

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
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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.

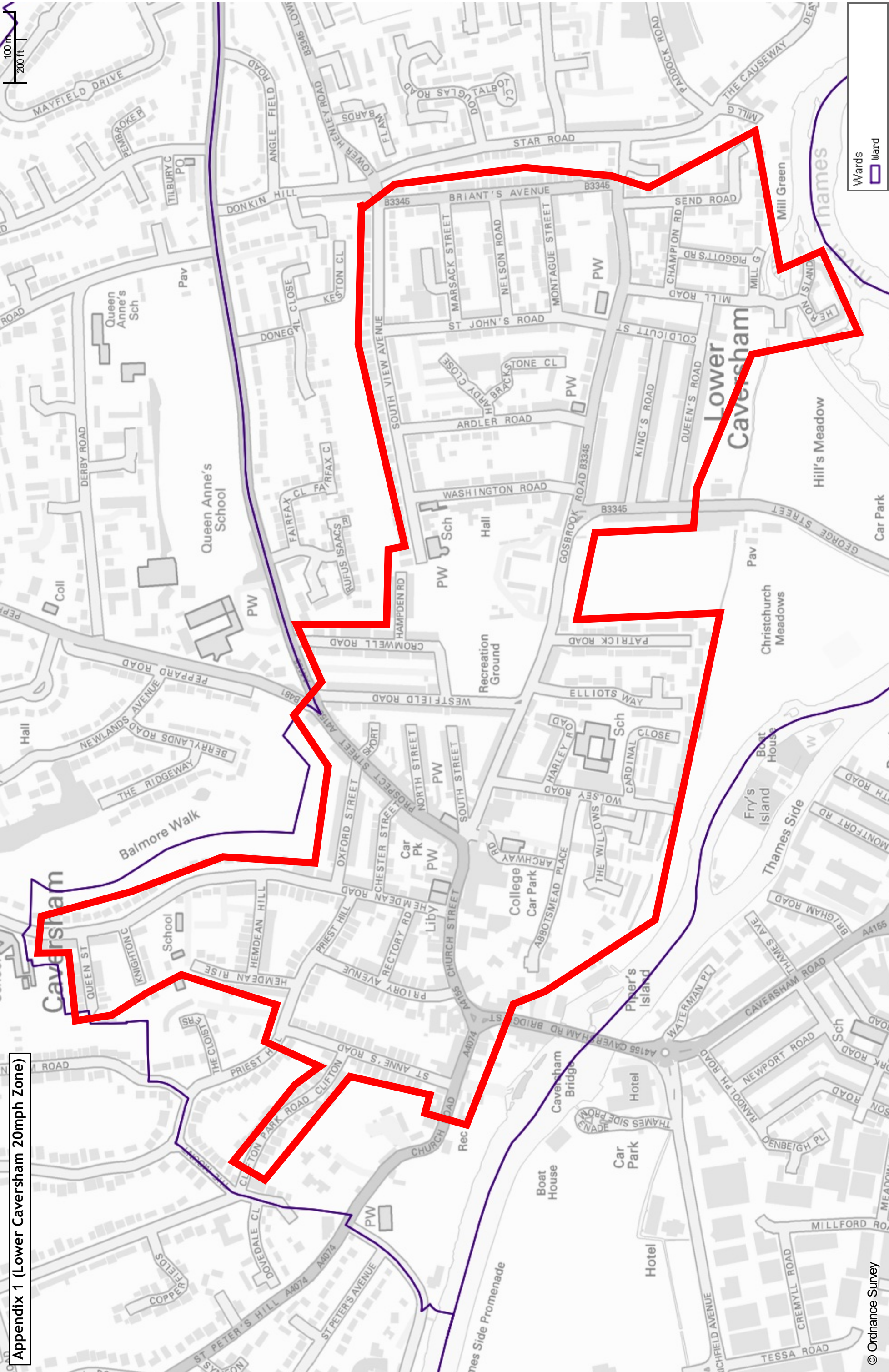
9.3 Implementation of further enhancement works, as outlined in Item 4.10, will be subject to the receipt of external funding, such as developer contributions to the Council.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-committee minutes - June 2016.

10.2 Traffic Management Sub-committee minutes - March 2016.

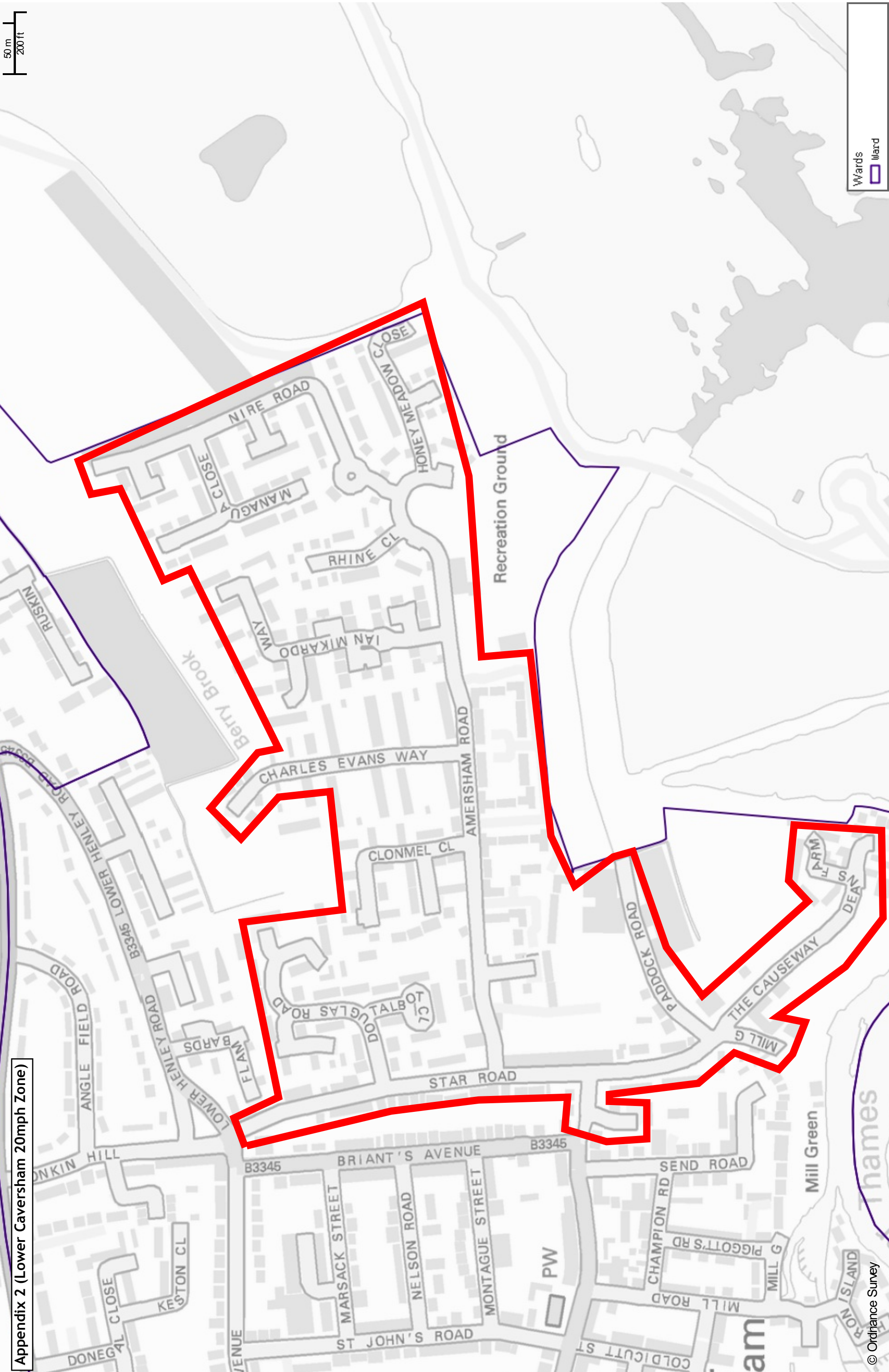
10.3 Traffic Management Sub-committee minutes - November 2015.



Appendix 1 (Lower Caversham 20mph Zone)

Wards
Ward





50 m
200 ft

Wards
Ward



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Appendix 2 (Lower Caversham 20mph Zone)

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