

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 - 12 JANUARY 2017

A meeting of the Traffic Management Sub-Committee will be held on Thursday 12 January 2017 at 6.30pm in the Council Chamber, Civic Offices, Reading. The meeting Agenda is set out below.

AGENDA

	<u>PAGE</u> <u>NO</u>
1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS	
QUESTIONS submitted in accordance with the Panel's Terms of Reference	-
This section of the meeting will finish by <u>7.30 pm.</u>	-

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	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
2. MINUTES OF THE SUB-COMMITTEE'S MEETING HELD ON 3 NOVEMBER 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 PARKING PROTECTION AND ROAD SAFETY MEASURES ON THE MEADWAY	NORCOT	17
To report to the Sub-Committee the receipt of a petition asking the Council to implement parking protection and road safety measures on The Meadway, outside the shops, opposite the junction with Dee Road.		
(B) OTHER PETITIONS		
To receive any other petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		
6. RESIDENTS PARKING SCHEME - TASK AND FINISH GROUP RECOMMENDATIONS	BOROUGHWIDE	20
A report to providing the Sub-Committee with an update on the Residents Parking Review and to report the options for future changes to the Residents Parking Scheme that has been identified by the Task & Finish Group established in June 2016.		
7. RESULTS OF STATUTORY CONSULTATIONS: WELLS HALL - UPPER REDLANDS ROAD	REDLANDS	32
A report to providing the Sub-Committee with the result of the statutory consultation and officer recommendation for the scheme.		

8.	CRESCENT ROAD AND GRANGE AVENUE TRAFFIC MANAGEMENT MEASURES - UPDATE	PARK	37
	A report to update the Sub-Committee on the traffic management proposals presented in June 2016, which aimed to address the concerns of rat-running traffic along Crescent Road.		
9.	WEST READING TRANSPORT STUDY - UPDATE	SOUTHCOTE MINSTER	42
	A report to update the Sub-Committee on progress with the West Reading Transport Study.		
10.	BI-ANNUAL WAITING RESTRICTION REVIEW - 2016B STATUTORY CONSULTATION	BOROUGHWIDE	47
	A report asking the Sub-Committee's approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for/changes to waiting/parking restrictions.		
11.	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE	BOROUGHWIDE	87
	A report to update the Sub-Committee on the current major transport and highways projects in Reading.		

DATE AND TIME OF NEXT MEETING:

Thursday 19 January 2017 at 6.30 pm (Part II item only)

Thursday 9 March 2017 at 6.30 pm

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TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 3 NOVEMBER 2016

Present: Councillor Debs Absolom (Vice Chair in the Chair).
Councillors Davies, Dennis, Duveen, Hacker, Hopper, Jones, McDonald, Terry, and White.

Apologies: Councillors Page.

42. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

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

Questioner	Subject
Helen Perkins	Highmoor Road/Albert Road Junction
Helen Perkins	Highmoor Road/Albert Road Junction
Pam Reynolds	The Warren/St Peter's Hill Junction

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

(2) Presentation - National Highways & Transport Network Survey Report 2016

Simon Beasley, Network and Parking Services Manager, gave a presentation on the National Highways and Transport Network Survey Report 2016 for Reading. He explained that 3,500 surveys, asking questions about transport and highway services in the Borough, had been had been circulated in June 2016 and the survey response rate had been over 20%. The results had been benchmarked against the national picture and against Reading's results from the 2015 survey. Overall satisfaction had increased by 1% to 58%, which was above the national average of 55%. The presentation covered the results from the survey in terms of satisfaction by the themes of accessibility, public transport, walking and cycling, traffic congestion, road safety and highway maintenance.

At the invitation of the Chair, a member of the public asked Simon a question on the results of the survey and Tony Pettitt, Director of Resources, Reading Transport Ltd, addressed the Sub-Committee.

Resolved - That Simon Beasley be thanked for his presentation.

43. MINUTES

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

44. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
Councillor Hopper	The Warren/St Peter's Hill Junction
Councillor Hopper	Theft of Bicycles from Reading Station

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

45. RESULTS OF STATUTORY CONSULTATIONS: MINSTER STREET - ACCESS RESTRICTION; TOWN CENTRE - PAY AND DISPLAY EXTENSION; E.P. COLLIER SCHOOL - 20MPH & WAITING ZONE RESTRICTIONS AND HIGHMOOR ROAD - WAITING RESTRICTIONS

Further to Minutes 27, 30, 31 and 38 of the previous meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with the results of a number of statutory consultations and officer recommendations for each scheme. A copy of the equality impact scoping document for Town Centre Pay and Display expansion proposals was attached to the report at Appendix 1, the objections report relating to the proposed changes to waiting restrictions in Highmoor Road was attached to the report at Appendix 3a, an illustration of the next proposed phase of lining work was attached to the report at Appendix 3b and a report detailing the objections and officer responses that related to the proposed changes to waiting restrictions in the streets that surrounded EP Collier School was tabled by officers at the meeting.

Also tabled at the meeting was a drawing of the EP Collier School waiting restrictions and a copy of a further objection which had been received to the waiting restrictions.

The report stated that the statutory consultation in relation to the proposed Minster Street access restriction had ended on 20 October 2016 and no objections had been received to the proposals. The report therefore recommended that the Traffic Regulation Order be sealed and the changes to the restriction implemented, as advertised; the new restrictions would be 'Between the hours of 4.00pm and 11.00am, access is restricted to buses, wheelchair accessible taxis, bicycles and permit holders only'. As a result of this change, Minster Street would remain open for through traffic between 11.00am and 4.00pm only.

The statutory consultation relating to Town Centre Pay and Display had ended on 20 October 2016 and no objections had been received to the proposals. The report therefore recommended that the Traffic Regulation Order be sealed and the scheme implemented, as advertised.

The report explained that no objections had been received to the proposed introduction of the 20mph zone at EP Collier School and therefore recommended that the Traffic Regulation Order be sealed and the restriction introduced as proposed. The consultation for the introduction of new waiting restrictions had ended on 27 October 2016 and details of the objections received were tabled at the meeting. Officers recommended at the meeting that the Traffic Regulation Order be sealed and the changes to the waiting restrictions be implemented, as advertised.

The report stated that road safety work continued to find a solution for the Highmoor Road/Albert Road junction and, at the time of writing the report, a speed survey was

being carried out on Albert Road. Officers had also carried out a video survey of the junction since the 'dragons teeth' road marking had been painted on the Highmoor Road eastbound approach. As part of the double yellow line extension the dragons teeth would be extended on the Highmoor Road approach. Additional dragons teeth would be painted on the Albert Road northbound approach with further consideration to the southbound approach. Once this assessment and work had been completed officers would meet with the two community groups to review the position at that time. The Council had received 20 objections to the proposed introduction of waiting restrictions. Many of the responses had provided recommendations that were outside of the scope of the consultation, but might be considered for inclusion in a future phase of works. Of the objections that had been received, six objectors had been opposed to the principle of introducing any length of waiting restriction and 14 objectors had been opposed to the length of restriction that was proposed, with a consensus that 50m back from the junction would be sufficient. As a result of the continued accident situation the report recommended that the double yellow lines were implemented as advertised.

Resolved -

- (1) That the report be noted;
- (2) That the alterations to the Minster Street access restriction timings, as detailed in paragraph 4.1 of the report, be implemented as advertised;
- (3) That the expansion of town centre pay and display parking, as detailed in paragraph 4.2 of the report, be implemented as advertised;
- (4) That the 20mph zone around EP Collier School, as detailed in paragraph 4.3 of the report, be implemented as advertised;
- (5) That the EP Collier School waiting restrictions, as detailed in paragraph 4.3 of the report and set out in the table drawing NM/EPC/WR, be implemented as advertised;
- (6) That the waiting restrictions on Highmoor Road, as detailed in paragraph 4.4 of the report, be implemented as advertised, but with an extension of the current restrictions on the southern side of Highmoor Road to a length totalling 50m westbound from its junction with Albert Road;
- (7) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public inquiry be held into the proposals;
- (8) That the objectors be informed of the decision of the Sub-Committee accordingly.

46. WATLINGTON STREET/SOUTH STREET INFORMAL CONSULTATION - UPDATE

Further to Minute 32 of the previous meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with a summary of the options and officer recommendations to address road safety issues at the junction of South Street and Sidmouth Street.

The report stated that officers had considered the responses to the consultation and alternative traffic management methods that could be implemented to achieve a similar outcome, but address the concerns that had been raised against a full closure of South Street. The options were as follows:

One-way restriction on South Street - This restriction could be implemented in an eastbound direction, between the junction with Sidmouth Street and the junction with The Grove. This restriction could be extended to the junction with Watlington Street. This proposal would overcome the access issues for residents by providing access from Sidmoth Street and Watlington Street. The proposal would remove the rat-run between London Road and Sidmouth Street, which officers believed would improve road safety at the junction with Sidmouth Street and South Street and improve the perceived speeding issues that had been raised by residents. The proposal would not prevent the rat-run between Sidmouth Street and London Road and there was a risk that the implementation of a one-way increase could increase vehicle speeds, once the risk of on-coming traffic was removed.

One-way 'plug' on South Street - This restriction could be implemented on South Street, at its junction with Sidmouth Street, to prevent vehicles from exiting South Street in a westbound direction. An island would be built across the westbound approach to the junction, which could be designed to allow bicycles to approach in this direction. However, should this facility be incorporated there could be abuse by motorcyclists. This proposal would overcome the access issues by providing access from Sidmouth Street and Watlington Street and would enhance resident access by permitting two-way access along South Street up to the restriction - this would also reduce the number of vehicle movements on The Grove. This proposal would remove the rat-run between London Road and Sidmouth Street, which officers believed would improve the road safety at the junction with Sidmouth Street and improve the perceived speeding issued that residents had raised, but it would not prevent the rat-run between Sidmouth Street and London Road.

The report stated that a full closure of South Street would be the only effective solution for preventing both rat-run issues. Removing the London Street to Sidmouth Street rat-run should positively affect the accident cluster at the junction with South Street, so this had to be the priority of any scheme that was developed at this location. The report recommended that the option of a one-way 'plug' on South Street was proposed in a further consultation in order to ascertain the views of the affected residents. This could be presented alongside a full closure, which would provide the officers' preferred option and preferred 'compromise' option for addressing road safety. This further consultation could provide the aims of the scheme and how each option would meet these aims. It was hoped this would generate a higher volume of responses which would be submitted to a future meeting.

Resolved -

- (1) That the report be noted;
- (2) That a further informal consultation be conducted for the one-way 'plug' on South Street option as detailed in paragraph 4.7 of the report alongside a proposal for a full closure of South Street, at its junction with Sidmouth Street;

- (3) That the results of this informal consultation be submitted to a future meeting.

47. WEST READING TRANSPORT STUDY - UPDATE

Further to Minute 33 of the previous meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on progress with the West Reading Transport Study.

Paragraph 5.1 of the report explained that a summary of the responses that had been received from the public exhibition in Southcote in July 2016 had been reviewed by the Study Steering Group and a number of proposals, detailed in the report, had been developed for statutory consultation. In addition, a number of ideas had been put forward to reduce traffic on Silchester Road outside Southcote Primary School and stop instances of dangerous u-turns at Fawley Road. These ideas included relocating the bus gate further east to the junction with Faircross Road, implementing a westbound one-way system on Faircross Road and Silchester Road, re-instating the historic road closure on Faircross Road and removing the centre splitter island on Southcote Lane to facilitate a normal right turn from Faircross Road onto Southcote Lane. It was considered that further analysis of the vehicles currently using Silchester Road and Faircross Road in the morning peak should be undertaken in order for officers to put forward their professional views for consideration.

The report proposed that statutory consultation through a Traffic Regulation Order would be carried out for the proposals with any objections reported to the next meeting and stated that implementation of the measures in Southcote was subject to funding being made available from the Community Infrastructure Levy (CIL) contribution from the developer of the former Elvian school site on Southcote Lane.

A public drop-in exhibition had been held at Coley Park Baptist Church on 20 September 2016 where visitors to the exhibition had been shown initial possible ideas and had been invited to offer comments. There had been 29 names on the exhibition sign-in sheet, 15 feedback forms had been completed and five post-it notes had been attached to the plans. In addition, the exhibition materials had been made available online until 18 October 2016 and 12 responses had been received through the online feedback form. Five questions had been asked on the feedback and online forms, as follows:

- Main concerns;
- Comments regarding traffic and parking;
- Comments regarding public transport;
- Comments regarding walking and cycling;
- Further comments.

The report detailed feedback that had been received to the above questions and stated that it was intended that scheme proposals would be developed in further detail based on the feedback by the Study Steering Group, with measures for statutory consultation to be submitted to the next meeting. The implementation of any measures in Coley Park would be subject to funding being made available from the CIL contribution from the developer of the former DEFRA offices site.

Resolved -

- (1) That the report be noted and officers continue to work up specific proposals for transport projects in the study area;
- (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 proposals, as set out in paragraph 5.1 of the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be submitted to a future meeting.

48. UNIVERSITY & HOSPITAL AREA STUDY - UPDATE

Further to Minute 37 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the latest position with regard to the identification of transport issues and potential solutions in the residential areas around the University of Reading and Royal Berkshire Hospital. A summary of objections and letters of support from the October 2016 consultation was attached to the report at Appendix 1.

The report explained that the Statutory Consultation on the second set of proposals had taken place between 29 September and 20 October 2016. Consultation notices had been placed on-street within the consultation area, alongside promotion via the Council's website and social media. A total of 120 objections had been received to date and it would appear that the majority were objecting to the proposals that had been consulted on in May 2016. This had included the resubmission of the petition containing approximately 8,000 signatures. The report recommended that the Sub-Committee review the details of the report, and previous reports, and considered the objections that had been submitted to the latest set of proposals.

Officers had noted and reviewed the objections to date and, whilst there had been several objections against the pay and display elements of the project, both sets of proposals achieved the initial objectives of the study in creating a managed parking scheme for the area. The report therefore recommended to make both Traffic Regulation Orders advertised in May and October 2016 and implement the proposed parking and waiting restrictions early in 2017.

Resolved -

- (1) That the report be noted;
- (2) That both sets of proposal advertised in May and October 2016 be implemented as advertised;
- (3) That the objectors be informed accordingly.

49. 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 stated that final designs would now take place by Network Rail's consultant, with a more detailed presentation of the final layout now expected in late October/early November 2016. It was also likely that Network Rail would be able to confirm the programme of works at this point. It was reported at the meeting that this was now expected by the end of the month.

Thames Valley Berkshire Growth Deal Schemes

Green Park Station

Discussions were on-going between the DfT and Great Western Railway regarding the availability of trains to serve the station but, 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 officers would continue to seek funding for the scheme from all available sources, including a bid to the Local Growth Fund for which a decision was expected from Government in November 2016.

South Reading Mass Rapid Transit

Phases three and four of the scheme had been ranked as the highest priority transport scheme in Berkshire for future funding from the Local Growth Fund and a decision was anticipated from Government in November 2016.

East Reading Park & Ride and Mass Rapid Transit

Preparation of the full scheme business case for the MRT scheme was being progressed and the assessment was anticipated to be submitted to the Berkshire Local Transport Body in November 2016 to seek full financial approval for the MRT scheme.

National Cycle Network Route 422

A programme for delivery of the full scheme was being agreed between project partners and it was anticipated that the works in Reading would be able to commence before Christmas 2016.

Third Thames Bridge

The Wokingham Strategic Transport Model was currently being updated to enable the modelling and business case work to be carried out and a bid had been submitted to the DfT to seek funding to carry out the next stage of the business case work for the scheme.

Whiteknights Reservoir Scheme

The report stated that works had commenced on 15 August 2016 and were programmed for completion on 23 December 2016. To date the contractor had cleared the site, created a works vehicle access ramp into the site, installed the drainage and commenced works on the gabion basket retaining structure. The programme indicated that the gabion basket retaining structure would be completed by 4 November 2016 and works on the flood wall running along the length of the Mockbegger Allotment site would commence on 7 November 2016 with the hand railings being installed from 12 December 2016. A single lane closure along Whiteknights Road, managed by temporary traffic signals, would be required from 4 November until 20 December 2016.

Pothole Repair Plan

The Council had received a £60,000 share of the Department for Transport's £50m Pothole Action Fund in the current Financial Year. The Council's standard investigatory depth for carriageway defects was 50mm and the Pothole Repair Plan would enable the Council to repair defects of a minimum depth of 30mm to those roads in greatest need on an agreed priority basis. The Department for Transport expected the Council to achieve 1,132 pothole repairs, based on the £60,000 share from the Pothole Action Fund in the current Financial Year. This had been based on an average cost for a pothole repair of £53. It was expected that this target would be the minimum number of pothole repairs carried out within the Council's share of the fund. To the date of writing the report 391 potholes had been repaired at an average cost of £43 per pothole, and it was reported at the meeting that 496 had been repaired by the date of the meeting. The Pothole Repair Plan was operating concurrently with the statutory highway inspection regime using existing Highway Operative resources and plant/equipment. It was reported at the meeting that all the potholes on the list had now been repaired and officers would be formulating a further repair plan to bring to the Sub-Committee.

Resolved - That the report be noted.

(Councillor Duveen declared a non-pecuniary interest in this item. Nature of interest: Councillor Duveen's son worked for Network Rail)

50. ANNUAL PARKING SERVICES REPORT 2015-2016

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

The Parking Services Annual Report for 2016-16 was attached to the report at Appendix 1 and would be published in November 2016. The annual parking reports for 2008-2015 were available on the Council's website.

The report stated that the Statutory Guidance required that as a minimum the Local Authority had to include financial details relating to total income and expenditure on the parking account and statistical information relating to the number of Penalty Charge Notices (PCNs) that had been issued, paid, cancelled and challenged. The Annual Report for 2015-2016 included the Statutory Guidance requirements and also included information

for Residents Parking Permits, Bus Lane Enforcement, Blue Badge issues and Enforcement, Car Parks, Pay and Display and Freedom of Information requests.

The report explained that the Traffic Management Act 2004 and Transport Act 2000 (for bus lane penalties) set out the appeals process that recipients of Penalty Charge Notices and Bus Lane Penalties had to follow if they believed they had grounds for the ticket to be cancelled. A legal requirement of both relevant Acts was for the Council to provide an address where these could be sent. The Council provided two dedicated addresses for motorists and had a secure online facility for direct representation to be made against the penalties. In addition there was a requirement for the registered keeper of the vehicle to communicate directly with the Council, which meant that a third party could only act on the registered keeper's behalf if legally authorised to do so.

Resolved -

- (1) That the report and that the Annual Reports for 2008-2015 were available on the Council's website be noted;
- (2) That it be noted that the Annual Report for 2015/16 was intended to be published in November 2016.

51. SIMON EU PROJECT UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the SIMON EU Project.

The report explained that the SIMON EU Project sought to remove some of the barriers that were faced by people with disabilities and their carers when travelling around town, specifically Blue Badge users. A Smartphone App was being developed to provide real time information on the availability of Blue Badge parking and a navigational aid which included obstacles such as bollards and other street furniture. New technology to assist Councils with on-street validation of Blue Badges and hence help with enforcement was also being developed.

Reading had been invited to join three other pilot cities working on the project: Madrid, Lisbon and Parma. Work was nearing completion to provide sensors at all the on-street disabled parking bays in the town centre to enable users to get real time information showing which parking spaces were available using the SIMON Smartphone App. This should make a trip to the town centre easier for Blue Badge users and reduce cruising round looking for a free parking space. Once the installation had been put in place and tested, the next stage was to test the Smartphone App from a user's point of view. Volunteer testers would try the App and give feedback on how the App worked for them, including how the dashboard could best be arranged for their use as some disabilities might need this tweaking, and feedback on whether the App helped them find a space to park. There was also a navigational aid on the App with barriers/access aids which could be tested and feedback provided, although as many of the testers knew Reading well they might not use this aspect of the App so often.

The report explained that the Council would also run a test day with a few volunteers to test the Blue Badge validity aspect of the new technology, which would verify if a blue badge in a parked car was valid or not and hence aid parking enforcement. Representatives working on the Project in the other pilot cities, plus the Smartphone App

builders, had visited Reading at the end of September 2016 to map out the way forward with testing the technology, to share findings and experiences between the four pilot cities and to see the progress that had been made installing the sensors. This had also given the Council the opportunity to introduce the team to the Chair of the Physical Disabilities and Sensory Needs Forum and to showcase a number of other LSTF transport projects during a walking tour of the town centre.

Resolved - That the report be noted.

52. WINTER SERVICE PLAN 2016/2017

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the outputs that had been delivered by the Winter Service Plan 2015/2016 and of the Winter Service Plan 2016/2017.

The report explained that the 2015/2016 winter period had proved to be a relatively mild winter season with only one or two cold spells, although under the Well Maintained Highways - Code of Practice which required precautionary salting from a temperature of 1°C and falling, there had been a tendency for action rather than no action which had resulted in a higher number of salting runs than would have been expected. The Winter Service Plan 2015/2016 had provided a robust service for the duration of the winter period with minimal disruption to the primary and secondary network. There had been no reported problems with the availability of salt or maintaining salt stock levels during the 2015/2016 winter season.

A review of the Winter Service Plan 2015/2016 had been carried out and the main points had included the following:

- A review of the existing 47 grit bins had been carried out confirming their on-going requirement for the 2016/2017 winter season;
- One grit bin request for a new location had been received during the 2015/2016 winter season and had been assessed against the criteria but had achieved a score high enough to warrant a grit bin being installed;
- The contractual salt stock held by the Council's contractor would be maintained at 1200 tonnes for the start of the 2016/2017 winter service period;
- Bus routes continued to be on primary or secondary salting routes;
- A defined pedestrian route swathe around the station had been agreed for urea treatment;
- All cross-boundary primary and secondary salting routes corresponded with neighbouring authorities routes;
- When the Snow Plan was activated footway snow ploughs would continue to be available for use in the town centre and on primary pedestrian routes.

Resolved -

- (1) That the outputs delivered by the Winter Service Plan 2015/16 be noted;
- (2) That the Winter Service Plan 2016/17 be noted and approved.

53. GARRARD STREET AND STATION APPROACH - TAXI RANK REVIEW

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of a proposal to change the current taxi rank provision in and around Reading Station.

The report stated that the developers of Thames Tower had recently approached the Council to progress the section 278 highway works associated with the development. The highway works would include repaving the entire footway on the east elevation of Thames Tower with materials matching the existing paving on the Station southern public square, a rationalization of the existing street furniture, relocation of the bus inspectors hut and improvements to the existing central island where the statue of King Edward VII was located. These works would require the closure of the bus stops and footway whilst they were carried out. A temporary footway would have to be provided within the bus stop layby and horseshoe rank to cater for the very high pedestrian movements to and from the station. The works were currently planned to commence at the beginning of January 2017 and would continue until February/March 2017. To facilitate the works, the taxi rank in Garrard Street and the horseshoe rank in Station Approach would have to close under a temporary Traffic Regulation Order.

The report stated that officers believed that due to the duration of the Thames Tower works and subsequent future phases of the Station Hill development, the point had been reached where the Garrard Street feeder rank was no longer fit for purpose and the report recommended permanently closing it from commencement of the Thames Tower S278 Highway works. The report also recommended permanently closing the horseshoe rank as there was not alternative taxi feeder location in Blagrove Street and the future management and operation of just a five space rank would pose a risk to the overall operation of the town centre traffic system by over-ranking.

To help alleviate the impact of this change on the taxi trades, paragraph 4.9 of the report proposed introducing a number of permanent changes in the town centre, including the following:

- Converting the bus stop on the north side of Station Hill to a permanent taxi rank;
- Making the bus stops on the south side of Station Hill shared use (Bus and Taxi);
- Converting a section of Greyfriars Road on the west side into a feeder rank to Station Hill;
- Changing the current bus only restrictions on the eastern side of the northern interchange to permit taxis and allow the right turn out of the interchange to Vastern Road;
- Review a potential route for taxis to the current bus only section of the northern interchange from the head of the taxi rank;
- Review the locations of the existing part time ranks in Station Road with a view to a continuous rank rather than split between bus stops;
- Improving signs within the Station and on the highway to the north and south of the Station to direct members of the public to the taxi ranks;
- Utilising the road space previously used as the horseshoe rank as a bus stop to ensure drop off/private hire vehicles did not use the area;
- Adjustments to the following existing taxi ranks:
 1. Moving the Friar Street shared use rank outside Hickies to the bus stop outside the County Court in Friar Street;

2. Changing the operational time of the rank in Gun Street to 9.00pm to 6.00am;
3. Changing the rank in Bridge Street to 8.00pm to 8.00am and promoting a new taxi rest facility between 8.00am and 8.00pm;
4. Investigating shared use ranks in the disabled bays located in St Marys Butts and Kings Street only to operate 8.00pm to 8.00am;
5. Changing the existing Oxford Road rank located near Cheapside to a permanent rest rank.

At the invitation of the Chair, Asif Rashid, Chairman of the Reading Taxi Association, addressed the Sub-Committee.

It was reported at the meeting that the sixth bullet point should have included changing the start time of the part time taxi ranks in Station Road to 10.00pm from the current 11.00pm.

It was noted that no plans of the proposals had yet been produced and the Sub-Committee requested that these be shared with members of the Sub-Committee and affected groups.

Resolved -

- (1) That the report be noted;
- (2) That, once plans for the proposed new waiting restrictions had been drawn up, they be shared with members of the Sub-Committee and affected groups;
- (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 on the proposed new waiting restrictions, as detailed in paragraph 4.9 of the report and amended above, and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (4) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That any objections received following the statutory consultation be submitted to a future meeting;
- (6) That in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Transportation and Streetcare be authorised to make minor alterations to the proposals following the Statutory Consultation process.

54. CYCLE FORUM MINUTES

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions arising from the 19 October 2016 meeting of the Cycle Forum under the auspices of the approved Cycling Strategy.

The notes of the Cycle Forum meeting of 19 October 2016 were attached to the report at Appendix 1.

Resolved - That the Minutes of the Cycle Forum held on 19 October 2016 be noted.

55. NATIONAL CYCLE NETWORK ROUTE 422 - UPDATE

Further to Minute 30 of the previous meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an outline of the progress that had been made in developing a new National Cycle Network (NCN) route funded through the LEP Growth Deal, connecting Newbury to Windsor via Reading, Wokingham and Bracknell and seeking scheme approval for the construction of Phase 1 consisting of shared use facilities along the Bath Road. A map showing kerb realignment works near New Lane Hill was attached to the report at Appendix 1, the junction design for a raised table at Honey End Lane/Bath Road was attached to the report at Appendix 2, the junction design for a raised table at Southcote Road/Bath was attached to the report at Appendix 3 and an Equality Impact Assessment Scoping Report was attached to the report at Appendix 4.

The report explained that detailed design work for Phase 1, along Bath Road from the Borough boundary to Southcote Lane, was complete, including stage 1 and 2 road safety audits which had resulted in some adjustments to the proposed scheme. The £400k shared use scheme, which would be delivered by the Council's in-house Direct Labour Organisation (DLO) and existing contractors, consisted mainly of a 2.5 metre wide facility along the northern footway. Entry treatments would be used at minor junctions in the form of imprinting. Shared use tiles that had been installed along London Road would also be used throughout, complementing regulatory shared use signs and official NCN branding. Traffic management would be in place to reduce any disruption to the A4 corridor and on-carriageway works would be carried out off-peak where possible.

The existing footway between the Borough boundary and New Lane Hill would be widened by approximately 1.7 metres to 2.5 metres, which would be achieved through kerb realignment and complemented by an entry treatment across New Lane Hill. The existing pedestrian refuge island and bus stop would be relocated to the east of New Lane Hill as part of Section 278 works for the Lidl development. Further investigations were also being carried out along this stretch to assess the strength of a privately owned retaining wall parallel to the public highway.

Morlands Avenue to Honey End Lane would consist of entry treatments across three junctions, including accesses to/from the petrol station as well as Advanced Stop Lines at the Burghfield Road junction. The removal of existing segregated facilities between Morlands Avenue and Honey End Lane had been included to ensure consistency throughout the route. A raised table on the approach to Bath Road from Honey End Lane and informal crossing facility linking Frogmore Way would enhance wider pedestrian/cycle routes.

Honey End Lane to approximately 40 metres east of the bus shelter would benefit from localised resurfacing and widening through the removal of existing guard railing and grass verge. Street furniture would be relocated to the back of the footway, including a number of lamp columns, to increase the effective width of the shared use facility. Pedestrian crossings near Circuit Lane and on all arms of the Bath Road/Liebenrood Road junction would be upgraded to toucan crossings, linking directly to The Wren School and Blessed Hugh Faringdon via shared use facilities on the southern footway.

Existing paving tiles from Parkside Road to Southcote Road would be replaced with asphalt reducing future maintenance and providing a smooth surface. A raised table with

imprinting would be constructed across Southcote Road and the existing pedestrian crossing upgraded to a toucan.

Finally, the report stated that the detailed designs for Phase 2 from Southcote Lane to Watlington Street were in progress, alongside conceptual designs for the final phase to the Reading/Wokingham boundary. Scheme approval for these phases would be submitted to a future meeting and were expected to be constructed by the end of 2017/18.

It was reported at the meeting that, following discussions at the Cycle Forum and correspondence with Mr Lee, from Reading Cycle Campaign, who had highlighted a number of concerns regarding the planned improvements presented in the report, specifically safety concerns at New Lane Hill and the location of the proposed raised table at Honey End Lane, Mr Lee's comments had been largely incorporated into the final designs and the updated drawings would be shared with Mr Lee when they were available.

Officers had agreed to make the following changes to the proposals:

- to investigate Mr Lee's suggestion for New Lane Hill
- to install a dropped kerb on Pentland Close
- to move the raised table on Honey End Lane back so it was further away from the give-way line (exact distance to be confirmed as officers would need to consider existing accesses, etc)
- to widen the footway on approach to Southcote Road
- to incorporate the dashed lines

It was explained that the only suggestion that had not been able to be incorporated into the final designs was the widening of other sections of the Bath Road footway, due to the need to balance the remaining project budget across future phases of the scheme and the high costs associated with additional kerb realignment works.

Resolved -

- (1) That the report be noted;
- (2) That scheme and spend approval for Phase 1 of the NCN 422 scheme be granted, subject to officers making amendments to the works set out in Appendix 1 as reported above;
- (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 and advertise the proposed raised tables at the junction of Southcote Road/Bath Road and Honey End Lane/Bath Road, as shown in Appendices 2 and 3 to the report, subject to officers making amendments to the works set out in Appendices 2 and 3 as reported above, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (4) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;

- (5) That any objections received following the statutory consultation be submitted to a future meeting.

56. CYCLING STRATEGY POLICY UPDATE - REMOVAL OF UNCLAIMED BICYCLES

The Director of Environment and Neighbourhood Services submitted a report that set out a policy for the removal of abandoned bicycles from the public highway, to form an addendum to the Cycling Strategy 2014. The proposed policy outlined the intention to donate any unclaimed bicycles to local recycling schemes helping to free up cycle parking spaces and minimising waste.

The report stated that the Cycling Strategy outlined the Council's intention to promote and encourage cycling as an attractive and normal travel choice for local journeys through a number of design principles and policies, including increasing 'cycle parking facilities to enable people to park closer to more key destinations' to support future growth in cycling. In parallel, it was important to ensure efficient use of existing cycle parking facilities by regularly monitoring usage, through monthly cycle parking counts and routine inspections, helping to highlight bicycles that had been left for long periods of time or abandoned. Abandoned bicycles not only created unnecessary street clutter, but were also at increased risk of cycle theft, including the removal of one or more components.

The report explained that the Refuse Disposal (Amenity) Act 1978 outlined the Council's responsibility to remove vehicles that had been classified as abandoned from the public highway. The current procedure for removing abandoned bicycles involved identity tags being secured to bicycles that appeared to have been abandoned outlining the Council's intention to remove the bicycle within seven days. Every effort was made to contact the owner to advise them that their bicycle would be removed if there was evidence of the owner's identity.

The report set out the criteria that defined a bicycle as being abandoned or un-roadworthy and explained that bicycles that were not recovered by the owner after seven days were removed and held securely for a minimum of 30 days. At this point, any unclaimed bicycles had previously been donated to the national cycling charity, CTC, who had delivered a key element of the Council's Local Sustainable Transport Fund programme until March 2016. CTC redistributed the bicycles to three local recycling projects that were managed by Reading Bicycle Kitchen, Reading College and the University of Reading.

The report proposed to continue donating any unclaimed bicycles to local recycling schemes that had the ability to return the bicycles to a roadworthy condition. Officers would then seek to identify organisations/groups who were willing to recycle the bicycles for the purpose of either making them accessible to those in need at affordable prices, particularly those seeking education, employment, training and skills opportunities, or to reuse the bicycles for initiatives encouraging cycling for local journeys.

Future funding opportunities supporting the objectives of the Cycling Strategy would continue to be sought, including those aimed at improving cycle security, such as the existing bicycle marking programme that had been delivered by Thames Valley Police and initiatives that supported improved accessibility to education, employment, training and skills.

Resolved - That the proposed policy update be adopted, subject to consultation seeking expressions of interest from local groups or organisations, who

were able to recycle the bicycles for the purpose of making them accessible to those in need at affordable prices or for the delivery of local cycle initiatives.

57. 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 59 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

58. 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 eleven applicants, who had subsequently appealed against these decisions. It was reported at the meeting that two of these appeals had been withdrawn.

The appellant for application 1.5 attended the meeting and addressed the Sub-Committee on the application.

Resolved -

- (1) That it be noted that applications 1.1 and 1.8 had been withdrawn;
- (2) That, with regard to applications 1.0 and 1.3, a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (3) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.2, 1.4, 1.5 and 1.7 be upheld;
- (4) That, with regard to application 1.5, the appellant be informed of their right to use the Council's complaints procedure and to make a complaint to their landlord;
- (5) That with regard to applications 1.6, 1.9 and 2.0 a discretionary teacher's permit be issued;
- (6) That, with regard to teachers' permits, the Residents' Parking Scrutiny Task and Finish Group be asked to review the teacher permit rules in relation to allocation of permits by site rather than by school/establishment and to look at the possibility of selling limited numbers of season tickets to schools if there was capacity in a zone.

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

(The meeting started at 6.30 pm and finished at 9.20 pm).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JANUARY 2017	AGENDA ITEM:	5(A)
TITLE:	PETITION FOR PARKING PROTECTION AND ROAD SAFETY MEASURES ON THE MEADWAY		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	NORCOT
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	phoebe.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to implement parking protection and road safety measures on The Meadway, outside the shops, opposite the junction with Dee Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition to will be investigated and an update report presented at a future meeting of the Sub-Committee.

3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and road safety measures are specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

- 4.1 The Council has received a petition highlighting a number of local issues. The items that have been raised regarding traffic management are:

'We, the Residents of the above area, wish to bring to your attention the following complaints regarding the spoiling of our 'quality of life' and abuse of our facilities. The public car park on the Meadway, junction with Dee Road, naturally serves all four shops, Residents living adjacent to it, plus shoppers... and parents dropping off/collecting children from FOUR Primary Schools. From its layout, it was clearly designed as a CAR Park but over a period it has slowly devolved to become a lorry park/advertising area, mobile home/recovery vehicle park and home to an assortment of 'tradesman' vehicles, parked - not just overnight but 24/7.

Now the undersigned Residents Demand action be taken to resolve these problems.

- 1. We demand Restricted Parking for cars by Household Permits, to be accompanied by short term free parking for up to 2 hours.*
- 2. The Parking slots to the north and south, outside the elderly and disabled residents bungalows be designated 'Disabled' and Emergency vehicles only.*
- 3. As it is only a matter of time before a child is killed by a speeding vehicle within the car parking area, as many drivers use the side road to race through the parking areas, attempting to beat the traffic lights on the main (Meadway) road.*
- 4. We further demand that traffic calming bumps be deployed to slow traffic into the front of the four shops and to the exit road. Three bumps in and three bumps out will help prevent such an accident, as described in 3. above BEFORE it happens.*

- 4.2 The Sub-Committee is asked to note the petition and officers will report back the results of their investigations to a future meeting of the Sub-committee.

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

- Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

8.2 The Council will carry out an equality impact assessment scoping exercise prior to proposing the introduction of any changes to waiting restrictions and/or traffic management measures.

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:	12 JANUARY 2017	AGENDA ITEM:	6
TITLE:	RESIDENTS PARKING SCHEME - TASK AND FINISH GROUP RECOMMENDATIONS		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
	COUNCILLOR T JONES		CHAIR OF SCRUTINY REVIEW TASK AND FINISH GROUP
SERVICE:	PARKING SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICER:	ELIZABETH ROBERTSON	TEL:	01189 373767
JOB TITLE:	CIVIL ENFORCEMENT MANAGER	E-MAIL:	Elizabeth.robertson@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To update the Committee on the Residents Parking Review and to report the options for future changes to the Residents Parking Scheme that has been identified by the Task & Finish Group established in June 2016.
- 1.2 Appendix 1: Residents Parking Scrutiny Task and Finish Group report

2. RECOMMENDED ACTION

2.1 That, on consideration of conclusions of the Residents Permit Parking Scrutiny Task and Finish Group, the Sub-Committee makes a recommendation to Policy Committee (16th January 2017) to:

2.1.1 Recommend a charge for the first permit.

2.1.2 Recommend the permit charge for the first (and second) residents permit as set out in 4.3.2 Options 1-5 and to which of the following groups of discretionary permits are also charged and what the charge should be as set out in 4.3.4:

Discretionary Resident Permits (first permit)
Charity first permit
Carer (first and second)
Doctor (Medical Practitioner)
Healthcare Professional
Teacher

2.1.3 Introduce the charges from 1st April 2017.

- 2.2 That the Sub-Committee agree to amend/add to the permit scheme rules and definitions in relation to: Teacher permits (4.4.2), Transitional Arrangements (4.4.4), Proof of vehicle ownership (4.4.5), Visitor Permits renewals (4.4.6) & Refund/Transfer Policy (4.4.7).
- 2.3 That the Sub-Committee agree the service improvements outlined in paras 4.3.8 - 4.3.13.
- 2.4 That, subject to Policy Committee agreeing the recommendation of the Sub-committee, that the current permit holders be notified by letter on the changes to the residents permit scheme.

3. POLICY CONTEXT

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

4. THE PROPOSAL

4.1 Background

- 4.1.1 Residents' Permit Parking (RP) was established in Reading over 40 (1976) years ago and the Council provide a permit scheme through its parking services teams within the transport service area.
- 4.1.2 The current RP scheme was approved by the Council's Cabinet in December 2010, this followed a review of the service undertaken in 2009-2010 and reported through Cabinet and scrutiny processes in September 2009, February 2010 and July 2010. A revised scheme was introduced in April 2011.
- 4.1.3 Further amendments to the RP scheme and permit management rules were taken through Cabinet, Full Council and Traffic Management Sub-committee (and formally Traffic Management Advisory Panel) meetings in July 2011, September 2011, June 2012, February 2013, June 2013 and January 2014.
- 4.1.4 A further review of the service was undertaken through the Council's scrutiny process at the meeting in January 2013.
- 4.1.5 The Policy Committee meeting held on the 30th November 2015, agreed to increase the 2nd and 3rd resident permit charges to their current levels of £120 and £240 respectively from the 1st February 2016.
- 4.1.6 At Traffic Management Sub-Committee meeting held on the 14th January 2016 it was agreed to amend the charges for second discretionary permits, 2nd to 4th charity permits and community agency permits to £120 from the 1st February 2016. Other amendments to the permit scheme rules and definitions were also agreed at that time.
- 4.1.7 At Traffic Management Sub-Committee meeting held on the 15th June 2016, it was agreed to set up a Task and Finish Group to review the Parking Permit Scheme.

4.2 Current Position

4.2.1 Previously there were 52 Residents Parking zones across the Reading Borough but this has been revised to the current 19 Residents Parking Zones.

4.2.2 The 19 Residents Parking zones across the Borough encompass all the areas and residential properties covered by the previous scheme but they now provide more space on-street throughout the larger zones. These changes are in line with previous decisions by Cabinet and reflect the outcome of the survey of all residents within the Residents Parking Scheme.

4.2.3 In 2015-2016 the following permits were issued, the current charges are set out below:

Permit Type	Total issued in 2015/2016	Current Charges
Business	19	£275
Business Discretionary	15	£330
Charity (free)	26	£0
Charity (charged)	13	£120
Carer	133	£0
Doctor	52	£0
Health Care Professional	490	£0
Resident Discretionary (free)	236	£0
Resident Discretionary (charged)	64	£120
Resident Discretionary (3rd Permit)	3	£240
Resident - First Permits	7,536	£0
Resident - Second Permits	1,463	£120
Non-UK Registered Vehicle Permits	4	£330
Nanny	0	£330
Teacher	64	£0
Tradesperson - Annual	86	£330
Tradesperson - Daily	598	£10
Temporary Permits	3,482	£15
Visitor Books - Free	9,543	£0
Visitor Books - Charged	1,973	£22
Visitor Business	107	£22
Visitor Discretionary (free)	314	£0
Visitor Discretionary (charged)	139	£22
Total	26,360	

4.2.4 Residents have been able to renew residents and visitor permits online since April 2012. The table below shows that the majority of residents preferred this method of renewing their permits. The number of permits being renewed online is increasing year on year as more residents are using this facility.

Permit Type	Total Renewed Online 2015/2016	Total Issued 2015/2016 (first & second)	Percentage renewed 2015/2016	Percentage renewed 2014/2015	Percentage renewed 2013/2014
Business	10	19	53%	33%	29%
Resident	4,866	8,999	54%	52%	53%
Visitor	2,065	11,516	18%	13%	10%

Processing requirements

- 4.2.5 New applications for residents' permits require one proof of residency and one proof of vehicle ownership. The majority of applications are currently received by post, however, applications can also be received by e-mail or hand delivered to the Civic Offices.
- 4.2.6 Resident permits are valid for 12 months. Permits can be renewed online without the requirement for further proofs; however, if a resident chooses to renew their permit by post, they require the same level of proofs as a new application.
- 4.2.7 Residents are sent a reminder letter approx. 1 month before their permit expires reminding them to renew. Visitor permits are also valid for 12 months from issue and can also be renewed online. However, if the renewal date is missed, they are required to complete a new application and provide the proof of residency.
- 4.2.8 Temporary permits are issued if a resident changes their vehicle, has a temporary change or has just moved into a Residents Parking Zone. The majority of temporary permits are issued via the Civic Offices Customer Services reception.
- 4.2.9 Further detailed scheme information is available on line at - <http://www.reading.gov.uk/parkingpermits>

4.3 Options for Consideration

- 4.3.1 The current RP scheme has now been in place for 5 years and the Residents Parking Scrutiny Task and Finish Group has now concluded its review. Attached at Appendix 1 is a summary of the meetings and the recommendations made.

Changes to Permit Charges

- 4.3.2 First Resident Permit charges - in order for the scheme to cover its costs and that of enforcement of the permit scheme, the introduction of a charge for the first residents permit is recommended. The various options the Task and Finish Group considered and estimated income generated from this is set out below:

Option 1

Permit Type	Total Issued in 2015/2016	Current Charge	Proposed Charge	Income
Resident First	7,536	£0	£30	£226,080
Resident Second	1,463	£120	£120	£175,560
Total				£401,640

Option 2

Permit Type	Total Issued in 2015/2016	Current Charge	Proposed Charge	Income
Resident First	7,536	£0	£50	£376,800
Resident Second	1,463	£120	£120	£175,560
Total				£552,360

Option 3

Permit Type	Total Issued in 2015/2016	Current Charge	Proposed Charge	Income
Resident First	7,536	£0	£30	£226,080
Resident Second	1,463	£120	£90	£131,670
Total				£357,750

Option 4**

Permit Type	Total Issued in 2015/2016	Current Charge	Proposed Charge	Income
Resident First	7,536	£0	£25	£188,400
Resident Second	1,463	£120	£120	£175,560
Total				£363,960

Option 5**

Permit Type	Total Issued in 2015/2016	Current Charge	Proposed Charge	Income
Resident First	7,536	£0	£25	£188,400
Resident Second	1,463	£120	£145	£212,135
Total				£400,535

- 4.3.3 The Sub-committee is asked to recommend to Policy Committee which charge should be applied for a first resident permit from the options set out in 4.3.2.
- 4.3.4 Discretionary Permit charges - the following permit types are issued free of charge: Discretionary First Resident, Carer, Charity (including Community Agency), Doctor (Medical Practitioner), Healthcare Professional (HCP) and Teacher permits. The Committee is asked to decide if the first permit charge

should be applied to some or all of the other free discretionary permits as listed below and what that charge should be:

Permit Type	Total Issued in 2015/2016	Proposed Charge	Income	Proposed Charge	Income
Resident Discretionary - first	236	£30	£7,080	£50	£11,800
Charity - first	26	£30	£780	£50	£1,300
Doctor	52	£30	£1,560	£50	£2,600
Healthcare professional	490	£30	£14,700	£50	£24,500
Teacher	64	£30	£1,920	£50	£3,200
Carer	133	£30	£3,990	£50	£6,650
Total			£30,030		£50,050

**Option 4 and 5 charge at £25 income charge has not been calculated in the above table

- 4.3.5 If Option 3 or 5 (as set out in 4.3.2) is the preferred option, the second permit charges for resident discretionary, charity 2nd to 4th should be changed to match the second permit charge or retained at £120.
- 4.3.6 Other Permit charges - there is currently no proposal to amend any of the other permit charges.
- 4.3.7 It is understood that residents may be resistant to the new charges, without seeing some benefit to themselves. It is proposed that the following service improvements are implemented (if first permit charges are introduced):
- 4.3.8 Online Permit application process - Software upgrade to the back office permit processing system will open up the opportunity for residents to manage their permit needs. It will provide a quick simple method to order additional visitor permits, and make new applications. The new improved service offer would be available to residents by September 2017 through the new first permit charges.
- 4.3.9 Upgrade the Approved Device (CCTV) vehicle for permit parking patrols - the Council has the opportunity to upgrade the Approved Device vehicle with permit parking date for quicker detection of illegally parked vehicles in the permit zones. The Approved Device vehicle is not permitted to issue a Penalty Charge Notice, but can direct resources to areas for a rapid response to vehicles parking without a permit. The upgrade is expected to take three months through the new first permit charges. Other potential benefits to the upgrade: Bus Lane/Bus Stop improved enforcement and vehicle surveys (to collect data on parking habits).
- 4.3.10 Improved Enforcement of the permit zones: The Council will work with the Contractor to increase visits to the Resident Permit Zones. If there is any additional income, this could be used to employ an additional Civil Enforcement Officer to the Permit Zones.

- 4.3.11 Report vehicle parking illegal via online reporting tool/application (e.g. Love Clean Reading). This can be implemented within a month of the new charges.
- 4.3.12 Renew Visitor permits without the need to re-apply (see point 4.4.6 for further information)
- 4.3.13 Explore options for print at home or virtual visitor permit option - allows residents to book their visitors parking in advance and without the need to display a visitor's permit. Visitor permits by session rather than am/pm which provide more flexibility to the resident's visitor permit allocation.

4.4 Other Options Considered

- 4.4.1 In addition to the recommendations outlined in 4.3, the Task and Finish Group considered other changes to the Residents Permit Scheme as set out below:
- 4.4.2 Teacher Permits: Amend the current permit rules to establish the local need for an individual school needs rather than maximum of 15 permits per school. The Council currently has the following schools applying for permits:

	Sub-Address	Permits Issued	Notes
Oxford Road Community School		15	No on-site parking
Cranbury College	Cranbury Road	11	No on-site parking
Cranbury College	College Road	5	No on-site parking
Battle Primary School		13	10 Parking Spaces
Redlands Primary School			New - no permits yet issued. Currently requested 35 Permits No on-site parking

- 4.4.3 Councillors are asked to decide the allocation of parking permits per school.
- 4.4.4 Transitional Arrangements: to amend the rules/definitions to include a provision for households recently added to a new/expanded permit zone to be granted a discretionary third permit (by Council Officers) at third permit cost for one year. Referrals to the Committee will be made if requests above the third permit are received and request for permit after the first year.
- 4.4.5 Proof of Vehicle Ownership: amend the current permit rules/definitions to exclude permits being issued where the vehicle is not registered at the household the permit is being applied for e.g. temporary residence and use a vehicle registered outside the permit zone or registered to a non-resident. This does not affect residents who use a vehicle for employment purposes and may have a "company car".
- 4.4.6 Visitor Permit renewals - when a resident has missed their online renewal window, they are required to re-apply for the books of visitor permits (and provide proof of residency). It is recommended that until the new online

permit application system is brought in that these could be renewed by the permit team without the need to re-apply if they meet the following criteria:

A valid residents (or carers) permit is on issue to that resident

If the resident does not own a vehicle, other visitor permits currently valid and on issue

If all permits have expired - but only expired in the last 3 months

4.4.7 Refunds/transfer: It is recommended that no refunds are issued for first permit charges. It is recommended the first permit can be transferred to another household as per the current process for second permit charges.

4.4.8 Other points considered but does not affect the Resident Permit Scheme rules/definitions:

4.4.9 Criteria for the introduction of Residents Permit Scheme: to include roads or streets where there is a high proportion of off-street parking already in place.

4.4.10 Consideration the aligning of the entitlement to vehicle permits to the existence of any off-street parking: Reducing the number of permits available to resident in a Residents Permit scheme if off-street parking is available at a property. However, due to current resources, capacity and other competing work-load priorities, it is not an issue being pursued at this time.

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

6.2 The Council will write to resident permit holders to advise them on the changes to the permit scheme charges.

7. LEGAL IMPLICATIONS

7.1 There are no legal implications arising from this report.

8. FINANCIAL IMPLICATIONS

8.1 As set out in Section 4.3.2 there may be additional income from first permit charges, however, the amount depends on the charge agreed and which discretionary permits will also be charged for as per 4.3.4.

8.2 The Financial implications are based on a full year of charges.

9. BACKGROUND PAPERS

9.1 September 2009, February 2010, July 2010 and December 2010, July 2011 and June 2012 Cabinet reports. January 2013 Scrutiny Review and February 2013 Full Council reports.

9.2 Traffic Management Advisory Panel June 2012

9.3 Traffic Management Sub-Committee reports January 2014, January 2016 & June 2016

9.4 Policy Committee report 30 November 2015

10. APPENDICES

10.1 Appendix 1 - Residents Parking Scrutiny Task and Finish Group report

Transport Management Sub Committee – 12 January 2017

RESIDENTS PARKING SCRUTINY TASK AND FINISH GROUP

The Task and Finish met three times. However a final meeting, to consider a draft submission, has not been possible and therefore this report is tendered in the name of the Chair of the T&F Group only, Councillor Tony Jones.

Summary

Following consideration of the existing arrangements of the Residents Parking Scheme (RPS) in Reading, the following recommendations are made to the Transport Management Sub Committee:

1. That the criteria for the introduction of RPS be expanded to include roads and streets with a high proportion of off-road parking.
 2. That the criteria for the allocation of vehicle permits to schools in future be considered on the basis of the particular circumstances of each school.
 3. That where a RPS is introduced or expanded, sympathetic consideration be given to the allocation of personal discretionary permits to existing residents.
 4. That permits not be allocated to vehicles (except “company vehicles”) not registered at the RPS address.
 5. To allow the issue of visitor permits books be verified by existing vehicle permit data rather than treating as a separate requirement.
 6. To consider, at some future date, the aligning of the entitlement to vehicle permits to the existence of any off-road parking.
 7. Support the introduction of a charge on the first vehicle permit.
-

Recommendations

- 1. That the criteria for the introduction of RPS be expanded to include roads and streets with a high proportion of off-road parking.**

Past practice has suggested that RPS should not be considered in roads or streets where there is a high proportion of off-street parking already in place. However, this takes no account that circumstances can change over time – where more house-holders create additional off-road parking in an existing RPS – or that considerable extra pressure can be brought where a RPS is newly introduced or expanded in streets adjacent or in the vicinity of properties with off-road parking. The recommendation is that bar on consideration should be removed.

- 2. That the criteria for the allocation of vehicle permits to schools in future be considered on the basis of the particular circumstances of each school.**

Current arrangements give each school an entitlement to 15 permits. However this “one size fits all” approach takes no account of whether there is any on-site capacity for parking. To remove this anomaly it is recommended that where a school falls within a RPS, discussions are held to establish the level of local need.

- 3. That where a RPS is introduced or expanded, sympathetic consideration be given to the allocation of personal discretionary permits to existing residents.**

The entitlement of two permits per household has been at the centre of Reading's RPS for many years. However the growing demand for schemes can mean that some existing residents may be disadvantaged where a RPS is introduced where they live. It is recommended that sympathetic consideration be given to the allocation of additional discretionary permits be allocated on an on-going personal only basis when schemes are newly introduced.

4. That permits not be allocated to vehicles (except "company vehicles") not registered at the RPS address.

Reading has a well-established approach of issuing permits where residents can demonstrate that they need a permit for a vehicle they are required to use for their employment – for example, so called "company cars". However, it recommended we avoid issuing permits to residents who may be temporary in their residence and use a vehicle which is registered at an address outside the RPS or registered to a non-resident.

5. To allow the issue of visitor permits books be verified by existing vehicle permit data rather than treating as a separate requirement.

The process to renew vehicle permits is now a very fast and efficient service. However, some improvements should be made to the way the issue of visit permits books is undertaken. Residents can sometime find that on seeking the issue of further books that they have to resubmit basic information regarding proof of residency, even though they may still have valid data in the RBC system supporting their vehicles. The T&F Group were advised that this system can be improved, so it is recommended that arrangements be made for the stream-lining of this part of the RPS service to change during 2017.

6. To consider, at some future date, the aligning of the entitlement to vehicle permits to the existence of any off-road parking.

Some councils such as West Berkshire, reduce the number of permits available to residents in a RPS if off-street parking is available at a householder's property. While there may be merit in such an approach, given current resources, capacity and other competing work-load priorities, it is not an issue which should be pursued at this stage.

7. Support the introduction of a charge on the first vehicle permit.

For many years RBC has been able to protect residents from charging for the issuing of the first vehicle permit. However, in light of current financial pressures and the need to ensure sufficient resources to meet the expanded RPS areas in Reading, this is no longer sustainable and it is recommended that a new charge be introduced for the first permit.

It is recommended that the charge be introduced from 1st April 2017 and be implemented for new permits issued on or after that date and only at the date of renewal of an existing permit.

Vistors permits

Current position

Free books – 9,548 issued

Paid for books – 1,973 issued

RBC can issue two free books of 20 x ½ day permits to each household in a residents parking zone. Five more books can be bought (at £22 each), with an officer discretion to issue up to four more. Any applications in excess of these figures are considered by the Transport Management Sub Committee.

Arrangements in other councils

Residents Parking Permits	1st permit	2nd permit	3rd permit	4th permit
Reading	Free	£120	£240	
Berkshire				
West Berkshire	£30	£30	(£70 in some areas)	
Wokingham	£30	£30		
Bracknell	Free	Free	£20	£40
Windsor & Maidenhead	Free	(only if no off-road parking)		
Slough	£25	£50		
Other South East				
Basingstoke	£30 includes a visitor permit			
Buckinghamshire	£52			
Brighton	£100 or £130			
Crawley	£41	£83		
East Hampshire	£30	£50		
Guildford	£50	£80		
Maidstone	£25	£50	£100	
Medway	£27			
Oxford	£60	£60	£120	£180
Portsmouth	£30	£60	£120	
Sevenoaks	£35	£70	£125	£250
Southampton	£30 (area based range from £0 to £1,000)			
Winchester	£22	£50	£50	£50
Woking	£50	£75		

Residents vehicle permits in Reading

Current position

1st permit – 7,536 issued in 15/16, free of charge.

Revenue raised £0

2nd permit - 1,463 issued, at £120.

Revenue raised £175,560

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JANUARY 2017	AGENDA ITEM:	7
TITLE:	RESULTS OF STATUTORY CONSULTATIONS: WELLS HALL - 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 Following the meeting of the Sub-Committee meeting in September 2016, Officers have conducted a statutory consultation. This report provides the result of the statutory consultation and Officer recommendation for the scheme.
- 1.2 Appendix 1 provides the objections report that relates to the proposed raised table.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the raised table at the junction of Upper Redlands Road / New Road / Wells Hall access road be implemented, as advertised.
- 2.3 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public inquiry be held into the proposals.
- 2.4 That the objectors be informed of the decision of the Sub-Committee accordingly.

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. BACKGROUND AND PROPOSALS

- 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.
- 4.5 The Council has received 3 objections to the proposed introduction of raised table.
- 4.6 The objectors were opposed to the raised table as they do not believe it would cause any further slowing of the traffic following the recent introduction of the 20mph speed limit, increased vibration / disturbance from heavy vehicles and the creation of unnecessary visual pollution.
- 4.7 In accordance with the Traffic Signs Regulation and General Directions Order (TSRGD) physical / vertical traffic calming measures

are required on a carriageway with a 20mph speed limit. Speed cushions already exist on Upper Redlands Road and the proposed raised table would be a replacement of existing cushions. The existing cushions are located 5m west of the proposed raised table. The raised table would therefore have a negligible impact on vibration and visual pollution.

- 4.8 As a result it is recommended that the raised table be implemented as advertised.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 These proposals support the aims and objectives of the Local Transport Plan and contribute 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 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 The sealed 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 Necessary changes to Highway signing and lining will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016.

8. EQUALITY IMPACT ASSESSMENT

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

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

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

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 Wells Hall - Raised Table Junction (Traffic Management Sub-Committee, September 2016).

WELLS HALL RAISED TABLE - OBJECTIONS TO TRAFFIC REGULATION ORDER

APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

No.	Objections/support/comments received.
1	<p>I am writing about the proposal to create a raised table at the junction of Upper Redlands Road and New Road. I live in [REMOVED] Upper Redlands Road, [REMOVED].</p> <p>I am objecting to this proposal on the grounds that</p> <p>1: It is unnecessary: the speed limit in Upper Redlands Road has recently been reduced to 20mph, which is a significant contribution to calming traffic (at least, it will be once enforcement begins), and the platform will not further slow traffic.</p> <p>2: It will increase disturbance from heavy vehicles passing over the platform. Vibration from heavy vehicles in Upper Redlands Road is already a problem which is felt in my house and those of my neighbours.</p> <p>3: It will add to the visual pollution from traffic signs, parking signs, and road markings which is already excessive.</p>
2	<p>I am writing to object to this proposal for the following reasons</p> <p>1 As the speed limit in Upper Redlands Road has only recently been reduced to 20mph, which is likely to be significant as a traffic calming measure when it is enforced. I do not believe that the platform would cause any further slowing of the traffic.</p> <p>2: There would be increased disturbance from heavy vehicles going over the platform. Vibration from heavy vehicles in Upper Redlands Road is already a problem.</p> <p>3: Traffic signs, parking signs, and road markings are already excessive in this area creating unnecessary visual pollution. Note the upside down 20mph on the ground in New Road and the second sign on the short arm where it would not be possible to reach 20mph in any event.</p>
3	<p>I strongly object to this proposal for the same reasons as those submitted by [REMOVED - refers to objector 1] recently. Save the money, cut out the visual pollution!</p>
<p><i>Please note: Information that could potentially identify the originator of the comment/objection has been removed from this document.</i></p>	

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JANUARY 2017	AGENDA ITEM:	8
TITLE:	CRESCENT ROAD & GRANGE AVENUE TRAFFIC MANAGEMENT MEASURES - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	PARK
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	james.penman@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee an update on the traffic management proposals presented in June 2016, which aimed to address the concerns of rat-running traffic along Crescent Road.
- 1.2 Appendix 1 provides an indicative drawing of these proposals.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 Once funding for a traffic management scheme can be identified, that an informal consultation is conducted locally, in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors.
- 2.3 That a summary of the consultation results and a detailed proposal be presented at a future meeting of the Sub-Committee.

3. POLICY CONTEXT

- 3.1 The consultation process for traffic management schemes is specified within existing Traffic Management Policies and Standards.

4. BACKGROUND AND PROPOSAL

- 4.1 During the March 2016 Sub-Committee meeting, when the Crescent Road permit parking petition update report was presented, concerns were raised regarding traffic volumes on Crescent Road.
- 4.2 It was reported that there are high volumes of 'rat-run' traffic using Crescent Road to avoid Cemetery junction and concerns that, should parking be formalised in the street, this could make Crescent Road more attractive for this use. Officers were asked to consider traffic management solutions for this issue and the impact that these measures could have to surrounding streets.
- 4.3 At the June 2016 meeting of the Sub-Committee, Officers reported the options that would typically be considered in order to address an issue of rat-running traffic.
- 4.4 Officers proposed that the installation of a one-way plug, preventing traffic from entering Crescent Road from Wokingham Road, would significantly reduce the volumes of traffic along Crescent Road. This solution would have the dual benefits of reducing traffic flows on, and providing a safer pedestrian crossing for, Crescent Road.
- 4.5 As part of this solution, Officers proposed that consideration be given to reversing the one-way direction on the section of Grange Avenue, from its junction with Wokingham Road. This would address the issue of outbound traffic using Crescent Road, Wokingham Road, Grange Avenue and Wykeham Road as a route for leaving the borough.
- 4.6 Officers have produced an indicative drawing to illustrate how the proposals could look (Appendix 1). Officers have included a contra-flow cycle lane in the Crescent Road one-way plug to maintain and encourage cycle access to the area.
- 4.7 The proposals will remove the rat-run route, but will also require residents to use alternative access routes. Officers recommend that, once funding for such a traffic management scheme can be identified, that they work with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment and Ward Councillors to implement an informal consultation in the affected local area.
- 4.8 The results of the informal consultation can be presented at a future meeting of the Sub-Committee and a detailed design created. Once the design has been safety-audited, and with agreement of the Sub-Committee, the proposals can be progressed to statutory consultation.

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 It is recommended that an informal consultation be conducted with local residents that would likely be affected by the proposals. This will allow Members and Officers to consider these views and adjust the proposals, if necessary, ahead of conducting a statutory consultation.

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 conducting the statutory consultation on the preferred measures.

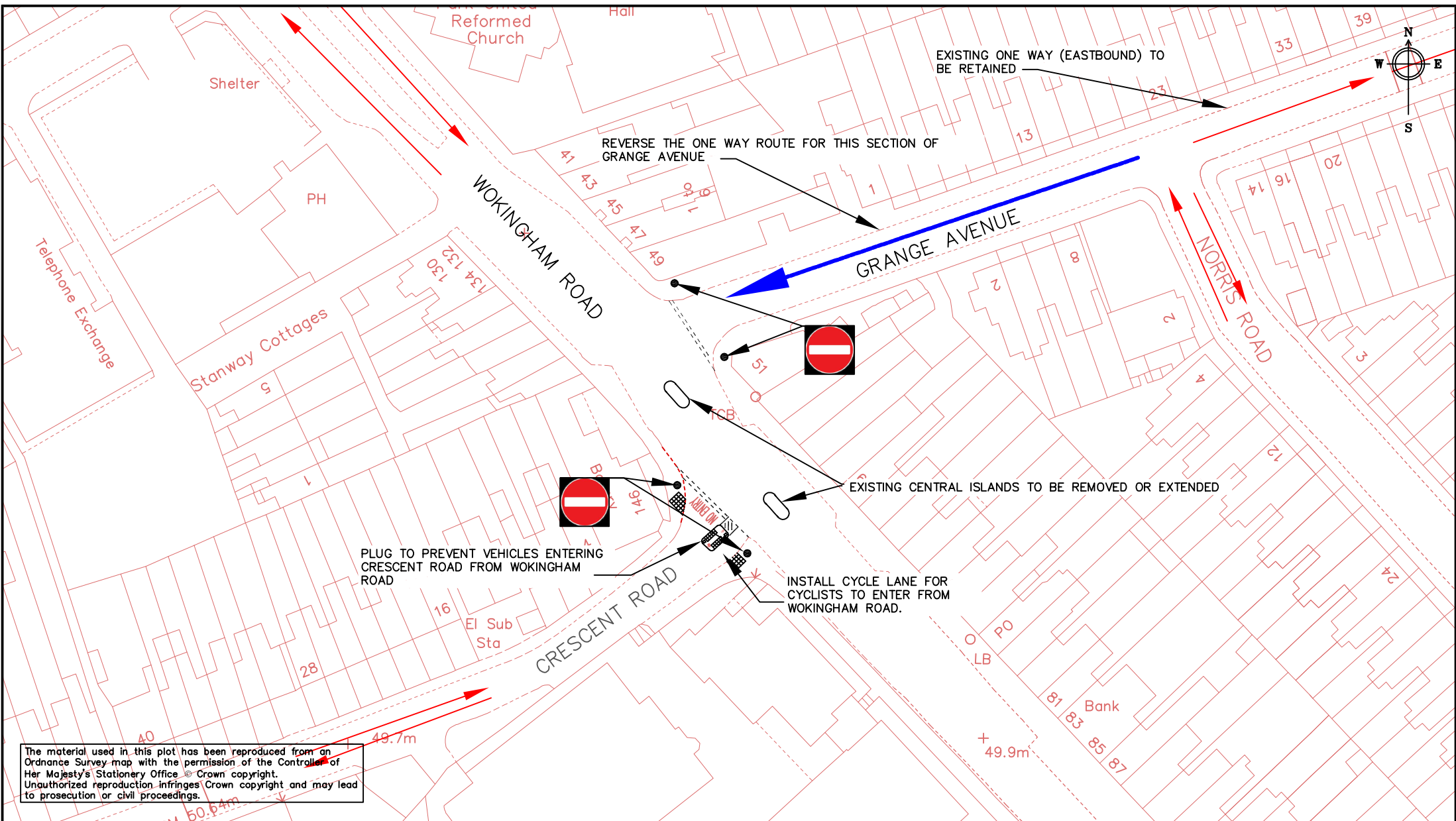
9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

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

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee reports and minutes from June 2016 and March 2016.



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Transportation and Streetcare Services
 Civic Offices
 Bridge Street
 RG1 2LU

project		scale		drawn JT	checked JC
CRESCENT ROAD AND GRANGE AVENUE		N.T.S		approved JP	
drawing		drawing no.		date DEC 2016	
CRESCENT ROAD AND GRANGE AVENUE		PROPOSAL FOR GRANGE AVENUE AND CRESCENT ROAD			

CAD Drawing Location:

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JANUARY 2017	AGENDA ITEM:	9
TITLE:	WEST READING TRANSPORT STUDY - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	SOUTHCOTE / MINSTER
LEAD OFFICER:	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 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.

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 set out in paras 5.2 and 5.4 of this report in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- | |
|---|
| <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> |
|---|

3. POLICY CONTEXT

- 3.1 The proposals are in line with Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 and current traffic management policies and standards.

4. BACKGROUND

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

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

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

5. THE PROPOSALS

Southcote

- 5.1 A list of measures proposed for statutory consultation was reported to this Committee in November, following the public exhibition held in Southcote in the summer.

- 5.2 In addition to the measures as set out in the September report, it is now proposed to include an additional proposal to extend the waiting

restrictions on Southcote Lane at the junction with Bath Road within the statutory consultation, as has previously been proposed through the Council's Annual Waiting Restrictions Review. This proposed measure would improve the flow of buses and general traffic on Southcote Lane on the approach to the Bath Road.

- 5.3 It should be noted that implementation of the measures in Southcote as outlined in this report is subject to funding being made available from the Community Infrastructure Levy (CIL) contribution from the developer of the former Elvian school site on Southcote Lane.

Coley Park

- 5.4 A summary of responses received from the public exhibition in Coley Park in September was reported to this Committee in November. The feedback has subsequently been reviewed by the Study Steering Group and the following proposals have been developed for statutory consultation:

- a. Improvements to the existing pedestrian and cycle link between Southcote and Coley Park.
- b. Improvements to the pedestrian cycle route between Wensley Road and Coley Avenue (running behind the former DEFRA offices site).
- c. Enhancements to the pedestrian route between Coley Avenue and Wensley Road.
- d. Implementation of a partial one-way system on the Wensley Road loop to improve the flow of buses (particularly at the north west section).
- e. Implementation of a pedestrian crossing facility on Wensley Road outside St Mary & All Saints Primary School.
- f. Implementation of herringbone pattern road markings at the roundabout junction of Wensley Road / Rembrandt Way to reduce traffic speeds and improve pedestrian accessibility.
- g. Implementation of road markings to reduce traffic speeds on Wensley Road approaching the roundabout junction with Rembrandt Way.
- h. Provision of inset parking bays on the south side of Wensley Road and Holybrook Road.
- i. Provision of a passing point for traffic at the summit on Holybrook Road to improve the flow of buses at this existing pinch point.

- j. Implementation of access protection markings on Boston Avenue and Shaw Road to provide protection for resident's driveways.
 - k. Introduction of an area wide 20mph zone to include all roads within Coley Park south of Berkeley Avenue.
- 5.5 It is proposed that statutory consultation through a Traffic Regulation Order will be undertaken for the proposals outlined above, with any objections reported to the meeting of this Committee in March.
- 5.6 In addition, it is proposed that the Council will continue to monitor the increased demand for parking on Boston Avenue and Shaw Road, in the absence of a clear consensus from residents regarding the introduction of a Resident's Parking scheme on these roads at this time.
- 5.7 It should be noted that implementation of any measures in Coley Park will be subject to funding being made available from the Community Infrastructure Levy (CIL) contribution from the developer of the former DEFRA offices site.
- 6. CONTRIBUTION TO STRATEGIC AIMS**
- 6.1 The delivery of schemes outlined in this report help to deliver the following Corporate Plan Service Priorities:
- Keeping the town clean, safe, green and active.
 - Providing infrastructure to support the economy.
- 7. COMMUNITY ENGAGEMENT AND INFORMATION**
- 7.1 Informal consultation has been undertaken as described above.
- 7.2 Statutory consultation will be undertaken in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 8. LEGAL IMPLICATIONS**
- 8.1 Any resultant Traffic Regulation Order will be made under the Road Traffic Regulation Act 1984.
- 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. The proposals outlined in this report cannot be implemented until funding has been made available from the Community Infrastructure Levy (CIL) contributions from the developer of the former Elvian school site on Southcote Lane and the former DEFRA offices site in Coley Park.

11. BACKGROUND PAPERS

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

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JANUARY 2017	AGENDA ITEM:	10
TITLE:	BI-ANNUAL WAITING RESTRICTION REVIEW - 2016B STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	ALL
LEAD OFFICERS:	JIM CHEN / JEMMA THOMAS	TEL:	0118 937 2198 / 0118 937 2101
JOB TITLES:	ASSISTANT ENGINEERS	E-MAIL:	Jim.Chen@reading.gov.uk Jemma.Thomas@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To seek approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for/changes to waiting/parking restrictions.
- 1.2 Appendix 1 - Bi-Annual waiting restriction review programme list of streets and Officer recommendations.
- 1.3 Appendix 2 - Drawings to accompany the Officer recommendations in Appendix 1.

2. RECOMMENDED ACTION

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

- 2.4 That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.5 That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.
- 2.6 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

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

4. THE PROPOSAL

- 4.1 The council regularly receives correspondence from the public, councillors and organisations that have a desire for the Council to consider new or amend existing waiting restrictions. Requests are reviewed on a 6 monthly basis commencing in March and September of each year.
- 4.2 This review has typically involved the investigation and consultation on a number of individual requests. The purpose for carrying out a bi-annual review is to ensure best value as the statutory processes involved are lengthy and expensive.
- 4.3 In accordance with the report to this Sub-Committee on 14th September 2016, consultation with Ward Councillors has been completed, and the resultant proposals where Councillors are happy to proceed with schemes to take forward to the statutory consultation process are listed in Appendix 1.
- 4.4 This report seeks the approval of the Sub-Committee to carry out the Statutory Consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 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 Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 as required.

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 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 by existing Transport Budgets.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee 14th September 2016

APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2016B - OFFICER RECOMMENDATIONS

UPDATED: 04/01/2017

Ward	Street	Summary of Request	Officer recommendation
1. Abbey	Watlington Street	Those attending the Polish Roman Catholic Church constantly block the entrance of their house. Vehicles park on the pavement which decreases the pedestrian access.	There are existing waiting restrictions on Watlington Street across driveway and at junctions. Enforcement team has been informed of the parking issue and given instruction to carry out regular patrol during church service hours to deter inconsiderate parking.
2. Abbey / Park	Rupert Street	Request to amend the existing shared-use bays to allow waiting for up to 2 hours, 24 hours per day; 7 days a week.	The current model for shared use resident permit bay in Reading is between 8am-8pm or 10am-4pm, this ensures residents have priority to park their vehicle close to home in the evening. It is therefore recommended that no further action be taken.
3. Battle	Elm Park	Parking causing visibility issues, footway blocking. Request for waiting restrictions along the entire length of the street.	The majority of properties have ample off-street parking and do not qualify for resident permits. We have already introduced a significant amount of double yellow lines in the area to improve safety in previous review programmes. It is therefore recommended that no further action be taken.
4. Battle	Barnwood Close	Requests for double yellow lines in the garage block as cars are parked up in this area and blocking the garage.	We recommend introducing double yellow lines around the eastern garage block as shown in drawing WRR2016B/BA1.
5. Caversham	South View Avenue and Marsack Street	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.	At the time of writing this report, Officers have not received any feedback from Ward Councillor's. At this time it is, therefore, recommended that no further action be taken.
6. Caversham	St Stephens Close	Petition: 14 signatures. Requesting resident parking permits.	Due to the high level of requests for resident permit parking in Reading, we are currently not able to advance this request at this time but this will be reviewed once the other schemes have been completed.
7. Caversham	Westfield Road	To change the single yellow line to double yellow lines on the west side of the road.	At the time of writing this report, Officers have not received any feedback from Ward Councillor's. At this time it is, therefore, recommended that no further action be taken.
8. Caversham	Heron Island	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.	At the time of writing this report, Officers have not received any feedback from Ward Councillor's. At this time it is, therefore, recommended that no further action be taken.
9. Church	Northcourt Avenue	Extend the length of the double yellow lines at the junction with Cressingham Road.	After receiving feedback from ward councillors on our initial proposals for extending restrictions on the eastern side, we recommend extending the double yellow line on the western side of the road as shown in drawing WRR2016B/CH2.
10. Church	Lower Meadow Road	Request for DYs around junction with Blagdon Road and back into Lower Meadow Road to remove regular visibility issues caused by parked vehicles.	We recommend installing double yellow lines as shown in drawing WRR2016B/CH1.

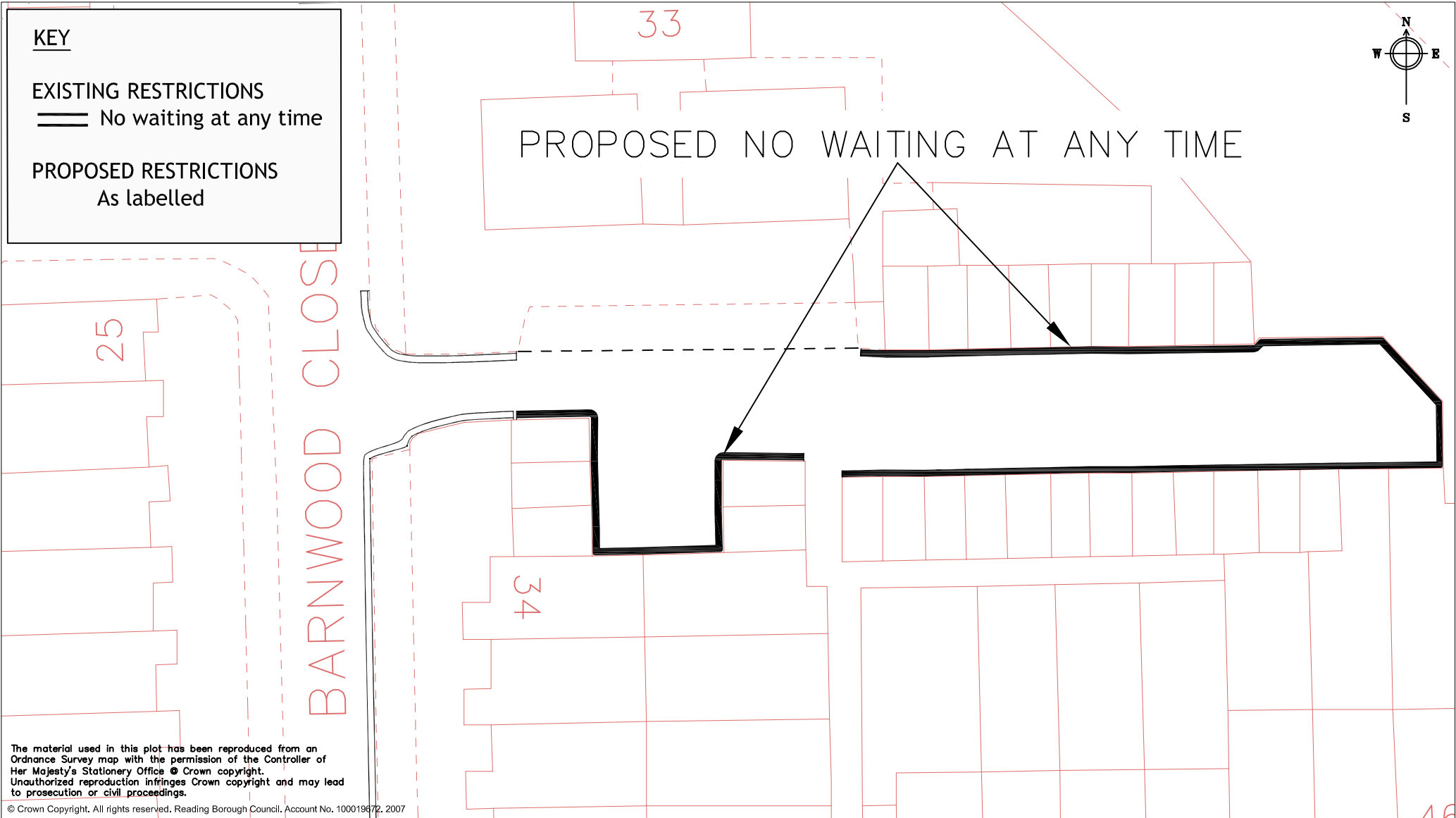
Ward	Street	Summary of Request	Officer recommendation
11. Church	Totnes Road	Cars often parking at the junction with Northumberland Avenue, affecting drivers' visibility.	We do not recommend that this be reviewed in the waiting restriction review programme because this was already done as part of 2015A.
12. Katesgrove	Chardon Close	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.	We do not recommend that this be reviewed in the waiting restriction review programme because the area doesn't meet the current criteria for a permit parking scheme.
13. Katesgrove	Mount Street	Shared use RP/limited waiting in Mount Street to extend permit zone.	The parking areas are not part of the public highway so we would not be able to install any restrictions. We therefore do not recommend that further action be taken.
14. Katesgrove	Highgrove Street	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.	We recommend installing some loading only bays outside the shops on Whitley Street to help alleviate the issue. Please see drawing WRR2016B/KA3.
15. Katesgrove	St Giles Close	Review part time waiting restriction within St Giles Close in order to improve enforcement.	The current restrictions are out of date so we could consolidate them as shown in drawing WRR2016B/KA1.
16. Katesgrove	Henry Street and Dorothy Street	Request to change the single yellow line into double yellow lines to allow vehicles to turn around without knocking any cars.	We could convert it to double yellow lines, and would also suggest that some single yellow lines around the junction with Dorothy St be changed to double yellow lines as well. Please see drawing WRR2016B/KA2.
17. Katesgrove	Rowley Road	Petition: 14 signatures. Requesting resident parking permits.	Due to the high level of requests for resident permit parking in Reading, we are currently not able to advance this request at this time but it will be reviewed once the other schemes have been completed.
18. Katesgrove	Collis Street	Request for a resident permit parking scheme.	Due to the high level of requests for resident permit parking in Reading, we are currently not able to advance this request at this time.
19. Kentwood	Clevedon Road	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.	We do not recommend that this be reviewed in the waiting restriction review programme. In a previous waiting restriction review programme in 2010 we proposed these changes and we received a high number of objections from residents. Visitors are still able to park there between 3pm-7am.
20. Kentwood	Norcot Road	Not much parking due to the yellow lines, maybe have these removed to allow parking	We could convert some double yellow lines to single yellow lines to allow overnight parking as shown in drawing WRR2016B/KE1.
21. Kentwood	Lower Armour Road	Request to introduce DYL at the entrance to a block of flats to deter inconsiderate parking causing visibility issues.	A short length of double yellow lines could be installed as shown in drawing WRR2016B/KE2.
22. Kentwood	Lyndhurst Road	To investigate the parking issues and inconsiderate parking on the pavement and junctions.	Following consultation with ward councillors, there is a concern about the pressures on parking for residents in this area so a decision has been made to only propose double yellow lines around the junction with Ringwood Road as shown in drawing WRR2016B/KE3.
23. Kentwood	Oak Tree Copse	Requesting a single yellow line to deter inconsiderate parking, often commuters from Tilehurst train station.	Having visited the area there was no evidence of parking issues. Part of this road is private land so we would also not be able to install restrictions there. We therefore do not recommend any further action be taken at this time.

Ward	Street	Summary of Request	Officer recommendation
24. Kentwood	Norcot Road	Request for DYL due to difficulties exiting driveway with newly installed parking bays.	The waiting restrictions in this area have been reviewed on several occasions. Following consultation with councillors, there was a concern that the pressure on parking for residents who do not have any off-street parking would be increased if we proposed any further extensions to the double yellow lines in this area. We therefore do not recommend any further action be taken at this time.
25. Minster	Marlborough Court	People parking hazardously on the curve where Marlborough joins Epsom Court making it difficult to manoeuvre.	We could install some double yellow lines on the bend as shown in drawing WRR2016B/MI1.
26. Minster	Carsdale Close	Request to alter the double yellow lines to make them shorter.	We could reduce the yellow lines by a few metres. Please see drawing WRR2016B/MI2.
27. Minster	Harrow Court	Petition: 38 signatures. Requesting resident parking permits.	Due to the high level of requests for resident permit parking in Reading, we are currently not able to advance this request at this time but it will be reviewed once the other schemes have been completed.
28. Norcot	Brisbane Road/Osborne Road	Dangerous parking on a busy junction.	We recommend installing double yellow lines around the junction as shown in drawing WRR2016B/NO1.
29. Norcot	Water Road	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).	Having visited the area there was no evidence of dangerous parking. We therefore do not recommend that any further action be taken at this time.
30. Norcot	Dulnan Close	Investigate parking around the altered car park.	We could install some access protection markings and some double yellow lines around the car park entrance as shown in drawing WRR2016B/NO2.
31. Norcot	Grovelands Road	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.	Due to the high level of requests for resident permit parking in Reading, we are currently not able to advance this request at this time.
32. Norcot	Craig Ave	Request for permit bays to be changed to shared-use bays with limited waiting to benefit access to surgery.	We do not recommend that this be reviewed in the waiting restriction review programme. There are other roads in the area with shared use bays.
33. Norcot	Severn Way	Issues with emergency vehicle access in the afternoon/evening. Possible DYL to be installed.	We could install double yellow lines around the roundabout as shown in drawing WRR2016B/NO3.
34. Norcot	Craig Ave	Request for DYL to prevent vehicles parking dangerously on the bend between Strathy Close and Moriston Close.	We could install double yellow lines around the junction of Moriston Close as shown in drawing WRR2016B/NO4.
35. Norcot	Tofrek Terrace	DYL adjacent to no 19 on the bend to improve visibility.	We could install double yellow lines as shown in drawing WRR2016B/NO5.
36. Park / Abbey	Rupert Street	Request to amend the existing shared-use bays to allow waiting for up to 2 hours, 24 hours per day.	The request is not in line with the Council's permit policy. The current model is shared use between 8am-8pm or 10am-4pm. It is therefore recommended that no further action be taken.
37. Park	Wykeham Road	Request to remove DYL.	Following feedback from ward councillors, we can recommend that some DYL may be reduced at three junctions as shown in drawing

Ward	Street	Summary of Request	Officer recommendation
			WRR2016B/PA1. We will not reduce the lines to a length less than 5m back in each direction from the junctions
38. Park	Amherst Road	Petition: 12 signatures. Requesting resident parking permits.	Due to the high level of requests for resident permit parking in Reading, we are currently not able to advance this request at this time but this will be reviewed once the other schemes have been completed.
39. Park	Melrose Avenue	Petition: 31 signatures. Requesting resident parking permits.	Due to the high level of requests for resident permit parking in Reading, we are currently not able to advance this request at this time but this will be reviewed once the other schemes have been completed.
40. 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.	We do not recommend that this be reviewed in the waiting restriction review programme as it was already done as part of 2015B.
41. Peppard	Stuart Close	Requesting for yellow lines on the junction of Stuart Close with Evesham Road.	We could install double yellow lines around the junction as shown in drawing WRR2016B/PE1.
42. Peppard	Osterley Drive	Requesting for double yellow lines on the bend to prevent vehicles parking dangerously.	We could install double yellow lines on the bend (both sides) as shown in drawing WRR2016B/PE2.
43. Peppard	Lowfield Green	Cars being parked opposite driveways restricting resident access. It is assumed that this is at school drop-off and pick-up times.	Upon visiting the street, we found no evidence of parking issues. However, ward councillors are concerned about the parking during school drop off and pick up times. The installation of a part-time loading ban at the western end of the road (nearest the footpath leading to Woods Road) would deter parents from dropping off children in this area, but would likely move the problem further along Lowfield Green, which could necessitate increasing restrictions along the street in future programmes. These restrictions would also apply equally to residents and prevent parking, loading and unloading during the times of operation. Reading Borough Council has a process in place whereby residents can apply for access protection markings to discourage other vehicles from parking across their driveways. For these reasons, we do not recommend that this be progressed in the waiting restriction review programme at this time.
44. Peppard	Jefferson Close	Request for double yellow lines at the junctions of Kiln Road and Wordsworth Court and the junction of Wordsworth Court and Jefferson Close.	We could install double yellow lines at the junctions as shown in drawing WRR2016B/PE3.
45. Redlands	Lancaster Close	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.	This has already been included in the Redlands consultation so we do not recommend that further action is taken through the waiting restriction review programme.
46. Redlands	Warwick Road & Cintra Avenue	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	We could come up with a new scheme for this area but it would be subject to changes to the existing resident permit scheme criteria. At present, this area does not meet the requirements for a permit scheme so we do not recommend this be reviewed in the current

Ward	Street	Summary of Request	Officer recommendation
		resident permit parking and single yellow lines.	waiting restriction programme.
47. Southcote	Amethyst Lane	Requesting for double yellow lines as cars park all the way up to the junction with Liebenrood road, difficult to access the road too.	We could install some double yellow lines as shown in drawing WRR2016B/SO1.
48. Southcote	Inglewood Court	Requesting extension of double yellow lines round the junction.	We could install additional double yellow lines as shown in drawing WRR2016B/SO2.
49. Southcote	Southcote Parade (Southcote Farm Lane)	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.	We could install some double yellow lines to prevent dangerous parking and improve visibility as shown in drawing WRR2016B/SO3.
50. Thames	Albert Road/Harrogate Road	Requesting double yellow lines round the junction of Harrogate Road and Albert Road as church users often park near the junction.	We could install some double yellow lines as shown in drawing WRR2016B/TH1.
51. Thames	Conisboro Avenue/Uplands Road	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.	We recommend installing one disabled bay and one limited waiting bay as shown in drawing WRR2016B/TH2.
52. Tilehurst	Felton Way	Extension of double yellow lines, vehicles still parking on bend making it difficult to see.	We could extend the existing double yellow lines as shown in drawing WRR2016B/TI1.
53. Tilehurst	Harvaston Parade/Hardwick Rd	Creation of some limited waiting bays in the parking area, to assist with customer parking for the shop.	We do not recommend that this be reviewed in the waiting restriction review programme. Having visited the area there was no evidence that there wasn't enough space to park for the shops.
54. Whitley	Havergate Way/St Agnes Way	Cars parking on kerbs and corners making it difficult to pass the parked cars, therefore having go into the road.	We could install double yellow lines around the raised tables at both junctions as shown in drawing WRR2016B/WH1.
55. Whitley	A33 cycle path	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.	We do not recommend that this be reviewed in the waiting restriction review programme. We could install a 'KEEP CLEAR' marking instead.
56. Whitley	Shirley Avenue	Request for double yellow lines round the junction with Woodside Way.	We could install double yellow lines around the junction as shown in drawing WRR2016B/WH2.
57. Whitley	Whitley Wood Lane	Request for extension of double yellow lines around the bend near the Holiday Inn mini roundabout.	We could install double yellow lines on the odd-numbered side of the road as shown in drawing WRR2016B/WH4.
58. Whitley	Longships Way	Request for double yellow lines to be added near the twist in the road close to No. 58 Penton House.	We could extend existing double yellow lines as shown in drawing WRR2016B/WH3.
59. Whitley	Mortimer Close	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.	There has been a request for a permit scheme in this location; however, there are no existing permit zones in this area. Any formal restrictions introduced by the Council would affect all road users including the residents where there is a high demand for parking. We have not been contacted from emergency services about this issue.

Ward	Street	Summary of Request	Officer recommendation
			Obstruction to the public highway is enforced by the Police under the Road Traffic Regulation Act 1984. We therefore do not recommend that this be reviewed in the waiting restriction programme.
60. Whitley	Northumberland Avenue	Possibility of some parking next to the flats opposite JMA.	We do not recommend that this be reviewed in the waiting restriction review programme because Northumberland Avenue is currently unrestricted so residents can legally and safely park on one side of the road without impeding traffic flow.
61. Whitley	Gillette Way	Possibility of removing some DYL to allow visitor parking for residents.	We recommend reducing the existing double yellow lines to allow for some visitor parking as shown in drawing WRR2016B/WH5.



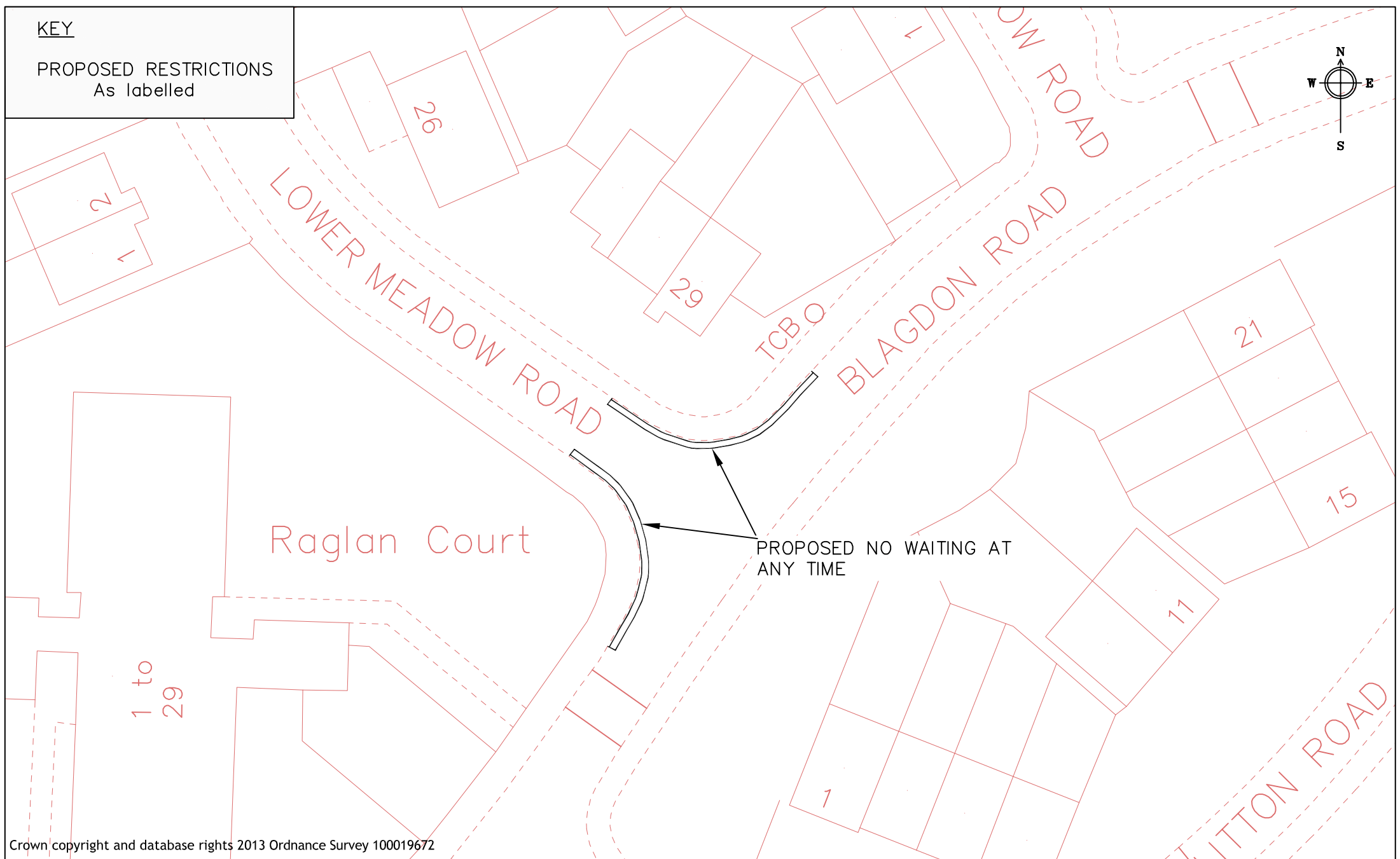
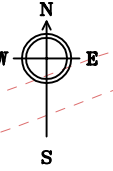
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project		CAD Drawing Location:	
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drawing		N.T.S	approved JC
BARNWOOD CLOSE		date OCT 2016	
		drawing no.	BA1_BARNWOOD CLOSE

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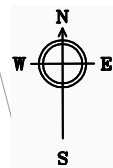


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Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn JT
	Date APR.14	Checked JC
	Approved JC	
Drawing LOWER MEADOW ROAD	Drawing No. CH1_Lower Meadow Road	

KEY
EXISTING RESTRICTIONS
 — No waiting at any time

PROPOSED RESTRICTIONS
 As labelled



Scout and Guide
 Headquarters

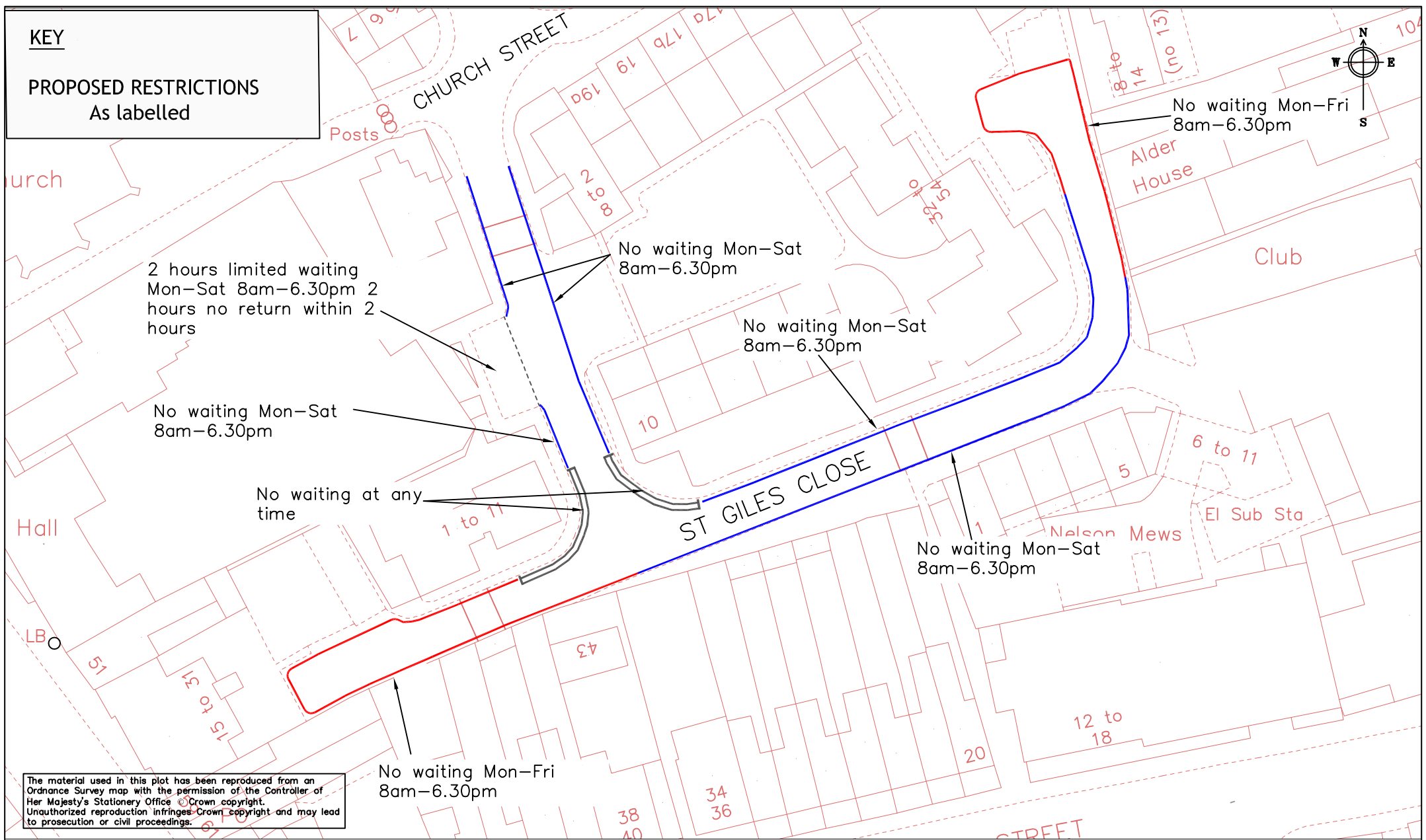
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KEY

PROPOSED RESTRICTIONS
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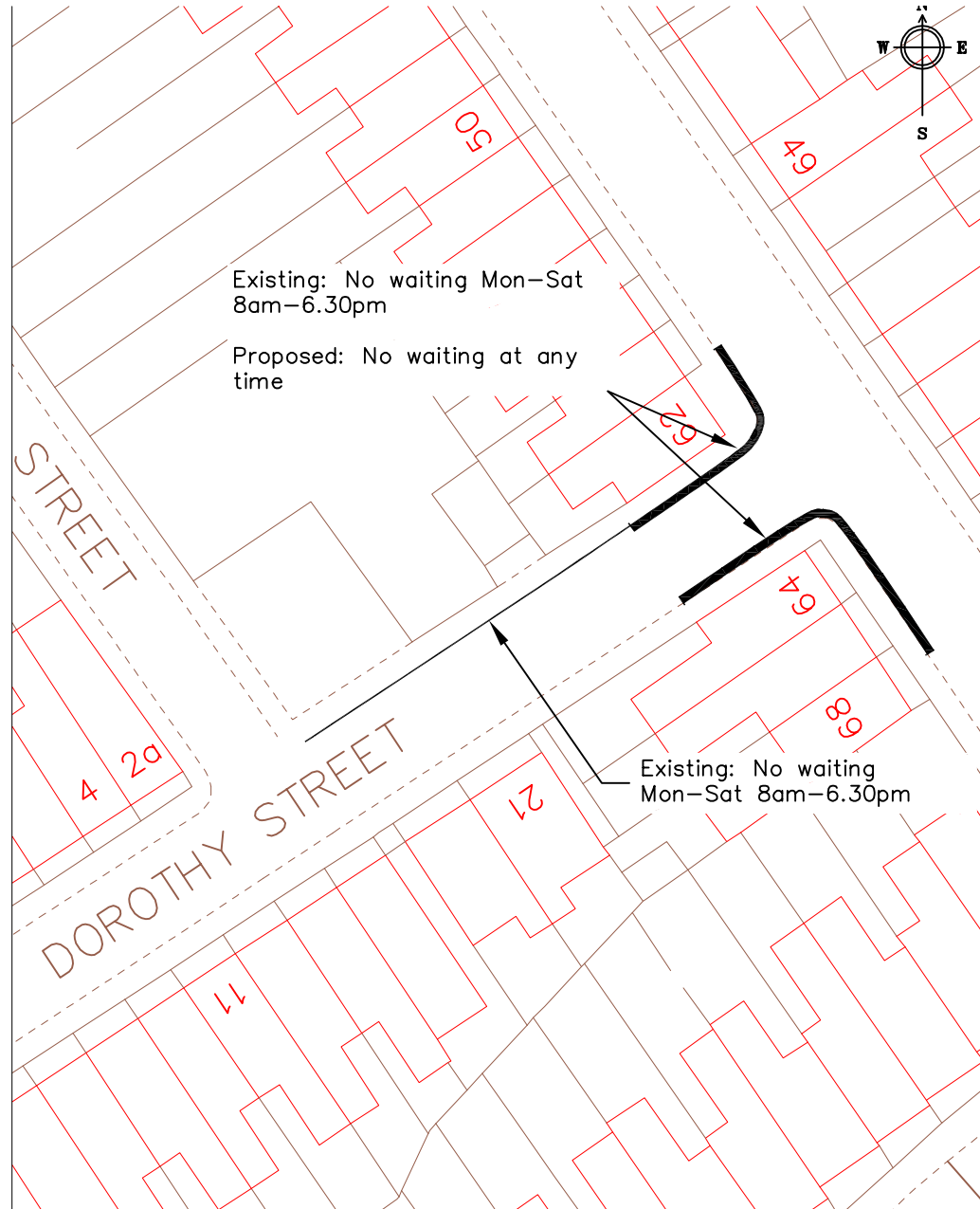
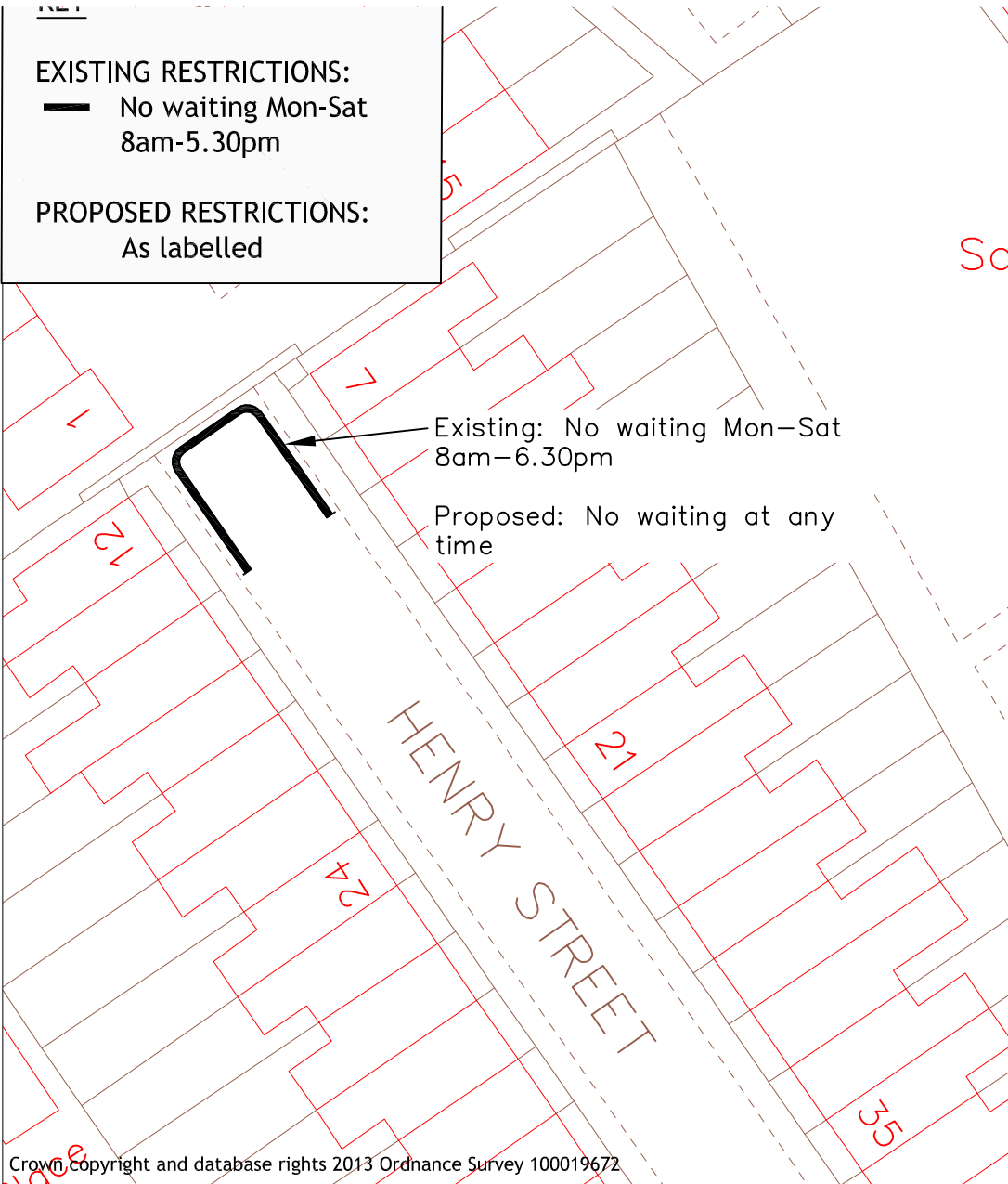
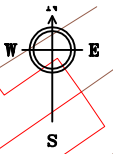
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	Date OCT.15	Checked JC
Drawing ST GILES CLOSE	Approved SB	
	Drawing No. KA1_ST GILES CLOSE	

EXISTING RESTRICTIONS:

— No waiting Mon-Sat
8am-5.30pm

PROPOSED RESTRICTIONS:

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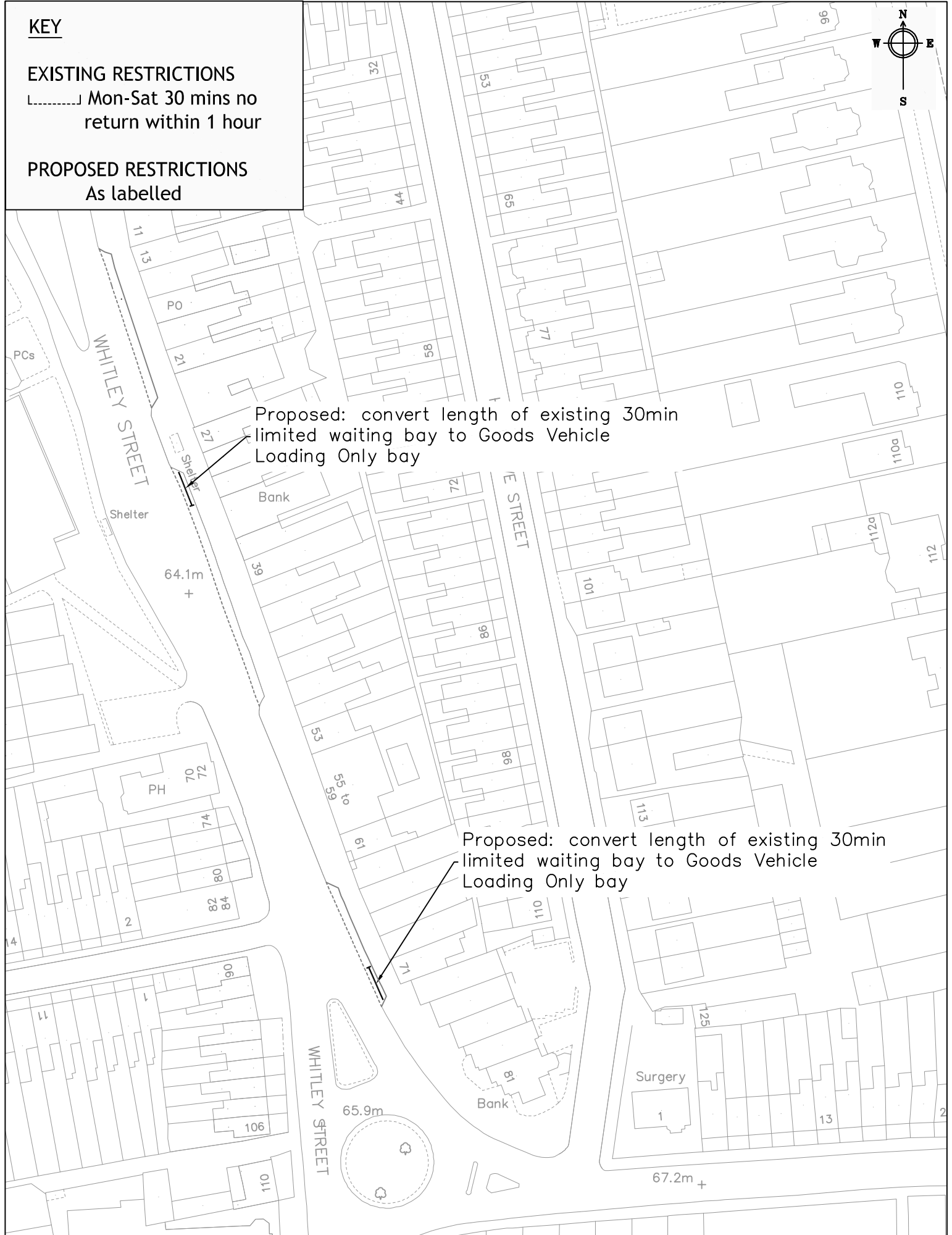
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Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn JT
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Drawing HENRY STREET	Approved JC	
	Drawing No. KA2_Henry Street	

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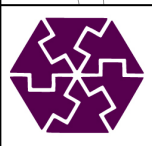
EXISTING RESTRICTIONS
 [-----] Mon-Sat 30 mins no
 return within 1 hour

PROPOSED RESTRICTIONS
 As labelled



Proposed: convert length of existing 30min limited waiting bay to Goods Vehicle Loading Only bay

Proposed: convert length of existing 30min limited waiting bay to Goods Vehicle Loading Only bay



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Project
 Waiting Restrictions Review
 2016B

Drawing
 Whitley Street

Scale
 NTS
 Date
 NOV 16

Drawing No.
 KA3_WHITLEY STREET

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 Checked JT
 Approved JC

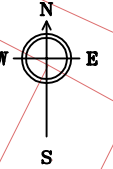
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EXISTING RESTRICTIONS

== No Waiting At Any Time

PROPOSED RESTRICTIONS

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Existing: No Waiting At Any Time

Proposed: No Waiting Mon–Fri 8am–5.30pm

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NORCOT ROAD

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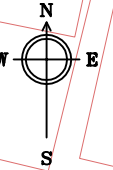
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	Date NOV.16	Checked JT
Drawing NORCOT ROAD	Approved JT	
	Drawing No. KE1_Norcot Road	

KEY

PROPOSED RESTRICTIONS
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Proposed: No Waiting at Any
Time

LOWER ARMOUR ROAD

15b

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Project	Scale	Drawn
WAITING RESTRICTION REVIEW 2016B	N.T.S	JT
	Date	Checked
	NOV.16	JC
	Approved	JC
Drawing	Drawing No.	
LOWER ARMOUR ROAD	KE2_Lower Armour Road	

KEY

PROPOSED RESTRICTIONS
As labelled

62 60

Proposed: No Waiting At
Any Time

46

RINGWOOD ROAD

LYNDHURST ROAD

74

72

113

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CAD DRAWING LOCATION:

project WAITING RESTRICTION REVIEW 2016B

drawing LYNDHURST ROAD

drawn
JT

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JC

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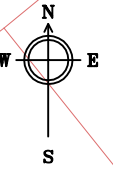
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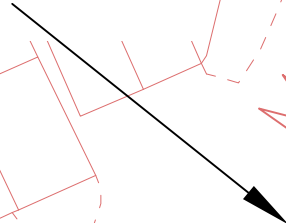
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PROPOSED RESTRICTIONS
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Proposed No Waiting
At Any Time



MARLBOROUGH COURT

EPSOM COURT

14

8

17

28

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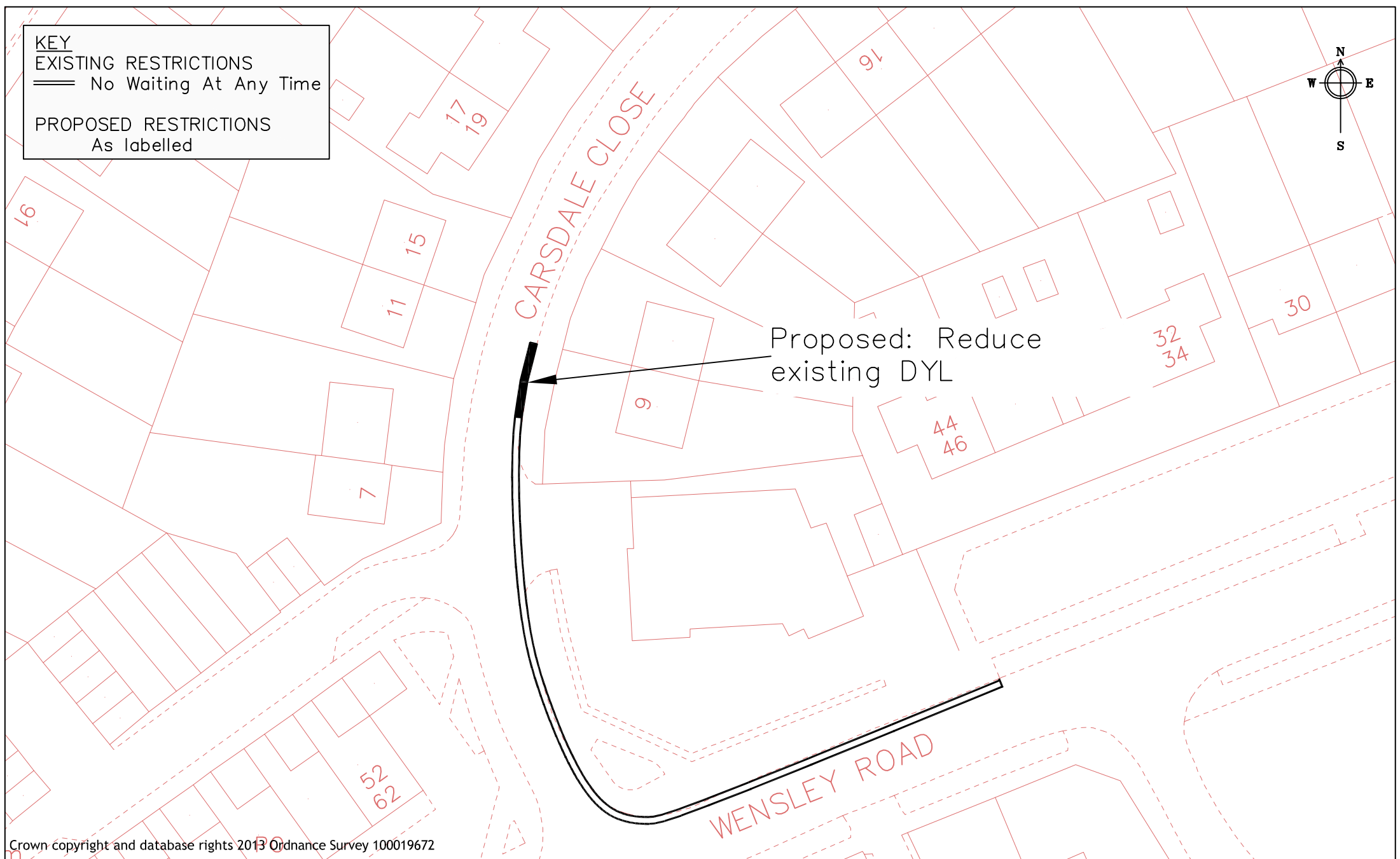
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CAD Drawing Location:

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		approved		JC	
		date OCT 2016			
drawing	drawing no.	M11_Marlborough Court			
	Rev.				
	Rev Date .				

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EXISTING RESTRICTIONS
 — No Waiting At Any Time
PROPOSED RESTRICTIONS
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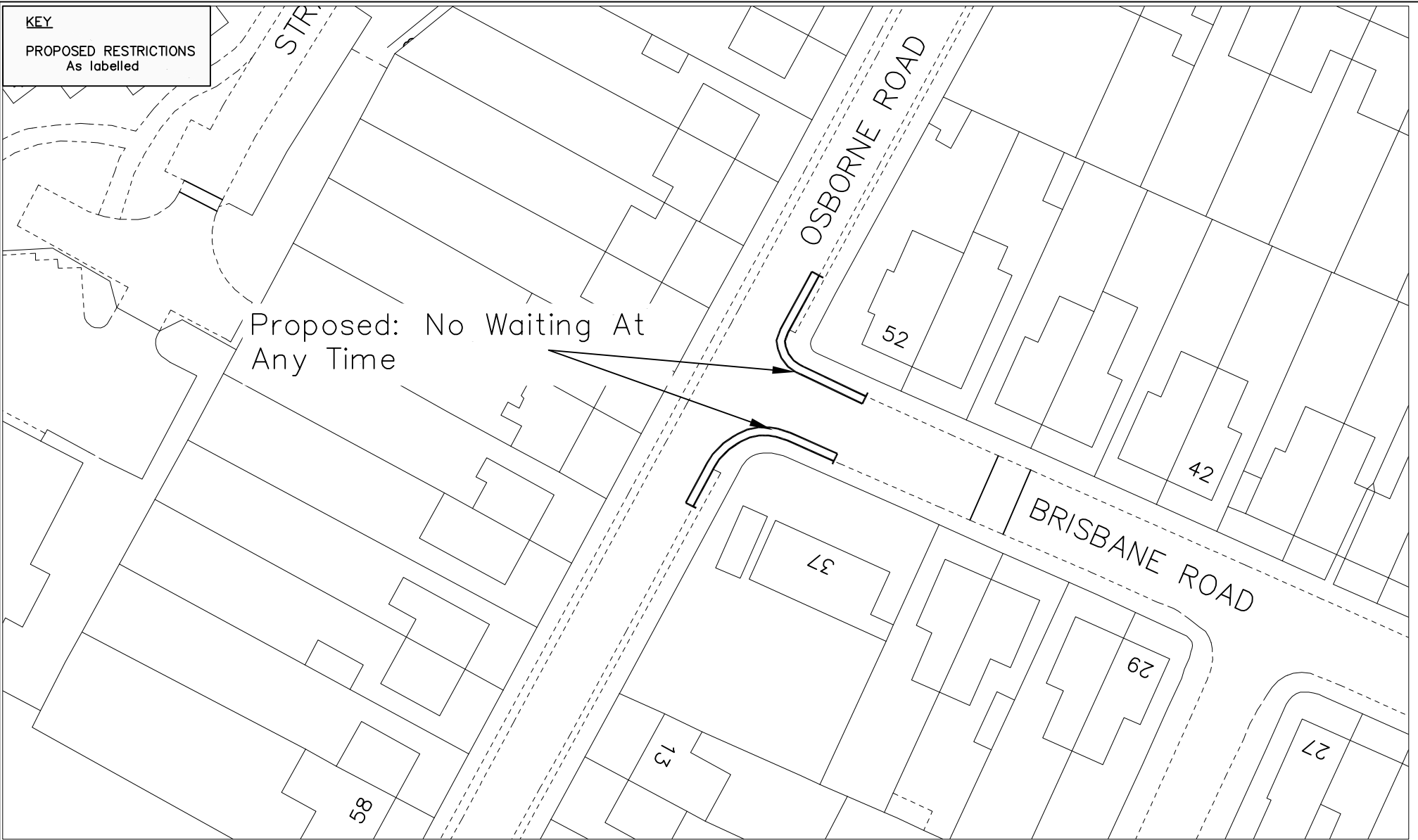


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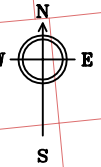
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	Date OCT 2016	Checked JC
Drawing CARSDALE CLOSE	Approved JC	
	Drawing No. MI2_Carsdale Close	



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		WAITING RESTRICTION REVIEW 2016B		N.T.S	Approved JC
		Drawing	Date		Rev
		BRISBANE ROAD	OCT 2016		
		Drawing no.			
		N01_Brisbane Road			

KEY

PROPOSED RESTRICTIONS
As labelled



45

55

Proposed: No Waiting At
Any Time

Install APM to protect
crossing points

DULNAN CLOSE

8
4 to

2

10

32

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CAD Drawing Location:



Transportation and Streetcare Services
Civic Offices
Bridge Street
RG1 2LU

project
WAITING RESTRICTION REVIEW 2016B

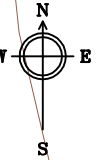
scale	drawn JT	checked JT
N.T.S	approved JC	
	date NOV 16	

drawing
DULNAN CLOSE

drawing no.
N02_DULNAN CLOSE

KEY

PROPOSED RESTRICTIONS
As labelled



77
85 81

79
87 83

63 59

65
73 69

67
75 71

Proposed: No
Waiting At Any Time

89 91

SEVERN WAY

88 76
84 88

06 46
86 90

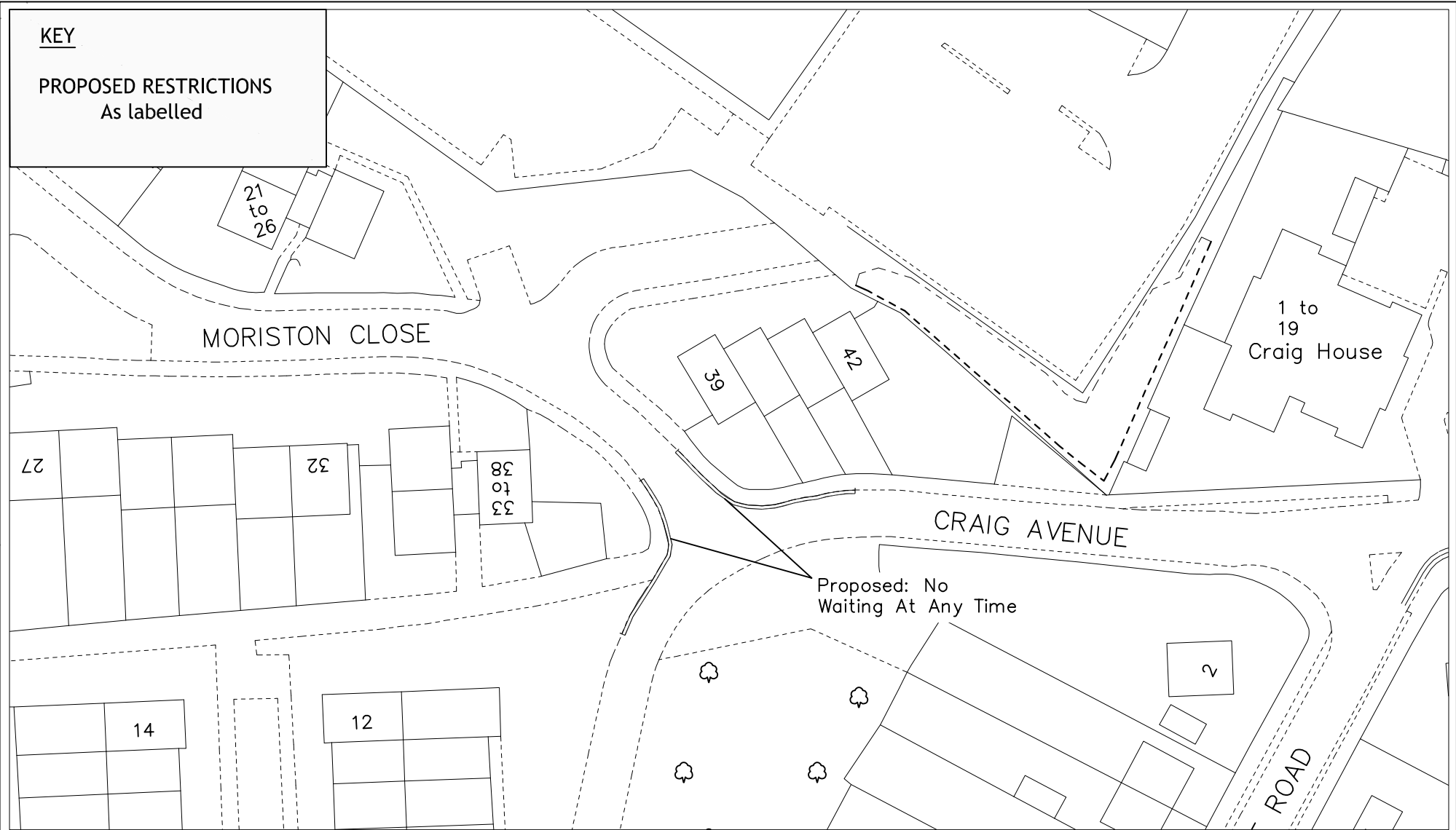
108

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Project WAITING RESTRICTION REVIEW - 2016B	Scale N.T.S	Drawn JT
	Date NOV 16	Checked JC
Drawing SEVERN WAY	Approved JC	
	Drawing No. NO3_Severn Way	



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Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn JT	checked JC
		Approved JC	
Drawing CRAIG AVENUE	Drawing no. NO4_Craig Avenue	Date NOV16	
		Rev	

KEY

PROPOSED RESTRICTIONS
As labelled



Proposed: No Waiting At Any Time

TOFREK TERRACE

19

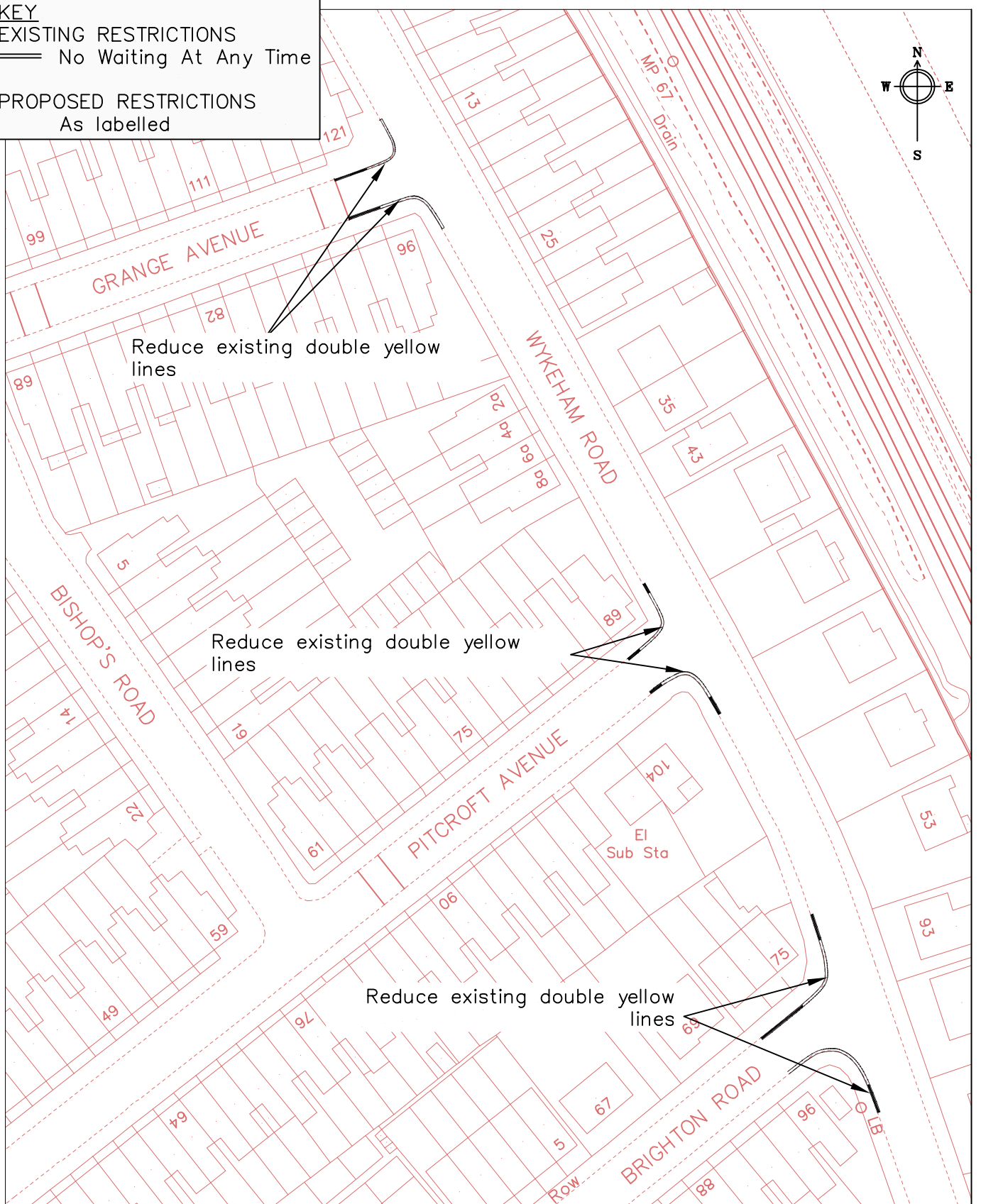
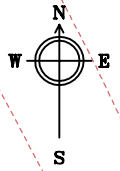


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Project Waiting Restrictions Review 2016B	Scale NTS	Drawn JT
	Date NOV 16	Checked JC
Drawing TOFREK TERRACE	Approved JC	
	Drawing No. NO5_Tofrek Terrace	

KEY
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 = No Waiting At Any Time
PROPOSED RESTRICTIONS
 As labelled



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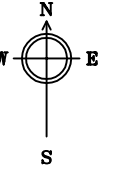
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 Civic Offices
 Bridge St
 Reading
 RG1 2LU

CAD DRAWING LOCATION:

project		WAITING RESTRICTION REVIEW 2016B	
drawing		WYKEHAM ROAD	
drawn JT	checked JP	approved JP	date JAN.17
scale N.T.S		drawing no. PA1_WYKEHAM ROAD	

PROPOSED RESTRICTIONS
As labelled



Proposed: No
Waiting At Any Time

STUART CLOSE

EVESHAM ROAD

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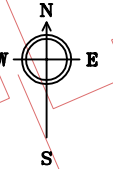
Transportation and Streetcare Services
Civic Offices
Bridge Street
RG1 2LU

73

Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn JT
	Date NOV 16	Checked JC
		Approved JC
Drawing STUART CLOSE	Drawing No. PE1_Stuart Close	

KEY

PROPOSED RESTRICTIONS
As labelled



KINGSWAY

OSTERLEY DRIVE

Proposed No Waiting At Any Time

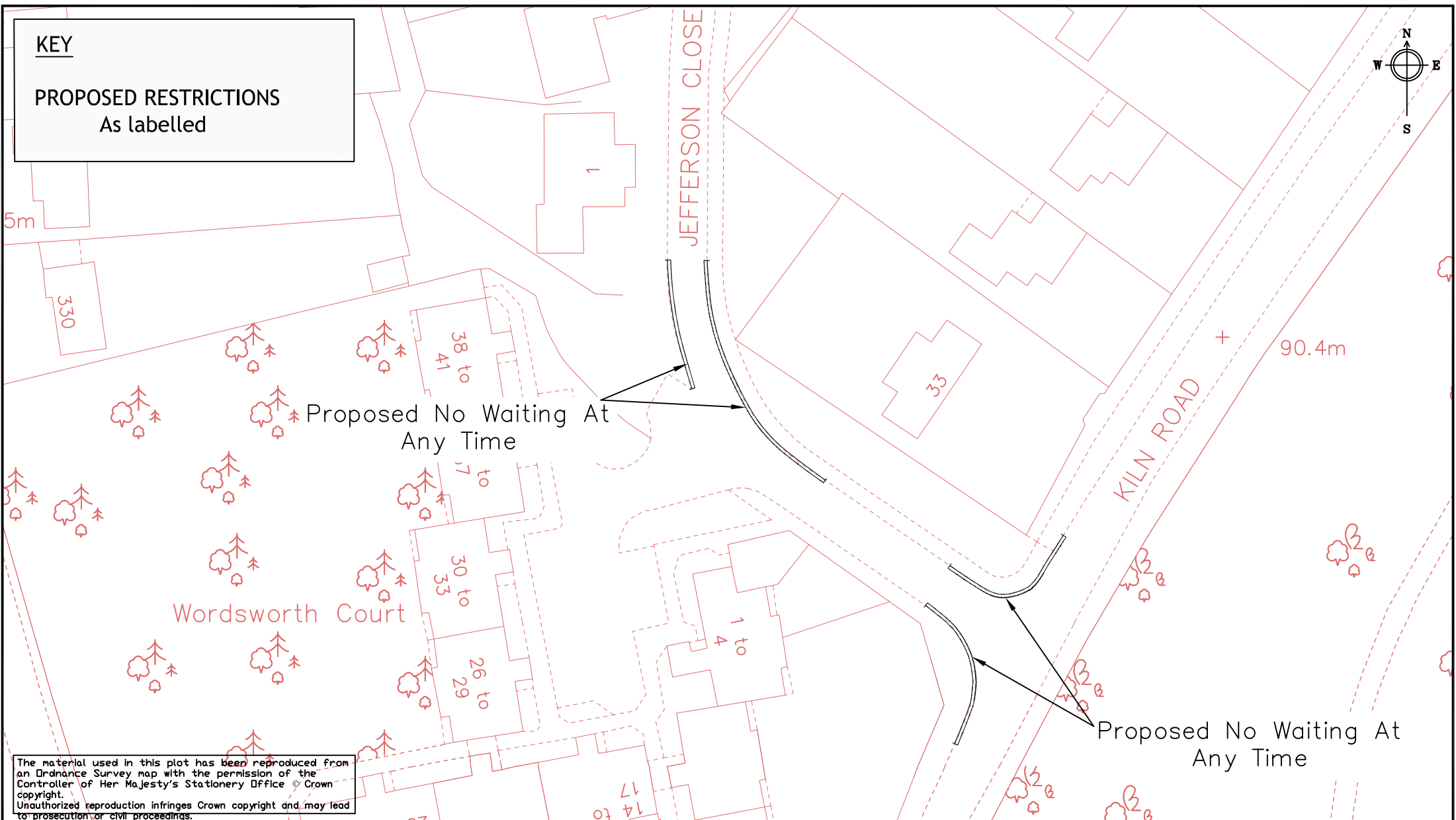
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Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn KD
	Date NOV.16	Checked JT
Drawing Osterley Drive	Approved JC	
	Drawing No. PE2_OSTERLEY DRIVE	

KEY
PROPOSED RESTRICTIONS
 As labelled



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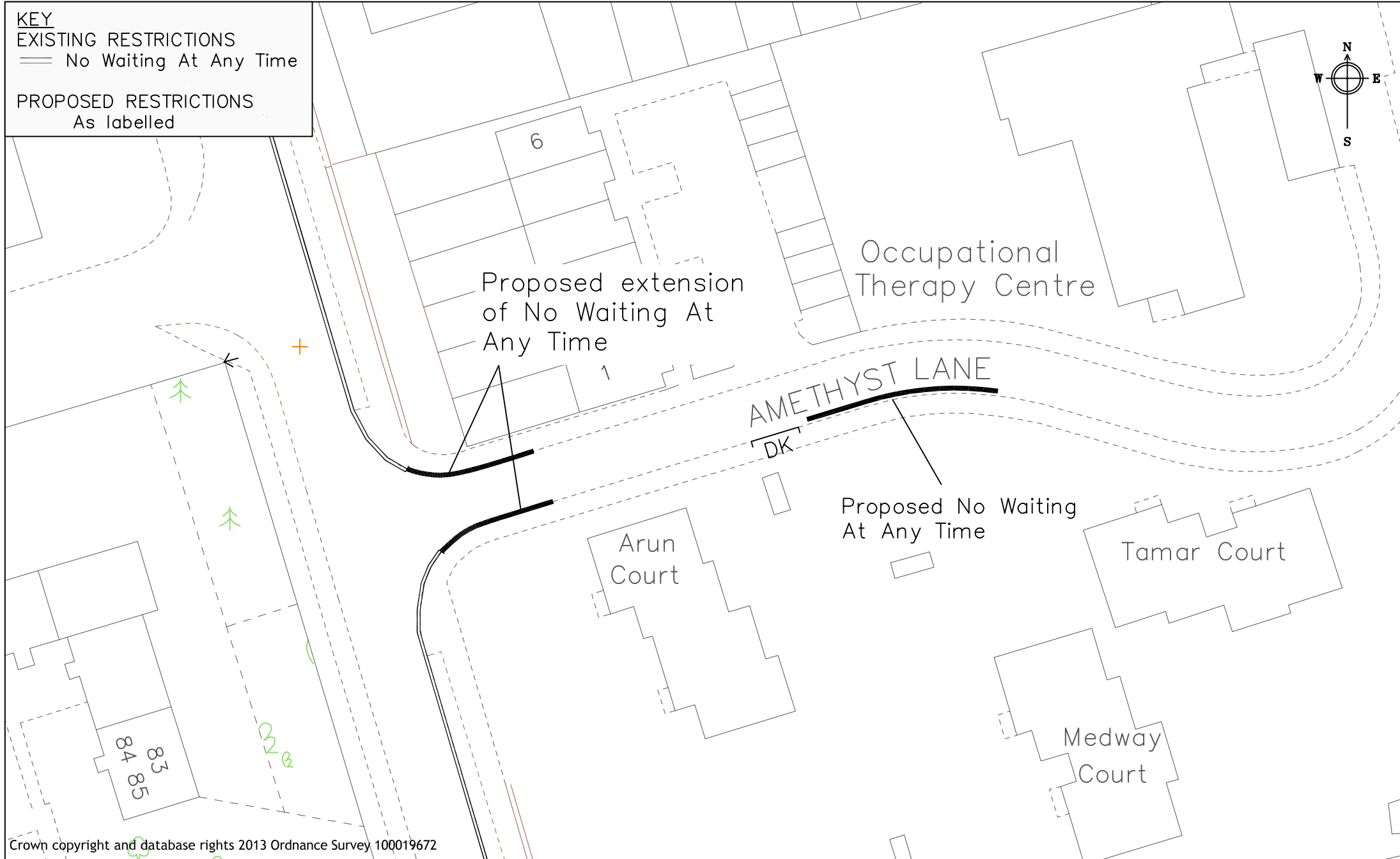
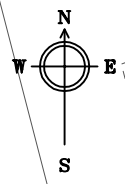
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project		scale		drawn	checked
WAITING RESTRICTION REVIEW 2016B		N.T.S		JT	JT
drawing		approved			
JEFFERSON CLOSE		JC			
		date			
		NOV 2016			
		drawing no.			
		PE3_JEFFERSON CLOSE			

KEY
 EXISTING RESTRICTIONS
 — No Waiting At Any Time
 PROPOSED RESTRICTIONS
 As labelled



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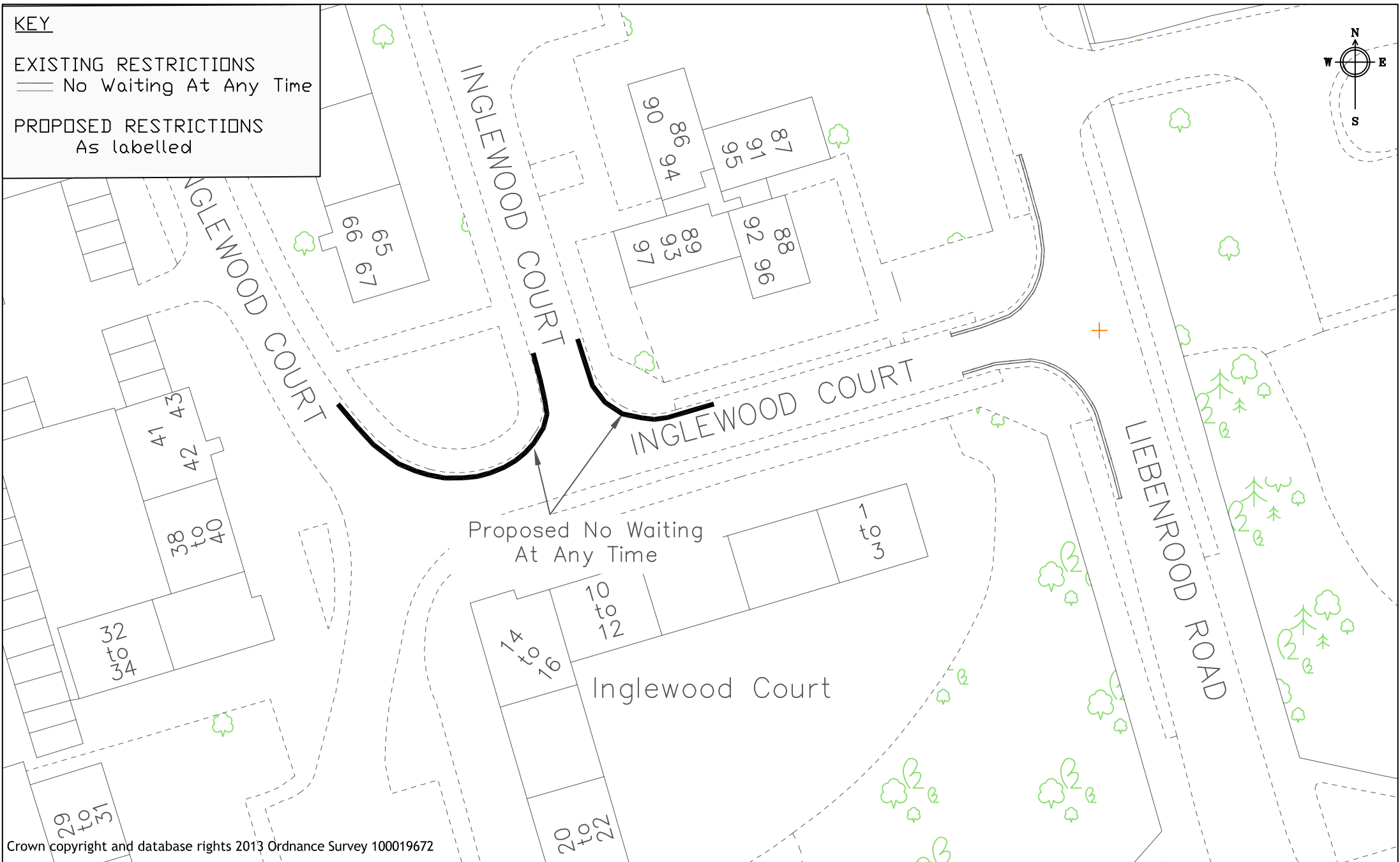
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Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn JT
	Date	Checked JC
Drawing Amethyst Lane	Approved JC	
	Drawing No. S01_AMETHYST LANE	

KEY

EXISTING RESTRICTIONS
 — No Waiting At Any Time

PROPOSED RESTRICTIONS
 As labelled



Proposed No Waiting
 At Any Time

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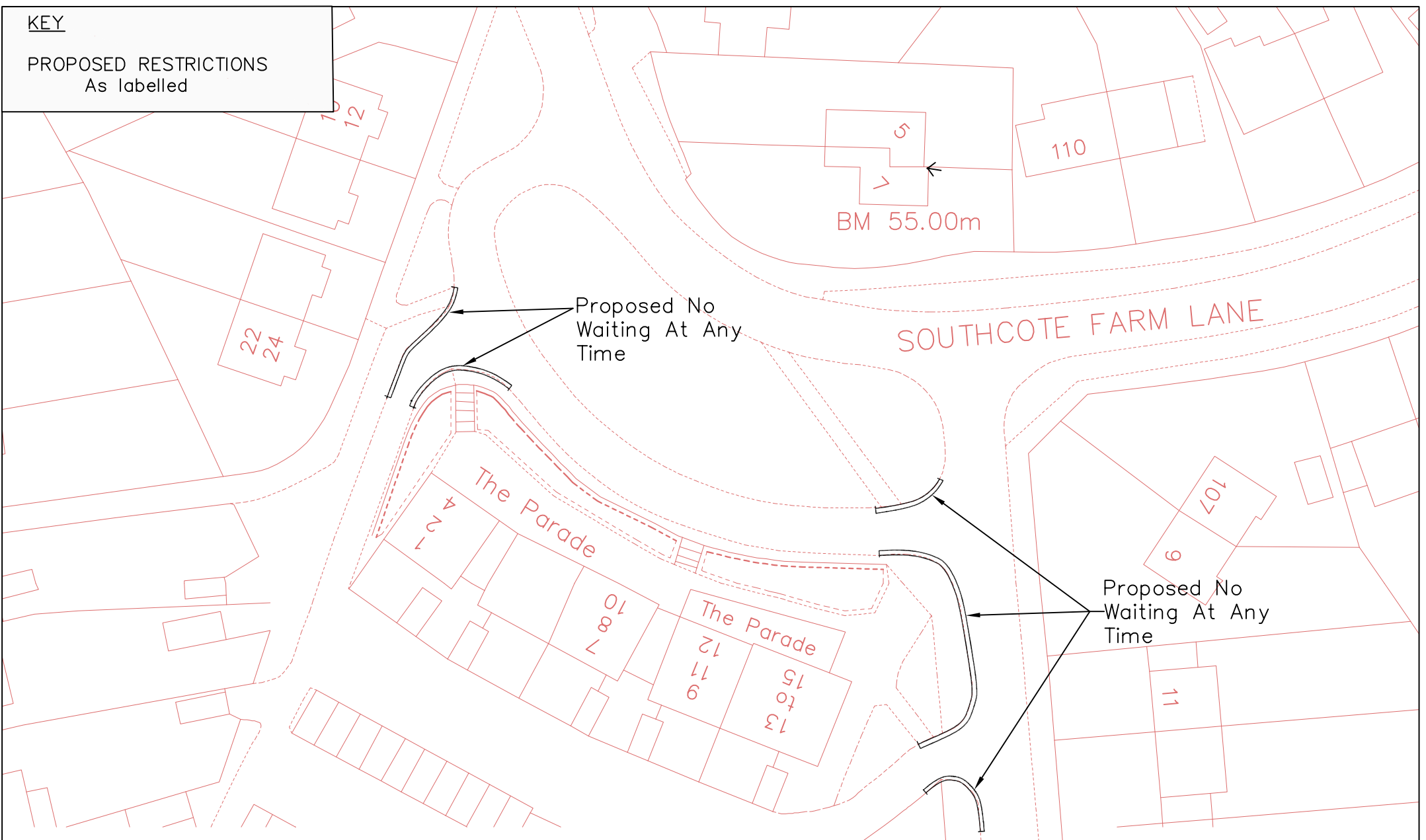


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Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn JT
	Date NOV.16	Checked JC
Drawing INGLEWOOD COURT	Approved JC	
	Drawing No. SO2_INGLEWOOD COURT	

KEY

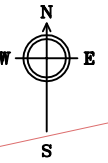
PROPOSED RESTRICTIONS
As labelled



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KEY

PROPOSED RESTRICTIONS
As labelled



Proposed: No Waiting At Any Time

HARROGATE ROAD

ALBERT ROAD

St Andrew's House

St Andrew's Church

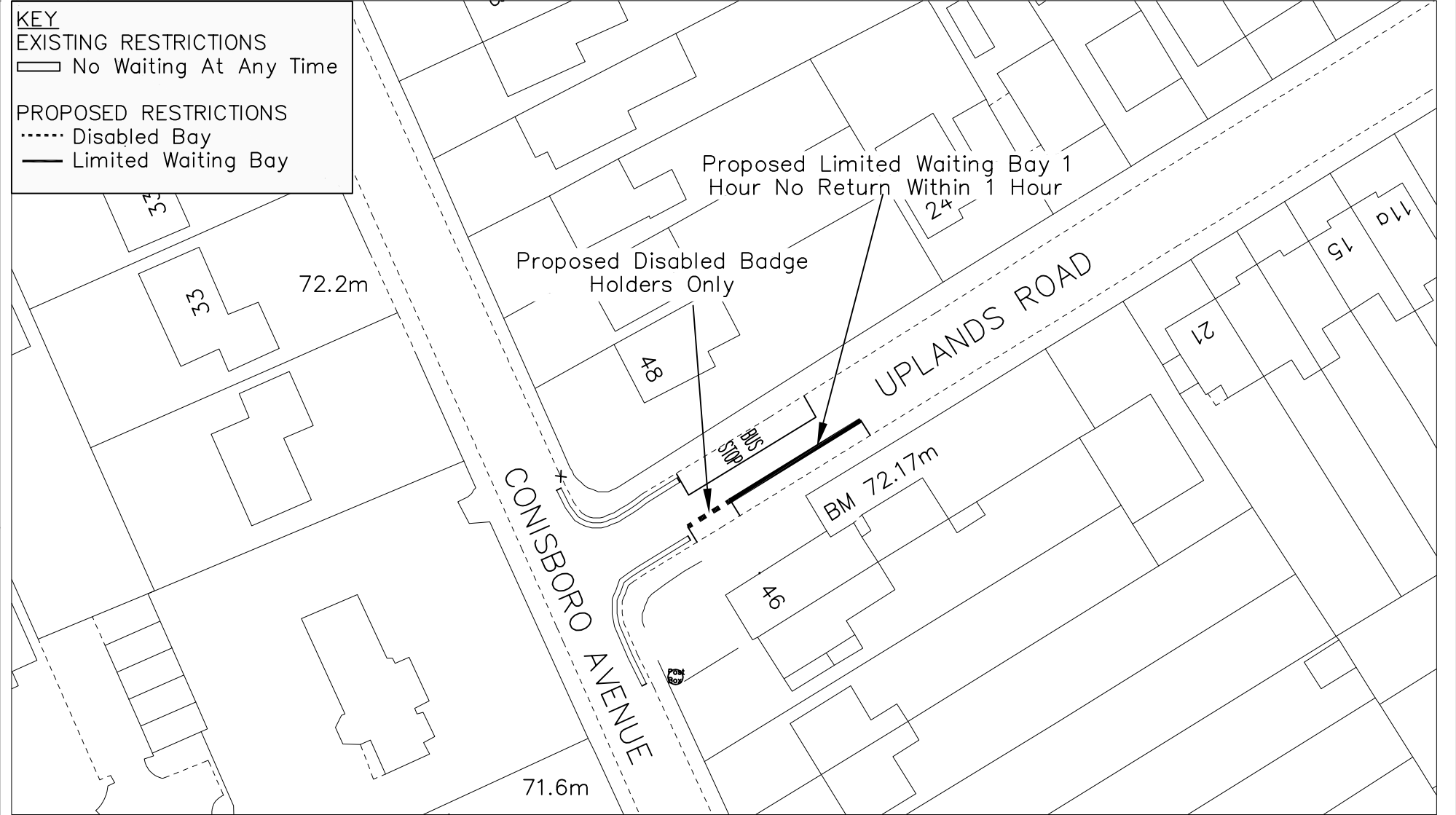
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Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn JT
	Date NOV 16	Checked JC
Drawing ALBERT ROAD/HARROGATE ROAD	Approved JC	
	Drawing No. TH1_Albert Road Harrogate Road	



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Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn JT	Checked JC
	Approved JC		Date NOV.16
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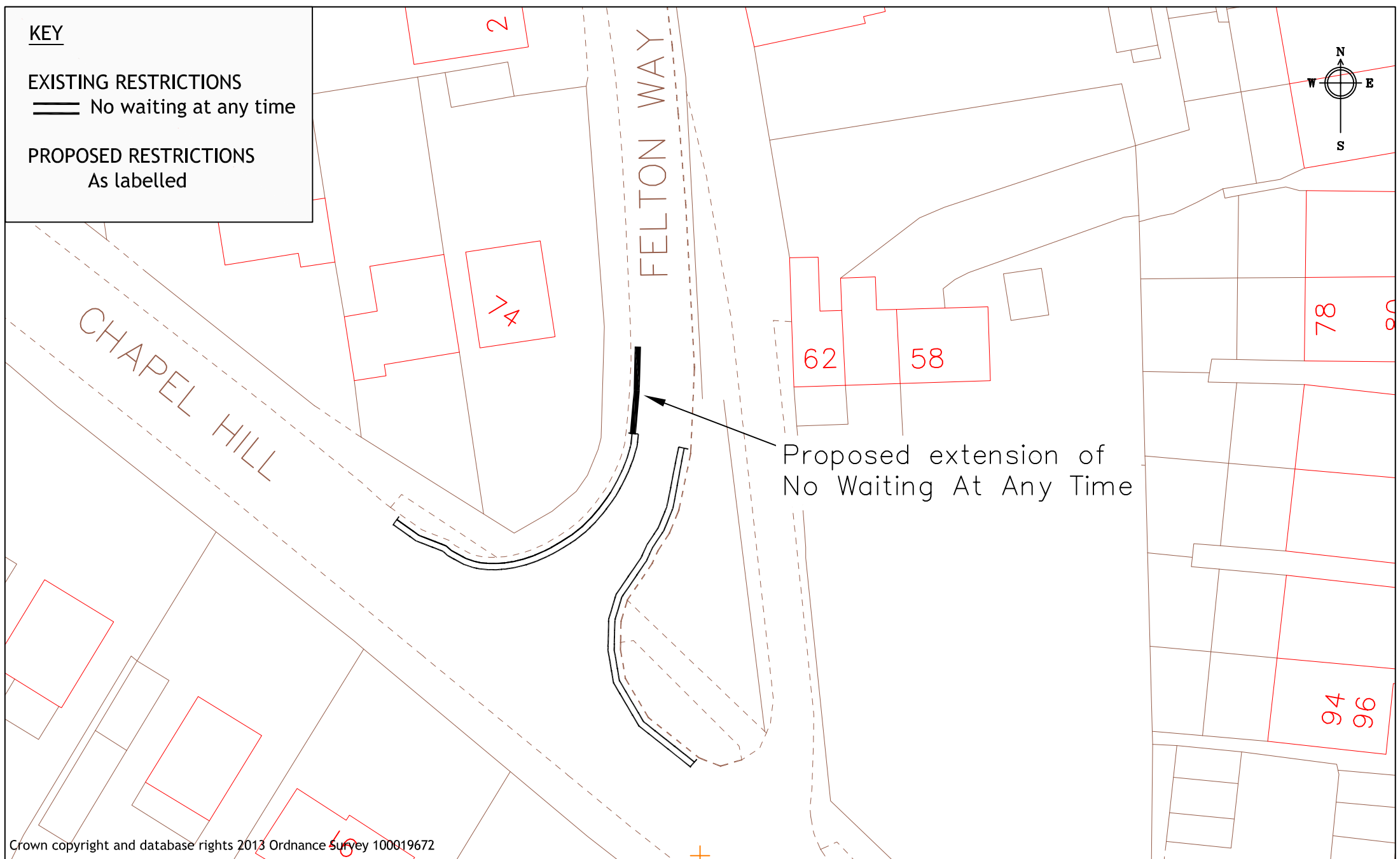
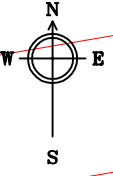
KEY

EXISTING RESTRICTIONS

==== No waiting at any time

PROPOSED RESTRICTIONS

As labelled



Proposed extension of
No Waiting At Any Time

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Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn JT
	Date NOV 16	Checked JC
Drawing FELTON WAY	Approved JC	
	Drawing No. TI1_Felton Way	

KEY

PROPOSED RESTRICTIONS
As labelled



HAV

ST AGNES W

Proposed: No Waiting At Any Time

Proposed: No Waiting At Any Time

BUS ONLY

LINDISFARNE WAY

Proposed: No Waiting At Any Time

Proposed: No Waiting At Any Time

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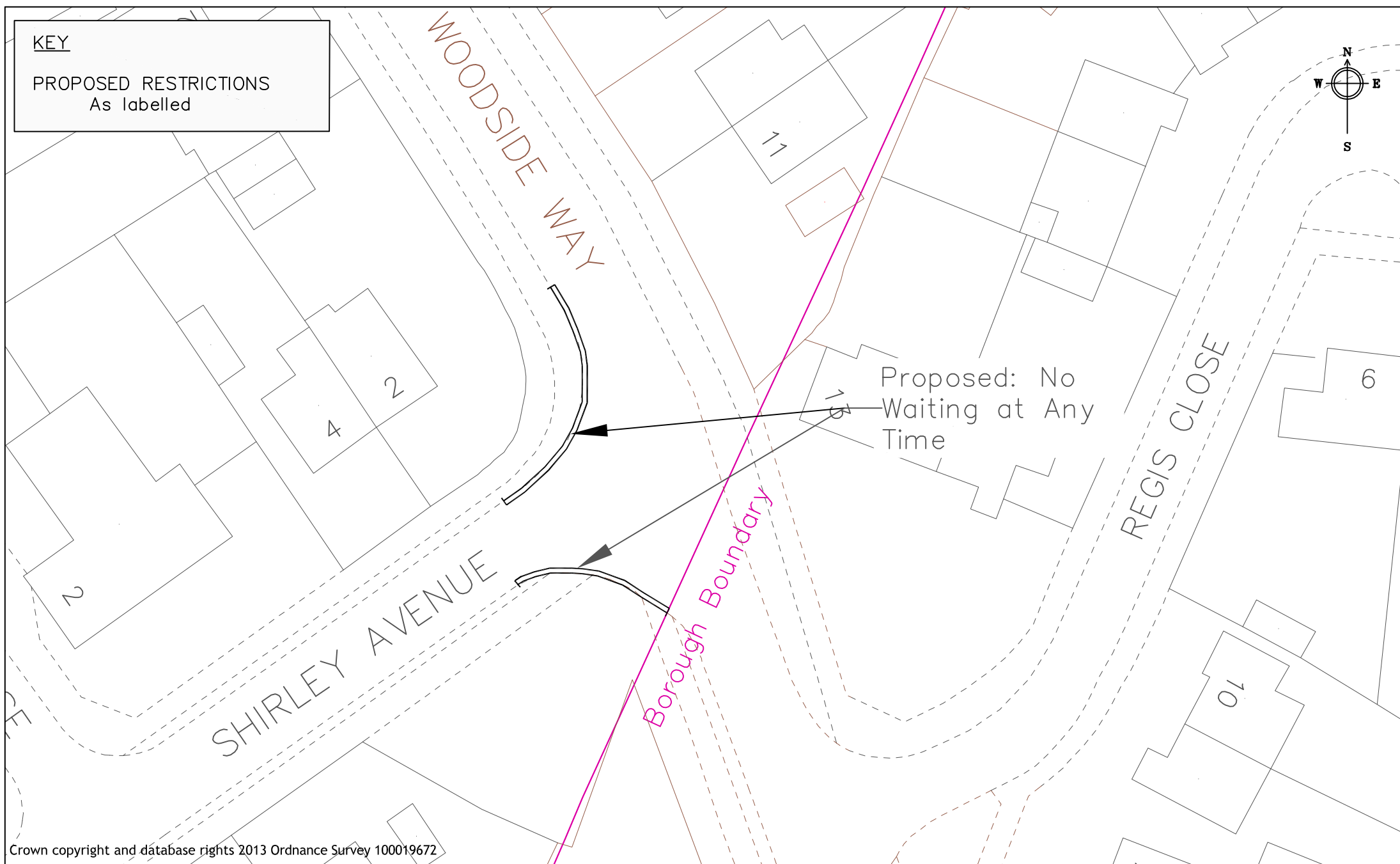
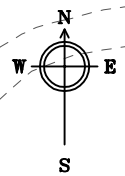


Transportation and Streetcare Services
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Project WAITING RESTRICTION REVIEW 2016B	Scale NTS	Drawn JT
	Date Nov 2016	Checked JC
Drawing HAVERGATE WAY/ST AGNES WAY	Approved JC	
Drawing No. WH1_Havergate Way St Agnes Way		

KEY

PROPOSED RESTRICTIONS
As labelled



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Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn JT
	Date NOV.16	Checked JC
	Approved JC	
Drawing SHIRLEY AVENUE WOODSIDE WAY	Drawing No. WH2_Shirley Avenue Woodside Way	

KEY

EXISTING RESTRICTIONS
— No Waiting At Any Time

PROPOSED RESTRICTIONS
As labelled

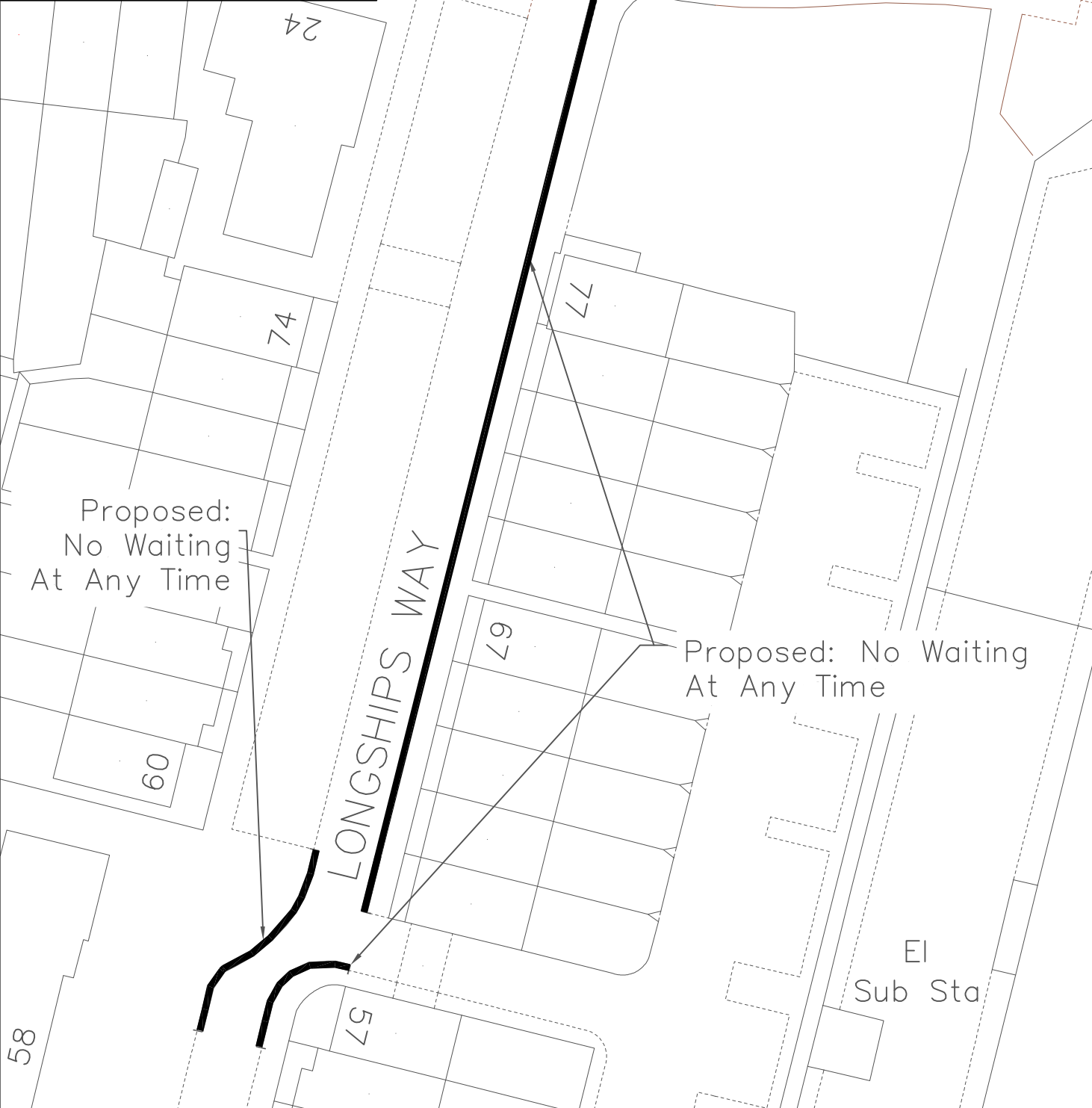
NOR FARM RD

LONGSHIPS WAY

Proposed:
No Waiting
At Any Time

Proposed: No Waiting
At Any Time

EI
Sub Sta



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CAD DRAWING LOCATION:

project WAITING RESTRICTION
REVIEW 2016B

drawing LONGSHIPS WAY

drawn JT	checked JC	approved JC	date NOV 16
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scale 84	N.T.S	drawing no. WH3_Longships Way
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Bridge Street
RG1 2LU

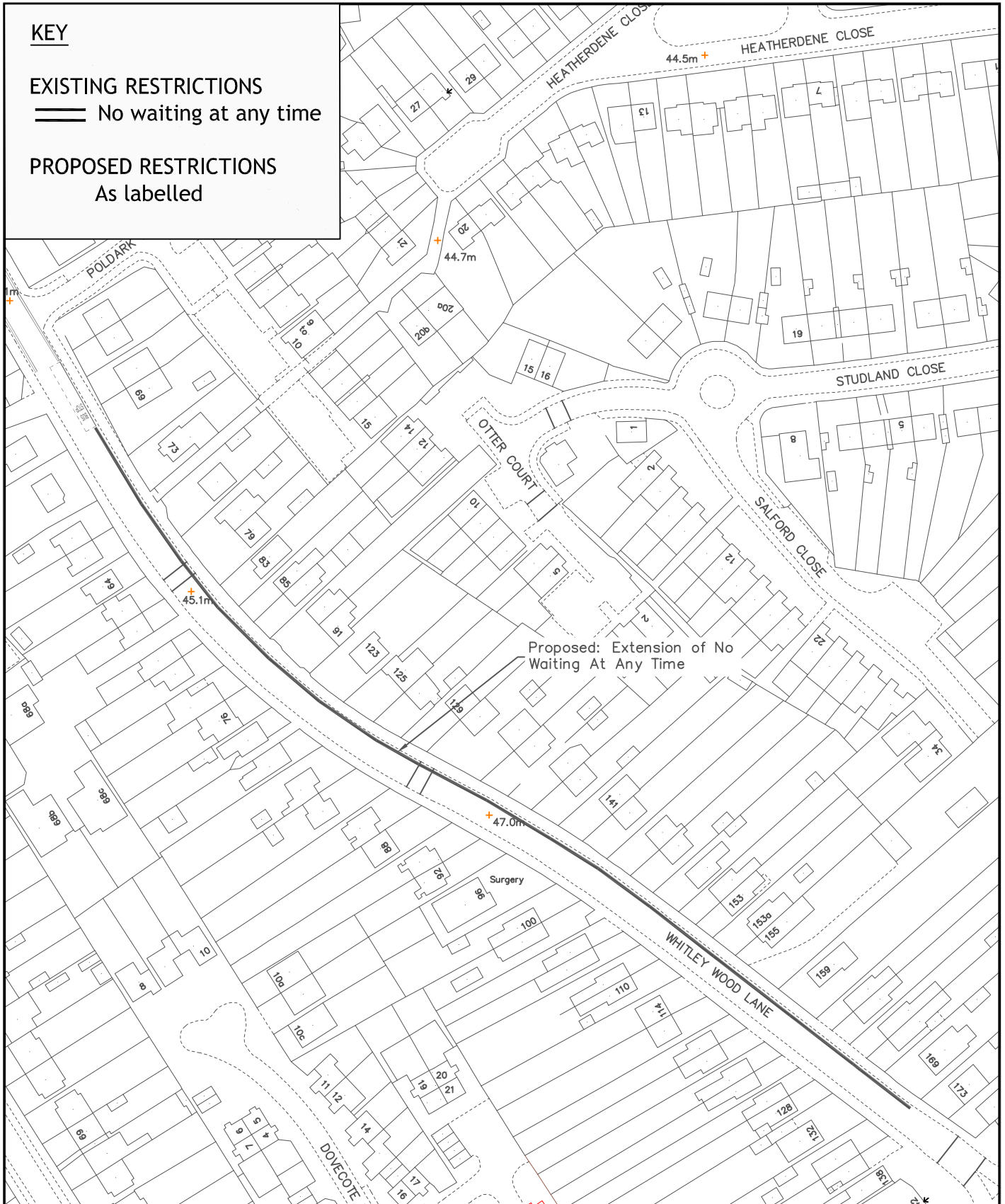
KEY

EXISTING RESTRICTIONS

==== No waiting at any time

PROPOSED RESTRICTIONS

As labelled



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CAD DRAWING LOCATION:

project		WAITING RESTRICTION REVIEW 2016B	
drawing		WHITLEY WOOD LANE	
drawn	checked	approved	date
JT	JC	JC	NOV 16
scale		drawing no.	
N.T.S.		WH4_Whitley Wood Lane	

KEY

EXISTING RESTRICTIONS

==== No waiting at any time

PROPOSED RESTRICTIONS

As labelled

Existing: No Waiting At Any Time

Proposed: No Waiting Mon–Fri
9am–5.00pm

GILLETTE WAY

Gas
Gov

1.0

9

MANOR + FARM ROAD

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Project WAITING RESTRICTION REVIEW 2016B	Scale N.T.S	Drawn JT
	Date NOV 16	Checked JC
Drawing GILLETTE WAY	Approved JC	
	Drawing No. WH5_Gillette Way	

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 JANUARY 2017	AGENDA ITEM:	11
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 / SAM SHEAN	TEL:	0118 937 2068 / 0118 937 4950
JOB TITLE:	STRATEGIC TRANSPORTATION PROGRAMME MANAGER / STREETCARE SERVICES MANAGER	E-MAIL:	cris.butler@reading.gov.uk sam.shean@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.
- Whiteknights Reservoir Scheme

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 completed a value engineering exercise alongside a 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 Network Rail confirmed in December 2016 that they are now required to carry out a full procurement process in order to identify a suitable contractor to construct the scheme. Network Rail have confirmed this process will unfortunately delay the start of works until after Reading Festival in August 2017. Officers are currently awaiting a programme from Network Rail detailing the overall project plan. 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 A bid has been submitted to the New Stations Fund for £2.8m additional funding which if successful would further improve passenger facilities at the station. A decision is anticipated by Network Rail in Spring 2017.

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 January 2017.

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 MereOak 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 Phase 1A of the scheme commenced on-site on 5th September for a period of 3 months. This initial phase of works involved 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. Phase 1b and 2 are due to commence in the Spring 2017 subject to completion of the tender process.
- 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 being led by Wokingham Borough Council 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 being led by Reading Borough Council.
- 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 was

submitted in the summer. Wokingham Borough Council have now approved the planning application.

- 4.18 Work on the planning application for the Mass Rapid Transit scheme is being progressed with the objective of submitting the application early in 2017. 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.
- 4.19 Preparation of the full scheme business case for the MRT scheme is being progressed and the assessment is anticipated to be submitted to the Berkshire Local Transport Body in March 2017 to seek full financial approval for the MRT scheme.

National Cycle Network Route 422

- 4.20 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.
- 4.21 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 complete for Phase 1, which is 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, and it is anticipated that the works in Reading will be able to commence in February 2017.

Third Thames Bridge

- 4.22 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.
- 4.23 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.

Whiteknights Reservoir Scheme:

- 4.24 Whiteknights Reservoir is a 70,000m³ capacity reservoir retained by an earthfill embankment dam and is located within the University of Reading grounds and borders Whiteknights Road and the Borough boundary.
- 4.25 There are three ‘Statutory Undertakers’ that own land forming part of the reservoir, as set out in The Reservoirs Act 1975; the University of Reading, Reading Borough Council (both in its highway and land owning capacity) and B & M Care.
- 4.26 The scheme consists of constructing a flood wall of approximately 72m in length along the frontage of the Council owned Mockbeggar Allotment site in order to divert flood water to the spillway in the grounds of the B&M Care Home. To enable the construction of this flood wall the embankment dam will be strengthened with the addition of gabion baskets along the toe and engineering backfill to slacken the slope on the downstream side of the embankment. Improvements to the highway drainage system are also being undertaken as well as enhanced landscaping.
- 4.27 The scheme was tendered in accordance with the Public Contracts Regulations 2015 and the Council’s Contract Procedure Rules, with a contract awarded to Topbond Plc in August 2016.
- 4.28 Works commenced on 15th August 2016 and originally programmed for completion on 23rd December 2016.
- 4.29 To date the contractor has cleared the site, created a works vehicle access ramp into the site, installed the drainage and commenced works on the gabion basket retaining structure.
- 4.30 The progress has fallen behind the original programme due to on-site issues, with the gabion basket retaining structure now due to be completed by early January 2017. Works on the flood wall running along the length of the Mockbeggar Allotment site will now commence in January 2017 with the hand railings being installed late February 2017.
- 4.31 A single lane closure along Whiteknights Road managed by temporary traffic signals will be required from the 3rd January 2017 until mid to late February 2017.
- 4.32 The revised completion date is now set to early March 2017.

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 Environment, Planning and Transport Committee reports.