

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

Direct: ☎ 0118 937 2332
e-mail:
richard.woodford@reading.gov.uk

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Your contact is: Richard Woodford - Committee Services

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 14 SEPTEMBER 2016

A meeting of the Traffic Management Sub-Committee will be held on Wednesday 14 September 2016 at 6.30pm in the Council Chamber, Civic Offices, Reading. The meeting Agenda is set out below.

AGENDA

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1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS	
(A) QUESTIONS submitted in accordance with the Panel's Terms of Reference	-
(B) PRESENTATION - POT HOLES AND SELECTION CRITERIA FOR RESURFACING	-

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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2. MINUTES OF THE SUB-COMMITTEE'S MEETING HELD ON 15 JUNE 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 RESIDENT PERMIT PARKING SCHEME IN AVEBURY SQUARE	REDLANDS	20
To report to the Sub-Committee the receipt of a petition asking the Council to introduce a resident permit parking scheme in Avebury Square.		
(B) OTHER PETITIONS		
To receive any other petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		
6. PETITION FOR TRAFFIC CALMING IN NORTHCOURT AVENUE - UPDATE REPORT	CHURCH	23
A report to update the Sub-Committee on the review of the petition received from residents requesting the Council to introduce traffic calming measures in Northcourt Avenue.		
7. HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD - ROAD SAFETY UPDATE REPORT	BOROUGHWIDE	27
A report to update the Sub-Committee to inform the Sub-committee of works and meetings that have taken place to improve road safety at the junction of Highmoor Road with Albert Road, Caversham.		
8. CYCLING INITIATIVES - FUNDING UPDATE	BOROUGHWIDE	33
A report to update the Sub-Committee on funding secured by the Council from the Department for Transport for the delivery of Bikeability cycle training and the EU-funded incentivisation project EMPOWER.		

9.	RAISED TABLE JUNCTION AT THE ENTRANCE TO THE WELLS HALL DEVELOPMENT, UPPER REDLANDS ROAD	REDLANDS	38
	A report on a review of the access arrangements proposed for the Wells Hall development which proposes a raised table junction at the Junction of Upper Redlands Road / New Road / site access road and seeking the Sub-Committee's approval to carry out a Statutory Consultation on the introduction of the raised table junction.		
10.	MINSTER STREET - EXTENTION TO BUS ONLY RESTRICTION OPERATIONAL HOURS	BOROUGHWIDE	42
	A report asking the Sub-committee to approve the request to advertise for an overnight (7pm to 7am) extension to the operational hours of the bus only restriction in Minster Street.		
11.	TOWN CENTRE PAY & DISPLAY EXPANSION	ABBEY	46
	A report providing the Sub-Committee with proposals to increase the number of Pay & Display parking bays.		
12.	WATLINGTON STREET / SOUTH STREET - INFORMAL CONSULTATION	ABBEY	58
	A report providing the Sub-Committee with a summary of the results of an informal consultation that was conducted by Abbey Ward Councillors, which invited resident feedback regarding proposed measures to improve road safety, reduce speeding traffic and improve the local environment in Watlington Street and South Street.		
13.	WEST READING TRANSPORT STUDY UPDATE	SOUTHCOTE	62
	A report to update the Sub-Committee on progress with the West Reading Transport Study.		
14.	LOWER CAVERSHAM 20MPH & PROSPECT STREET ZEBRA CROSSING	CAVERSHAM	66
	A report to providing the Sub-Committee with a proposal for a 20mph zone in Lower Caversham, following a number of petitions and requests for such a reduction in the speed limit in this area of the Borough.		

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| 15. | PETITION FOR A ZEBRA CROSSING ON GOSBROOK ROAD - UPDATE | CAVERSHAM | 72 |
| | A report providing the Sub-Committee with the results of the statutory consultation for the proposed alterations to parking restrictions, which will be required for the future installation of this crossing facility and the outline design for the proposed crossing facility. | | |
| 16. | WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2016 (A) & REQUESTS FOR WAITING RESTRICTION REVIEW 2016 (B) | BOROUGHWIDE | 79 |
| | A report to inform the Sub-Committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2016A, to provide the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that have been raised by members of the public, community organisations and Councillors, since March 2016 and to recommend that the list of issues raised for the bi-annual review is fully investigated and Ward Members are consulted. | | |
| 17. | UNIVERSITY & HOSPITAL AREA STUDY - UPDATE | REDLANDS | 99 |
| | A report to update the Sub-Committee on the latest position with regard to the identification of transport issues and potential solutions in the residential areas around the University of Reading and Royal Berkshire Hospital. | | |
| 18. | SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE (E P COLLIER SCHOOL) | ABBEY | 109 |
| | A report 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. | | |
| 19. | MAJOR SCHEMES UPDATE | BOROUGHWIDE | 113 |
| | A report providing the Sub-Committee with an update on the current major transport and highways projects in Reading. | | |

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”

To consider appeals against the refusal of applications for the issue of discretionary parking permits.

DATE AND TIME OF NEXT MEETING:

Thursday 3 November 2016 at 6.30 pm

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Members of the public who participate in the meeting will be able to speak at an on-camera or off-camera microphone, according to their preference.

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TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 15 JUNE 2016

Present: Councillor Page (Chair).

Councillors Debs Absolom, Davies, Duveen, Hacker, Hopper, Jones, McDonald, Terry, and White.

Apologies: Councillors Dennis.

1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

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

Questioner	Subject
Boyd Butler	LED Street Lighting
Tanja Rebel	LED Street Lighting
Helen Perkins	Albert Road/Highmoor Road
Helen Perkins	Albert Road/Highmoor Road
Helen Perkins	Albert Road/Highmoor Road
James Berrie	Extra Care Facility on Albert Road

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

(2) Presentation - Whiteknights Reservoir Traffic Management Arrangements

Sam Shean, Streetcare Services Manager, gave a presentation on plans for a project to construct a flood wall for the Whiteknights Reservoir adjacent to Whiteknights Road, Reading. The plans included alterations to the Council-owned embankment including regrading of the slope, installing a rock gambion retaining wall and widening the pedestrian footpath.

At the invitation of the Chair, members of the public asked Sam Shean questions on his presentation.

A copy of the presentation slides was made available on the Reading Borough Council website.

Resolved - That Sam Shean be thanked for his presentation.

2. MINUTES

The Minutes of the meeting of 10 March 2016 were confirmed as a correct record and signed by the Chair.

3. QUESTIONS FROM COUNCILLORS

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

4. PETITIONS

(a) Petition for Permit Parking in St Stephens Close

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from residents of St Stephens Close, asking the Council to provide a shared use permit parking scheme.

The petition read as follows:

'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 shared use resident permit/no waiting at any time access to St Stephens Close area, as identified in the attached plan below [Appendix 1 to the report]. 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'.

Resolved -

- (1) That the report be noted;
- (2) That the petition to introduce permit parking in St Stephens Close be considered as part of the 6-monthly Waiting Restriction Review programme and be reported back to a future meeting of the Sub-Committee;
- (3) That the lead petitioner be informed accordingly.

(b) Petition for Permit Parking in Melrose Avenue

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from residents in Melrose Avenue, asking the Council to produce and consult on a residents' parking scheme Melrose Avenue.

The petition read as follows:

'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'.

At the invitation of the Chair, a resident of Belle Avenue addressed the Sub-Committee on behalf of the petitioners.

The Sub-Committee discussed the report and the representations received and agreed that Belle Avenue should be added to the 6-monthly Waiting Restrictions Review.

Resolved -

- (1) That the report be noted;
- (2) That the petition to introduce permit parking in Melrose Avenue be considered as a part of the 6-monthly Waiting Restrictions Review programme and be reported back to a future meeting of the Sub Committee;
- (3) That Belle Avenue be added to the 6-monthly Waiting Restrictions Review programme;
- (3) That the lead petitioner be informed accordingly.

(c) Petition for Permit Parking in Amherst Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council to investigate the issue of residents' parking in Amherst Road.

Then petition read:

'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'.

Resolved -

- (1) That the report be noted;
- (2) That the petition to investigate introduction of permit parking in Amherst road be considered as part of the 6-monthly Waiting Restrictions Review

programme and be reported back to a future meeting of the Sub-Committee;

(3) That the lead petitioner be informed accordingly.

(d) Petition for Permit Parking in Rowley Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from residents of Rowley Road asking the Council to introduce residential parking permits for Rowley Road.

The petition read as follows:

'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'.

Resolved -

(1) That the report be noted;

(2) That the petition to introduce permit parking in Rowley Road be considered as part of the 6-monthly Waiting Restriction Review programme and be reported back to a future meeting of the Sub-Committee;

(3) That the lead petitioner be informed accordingly

(e) Petition for Review of Road Safety of Cemetery Junction

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council to commit to an urgent road safety review in the Cemetery Junction area.

The petition read as follows:

'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'.

The report explained that the Council had a statutory duty, as highways authority, to improve road safety through the reduction of casualties and that this was achieved using accident statistics data supplied by Thames Valley Police.

At the invitation of the Chair, Councillor White addressed the Sub-Committee on behalf of the petitioners.

Resolved -

(1) That the report be noted;

- (2) That the petition to review the road safety at Cemetery Junction be considered as part of the Council's statutory duty to improve road safety and reduce casualties and be reported back to a future meeting of the Sub-Committee;
- (3) That the lead petitioner be informed accordingly

(f) Petition for Permit Parking in Harrow Court

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council to investigate the introduction of permit parking in Harrow Court.

The petition read as follows:

'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'.

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

At the invitation of the Chair, the petition organizer, Neil Seager, addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the petition to investigate introduction of permit parking in Harrow Court be considered as part of the 6-monthly Waiting Restriction Review programme and be reported back to a future meeting of the Sub-Committee;
- (3) That the lead petitioner be informed accordingly

(g) Petition for Traffic Calming Measures on Northcourt Avenue

The Director of Environment and Neighbourhood Services submitted a report on the receipt of two petitions asking the Council to introduce traffic calming measures in Northcourt Avenue.

The petition read as follows:

'We the undersigned are very concerned with the speed of traffic in Northcourt Avenue and are asking the Council to consider raising the carriageway to footway level to create priority for crossing pedestrians and encourage drivers to slow down to 20mph at the following locations:

- 1. Cressingham Road - north arm*
- 2. Stansfield Close junction*
- 3. Ennerdale Road junction*
- 4. Wellington Avenue junction*
- 5. Sherfield and Benyon Halls access road junction*
- 6. Christchurch Road - south arm'*

The report explained that the lead petitioner stated the residents' initial request was to ask the Council to raise the carriageway to footway level at the junctions to encourage drivers to slow down and enable pedestrians and vulnerable users to cross the road more safely. It stated that in addition to the petition a letter had been received from the Northcourt Avenue Residents Association requesting the Council to install traffic calming on Northcourt Avenue and supporting the residents' petition.

The letter read as follows:

'TRAFFIC CALMING PETITION in Northcourt Avenue, Church Ward

Northcourt Avenue Residents Association (NARA) wishes to request the Council to take physical measures to calm the traffic in Northcourt Avenue.

This request comes as a result of sustained growth in the volume and speed of vehicles following the measures to restrain traffic capacity on Reading's arterial A327 Shinfield Road.

Residents' recent observations suggest that thousands of vehicles are now using the Avenues every day, most of which travel in excess of the 30mph limit. This was recorded recently by data collected from cameras by Thames Valley police.

Our initial request is for the raising of the carriageway to footway level at the junctions. This will not only slow down drivers at locations where they should be paying attention anyway, but also - most importantly - facilitate pedestrians and vulnerable road users to cross safely without intimidation.

The matter was considered at length during the Annual General Meeting of the Northcourt Avenue Residents Association. The AGM was unanimous in requesting the Council to take the measures necessary to reduce the speed and volume of vehicles in the Avenue, which is, in fact, supposed to be a quiet suburban (unclassified) residential road.

Additionally, NARA supports the Residents in Northcourt Avenue and Wellington Avenue in their TRAFFIC CALMING Petition. The strength of feeling must be evident from the 162 signatures on the petition which is being submitted separately. NARA looks forward to your favourable consideration of what we consider to be a reasonable request.'

Resolved -

- (1) That the report be noted;
- (2) That Officers investigate the proposals in the petitions and present their recommendations to a future meeting of the Sub-Committee;
- (3) That the lead petitioners be informed accordingly.

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

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 10 March 2016 meeting (Minute 75 refers) asking the Council to review the safety of 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 explained that the petition had highlighted a serious incident on 11 January 2016 in which a woman on the crossing had been knocked down by a lorry, sustaining life threatening injuries.

The report stated that as part of the Council's statutory duty, as highway authority, to improve road safety, officers considered work undertaken by Thames Valley Police in determining the causation factor(s) of accidents. In this case the police report had not suggested that the layout of the road or visibility of the zebra crossing had contributed in any way to the accident that had occurred on 11 January 2016 and that prior to this particular accident this zebra crossing had had a very good safety record without any reported casualties since the Council had become highway authority in 1998.

The report explained that the police investigation was yet to be concluded but that information shared with officers to date had suggested the causation factors were beyond the scope of any road or crossing improvement.

The report stated that there was a desire to pursue the lower 20mph speed limit across parts of Lower Caversham in particular and that the central Caversham area was 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 was intended to engage with Caversham and District Residents Association (CADRA) on a reduction of the speed limit to 20mph. The report explained that a report on how the lower 20mph speed limit might be implemented and its impact in Caversham would be presented at a future meeting of the Sub-Committee.

At the invitation of the Chair, the petition organiser, Ed Hogan, addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That a further report be prepared for a future meeting of the Sub-Committee regarding the introduction of a 20mph speed limit in Prospect Street, Caversham and to report on the conclusion of the Thames Valley Police accident investigation.

6. ROAD SAFETY AND ROAD CASUALTIES IN READING BASINGSTOKE ROAD WITH BUCKLAND ROAD & HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD

The Director of Environment and Neighbourhood Services submitted a report on road safety within Reading and informing the Sub-Committee of the on-going police investigations into the sad events that had resulted in fatalities at Basingstoke Road (Whitley) and Highmoor Road (Thames).

The report described the Council's duty as highways authority to take steps to both reduce and prevent collisions on the road network and to secure the safe and expeditious movement of traffic by maintaining and managing the road network. It outlined significant road safety projects undertaken in the Borough in recent years and explained the adverse impact on road safety measures of central government policy changes and funding reductions.

The report explained that the accidents in Basingstoke Road and Highmoor Road were being investigated by the police and that officers had been involved in site visits as a part of those investigations. Some details of what had happened at Basingstoke Road and Highmoor Road had been reported by the local media. The report conveyed the Council's heartfelt sympathies to the families and friends of the two people who been killed in the accidents.

The report explained that the Highway Authority had a duty to determine whether such accidents were related to defects in the highway and, if this was the case, to accept responsibility for any appropriate action.

The report explained that once the police investigations were complete into the circumstances of both these fatal accidents it would be appropriate for the Council to consider their findings.

The report stated that at the Sub-Committee's meeting on 15 January 2015 (Minute 68 refers) it had agreed to a change of priorities at the Highmoor Road/Albert Road junction following the review of the Traffic Sign Regulations & General Directions (TSRGD). As the revised TSRGD had recently been brought into force, the January 2015 decision could now be fulfilled. The report explained that changing the priorities would allow the Highmoor Road traffic to pass through the junction without stopping whilst the Albert Road traffic would have to give-way. As explained in the January 2015 report this option of all those considered at that time was the simplest and most cost effective to deliver. The report recommended that the January 2015 recommendation be implemented and the junction be kept under review.

The Sub-Committee noted that a petition had been received asking for road safety changes in respect of the Highmoor Road/Albert Road junction. At the invitation of the Chair, the petition organisers, Stuart Kemp and Jonathan Lee addressed the Sub-Committee.

At the invitation of the Chair, Mike Johnson, Paul Matthews of Caversham and District Residents Association (CADRA), and Councillor Ballsdon, on behalf of her constituents, addressed the Sub-Committee.

The Sub-Committee discussed the report and representations received and agreed that officers should meet with representatives of CADRA/HARC to investigate the options for

the Highmoor Road/Albert road junction and report to the next meeting of the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That officers meet with representatives of CADRA/HARC to investigate the options for the Highmoor Road/Albert Road junction and report back to the next meeting of the Sub-Committee with recommendations.

7. PETITION FOR A ZEBRA CROSSING ON GOSBROOK ROAD - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with a summary of the results of a pedestrian/vehicle count (PV²) that had been conducted in response to a petition that had been submitted to the Sub-Committee on 14 January 2016, requesting a new zebra crossing on Gosbrook Road (Minute 57 refers).

The report explained that a pedestrian/vehicle count (PV²) had been conducted at the suspected pedestrian crossing desire line, located between the gated northern entrance to Christchurch Meadows and the footpaths that met at the south-east corner of the Westfield Road green area. The PV² count had confirmed that there was a significant pedestrian movement across Gosbrook Road in the vicinity of this suspected desire line and that the flows appeared 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.

The report described the factors Officers had considered alongside the results of the PV² count. The report explained that having considered these factors, Officers recommended that the installation of a zebra crossing, positioned in alignment with the gated entrance to Christchurch Meadows and to the east of the access to Elizabeth House, would be suitable for the needs of pedestrians.

The report detailed the factors that would need to be considered before conducting detailed design work and costing on the scheme and proceeding to statutory consultation.

At the invitation of the Chair, the petition organizer, Ed Hogan, addressed the Sub-Committee.

The Sub-Committee discussed the report and agreed that a further report on the design work and statutory consultation results be submitted to a future meeting prior to deciding whether to proceed with a Notice to install the crossing.

Resolved -

- (1) That the report be noted;
- (2) That the proposal in paragraph 4.4 of the report be developed as a detailed design and be safety-audited, in consultation with the Chair of the Sub-Committee, the Lead Councillors for Strategic Environment, Planning and Transport and Ward Councillors;
- (3) Subject to the results of resolution (2) above:

- (a) 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 as detailed in paragraphs 4.5.4 and 4.5.5 of the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
 - (b) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
 - (c) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (4) That the results of resolution (2) and (3) above be reported to a future meeting of the Sub-Committee, prior to approving a Notice for installation of the crossing.
- (5) That the lead petitioner be informed accordingly.

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

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the results of Officer investigation in response to a petition that had been submitted to the Sub-Committee on 14 January 2016 (Minute 57 refers), requesting the installation of a crossing place for school children on Rotherfield Way, near to the junction with Surley Row.

The report explained that officers had observed the junction to review the desire line for pedestrians crossing the road, the layout and topography of the junction and, having taken account of a number of factors, which were detailed in the report, officers considered that the installation of a zebra crossing would best serve the needs of crossing pedestrians.

The report described the factors that would need to be investigated and considered in preparing the detailed design for the scheme.

The Sub-Committee was advised that a representation had been received from a member of the public expressing concerns over the proposed zebra crossing and copies of the representation were made available at the meeting.

Resolved -

- (1) That the report be noted;
- (2) That the proposal set out in paragraph 4.4 of the report be developed as a detailed design and be safety-audited;
- (3) That subject to the results of (2) above,
 - (a) 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;

- (b) The proposal set out in paragraph 4.4 of the report be implemented;
- (4) That if it was not possible to implement the proposal in paragraph 4.4, a further report be submitted to a future meeting of the Sub-Committee;
- (5) That the lead petitioner be informed accordingly.

9. CRESCENT ROAD AND EAST READING REQUESTS FOR RESIDENT PERMIT PARKING - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the request for residents permit parking in Crescent Road, as requested by residents in a petition received by the Sub-Committee at its meeting on 14 January 2016 (Minute 57 refers). The report also provided Officers' initial proposals to address concerns at rat-running traffic in Crescent Road, as requested by the Sub-Committee at its meeting on 10 March 2016 (Minute 78 refers).

The report explained that the Council had 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 in Hamilton Road. Following the previous meeting of the Sub-Committee, it had been recommended that these resident permit parking schemes be considered together as part of the next 6-monthly waiting restriction review. It was noted that other petitions for resident permit parking, considered earlier in the meeting would also be included in this review. The report recommended that implementation of any permit schemes within this area be conducted together as an area scheme, following the results of informal consultations and detailed design.

A plan, attached as Appendix 1 to the report, showed the existing, proposed and requested streets for resident permit parking.

The report provided proposals to address concerns about traffic volumes on Crescent Road. It explained that officers considered the installation of a one-way plug, preventing traffic entering Crescent road from Wokingham Road, would significantly reduce the volumes of traffic on Crescent Road. The report stated that as part of this solution, consideration could be given to reversing the one-way direction of a section of Grange Avenue, from its junction with Wokingham Road.

Resolved -

- (1) That the report be noted;
- (2) That Officers conduct an informal consultation for an area-wide resident permit parking proposal, for the area indicated in Appendix 1 of the report, in consultation with the Chair of the Sub-Committee/the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors;

- (3) That the proposals set out in report to address traffic volumes on Crescent Road be 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;
- (4) That the lead petitioners be informed accordingly.

10. RESIDENTS PARKING SCHEME - SCRUTINY REVIEW

The Director of Environment and Neighbourhood Services submitted a report inviting the Sub-Committee to re-establish the Scrutiny Task and Finish Group that had originally been set up in July 2012, to consider Residents Parking in the Borough.

The report included the terms of reference for the group which were:

“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 report stated that the Task and Finish Group would need to decide the scope of the review, which would be reported to the next meeting of the Sub-Committee, along with an update on the Group’s work to date.

The report of the original Task and Finish Group was attached as Appendix 1 to the report.

Resolved -

- (1) That a Task and Finish Group be established to consider Residents Parking in the Borough;
- (2) That the membership of the Task and Finish Group shall be Councillors Jones (Chair), Debs Absolom, Hacker, Hopper, Terry and White;
- (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 on their work.

11. BI-ANNUAL WAITING RESTRICTION REVIEW - WRR2016A STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report seeking approval for carrying out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions.

The report explained that requests for new or alterations to existing waiting restrictions were reviewed on a 6-monthly basis commencing in March and September each year. It stated that in accordance with the report to the Sub-Committee on 10 March 2016 (Minute 80 refers), consultation with Ward Councillors had been completed. Appendix 1 to the report provided a list of streets, officer recommendations and relevant proposed plans for the Bi-Annual Waiting restrictions review programme.

The Sub-Committee reviewed the programme and agreed that Dovecote Road should be removed from the list.

Resolved -

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee/the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals listed in Appendix I to the report, excluding Dovecote Road, 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 advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transport, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;
- (6) That no public enquiry be held into the proposals.

12. HIGHWAY MAINTENANCE POTHOLE REPAIR PLAN 2016/17

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee about the £60,000 share which had been made available to the Council from the £50m Pothole Action Fund for pothole repairs in the 2016-17 financial year, following an announcement in the Government's Autumn Statement 2015.

Appendix 1 to the report listed the roads in priority order based on the specified criteria to enable the plan to commence immediately. The report explained how the pothole repairs would be prioritised and stated that, in the event of other roads subsequently being identified or brought to the Council's attention and considered to be of a higher priority, the list would be reviewed to ensure that the worst roads were given highest priority.

Resolved -

- (1) That the £60,000 share from the £50 Million Pothole Action Fund allocated to the Council for pothole repairs in the current financial year, following the announcement in the government's Autumn Statement be noted;
- (2) That the Pothole Repair Plan proposal outlined in Section 4 of the report be approved;
- (3) That an update on progress be reported to future meetings of the Sub-Committee;
- (4) That expenditure of the £60,000 share of the Pothole Action Fund be approved.

13. RESULTS OF STATUTORY CONSULTATIONS - HOSPITAL AND UNIVERSITY STUDY AND A33 MRT PHASE ONE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the results of statutory consultations regarding the Hospital & University Study and the A33 MRT Phase One.

The report explained that following completion of the informal consultations in 2015, it had been agreed at the Traffic Management Sub-Committee in January 2016 (Minute 63 refers) to progress the formal Statutory Consultation on the Hospital and University proposals, and at the Traffic Management Sub-Committee in March 2016 (Minute 87 refers), it had been agreed to progress the formal Statutory Consultation on phase one of the A33 MRT proposals.

The report stated that the Statutory Consultations had commenced on 12 May 2016 for a period of 28 days. Notices had been placed on street informing of the consultation, alongside promotion via the Reading Borough Council website and social media platforms. The results of the consultation on the hospital and university study were presented in a document tabled at the meeting.

The Sub-Committee noted that an on-line petition had been organised regarding the impact of the Hospital and University proposals on staff, patients and visitors at the Royal Berkshire Hospital. At the invitation of the Chair, the petition organiser, Clare Gouldbourn Lay, addressed the Sub-Committee.

At the invitation of the Chair, Mr Sharp and Councillor David Absolom, on behalf of his constituents, addressed the Sub-Committee.

The Sub-Committee was advised that no objections had been received in respect of the A33 MRT Phase One.

The Sub-Committee discussed the report and representations received and agreed a tabled Motion in the terms set out below to suspend implementation of the advertised proposals for the hospital and university area to allow a further report to be submitted to the next meeting.

Resolved -

- (1) That the report and the results of the statutory consultations be noted;
- (2) That the Sub-Committee, having considered the support/objections and comments received in response to the statutory consultation for changes to waiting restrictions as part of the hospital and university area study, agree to suspend any implementation of the advertised proposals to allow a further report to the next meeting of the Sub-Committee on 14 September 2016, which will include:
 - (a) any further refinements to the proposals recently advertised;
 - (b) a further set of proposals for changes to waiting restrictions, including the introduction of residents' parking schemes, to those residential streets in Redlands which currently lacked any parking restrictions;

- (3) That it be noted that suspending the introduction of the proposals did not mean that they had been abandoned;
- (4) That with regard to 2(b) above, it be noted that any refinements made to the advertised proposals could only consist of reducing the restriction type - no new restrictions could be added;
- (5) That the lead petitioner be informed accordingly;
- (6) That, where no objections were received in response to the South Reading MRT proposal, the scheme be implemented as advertised.

14. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE

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 schools through the development of new Travel Plans for the primary schools that were currently expanding.

The report explained that further to Minute 83 of the meeting held on 10 March 2016, it was proposed to upgrade the pedestrian crossing across Caversham Road by York Road by the removal of the older style 'pelican' crossing and introduction of new technologies in a 'PUFFIN' crossing. The new crossing would include detectors that could monitor pedestrian activity within the roadway and extend the red time to vehicles where necessary to allow safe passage of pedestrians. The report explained that the new crossing could be used by groups of parents and children at EP Collier School and that this work and the introduction of the 20mph speed limit agreed at the previous meeting were expected to improve active and sustainable travel to the school with less reliance on car travel.

Resolved -

- (1) That the report be noted;
- (2) That 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 the report be agreed.

15. CAR CLUBS

Further to Minute 85 of the meeting held on 10 March 2016, The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee about Car Clubs generally together with a summary of progress with development of Car Clubs in Reading.

Resolved - That the report be noted

16. CAR PARK TARIFF CHANGES 2016

The Director of Environment and Neighbourhood Services submitted a report on proposals to change the "off-street" car parking orders as a result of a review of the tariffs.

The proposed Car Park Tariff Charges 2016 were set out in Appendix 1 to the report.

A comparison of car park charges was set out in Appendix 2 to the report.

Resolved -

- (1) That the proposed Car Park Tariffs set out within the report and in Appendix 1 to the report be approved;
- (2) That 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 (Civil Enforcement Area) (Off Street Parking Places) (Civic Car Park "B") (Experimental) Order 2014 be authorised and the Head of Legal and Democratic Services be authorised to advertise the proposals.

17. 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:

Reading Station Area Development

Cow Lane Bridges - Highway Works

The report explained that since the March 2016 meeting of the Sub-Committee, Network Rail had reviewed the overall project design to investigate potential areas for reduction in scope and associated cost reduction. The Council had been involved in the review to ensure the essential elements of the scheme were retained, (such as the new footway on the east side of the southern bridge). The Council remained reliant on Network Rail in confirming a programme of works, but was hopeful works would commence after Reading Festival 2016.

Cycle Parking on the North side of the Station

The report stated that the new cycle hub located on the north west corner of the Station Car Park had opened on Monday 23 May 2016. The hub had space to park 600 bicycles on a two tier cycle rack system and was covered by a series of shelters. To date, the hub had been very well used, and feedback by users had been positive.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

The report stated that design work for the station was being progressed in partnership with Network Rail and Great Western Railway to ensure the station complied with the latest railway standards. An updated programme had 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 was being progressed in parallel with the station design work. The report stated that discussions were on-going between the Department for Transport and Great Western Railway regarding the availability of trains to serve the station, however the Berkshire Local Transport Body had agreed that the scheme should be progressed in line with the original programme.

Reading West Station Upgrade

The report explained that the Council had been working with Great Western Railway and Network Rail to produce a Masterplan for significantly improved passenger facilities at Reading West Station. Delivery of the scheme was 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 would include significant improvements such as the station building on the Oxford Road, was currently unfunded. However officers were continuing to seek funding for the scheme from all available sources, including a bid to the Local Growth Fund which was due to be submitted to the Government in the summer.

South Reading Mass Rapid Transit

The report stated that, as agreed at Policy Committee in April 2016 (Minute 102 refers), Phase 1A of the scheme was due to commence on site in mid-July 2016 for a period of 3 months. 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 reservations and realigning existing lanes where required. The Sub-Committee noted that no comments had been received during the Statutory Consultation.

The report explained that options for future phases of the South MRT scheme were currently being investigated to provide further bus priority measures between Island Road and Reading town centre. Phases 3 and 4 of the scheme had been ranked as the highest priority transport scheme in Berkshire for future funding from the Local Growth Fund.

Eastern Park and Ride

The report stated that work on the planning application for the Mass Rapid Transit scheme was being progressed with the objective of submitting the application towards the end of the year. It was proposed that a series of public drop-in sessions would be undertaken to gain feedback on the MRT scheme prior to the school summer holidays. This would enable feedback from the informal consultation to be incorporated into the scheme design prior to submission of the planning application. Preparation of the full scheme business cases for the P&R and MRT schemes was being progressed and both assessments were 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

The report explained that the scheme had been granted full funding approval from the Berkshire Local Transport Body in November 2015. Preferred option development had been undertaken and detailed design for the scheme was 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. The report stated that a programme for delivery of the full scheme was being agreed between project partners, however it was anticipated that the works in Reading would be able to commence during the current financial year subject to detailed design work being completed.

Third Thames Bridge

The report explained that a Third Thames Bridge over the River Thames was a longstanding element of Reading's transport strategy to improve travel options throughout the wider area. A group had been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council and in partnership with Reading Borough Council, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP. The Wokingham Strategic Transport Model was currently being updated to enable the modelling and business case work to be undertaken, and a bid was being prepared to the Department for Transport to seek funding to undertake the next stage of the business case work for the scheme.

Resolved -

- (1) That the report be noted;
- (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.

18. CYCLING STRATEGY IMPLEMENTATION PLAN 2016/17

The Director of Environment & Neighbourhood Services submitted a report setting the programme for Cycling Strategy implementation Plan 2016/17 and reviewing progress towards delivery of the strategy objectives during 2015/16.

The report explained that the delivery programme for 2016/17 had been developed by assessing the level of available funding alongside an assessment methodology to prioritise projects which met strategic objectives and delivered value for money.

The report stated that the opening of the pedestrian and cycle bridge had led to an increase in cycle use in the vicinity of the River Thames and Thames Path, which was legally classified as a footpath over which the public had a right of way by foot only. Increased cycle use had 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 Bridges. The report noted that the Council had initiated a process to convert the section of the Thames Path between Reading and Caversham Bridges to a cycle track in 2007, which had received over 150 objections and the Council had decided not to pursue the order further.

The report stated that it was now recommended that a statutory consultation be carried out to seek the views of landowners to identify further options for cycle use along the full section of the Thames path (Footpath 1) in Reading.

Appendix A to the report set out details of the delivery highlights achieved during 2015/16.

Appendix B to the report provided a location plan of serious cycle accidents 2013-2015

Appendix C to the report provided the Cycle Strategy Programme schemes for 2016/17

Resolved -

- (1) That the ongoing monitoring and progress made in delivering the cycling Strategy during 2015/16 as outlined in Appendix A and the location of serious accidents involving cyclists as set out in Appendix B be noted;
- (2) That the Cycling strategy delivery programme for 2016/17, as set out in Appendix C be approved;
- (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.

19. CYCLE FORUM - MEETING NOTE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions arising from the 7 June 2016 meeting of the Cycle Forum under the auspices of the approved Cycling Strategy.

The notes of the Cycle Forum meeting of 7 June 2016 had been circulated prior to the meeting.

Resolved - That the report be noted.

20. 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 Paragraphs 1 and 4 of Part 1 of Schedule 12A of that Act.

21. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of 9 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That applications 1.2 and 1.3 be referred to the Residents Parking Task and Finish Group for consideration;
- (2) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.0, 1.1, 1.4, 1.5, 1.6, 1.7 and 1.8 be upheld.

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

(The meeting started at 6.30 pm and finished at 10.30 pm).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	5(A)
TITLE:	PETITION FOR RESIDENT PERMIT PARKING SCHEME IN AVEBURY SQUARE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	REDLANDS
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 introduce a resident permit parking scheme in Avebury Square.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the lead petitioner be informed that their request for the introduction of a resident permit parking scheme in Avebury Square is being addressed as part of the Hospital and University Area Parking update report.

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 Avebury Square, which contains 16 signatures.

4.2 The wording of the petition reads: *'We, the undersigned, request that Reading Borough Council implement a Residents' Parking scheme in Avebury Square with the following elements:*

- *Access to residents parking permits for all households, with one free permit per household and more available as per the Council's standard Scheme*
- *Waiting on the outside verge of the Square restricted to:*
- *Residents with valid permits, or*
- *Non-residents between the hours of 10am and 4pm, on all days of the week, for no more than 2 hours and with no return within 2 hours*
- *Protection to driveway entrances through the use of white H-bars*
- *No parking to be allowed on the inside of the Square at any time*

Ideally, we would like the double yellow lines needed on the inside of the Square to be narrower and a more subtle yellow than standard: we understand that the regulations would allow 50mm width and BS381C (Primrose) colour to be used, which would be less intrusive on the character of the Square.

We would be happy to discuss these requests with you or with Council officers, especially with regard to any detailed implementation questions that arise.

This request stems from a meeting of residents of the Square on 14th July at which the majority of the houses in the Square were represented, with a number of other residents expressing support. As the signatures below demonstrate, we are confident that the vast majority of residents of the Square will support the Council in implementing these proposals.

Yours faithfully'.

4.3 The Sub-committee is asked to note the petition. This request for the introduction of resident permit parking scheme for Avebury Square is being addressed as part of the Hospital and University parking update report.

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 that their request for the introduction of a resident permit parking scheme in Avebury Square is being addressed as part of the Hospital and University Area Parking update report.

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	6
TITLE:	PETITION FOR TRAFFIC CALMING IN NORTHCOURT AVENUE - UPDATE REPORT		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	CHURCH
LEAD OFFICER:	JIM CHEN	TEL:	0118 9372198
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	jim.chen@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee on the review of the petition received from residents requesting the Council to introduce traffic calming measures in Northcourt Avenue.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That Northcourt Avenue continues to be monitored as part of the Council's ongoing road safety strategy and that vehicle activated signs be used when possible as part of the speed of awareness programme.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision for the introduction of traffic calming measures is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

4.1 A petition containing 162 signatures was received from residents of Northcourt Avenue, Wellington Avenue and Stansfield Close, requesting the Council investigate and resolved speeding issues on Northcourt Avenue. The petition was reported to Traffic Management Sub-Committee in June 2016 for further investigation.

4.2 The wording of the petition reads:

'We the undersigned are very concerned with the speed of traffic in Northcourt Avenue and are asking the Council to consider raising the carriageway to footway level to create priority for crossing pedestrians and encourage drivers to slow down to 20mph at the following locations:

1. *Cressingham Road - north arm*
2. *Stansfield Close junction*
3. *Ennerdale Road junction*
4. *Wellington Avenue junction*
5. *Sherfield and Benyon Halls access road junction*
6. *Christchurch Road - south arm'*

4.3 In response to this petition an automatic traffic count was undertaken on Northcourt Avenue on Wednesday 24th August 2016 for the duration of a week.

4.4 The result of the survey indicates the mean speed is recorded as 28.3mph. The mean speed is the speed at which most drivers are travelling and is used by local authorities for speed limit setting. Based on the results, the average vehicle speed complies with the speed limit.

4.5 The duty of the highway authority is to ensure that the highway is as safe as reasonably practicable. This is achieved by using accident data supplied by the police where the Council can identify a pattern of those locations that have the worst record. The accidents statistics have been checked for Northcourt Avenue and no injury accidents have been recorded within its entire length during latest 36 month period.

4.6 Many requests are received for measures to address specific issues such as speeding vehicles and traffic calming. Unfortunately there are insufficient funds to deal with every such request and therefore priority is given to those sites with an existing history of injury accidents where there is a causation factor that is treatable.

4.7 The vast majority of drivers do drive responsibly, but sadly there will always be a small minority of drivers who will not drive at an acceptable speed, whatever measures are placed on the road to encourage them to do so. It may be the case that speed enforcement is the only option, however, the focus is on casualty reduction and prolonged enforcement is targeted at those roads that already demonstrate a poor safety record.

4.8 Speeding within residential streets has been shown to be one of the greatest concerns for those that live there. Since the introduction of community initiatives both by the Police, Neighbourhood Action Groups (NAGs) and the Council (community liaison officers) concerns of vehicle speed and/or the perception of speeding is one of the most requested areas for action. Speeding is only enforceable by the Police although the Council is responsible for the highway and the implementation of traffic management initiatives. With increasing concern of speeding being expressed by residents the Council has developed a speed awareness strategy. The Council has a list of locations where concern of vehicle speed has already been raised throughout the Borough and Northcourt Avenue will be added to this list.

4.9 The speed awareness campaign is designed to provide the Council with a factual view of vehicle speeds within those areas of concern. The deployment of vehicle activated signs will enforce the message that a speed limit exists and encourage drivers to comply with that limit. Where there are higher speeds recorded, the speed awareness campaign will use the data collected to determine and justify other possibilities, for example enforcement and/or changes in traffic management.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 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 Traffic Management Sub-Committee June 2016

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	7
TITLE:	HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD - ROAD SAFETY UPDATE REPORT		
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 works and meetings that have taken place to improve road safety at the junction of Highmoor Road with Albert Road, Caversham. There have been a number of reports to the Sub-committee relating to road safety at the junction of Highmoor Road with Albert Road. The most recent report titled '*ROAD SAFETY AND ROAD CASUALTIES IN READING - BASINGSTOKE ROAD WITH BUCKLAND ROAD & HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD*' was presented to this Sub-committee in June 2016. To fully understand the context of this report the Sub-committee is reminded of the previous reports to which section 10 BACKGROUND PAPERS refer.

2. RECOMMENDED ACTION

- 2.1 That the Sub-committee note the contents of this report.
- 2.2 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the extension to the no waiting at any time restriction within Highmoor Road between the junctions with Albert Road and Buxton Avenue in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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| <p>2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.</p> <p>2.4 That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.</p> |
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3. POLICY CONTEXT

3.1 The most recent report titled '*ROAD SAFETY AND ROAD CASUALTIES IN READING - BASINGSTOKE ROAD WITH BUCKLAND ROAD & HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD*' was presented to this Sub-committee in June 2016. To fully understand the context of this report the Sub-committee is reminded of the previous reports to which section 10. BACKGROUND PAPERS refer.

3.2 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. MEETINGS WITH CAVERSHAM AND DISTRICT RESIDENTS ASSOCIATION (CADRA) AND HIGHMOOR ALBERT ROAD CAMPAIGN (HARC)

4.1 In response to the 15th June Sub-committee meeting it was agreed that officers meet with CADRA & HARC to review the facts around the accidents that have occurred at the junction. The first meeting was held on Tues 12th July where it was agreed to carry out additional surveys (speed and driver behaviour) and pursue lining changes on the approach to the junction from Highmoor Road west side. The meeting explored the facts from the casualty data and why the previous recommendations to close the junction or change the priorities had been made. The casualty data is consistent in showing that drivers are failing to stop at the STOP sign and colliding with vehicles traveling north on Albert Road. The accident data clearly demonstrates this failure to stop indicating that Highmoor Road, when travelling east, suffers from a 'see through' problem. This is

where drivers focus is beyond the junction with no acknowledgement that the junction exists.

- 4.2 The second planned meeting with CADRA and HARC took place on Monday 22nd August. The lining changes (as discussed at the 12th July meeting) were altered slightly to a 'dragons teeth' arrangement and applied on Monday 15th August. Between the two meetings another accident occurred on Tues 9th August at approximately 4pm. This accident was exactly the same as the previous recorded casualties with a driver passing through the junction along Highmoor Road east bound without any acknowledgement that the junction existed.
- 4.3 Both meetings have been constructive in exploring the evidence based data that we have for this junction. The casualty data formed a significant part of the meetings but a broader discussion took place on vehicle speed and speeding. Speed counts were carried out between the 18th and 29th July. The result of the speed data was shown and discussed at the second meeting. The count equipment was set up in Highmoor Road just west of the junction and in Albert Road just south of the junction. The average mean speed on Highmoor Road for vehicles travelling east measured at 23.6mph. For westbound traffic the average mean speed was recorded at 23mph. On Albert Road the average mean speed was recorded at 23.1mph for northbound traffic and 23.7mph for southbound traffic. There is a perception locally that speed is an issue particularly on Albert Road but the data collected does not demonstrate this.
- 4.4 Both CADRA and HARC would like some form of traffic calming measure (road humps or cushions) within Albert Road with a raised table at the junction. Whilst these are reasonable requests the accident data does not suggest that collisions at the junction will be resolved by these measures. This is particularly the case with a raised table that would be difficult and expensive to profile and, for unfamiliar drivers on Highmoor Road, would not stop the see through problem. In addition, traffic calming including a raised table does not solve the visibility problem that exists on Highmoor Road which is clearly a concern locally. There appears to be a local perception that visibility on the Highmoor Road eastbound approach at the junction (to the right) is the cause of accidents. The casualty data does not support this as it is consistently unfamiliar drivers on Highmoor Road that results in people being hurt.
- 4.5 It has been broadly accepted by the representatives of both CADRA and HARC that the lining changes carried out is a positive development. Whilst this has improved the very final approach to the junction it is quite limited in its impact. There is a relatively small amount of on-street parking in this part of Highmoor Road which forces drivers onto the opposite side of the road travelling east towards the junction. It was agreed that this parking should be removed allowing an extension of the new marking. Keeping drivers

on the correct side of the road with an increased length of 'dragons teeth' marking ensures the very best warning of the junction ahead and the need to stop.

4.6 Further discussions included consideration for additional signing with the inclusion of an offside STOP sign and advanced STOP signing. There is no advanced STOP sign that could be applied but there are options for advanced signs of a junction ahead. The request to add an off-side STOP sign came from the perception that the police fatal accident signs mounted on the off-side had made a positive impact. If you are local and familiar with the junction the additional police signs are noticeable. However, the accident on 9th August occurred during the time that the police sign existed. Our own data collection recorded a vehicle driving straight through the junction (without slowing or stopping) as did the local ITV news during a news report. All three of these (recorded) instances involved the same Highmoor Road eastbound movement that has resulted in all of the casualties with the police sign in place.

4.7 There appears to be some evidence of shadowing across the STOP sign during bright periods. This shadowing is caused by surrounding established vegetation that exists throughout the area. A review of the casualty data does not evidence a particular shadowing issue although all of the accidents have occurred during daylight hours. Locally there is concern of vegetation growth at the junction. Visibility to the left at the junction when travelling Highmoor Road eastbound has been raised number of times during the past two years. The casualty data does not indicate that visibility is compromised due to this vegetation but officers remain open minded over the shadowing.

5.0 NEXT STEPS

5.1 The double yellow line waiting restriction should be extended further back from the junction along with the dragons teeth marking. There is a good argument to clear all parking within this part of Highmoor Road between Buxton Avenue and the junction itself with Albert Road. The dragons teeth should be extended at least double the distance where the triangles can start smaller increasing in size as a driver nears the junction. Dragons teeth can be used in this way to give the impression of a narrowing carriageway and counting down to the (hazard) junction ahead. The Sub-committee is asked to approve the statutory process to extend the double yellow lines and increase the length of the dragons teeth marking.

5.2 The professional opinion is that as long as this junction remains a cross roads the risk of accidents resulting in casualties remains. The desire for speed reduction measures, a wider 20mph speed limit and additional traffic management measures expressed by both CADRA and HARC may be reasonable long term ambitions. However, as

already covered within this report these measures will never remove the casualty risk and community concern around visibility whilst this junction remains a cross roads. The CADRA idea presented at the June TM Sub-committee meeting to close the east side of the Highmoor Road junction may be a more acceptable solution than our original proposal. We promoted a closure on the Highmoor Road west side approach to the junction with a dedicated bus only lane that led to significant objection. Much of the concern came from residents who live in the streets leading from Highmoor Road worried about the knock-on effect of displaced traffic. The CADRA idea keeps Highmoor Road west-side open but stops the cross movement into Highmoor Road east-side. Displaced traffic is then dispersed along Albert Road rather than forced into Matlock Road and Buxton Avenue. This does not solve the visibility concern at the junction or the wider rat running issue but will completely eradicate the see through problem within Highmoor Road.

- 5.3 Since the dragons teeth marking was applied a further CCTV survey has been carried out at the junction to evidence driver behaviour. At the time of writing this report the result of this CCTV survey had not been reviewed. Should the Sub-committee approve the process to remove parking and extend the road markings a further CCTV survey shall be carried out. If there is not sufficient evidence to demonstrate a positive change in driver behaviour the Sub-committee may be asked to reconsider the two closure options. A further report may be required to consider any objections to the waiting restrictions in November before the road marking proposal can be completed. If this is the case then a further CCTV survey may not be completed until early 2017 with results reported to the Sub-committee thereafter.

6.0 CONCLUSION

- 6.1 That the Sub-committee agree to the extension of the waiting restrictions and road markings as detailed within this report. Once complete a further CCTV survey be carried out to record driver behaviour at the junction. A further report will provide evidence of the success or failure of these changes in early 2017.
- 6.2 That it be noted that the community would like a much wider traffic management and speed strategy developed for the neighbourhood. The idea is that these measures can be funded from developments and suchlike as they come forward.

7. CONTRIBUTION TO STRATEGIC AIMS

- 7.1 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.

8. COMMUNITY ENGAGEMENT AND INFORMATION

8.1 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.

9. LEGAL IMPLICATIONS

9.1 Waiting and movement restrictions are advertised under the Road Traffic Regulation Act 1984.

10. EQUALITY IMPACT ASSESSMENT

10.1 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.

11. FINANCIAL IMPLICATIONS

11.1 The changes suggested within this report are relatively low cost and will be funded from existing transport budgets.

12. BACKGROUND PAPERS

12.1 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. TM Sub-committee 15th June 2016.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	8
TITLE:	CYCLING INITIATIVES - FUNDING UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	EMMA BAKER / MARIAN MARSH	TEL:	0118 937 4881 0118 937 2451
JOB TITLE:	SENIOR TRANSPORT PLANNER / TRANSPORT PLANNER	E-MAIL:	emma.baker@reading.gov.uk marian.marsh@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Sub-Committee on funding secured by the Council from the Department for Transport for the delivery of Bikeability cycle training and the EU-funded incentivisation project EMPOWER.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the contents of this report and agrees for the Council to participate in Bikeability cycle training and the EMPOWER EU project.

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

outlined our intention to seek new funding opportunities to continue delivering a range of initiatives and projects utilising UK and EU funding sources, such as those described in this report. The two funding programmes - Bikeability and EMPOWER, directly support the delivery of cycling policies outlined in the Cycling Strategy under 'Events and Campaigns' and 'Training and Education' to encourage more people to consider cycling for local journeys, such as those made to schools and neighbourhood centres.

4. THE PROPOSAL

Bikeability Cycle Training

- 4.1 Bikeability is the national standard cycle training scheme delivered in schools for children aged 10 and above. The purpose of Bikeability funding has shifted since Reading started administering the scheme in 2009/10 when our volunteer-programme was phased out. Funding initially focussed on the delivery of a combined Level One and Two course enabling children to learn to ride in a playground environment before being taken on-carriageway to build their skills and confidence in trafficked conditions. In 2012, funding was secured for the delivery of Bikeability Level 3 enabling trainees aged 11 plus to improve their skills developed as part of the Level 2 course, including the opportunity to tackle busier and more complex junctions that may be encountered when riding independently to secondary school.
- 4.2 A DfT announcement recently confirmed funding for the period September 2016 to March 2020 to the value of £189,469. The dedicated Department for Transport grant will enable us to continuing delivering on the core Bikeability scheme previously delivered and offer new modules to further develop trainee's cycle skills and extend the benefits of Bikeability to younger children. Bikeability Level 1 will be offered to children aged 8 and above and supported by Learn to Ride for children who are transitioning to ride a two-wheeler with pedals or adults that are unable to cycle. Other modules aimed at children will teach them how to maintain their bicycle, subsidise recycled bicycles and fund promotional events and campaigns.

EMPOWER EU Project

- 4.3 The Council has been accepted onto the EMPOWER EU Project as a Take Up City which includes an award of €100,000 to incentivise cycling in Reading. The project sets out to substantially reduce the use of conventionally fuelled vehicles by adopting a 'reward rather than punishment' approach. EMPOWER uses positive incentives delivered through smart phone technologies to persuade people to make modest shifts in their transport choices.

- 4.4 The project has 4 components which work together as a package:
- Recruitment - using special events to encourage people to find out about how they can start cycling or to cycle more. These events will include a joint event with the University's CycleBOOM project which has encouraged a take up of cycling by the elderly. The results of their wellbeing study over the last 2 years will be presented along with the aims of the EMPOWER project with an opportunity for representatives of community groups and organisations to put forward ideas and to take news back to their members. Children will be reached through a number of events and challenges in conjunction with Beat the Street and workplace cycling challenges will also be developed.
 - ICT - it is proposed that the BetterPoints Smartphone App already used in Reading will be developed to enable potential cyclists to log cycling journeys on a dashboard, to get information on journeys made and to receive personalised messages.
 - Incentives - Prizes, points and competitions will be developed across the project period from September 2016 to July 2017 to encourage people to take up cycling.
 - Marketing - the aim will be to increase awareness of the project to everyone including car drivers with the aim of encouraging people to take up cycling as a new means of travelling and to set up workplace challenges to encourage cycling.
- 4.5 Work will be progressed collaboratively with the project team and with other organisations and community groups in Reading to draw up a package of initiatives to incentivise people who currently do not cycle to take up cycling, including people who have recently moved to the town and those seeking work.
- 4.6 The EMPOWER project runs until July 2017 and therefore will not be affected by the recent EU referendum result.
5. CONTRIBUTION TO STRATEGIC AIMS
- 5.1 The delivery of cycle initiatives outlined above 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 Our current Bikeability provider - Avanti Cycling, liaises directly with schools to organise and deliver Bikeability courses that typically take

place throughout the school day. Courses held during school holidays are promoted through schools and via social media channels.

- 6.2 EMPOWER aims to attract community engagement through special events and information will be available via a Smartphone App as well as conventional leaflets and other marketing.

7. LEGAL IMPLICATIONS

- 7.1 It should be noted that our existing Bikeability agreement with Avanti Cycling is under review and a new contract is expected to be in place by April 2017. Bikeability Grant Recipients and Scheme Providers are required to complete an annual registration process, including producing evidence that all Bikeability Instructors are DBS-checked and that relevant insurances are in place.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

- 9.1 Bikeability is funded until March 2020 through a Department for Transport grant totalling £189,469 also supported by a 10% local contribution met through existing transport budgets.

- 9.2 EMPOWER is funded through a grant of €100,000 from the EU Horizon 2020 fund.

10. BACKGROUND PAPERS

- 10.1 Cycling Strategy 2014 & Implementation Plan, Strategic Environment, Planning and Transport Committee Report, 19th March 2014.

10.2 Bikeability - Procurement Strategy, Traffic Management Sub-Committee, 10th March 2016

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	9
TITLE:	RAISED TABLE JUNCTION AT THE ENTRANCE TO THE WELLS HALL DEVELOPMENT, UPPER REDLANDS ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	REDLANDS
LEAD OFFICER:	DARREN COOK	TEL:	0118 937 2612
JOB TITLE:	TRANSPORT DEVELOPMENT CONTROL MANAGER	E-MAIL:	darren.cook@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee a review of the access arrangements proposed for the Wells Hall development which proposes a raised table junction at the Junction of Upper Redlands Road / New Road / site access road.
- 1.2 This report seeks approval to carry out a Statutory Consultation on the introduction of the raised table junction.
- 1.3 Appendix 1 - Proposed design and location plan

2. RECOMMENDED ACTION

- 2.1 That the Sub-committee note the contents of this report.
- 2.2 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the proposed raised table at the junction of Upper Redlands Road / New Road / site access road shown in Appendix 1 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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| 2.3 | That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order. |
| 2.4 | That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee. |

3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport and Planning Policy.
- 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. THE PROPOSAL

- 4.1 On 22nd February 2013 Planning Applications Committee permitted the Outline application (access only) for the demolition of all existing buildings, halls of residence and associated buildings and the redevelopment of the site to provide 34 dwellings, open space, landscaping, accesses to Upper Redlands Road and all associated works. Application reference 121820.
- 4.2 The reserved matters planning application has since been permitted (application reference 140428) and works are currently commencing on site.
- 4.3 The main access for the development will be from a new access road located directly opposite New Road. A crossroads will be created and a raised table installed on Upper Redlands Road to reduce vehicle speeds.
- 4.4 The design of the junction and the creation of the crossroads are all in accordance with the criteria within the Department for Transport Document, The Manual for Streets, 2007, which is the national design guide for Residential / Urban Roads.

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

7. LEGAL IMPLICATIONS

- 7.1 Any resultant traffic regulation order will be made 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:-

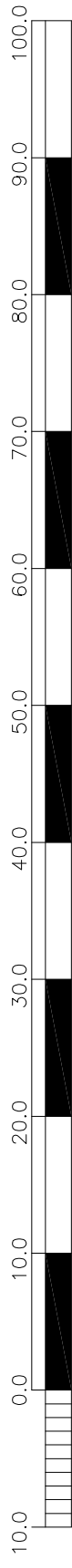
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant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

9. FINANCIAL IMPLICATIONS

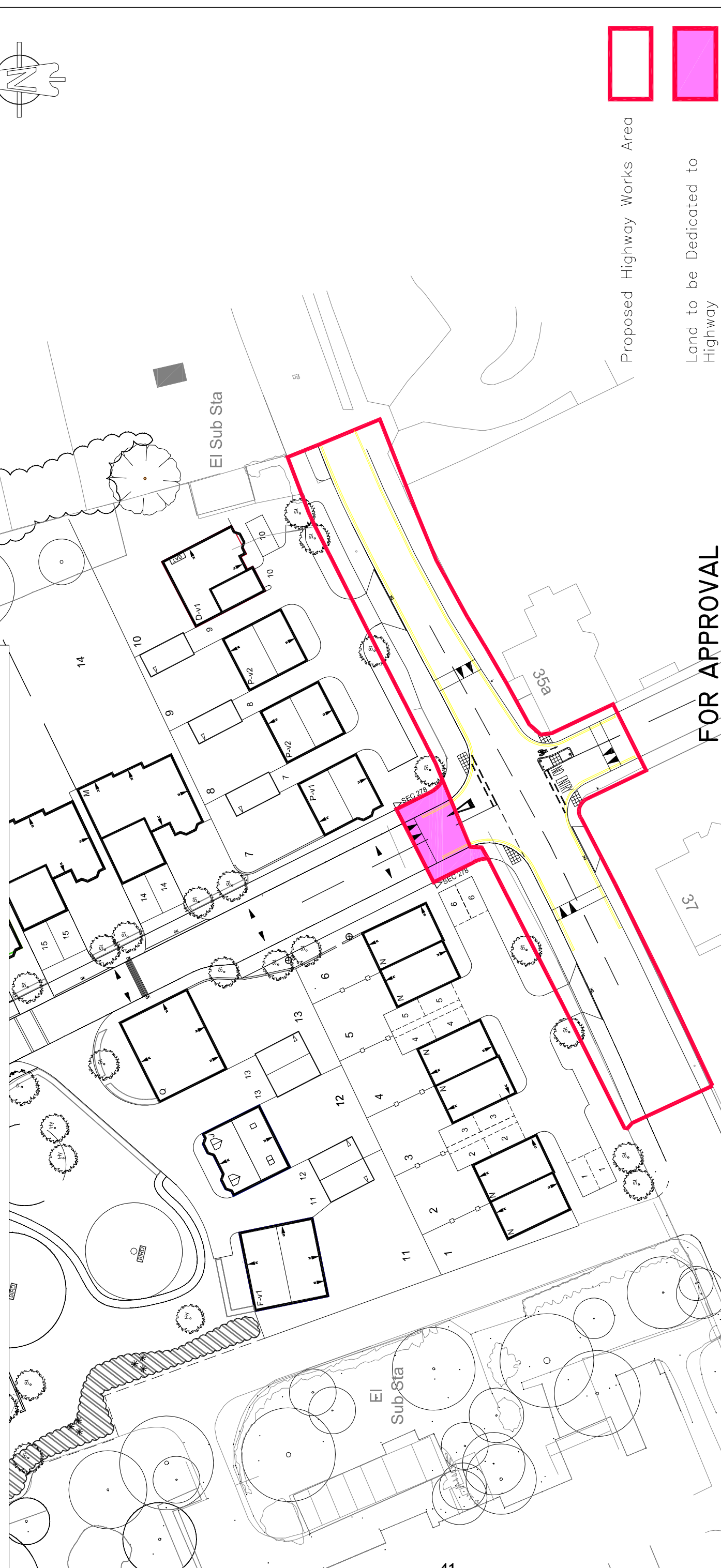
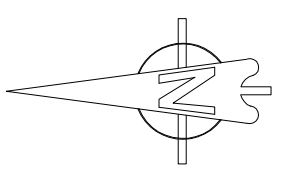
- 9.1 The raised table junction is to be constructed by the developer as part of their agreed planning permission and the design has been agreed as part of their S278 / 38 Agreement for Highway Works. Funding for the legal order has been paid by the developer through the S278 / 38 Agreement process.

10. BACKGROUND PAPERS

- 10.1 None.



Scale = 1 : 500



Proposed Highway Works Area

Land to be Dedicated to Highway

FOR APPROVAL

REV. No.	DATE	DESCRIPTION	INITIALS
A	26.01.15	Highway works area amended following RBC comments.	LJW
Client		MJA CONSULTING CIVIL AND STRUCTURAL ENGINEERS Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 555173 Fax: 01235 523226	
Project Wells Road, Reading		MJA	
Title		Scale 1:500@A3	Rev
Section 278 Land Dedication Plan		Checked	Drawing No. 5030:604 A
		Date Dec '14	Rev
		Drawn LJW	

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	10
TITLE:	MINSTER STREET - EXTENTION TO BUS ONLY RESTRICTION OPERATIONAL HOURS		
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 ask the Sub-committee to approve the request to advertise for an overnight (7pm to 7am) extension to the operational hours of the bus only restriction in Minster Street. There has been a long standing public safety concern during the night-time economy period and the popularity of the bars within Gun Street. By closing Minister Street between 7pm to 7am overnight to through traffic, vehicle movements are reduced thus improving the safety of large numbers of people using the narrow footways of this historic street.

2. RECOMMENDED ACTION

- 2.1 That the Sub-committee note the contents of this report.
- 2.2 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the extension to the operational hours of the bus only restriction of Minister Street to include the 7pm to 7am overnight period in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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| <p>2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.</p> <p>2.4 That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.</p> |
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3. POLICY CONTEXT

- 3.1 These proposals are in line with current Transport and Planning Policy.
- 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 ensure the network is safe for all users as so far as reasonably practicable.

4. NIGHT-TIME ECONOMY

- 4.1 There has been a long standing public safety concern during the night-time economy period with the popularity of the bars within Gun Street. Many people enjoying what Reading has to offer during the late evening and early morning are attracted to the establishments in Gun Street. Gun Street is an historic street with relatively narrow footways and due to the popularity of the night-time economy many people move around in this area. It is a regular occurrence that people encroach on the carriageway which raises very real public safety concerns.
- 4.2 During the restricted times between 7am to 11am and again between 4pm to 7pm Minister Street can only be legally used by buses, taxis and those that need access. Unrestricted (11am to 4pm and overnight between 7pm to 7am) Minister Street becomes a through route across the town centre area from east to west. By closing Minister Street to through traffic overnight (between 7pm to 7am) vehicle movements are reduced thus improving the safety of large numbers of people using the narrow footways of this historic street.
- 4.3 We have been enforcing Minister Street for many years and have ensured that residents and others that need access to the area is maintained. This change will not only help to improve the public safety concern but also benefit the wider area by closing off a through route across the town centre.

5.0 CONCLUSION

- 5.1 That the Sub-committee agree to the 7pm to 7am extension of the bus only restriction to improve public safety overnight and reduce the impact of through traffic across the town centre area.

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.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 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 Waiting and movement restrictions are advertised under the Road Traffic Regulation Act 1984.

10. EQUALITY IMPACT ASSESSMENT

- 10.1 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.

11. FINANCIAL IMPLICATIONS

- 11.1 The changes suggested within this report are relatively low cost and will be funded from existing transport budgets.

12. BACKGROUND PAPERS

- 12.1 Bus lane enforcement was introduced in 2006 with the current town centre restrictions promoted in 2010/11 - Cabinet, TMAP and TM Sub-committee papers refer.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	11
TITLE:	TOWN CENTRE PAY & DISPLAY EXPANSION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY
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 Following an Officer review of parking availability and existing waiting restrictions in Reading town centre, this report provides proposals to increase the number of Pay & Display parking bays.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the proposals illustrated in Appendix 1, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That, subject to no objections being 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.

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 Officers conducted a review of the existing on-street Pay & Display parking provision in the town centre, with consideration for any areas where bays could be increased in length, or new bays added.
- 4.2 On street Pay & Display bays provide a short-stay, high-turnaround parking solution that is beneficial to local businesses and customers of the town centre. They also offer free parking for blue-badge holders.
- 4.3 Appendix 1 provides a series of plans to show the alterations that Officers propose. These proposals are a combination of bay extensions, new bays and changes to existing parking restrictions.
- 4.4 In total, the proposals will provide space for an additional 70 Pay & Display parking spaces, based on an average car length of 5m. Due to the variation in car lengths, the benefit is likely to be greater than this.
- 4.5 In conclusion, Officers would like to progress these proposals to statutory consultation, with agreement of the Sub-Committee. Should the Council not receive any objections during the consultation, Officers would like the restrictions to be implemented as advertised. Any objections will be reported back 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:
- Providing infrastructure to support the economy.
 - Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 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.

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.

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:-

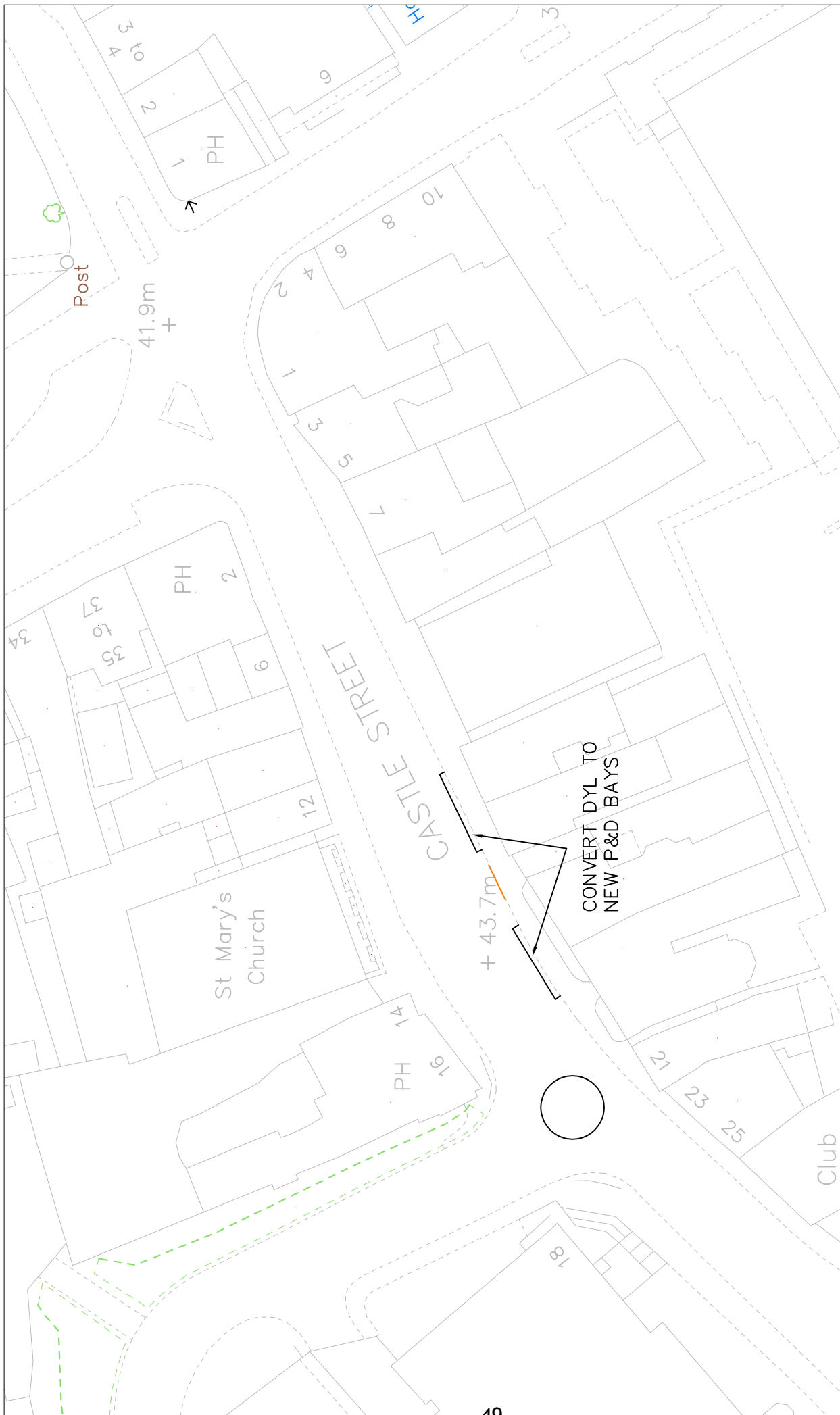
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant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

9. FINANCIAL IMPLICATIONS

9.1 The proposals will be funded by existing budgets.

10. BACKGROUND PAPERS

10.1 None.



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Project
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TOWN CENTRE

Drawing
CASTLE STREET

Scale NTS

Date AUG 16

Drawn PC

Checked JP

Approved JP

Drawing No. NM/PD/CAS



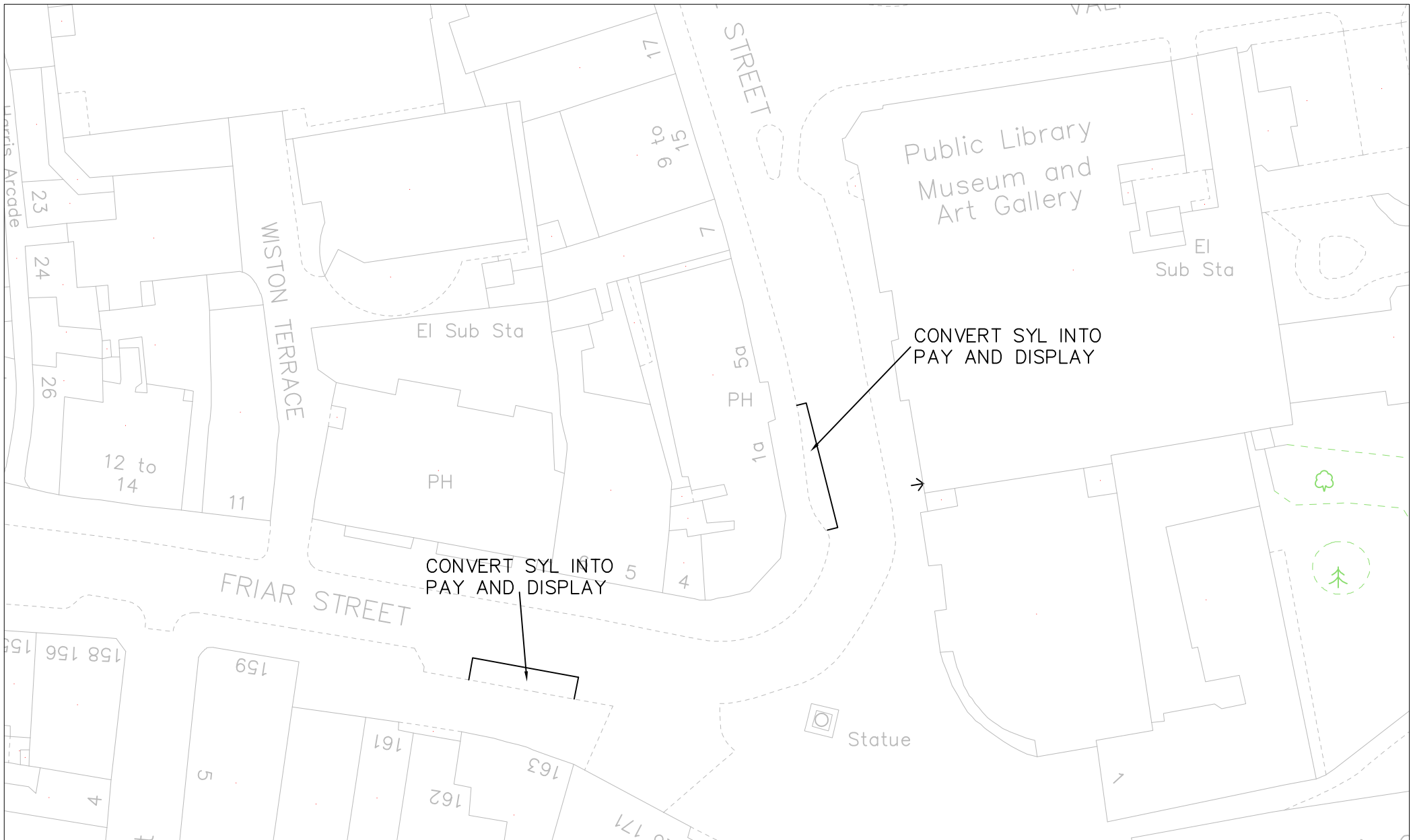
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Project	PAY AND DISPLAY TOWN CENTRE	Scale	NTS	Drawn	PC
		Date	AUG 16	Checked	JP
Drawing	CHEAPSIDE	Date		Approved	
		AUG 16		JP	
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		Date	AUG 16	Checked	JP
Drawing	FRIAR STREET	Drawing No.		NM/PD/FRI	



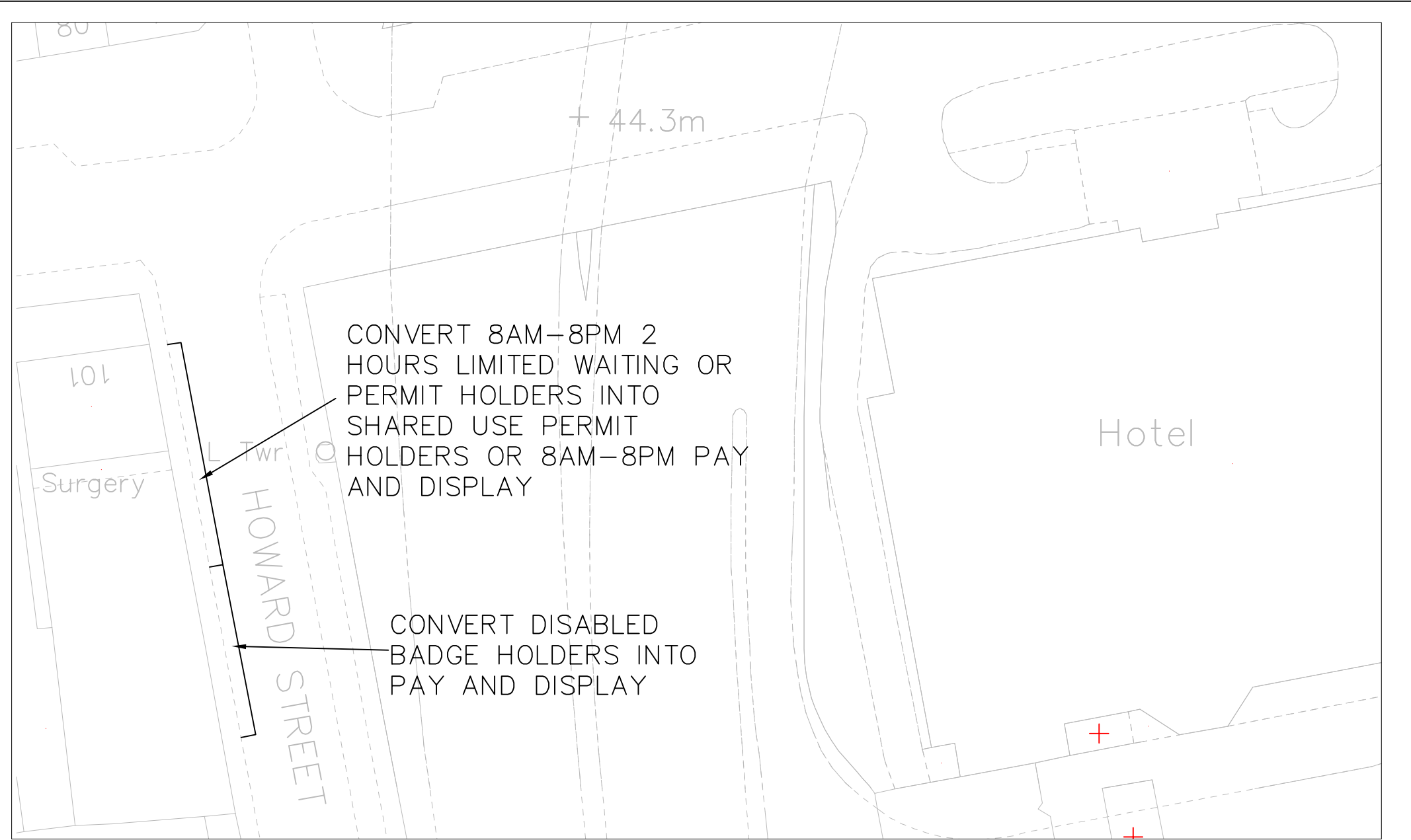
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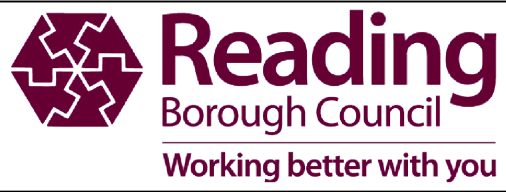
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Project	PAY AND DISPLAY TOWN CENTRE	Scale	NTS	Drawn	PC
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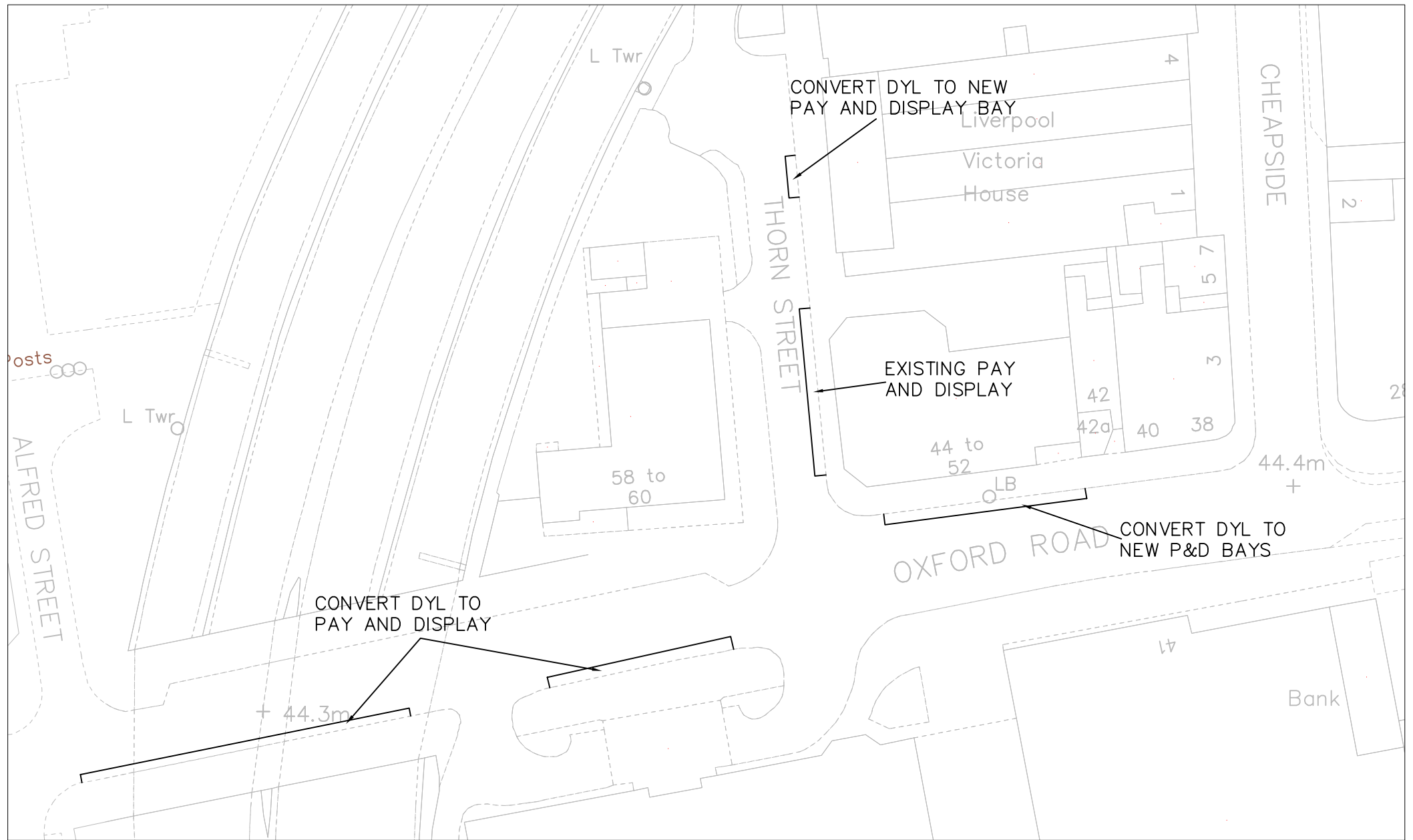


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Project	PAY AND DISPLAY TOWN CENTRE	Scale	NTS	Drawn	PC
		Date	AUG 16	Checked	JP
Drawing	HOWARD STREET	Drawing No.		NM/PD/HOW	



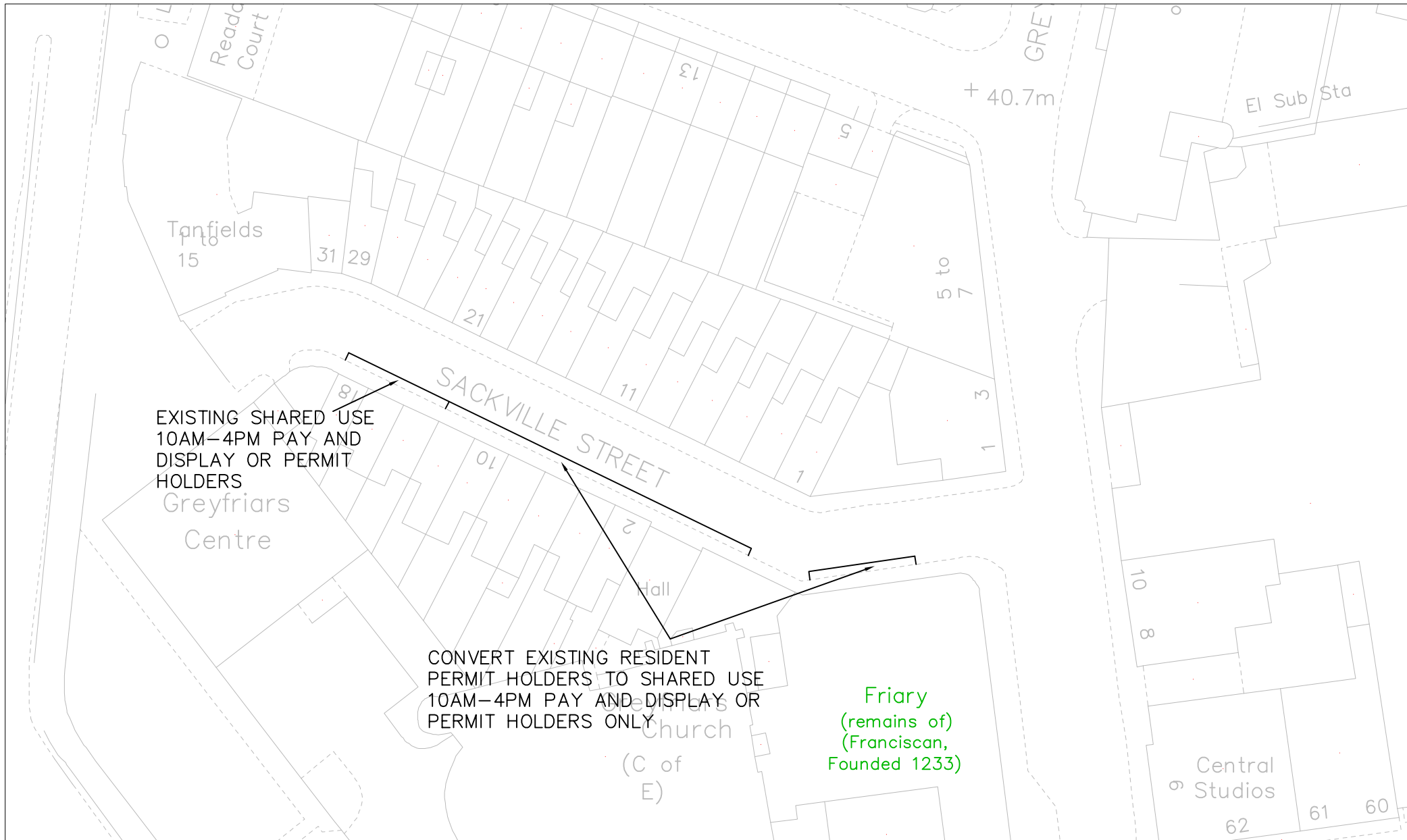
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Project PAY AND DISPLAY TOWN CENTRE	Scale NTS	Drawn PC
	Date AUG 16	Checked JP
Drawing OXFORD ROAD AND THORN STREET	Approved JP	
	Drawing No. NM/PD/OX_TH	



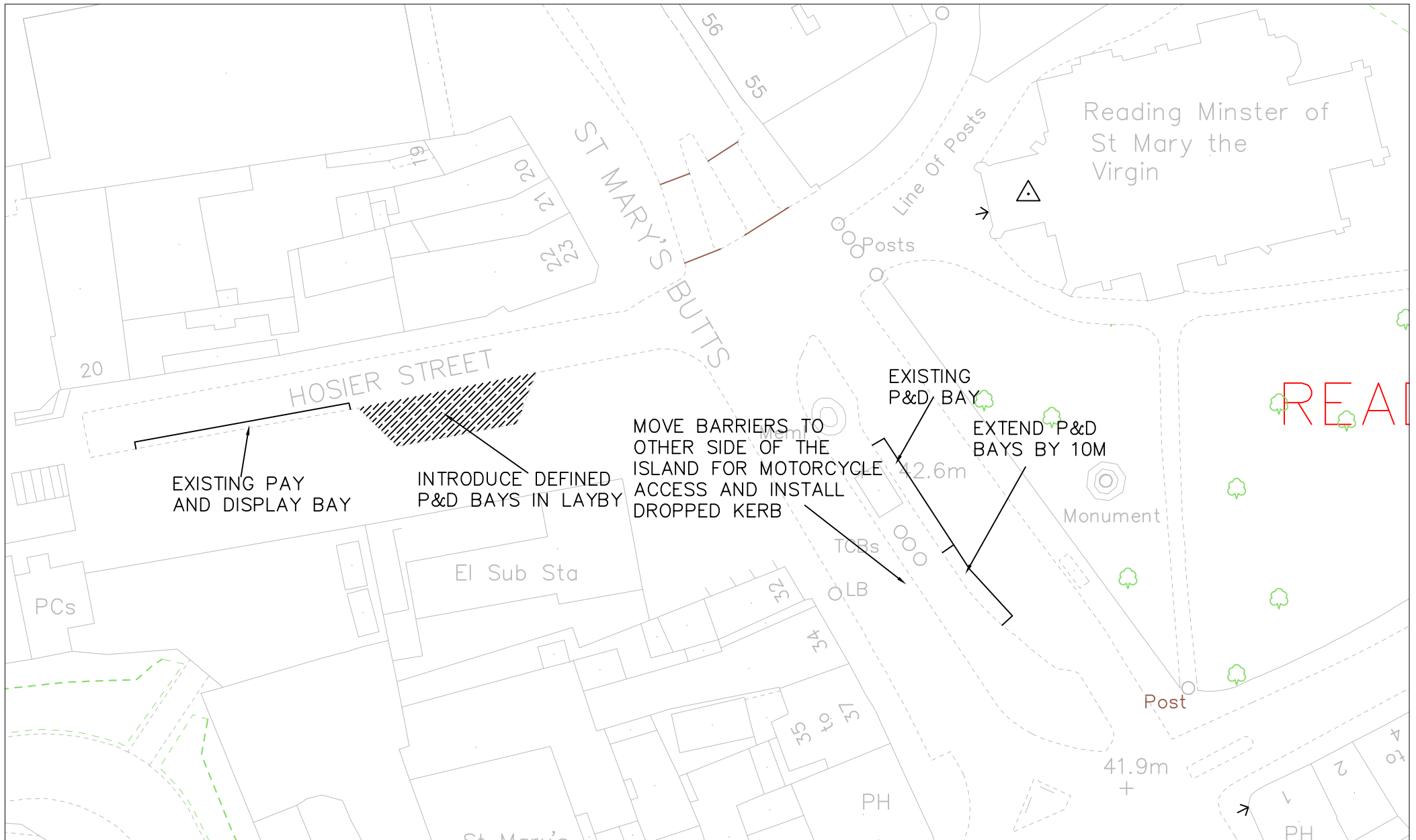
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Project	TOWN CENTRE PAY AND DISPLAY	Scale	NTS	Drawn	PC
		Date	AUG 16	Checked	JP
Drawing	SACKVILLE STREET	Drawing No.		NM/PD/SAC	



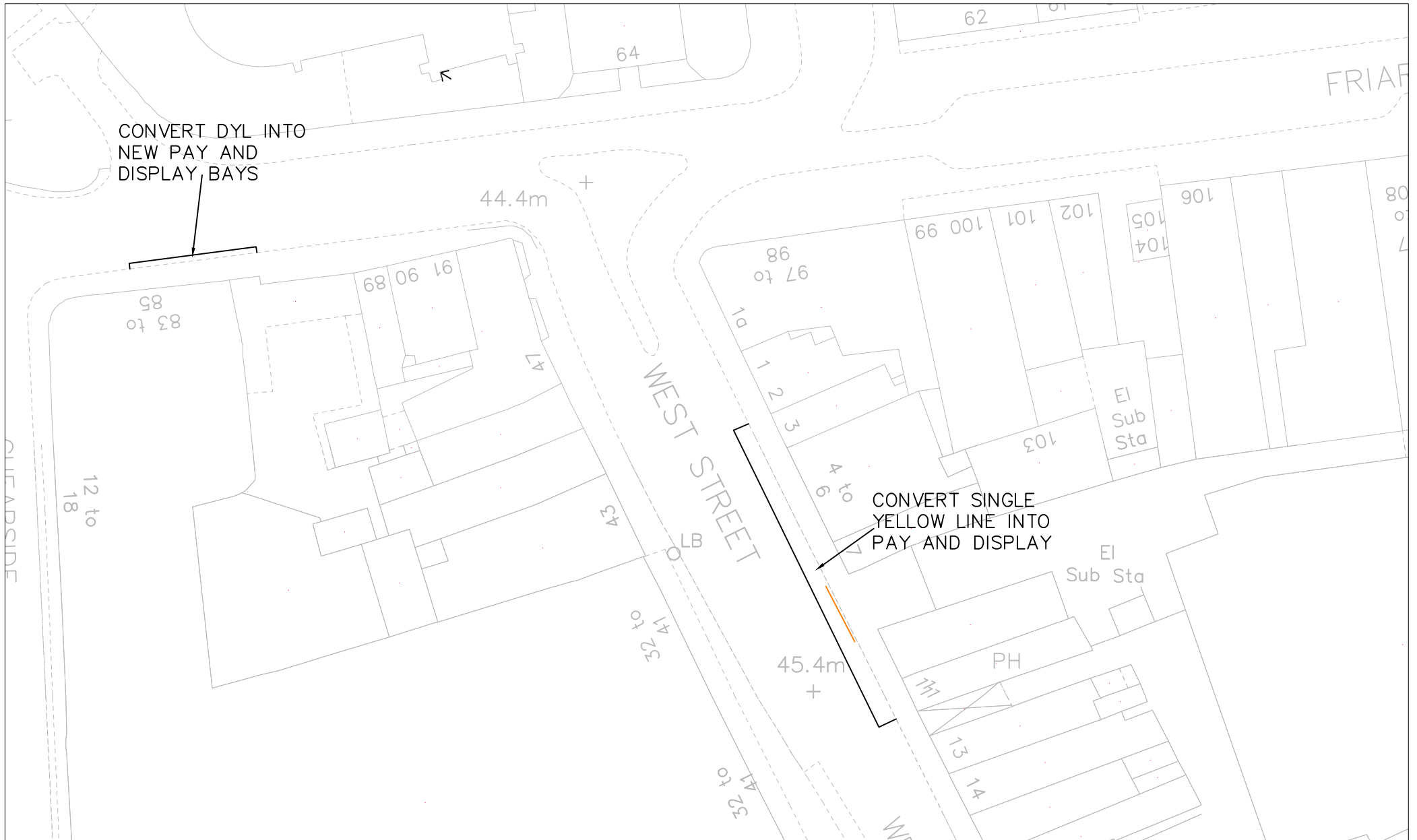
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Project	PAY AND DISPLAY TOWN CENTRE	Scale	NTS	Drawn	PC
		Date	AUG 16	Checked	JP
Drawing	ST MARY'S BUTTS AND HOSIER STREET	Drawing No.		NM/PD/SMB	



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Project PAY AND DISPLAY TOWN CENTRE	Scale NTS	Drawn PC
	Date AUG 16	Checked JP
Drawing WEST STREET AND FRIAR STREET	Approved JP	
	Drawing No. NM/PD/WES_FRI	

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	12
TITLE:	WATLINGTON STREET / SOUTH STREET - INFORMAL CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY
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 an informal consultation that was conducted by Abbey Ward Councillors, which invited resident feedback regarding proposed measures to improve road safety, reduce speeding traffic and improve the local environment in Watlington Street and South Street.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That further consideration be given to the consultation feedback and that other options are considered for this area.

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 In early July 2016, Abbey Ward Councillors delivered an informal consultation letter to residents of Watlington Street (between Queens Road and London Road), South Street (between Sidmouth Street and Watlington Street), The Grove, Boulton Street and The Dell.

The informal consultation was conducted, following the receipt of numerous complaints regarding the volume of speeding traffic, especially during peak hours, associated with cars rat-running between London Road and Sidmouth Street.

- 4.2 The consultation proposed that a road closure at the junction of South Street and Sidmouth Street would remove the rat-running traffic and also improve road safety at this junction.
- 4.3 In the 5 years between 2011 and 2015, there have been 3 accidents, which have resulted in casualties, at the junction of Watlington Street and London Road. During the same period there have been 8 accidents, which have resulted in casualties, at the junction with South Street and Sidmouth Street.
- 4.4 The consultation document asked whether the resident would support a closure of the junction of South Street and Sidmouth Street, whether they would support a proposal for new road humps along Watlington Street and invited any other comments or suggestions.
- 4.5 Appendix 1 provides a summary of the consultation results.
- 4.6 With a relatively low response, it is difficult for Officers to provide a clear recommendation. From the consultation results, there appears to be more support for traffic calming through road humps, however, this does not solve the root cause of the concerns, which is rat-running traffic.
- 4.7 In conclusion, Officers recommend that further consideration be given to the feedback received from this informal consultation and that other options are considered for this area.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal contributes to the Council's strategic aims, as set out below:
 - 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 Further informal consultation may be conducted, as proposals develop for this area, prior to statutory consultation.

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.

8. EQUALITY IMPACT ASSESSMENT

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

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

9. FINANCIAL IMPLICATIONS

- 9.1 None arising from this report.
- 9.2 Funding will need to be identified prior to implementation of any scheme.

10. BACKGROUND PAPERS

- 10.1 None.

Analysis of Responses to Watlington Street/South Street – Informal Traffic Consultation

	<u>Q1</u>			<u>Q2</u>		
	Proposal for road closure at the junction of South Street and Sidmouth Street.					
<u>Street/Location</u>	<u>FOR *</u>	<u>AGAINST **</u>	<u>NO VOTE CAST</u>	<u>FOR ***</u>	<u>AGAINST ****</u>	<u>NO VOTE CAST</u>
Watlington Street	6	7	0	10	2	1
South Street	1	1	0	1	1	0
Boult Street	2	1	0	1	1	1
The Grove	5	5	0	8	2	0
The Dell	5	2	0	4	3	0
Sidmouth Court	2	2	0	1	3	0
Totals:	21	18	0	25	12	2
Percentage:	53.8%	46.2%	0.0%	64.1%	30.8%	5.1%

TOTAL RETURNED:	39
TOTAL SENT:	255
%	15.29%

Q1: "YES" FOR * I would support a road closure at the junction of South Street and Sidmouth Street.
 "NO" AGAINST ** I would not support a road closure at the junction of South Street and Sidmouth Street.

Q2: "YES" FOR *** I would support new road humps along Watlington Street.
 "NO" AGAINST **** I would not support new road humps along Watlington Street.

"n/a" NO VOTE CAST Applied when both boxes appear blank

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	13
TITLE:	WEST READING TRANSPORT STUDY UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	SOUTHCOTE
LEAD OFFICER:	STEPHEN WISE	TEL:	0118 937 3735
JOB TITLE:	SENIOR TRANSPORT PLANNER	E-MAIL:	Stephen.wise@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 The purpose of this report is to update the Sub-Committee on progress with the West Reading Transport Study

2. RECOMMENDED ACTION

2.1 That the Sub-Committee notes the contents of this report and agrees that officers continue to work up specific proposals for transport projects in the study area.

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.

4. REPORT BACK

West Reading Transport Study

4.1 The West Reading Study has been started in order to address issues of traffic and transport in Southcote and Coley Park, given the opportunity presented by developments at the Elvian School site and the DEFRA site.

- 4.2 The study presented initial ideas for the Southcote area at a public exhibition held in St Matthews Church, Southcote Lane on 14th July 2016. Visitors to the exhibition were shown initial possible ideas and invited to offer comments. There were 72 names on the exhibition sign in sheet. 19 feedback forms were completed and 77 post it notes attached to the plans.
- 4.3 An on line consultation has been available until 26th Aug 2016 and has produced 9 responses.
- 4.4 Five questions were proposed on the feedback and online forms:
Main concerns.
Comments regarding proposals for traffic and parking.
Comments regarding proposals for public transport.
Comments regarding proposals for walking and cycling.
Further comments.
- 4.5 Main concerns:
Feedback from those consulted consistently raised ‘through traffic’ and ‘parking of parents taking or collecting schoolchildren’. However for some people parking was an issue because it was outside their house or in their street, for some parking was an issue because it slowed down traffic. There was concern over speed of traffic but inconsistency as to the suitability of a 20mph zone across the whole area or across side roads only. The volume of through traffic was seen as a concern and many people were concerned with the effects of increases in traffic and parking on pedestrian safety, particularly children, cycling safety and the efficient operation of bus services. The attitude of people accessing the schools by car and parking irresponsibly was seen as a main concern by many. Residents did not see why Southcote estate should be used as an alternative to the A4 for car commuters from outside of the area.
- 4.6 Traffic and parking:
There was some support for all the different ideas proposed on the plans such as restricting parking close to the Beefeater, moving the Southcote Lane bus gate, restricting parking close to schools, reducing the speed limit. However there were also comments disagreeing with all of these proposals. Some residents agreed with the bus gate but wanted exemption for Southcote residents. Other people’s parking being restricted was a consistent theme provided residents could still park. Restricting through traffic was generally supported. There was not consistency of support for a 20mph zone covering all the roads. Concerns were expressed that the Elvian development would add to the parking problems.
There was some concern that the bus gate penalised those who lived west of it but still within Southcote. There were consistent comments that the current U turn at Fawley Road, by cars avoiding the bus gate was dangerous and should be stopped.
- 4.7 Public Transport:

Those who expressed opinions supported the provision of efficient bus services and restrictions on parking to allow efficient operation, particularly close to The Beefeater. There was some concern that a 20mph restriction on Southcote Lane would adversely affect bus services.

4.8 Cycling and walking:

There was support for measures to improve the safety of those walking or cycling and for encouraging more schoolchildren to use these modes. There was inconsistent support for exactly what measures should be used; more crossing points were seen as good by some, but others were concerned they would remove parking, cycle lanes were generally seen as good but should they be 'shared use' as proposed for Bath Road or 'on road' such as on Berkeley Ave. Raised tables at side road entrances were seen as good by some but not others.

4.9 Further comments:

Some additional ideas were suggested such as re-establishing the second bus gate at the Burghfield Road/Southcote Lane junction that has fallen into disuse. This would then stop rat running traffic from Burghfield and reduce through traffic to the benefit of all Southcote residents, not just those east of Circuit Lane. Restrictions on teachers parking close to the schools were suggested.

Alternative arrangements for the Southcote Lane/Bath Road/Berkeley Ave junctions were proposed to reduce the stop/start affect caused by the mismatch of traffic lights, pedestrian crossing lights and roundabout.

Some introduction of one way operation of residential side streets around the Ashampstead Road area was suggested to reduce the car v car conflicts and consequent driving over paths and verges.

5 PROPOSAL

- 5.1 RBC officers will consider the detailed responses to the consultations and produce definitive proposals based on the concerns and feedback received.

6. CONTRIBUTION TO STRATEGIC AIMS

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

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

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 An exhibition has been arranged for the Coley Park area of the West Reading Study on 20th September at Coley Park Baptist Church from 6.30-8.30pm.

8. LEGAL IMPLICATIONS

8.1 None at present.

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 will carry out an equality impact assessment for transport project proposals in the study area.

10. FINANCIAL IMPLICATIONS

10.1 None at present.

11. BACKGROUND PAPERS

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

11.1 West Reading Transport Study, Traffic Management Sub-Committee Report, March 2016

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	14
TITLE:	LOWER CAVERSHAM 20MPH & PROSPECT STREET ZEBRA CROSSING		
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 provides a proposal for a 20mph zone in lower Caversham, following a number of petitions and requests for such a reduction in the speed limit in this area of the Borough.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That Officers meet with Ward Councillors and CADRA to discuss the limits of the proposed zone.
- 2.3 That the Eastern Area 20mph zone is completed before proceeding further with the proposals for a lower Caversham 20mph zone.

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 At the June 2016 meeting of the Sub-Committee, a petition update report was provided, following the Sub-Committee's receipt of a

petition asking for the Council to review the safety and signing of the zebra crossing in Prospect Street, Caversham. The petition highlighted a serious incident on 11 January 2016, in which a woman on the crossing was struck by a lorry, sustaining life threatening injuries.

- 4.2 The Police report has confirmed that the incident causation factors are beyond the scope of any road or crossing improvement. Whilst there was an initial suggestion that this zebra crossing needed to be altered, or additional signing required, the circumstances of this accident indicate that it may have happened regardless of the type of crossing facility.
- 4.3 The Council has received a number of requests and petitions for the introduction of 20mph limits in areas of Lower Caversham and, in particular, the central area that includes Prospect Street, Church Street and Church Road. This central shopping area attracts a higher number of pedestrians, with a resulting high number of road crossing movements. However, Officers also believe that the residential streets leading from these main roads require consideration for possible inclusion in a wider 20mph zone.
- 4.4 Appendix 1 provides an illustration of a proposed lower Caversham 20mph zone. This zone incorporates the Central Caversham area, residential streets leading from this area, a number of schools and other locations for which the Council has received requests for a lower speed limit.
- 4.5 Appendix 2 provides an illustration for an extension of the proposed lower Caversham 20mph zone in Appendix 1, which incorporates the Amersham Road area. A petition was received in January 2015, requesting a 20mph zone for this area, for which an update report was presented to the Sub-Committee meeting in November 2015.
- 4.6 As a single, large zone, the area included in Appendix 1 and 2 would require very few 'gateway' 20mph zone entrance/exit signs. Following the publication of the Traffic Signs, Regulations and General Directions 2016, it has been confirmed that such signs do not require illumination, which will significantly reduce the installation and maintenance cost. However, the required traffic calming measures, such as '20' roundels' would likely be a significant cost, due to the frequency in which they would need to be installed within the zone.
- 4.7 Officers recommend that they meet with Ward Councillors and CADRA to discuss the limits of the zone. Officers will provide an update report to a future meeting of the Sub-Committee.

- 4.8 Officers recommend that the Eastern Area 20mph zone is completed before proceeding further with the proposals for a lower Caversham 20mph zone.
- 4.9 Implementation of the zone will be subject to agreement by the Sub-Committee to proceed to statutory consultation, the results of the statutory consultation and funding being identified.
- 4.10 Should external funding become available, Officers would like to explore measures to further improve the experience for pedestrians and cyclists in the central Caversham area (Prospect Street, Church Street and Church Road), in consultation with ward Councillors and CADRA. These measures could include the installation of footway-level pedestrian crossings.

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 Officers will further discuss the area of the proposed 20mph zone (Appendix 1 and 2) with ward Councillors and CADRA.
- 6.2 The proposed creation of a 20mph zone 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.

7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.
- 7.2 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.

8. EQUALITY IMPACT ASSESSMENT

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

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

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

9.2 Implementation of the 20mph zone will be subject to funding being identified.

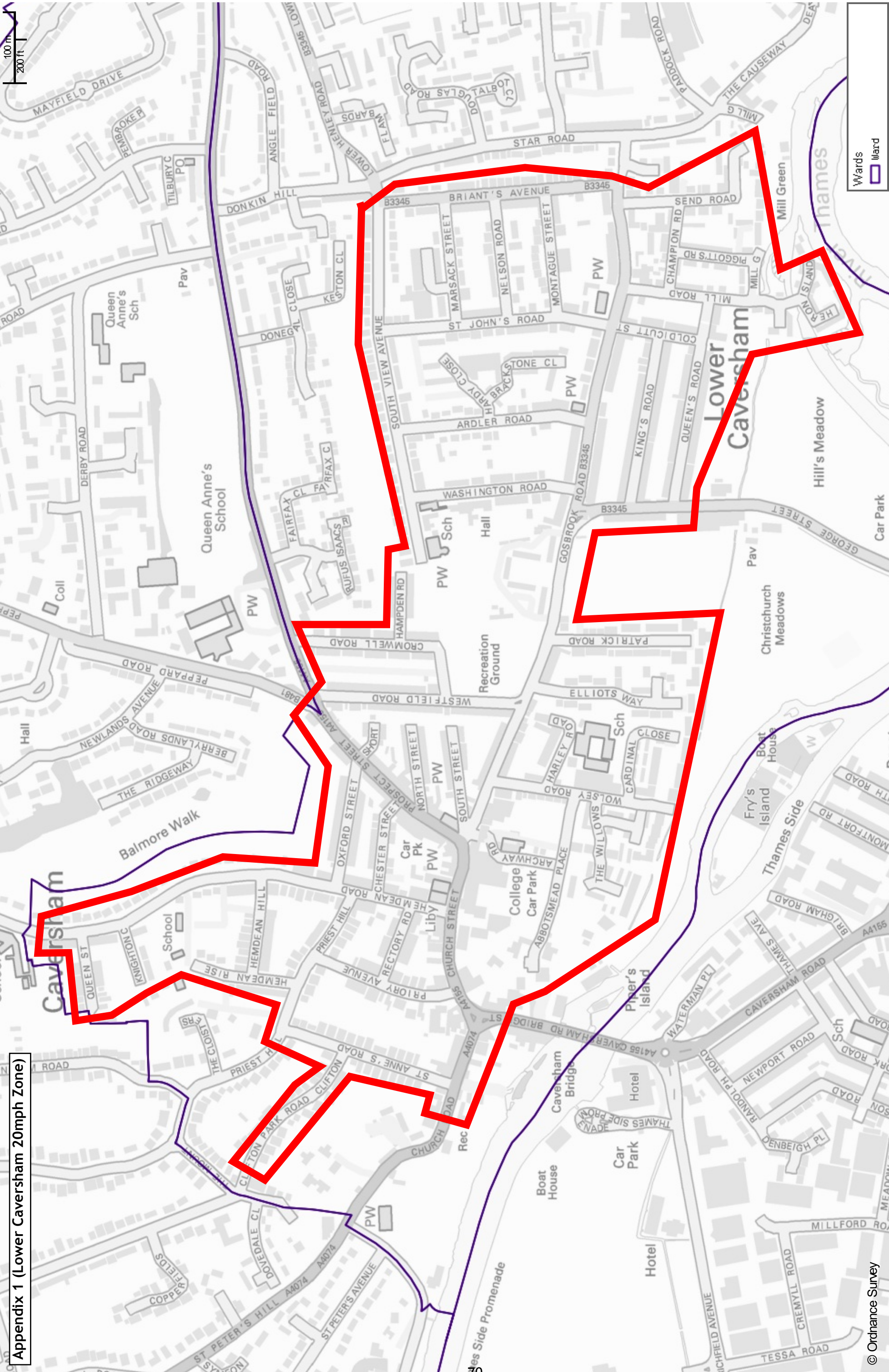
9.3 Implementation of further enhancement works, as outlined in Item 4.10, will be subject to the receipt of external funding, such as developer contributions to the Council.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-committee minutes - June 2016.

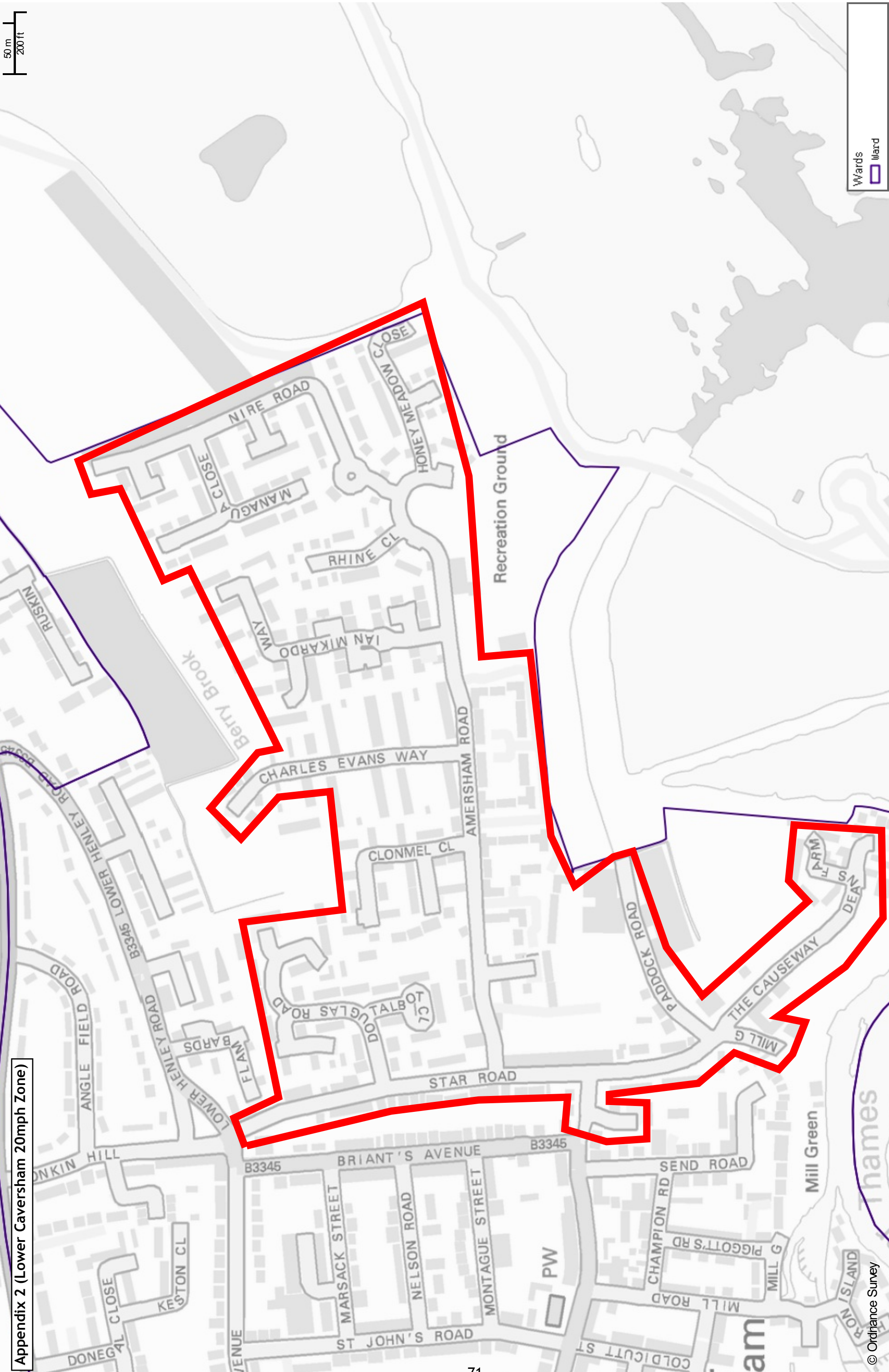
10.2 Traffic Management Sub-committee minutes - March 2016.

10.3 Traffic Management Sub-committee minutes - November 2015.



Appendix 1 (Lower Caversham 20mph Zone)





Appendix 2 (Lower Caversham 20mph Zone)

Wards
Ward



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	15
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 provides the results of the statutory consultation for the proposed alterations to parking restrictions, which will be required for the future installation of this crossing facility.
- 1.2 This report also provides the outline design for the proposed crossing facility.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the objections noted in Appendix 1 are considered, but to implement the restrictions as per Item 4.6.
- 2.3 That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Order and no public inquiry be held into the proposals.
- 2.4 That the objectors be informed of the decision of the Sub-Committee accordingly.

- | |
|--|
| <p>2.5 That the proposed crossing proceeds to detailed design and implementation, once funding has been identified.</p> <p>2.6 That the lead petitioner be informed accordingly.</p> |
|--|

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 At the June 2016 meeting of the Sub-Committee, it was agreed that Officers proceed to statutory consultation for the changes that will be required to the parking bays at the desired location for the zebra crossing.
- 4.2 The alterations to the existing parking bays will be required to accommodate a proposed footway build-out into the carriageway and to provide the required visibility of oncoming traffic for waiting pedestrians.
- 4.3 Officers included these proposed parking restriction alterations in the statutory consultation for the 2016A Waiting Restriction Review Programme, to minimise the cost of this element of work.
- 4.4 Appendix 1 shows the results of the consultation and an illustration of the changes to the parking bays that were proposed in the statutory consultation.
- 4.5 The Council has received 5 objections to the proposed parking bay changes. 4 of these objections relate to concerns about reducing parking space for parents to drop off/pick up school children at the temporary site of The Heights Primary School. The remaining objection relates to the proposed crossing and a reduction in parking for Christchurch Meadows.
- 4.6 The crossing cannot be delivered without a reduction in the length of the parking bays on either side. The installation of the crossing is still subject to funding being available and Officers would not propose altering the existing bays until funding for the crossing has been identified and the crossing is considered to be deliverable. Depending on the final design of the crossing, it may be possible to reduce the length of bays that are affected. It is hoped that the installation of this crossing facility could remove one of the barriers to some parents

allowing their children to walk or cycle to school and will have a wide catchment area for destinations on both sides of the River Thames. Therefore, Officers recommend that the Sub-Committee agrees to implement the changes to the parking restrictions.

4.7 Appendix 2 shows an outline design for the crossing. The final design will be subject to utility and highway drainage issues that are discovered, once trial excavations are conducted ahead of implementation.

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 Objectors to the proposed alterations to the parking bays will be informed of the decision of the Sub-Committee.

6.3 A legal Notice will be served, stating the intension to establish a new pedestrian crossing, once funding for the facility is identified.

7. LEGAL IMPLICATIONS

7.1 Sealing of Traffic Regulation Orders will require advertisement 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.

9. FINANCIAL IMPLICATIONS

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

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-committee minutes - June 2016.

10.2 Traffic Management Sub-committee minutes - March 2016.

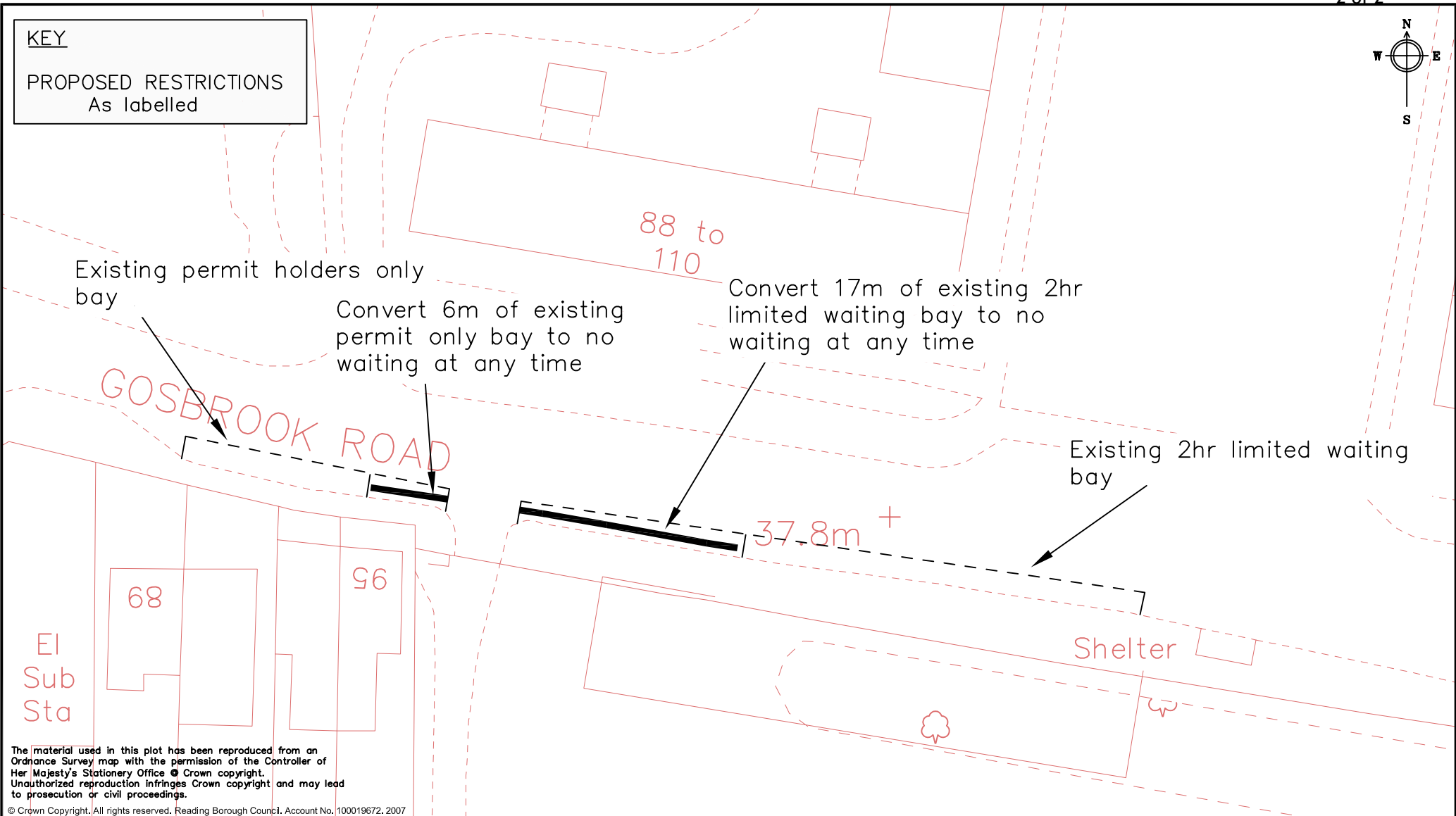
10.3 Traffic Management Sub-committee minutes - January 2016.

Appendix 1: PETITION FOR A ZEBRA CROSSING ON GOSBROOK ROAD - UPDATE

Type of Comment	Objections/support/comments received.
Objection - resident, who uses The Heights school.	Parking bays are used by parents of The Heights school children who only stop there briefly but these bays are the only parking available. Reducing the bays will force children to walk along busy roads and the dangerous narrow pavement near the Fox & Hound.
Objection - parent, who uses The Heights school.	The bays are the only ones available for people to drop off children to the school. There is a struggle with parking for the school and it is too far for young children to walk to.
Objection - parent, who uses The Heights school.	These are the only bays available for dropping children off at the school. It would take 50mins for their family to walk to the school. Bays are also used for picking up sick children or for appointments as well as before/after school clubs.
Objection - resident of Caversham	These bays and the northern layby are the only ones available for users of the school. The school is growing every year with another 100 children by the end of 2017. The proposals will make it impossible to stop and move traffic towards Falklands Rd/Caversham centre. Please reconsider until the school has moved to its permanent location.
Objection - resident	Objects to the crossing as there are 2 crossings nearby. Not many people seem to want it and much needed parking for Christchurch Meadow users would be lost. Perhaps a 20 limit would work.



KEY
 PROPOSED RESTRICTIONS
 As labelled

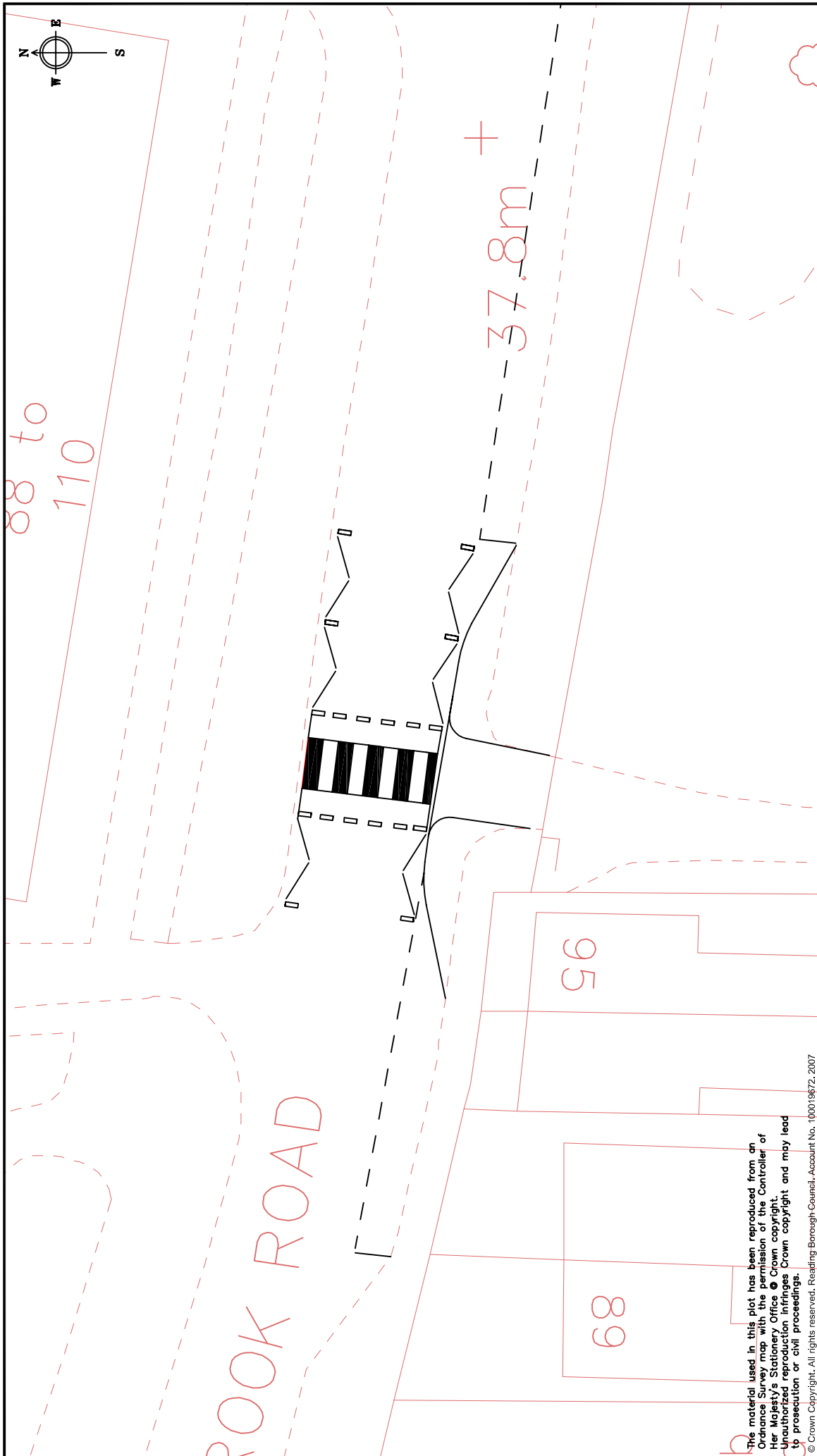


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Directorate of Environment and Neighbourhood Services
 Civic Centre, Bridge Street
 Reading
 RG1 2LU

project		CAD Drawing Location: S/NM/SPA11/CllrConsultation	
ANNUAL PARKING REVIEW - 2016B		scale	drawn JT checked JC
		N.T.S	approved JC
			date JUL 2016
drawing		drawing no.	
Gosbrook Road Caversham		WRR/2016A/CA1	



project Appendix 2 (Gosbrook Road Zebra Crossing) drawing Gosbrook Road – crossing with build out		CAD Drawing Location: S/NM/SPA11/Cllr Consultation scale N.T.S. drawing no. 2016B – Gosbrook Road bay amendments	
Transportation and Streetcare Services Civic Offices, Bridge St Reading RG1 2LU		drawn JT	checked JC
		approved JC	date JUL 2016



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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	16
TITLE:	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2016 (A) & REQUESTS FOR WAITING RESTRICTION REVIEW 2016 (B)		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	JEMMA THOMAS	TEL:	0118 937 2101
JOB TITLES:	ASSISTANT ENGINEER	E-MAIL:	Jemma.thomas@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To inform the sub-committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2016A. This involved proposed implementation and amendments of waiting restrictions at various locations across the Borough, and it is for Members to conclude the outcome of the proposal.
- 1.2 To provide members of the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that have been raised by members of the public, community organisations and Councillors, since March 2016.
- 1.3 To recommend that the list of issues raised for the bi-annual review is fully investigated and Ward Members are consulted. Upon completion of the Ward Member consultation, a further report will be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the approved schemes.
- 1.4 APPENDIX 1 - Summary of letters of support and objections received to WRR2016A along with officer comments.

APPENDIX 2 - Requests for waiting restrictions review programme 2016B.

2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That objections noted in Appendix 1 are considered with an appropriate recommendation to either implement, amend or reject the proposals.

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

3. POLICY CONTEXT

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

4. THE PROPOSAL

Objections to Traffic Regulation Order - 2016A

- 4.1 Approval was given at the Traffic Management Sub-committee in March 2016 to carry out investigations at various locations, in relation to waiting restriction requests, made by councillors and residents.
- 4.2 Investigation was carried out and a recommendation for each scheme was shared with ward councillors in May 2016 for further comments.
- 4.3 A further report went to the Sub-committee in June 2016 to seek approval to carry out statutory consultation. The statutory consultation process took place between 28th July 2016 and 18th August 2016 for a period of 3 weeks. Full details of the objections and any correspondence in support of the proposals are attached to this report (Appendix 1).
- 4.4 The Sub-committee can agree, overrule or modify any objection to a lesser restriction that originally proposed. Where there is agreement to an objection the recommendation shall be to remove the proposal from the programme. Where an objection is overruled, the proposal will be to introduce the proposal as advertised and where the proposal is modified to a lesser restriction this shall be noted and advertised accordingly.

Bi-annual waiting restriction review - 2016B

- 4.5 It is recommended that the list of issues raised for the Bi-annual 2016B review as shown in Appendix 2 is fully investigated and Ward Members are consulted. This

part of the waiting restriction review enables Ward Councillors to undertake informal consultations, which ensures any new restrictions have the support of residents and are reflective of what the community has requested, prior to the commencement of statutory consultation. This may mean that requests may be amended or removed if they are not appropriate or have no councillor/resident support. They are then subsequently removed from the list and no further action taken.

- 4.6 For requests that are approved to be taken forward to statutory consultation, a further report will be submitted to the Traffic Management Sub Committee, seeking approval to carry out statutory consultation with accompanying drawings of the proposed schemes.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 That persons requesting waiting restrictions be informed that their request will form part of the bi-annual waiting review programme (A or B) and are advised of the timescales of the project.

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

7. LEGAL IMPLICATIONS

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

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

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

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee reports

WAITING RESTRICTION REVIEW 2016A - OBJECTIONS TO TRAFFIC REGULATION ORDER
 APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 30/08/2016

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>BA1/5207- Battle Square area</p> <ol style="list-style-type: none"> <li data-bbox="226 549 472 655">1. Comment, resident of Battle Square <li data-bbox="226 699 427 805">2. Objection, resident of Curzon St <li data-bbox="226 884 427 991">3. Objection, resident of Curzon St <li data-bbox="226 1187 472 1294">4. Support, resident of Battle Square <li data-bbox="226 1410 427 1517">5. Objection, resident of Curzon St 	<p>Resident requested extension of existing DYL on the west side of Battle Square (Western section).</p> <p>Resident is a paramedic. With DYL on the Curzon St they would have security issues and would be unable to get to work because there is no public transport at that time. Could potentially put lives at risk because of emergencies.</p> <p>Cars parked on Curzon St are not a safety risk as roads were not intended to have 2 lanes of traffic and road is still wide enough for passing. Proposals are inconsistent as other roads will have less DYL than Curzon St even though Battle Place is narrower. DYL proposed on Curzon St should be shorter. There is no provision for visitor parking and parking at Tesco would not be appropriate without Tesco's approval.</p> <p>Area suffers from inconsiderate parking, forcing pedestrians on the street. Dropped kerbs are blocked and view of park entrances are also blocked for children and drivers. Residents were aware of the parking availability and the size of the garages when they chose to live there.</p> <p>Their garage is too small for their car and they do not have an allocated parking space so they and their neighbour must park in front of their garages. Properties without garages only have 1 allocated space. Some houses have 5 or more people living in</p>	<p>We have received a number of objections, particularly in relation to the proposals on Curzon Street. There is some support for DYL on corners, access points and narrow sections of road.</p> <p>Due to the number of objections received, we have revised the plans and propose DYL only on corners, access points, and the narrow section of road on Battle Square (eastern section) only.</p> <p>We will continue to monitor the area and could review the restrictions as part of another programme if needed.</p> <p>Some residents have asked for additional DYL but the areas they have requested are private land.</p>

	<p>them. The Council's intention to discourage having/using cars hasn't worked. The cars on Battle Square and Curzon St are used only by residents/delivery vehicles and are not causing a disruption. Resident wants to know where else they could park their cars.</p>	
6. Objection, resident	<p>Proposals go against the wishes of the majority of residents. Issue is caused by residents of other streets not the residents of the square. A permit scheme would be better.</p>	
7. Objection, resident of Battle Square	<p>Value of their property may decrease. Parking permits would be better.</p>	
8. Objection, resident of Curzon St	<p>Resident has never had an issue parking outside their house or with other vehicles in the way. Would prefer resident permits or for DYL to just include the area outside the garages. Many houses have multiple cars and would need to find a new place to park.</p>	
9. Support and Comment, resident of Battle Place	<p>Streets are crowded with cars so this needs to be sorted. Bin lorries aren't always able to access the area and cars often park at the entrance causing issues to motorists trying to get in. Dangerous as emergency vehicles may have issues accessing the area. Requested extra DYL on the entrance to Battle Place.</p>	
10. Objection, resident of Curzon St	<p>At least 20 cars will have nowhere to park as garages are not big enough for an average car. Overflow may end up on Portman Rd where cars have been vandalised and the rest would end up in Tesco who have not given permission. There are also safety concerns for females walking home at night. Pavement parking ban could help. Too many DYLS have been proposed as it eliminates on road parking. Would support restrictions on corners, access points and narrow sections of road.</p>	
11. Objection, resident of Battle Place	<p>At least 20 cars will have nowhere to park as garages are not big enough for an average car. Overflow may end up on Portman Rd where cars have been vandalised and the rest would end up in</p>	

<p>12. Objection, resident of Curzon St</p>	<p>Tesco who have not given permission. There are also safety concerns for females walking home at night. Pavement parking ban could help. Too many DYs have been proposed as it eliminates on road parking. Would support restrictions on corners, access points and narrow sections of road.</p> <p>Will cause severe inconvenience to all residents. Several properties are shared and have more than one vehicle even though they only have one allocated space. Curzon St has about nine spaces but the proposal will reduce this to zero. Following previous DYs installed last year the area has become more congested. Current proposal should be scrapped. Permits would be better.</p>	
<p>13. Objection, residents of Curzon St</p>	<p>There has never been an issue on Curzon St. Garages are too small even for a small car so residents would have nowhere to park. Deliveries/contractors would also be affected. Either only put the restrictions on the dangerous areas or introduce a permit scheme. The area at the Tesco end of Curzon St could also be used for a secure barrier controlled parking area.</p>	
<p>14. Objection, by 41 residents of Battle Square/Curzon St</p>	<p>At least 20 cars will have nowhere to park as garages are not big enough for an average car. Overflow may end up on Portman Rd where cars have been vandalised and the rest would end up in Tesco who have not given permission. There are also safety concerns for females walking home at night. Pavement parking ban could help. Too many DYs have been proposed as it eliminates on road parking. Would support restrictions on corners, access points and narrow sections of road.</p>	
<p>15. Objection, resident of Curzon St</p>	<p>Proposals are unnecessary and will cause more problems. Volume of pedestrian and vehicle traffic is minor. Alternatives for parking must be provided. Children running out of the park without looking is a greater issue. Lives in a house with more than one vehicle.</p>	
<p>16. Objection,</p>	<p>5 people live in the property and they all have cars yet only one</p>	

resident	allocated space. Parking is hard but will become impossible with these proposals. Too dangerous for women to walk home at night if they have to park their cars further away. Anti-social behaviour in the area needs to be addressed.	
17. Objection, resident of Battle Square	Parking is already a nightmare and there is no alternative. If they have to park further away it will be dangerous as there have already been incidents in the area.	
18. Objection, resident of Battle Square	At least 20 cars will have nowhere to park as garages are not big enough for an average car. Overflow may end up on Portman Rd where cars have been vandalised and the rest would end up in Tesco who have not given permission. There are also safety concerns for females walking home at night. Pavement parking ban could help. Too many DYs have been proposed as it eliminates on road parking. Residents have not been granted permits for nearby zones. Would support restrictions on corners, access points and narrow sections of road.	
19. Objection, resident	DYs on corners and pinch points are necessary. Proposals are excessive. Issues are caused by non-residents. A permit scheme would be better. Local religious properties have been granted planning permission without parking facilities and this also affects residents.	
20. Objection, resident of Battle Place	At least 20 cars will have nowhere to park as garages are not big enough for an average car. Overflow may end up on Portman Rd where cars have been vandalised and the rest would end up in Tesco who have not given permission. There are also safety concerns for females walking home at night. Pavement parking ban could help. Too many DYs have been proposed as it eliminates on road parking. Would support restrictions on corners, access points and narrow sections of road.	

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
CA1/5207 - Gosbrook Road	See officer comments.	Please note that the consultation results for Gosbrook Road have been included in the 'Petition for a zebra crossing on Gosbrook Road (update)' report.

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
CH2/5207 - Ennerdale Road 1. Support and Comment, resident	Sightlines when turning into Northcourt Ave are very poor so the lines should be extended even further because of the steep road, trees and vans parked nearby.	The proposals exceed the standard distance for DYL at a junction. We will continue to monitor the area and could consider further extensions as required in future programmes. We therefore recommend that the proposals be implemented as advertised.

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
KE2/5207- Overdown Road 1. Objection, landlord who owns property on Overdown Road 2. Objection, resident	They cannot see how the 11-12pm restriction would help anyone. Would be a great inconvenience to residents who park there. Many properties have multiple occupants. Suggested allowing parking on verges. Parked cars also help to slow down traffic. Parked cars help slow down traffic. Such a short restriction won't help and will only cause inconvenience to residents of the road. Many residents use the train station to go to work so need to be able to park.	The existing restrictions on Overdown Road have been in place for six years. This is the first time the area has been included in the programme since then. Due to the objections received, we propose to only install the DYL around the junction of Brooksby Road/Overdown Road. We will continue to review the area and could add it to another programme if needed.

3. Objection, resident	Residents need to park on the road where vehicles exceed driveway capacity. Needs to be fair to residents. New RBC policy states new builds of 3 bedrooms or more must have 2 car spaces - these properties are larger and have multiple vehicles.	
4. Objection, resident of Overdown Road	Resident parks on the road when driveway is full. They use public transport to go to work so need to leave their car on the road. Multiple cars are used by the household but there is only space for two cars in the driveway. Shouldn't have to park in the West Berkshire section of the road.	
5. Objection, resident of Overdown Road	Shares property with 5 other people who all own cars. Existing restrictions are not enforced. The West Berkshire section allows residents to park on verge and the road.	

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
KE3/5207 - Romany Close 1. Objection, resident of Romany Close 2. Objection, resident of Romany Close 3. Objection, resident of Romany Close. (Received	<p>There are two cars per household and no garage space so parking spaces are very limited. 10m of DYL is too much. Any restriction on the corner should be 5m and between 9am-4pm. This would allow bin men to access the area.</p> <p>Parking on the bend has not caused any problems. The DYL would cause a massive parking problem for residents. There is not enough space for residents to park. Bin collection trucks have no issues accessing the road. The bend itself is not near the main road and cars parked there help slow traffic down and improve safety.</p> <p>Resident has one car and does not have a garage like many others. Parking is a struggle. 10m is too much, better for a 5m 9am-4pm restriction on the corner to help bin men access the close. Those with transit vans need to park them nearby for</p>	<p>Parking on this bend is causing issues for bin collection. It's an ongoing issue for larger vehicles accessing this area and this includes emergency vehicles which need to be able to access the area at all times. We recommend that the proposals be implemented as advertised.</p>

<p>objection 21/08).</p> <p>4. Objection, resident of Romany Close (Received objection 22/08).</p> <p>5. Objection, resident of Romany Close. (Received objection 25/08).</p>	<p>security. Resident doesn't want to park further away with children.</p> <p>The loss of two parking spaces will cause real problems and cause friction between neighbours. One vehicle parks on the bend and the owner has been asked not to do this on bin days but they haven't moved. Resident thinks RBC should send notes to residents to ask them not to park on the bend on bin days or between 9am-4pm. Parking is really tight so these proposals would cause issues.</p> <p>There are two cars per household and no garage space so parking spaces are very limited. 10m of DYL is too much. Any restriction on the corner should be 5m and between 9am-4pm. This would allow bin men to access the area. 3 people with transit vans need to park there for security.</p>	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
<p>KE4/5207 - Wealden Way</p> <p>1. Objection, resident of Wealden Way</p> <p>2. Objection, resident of Wealden Way</p>	<p>The restrictions should relate to the school opening times only. Reversing out of driveways is already difficult but these proposals would make it worse as vans that usually park there would just move and cause issues elsewhere.</p> <p>Resident has never has an issue with parked cars. DYL seems drastic and will disrupt resident's lives. Parents visiting the school will just park on the north side not the south side. The vehicles would restrict view of the junction and force vehicles to the wrong side of the road, creating an accident black spot. The bungalows are mostly occupied by pensioners they need parking for health care workers and ambulances as well as friends/deliveries etc.</p>	<p>In response to the feedback we have received, we believe DYL should only be installed up to the driveway of the first property on the south side. This will improve parking and visibility around the junction.</p> <p>There would still be areas for resident parking and the DYLs would still allow disabled badge holders or loading/unloading to take place.</p>

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
PA1/5207 - Shared use bays Newtown area 1. Support, resident 2. Support, resident of Liverpool Road 3. Objection, resident 4. Support, resident of Radstock Road 5. Objection, resident of Radstock Road 6. Support, resident of Coventry Road 7. Support, resident 8. Objection, resident of Radstock Road 9. Support,	Supports the proposals to extend the times. Supports the proposals to extend the times. Current restrictions are not enforced and the proposals will be a waste of money. Resident already has difficulty parking when they return from work. The proposals overlap with people returning from work. Supports the proposals to extend the times. Resident needs car for work and as they leave work late it will be very unlikely that they would be able to find a parking space. Will adversely affect residents who use cars for work. Supports the proposals to extend the times. Supports the proposals to extend the times. The current times work perfectly well and allow guests enough time to leave. If the proposals go ahead more free and paid for visitor permits should be made available. Supports the proposals to extend the times as it means they	We have received mostly support. It is therefore recommended that the proposals be implemented as advertised.

resident of Coventry Road	won't have to hurry guests out.	
10. Support, resident of Liverpool Road	Strongly in favour of the proposals. Will enable family and friends to visit outside daytime working window. Resident's child cannot have friends/family to visit after school due to the restrictions. For a party a number of permits had to be handed out.	
11. Support, resident of Freshwater Road	Supports the longer hours proposed. Shouldn't cause issues for residents.	

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
PA2/5207 - Green Road		
1. Support, resident of Green Road	Current lines are inadequate as there is no clear line of sight for vehicles turning into Green Road from Whiteknights Rd and vehicles often have to stop suddenly. The proposals will solve the issues and improve safety.	It is recommended that the proposals are implemented as advertised.

Scheme	Objections/supports/comments received.	Officer Response and Recommendation
SO2/5207 Southcote Lane		
1. Objection, resident of priors point.	Finding parking is difficult as there is only one space allocated per flat and some flats have more than one vehicle. Many local businesses are not served by public transit. Public transport should be improved instead. For example, cycle tracks for 60mph roads, help bus users catch the right bus, sort out traffic lights, electric car charging points for new builds. On Southcote Lane the traffic islands could be removed or bus routes could be moved to Bath Road. Following the verge parking ban their	We acknowledge the issues raised and many of these are being considered as part of the west area study. The parking issues are caused by a lack of parking on private land. We recommend that these proposals go ahead as advertised in order to improve traffic flow in the area.

2. Objection, resident of Belgravia Court	<p>vehicle was vandalised.</p> <p>When the court car park is full residents have to park on the road. The proposals will cause a bigger problem elsewhere. They have not experienced restriction to the free flow of traffic in the area. Resident suggests removing the crossing point, replacing it with a zebra crossing or repainting the white lines. A 20mph limit could also help. These suggestions would keep some parking available but the proposals would leave no spaces at all.</p>	
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Scheme	Objections/supports/comments received.	Officer Response and Recommendation
TO2/5207 - Mayfair	<p>1. Objection, carer for resident of Mayfair</p> <p>There are residents with disabilities on this road who require long and short term parking and this includes the home for special needs. Traffic moves too fast in the area so parked cars slow traffic down. The bus delays can only be seconds and the proposals won't help the issue. Proposals would cause problems for vulnerable people and would be grounds for discrimination.</p> <p>2. Objection, resident who visits Mayfair regularly. (Received objection 19/08)</p> <p>The houses directly abutting the proposed DYL area house people with special needs that need vehicles nearby for their convenience. Many people who live here are elderly or disabled and need close access to their properties. The nearby car park is already at capacity. Cars don't normally park before the bus stop. The current situation is not a hazard. Grass verges should be converted to car parking spaces.</p> <p>3. Objection, resident of Mayfair</p> <p>The bungalows have been allocated to elderly and disabled people who also have elderly visitors. Many would struggle with the extra walking distance caused by the proposals. It is penalising the disabled and vulnerable. There is a speeding issue on the road and buses are not greatly affected.</p>	<p>This is a bus route and vehicles parked along this stretch cause traffic flow issues. No objections have been received by residents of properties on Mayfair directly adjacent to the proposed restrictions. Blue badge holders can park for three hours on DYLS and we are not banning loading or unloading. Alternative parking is available on side roads.</p> <p>However, having received objections to the proposals we have reviewed the plans and propose to only install DYL on the north side of the road as we believe this is the best compromise between parking availability and resolving traffic flow issues. We can continue to monitor this in the future.</p>

Ward	Street	Requested by	Summary of request
Abbey	Watlington Street	Resident	Those attending the Polish Roman Catholic Church constantly block the entrance of their house. Vehicles park on the pavement which decreases the pedestrian access.
Abbey	Rupert Street	Councillor	Rupert St is in both Park and Abbey Wards. Request to amend the existing shared-use bays to allow waiting for up to 2 hours, 24 hours per day; 7 days a week.
Battle	Elm Park	Resident	Parking causing visibility issues, footway blocking. Request for waiting restrictions along the entire length of the street.
Battle	Barnwood Close	Resident	Requests for double yellow lines in the garage block as cars are parked up in this area and blocking the garage.
Caversham	South View Avenue	Resident	The junction with St Johns Road is badly obscured as cars park close to the junction so has poor visibility, and similar with Washington Road in to South View Avenue.
Caversham	St Stephens Close	Petition from residents	14 signatures. Requesting resident parking permits.
Caversham	Westfield Road	Resident	To change the single yellow line to double yellow lines on the west side of the road.
Caversham	Heron Island	Resident via MP	Request for DYL around the junction and into the no-through section of Heron Island - to the north of the bridge on the west side. There are visibility and access issues caused by vehicles parked around the junction and into this section of the street.
Church	Northcourt Avenue	Resident via Councillor	Extend the length of the double yellow lines at the junction with Cressingham Road.
Church	Lower Meadow Road	Resident	Request for DYLS around junction with Blagdon Road and back into Lower Meadow Road to remove regular visibility issues caused by parked vehicles.

Ward	Street	Requested by	Summary of request
Church	Totnes Road	Resident	Cars often parking at the junction with Northumberland Avenue, affecting drivers' visibility.
Katesgrove	Chardon Close	Residents/Councillors	Received requests asking to look into the parking situation, vehicles parked on the pavement obstructing pedestrian and disabled access. Request for a resident permit parking scheme.
Katesgrove	Mount Street	Councillors	Shared use RP/limited waiting in Mount Street to extend permit zone.
Katesgrove	Highgrove Street	Councillor	Lorries parking and delivering to the shops at the back on such a narrow road, double parking, blocking the road and unloading on the middle of the street.
Katesgrove	St Giles Close	Parking Services	Review part time waiting restriction within St Giles Close to match existing signs.
Katesgrove	Henry Street	Resident	Request to change the single yellow line into double yellow lines to allow vehicles to turn around without knocking any cars.
Katesgrove	Rowley Road	Petition from residents	14 signatures. Requesting resident parking permits.
Katesgrove	Collis Street	Councillor	Request for a resident permit parking scheme.
Kentwood	Clevedon Road	Resident via Councillor	Resident feels there is no space for friends or family to park under the current restrictions, also tradesmen can't park when needed. Maybe having a set parking time.
Kentwood	Norcot Road	Resident via Councillor	Not much parking due to the yellow lines, maybe have these removed to allow parking
Kentwood	Lower Armour Road	Resident via Councillor	Request to introduce DYL at the entrance to a block of flats to deter inconsiderate parking causing visibility issues.
Kentwood	Lyndhurst Road	Councillors	To investigate the parking issues and inconsiderate parking on the pavement and junctions.

Ward	Street	Requested by	Summary of request
Kentwood	Oak Tree Copse	Resident	Requesting a single yellow line to deter inconsiderate parking, often commuters from Tilehurst train station.
Kentwood	Norcot Road	Resident	Request for DYL due to difficulties exiting driveway with newly installed parking bays.
Minster	Marlborough Court	Resident	People parking hazardously on the curve where Marlborough joins Epsom Court making it difficult to manoeuvre.
Minster	Carsdale Close	Resident	Request to alter the double yellow lines to make them shorter.
Minster	Harrow Court	Petition from residents	38 signatures. Requesting resident parking permits.
Norcot	Brisbane Road/Osborne Road	Resident	Dangerous parking on a busy junction.
Norcot	Water Road	User	Vehicles parking on footway and carriageway causing obstruction for pedestrians and visibility concerns for motorists. Requested extension of the DYLS on the south-west side of the street (i.e. northbound, on the west side of the street, from its junction with Tilehurst Road).
Norcot	Dulnan Close	User	Investigate parking around the altered car park.
Norcot	Grovelands Road	Resident, via MP	Request for resident permit parking, particularly at the northern/Oxford Road end. Many vehicles parking to catch the bus into town and for the Pond House PH.
Norcot	Craig Ave	User	Request for permit bays to be changed to shared-use bays with limited waiting to benefit access to surgery.
Norcot	Severn Way	Neighbourhood Officer	Issues with emergency vehicle access in the afternoon/evening. Possible DYL to be installed.
Norcot	Craig Ave	Resident	Request for DYL to prevent vehicles parking dangerously on the bend between Strathy Close and Moriston Close.

Ward	Street	Requested by	Summary of request
Norcot	Tofrek Terrace	Councillor	DYL adjacent to no 19 on the bend to improve visibility.
Park	Rupert Street	Councillor	Park and Abbey Wards: Request to amend the existing shared-use bays to allow waiting for up to 2 hours, 24 hours per day.
Park	Wykeham Road	Councillor	Request to remove DYL.
Park	Amherst Road	Petition from residents	12 signatures. Requesting resident parking permits.
Park	Melrose Avenue	Petition from residents	31 signatures. Requesting resident parking permits.
Peppard	All Hallows Road		Regular congestion issues between Marlow Court and Henley Road traffic signals, possibility of DYLS on both of the street within this section.
Peppard	Stuart Close	Residents at NAG	Requesting for yellow lines on the junction of Stuart Close with Evesham Road.
Peppard	Osterley Drive	Resident	Requesting for double yellow lines on the bend to prevent vehicles parking dangerously.
Peppard	Lowfield Green	School	Cars being parked opposite driveways restricting resident access. It is assumed that this is at school drop-off and pick-up times.
Peppard	Jefferson Close	Residents	Request for double yellow lines at the junctions of Kiln Road and Wordsworth Court and the junction of Wordsworth Court and Jefferson Close.
Redlands	Lancaster Close	MP	Increasing number of motorists using the close as a convenient place to park, who aren't residents it's believed. Vehicles parked mounting the pavement causing poor visibility of oncoming traffic and width for emergency services is compromised alongside pedestrian and disabled access.

Ward	Street	Requested by	Summary of request
Redlands	Warwick Road & Cintra Avenue	Councillors & Residents	Following previous proposals to the Traffic Management Sub-Committee, a meeting has taken place with residents and an outline proposal agreed for addressing daytime parking difficulties for residents of both streets. Proposals include a combination of resident permit parking and single yellow lines.
Southcote	Amethyst Lane	Resident via Councillor	Requesting for double yellow lines as cars park all the way up to the junction with Liebenrood road, difficult to access the road too.
Southcote	Inglewood Court	Resident via Councillor	Requesting extension of double yellow lines round the junction.
Southcote	Southcote Parade	Resident	Requesting DYL to prevent large vans parking partly on the pavement on the east side. Safety issue - visibility reduced, hard to pass the vans and hard for residents to leave their drives. Pavement area being damaged.
Thames	Albert Road/Harrogate Road	Resident	Requesting double yellow lines round the junction of Harrogate Road and Albert Road as church users often park near the junction.
Thames	Conisboro Avenue/Uplands Road	Post Office Business Via Ward Councillor	Requesting for a disabled bay close to Conisboro Stores. At the junction with Uplands Road cars sometimes park on yellow lines as well as buses stopping nearby, this makes it difficult for people to cross and stop and park for a short period.
Tilehurst	Felton Way	Resident via Councillor	Extension of double yellow lines, vehicles still parking on bend making it difficult to see.
Tilehurst	Harvaston Parade/Hardwick Rd	Resident via Councillor	Creation of some limited waiting bays in the parking area, to assist with customer parking for the shop.
Whitley	Havergate Way/St Agnes Way	Resident via Councillor	Cars parking on kerbs and corners making it difficult to pass the parked cars, therefore having go into the road.

Ward	Street	Requested by	Summary of request
Whitley	A33 cycle path	User	A layby near Green Park frequently has lorries parked in it, which are often across the dropped kerb. Requests for some parking restrictions so cyclists, pushchairs, wheelchair or mobility scooter users can make use of the drop kerb.
Whitley	Shirley Avenue	Resident	Request for double yellow lines round the junction with Woodside Way.
Whitley	Whitley Wood Lane	Resident	Request for extension of double yellow lines around the bend near the Holiday Inn mini roundabout.
Whitley	Longships Way	Resident	Request for double yellow lines to be added near the twist in the road close to No. 58 Penton House.
Whitley	Mortimer Close	Resident	To investigate the parking situation with the close, often have double parking or resident from other streets within the close. Emergency vehicles struggle to get access.
Whitley	Northumberland Avenue	Councillor	Possibility of some parking next to the flats opposite JMA.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	17
TITLE:	UNIVERSITY & HOSPITAL AREA STUDY - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	REDLANDS
LEAD OFFICERS:	CRIS BUTLER CHRIS MADDOCKS	TEL:	0118 937 2068 0118 937 2138
JOB TITLE:	STRATEGIC TRANSPORTATION PROGRAMME MANAGER TRANSPORT PLANNING MANAGER	E-MAIL:	Cris.butler@reading.gov.uk Chris.Maddocks@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Sub-Committee on the latest position with regard to the identification of transport issues and potential solutions in the residential areas around the University of Reading and Royal Berkshire Hospital.
- 1.2 A consultation was undertaken in May 2012 on the principle of prioritising parking for local residents through introducing a Residents' Parking Scheme, to include elements of pay and display parking, alongside complementary transport measures in the local area. The scheme was proposed to help address the issues previously identified by residents through the study.
- 1.3 Due to the mixed nature of responses received through the consultation, the study Steering Group took the decision not to proceed with the proposed parking scheme at that time. It was agreed that the study would continue working closely with key stakeholders, including the University and Hospital, to reassess the feasibility of introducing the complementary transport schemes as outlined in the consultation and as supported through feedback received from residents.

- 1.4 This work has continued over the past few years, and alongside detailed discussions with key stakeholders, a second set of proposals has recently been completed. A local consultation including a local exhibition has since taken place in September and October 2015 by the Redlands Ward Councillors on the latest plans.
- 1.5 At the January 2016 meeting of this Sub-Committee, Members approved progression to Statutory Consultation on a series of new parking restrictions located to the west of Alexandra Road (including Alexandra Road) and to not progress the proposals promoted to the east of Alexandra Road due to feedback received during the informal consultation. The Statutory Consultation was completed in May and June 2016.
- 1.6 Following the meeting of this Sub-Committee in March 2016, it was agreed that Officers investigate the introduction of a “permit holder parking beyond this point” scheme in Cardigan Road, Cardigan Gardens and Foxhill Road on a model based on the schemes in some London Boroughs which avoid the need for marked parking bays.
- 1.7 Following the meeting of this Sub-Committee in June 2016, it was agreed to suspend the introduction of the proposals advertised to the west of Alexandra Road until officers have concluded their investigation into potential “permit holder parking beyond this point” restrictions in the narrow roads located to the east of Alexandra Road.
- 1.8 An appropriate model of residents parking scheme has since been identified and this report provides an update on the proposed new residents parking scheme and the likely next steps.
- 1.9 Appendix 1 to 4 - plans of the proposed parking schemes.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation on the proposed new waiting restrictions as shown on Appendix 1, 2, 3 & 4 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.4 That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

2.5 That in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, that the Head of Transportation and Streetcare be authorised to make minor alterations to the proposals following the Statutory Consultation process.

3. POLICY CONTEXT

3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.

4. THE PROPOSAL

4.1 Reading's transport strategy is contained within the LTP 2011-2026, which reviews challenges and opportunities throughout Reading and proposes Local Action Plans to be developed in neighbourhoods to address these challenges. These Action Plan Areas are based on a division of the urban area identified in the LTP 2006-2011, and represent continuity in implementing multi-targeted transport measures throughout Reading.

4.2 The LTP's vision is based on the vision for Reading set out in the Sustainable Communities Strategy by the Local Strategic Partnership. The vision is supported by a number of overarching objectives and enabling policies, which are in turn supported by detailed policies and objectives on a variety of themes, from cycling and parking to road safety and travel information. The policies and objectives for each theme are designed to help identify actions to address issues in local neighbourhoods.

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

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

4.5 This work has continued over the past few years, and recently, a second set of proposals were prepared by the Council and presented for consultation by the Redlands Ward Councillors.

4.6 Redlands Ward Councillors promoted the latest set of proposals via a local

leaflet delivered to all properties in the study area, information on the Redlands Councillors website, and a local exhibition took place at St Lukes Church Hall on Monday 28 September 2015 between 5:00pm to 7:00pm supported by Council Transport Officers.

- 4.7 A report was submitted to this Sub-Committee in January 2016 confirming the results of the informal consultation and liaison with the Emergency Services. Members approved progression of the proposals located to the west of Alexandra Road (including Alexandra Road) to Statutory Consultation as these proposals were in general well received. However, due to the feedback received from Residents and the Emergency Services, Members agreed that the proposals to the east of Alexandra Road were not progressed any further.
- 4.8 In May 2016, the Statutory Consultation was carried out on the proposals west of Alexandra Road and the results of the consultation was reported to the Traffic Management Sub-Committee in June 2016. At this meeting, it was agreed to suspend introduction of any new waiting restrictions until officers were able to confirm the status of any potential resident parking scheme in those narrow roads to the east of Alexandra Road.
- 4.9 As reported through various reports to the Traffic Management Sub Committee, those narrow roads where the standard marked bay residents parking scheme could not apply on both sides were Foxhill Road, Cardigan Road, Cardigan Gardens, Donnington Road, Blenheim Road, Hatherley Road, Donnington Gardens and Blenheim Gardens.
- 4.10 Since the January 2016 meeting of this sub-committee, Officers have continue to investigate a type of residents parking scheme where marked parking bays are not necessary which would be appropriate for those roads as detailed in paragraph 4.9 above. Officers have discovered a new scheme in Coventry where similar problems exist, and they have applied a residents parking scheme where marked bays are not applied, and “gateway signs” are displayed notifying road users where the residents parking scheme commences from. This model would be appropriate for all roads detailed in 4.9, however the standard “shared use” residents parking scheme is not possible with this model and if a scheme is approved following consultation, residents of those streets will be required to use their visitor permits for short or long term visitors.
- 4.11 If agreed, a new Statutory Consultation will have to take place on the proposed new residents parking scheme in the roads listed in 4.9 above and shown on Appendix 1 & 2. It is also proposed that the following further items are included in that Statutory Consultation:
- Parking protection (Double yellow lines) in the following roads:-
 - Avebury Square and Lancaster Close. (Shown on Appendix 3 & 4)

- New shared use residents parking scheme in Addington Road between Alexandra Road and Erleigh Road. (Shown on Appendix 1)
- New shared use residents parking scheme in Erleigh Road between Alexandra Road and Addington Road. (Shown on Appendix 1)

4.12 If approved by the Sub-Committee, the Statutory Consultation will take place early October 2016 for a period of 21 days. Consultation notices will be placed on-street within the consultation area, alongside promotion via the Council Website and Social Media platforms.

4.13 If objections are received to the proposals, those objections will be reported to the November 2016 meeting of this Sub-Committee for review. If no objections are received, the new proposals detailed in this report, and the suspended proposals detailed in the June 2016 Traffic Management Sub-Committee report will proceed to implementation early in the new year.

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The projects have and will continue to be communicated to the local community through local exhibitions and Council meetings.

6.2 Statutory Consultations.

7. LEGAL IMPLICATIONS

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

8. EQUALITY IMPACT ASSESSMENT

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

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

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

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

9. FINANCIAL IMPLICATIONS

9.1 None relating to this report.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee reports.



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Civic Offices
Bridge Street
Reading
RG1 2LU

Project
PARKING REVIEW
HOSPITAL & UNIVERSITY AREA

Scale
N.T.S

Date
Aug 16

Drawn
JT

Checked
CB

Approved
CB

Rev.

Drawing No.
Uni Hospital
Appendix 1 vers 2

Drawing
APPENDIX 1 – VERSION 2



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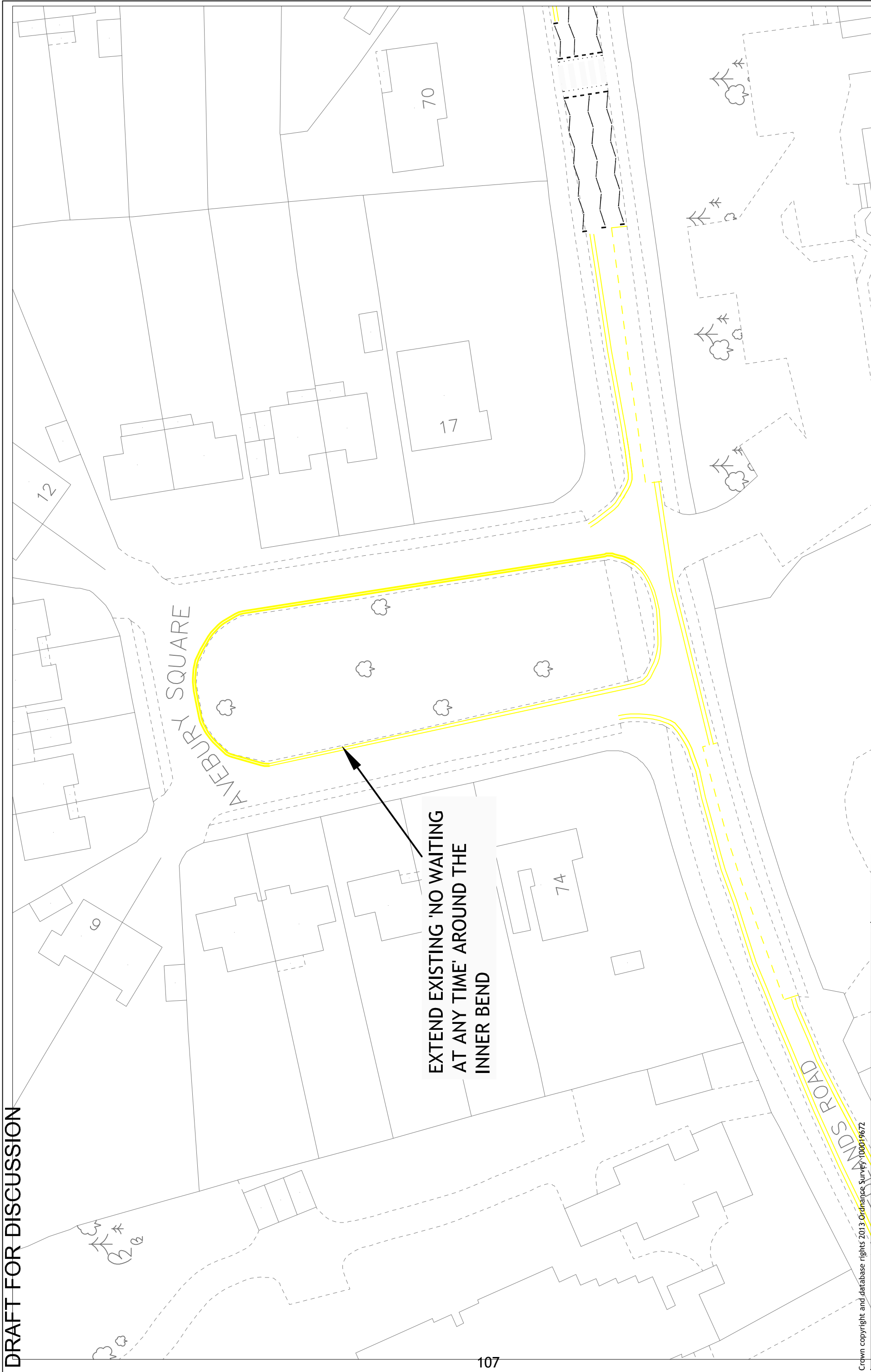
Project
 ON STREET PARKING REVIEW
 HOSPITAL AND UNIVERSITY AREA

Drawing
 APPENDIX 2
 106

Scale NTS Drawn JT checked CB

Drawing no.
 Uni Hospital RP Appendix 2

INDICATIVE DRAWING FOR DISCUSSION



EXTEND EXISTING 'NO WAITING
AT ANY TIME' AROUND THE
INNER BEND

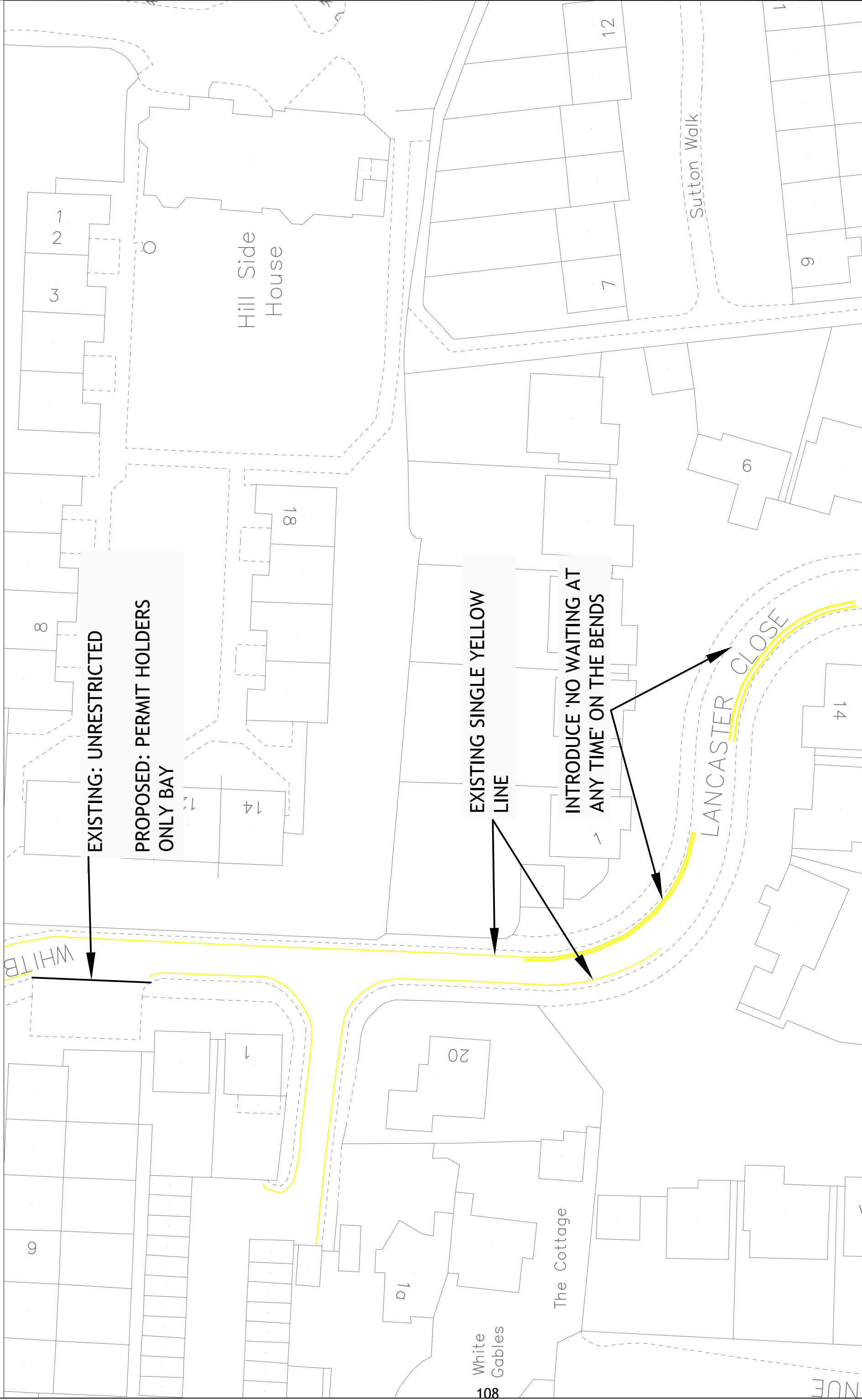
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Project	ON STREET PARKING REVIEW HOSPITAL AND UNIVERSITY AREA	Scale NTS	Drawn JT	checked CB
Drawing	APPENDIX 3	Drawing no. Uni Hospital area appendix 3		
INDICATIVE DRAWING FOR DISCUSSION				



<p>Project ON STREET PARKING REVIEW HOSPITAL AND UNIVERSITY AREA</p> <p>Drawing APPENDIX 4 - VERSION 2</p>	<p>Scale NTS Drawing no. Uni Hospital area appendix 4 - vers 2</p> <p>Drawn JT checked CB</p>	<p>Transportation & Streetcare Civic Offices Bridge Street Reading RG1 2LU</p> <p>Reading Borough Council Working better with you</p> <p>INDICATIVE DRAWING FOR DISCUSSION</p>
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**READING BOROUGH COUNCIL
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES**

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	18
TITLE:	SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE (E P COLLIER SCHOOL)		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBAY
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 937 3962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	phoebe.clutson@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 To carry out statutory consultation for new school zig zags outside EP Collier School to reflect the new school entrance and correspond with double yellow lines in the remaining spaces to aid traffic flow within the area.

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.
- 4.5 The pedestrian crossing facilities across Caversham Road have now been updated. Traffic management has been taken into account to deliver a successful 20mph zone, and some alterations surrounding the school have been implemented with regard to dropped kerbs and pedestrian barriers. Furthermore, some waiting restrictions will require alterations. Officers will consult with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors before carrying out statutory consultation, and any objections will be reported to the November Sub-Committee. Officers have used this scheme as a chance to de-clutter any signs that are no longer needed within this area.

20mph proposal

- 4.6 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.

- 4.7 The 20mph Zone is set to go out to statutory consultation to commence on 8th September. Any objections will be reported back to the November Sub-Committee.

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, March 2016, June 2016.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 SEPTEMBER 2016	AGENDA ITEM:	19
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 (Cow Lane bridges)
- 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 Committee note the report.

3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.

4. THE PROPOSAL

Reading Station

Cow Lane Bridges - Highway works

- 4.1 As reported to the Traffic Management Sub-Committee in various reports over the past 12 months, Network Rail identified some potential issues with the overall cost profile to deliver the Cow Lane highway project, and they discovered some potential design issues with existing utility services in the road. As a reminder to the Committee, the original cost estimates to deliver the scheme were based on utilising Network Rail's existing contractor responsible for the viaduct, who were already mobilised between the two bridges. Unfortunately, the CPO process delayed the proposed programme, and this contractor has since left site.
- 4.2 Network Rail have engaged their consultants to complete a value engineering exercise alongside the likely main contractor in order to identify potential cost savings by redesigning and reducing the scope of certain elements of the project. The Council has been involved in the review primarily 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, and Network Rail remain the lead organisation in delivering the project.
- 4.3 The value engineering exercise to date has identified some potential areas where the overall project scope can be reduced without affecting the overall project objectives. The main points to note relate to the pedestrian facilities to cross the road between both bridges and a subsequent new layout to include a zebra crossing (instead of a pedestrian refuge), and a request by Network Rail to close Cow Lane throughout the duration of the works, which has since been rejected by the Council.
- 4.4 Final designs will now take place by Network Rail's consultant, with a more detailed presentation of the final layout expected in September 2016. It is also likely Network Rail will be able to confirm the programme of works at this point. Officers will continue to update Members on the latest position through the Traffic Management Sub-Committee.

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 It was agreed by the Berkshire Local Transport Body in July that an additional £2.75m funding from the LEP's unallocated capital pot should be allocated to Green Park Station. This will ensure that passenger facilities at the station can be enhanced in line with the increased anticipated demand for the station due to the level of proposed development in the surrounding area.
- 4.8 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

- 4.9 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.
- 4.10 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 for which a decision is expected from Government in November.

South Reading Mass Rapid Transit

- 4.11 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.
- 4.12 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.
- 4.13 A contractor has been appointed for construction of Phase 1A with works commencing on-site on 5th September 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.
- 4.14 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, again a decision is anticipated from Government in November.

East Reading Park & Ride and Mass Rapid Transit

- 4.15 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.
- 4.16 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.
- 4.17 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. A public drop-in session took place on Tuesday 19th July between 13.00 and 19.00 at the Waterside Centre in Thames Valley Park to gain feedback on the MRT scheme prior to the school summer holidays. The exhibition was also on display at the Civic Offices. The initial consultation has been completed and feedback is being incorporated into the scheme design prior to submission of the planning application.

- 4.18 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

- 4.19 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.
- 4.20 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

- 4.21 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.
- 4.22 The Wokingham Strategic Transport Model is currently being updated to enable the modelling and business case work to be undertaken, and a bid has been submitted to the DfT to seek funding to undertake the next stage of the business case work for the scheme.
- 4.23 Members are asked to note the contents of this report.

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The projects have and will be communicated to the local community through local exhibitions and Council meetings.

7. LEGAL IMPLICATIONS

7.1 None relating to this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 None relating to this report.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee and Strategic Planning and Transport Committee reports.