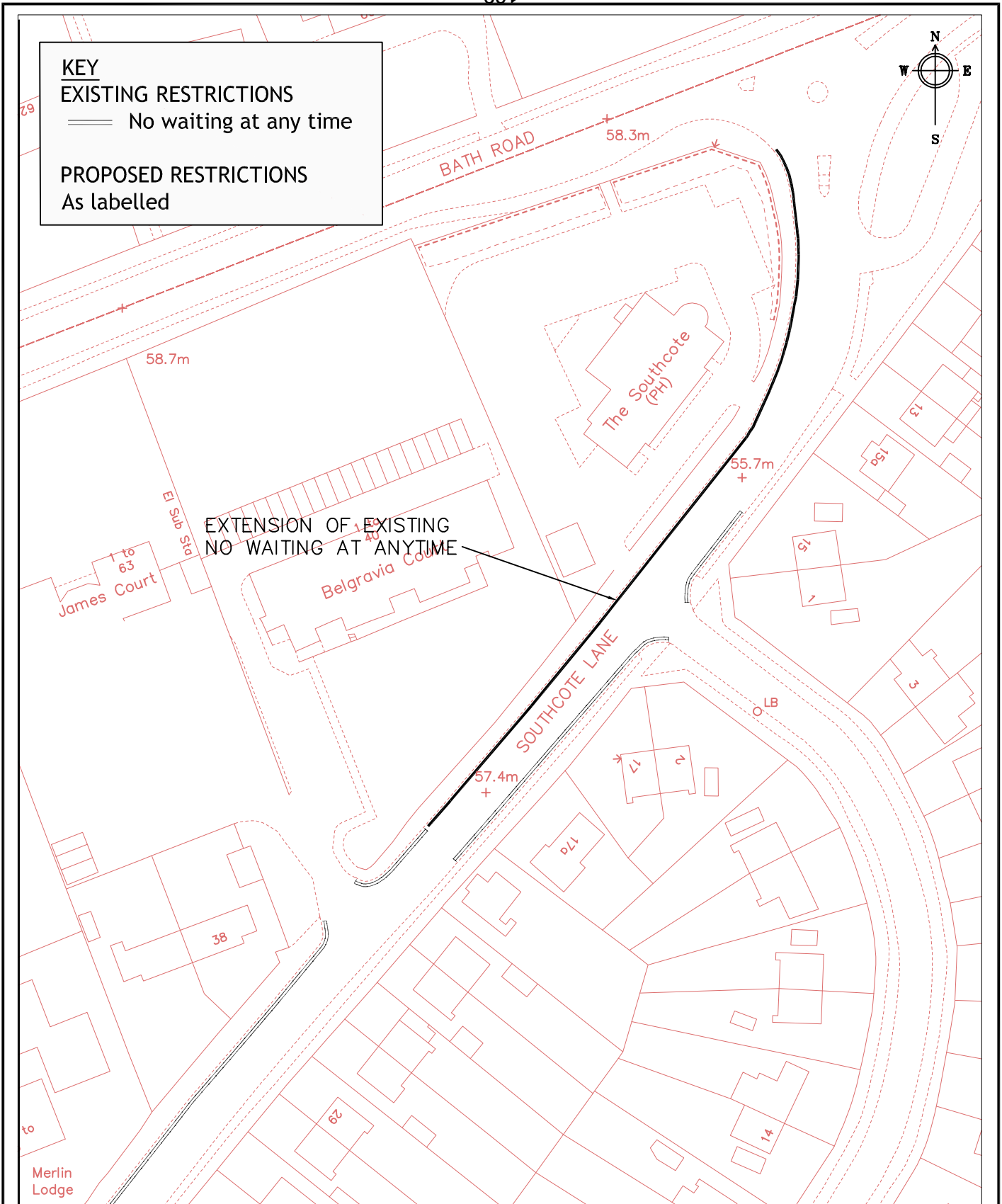
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Project
WAITING RESTRICTION
REVIEW 2016A

Drawing
GALSWORTHY DRIVE

Scale	N.T.S.	Drawn	JC
Date	MAY 2016	Checked	JC
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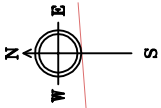
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project WAITING RESTRICTION
 REVIEW 2016A

drawing SOUTHCOTE LANE

drawn JC	checked JC	approved SB	date MAY 2016
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scale N.T.S	drawing no. WRR/2016A/S02
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54

PROPOSED NO
WAITING AT ANY
TIME

46

42

KIDMORE ROAD

LB

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41

2

HIGHMOOR ROAD

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410

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	N.T.S	Checked	JC
Project	Date	Approved	JC
	MAY 16		
Drawing	Drawing No.		
WAITING RESTRICTION REVIEW 2016A	NM/AWRR/2016A/TH1		
HIGHMOOR ROAD/ KIDMORE ROAD			

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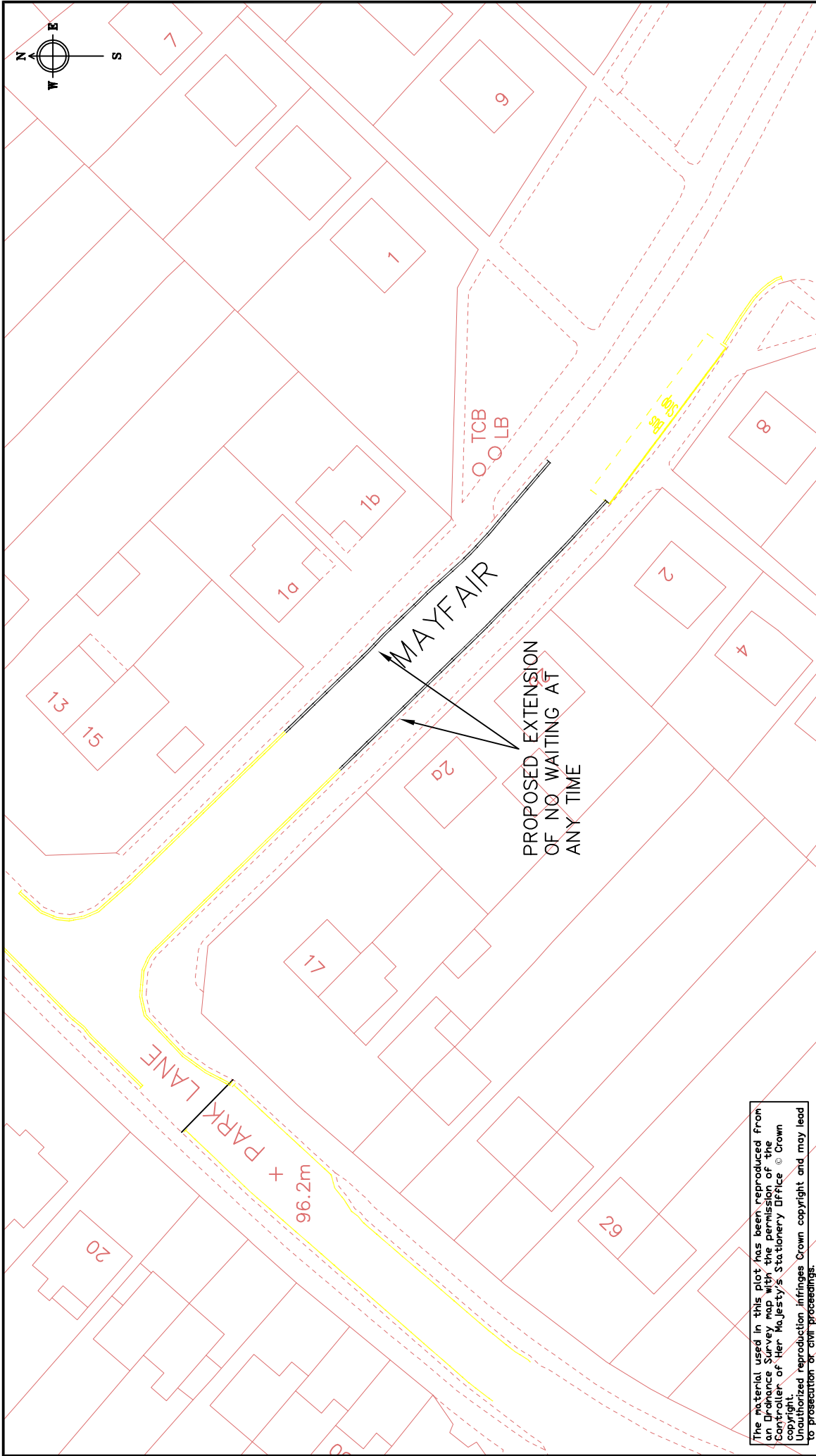
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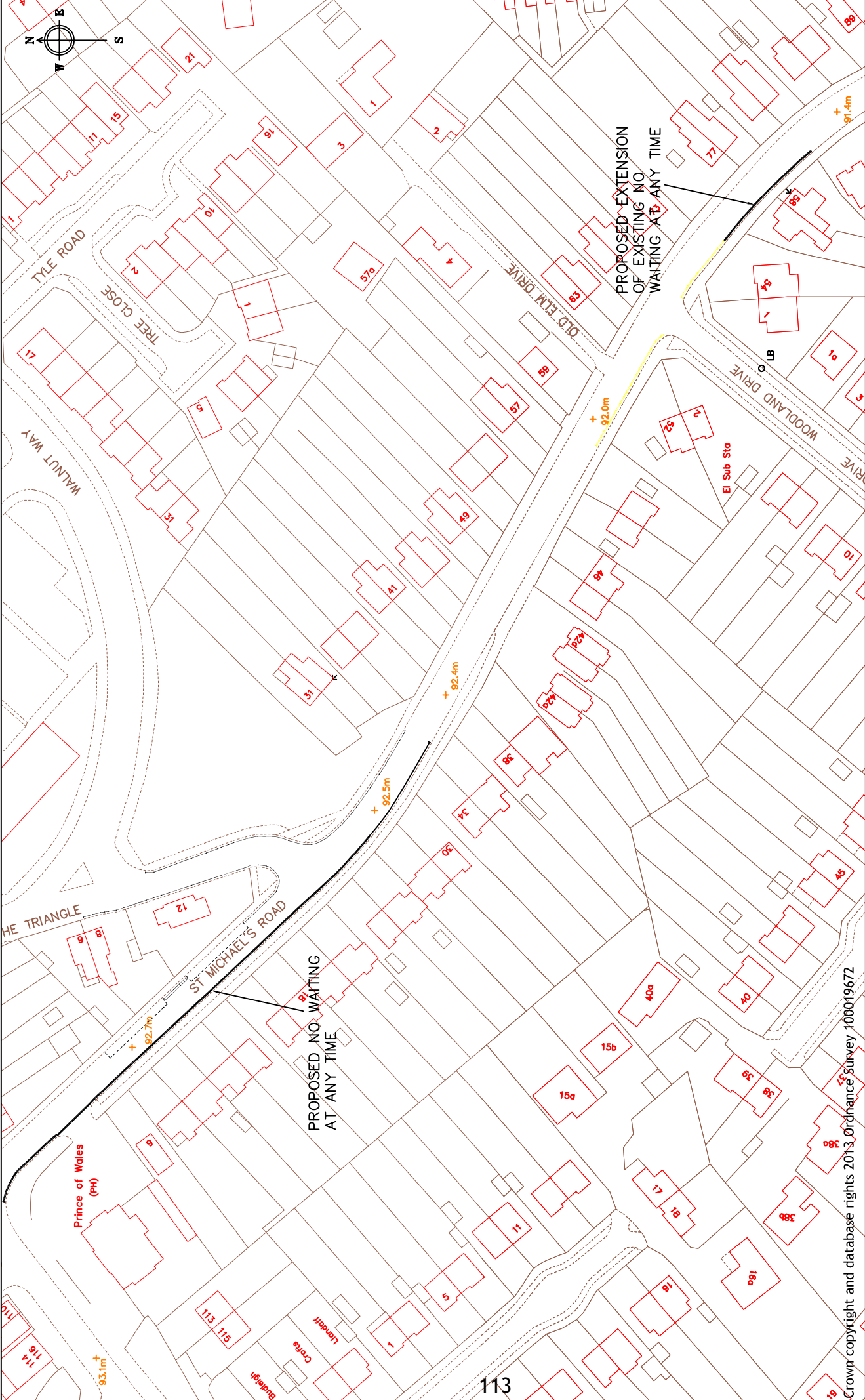
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project	WAITING RESTRICTION REVIEW 2016A
drawing	MAYFAIR/PARK LANE

CAD Drawing Location:	
scale	N.T.S
drawing no.	WRR16A/T12
drawn	PC
checked	JC
approved	JC
date	MAY 2016



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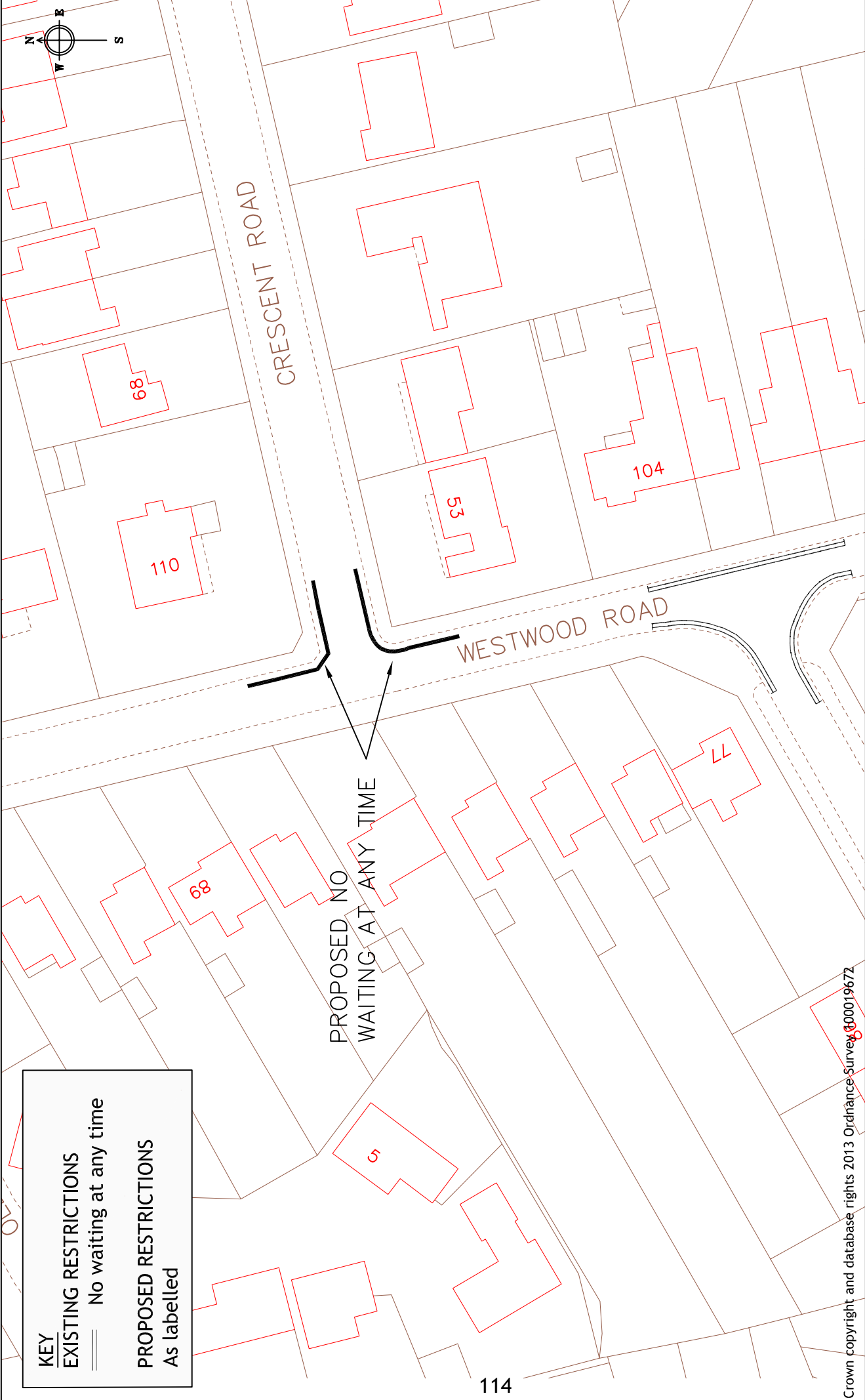
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Project		Drawing No.	
WAITING RESTRICTION REVIEW 2016A		WRR16A/T13	

Project	ST MICHAEL'S ROAD
Drawing	WAITING RESTRICTION REVIEW 2016A

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Project
 WAITING RESTRICTION
 REVIEW 2016A

Drawing
 WESTWOOD ROAD

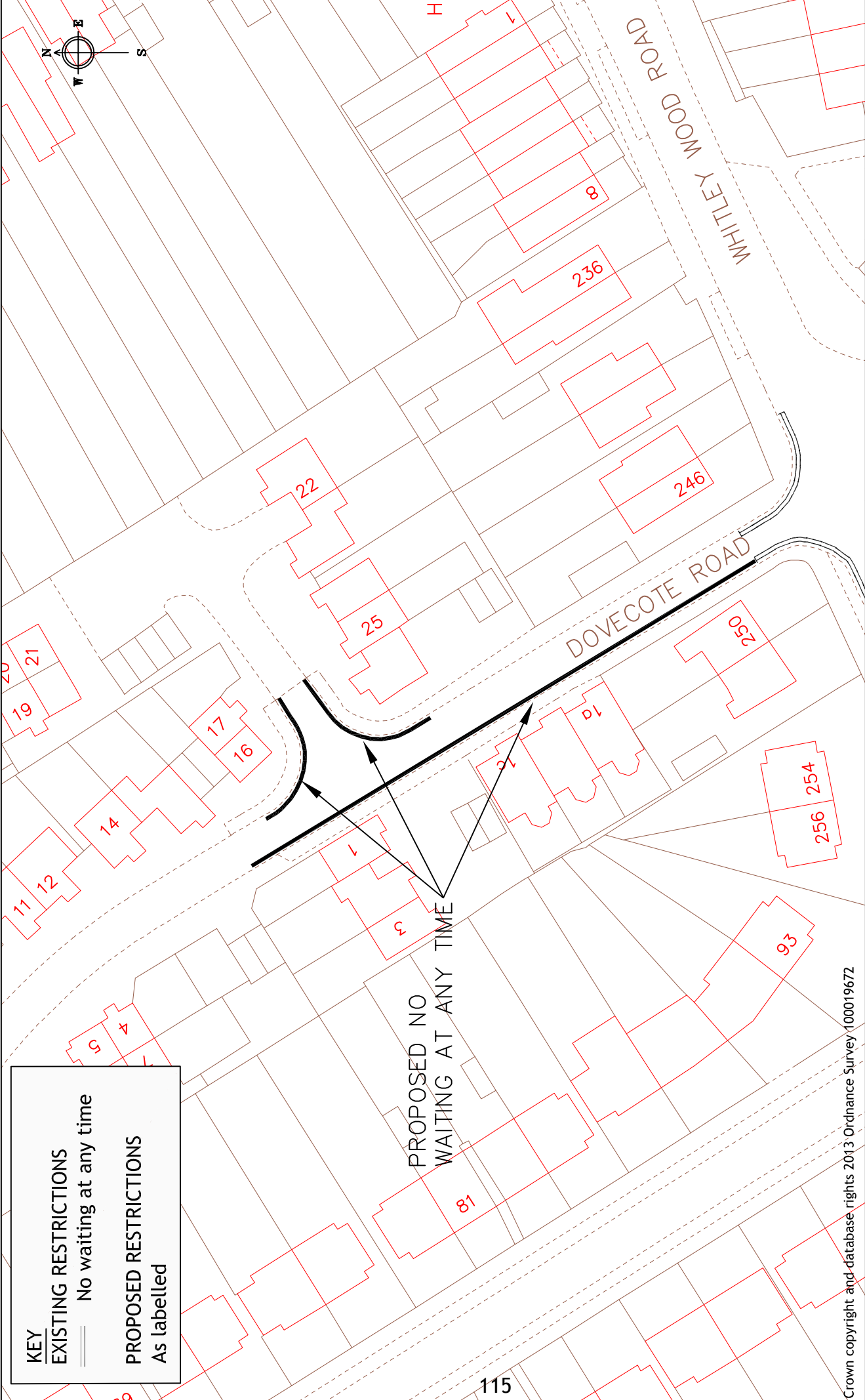
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Project	WAITING RESTRICTION REVIEW 2016A
Drawing	DOVECOTE ROAD

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	13
TITLE:	HIGHWAY MAINTENANCE POTHOLE REPAIR PLAN 2016/17		
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 £60,000 share from the £50 Million Pothole Action Fund which has been made available to Reading Borough Council for pothole repairs this Financial Year, following the announcement in the Government's Autumn Statement 2015.
- 1.2 To seek approval for a Pothole Repair Plan to deliver improvements to the condition of roads within Reading.
- 1.3 To seek spend approval of the £60,000 share of the Pothole Action Fund.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the £60,000 share from the £50 Million Pothole Action Fund allocated to the Council for pothole repairs this Financial Year following the announcement in the Government's Autumn Statement 2015.
- 2.2 That the Sub-Committee approves the Pothole Repair Plan proposal outlined in Section 4.
- 2.3 That an update on progress is reported to future meetings of the Traffic Management Sub-Committee.
- 2.4 That the Sub-Committee gives spend approval for the £60,000 share of the Pothole Action Fund.

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

Pothole Repair Plan

- 4.1 Reading Borough Council welcomes the £60,000 share from the £50 Million Pothole Action Fund, made available for this Financial Year, as announced by the Department for Transport. By way of comparison, the Council received a Pothole Funding allocation of approximately £164,000 in 2014. As in previous years, we propose setting up a further Pothole Repair Plan, following the successful completion of the two previous Pothole Repair Plans. This will enable potholes of a lesser depth than the Council's normal investigatory criteria to be repaired.
- 4.2 The Council's standard investigatory depth for carriageway defects is 50mm. The Pothole Repair Plan will enable the Council to repair defects of a minimum depth of 30mm.
- 4.3 The Department for Transport expects this Council to achieve 1,132 pothole repairs based on the £60,000 share from the Pothole Action Fund. This is based on an average cost for a pothole repair of £53.00. We expect this target to be the minimum number of pothole repairs carried out within this Council's share of the fund.
- 4.4 Clearly we are not able to address all roads in the Borough with the share of this funding and therefore we will need to prioritise/target those roads in greatest need. This will be achieved by, firstly, considering those roads which are not included in this Financial Year's highway maintenance major carriageway resurfacing / minor roads surfacing programmes. Further assessment criteria to then be considered:
 - Those roads with the highest scores/results from the unclassified road condition assessments carried out by the Neighbourhood Officers using the standard Council assessment pro-forma.
 - Those roads which have generated a high number of complaints from the public, Councillor enquiries, MP enquiries. This will also include classified roads.
 - Local knowledge of roads known to have a high proportion of potholes which are either unlikely to deteriorate sufficiently to reach the Council's 50mm depth investigatory criteria for repair or have not yet reached investigatory criteria but are already at a depth of 30mm.

- 4.5 This Pothole Repair Plan will operate concurrently with the statutory highway inspection regime, as was the case with the previous Pothole Repair Plans.
- 4.6 The delivery of this Pothole Repair Plan will be carried out using existing Highway Operative resources and plant/equipment.
- 4.7 Appendix 1 lists the roads in priority order based on the specified criteria, to enable the plan to commence immediately. However, in the event of other roads subsequently being identified or brought to our attention, considered to be of a higher priority, the list would be reviewed to ensure that the worst roads are given highest priority.
- 4.8 The Pothole Repair Plan will commence immediately and an update report will be brought back to a future Traffic Management Sub-Committee.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The Pothole Repair Plan will contribute to the Council's Corporate Plan objectives of:
- Keeping the town clean, safe, green and active;
 - Providing infrastructure to support the economy;
 - Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Pothole defects on the Borough's highway network, which are reported by members of the public, are assessed / considered for appropriate action in accordance with the Council's investigatory criteria and, if applicable, in accordance with the Pothole Repair Plan operating at the time.
- 6.2 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 Pothole Repair Plan 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 Funded solely through the Department for Transport's £50 Million Pothole Action Fund - £60,000 share allocated to the Borough Council.

10. BACKGROUND PAPERS

10.1 Department for Transport 'Pothole Action Fund Award' correspondence - 8 April 2016.

10.2 Appendix 1 Pothole Repair Plan - Priority List of Roads.

10.3 Traffic Management Sub-Committee 'Highway Maintenance Update and Programme 2016/2017' Report - 10 March 2016.

10.4 Strategic Environment, Planning and Transport Committee 'Severe Weather Pothole Funding Award - Additional Allocation 2014-2015' Report - 16 July 2014.

10.5 Policy Committee 'Highway Maintenance Update' Report - 10 June 2013.

Appendix 1 Pothole Plan

Road	Ward
Body Road	Abbey
Bridge Street Reading	Abbey
De Montfort Road	Abbey
Derby Street	Abbey
Eaton Place	Abbey
Fobney Street	Abbey
Gun Street	Abbey
Kings Road (Duke Street - Central Library)	Abbey
Kings Road (Duke Street - Forbury Road)	Abbey
Kingsgate Street	Abbey
Trafford Road	Abbey
Castle Hill	Abbey/Minster
Hart Street	Battle
Beresford Road	Battle
Tilehurst Road	Battle
Audley Street	Battle
Catherine street	Battle
Curzon Street	Battle
Argyle Road	Battle
Loverock Road	Battle
Portman Road	Battle
Sherwood Street Ashmere Terrace	Battle
Ardler Road	Caversham
Briants Avenue	Caversham
Kiln Road	Caversham
St Johns Road	Caversham
Washington road	Caversham
Cromwell Road	Caversham
star road	caversham
Marsack street	Caversham
Mill road	Caversham
Northumberland Avenue from long barn lane to whitley wood road	Church
Northcourt Avenue	Church
Pepper Lane	Church
Foxhays	Church
London street	Katesgrove
Southampton street JW Pell Street	Katesgrove
Waterloo road	Katesgrove
South Street, Reading (Part)	Katesgrove
Boulton Road	Katesgrove
Alpine Street	Katesgrove
Northumberland Avenue (Christchurch Gdns to Long Barn Lane)	Katesgrove/Redlands
Chazey Road	Mapledurham
Fernbrook Road	Mapledurham
Graveney Drive	Mapledurham
Brunswick Street	Minster
Coley Avenue	Minster
Swallowcroft	Minster
Castle Crescent	Minster
Coley Park Road	Minster

Wensley Road	Minster
Bath Road (Part)	Minster
Coley Hill	Minster
Brockley Close	Norcot
Grovelands Road	Norcot
Helmsdale Close	Norcot
links drive	Norcot
Brockley Close	Norcot
New Lane Hill	Norcot/Southcote/Tilehurst
Palmer Park Avenlue	Park
Wykeham Road	Park
St Peters Avenue	Park
Tuns Hill Cottages	Park
Grange Avenue	Park
Crescent Road	Park/Redlands
Cavendish Road	Peppard
Galsworthy Drive	Peppard
Kiln Road	Peppard
Stuart Close	Peppard
Redlands Road	Redlands
Erleigh road (alexandra to Carven)	Redlands
South Street Reading from London St to Livery close	Redlands
The Mount, Reading	Redlands
Eldon Square	Redlands
Whiteknights Road	Redlands
Greenwood Road	Southcote
Southcote Lane	Southcote
Southcote Lane	Southcote
Albert Road	Thames
Buxton Avenue	Thames
Darell Road	Thames
Dovedale Close	Thames
Orwell Close	Thames
Richmond Road CAVERSHAM	Thames
Norcot Road	Tilehurst
Gratwicke Road	Tilehurst
Portman Road/wigmore lane	Tilehurst
Church End Lane	Tilehurst
Mayfair	Tilehurst
Church End Lane	Tilehurst
Ash Road	Tilehurst
School Lane	Tilehurst
Chichester Road	Tilehurst
B3270	Whitley
Coningham Road	Whitley
Falmouth Road	Whitley
Northumberland Avenue (long barn lane to whitley wood road)	Whitley
Whitley wood Lane	Whitley

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	14
TITLE:	RESULTS OF STATUTORY CONSULTATIONS - HOSPITAL AND UNIVERSITY STUDY AND A33 MRT PHASE ONE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	REDLANDS & WHITLEY
LEAD OFFICERS:	CRIS BUTLER CHRIS MADDOCKS	TEL:	0118 937 2068
JOB TITLE:	STRATEGIC TRANSPORTATION PROGRAMME MANAGER/ TRANSPORT PLANNING MANAGER	E-MAIL:	Cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 Following completion of the informal consultations in 2015, it was agreed at the Traffic Management Sub-Committee in January 2016 to progress the formal Statutory Consultation on the Hospital and University proposals, and at the Traffic Management Sub-Committee in March 2016, it was agreed to progress the formal Statutory Consultation on phase one of the A33 MRT proposals.
- 1.2 The Statutory Consultations commenced on 12th May 2016 for a period of 28 days. Notices were placed on street informing of the consultation, alongside promotion via the Reading Borough Council website and social media platforms.
- 1.3 The results of the consultations will be presented on the night of this meeting.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That the Sub-Committee consider the results of the statutory consultations.
- 2.3 That the Sub-committee consider the support/objections and comments received in response to the statutory consultation for changes to waiting restrictions as a part of the hospital and university area study.
- 2.4 Where no objections are received in response to the South Reading MRT proposal the scheme will be implemented as advertised.

3. POLICY CONTEXT

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

4. THE PROPOSAL

Hospital and University Area Study

- 4.1 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, where parking had been identified as the top transport issue in the area.
- 4.2 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.
- 4.3 This work has continued over the past few years, and in 2015, a second set of proposals were prepared by the Council and presented for consultation by the Redlands Ward Councillors.
- 4.4 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.

- 4.5 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.

South Reading Mass Rapid Transit

- 4.6 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. The proposal does not reduce existing highway capacity along the A33 as additional capacity will be provided for public transport usage.
- 4.7 Phase 1A of the scheme 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.
- 4.8 At the March 2016 meeting of this Sub-Committee, members approved the undertaking of the formal three week Statutory Consultation for this phase of works.
- 4.9 The Statutory Consultations commenced on 12th May 2016. Consultation notices were placed on lamp columns, alongside promotion of the proposals on the Council Website and Social Media.
- 4.10 The details of any objections or comments to either proposal will be tabled on the night of this meeting for consideration by members of the 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 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 or 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, 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 cost associated with the Hospital and University Study will be funded from existing Transport budgets

- 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 - November 2015, January 2016 & March 2016.

WAITING RESTRICTION REVIEW, HOSPITAL AND UNIVERSITY PARKING - OBJECTIONS TO TRAFFIC REGULATION ORDER
APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

LAST UPDATED: 07/06/16

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>University and Hospital Area</p> <p>1) Objection</p> <p>2) Objection - Resident of Blenheim Gardens</p> <p>3) Support/Objection - Kendrick Road Resident</p>	<p>1) The removal of all short term parking will make parent drops to Redlands Primary School pay for parking every day to pick up and drop off their child. Pays taxes and council tax and doesn't think it's appropriate to remove all short stay parking around a school area, comes across as a money making scheme.</p> <p>2) Resident of Blenheim Gardens children go to Redlands Primary, thinks there isn't enough parking currently, and with the proposed restrictions this will reduce further.</p> <p>3) Pleased to see parking spaces back after the road surface refurbishment outside 117 and 119, as acts as traffic calming. Would like to see alternative parking on the North and South side of Allcroft Road as speeding is a big problem. The resident would prefer to keep the unrestricted parking at the south end of Kendrick, junction with Christchurch Road, as he wouldn't be able to park outside his house during the day. With the hospital and university 10 minutes away, there is no reason the parking to be restricted, the new scheme is ideally to protect residents not restrict them. Alternatively, would consider 'pay and display' or 'resident permit only' between 8am and 5.30pm as planned for Allcroft Road.</p> <p style="text-align: center;">124</p>	

<p>4) Objection - Avebury Square resident</p>	<p>4) Resident feels Avebury Square should be included in these negotiations. Is aware they all have drives and residents wouldn't begrudge people parking where they can, especially access to the hospital however these proposals doesn't consider the length of stay time as some cars are parked and not moved for days/weeks, and inconsiderate parking, needs to make clearer of motorists not blocking the residents driveways.</p>	
<p>5) Objection</p>	<p>5) This is a matter which will be difficult to have everyone's approval, but this will push the people regularly parking in these streets into Donnington/Hatherley/Blenheim/Foxhill and Cardigan Roads which is already busy with students and hospital or people parking and walking into town, which would be unfair on these residents especially when they come home from work and park near their house. Would welcome more resident parking in all the mentioned roads with Pay and Display from 8 till 4.30pm unless you're a resident and don't need to pay and display.</p>	
<p>6) Objection - Hospital employee</p>	<p>6) These proposals will not only have devastating effect on patients who are hard pressed for parking at the car park, but on staff too as there isn't enough spaces and need to park on the streets. Is it not discrimination against hospital staff and patients making it more difficult for them to attend work or appointments. For patients a hospital visit is worrying enough and some hospital staff aren't entitled to permits to use the hospital car park so many staff use spaces on the road every day of the working week, so to expect staff to pay to park on the roads every single day is disgraceful, as the Royal Berkshire Hospital is providing a service for the good of the community and should be taken into consideration. The majority of the houses in the area have driveways and shouldn't be affected by parking. The residents choose to live in this area and should realise the parking issues the</p>	

<p>7) Comment - Whitby Drive resident</p> <p>8) Objection - Cardigan Road Resident</p> <p>9) Support/Comment - Whitby Drive Resident</p> <p>10) Objection - Addington Road resident</p> <p>11) Objection - Redlands Road resident</p>	<p>hospital faces, as there is limited spaces on the hospital site and if they keep objecting to increase parking at the hospital they should understand patients and staff will have to park on the roads surrounding.</p> <p>7) Resident refers to a parking bay in Whitby Drive that would be suitable for 5 vehicles, suggests why this isn't for resident parking only.</p> <p>8) What is the plan for the tributary roads such as Cardigan Road as these are well within the overflow/walking distant of the hospital. Cardigan Road is wide/long enough to support a scheme, if limited to 1 or 2 cars and no oversized vans. Feels Cardigan Road should be dealt with now under the current proposals.</p> <p>9) Firstly, the parking bay in Whitby Drive has been excluded, suitable for 5 cars intended for Whitby Drive. Councillors Jones and Gavin visited and agreed this area should be designated for residents only. Secondly, the area on Allcroft Road to the west of Whitby Drive, proposed to be resident permits bay, can't understand why remove part of the grass verge to create a bay that will cost unnecessary money. Fully supports the proposal on Allcroft Road designated for Residents only to be implemented.</p> <p>10) There is already considerable pressure on the limited parking available on Addington Road and surround streets immediately to the east of Alexandra Road in the day time. The proposed scheme would exacerbate the problem in these areas making an already difficult parking problem even worse.</p> <p>11) Not exactly clear where residents are meant to park during the day. The current parking on the north side of Redlands Road means there is poor visibility when turning</p>	
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<p>12) Support - Whitby Drive resident</p> <p>13) Support/ Comments - Denmark Road resident</p>	<p>onto Morgan Road, needs to be halfway across the road before seeing what's coming up the road from the west. Suggests there should be parking on one of the other sides of Morgan Road, to have the zig zag approach is dangerous. More consideration needed near crossing south of Morgan Road on Redlands, the proximity of proposed parking to the crossing reduces the safety of pedestrians. Parking needs to be prohibited so drivers can see the crossing and stop.</p> <p>12) Supports the proposals for parking restrictions in the Allcroft area except for the parking bay in Whitby Drive. Over time it is being used by day parkers and sometimes overnight. There is a bay for a disabled driver but no longer needed but may be useful for visitors with a blue badge, and would like it retained, but otherwise should be residents parking.</p> <p>13) Agrees with tackling the problems in Elmhurst and Upper Redlands which believes will help traffic flow. However, disagrees with changing Kendrick, Alexandra road and other roads outside the immediate campus/hospital area so at weekends only residents or permit holders can park there, friends and family may find it difficult to visit. Is weekend parking really an issue? Feels parking permits for visitors should allow for lunchtime visitors as the way for overnight and Reading has enough parking measures and would prefer to see 2hour parking slots. Does the hospital have sufficient parking for it's own staff, if not suggests a park and ride should be used more or car share, the staff working out of hours need help to get to work. Would like the see measures taken to discourage/ban students from bringing cars into the area which would free up a lot of parking and reduce traffic. If can't park near campus along Elmhurst or Pepper Lane then going to struggle elsewhere, would be better off using the bus service or</p>	
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<p>14) Support/ Comments - Denmark Road resident</p>	<p>walking/cycling.</p> <p>14) Believes this scheme will detriment the residents an costing people more to park and displacing parking elsewhere in the area. Agrees with people visiting the area of the hospital, university or work should pay for something but not impacting the residents or short term visitors. There isn't enough parking spaces available for residents at present, therefore some residents will pay more under this scheme which is wrong. Wishes the parking to remain the same, 2hr no charge unrestricted. The proposed change which this resident supports is Elmhurst Road, the addition of 'No waiting at any Time' must be implemented to make this road safer, if this road is mainly used by students then would like to see charges here to be justified.</p>	
<p>15)Support - Alexandra Road residents</p>	<p>15) Over the past 20 years parking round Reading has been a nightmare, even when residents can't park on their own road or own drive due to non-residents parking inconsiderably, which has been an issue for elderly neighbours who struggle to get to medical appointments as a result of this. Fully supports the scheme, including should only be residents after 5.30pm as if parking was free of charge for non-residents after this time there's the risk of spaces being taken up before residents get back from work.</p>	
<p>16) Comments</p>	<p>16) Alexandra Road should allow for short term pay and display at the weekends as well as the week. There are several residential properties where residents rely on weekend visits and this is usually the most popular time for visits, and feels visitor permits is a waste as these last half a day but the visit is only a few hours would therefore block the parking bay for longer than necessary. Has no objection to the idea of using pay and display as a concept</p>	

<p>17) Objection - Kendrick Road resident</p> <p>18) Support/Objection - Upper Redlands Road resident</p> <p>19) Comments - Upper Redlands Road residents</p> <p>20) Objection - Erleigh Road resident</p>	<p>in order to prevent people from parking all day for free and walking to work, however making the whole area pay and display rather harsh. Suggests all the new pay and display areas should have a free period to allow local visits to shops, doctors, orthodontists that are in the area. Could this be done on a trial basis after then could make it chargeable depending.</p> <p>17) Wants the parking restrictions to stay the same, lives on the corner of Kendrick and Morgan, doesn't want pay and display as it would feel like living in a car park. The current restrictions work well. People are roaming around looking for parking that go to the hospital or visiting appointments, feels pay and display won't help, why penalise them, help them with more parking.</p> <p>18) As a resident supports the scheme overall, however strongly objects to the fact that it perpetuates gross abuse of commercial vehicle parking. Buses drop and collect pupils from St Joseph's school using the bus stop near the junction of Alexandra road and sometimes be parked there all day. This is a difficult junction; however the buses badly impede the visibility for traffic turning onto Upper Redlands from Alexandra which generates congestion. Feels they shouldn't be using this permanent spot for what is actually occasionally used, as there is no bus route through upper redlands these markings should be removed.</p> <p>19) Agrees with the last comments especially on the effect on traffic when there are several buses parked for a period of time. Can the bus stop be removed as some people wait there expecting public transport.</p> <p>20) Firstly, houses 27-33 on Erleigh Road are part of Alexandra conservation area, doesn't make any sense to implement the same restrictions conservation area wide,</p>	
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<p>21) Objection - Denmark Road resident</p> <p>22) Objection</p>	<p>especially in the light of illegal parking of the Kirk vehicles. Secondly, Erleigh Road east of Alexandra Road and West of the Co-Op are trapped between 2 parking restrictions, which will mean increased demand of parking in that area. The current situation is awful, builders refuse to work because of lack of parking, and the demand for parking is set to be intolerable. Suggests making some permit parking outside house 33 and 22 as this may help address the illegal Kirk vehicle situation.</p> <p>21) Currently residing in the area, has a 41 weeks pregnant wife and needs somewhere to park their car without restrictions during the daytime. Been confirmed that they aren't eligible for a second permit has already been taken. This resident is more than happy to pay for the second permit or wishes these plans not to be implemented. Most of the houses within the area have large drives and can easily park inside.</p> <p>22) Is a current physiotherapist at the Royal Berkshire Hospital but has a long standing injury and struggles to walk long distances. Only lives 1 mile from the hospital but can no longer walk the distance as it causes too much pain. Due to living so close to the hospital they are not entitled for a parking permit on site, and there are no permits available due to the scheme being oversubscribed due to lack of parking. Can't cycle or use public transport as this will trigger the pain. Appreciates the proposal as in theory could help patients because streets wouldn't be so congested, however many patients have a lot of appointments with unknown length due to delays, with fines being issued for going over time they would have put in for pay and display which comes across as a money making scheme at the cost of the NHS and patients health. Furthermore, it will have a knock on effect on the surrounding residential roads that aren't involved, more cars will park on streets such as Winderemere Road as its</p>	
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<p>23) Support for Marlborough Avenue</p> <p>24) Objection</p> <p>25) Objection - local resident</p>	<p>still in walking distance of the university and council allowing people to park on the bends. Fully believes that talks should be between the Council, hospital and the university.</p> <p>23) Thinks the proposals are an excellent compromise and hope there will achieve a majority of Marlborough Avenue residents in favour.</p> <p>24) These parking changes doesn't affect this resident directly, nor works at the hospital or rarely uses these areas. Feels that altering this to pay and display is clearly just going to cause more issues for our NHS staff who struggle to park in the hospital car park or live too close to receive a parking permit but too far to reasonably walk or use public transport. The NHS staff already have a hard enough time without adding unnecessary pressure. This will cause all sorts of hassle and push the problem slightly further out.</p> <p>25) Strongly objects to these proposals on Erleigh Road and Addington Road as borders on a money making scheme, the residents on these roads have their own off street parking in a majority of cases or spaces opposite the school. Were the parking at the hospital in anyway adequate to meet the needs of this group of people, restrictions on the surrounding roads wouldn't be an issue. The staff who don't qualify for a permit or on a long waiting list for a permit find some solace in being able to use these limited spaces. Pay and display will make it finically not viable to use these spaces and simply shift the parking issue to the smaller narrower surrounding roads that can't take the extra cars. There is a number of staff who have to come and go during the day, doing home visits and taking patients on trial visits, this group of people need somewhere free and local to park, it's not appropriate to make them pay or having to move their</p>	
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<p>26) Objection - Foxhill Road resident</p>	<p>car.</p> <p>26) Going ahead with pay and display in this scheme will cause further problems in the area that already has major problems, which will have a big impact on the residents of Donnington, Hatherley, Blenheim, Foxhill and Cardigan Road. Over the last four years seen the problem worsen and finds it stressful coming home from work or an evening out. One way of how the problem has worsened is the recent implementation of residents permits in the top half of Eastern Avenue, which the council had to implement due to the problems that parked cars were causing for vehicles driving up and down the road but has just pushed the problem elsewhere. If this scheme was to be implemented over the summer when all the students have gone home doesn't really show how bad the parking problem is as these roads have sufficient parking over the summer holidays, it is only during term time that residents have problems in these roads. Welcome pay and display in the mentioned roads but consideration needs to be given to residents, once this is implemented people will try to park in roads without pay and display. One option could be to introduce Pay and Display during the core hours for example Monday to Friday 8.30am-4.30pm with residents being able to park for free.</p>	
<p>27) Objection</p>	<p>27) Uses the short stay parking available to drop their children off at school before going to work walking the children up to the school. All the cars parked on these roads that will have pay and display will now move to roads that can't have any parking restrictions such as Blenheim Gardens, Foxhill Road, Heatherley Road and Donnington Gardens making it more difficult for residents.</p>	
<p>28) Objection - Wokingham resident</p>	<p>28) Has to park in this area as lives in Wokingham but works in a café in the centre of Reading and usually has to be at work by 5.30am. There isn't any public transport</p>	

<p>29) Objection</p>	<p>that can be used, but being on minimum wage doesn't get paid enough to afford parking in the town centre. The restrictions proposed will force them to park further away from the town centre and walk even further to work. A result of not being able to afford to park in Reading will also force them to give up their job which will also reduce the available workforce to town centre businesses. In most areas the parking that is available has been used for a very long time without any problems to the residents, except on a few roads which could cause inconvenience which will worsen with these proposed restrictions and paying for permits. The restrictions will make visiting sick relatives expensive, with the hospital having very inadequate parking doesn't see the problem with visitors temporarily parking on neighbouring roads. With the parking revenue the Council are making the shopping in Reading less attractive, visits have been reduced due to the parking restrictions within the town centre, if these plans go ahead will no longer visit Reading for shopping or other activities. Believes the main reason for these restrictions is to generate parking revenue for the council, therefore not serving the public or local businesses but serving its own revenue. Can understand that parking controls are needed in some areas where residents are severely impacted or traffic problems arise, but should be limited as it impacts negatively on the ability of local people to live their lives and local businesses to profit.</p> <p>29) Objecting to the restrictions around Erleigh Road/Alexandra Road as since parking permits have come into place in this area, it is absolutely impossible to park in Donnington Road. Owns a garage on the corner of Donnington Road/Erleigh Road and as a business that has been running since 1965 currently finds it impossible to park everyday due to the people who don't live or work in this area taking the few parking spaces available. Hasn't been helped with nearly every house being rented out to</p>	
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<p>30) Objection - Morgan Road resident</p>	<p>students or will have 2 to 3 cars. Finds customers have nowhere to park and won't bother coming down. Had suggested in the past about the 2 parking spaces outside the garage be allocated to the 2 businesses opposite but faded. Suggests to extend the 2 hour parking outside the church by at least one or two parking spaces and cut back on the yellow lines going into Donnington Road as would free up a few spaces.</p> <p>30) Expressed their views when the scheme was first proposed pointing out that the small parking area on the western side of Redlands Road 13m northwest of its junction with Morgan Road making it very dangerous to turn right from Morgan Road to Redlands Road as vehicles parked in that area block the view of vehicles approaching the junction from London road. Suggested in the past that the small area should be transferred to the eastern side of Redlands Road.</p>	
<p>31) Objection - Petition, set up by Hospital employee</p>	<p>31) Staff members already have to pay for parking permits for the hospital and not even guaranteed a space. Given the fact that NHS staff pay has only risen by 1% and talking about increasing permit fees, therefore can't afford to pay for permit and park on the road. Where will hundreds of student nurses and midwives who aren't eligible for a permit park as they don't get paid. For visitors paying the parking charges at the hospital which is over-priced, the loss of on road parking will only increase anxiety and tension around parking when visiting. Wouldn't be able to afford to pay every day to park to visit patients if it wasn't for the 2 hour parking space. Believes the new restrictions will make it difficult for others to spend time with their loved ones. The petition has been signed by XX signatures.</p>	
<p>32) Support/Com ment - Whitby</p>	<p>32) Has noticed the omission of the parking bay in Whitby Bay. The 14 Whitby Drive houses don't have any driveways</p>	

Drive resident	so badly needs to be included. The proposal for Allcroft Road is welcoming and grateful for the efforts.	
33) Objection - Foxhill Road resident	33) Has several concerns with future parking down Foxhill, Cardigan Road/Gardens, Hatherley and Donnington Road. Attended the consultation last summer regarding the pay and display/permit parking in the area, but it's been stated there was a poor response from residents, probably due to the fact that most of these houses are private landlords who rent them out to students, therefore not an interest to agree permit parking. It's a shame the students can't leave their car at the university or simply walk or cycle instead. The worst time is term time, there's a fight to find somewhere to park if go out in the evening or returning from work. It's got worse since the introduction of permit parking in Eastern Avenue, and with the introduction of Pay and Display on Alexandra Road this will push on aspects to smaller roads to avoid paying.	
34) Objection	34) Doesn't support the changes as believes the council shouldn't be making money by charging people to park near Royal Berkshire hospital. People should have fair and free access to road parking. Furthermore, you will just push people to park in alternative streets which doesn't solve any problems. Also, wouldn't attract highly skilled people to work in the area if can't park as buses and trains aren't an option for everyone.	
35) Objection - Orthodontic centre Erleigh Road	35) Wants to express the concern as a business in the local area. Although they have a small car park they have a duty to offer patients and staff places to park, so allocate 4 to staff and remaining 5 to patients which includes a disabled bay. The remaining staff and patients have to find parking elsewhere, as a business receive many complaints on a daily basis due to limited parking spots. Feels this new proposals would make this more frustrating for both patients and staff. If these proposals go ahead	

<p>36) Objection - Craven Road resident</p>	<p>suggests they are allocated a number of permits for staff, so they are able to park on the road which would enable them to offer patients spaces in the car park.</p> <p>36) By introducing Pay and Display and plans to reduce number of street parking places seems a vindictive attack on NHS staff. With the continuation of to reject attempts to build a multi-storey car park to help patients and staff would ultimately downgrade or have to close the hospital and emergency services to Wexam Heatherwood, who are spending money to help their residents and NHS staff provide a service, which Reading Borough Council are going out their way to destroy the hospital. This resident doesn't park outside residents' houses and who have off road parking anyway.</p>	
<p>37) Objection - Hospital employee</p>	<p>37) Parking is limited on the hospital site, finding parking is difficult and public transport isn't really an option as finds it difficult to get home after finishing at 9pm. By further limiting the parking on local roads, will make work even harder and more time consuming. Finding parking is often stressful enough, the proposed restrictions will only push the problem further away but not solve it. A solution could be offered additional facilities on or near site would relieve pressure from the local roads and serve the wider community and hospital staff.</p>	
<p>38) Comments - Whitby Drive resident</p>	<p>38) Welcomes the permit parking along Allcroft Road however, noticed the small parking bay on Whitby Drive has been omitted, which should be Permit Holders only. Has noticed a review of Lancaster Gate also has been omitted, which parking along the road is a problem being a narrow road and cars parked on the road and pavement. This causes problems for buggies and disabled users who have to step into the road. Feels the parking will get worse as parking restrictions are introduced in nearby streets.</p>	

<p>39) Comment - Alexandra Road resident</p>	<p>39) Feels the whole scheme is unnecessarily restrictive. There has been a huge increase of non-residents parking on the roads in the area but doesn't actually cause any problems as many houses have driveways. There will always be antisocial, parkers who block driveways but doesn't think the new scheme will improve this, better enforcement is needed. This scheme will no doubt benefit the residents without driveways but why apply such measures for all streets in the area, just seems as a revenue earning opportunity. The biggest concern is the visual degradation to the area, which many of our roads are gradually suffering over a number of years. An increase number of markings being drawn and signs being installed, which this scheme will exacerbate with further road markings and pay and display machines, will look to much like an urban centre not a residential area.</p>	
<p>40) Objection</p>	<p>40) Wishes to object especially to the changes of the unrestricted areas. There is too few legitimate unrestricted parking areas around the university and hospital, proposals will reduce to an unacceptable level. Everyone who parks needs unrestricted access to the hospital, university and town centre, car tax already pays for unrestricted parking. Alexandra Road Mosque attendees need unrestricted access to meet their religious obligations.</p>	
<p>41) Objection - Kendrick Road resident</p>	<p>41) Believes the current parking restrictions on Kendrick Road works well as the 2 hour parking bay is well used by all taxi drivers, afternoon parents picking up their children and visitors. Kendrick road doesn't suffer the parking problems other residents of this area does, and Pay and Display isn't fit for purpose on Kendrick Road and believes parents will double park outside the school causing a new problem on the road.</p>	

<p>42) Objection - Erleigh Road resident</p>	<p>42) Wishes to object to the proposed changes, as currently parks his car in an unrestricted bay. Works in Reading so most days of the week walks or cycles into work, but with the proposed pay and display may force him to drive to work to save money, but to add the already congested roads in reading and missing out on exercise. Appreciates if there are any safety issue then they need to be addressed, however doesn't understand how pay and display will improve safety. Only moved here at the end of last year so missed the consultation that was held, but was attracted to the property because of the unrestricted parking available. Agrees that parking is an issue and understands that other streets adopting restrictions will move cars to other areas, but making the whole area pay and display won't solve the problem. Believes the proposed plans will decrease the chance of residents being able to park near their house, is open to the idea of resident parking which would hopefully make it easier to park near his house and affordable than daily pay and display charges. Would prefer no changes at all, however if other area get restrictions then it will become a busy street, then residential parking is a better option.</p>	
<p>43) Objection - Cardigan Road resident</p>	<p>43) Making Lydford Road 'No Waiting at any Time' on both sides will have a huge impact on the surrounding roads such as Cardigan Road, Cardigan Gardens and Cardigan Road. These roads get used as an overflow from Upper Redlands, Eastern Avenue and surrounding roads which have permit parking or reduced parking. Late in the evenings finds it very difficult to park near their house, except for Lydford Road which is sometimes full. Removing the parking option from Lydford Road will make the situation even worse, suggests permit parking as an option. Thinks the time restricted parking works well, just extend the length of Lydford Road.</p>	
<p>44) Comment/obj</p>	<p>44) If these regulations go ahead then hopes that a</p>	

<p>ection - Donnington Road resident</p>	<p>resident parking permit would be given to all Redlands residents. Parking in this road is already impossible at times, will worsen as people look to park in unrestricted areas, which this resident already has to do. Where will everyone park when this and other roads are squashed between the restricted roads? If there aren't any plans for Donnington Road to get resident parking then wishes to register her objection.</p>	
<p>45) Comment - Donnington Road resident</p>	<p>45) Moved to the Reading area 16 months ago, has one car between them and coming back in the afternoons can be like a car park, with these restrictions it will just make it worse. Feels Erleigh, Alexandra, Elmhurst and Redlands Road have the capacity to cope with traffic and parking without restrictions, due to off street parking. Understands the issue with traffic particularly on Elmhurst but how do you support parking as the heavy load of cars isn't going to change. The university proposing anything to park within the grounds? After the initial consultation there was proposed changes to regards resident permits, which they were in favour of but left off the plans. Thinks this will help reduce cars in student/shared households. People start coming down the road earlier and earlier in the morning from local businesses and students from Reading school, concerned emergency vehicles won't be able to get down the road due to parking.</p>	
<p>46) Objection</p>	<p>46) Most of the on road parking spaces especially on Elmhurst Road, Addington Road, Erleigh Road, Donnington Gardens, Donnington Road, Heatherley Road, Blenheim Gardens, Pepper Lane and Foxhill Road area during the day time are used by staff/students at the University, schools and Hospital staff. However, the proposal gives no alternative for these people and doesn't address the problem. Suggests creating a second multi-storey parking facility as the current one is always full with no disabled spaces, and not always feasible to travel by bus with</p>	

<p>47) Objection - Avebury Square resident</p> <p>48) Support - Eldon Road resident</p> <p>49) Comment - Malvern Court resident</p> <p>50) Objection - Avebury Square</p>	<p>wheelchair or buggy spaces limited and an expensive way of travelling. Doesn't understand why making majority of the roads resident parking or pay and display, believes the current parking on Kendrick Road works well could impose this in other streets. This scheme comes across as a money making activity. Many people drop their children off at school and go to work, however with the new restrictions they will have to pay to drop their children off as they don't have time to walk them to school. People who have no parking will look to park in unrestricted roads if this scheme is implemented causing more problems got resident parking.</p> <p>47) Current resident of Avebury Square and feels strongly they haven't been represented in the consultation, and is the only road within the area without any parking restrictions. The square already has problems with students and hospital workers who park there and block driveways. Furthermore, many cars travel at high speed with many young children playing. Suggests a 2 hour waiting restriction between working hours with residents only before/after and weekends. Feels people will park within this area as it's free parking.</p> <p>48) This seems a sensible use of available space and should reduce problems for residents.</p> <p>49) Struggles with parking as hospital staff and visitors park down Malvern Court and Addington Road, has 2 young children and has to wait hours to get a parking space. Fears these proposals will make things worse, hasn't heard anything about permits for residents as they will struggle.</p> <p>50) Would like to object as Avebury Square hasn't been considered.</p>	<p>140</p>
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<p>resident</p> <p>51) Objection - Avebury Square resident</p> <p>52) Objection</p> <p>53) Objection - Morgan Road resident</p> <p>54) Objection - Donnington Gardens resident</p>	<p>51) Objects to the scheme as Avebury Square hasn't been included, the approach to parking often shifts the problems rather than solve them. Have a stream of people driving around the square often at speed looking for parking spaces, fear it could get worse if scheme is implemented. The university prohibits students in Halls parking on campus or one mile radius, but often students park in Avebury square so it isn't enforced.</p> <p>52) Objects to the scheme on the basis that those working in the hospital who don't live around Reading drive in because it is cheaper, quicker and mostly more convenient. Staff parking is minimal so many resort to the roads, the M4 park and ride would add up a lot of money per day and working anti-social hours with buses few and far between. Agrees parking needs to be restricted, but needs a substantial provision for patients and staff.</p> <p>53) Objects to the scheme as feels the meters will look unsightly, as resident doesn't mind people parking up to 2 hours for free, bigger issue is Residents with the same parking zone permit who work at this hospital and take all the parking spaces live on this road. Feel the Council are penalising the sick, or visiting a sick friend/relative.</p> <p>54) The parking situation in Donnington Gardens is already challenging, returning during the day often has to wait for a space to become available. Majority of these cars aren't residents and Donnington Gardens is desperate for a scheme to help residents. Recently attended a consultation on resident parking but disappointed to see nothing came of it, as was in favour and if scheme goes ahead parking will get worse. An ambulance barely scraped down the road, a fire engine wouldn't have got through.</p>	
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55) Objection - Avebury Square resident	55) Objecting to the proposals as Avebury Square has been excluded. It is difficult to predict the impact the scheme will have on Avebury Square and consequences for road safety.	
56) Objection	56) The roads are constantly in use by visiting schools hospitals and local businesses, introducing paid parking won't benefit anyone. At current, the 2 hour parking restriction works well, don't need to change it. Would be damaging to the university and schools, but also the small businesses in the area. It is a thriving community but will change under the new scheme.	
57) Objection - Donnington Garden resident	57) Seems the Council are keen to implement the scheme quickly with minimal resistance. This scheme only takes certain roads into account. Feels this is just a money making scheme for the Council, and wonders why Donnington Gardens and surrounding roads are excluded. Will have a detrimental effect on residents who find it difficult to park already.	
58) Comments - Wokingham Borough Councillor	58) Has been approached by a number of residents who work at the hospital and concerned about the removal of free parking. They currently drive to work as there aren't any buses from Lower Earley that run early enough in the morning, nor run later in the evening to cover the end of their shifts. Needs to be a more regular bus timetable regularly early and late, as well as the weekend service which is inadequate for shift patterns. Possible for hospital employees to have free parking by a way of having a disc for their car given by the Council, or cycle to work but the roads surrounding have many potholes and number of thefts round the area.	
59) Objection -	59) Not sure of the problem the Council are trying to	

<p>Blenheim Gardens resident</p>	<p>resolve, the only real issue for parking is Elmhurst Road, causing the road to narrow. This could be resolved by introducing alternative double yellow lines. The proposals as they stand will restrict parking that all the small roads will naturally become a parking choice for University and Hospital visitors causing issues to the residents, which the Council will then have to address.</p>	
<p>60) Objection - Hospital employee</p>	<p>60) Current member of staff at the hospital and signed the online petition. Doesn't qualify for a permit for the car park and unable to get the bus so has to park on the surrounding roads. Changing all roads to pay and display will only cause more problems stress, time and money. The hospital doesn't have sufficient parking for staff and the general public so rely on the surrounding roads.</p>	
<p>61) Objection - Blenheim Road resident</p>	<p>61) A pensioner living on a one car household, during University time 90% of the time has to park on Alexandra Road as Blenheim is full. Where would he park if the proposal was implemented? Arrived home twice in one week at 2200hours and has to park on Alexandra Road. Wouldn't be safe to at night having to walk a long way to his home. The proposals will only push the cars and make parking worse down Blenheim, need to look at the whole area or don't change anything as the proposal will only make things worse.</p>	
<p>62) Objection - Foxhill Road resident</p>	<p>62) Objecting to a poorly thought through proposal, the problem is there aren't sufficient parking spaces for the cars that need to park, which will be removed further under this scheme. It will especially remove parking along the entire Lydford Road, which is an important overflow for people arriving late at night, yet these will be removed from residents. Suggests the council to stop trying to enforce restrictions in this area as there is no solution.</p>	

<p>63) Objection - Donnington Gardens resident</p>	<p>63) A family of 4 with only one car, which is used to travel to work and the family shop. However, the ability to park near their own home is difficult and has an impact on the standard of living, carrying a weeks' worth of shopping or heavy materials etc. is difficult when you can't park close to the house, have to make multiple trips. Was shocked and dismayed when the council weren't going to pursue parking restrictions in the smaller roads, pushing the parking from Zone A to Zone C. Hospital staff need to get to work, but cramming more cars into narrow Victorian terraced streets cannot be a sustainable solution.</p>	
<p>64) Objection - Farnborough resident</p>	<p>64) Travels approximately 2hours to work each day to Erleigh Road, if the surrounding roads are to become resident parking or limited pay and display then make it impossible to park. The new proposal doesn't take in to account the income generated from the businesses in the area, this will have a big impact on these businesses. Most of the properties on Alexandra Road and Erleigh Road have off road parking, so why give priority to them with resident parking, the condition of Erleigh Road, Alexandra Road and the surrounding roads are appalling and people shouldn't be made to pay to use them.</p>	
<p>65) Objection - Hospital employee</p>	<p>65) The huge increase in population is overwhelming the parking at the hospital site, travels in from Church Crookham in Hampshire. If doing a late shift, arriving at midday there is no parking so have to park on the streets and leaving at 10pm. Also, there is no suitable public transport to use either. Furthermore, this will also exacerbate severe recruitment and retention as many people can't afford to live in Reading or near which can be harder to attract people or agencies to work here.</p>	
<p>66) Objection - Addington Road residents</p>	<p>66) Objects to the introduction of parking meters within the area, as this can only be seen as revenue for the Council and won't benefit the local residents. As these</p>	

<p>67) Objection - Denmark Road resident</p> <p>68) Objection</p> <p>69) Objection - Allcroft Road resident</p> <p>70) Objection - Avebury Square resident</p> <p>71) Objection - Student</p> <p>72) Objection -</p>	<p>streets were built in the Victorian times they weren't designed for cars to park, and no amount of restrictions will solve this issue let alone introducing pay and display. The current situation is great but people manage to find somewhere to park without being charged.</p> <p>67) Feels introducing parking meters is unnecessary and an unwelcome step. Doesn't wish to see more intrusions on conservation area streetscape or impositions on visitors. There is no need for more residents to park in Denmark Road day and night.</p> <p>68) Living Henley who regularly travels to the hospital with his wife find the parking in the area stressful enough. These changes would only increase the stress of visiting and would result in far more expense for both.</p> <p>69) Made comments previously to the earlier planning proposals, which still stands. Doesn't believe these plans will do anything to improve the parking situation, there isn't any benefit to anyone. There is a good mix of parking use here and would be destroyed if these plans were implemented. May not be entitled to a permit therefore would have to pave their front lawn which will cause drainage problems.</p> <p>70) As a resident of Avebury Square is concerned that the parking restrictions on the neighbouring roads will have an impact on the parking on this road which frequently has cars left for days at a time and occasions driveways being blocked.</p> <p>71) Would like to object to all plans, these areas are very important for students to be able to park our cars when it's difficult to park elsewhere.</p> <p>72) This is too far and extreme measures, will affect an</p>	
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<p>Alexandra Road resident</p>	<p>endless amount of roads, people and cars. To help the economy we are encouraged to buy, cars too, however where will these cars go, in the road. Pay all sorts of tax and VAT, will now have to pay for parking permits. Some roads are conservation areas, habitat for all sorts of life and help look after our green space which would surely help lower the pollution which would benefit the human species too. There are people who park inconsiderably, some park for a day and work in London or some park there for months on end, but doesn't really warrant the extreme measures proposed. Parking metres in a conservation area will look ugly and more hassle. Parking restricted to 2 hours from 8am-6pm and then free parking is enough to discourage the street hoppers in change is needed.</p>	
<p>73) Objection</p>	<p>73) PhD student works long hours and plenty of walking each day which can be inconvenient and unsafe late at night and early morning. Can't afford to pay for a parking permit for University parking alongside there not enough parking spaces available. Therefore, this change will affect a lot of University students, the parking system is far from ideal and quite difficult during term time. Having to pay a daily fee depicts Reading in an extremely negative light. Being a self funded international student can't afford extra expenses to park off campus. The council should find money from elsewhere rather than charging students on top of their university fees. Feels the Council should assist parking for students on and around campus, imposing a fee will not have a positive effect both on education and attendance as well as the reputation of the university and Reading itself. If the scheme goes ahead then the Council should provide better alternative for students.</p>	
<p>74) Support - Alexandra</p>	<p>74) Fully supports the restrictions on Alexandra Road and surrounding area, beside the bad parking and obstruction</p>	

Road resident	of driveways, tradesmen struggle to park up and complete their work as there are limited spaces to park.	
75) Support/Comment - University staff	75) The University broadly support the proposal to introduce pay and display and permits as this should improve the parking situation for residents in the area. Suggests if the scheme is implemented there is plenty of advance warning to allow households to make arrangements as this may affect plenty of student households. Questions if there will be monitoring of the bays to avoid the situation where resident permit holders elect to block the provided Pay and Display bays. The provision for residents only in Morgan Road, Allcroft Road and Alexandra Road is higher than necessary given the number of properties. The main concern is for visitors and contractors that the duration of the pay and display system will allow a vehicle to park for a number of hours at a time rather than the maximum 2 hours.	
76) Objection	76) No longer lives in the area but can imagine the effect of displacing the hospital and university traffic searching for free parking, this is bound to reduce safety for pedestrians in the area and increase air pollution. Can't see any evidence that there is a problem with the current arrangements, or taking in to account the knock on effect to the neighbouring areas. Given that Erleigh Road and Crescent Road is traffic rat-runs perhaps try and reduce traffic movement here is more appropriate.	
77) Objection	77) Has attended the hospital many times but finds it virtually impossible to find a space available in the car park. Therefore most the time has to park on one the streets bordering the hospital. Knows a friend who has regular visits to the hospital and despite having a permit they can never find a free car space. If these roads get restricted going to find it more difficult, not attend their appointment and add more anxiety to their visit.	

<p>78) Support/Objection - Alexandra Road resident</p>	<p>78) In general supports the scheme however, the purpose of the scheme has not been established and not clear what the safety and other issues are. There hasn't been sufficient consultation and feels pay and display is unsightly. Also, there should be free parking outside the 8am-5.30pm period so guests and visitors can park and the consequence of the scheme will be that residents will convert their front gardens. The council should start/continue their discussions with the hospital and university to provide more off street parking, a parking permit scheme should be introduced to Zone C both sides of the street and there should be a further consultation to explain the concerns of how the residents can be addressed.</p>	
<p>79) Objection</p>	<p>79) Feels parking meters won't make things safer; just raise revenue for the Council. People travel many miles to attend appointments so can already be a stressful time, as the car park is inadequate and expensive and public transport isn't an option for everyone and expensive. How can people afford to pay to park if have to visit every day.</p>	
<p>80) Objection - Donnington Road resident</p>	<p>80) As a resident of Donnington Road in which it is very difficult to park due to non-residents using the space which could result in seeking to park elsewhere, possibly in a regulated area and risk getting a fine. The number of HMOs has exacerbated this situation and insufficient hospital parking.</p>	
<p>81) Objection - Erleigh Road resident</p>	<p>81) Is objecting to both the traffic orders as it isn't established there is a problem associated with safety or there is a problem with parking in which the TROs are being applied. Feels parking will become more difficult in the area, increase traffic by cars looking for parking spaces and air pollution will increase as a result of increased traffic. Residents who have kept their front</p>	

	<p>gardens will be encouraged to pave them for parking spaces or extend existing parking. This will have a big impact as it will degrade the appearance of the area, reduces habitat for wildlife which is already struggling and under pressure, the loss of garden reduces the foliage that is available to reduce the pollutants in the air and parking could reduce the capacity of the area to store water during periods of storm surges. Regarding the previous consultation, disappointed to see no proposals have been included for Zone C, believes the proposal should go ahead with all areas.</p>	
<p>82) Objection - Lancaster Close resident</p>	<p>82) Lives on Lancaster Close and feels every day that his children aren't able to walk to school safely as cars are parked on every space of pavement. Often see people park at 8am and return at 5.30pm after a day at the hospital or in the Town Centre, and even at weekends see people return from town with their shopping. On several occasions the refuse collection has not been collected due to the parked cars. Would like to see Resident Permit parking to make Lancaster Close a safe area for children to play.</p>	
<p>83) Objections - 6 Individuals who have signed the online petition</p>	<p>83) Staff members already have to pay for parking permits for the hospital and not even guaranteed a space. Given the fact that NHS staff pay has only risen by 1% and talking about increasing permit fees, therefore can't afford to pay for permit and park on the road. Where will hundreds of student nurses and midwives who aren't eligible for a permit park as they don't get paid. For visitors paying the parking charges at the hospital which is over-priced, the loss of on road parking will only increase anxiety and tension around parking when visiting. Wouldn't be able to afford to pay every day to park to visit patients if it wasn't for the 2^{1/2} hour parking space.</p>	

	Believes the new restrictions will make it difficult for others to spend time with their loved ones.	
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**READING BOROUGH COUNCIL
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES**

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	15
TITLE:	SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY
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 The purpose of this report is to provide a further update to the Sub-Committee on the progress made towards encouraging sustainable travel to schools through the development of new Travel Plans for the primary schools that are currently expanding.

2. RECOMMENDED ACTION

- 2.1 To note the contents of this report.
- 2.2 That the Sub-committee agree to the use of Section 106 monies secured from the expansion of EP Collier Primary School to upgrade the pedestrian crossing across Caversham Road by York Road as set out within this report.

3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport, Education and Planning Policy.

4. THE PROPOSAL

- 4.1 Further to that previously reported at March meeting of the Sub-committee it is proposed to up-grade the pedestrian crossing across Caversham Road by York Road. This up-grade will involve the removal of the older style 'pelican' crossing and introduce newer

technologies that extend the crossing time for pedestrians that need more time to cross. The 'PUFFIN' crossing includes additional detectors that monitor pedestrian activity within the roadway. These detectors extend the red time to vehicles to ensure that the carriageway is clear of pedestrians before returning to vehicle green.

- 4.2 The pedestrian crossing further along Caversham Road by the Richfield Avenue roundabout was up-graded to a PUFFIN during the summer of 2015 resulting in a number of positive comments from people on foot. An up-grade of the crossing by York Road is particularly relevant as it can be used by groups of parents and school children of EP Collier School.
- 4.3 By improving the pedestrian crossing facilities at this location people will feel safer crossing the four lanes of Caversham Road with greater confidence. The current pelican crossing has a flashing amber period where drivers are required to remain stationary whilst people are still using the crossing. With such a wide crossing it is often the case that drivers will carry on with their journey during the flashing amber period and whilst pedestrians are still in the road. Particularly for parents with young children the current operation of the pedestrian crossing can become a barrier to walking.
- 4.4 By securing funding to up-grade this crossing from the EP Collier School expansion the monies will be used to benefit school children directly. The cost of this up-grade is estimated to be no more than £50K (exact amount to be determined by the final design). This work and the introduction of a 20mph speed limit, as already agreed at the March meeting of the Sub-committee, is expected to improve active and sustainable travel to the school with less reliance on car travel.

20mph proposal

- 4.5 Further to March TM Sub-committee agreeing to implement a wider coverage of 20mph around EP Collier School this work has been delayed slightly. The introduction of 20 mph was subject to specific requirements as defined by the Traffic Signs Regulations & General Directions (TSRGD) which the Government finally brought into force on 22nd April earlier this year. Now that the TSRGD has been revised we can promote the lower speed limit with confidence that it is affordable and enforceable within areas such as this.

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 up-grade of this crossing from a pelican to a PUFFIN and the introduction of a lower 20mph speed limit will improve specifically the walking experience for everyone including groups with protected characteristics.

9. FINANCIAL IMPLICATIONS

- 9.1 Funding for the pedestrian crossing up-grade and 20mph speed limit will be funded from Section 106 monies collected as a part of the EP Collier School expansion.

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, January 2016 and March 2016.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	16
TITLE:	CAR CLUBS		
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 inform the Sub-Committee about Car Clubs generally together with a summary of Car Clubs in Reading.

2. RECOMMENDED ACTION

2.1 That the Sub-Committee notes the report.

3. POLICY CONTEXT

3.1 Car Clubs are 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. INFORMATION

- 4.1 Car Clubs provide an easy and affordable way to access a car. Cars are provided in local neighbourhoods and users pay a membership fee, book and pay on-line or by phone and use a local car and return it to the same parking space.
- 4.2 Shared mobility: using a mix of car club cars, 2+ car sharing (sometimes called ride sharing), shared bikes and public transport can be a viable alternative to owning a car. Apps, smartcards, online booking systems and mobile phones have made choosing, booking and using shared transport easier.
- 4.3 Car clubs provide their members with convenient access to cleaner vehicles (electric or hybrid) without the hassles and expense of ownership. Carplus, a not-for-profit, environmental transport non-governmental organisation, have calculated that those who drive less than 6-8,000 miles per year could save up to £3,500 a year by switching to a car club. Benefits to the environment include emissions reduction, improvements to air quality and encouraging individuals to increase their use of public transport, walking and cycling which reduces congestion.
- 4.4 Research by Co-Wheels Car Club has shown that for many young people car ownership is no longer an aspiration or universal goal. Patterns of car use and ownership have also responded to rising fuel prices and other cost increases in insurance, servicing and parking. Other factors such as climate change, have led to an increasing number of people making lifestyle changes that reduce their energy consumption and carbon emissions.
- 4.5 Members of Car Clubs are far more likely to use other forms of sustainable travel (3 times more likely to cycle regularly than the rest of the population, with train use more than double the national average and regular bus use a third higher than average). Estimates vary but up to 15 private cars are displaced from the nation's roads for every car club car. This includes cars which are physically sold or scrapped when the Car Club arrives, and also looking at how many members would have had to buy a car if it wasn't for the Car Club being there when their circumstances changed.
- 4.6 There are currently two Car Clubs in Reading: Co-Wheels and Carvenient. Co-Wheels have been running in Reading for a number of years and have built up a small fleet of cars parked off-street at Redlane Court off Addington Road, Cemetery junction, The Avenue Centre and the Magistrates Court. There are additional cars at the Civic Offices which are released for public use out of office hours. Two new on-street spaces are coming soon as part of the 'EasyGo' project which was reported to this committee in March 2016 and this

is summarised in 4.7 to 4.11 below. Carvenient Car Club has been running in Reading since August 2015 and has 3 cars located at the NCP Car Park in Garrard Street, Bright Street and Recreation Road in Tilehurst. They are hoping to expand in the future following a good initial response in Reading.

- 4.7 The EasyGo project built on the existing Co-Wheels Car Club in Reading by developing two new Car Club multi-modal nodes in Oxford Road and Caversham Centre 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.
- 4.8 A joint working group comprising of 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) have worked 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.
- 4.9 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. Work is progressing with the installation of the car bay and car on Oxford Road and Rectory Road, Caversham which is a short walk from the ReadyBike docking station and bus stops.
- 4.10 The EasyGo Smartcard and the car bays will be launched in the summer, after testing of the scheme by volunteers from council staff and users of ReadyBike, Reading Buses and Co-Wheels Car Club.
- 4.11 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 for the new EasyGo car club bays were advertised under the Road Traffic Regulation Act 1984 and reported to this committee in March 2016.

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, January 2016 and March 2016.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	17
TITLE:	CAR PARK TARIFF CHANGES 2016		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	LEAD COUNCILLOR FOR STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PARKING SERVICES	WARDS:	ALL
LEAD OFFICER:	ELIZABETH ROBERTSON	TEL:	01189 373767
JOB TITLE:	CIVIL ENFORCEMENT MANAGER	E-MAIL:	Elizabeth.robertson@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report advises Members of the proposal to change the “off street” car parking orders as detailed in Appendix 1 and 2. This has come about as a result of a review of the tariffs.

1.2 Appendix 1 - Proposed Car Park Tariff Charges 2016

Appendix 2 - Comparison of Car Park Charges 2016

2. RECOMMENDED ACTION

2.1 That the Members agree to change the car park tariff as set out in Appendix 1 and paragraph 4.3.

2.2 The statutory requirements for changes to the Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) Order 2012, Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) (Amendment) Order and The Borough of Reading (Off Street Parking Places) (Civic Car Park “B”) (Experimental) Order 2014 are authorised and the Head of Legal and Democratic Services is authorised to advertise the proposals.

3. POLICY CONTEXT

3.1 The current parking strategy is a core element of the Local Transport Plan. The strategy aims to manage the level of long stay/commuter parking in the Town Centre. A key feature of the strategy is pricing of Town Centre parking to reflect the availability of alternatives, especially long stay parking provided by park and ride.

4. THE PROPOSAL

4.1 Current Position:

4.2 The car park tariffs were last reviewed in March 2015 with changes made to the tariffs in Broad Street, Queens Road, Civic B, Cattle Market, Hills Meadow and King's Meadow car parks. The tariffs reflect the different types of off-street car parking that is available, for example with the local centre shopper's car parks charged differently to town centre car parking.

4.3 Options Proposed

4.4 Please see Appendix 1 for full listing of car park charges proposed. Should these be agreed and the associated Traffic Regulation Order be implemented, it is planned to introduce these from July/August 2016.

4.5 NCP Ltd has reviewed all the car parks tariffs which has taken into account who the main customer segments are (e.g. retail, commuter), the appropriate products available, optimal pricing strategies, and reviewed financial models to understand the risks and opportunities.

4.6 The overall change to pricing structure should increase volumes.

4.7 Broad Street Mall:

Car Park	Time Band	Current Weekdays	Proposed Weekday	Current Weekend	Proposed Weekends	Change
Broad Street Mall	Up to 30 Minutes	£1.00	Remove	£1.00	Remove	
	30 minutes - 1 hour	£2.00	£1.40	£2.00	£1.40	-£0.60
	Up to 2 hours	£4.00	No change	£4.00	No change	
	Up to 3 hours	£6.00	No change		£6.00	New Charge
	Up to 4 hours	£8.00	No change		£6.00	New Charge
	Up to 5 hours					
	Up to 6 hours					
	Up to 7 hours					
	Up to 8 hours					
	24 hours	£10.00	£12.00	£6.00	£8.00	+£2.00
	Night rate (18:00 - 08:00)	£3.50	No Change	£3.50	No Change	

- 4.8 The proposed tariff for Broad Street Mall will cater to the main customer segment using this car park - the shoppers.
- 4.9 The majority of car park users stay less than 2 hours, during the weekday this figure is 72% and weekend 57%.
- 4.10 The one hour rate and all day rate will be cheaper than the Oracle and Q Park car parks, please Appendix 2 for further information.
- 4.11 There are no plans to change the evening rate.
- 4.12 Civic B Car Park:

Car Park	Time Band	Current Weekdays	Proposed Weekday	Current Weekend	Proposed Weekends	Change
Civic B Car Park	Up to 30 Minutes	£1.00	Remove	£1.00	Remove	
	30 minutes - 1 hour	£2.00	£1.40	£2.00	£1.40	-£0.60
	Up to 2 hours	£4.00	No change	£4.00	No change	
	Up to 3 hours	£6.00	No change		£6.00	New Charge
	Up to 4 hours	£8.00	No change		£6.00	New Charge
	Up to 5 hours					
	Up to 6 hours					
	Up to 7 hours					
	Up to 8 hours					
	24 hours	£10.00	£12.00	£6.00	£8.00	+£2.00
	Night rate (18:00 - 08:00)	£3.50	No Change	£3.50	No Change	

- 4.13 It is proposed to introduce the same tariff rates as Broad Street Mall Car Park.

4.14 Queens Road Car Park:

Car Park	Time Band	Current Weekdays	Proposed Weekdays	Current Weekends	Proposed Weekends	Change
Queens Road	Up to 30 Minutes	£1.00	£1.10	£1.00	No change	+£0.10
	30 minutes - 1 hour	£2.00	£2.20	£2.00	No change	+£0.20
	Up to 2 hours	£4.00	£4.40	£4.00	No change	+£0.40
	Up to 3 hours	£6.00	£6.60			+£0.60
	Up to 4 hours	£8.00	£8.80			+£0.80
	Up to 5 hours	£10.00	£10.50			+£0.50
	Up to 6 hours	£12.00	£12.50			+£0.50
	Up to 7 hours	£14.00	£14.50			+£0.50
	Up to 8 hours					
	24 hours	£16.00	£16.50	£6.00	No change	+£0.50
	Night rate (18:00 - 08:00)	£3.50	No change	£3.50	No change	No Change

- 4.15 The proposed tariff for Queens Road will cater to the main customer segment using this car park - the shoppers.
- 4.16 The majority of car park users stay less than 4 hours, during the weekday this figure is 76% and weekend 81%.
- 4.17 There is more demand for all day parking at this car park, compared to Broad Street Mall, therefore it is proposed to keep the weekday rate higher.
- 4.18 There are no proposals to amend the weekend tariff structure as the volume has not grown as expected following the introduction last year, however, it is believed that weekend strategy needs more time to be promoted. NCP Ltd will renew their awareness campaign and maintain the current weekend tariff by keeping it cheaper than other times.

4.19 Cattle Market Car Park

Cattle Market	Time Band	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.50	£2.60	+£0.10
	Up to 24 hours	£6.50	£7.00	+£0.50
	Saturday - up to 1 hour	£0.50	£0.50	No Change
	Saturday - up to 24 hour	£6.50	£7.00	+£0.50
	HGVs	£10.00	£10.00	No Change

4.20 Cattle Market is a popular car park for commuters using Reading Railway Station.

4.21 Hills Meadow Car Park

Hills Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.50	£2.60	+£0.10
	Up to 24 hours	£6.50	£8.00	+£1.50
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.50	£2.60	+£0.10
	Up to 4 hours	£4.50	£4.70	+£0.20
	Up to 24 hours	£6.50	£8.00	+£1.50

4.22 Kings Meadow Car Park

Kings Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.50	£2.60	+£0.10
	Up to 24 hours	£7.50	£9.00	+£1.50
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.50	£2.60	+£0.10
	Up to 4 hours	£4.50	£4.70	+£0.20
	Up to 24 hours	£7.50	£9.00	+£1.50

4.23 Both Hills Meadow and Kings Meadow car parks are generally full at peak times.

- 4.24 The predominant customer groups for this car park are commuters for businesses within Reading Town and for the Reading Railway station.
- 4.25 There are no plans to change the car park tariff in Chester Street in Caversham, Dunstall Close in Tilehurst and Recreation Road in Tilehurst.
- 4.26 There are no proposals to amend the Season tickets prices, which are available in Queens Road, Hills Meadow, Broad Street, Cattle Market and Chester Street car parks.
- 4.27 The proposed tariffs charges have been compared with other car parks in Reading Town Centre. These can be viewed in Appendix 2.
- 4.28 The proposed tariff charges for Broad Street Mall and Civic B Car Park will make the one hour and all day rates cheaper than the other Town Centre car parks.
- 4.29 The new structures provide greater flexibility to our customers.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Statutory Notices and Advertisements will be made in advance of any changes.

7. LEGAL IMPLICATIONS

- 7.1 Proposed changes to the car park tariff charges will require the following legal process to be followed: A legal notice will appear in the press advertising the tariff changes under s46A of Road Traffic Regulation Act 1984.

8. FINANCIAL IMPLICATIONS

- 8.1 The Proposals will require additional legal advertising costs.
- 8.2 The overall change in income is estimated by NCP at £163K p.a. The additional income contributes towards progressing closer to the profit share threshold, but it is not likely that this will be reached in this financial year and therefore the Guaranteed Minimum Payment provided for in the contract will remain unchanged until profit share is reached. Any delay in implementation of the tariff change proposals would have a negative impact on the contract income estimates.

9. BACKGROUND PAPERS

- 9.1 None

10. APPENDICES

- 10.1 Appendix 1: Proposed Car Park tariff charges 2016

10.2 Appendix 2: Comparison of Car Park Charges 2016

Car Park	Time Band	Current Weekday Charge	Proposed Weekdays	Current Weekend Charge	Proposed Weekends	Change
Broad Street Mall	Up to 30 Minutes	£1.00	Removed	£1.00	Removed	
	Up to 1 hour	£2.00	£1.40	£2.00	£1.40	-£0.60
	Up to 2 hours	£4.00	No Change	£4.00	No Change	
	Up to 3 hours	£6.00	No Change		£6.00	New Charge
	Up to 4 hours	£8.00	No Change		£6.00	New Charge
	Up to 5 hours					
	Up to 6 hours					
	Up to 7 hours					
	Up to 8 hours					
	24 hours	£10.00	£12.00	£6.00	£8.00	£2.00
	Night rate (18:00 - 08:00)	£3.50	No Change	£3.50	No Change	

Car Park	Time Band	Current Weekday Charge	Proposed Weekdays	Current Weekend Charge	Proposed Weekends	Change
Queens Road	Up to 30 Minutes	£1.00	£1.10	£1.00	No Change	£0.10
	Up to 1 hour	£2.00	£2.20	£2.00	No Change	£0.20
	Up to 2 hours	£4.00	£4.40	£4.00	No Change	£0.40
	Up to 3 hours	£6.00	£6.60			£0.60
	Up to 4 hours	£8.00	£8.80			£0.80
	Up to 5 hours	£10.00	£10.50			£0.50
	Up to 6 hours	£12.00	£12.50			£0.50
	Up to 7 hours	£14.00	£14.50			£0.50
	Up to 8 hours					
	24 hours	£16.00	£16.50	£6.00	No Change	£0.50
	Night rate (18:00 - 08:00)	£3.50	No Change			

Car Park	Time Band	Current Weekday Charge	Proposed Weekdays	Current Weekend Charge	Proposed Weekends	Change
Civic Offices 'B'	Up to 30 Minutes	£1.00	Removed	£1.00	Removed	
	Up to 1 hour	£2.00	£1.40	£2.00	£1.40	-£0.60
	Up to 2 hours	£4.00	No Change	£4.00	No Change	
	Up to 3 hours	£6.00	No Change		£6.00	New Charge
	Up to 4 hours	£8.00	No Change		£6.00	New Charge
	Up to 5 hours					
	Up to 6 hours					
	Up to 7 hours					
	Up to 8 hours					
	24 hours	£10.00	£12.00	£6.00	£8.00	£2.00
	Night rate (18:00 - 08:00)	£3.50	No Change	£3.50	No Change	

Kings Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.50	£2.60	£0.10
	Up to 24 hours	£7.50	£9.00	£1.50
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.50	£2.60	£0.10
	Up to 4 hours	£4.50	£4.70	£0.20
	Up to 24 hours	£7.50	£9.00	£1.50

Hills Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.50	£2.60	£0.10
	Up to 24 hours	£6.50	£8.00	£1.50
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.50	£2.60	£0.10
	Up to 4 hours	£4.50	£4.70	£0.20
	Up to 24 hours	£6.50	£8.00	£1.50

Cattle Market	Time Band	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.50	£2.60	£0.10
	Up to 24 hours	£6.50	£7.00	£0.50
	Saturday - up to 1 hour	£0.50	£0.50	No Change
	Saturday - up to 24 hour	£6.50	£7.00	£0.50
	HGVs	£10.00	£10.00	No Change

Chester Street / Recreation Road / Dunstall Close		
	0-30 mins	£0.00
	30mins - 1 hour	£0.50
	Up to 2 hours	£1.00
	Up to 3 hours	£1.50
	Up to 4 hours	£2.00

APPENDIX 2

Time Band	Oracle - Riverside	Q Park	NCP	Queens Road	Queens Road	Broad Street	Broad Street
				Proposed Weekdays	Proposed Weekends	Proposed Weekdays	Proposed Weekends
Up to 30 Minutes				£1.10	£1.00	Remove	Remove
Up to 1 Hour	£1.50	£1.50	£3.50	£2.20	£2.00	£1.40	£1.40
Up to 2 hours	£3.50	£3.20	£7.00	£4.40	£4.00	£4.00	£4.00
Up to 3 hours	£5.50	£4.80		£6.60		£6.00	£6.00
Up to 4 hours	£7.00	£6.40	£10.00	£8.80		£8.00	£6.00
Up to 5 hours	£9.00	£8.00		£10.50			
Up to 6 hours	£10.00		£15.00	£12.50			
Up to 7 hours	£13.00			£14.50			
Up to 8 hours	£15.00	£13.00					
24 hours	£20.00	£15.00	£22.00	£16.50	£6.00	£12.00	£8.00
Night rate up to 1 hour	£1.50						
Night rate (18:00 - 08:00)	£3.50			£3.50	£3.50	£3.50	£3.50

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	18
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 / CHRIS MADDOCKS	TEL:	0118 937 2068 / 0118 937 4950
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 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, Reading West Station upgrade, 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 Lead Councillor for Strategic Environment, Planning and Transport, the Head of Transportation and Streetcare be authorised to undertake an informal public consultation on the proposed

East Reading MRT scheme prior to the school summer holidays to support development of the planning application for the scheme.

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 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 required to secure the necessary land delayed delivery, and the contractor Network Rail had identified to complete the highway works has since left site. Network Rail have also identified some potential issues with the overall cost profile to deliver the project, and some design issues with existing utility services in the road.
- 4.2 Since the March 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). The Council remains reliant on Network Rail in confirming a programme of works, but are hopeful works will commence after Reading Festival this year.

Cycle Parking on the North side of the Station

- 4.3 The new cycle hub located on the north west corner of the Station Car Park opened on Monday 23rd May 2016. The hub has space to park 600 bicycles on a two tier cycle rack system and is covered by a series of shelters. There is also repair and maintenance facilities with a bicycle repair column, a bicycle pump and basic tools for small repairs.
- 4.4 To date, the hub has been very well used, and feedback by users has been positive.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

- 4.5 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.
- 4.6 The scheme was granted financial approval by the Berkshire Local Transport Body in November 2014, with a programmed station opening date of December 2018. Design work for the station is being progressed in partnership with Network Rail and Great Western Railway to ensure the station complies with the latest railway standards. An updated programme has been agreed between all project partners in line with the target opening date for the station of December 2018. Design work for the multi-modal interchange and surface level car park is being progressed in parallel with the station design work.
- 4.7 Discussions are on-going between the DfT and Great Western Railway regarding the availability of trains to serve the station, however the Berkshire Local Transport Body has agreed that the scheme should be progressed in line with the original programme.

Reading West Station Upgrade

- 4.8 The Council has been working with Great Western Railway and Network Rail to produce a Masterplan for significantly improved passenger facilities at Reading West Station. The proposals include accessibility improvements including lift access to the platforms from the Oxford Road and enhancements to the path from the Tilehurst Road; provision of a station building on the Oxford Road and associated interchange enhancements such as increased cycle parking; improvements within the station itself including wider platforms, longer canopies, enhanced lighting and CCTV coverage; and improvements to the entrance from Tilehurst Road including provision of a gateline and ticket machines.
- 4.9 Delivery of the scheme is split into two distinct phases, with Network Rail due to implement Phase 1 as part of their wider programme of works for electrification of the line between Southcote Junction and Newbury. Phase 2, which includes significant improvements such as the station building on the Oxford Road, is currently unfunded however officers will continue to seek funding for the scheme from all available sources, including a bid to the Local Growth Fund which is due to be submitted to the Government in the summer.

South Reading Mass Rapid Transit

- 4.10 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.
- 4.11 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. Detailed design for Phase 1A is complete and design for Phases 1B and 2 are being finalised.
- 4.12 As agreed at Policy Committee in March 2016, Phase 1A of the scheme is due to commence on site mid July 2016 for a period of 3 months. 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. Any comments received during the Statutory Consultation are detailed in a separate report at this committee meeting.
- 4.13 In addition, options for future phases of the South MRT scheme are currently being investigated to provide further bus priority measures between Island Road and Reading town centre. Phases 3 and 4 of the scheme have been ranked as the highest priority transport scheme in Berkshire for future funding from the Local Growth Fund.

East Reading Park & Ride and Mass Rapid Transit

- 4.14 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.
- 4.15 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.
- 4.16 A consultation was undertaken by Wokingham Borough Council during November 2015 regarding the P&R proposals, and a planning application is expected to be submitted in the summer. Work on the planning application for the Mass Rapid Transit scheme is being progressed with the objective of submitting the application towards the end of the year. It is proposed that a series of public drop-in sessions will be undertaken to gain feedback on the MRT scheme prior to the school summer holidays. This will enable feedback from the informal consultation to be incorporated into the scheme design prior to submission of the planning application.

- 4.17 Preparation of the full scheme business cases for the P&R and MRT schemes are being progressed and both assessments are anticipated to be submitted to the Berkshire Local Transport Body in November to seek full financial approval for each scheme.

National Cycle Network Route 422

- 4.18 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.
- 4.19 The scheme was granted full funding approval from the Berkshire Local Transport Body in November 2015. Preferred option development has been undertaken and detailed design for the scheme is currently being undertaken, focused initially on the provision of a shared path on the northern side of the Bath Road between the Borough boundary and Berkeley Avenue. A programme for delivery of the full scheme is being agreed between project partners, however it is anticipated that the works in Reading will be able to commence during the current financial year subject to detailed design work being completed.

Third Thames Bridge

- 4.20 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.
- 4.21 The Wokingham Strategic Transport Model is currently being updated to enable the modelling and business case work to be undertaken, and a bid is being prepared to the DfT to seek funding to undertake the next stage of the business case work for the scheme.
- 4.22 Members are asked to note the contents of this report and approve the undertaking of the informal planning application consultation for the East Reading MRT scheme.

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.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2016	AGENDA ITEM:	19
TITLE:	CYCLING STRATEGY IMPLEMENTATION PLAN 2016/17		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	SENIOR TRANSPORT PLANNER	E-MAIL:	EMMA.BAKER@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Cycling Strategy 2014 forms part of the overall transport strategy for Reading as set out in the third Local Transport Plan (LTP) 2011-26. This report is the third Cycling Strategy Implementation Plan, setting out the programme for 2016/17 and reviewing progress towards delivery of the strategy objectives during 2015/16.

2. RECOMMENDED ACTION

- 2.1 To note ongoing monitoring and progress made in delivering the Cycling Strategy during 2015/16 as outlined in Appendices A as well as the location of serious accidents involving cyclists in Appendix B.
- 2.2 To agree the Cycling Strategy delivery programme for 2016/17 as set out in Appendix C.
- 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 a statutory consultation to identify options for cycle use along the Thames Path.

3. POLICY CONTEXT

- 3.1 The Local Transport Plan (LTP) is a statutory document setting out the Council's transport strategy and policy. Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 was adopted by the Council on 29 March 2011.
- 3.2 The Cycle Strategy 2014: 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. 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.

3.3 The Cycling Strategy is aligned with wider local policy documents such as the Sustainable Community Strategy and Climate Change Strategy, contributing towards wider public health and air quality objectives.

4. CYCLING STRATEGY PROGRESS IN 2015/16

4.1 A range of schemes and measures have been implemented over the past year, contributing towards achieving the overall objectives of the Cycling Strategy. Delivery highlights in 2015/16 as set out in Appendix A include:

- The opening of the new pedestrian cycle bridge over the River Thames, providing a new route for cyclists from Caversham to Reading Station and the town centre.
- Completion of the A33 Pinch Point Scheme, including a new raised section of cycle route R1 between Rose Kiln Lane and Bennet Road to ensure it remains usable during times of flooding.
- The opening of the Napier Road underpass providing an additional north-south link under the Great Western railway line between Napier Road and Kenavon Drive.
- The replacement of bollard-style cycle stands in the town centre.
- The continuation of cycle training courses and events, including Bikeability, Bike It and the CTC cycling development programme.

4.2 Delivery of this wide range of cycling enhancements has encouraged increased levels of cycling throughout the Borough, including in the vicinity of the River Thames and Thames Path, where the pedestrian and cycle bridge and supporting connections have provided a new traffic-free facility. The annual cordon count conducted on 13th May 2015 that revealed a 0.3% increase in cycle modal share from 3.0% to 3.3% and an increase in the number of cycle trips into the town centre from 6,176 in 2014 to 8,280 in 2015. In addition, the number of bicycles parked in the town centre also increased from an average of 753 bicycles per month in 2014 to 783 bicycles per month in 2015 with an average capacity rate of 66%, despite a number of cycle parking locations around the station operating at above 100% capacity. The opening of the cycle parking hub at the Northern Interchange is expected to cause a shift in demand when around 600 cycle parking spaces become available in June.

4.3 Accident data below, recorded by Thames Valley Police, shows that 25% of killed and seriously injured accidents between January 2013 and December 2015 involved cyclists, all of whom were seriously injured. Whilst the number of cyclists involved in serious accidents remained the same as the previous three-year period, the overall number of accidents for all modes decreased by ten. Of the serious cycle accidents illustrated in Appendix B, ten occurred along the strategic road network where there are planned improvements as outlined in this implementation plan, including eight parallel to the planned NCN 422 route and two along the Oxford Road corridor. Proposals to reduce the number of road traffic accidents, particularly those involving vulnerable road users, such as pedestrians and cyclists, are reported separately to Traffic Management Sub Committee in the annual Road Safety Programme.

Severity	2011 - 2013		2012 - 2014		2013 - 2015	
	Total Accidents	Number & % cycles	Total Accidents	Number & % cycles	Total Accidents	Number & % cycles
KSI	130	31 (24%)	130	30 (23%)	120	30 (25%)
Slight	935	230 (25%)	925	243 (26%)	914	248 (27%)
Total	1065	261 (25%)	1055	273 (26%)	1034	278 (30%)

CYCLING STRATEGY IMPLEMENTATION PLAN 2016/17

- 4.4 The Cycling Strategy delivery programme for 2016/17, as set out at Appendix C, has been developed by assessing the level of available funding alongside an assessment methodology to prioritise projects which meet strategic objectives and deliver value for money.
- 4.5 The opening of the pedestrian and cycle bridge has led to an increase in cycle use in the vicinity of the River Thames and Thames Path, which is legally classified as a footpath over which the public has a right of way by foot only. Increased cycle use has been highlighted through site visits along the Thames Path and ongoing dialogue with the Cycle Forum that led to the decision to carry out informal consultation seeking the views of key stakeholders regarding the possibility of permitting cycling along the Thames Path between Reading and Caversham Bridge. It should be noted that the Council initiated the process to convert the section of the Thames Path between Reading and Caversham Bridge to a cycle track in 2007, which resulted in over 150 objections and 29 letters of support. Objections related to concerns regarding the width of the footpath, the perceived threat to wildlife and conflicts between different user groups. The consultation resulted in the Council seeking independent legal advice and taking the decision to not pursue the Order further.
- 4.6 Respondents were generally in support of opening up more traffic-free routes in order to avoid alternative busy roads and to encourage cycling amongst vulnerable groups or less confident cyclists, including the Thames Path Management Group that is reviewing cycle access across the whole Thames Path route. Half of the respondents also suggested the need to consider improved signing promoting considerate use, such as the slogan adopted by The Canals & Rivers Trust - 'share the space, drop your pace'. However a number of respondents raised concerns regarding the width of the towpath being appropriate for a shared facility, in particular the section of footpath between De Montfont Road and Reading Bridge was highlighted to be of insufficient width to accommodate dual-use. The majority of the Thames Path between Reading and Caversham Bridge has a width of between 2 and 2.6 metres. However, one short section of the Thames Path near Thameside measured 1.7 metres wide. National guidance recommends that unsegregated share-use facilities should ideally be 3 metres wide as reflected in our Cycling Strategy that also states that shared-use facilities will be a minimum of 2 metres wide. The Environment Agency requested that sections of failing river banks be taken into consideration should improvements be made to the path.
- 4.7 It is now recommended that a statutory consultation is carried out to seek the views of landowners to further identify options for cycle use along the full section of the Thames Path (Footpath 1) in Reading. The results from the consultation will be reported back to the Committee along with our recommendation taking into account feedback from the informal and statutory consultation.
- 4.8 Other key delivery objectives within the programme for 2016/17 include:
- Opening of the cycle parking hub at Reading Station Northern Interchange, including around 600 cycle parking spaces, maintenance area and lighting.
 - The commencement of Phase 1 of the NCN 422 scheme consisting of shared-use facilities along the Bath Road between Berkeley Avenue and the Borough boundary.
 - Town centre signing review and changes, and extension of branded signing.
 - Implementation of area study schemes, including 20mph scheme in east Reading and cycle facilities on Oxford Road.
 - Partnership working with Cycling UK to deliver a Big Bike Revival campaign upskilling volunteers to deliver cycle initiatives focused around deprived areas.

- Continuation of Bikeability Levels 2 and 3 and delivery of new Bikeability Plus modules.
- Ongoing provision of ReadyBike scheme, including relocation of several docking stations and search for scheme sponsor.
- Review access barriers along National Cycle Routes to ensure trailers and accessible bikes can access off-carriageway and leisure routes.

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 A three-month consultation was undertaken between October 2013 and January 2014 as part of the development of the Cycling Strategy. This included an online and hardcopy survey, information on the Council and Travel Reading Live websites and promotion in the local media. In addition, transport officers contacted participants of various cycle initiatives including the Workplace Cycle Challenge and delivered presentations to local groups, including Neighbourhood Action Groups, the Older People's Working Group and the Transport Users Forum.

6.2 Schemes included in this Implementation Plan with continue to be communicated to the local community through informal and statutory consultation processes, Council meetings and Forums.

7. EQUALITY IMPACT ASSESSMENT

7.1 The Council is required to comply with the Equalities Act 2010, including Section 149, which requires the Council to have due regard to the needs of people with protected characteristics.

7.2 An equality impact assessment scoping exercise was carried out as part of the development of the Cycling Strategy 2014, and considered that the proposals outlined in the Strategy do not have a direct impact on any groups with protected characteristics. However, individual equality impact assessments will continue to be carried out for schemes developed further as part of the Cycling Strategy Implementation Plan and reported to this Committee separately.

8. LEGAL IMPLICATIONS

8.1 Consultation will be carried out in accordance with our legal requirements and recommendations will be reported to a future meeting.

9. FINANCIAL IMPLICATIONS

9.1 Implementation of the schemes as set out in Appendix C is dependent upon the availability of funding from a range of sources including LTP budgets, private sector contributions and other local revenue funding sources. The Big Bike Revival and NCN 422 scheme are externally funded by Cycling UK and the Local Enterprise Partnership.

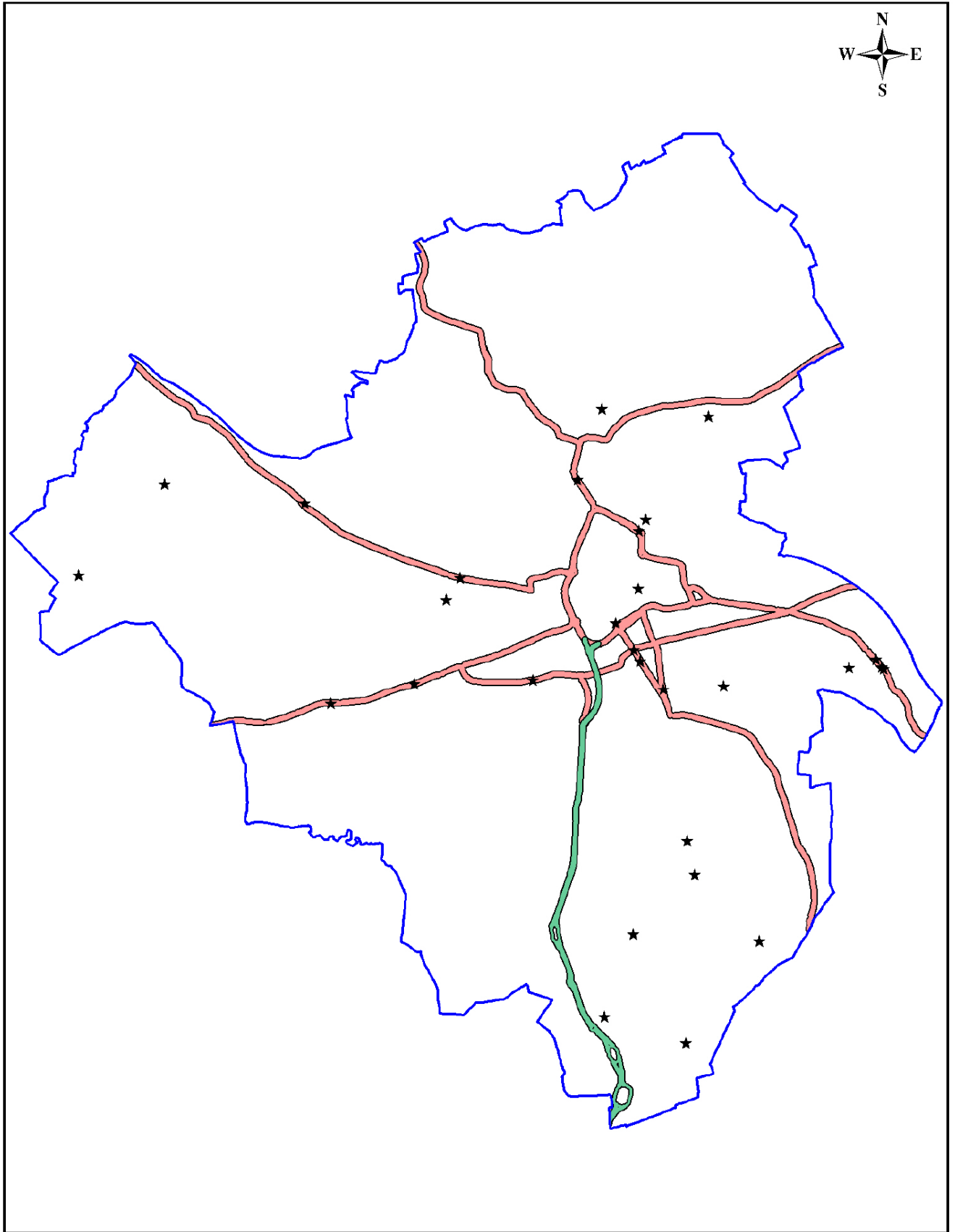
10. BACKGROUND PAPERS

- 10.1 Cycling Strategy 2014 & Implementation Plan, Strategic Environment, Planning and Transport Committee Report, 19th March 2014.
- 10.2 Cycling Strategy Implementation Plan 2015/16, Strategic Environment, Planning and Transport Committee Report, 15th July 2015.

Appendix A: Delivery Highlights 2015-2016

Cycling Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling	STRATEGY THEMES						Key Achievements 2015-16
	Support the local economy	Deliver wider social benefits	Reduce carbon emissions	Improve safety	Promote increased physical activity	Improve air quality and wider environmental benefits	
Training & Skills							
Bikeability		✓	✓	✓	✓	✓	1296 children received Bikeability training.
CTC Community Club Programme		✓	✓	✓	✓	✓	Nearly 2000 beneficiaries attended sessions organised or delivered by CTC, including Dr Bike, led-rides, maintenance courses and adult cycle training.
Events & Campaigns							
Bike It	✓	✓	✓	✓	✓	✓	Bike It delivered at primary schools including bike skills sessions and maintenance classes.
Bike Week	✓	✓	✓		✓	✓	Series of events held to promote cycling including taster sessions, free bike checks and publicity.
EMPOWER		✓	✓		✓	✓	100,000 Euros secured to deliver a range of new cycle activities supporting existing initiatives from June 2016 to June 2017.
Infrastructure							
Pedestrian and Cycle Bridge	✓	✓	✓	✓	✓	✓	Opening of the pedestrian and cycle bridge.
Napier Road Underpass	✓	✓	✓	✓	✓	✓	Opening of underpass providing another north/south link.
A33 Pinch Point Scheme	✓	✓	✓	✓	✓	✓	Completion of scheme including new cycle facilities.
Cycle Parking	✓	✓	✓	✓	✓	✓	Replacement of bollard style stands in town centre and new cycle parking facilities at Tilehurst Local Centre.
Traffic Calming	✓	✓	✓	✓	✓	✓	Continued development of proposals for a 20mph zone scheme in East Reading.
Street Lighting	✓	✓	✓	✓	✓	✓	LED lighting is being rolled out across the borough.
Maintenance			✓	✓	✓		Annual resurfacing and potholes repair programme undertaken.
Monitoring & Evaluation							
Monitoring	✓	✓	✓	✓	✓	✓	Ongoing monitoring undertaken as part of the LTP programme including the annual cordon count.
Partnership, Consultation & Community Engagement							
Engagement		✓	✓	✓	✓	✓	Ongoing engagement through various cycle initiatives and meetings held with local cyclists.
Funding							
Bikeability Grant		✓	✓	✓	✓	✓	Initial funding allocation secured from the Department for Transport to deliver Bikeability between April and August 2016.
Sustainable Travel Transition Year	✓	✓	✓	✓	✓	✓	A bid was submitted to the DfT for a £435k programme delivering a range of revenue schemes from cycle initiatives to maintenance schemes.

Appendix B: Location Plan of Serious Cycle Accidents 2013-2015



Title: **Serious cycle accidents for the 3 year period 2013-2015**



Date: 03/05/2016 Scale at A4:1:46,000

Produced by GIS & Mapping Services

Ref: G:\MIND\CD\Env\Planning & Transport\Cycle Accidents\Cycle Accidents 2013-15

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Appendix C: Cycle Strategy Programme 2016/17

Note: All costs are indicative and draft programme is subject to change dependent upon funding availability.

Scheme Name	LTP Action Plan Area	Timescale
Southampton Street Shared-Use Facility	2 - Southern	Spring 2016
Cycling UK Big Bike Revival	0 - All	Spring/Summer 2016
Town Centre Signing Review & Improvements	1 - Central Area	Summer 2016
Bath Road Shared-Use Facilities Between Berkeley Ave and Coley Ave	3 - South-Western	Summer 2016
Cycle Facilities on Silver Street & Southampton Street	2 - Southern	Summer 2016
Consultation on Cycle Use Along the Thames Path	Multiple Areas	Summer 2016
Retendering Bikeability & Delivery Programme	0 - All	On-going - 2016/17
Annual Resurfacing Programme	0 - All	Summer 2016
East Reading Transport Study	6 - Eastern 7 - Southeastern	Summer 2016
Oxford Road Transport Study	4 - Western	Summer 2016
EMPOWER Programme	0 - All	June 2016 - June 2017
NCN 422 Scheme Development & Phase 1 Delivery	Multiple Areas	2016/17 & 2017/18
ReadyBike Cycle Hire Scheme & Docking Station Relocations	Multiple Areas	On-going - 2016/17
West Reading Transport Study	3 - South-Western	On-going - 2016/17
Cycle Facility Improvements	Multiple Areas	On-going - 2016/17
Cycle Route Improvements	Multiple Areas	On-going - 2016/17
LED Street Lighting Upgrades	Multiple Areas	On-going - 2016/17
Cow Lane Bridges	4 - Western	Spring 2017