

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

Direct: ☎ 0118 937 2432  
e-mail:  
[peter.driver@reading.gov.uk](mailto:peter.driver@reading.gov.uk)

1 March 2017

Your contact is: Peter Driver - Committee Services

### NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 9 MARCH 2017

A meeting of the Traffic Management Sub-Committee will be held on Thursday 9 March 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	
(A) QUESTIONS submitted in accordance with the Panel's Terms of Reference	-
(B) PRESENTATION - RED ROUTES	-

Members of the public attending the meeting will be invited to participate in discussion of the above items. All speaking should be through the Chair.

This section of the meeting will finish by 7.30 pm at the latest.

Cont../

	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
2. MINUTES OF THE SUB-COMMITTEE'S MEETINGS HELD ON 12 AND 19 JANUARY 2017	-	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 POTENTIAL PARKING SCHEME ON ALEXANDRA ROAD AND NEARBY STREETS	REDLANDS	13
To report to the Sub-Committee the receipt of a petition asking the Council to provide parking facilities for the Mosque community members.		
(B) PETITION FOR RESIDENT PERMIT PARKING (COLEY AVENUE AREA)	MINSTER	16
To report to the Sub-Committee the receipt of a petition asking the Council to provide resident permit parking in Coley Avenue South, Upavon Drive and Froxfield Avenue.		
(C) OTHER PETITIONS		-
To receive any other petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		
6. PETITION UPDATE - PARKING PROTECTION AND ROAD SAFETY MEASURES ON THE MEADWAY	NORCOT	19
A report to update the Sub-Committee on an initial response to a petition asking for the implementation of parking protection and road safety measures on The Meadway, outside the shopping area opposite the junction with Dee Road.		
7. RESIDENTS PARKING SCHEME - CHARITY AND CARER PERMIT CHARGES	BOROUGHWIDE	23
A report advising the Sub-Committee on the proposal to charge for Charity (first) and Carer parking permits.		

8.	RESIDENT PERMIT PARKING - NEW AND OUTSTANDING REQUESTS	BOROUGHWIDE	28
	A report consolidating the outstanding requests for resident permit parking across the Borough.		
9.	RED ROUTE - ROUTE 17	TILEHURST KENTWOOD BATTLE ABBEY REDLANDS PARK	36
	A report informing the Sub-Committee of the proposal to introduce a <i>Red Route</i> waiting restriction along the Reading Buses Route 17 corridor.		
10.	CIVIC OFFICES - INTRODUCTION OF PAY AND DISPLAY PARKING	ABBEY	41
	A report setting out a proposal to introduce formal waiting restrictions on Council owned land, at the perimeter of the Civic Offices, for the purposes of improved traffic management and introduction of Pay and Display (P&D) parking for public use.		
11.	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2016 (B) & REQUESTS FOR WAITING RESTRICTION REVIEW 2017 (A)	BOROUGHWIDE	47
	A report informing the Sub-Committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2016B and presenting a list of requests for waiting restrictions received since September 2016.		
12.	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE	BOROUGHWIDE	56
	A report to update the Sub-Committee on the current major transport and highways projects in Reading.		
13.	HIGHWAY MAINTENANCE UPDATE AND PROGRAMME 2017/2018	BOROUGHWIDE	63
	A report to update the Sub-Committee on the 2016/2017 Highway Maintenance programme.		
14.	SANDCROFT ROAD COLLAPSE REPAIR SCHEME UPDATE	THAMES MAPLEDURHAM	77
	A report informing the Sub-Committee of the collapse that occurred within the public highway in Sandcroft Road, Caversham on 4 December 2016 and providing an update on the progress that has been made to date to investigate and repair the damage.		
15.	CYCLE FORUM MINUTES	BOROUGHWIDE	81
	A report to inform the Sub-Committee on the discussions and actions from the Cycle Forum held in February 2017.		

The following motion will be moved by the Chair:

“That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the following item on the agenda, as it is likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act”

16. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

87

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

DATE AND TIME OF NEXT MEETING: TBC

**WEBCASTING NOTICE**

Please note that this meeting may be filmed for live and/or subsequent broadcast via the Council's website. At the start of the meeting the Chair will confirm if all or part of the meeting is being filmed. You should be aware that the Council is a Data Controller under the Data Protection Act. Data collected during a webcast will be retained in accordance with the Council's published policy.

Members of the public seated in the public gallery will not ordinarily be filmed by the automated camera system. However, please be aware that by moving forward of the pillar, or in the unlikely event of a technical malfunction or other unforeseen circumstances, your image may be captured. Therefore, by entering the meeting room, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

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

Please speak to a member of staff if you have any queries or concerns.

Present: Councillor Page (Chair).

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

Apologies: Councillor McDonald.

## 59. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

### Questions

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

## 60. MINUTES

The Minutes of the meeting of 3 November 2016 were confirmed as a correct record and signed by the Chair.

## 61. QUESTIONS FROM COUNCILLORS

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

## 62. PETITIONS

### (a) Petition for Parking Protection and Road Safety Measures on The Meadway

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from residents, asking the Council to implement parking protection and road safety measures on The Meadway, outside the shops, opposite the junction with Dee Road.

The petition read as follows:

*'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.'*

At the invitation of the Chair the petition organiser, Peter Beckinsale, addressed the Sub-Committee on behalf of the petitioners.

Resolved -

- (1) That the report be noted;
- (2) That the petition be investigated and an update report submitted to a future meeting of the Sub-Committee.

### 63. RESIDENTS PARKING SCHEME - TASK AND FINISH GROUP RECOMMENDATIONS

Further to Minute 10 of the meeting held on 15 June 2016, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the Residents Parking Review and the options for future changes to the Residents Parking Scheme that had been identified by the Task & Finish Group that had been established in June 2016. A copy of the Residents Parking Scrutiny Task and Finish Group report was appended to the report.

The report stated that there were 19 Residents Parking Zones across the Borough encompassing all the areas and residential properties covered by the previous scheme but now providing more space on street throughout the larger zones. These changes were in line with previous decisions and reflected the outcomes of a survey of all residents within the Residents Parking Scheme. The report included a table that set out the number of permits that had been issued in 2015/16 and the current charges.

The report explained that residents had been able to renew residents and visitor permits online since April 2012. The majority of residents preferred this method of renewing their permits and the number of permits being renewed online was increasing year on year as more residents were using this facility.

New applications for residents' permits required one proof of residency and one proof of vehicle ownership. The majority of applications were received by post but, applications could also be received by email or hand delivered to the Civic Offices. Resident permits were valid for 12 months and could be renewed online without the requirement for further proofs. However, if a resident chose to renew their permit by post they would require the same level of proofs as a new application. Residents were sent a reminder letter approximately one month before the permit expired reminding them to renew. Visitor permits were also valid for 12 months from issue and could also be renewed online. However, if the renewal date was missed, they were required to complete a new application and provide the proof of residency. Temporary permits were issued if a resident changed their vehicle, had a temporary change or had just moved into a Residents

Parking Zone. The majority of permits were issued via the Civic Offices Customer Services reception. The current Residents Parking Scheme had been in place for five years.

The report explained that the Task and Finish Group had made a number of recommendations including the following:

**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 was recommended. The various options the Task and Finish Group had considered and the estimated income that would be generated was set out in a series of tables in the report.

**Discretionary Permit Charges** - A number of permit types were currently issued free of charge: Discretionary First Resident, Carer, Charity (including Community Agency), Doctor (Medical Practitioner), Healthcare Professional (HCP) and Teacher permits. The report included a table setting out proposed charges for each of these permit types and the potential income based on the number of permits that had been issued in 2015/16.

The report explained that there was currently no proposal to amend any of the other permit charges.

The report stated that it was understood that residents might be resistant to the new charges, without seeing some benefits to themselves. Therefore it had been proposed that a number of service improvements were implemented, if first permit charges were introduced, as follows:

- Online Permit application process - A software upgrade to the back office permit processing system would open up the opportunity for residents to manage their permit needs such as ordering additional visitor permits and making new applications. This would be available by September 2017;
- Upgrade of the Approved Device (CCTV) vehicle for permit parking patrols - There was an opportunity to upgrade the vehicle with permit parking data for quicker detection of illegally parked vehicles in permit zones. The upgrade was expected to take three months through the new first permit charges and other potential benefits were Bus Lane/Bus Stop improved enforcement and vehicle surveys;
- Improved Enforcement of the permit zones - The Council would work with the Contractor to increase visits to the Residents Permit Zones;
- Report vehicle parking illegal via online reporting tool/application which could be implemented within a month of the new charges;
- Renew visitor permits without the need to re-apply;
- Explore options for print at home virtual visitor permit options - This would allow residents to book their visitor parking in advance and without the need to display a visitor's permit.

In addition to the recommendations outlined above the Task and Finish Group had considered other changes to the Residents Permit Scheme as follows:

**Teacher Permits** - Amending the current permit rules to establish the local need for an individual school needs rather than a maximum of 15 permits per school. The report included a table that set out the schools currently applying for permits.

**Transitional Arrangements** - Amending the rules/definitions to include a provision for households that had been recently added to a new/expanded permit zone to be granted a discretionary third permit at third permit cost for one year.

**Proof of Vehicle Ownership** - Amending the current permit rules/definition to exclude permits being issued where the vehicle was not registered at the household the permit was being applied for, for example, temporary residence and use of a vehicle registered outside the permit zone to a non-resident.

**Visitor Permit Renewals** - When a resident had missed their online renewal window, they were required to re-apply for the books of visitor permits. It had been recommended that until the new online permit application system was introduced that these could be renewed by the permit team without the need to re-apply if they met the criteria set out in the report.

**Refunds/Transfer** - It was recommended that no refunds were issued for first permit charges and that the first permit could be transferred to another household.

The Sub-Committee noted that it had not been possible to convene a final meeting of the Task and Finish Group in time to finalise proposals for the Sub-Committee and therefore the proposals were tabled in the name of the Chair of the Task and Finish Group, Councillor Jones.

The Sub Committee discussed the report and proposals in detail, noting that the proposed charges would go towards covering the costs of enforcing the schemes and other costs including maintenance of signage, road marking and administration of permits.

**Resolved -**

(1) That, on consideration of conclusions of the Residents Permit Parking Scrutiny Task and Finish Group tendered in the name of the Chair of the Task and Finish Group only, Councillor Tony Jones, Policy Committee be recommended to:

(a) Introduce a charge for the first residents parking permit;

(b) Set an annual charge of £30 for the first permit, with the charge for the second permit to remain at £120 per annum;

(c) Set an annual charge of £30 for:

- Discretionary Resident Permits (first permit)
- Doctor (Medical Practitioner) permits
- Healthcare Professional permits
- Teacher permits;

(d) Defer consideration for any charge for:

- Charity first permit
- Carer (first and second permit)

pending further investigation;



- (e) Introduce the charges from 1 April 2017, with the charge for the first permit only falling due at the renewal of individual existing first permits.
- (2) That the permit scheme rules and definitions be amended/added to:
- (a) In particular, to amend the rules in relation to Teacher permits (as outlined in paragraph 4.4.2 of the report) that in future they be considered on the basis of the particular circumstances of each school and of a green travel plan;
  - (b) That the criteria allowing the introduction of a resident parking scheme be expanded to include roads and streets with a high proportion of off-road parking;
  - (c) That amendments be approved as detailed in the report in respect of Transitional Arrangements (paragraph 4.4.4) at the cost of a third permit, Proof of vehicle ownership (paragraph 4.4.5), Visitor Permit renewals (paragraph 4.4.6), and Refund/Transfer Policy (paragraph 4.4.7);
- (3) That the service improvements outlined in paragraphs 4.3.8 to 4.3.13 of the report be agreed;
- (4) That, subject to Policy Committee agreeing the recommendations of the Sub-Committee in (1) above, the current permit holders be notified by letter on the changes to the residents permit scheme;
- (5) That officers submit a report to the next meeting of the Sub-Committee listing all outstanding requests for resident parking schemes, in order that the Sub-Committee might consider priorities for implementation.

#### 64. RESULTS OF STATUTORY CONSULTATION: WELLS HALL - UPPER REDLANDS ROAD

Further to Minute 29 of the meeting held on 14 September 2016, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with the result of the statutory consultation and officer recommendation for the introduction of the raised table junction at the entrance to the Wells Hall Development, Upper Redlands Road. A report setting out the objections to the proposed raised table was appended to the report.

The report stated that the Council had received three objections to the proposed introduction of the raised table. The objectors were opposed to the raised table as they did not believe it would cause any further slowing of the traffic following the recent introduction of a 20mph speed limit, increased vibration/disturbance from heavy vehicles and the creation of unnecessary visual pollution.

The report explained that in accordance with the Traffic Signs Regulation and General Directions Order (TSRGD) physical/vertical traffic calming measures were required on a carriageway with a 20mph speed limit. Speed cushions already existed on Upper Redlands Road and the proposed raised table would be a replacement of existing cushions. The existing cushions were located five metres west of the proposed raised table. The raised table would therefore have a negligible impact on vibration and visual pollution.

Resolved -

- (1) That the report be noted;
- (2) That the raised table at the junction of Upper Redlands Road/New Road/Wells Hall access road be implemented, as advertised;
- (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;
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly.

65. CRESCENT ROAD AND GRANGE AVENUE TRAFFIC MANAGEMENT MEASURES - UPDATE

Further to Minute 9 of the meeting held on 15 June 2016, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the traffic management proposals which had aimed to address the concerns of rat-running traffic along Crescent Road. An indicative drawing of the proposals was appended to the report.

The report stated that the proposals would remove the rat-run route but, would also require residents to use alternative access routes and it was proposed that, once funding for such a traffic management scheme could be identified, that officers work with the Chair, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors to implement an informal consultation in the affected local area.

The results of the information consultation could be presented to a future meeting and a detailed design created. Once the design had been safety audited, and with agreement of the Sub-Committee, the proposals could be progressed to statutory consultation.

Resolved -

- (1) That the report be noted;
- (2) That once funding for a traffic management scheme could be identified, an informal consultation was conducted locally, in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors;
- (3) That a summary of the consultation results and a detailed proposal be submitted to a future meeting of the Sub-Committee.

66. WEST READING TRANSPORT STUDY - UPDATE

Further to Minute 47 of the last meeting and Minute 33 of the meeting held on 14 September 2016, 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.

The report stated that in addition to the measures that had been set out in the report submitted to the September 2016 meeting it was now proposed to include an additional proposal to extend the waiting restrictions on Southcote Lane at the junction of Bath Road within the statutory consultation, as had previously been proposed through the Council's Annual Waiting Restriction Review. This proposed measure would improve the flow of buses and general traffic on Southcote Lane on the approach to Bath Road.

Implementation of the measure in Southcote, as outlined in the report, were 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.

With regard to Coley Park the feedback from the public exhibition had been reviewed by the Study Steering Group and a number of proposals had been developed for statutory consultation as follows:

- Improvements to the existing pedestrian and cycle link between Southcote and Coley Park;
- Improvements to the pedestrian cycle route between Wensley Road and Coley Avenue (running behind the former DEFRA offices site);
- Enhancements to the pedestrian route between Coley Avenue and Wensley Road;
- Implementation of a partial one way system on the Wensley Road loop to improve the flow of buses (particularly at the north west section);
- Implementation of a pedestrian crossing facility on Wensley Road outside St Mary and All Saints Primary School;
- Implementation of herringbone pattern road markings at the roundabout junction of Wensley Road/Rembrandt Way to reduce traffic speeds and improve pedestrian accessibility;
- Implementation of road markings to reduce traffic speeds on Wensley Road approaching the roundabout junction with Rembrandt Way;
- Provision of inset parking bays on the south side of Wensley Road and Holybrook Road;
- Provision of a passing point for traffic at the summit on Holybrook Road to improve the flow of buses at this existing pinch point;
- Implementation of access protection markings on Boston Avenue and Shaw Road to provide protection for resident's driveways;
- Introduction of an area wide 20mph zone to include all roads within Coley Park south of Berkeley Avenue.

The report proposed that statutory consultation through a Traffic Regulation Order would be carried out for the proposals above, with any objections submitted to the next meeting. In addition, it was also proposed that the Council would 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 the current time.

The report stated that it should be noted that 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 the proposal that officers continue to work up specific proposals for transport projects in the study area agreed;
- (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 Service be authorised to carry out a statutory consultation and advertise the proposal set out in paragraphs 5.2 and 5.4 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 of the Sub-Committee.

#### 67. BI-ANNUAL WAITING RESTRICTION REVIEW - 2016B STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report that sought the approval of the Sub-Committee to carry out statutory consultation and implementation, subject to no objections being received, on requests for/changes to waiting/parking restrictions. The Bi-Annual waiting restriction review programme list of streets and officer recommendations was attached to the report at Appendix 1 and drawings to accompany the officer recommendations were attached to the report at Appendix 2.

The report explained that the Council received regular correspondence from the public, Councillors and organisations that had a desire for the Council to consider new or amend existing waiting restrictions. Requests were received on a six monthly basis commencing in March and September each year. It stated that in accordance with the report that had been submitted to the Sub-Committee on 14 September 2016 (Minute 36 refers) consultation with Ward Councillors had been completed.

The Sub-Committee reviewed the programme and agreed that in addition to the officer recommendations, the following request be progressed:

##### 5. Caversham: South View Avenue and Marsack Street

At the invitation of the Chair, Philip Smith of St Stephens Close, Caversham addressed the Sub-Committee on behalf of the petitioners regarding item 6 on the schedule and Councillor David Absolom addressed the Sub-Committee regarding item 46 on the schedule. It was noted that, following the Sub-Committee's decisions on the Resident Parking Review (Minute 63 above refers) these requests and all others relating to resident parking permits would be included in the resident parking report to the next meeting of the Sub-Committee.

Resolved -

- (1) That the report be noted;

- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the proposals listed in Appendix 1 to the report, as amended above, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory advertisement be reported to a future meeting;
- (5) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;
- (6) That no public enquiry be held into the proposals.

#### 68. 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 Network Rail had confirmed in December 2016 that they were now required to carry out a full procurement process in order to identify a suitable contractor to construct the scheme and had confirmed that this process would delay the start of works until after Reading Festival in August 2017. Officers were awaiting a programme from Network Rail detailing the overall project plan but it was anticipated this would lead to completion in mid-2018.

##### Thames Valley Berkshire Growth Deal Schemes

##### Green Park Station

A bid had been submitted to the New Stations Fund for £2.8m additional funding which if successful would improve further passenger facilities at the station. A decision was anticipated by Network Rail in Spring 2017.

##### Reading West Station Upgrade

The report stated that a decision from Government on the bid to the Local Growth Fund was now expected in January 2017.

##### 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 had been 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 now anticipated to be submitted to the Berkshire Local Transport Body in March 2017 to seek full financial approval for the MRT scheme. It was noted that the discussion of the Environmental Impact Assessment for the scheme was not expected to impact the planning timetable: a planning application would be submitted in spring 2017.

#### National Cycle Network Route 422

A programme for delivery of the full scheme was being agreed between project partners, and it was now anticipated that the works in Reading would be able to commence in February 2017.

#### Third Thames Bridge

The report reconfirmed that the Wokingham Strategic Transport Model was currently being updated to enable the modelling and business case work to be undertaken, and a bid had been submitted to the DfT to seek funding to undertake the next stage of the business case work for the scheme.

#### Whiteknights Reservoir Scheme

The report stated that progress had 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 would now commence in January 2017 with the hand railings now being installed in late February 2017. The single lane closure along Whiteknights Road managed by temporary traffic signals would now be required from 3 January 2017 until mid to late February 2017. The revised completion date was now set as early March 2017.

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)

(The meeting started at 6.30 pm and finished at 8.22 pm).

Present: Councillor Page (Chair);  
Councillors Debs Absolom, Davies, Dennis, Duveen, Hacker, Hopper (for items 69 and 70 (consideration of applications 1.0 - 2.0, 2.1, 3.4 and 4.7 only), Jones, Terry, and White.

Apologies: Councillor McDonald.

69. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 70 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.

70. 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 38 applicants, who had subsequently appealed against these decisions.

The appellant for application 3.4 attended the meeting and addressed the Sub-Committee on the application.

Resolved -

- (1) That, with regard to applications 2.5 and 3.9 a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That, with regard to application 2.6, a fourth discretionary permit be issued, personal to the applicant and charged at the third permit fee;
- (3) That, with regard to application 2.7, a fifth discretionary permit be issued, personal to the applicant and charged at the third permit fee;
- (4) That, with regard to applications 2.5, 2.6 and 2.7 the permits be renewed if the applicants were still resident at the same address at the time of renewal;
- (5) That, with regard to application 3.0, a third discretionary permit be issued, personal to the applicant and charged at the third permit fee, subject to the vehicle being within the required size restrictions;
- (6) That, with regard to applications 3.2 and 3.3, a third discretionary permit be issued, personal to the applicants and charged at the third permit fee subject to the applicant submitting the required proof of vehicle ownership;
- (7) That, with regard to applications 2.3, 2.4, 3.4, 3.6, 4.0 and 4.6, a first discretionary permit be issued, personal to the applicant and charged at the first permit fee;

- (8) That, with regard to application 4.5, a first discretionary permit be issued, personal to the applicant and charged at the first permit fee subject to the applicant submitting the required proof of vehicle ownership;
- (9) That, with regard to applicant 3.7, a second discretionary permit be issued, personal to the applicant and charged at the second permit fee;
- (10) That the Director of Environment and Neighbourhood Services' decision to refuse applications 2.1, 2.2, 2.8, 3.1, 3.5, 3.8, 4.1, 4.2, 4.3 and 4.4 be upheld;
- (11) That, with regard to application 3.8, should the applicant submit a compliant application then a first discretionary permit could be issued, personal to the applicant;
- (12) That, with regard to applications 1.0, 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 2.0 and 4.7 a discretionary teacher's permit be issued for one year;
- (13) That with regard to application 2.9, consideration of the application for a business permit be deferred to a future meeting to allow officers time to seek further clarification but the visitor permits applied for be granted in the meantime;
- (14) That, with regard to application 4.6, should the expected application for a second vehicle be submitted officers were granted permission to issue a second discretionary permit at the second permit fee;
- (15) That Redlands Primary School be requested to submit the school's green travel plan.

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

(The meeting started at 6.30 pm and finished at 7.26 pm).



## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	9 MARCH 2017	AGENDA ITEM:	5(a)
TITLE:	PETITION FOR POTENTIAL PARKING SCHEME ON ALEXANDRA ROAD AND NEARBY STREETS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	REDLANDS
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	<a href="mailto:phoebe.clutson@reading.gov.uk">phoebe.clutson@reading.gov.uk</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to provide parking facilities for the Mosque community members.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition to provide parking provisions is considered as part of the Waiting Restriction Review programme and the results of Officer investigations are reported back to a future meeting of the sub-committee.

#### 3. POLICY CONTEXT

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

#### 4. THE PROPOSAL

- 4.1 The Council has received a petition from Mosque members, which contains 471 signatures.

- 4.2 The wording of the petition reads: *'We really appreciate the new parking scheme on and around Alexandra Road. I hope that the scheme will benefit the residents of the area.*

*You might be aware that No. 46 Alexandra Road, Reading is a Mosque (Muslim Community Center) and regularly used 5 times daily by the community. The Community members have raised concerns over parking whilst attending the mosque. We hereby request the following parking facilities to be made available so that the community members can continue attending the Mosque during their day and night prayers.*

- 1-Two bays outside 46 Alexandra Road should be marked for Disabled*
- 2-One hour free parking day and night*
- 3-One hour for Friday Prayer*
- 4-One hour for people attending any funeral prayers*
- 5-One hour for attending Eid Prayers*

*We would be grateful for providing requested parking facilities for the community'*

- 4.3 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 as part of the waiting restriction review programme.

## 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.

## 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:	9 MARCH 2017	AGENDA ITEM:	5(b)
TITLE:	PETITION FOR RESIDENT PERMIT PARKING (COLEY AVENUE AREA)		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	MINSTER
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	<a href="mailto:phoebe.clutson@reading.gov.uk">phoebe.clutson@reading.gov.uk</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition asking the Council to provide resident permit parking in Coley Avenue South, Upavon Drive and Froxfield Avenue.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition to introduce permit parking is considered as part of the Waiting Restriction Review programme and the results of Officer investigations are reported back to a future meeting of the Sub-committee.
- 2.3 That the lead petitioner be informed accordingly.

#### 3. POLICY CONTEXT

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

#### 4. THE PROPOSAL

- 4.1 The Council has received a petition from residents which contains 28 signatures.
- 4.2 The wording of the petition reads: *'Parking problem day and night in Coley Ave South, Upavon Drive and Froxfield Ave, of vehicles of people who do not live in these roads we the undersigned want permit parking please.'*
- 4.3 Officers note that there has been a request for parking measures in Coley Avenue, which has been included in the '2017A' Waiting Restriction Review report.
- 4.4 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 as part of the waiting restriction review programme.

#### 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.

## 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:	9 MARCH 2017	AGENDA ITEM:	6
TITLE:	PETITION UPDATE - 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:	JAMES PENMAN	TEL:	0118 9372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	<a href="mailto:James.Penman@Reading.gov.uk">James.Penman@Reading.gov.uk</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the recommendations of Officers, following the Council's receipt of a petition requesting the implementation of parking protection and road safety measures on The Meadway, outside the shopping area opposite the junction with Dee Road.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That waiting (parking) restrictions are considered as part of the Waiting Restriction Review Programme, as per Items 4.3a and 4.3b.
- 2.3 That traffic calming is not considered at this time, as per Item 4.3c.

#### 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 received a petition highlighting a number of issues that are alleged to be occurring in the vicinity of The Meadway/Dee Road shops. The lead petitioner presented further detail to the Sub-Committee at their meeting in January 2017.

4.2 A summary of the items requested, which are within the remit of the Sub-Committee are as follows:

- a) Permit parking, with 2 hours short-term parking (i.e. shared-use permit parking with 2 hours limited waiting).
- b) The laybys to the north and south of the 'horseshoe' to be converted to disabled and emergency service vehicle bays only.
- c) Traffic calming, by way of 3 rubber speed humps on approach to and exit from the shops, and a 10mph speed limit installed.
- d) Upgraded lighting to the front of the shops.

4.3 Officers have investigated the issues raised and the requests made and have the following recommendations for the committee:

- a) The Sub-Committee may wish to consider adding the request for resident permit parking to the list of outstanding schemes. However, consideration would need to be given to the residents who would benefit from this scheme and the impact that permit parking could have to the availability of parking spaces for visitors to the shops.

There would likely be a long lead-in time for the introduction of a permit scheme, due to the number of outstanding schemes awaiting progression. Waiting restrictions, possibly daytime-only, could be considered as part of the Waiting Restriction Review programme and implemented in a shorter timescale. However, some parking in this area is likely to be from Hanover Court (which sits behind the shops) and not part of the public highway network therefore, residents would not typically be eligible for a permit.

Officers recommend considering waiting restrictions as part of the 2017A review programme.

- b) It is recommended that the request for disabled bays is considered as part of the 2017A Waiting Restriction Review programme.
- c) The minimum legal speed limit that can be implemented on the Highway is 20mph. Traffic calming features would need to comply



with Highway regulations, so could not be installed in the manner requested. Officers have not observed motorists using the 'horseshoe' to bypass the traffic signals, nor driving at excessive speed. While a speed survey could be conducted, this would be outsourced at a cost to the Council and would likely demonstrate that the majority of vehicles are traveling at less than 20mph.

This one-way section of The Meadway has an excellent Highway safety record, with no incidents involving casualties having been recorded by the Police in the latest 3 year period.

It is unfortunate that there will always be a minority of motorists that do not drive in an appropriate and acceptable manner, regardless of the measures that are put in place to encourage them to do so. The installation of vertical traffic calming measures would be subject to statutory consultation and consideration would need to be given to the additional road noise that they could create, as well as the locations available for installation - accesses to private driveways and the location of the parking bays will limit availability. Officers do not recommend progressing with traffic calming measures at this time, as there is currently no evidence to suggest that there is a speed-related road safety issue at this location.

- d) The Highway street lighting columns are due to be upgraded to the improved LED lamps, as part of the Council's rolling LED lighting replacement programme.

## 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.

9.2 Funding will need to be identified should the Sub-Committee wish to progress a resident permit parking and/or road safety (traffic calming) scheme and for instructing a speed survey.

## 10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee (January 2017).

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	9 MARCH 2017	AGENDA ITEM:	7
TITLE:	RESIDENTS PARKING SCHEME - CHARITY AND CARER PERMIT CHARGES		
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:	<a href="mailto:Elizabeth.robertson@reading.gov.uk">Elizabeth.robertson@reading.gov.uk</a>

#### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report advises the Sub-Committee on the proposal to charge for Charity (first) and Carer permits, as the decision about these permit types was deferred from the 12 January 2017 meeting.

#### 2. RECOMMENDED ACTION

- 2.1 That the members decide if Charity (first) and Carer permits are charged the first permit fee of £30.
- 2.2 That if the members decide to introduce a £30 charge, agree that it will apply from 1 April 2017.
- 2.3 That the members agree the Permit Management Rule & Definitions are updated to reflect the changes.

#### 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 30<sup>th</sup> November 2015, agreed to increase the 2<sup>nd</sup> and 3<sup>rd</sup> resident permit charges to their current levels of £120 and £240 respectively from the 1<sup>st</sup> February 2016.
- 4.1.6 At Traffic Management Sub-Committee meeting held on the 14<sup>th</sup> January 2016 it was agreed to amend the charges for second discretionary permits, 2<sup>nd</sup> to 4<sup>th</sup> charity permits and community agency permits to £120 from the 1<sup>st</sup> 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 15<sup>th</sup> June 2016, it was agreed to set up a Task and Finish Group to review the Parking Permit Scheme.
- 4.1.8 The Task and Finish Group review of the permit scheme was concluded and at Traffic Management Sub-Committee meeting held on the 12<sup>th</sup> January 2017 it was agreed to recommend a charge for first resident's permits, discretionary first residents permits, Healthcare Professional, Medical Practitioners and Teacher permits. The recommendations were formally agreed at the Policy Committee meeting held on the 16<sup>th</sup> January 2017.
- 4.1.9 The Committees agreed the first permit charge would be £30 and apply from the 1<sup>st</sup> April 2017.
- 4.1.10 The Committee deferred the decision to charge for Charity first permits and Carer permits.
- 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 charges from 1<sup>st</sup> April 2017 are set out below:

Permit Type	Total issued in 2015/2016	Charges from 1 <sup>st</sup> April 2017
Business	19	£275
Business Discretionary	15	£330
Charity (free)	26	£0
Charity (charged)	13	£120
Carer	133	£0
Doctor	52	£30
Health Care Professional	490	£30
Resident Discretionary (free)	236	£30
Resident Discretionary (charged)	64	£120
Resident Discretionary (3rd Permit)	3	£240
Resident - First Permits	7,536	£30
Resident - Second Permits	1,463	£120
Non-UK Registered Vehicle Permits	4	£330
Nanny	0	£330
Teacher	64	£30
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
<b>Total</b>	<b>26,360</b>	

#### 4.2.4 Charity (First) Permits

4.2.5 The Council issued 26 first Charity Permits in 2015-2016; these permits are issued to registered Charities and Community Agencies (places of worship/religious establishments based within the Parking Permit zones.)

4.2.6 The Charity permits are issued where the Charity/Community Agency deal with vulnerable clients where staff use their cars regularly to transport or make emergency calls upon clients who reside within permits zones and/or are based at premises within a permit zone. They must demonstrate their workers require the permit and will be for frequent use. They are not issued for commuter parking.

4.2.7 The Charity permits are normally zone specific; however, in exceptional circumstances when the charity has demonstrated their need for it, the Council has issued All Zone permits.

4.2.8 Any Charity/Community Agency that requires additional permits (up to 4) are charged the second permit fee (currently set at £120).

#### 4.2.9 Carer Permits

4.2.10 The Council issued 133 Carer permits in 2015-2016; these permits are issued to households where the resident is over 65 years of age and/or registered disabled. The permit enables their carer(s) to park while visiting to assist with their needs. They are not issued to households that have been issued with a residents permit.

4.2.11 A Carers permit allows up to three vehicles per permit, the carer must not reside at the household.

4.2.12 A Carer is normally family member or friend who will assist the resident with their needs; they do not include the Healthcare professionals, social care staff or agents who may be issued with parking permits by their employers.

4.2.13 In exceptional circumstances the Traffic Management Sub-Committee has granted two carers permits and a residents and carers permit.

#### 4.3 Options Proposed

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. It was agreed to introduce a first permit charge for Residents first permits, Discretionary Resident (first), Doctor (Medical Practitioner), Healthcare Professional (HCP) and Teacher permits at a charge of £30 from the 1<sup>st</sup> April 2017.

4.3.2 The Committee is asked to decide if the first permit charge should be applied to Charity (first) and Carer permits:

Permit Type	Total Issued in 2015/2016	Proposed Charge	Income
Charity - first	26	£30	£780
Carer	133	£30	£3,990
Total			£4,770

4.3.3 If the £30 is agreed, it would be implemented on the 1<sup>st</sup> April 2017, in line with the other permit charges.

#### 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 has written to resident permit holders to advise them on the changes to the permit scheme charges (letter issued 10<sup>th</sup> February 2017).

## 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 Charity and Carer charges.

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 & January 2017

9.4 Policy Committee report 30 November 2015 and 16 January 2017

## 10. APPENDICES

10.1 None

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	9 MARCH 2017	AGENDA ITEM:	8
TITLE:	RESIDENT PERMIT PARKING - NEW AND OUTSTANDING REQUESTS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	<a href="mailto:james.penman@reading.gov.uk">james.penman@reading.gov.uk</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 The proposals from the Resident Parking review were presented at the January 2017 meeting of the Sub-Committee and an action agreed that Officers present a report to this meeting, consolidating the outstanding requests for resident permit parking across the Borough.
- 1.2 Appendix 1 provides a consolidated list of requests for resident permit parking across the Borough, which are yet to be investigated or have approval by the Sub-Committee for progression to consultation.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That this report becomes a regular agenda item and that new permit parking requests are referred to this 'programme' as per Item 4.7.
- 2.3 That the Sub-Committee considers initial priorities for scheme progression, considering Items 4.8 and 4.9.



2.4 That the permit zone and provisional permit eligibility be proposed ahead of progressing a scheme to statutory consultation, as per Item 4.10.

### 3. POLICY CONTEXT

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

### 4. BACKGROUND AND PROPOSALS

4.1 Reading Borough Council operates a number of resident permit parking areas, with the most recent scheme being delivered in the area surrounding the Royal Berkshire Hospital and University.

4.2 The Council is experiencing a significant increase in the number of requests for the introduction of resident permit parking to address parking pressures that are being caused by issues such as commuter parking.

4.3 The Resident Parking Scrutiny Review resulted in a number of alterations to the existing scheme and site assessment criteria. These changes included the introduction of first permit charging but also removed some constrictive policies regarding the site assessment criteria for potential scheme introduction. These changes will assist in covering the costs of operating schemes and will remove some of the boundaries to a street being considered for a scheme.

4.4 The development of a resident permit parking scheme is conducted by a small engineering team, with the support of a legal executive. It is this same team that are responsible for delivering many of the outputs from the Traffic Management Sub-Committee, such as the Waiting Restriction Review Programme and West Reading Study. The processes involved in progressing a scheme are resource-intensive and external funding, such as CIL or Section 106, is typically required for scheme delivery. The Council currently has a backlog of schemes and requests to be investigated and progressed, which have been reported at previous meetings of the Sub-Committee.

4.5 Small-area requests for the introduction of resident permit parking have previously been added to the Waiting Restriction Review programme. The majority of items in this programme are yellow-line restrictions, which are less complex to implement and have a significantly lower impact on the residents of the street. It is very unlikely that a request for resident permit parking would be ready to

implement within the same time duration as a Waiting Restriction Review Programme.

- 4.6 Appendix 1 provides a list of outstanding schemes that are either area schemes, or are yet to be investigated. The appendix includes background information regarding the request/scheme development and some Officer comments. This list does not include requests being presented to the Sub-Committee as part of the 2017A Waiting Restriction Review Programme.
- 4.7 Officers recommend that this report becomes a regular agenda item for the Traffic Management Sub-Committee, with the main report being presented at March and September meetings and scheme update reports presented as required. It is recommended that new requests for resident permit parking are added to this report and are no longer added to the Waiting Restriction Review programme. Minor alterations to existing schemes, such as changes to shared-use timings, should remain in the Waiting Restriction Review programme.
- 4.8 Officers recommend that the Sub-Committee considers the list of schemes alongside Officer comments in Appendix 1 and agrees to an initial priority of schemes to be progressed.
- 4.9 Officers recommend consideration by the Sub-Committee of whether all listed schemes should be progressed.
- 4.10 Officers recommend that the proposals for the permit zone in which a street would be located and the properties that would be eligible for a permit are developed prior to progressing a scheme to statutory consultation. This recommendation would enable affected residents to fully understand the implications of introducing the scheme, once statutory consultation commences. It is recommended that these proposals are developed in consultation with Officers, Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport.

## 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 Informal consultations may take place with residents of a street that is being considered for resident permit parking. This process provides Officers and the Sub-Committee with an indication on the popularity of the parking restriction and will inform the development of the proposal.
- 6.2 Proposed changes to waiting restrictions will require advertisement of the legal Notice as part of the statutory consultation process and advertisement of the sealed Traffic Regulation Order, prior to implementation.

## 7. LEGAL IMPLICATIONS

- 7.1 Changes to Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## 8. EQUALITY IMPACT ASSESSMENT

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

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

- 8.2 The Council will carry out an equality impact assessment scoping exercise prior to conducting the statutory consultation on the preferred parking measures.

## 9. FINANCIAL IMPLICATIONS

- 9.1 There will be negligible financial implications in conducting informal consultations.
- 9.2 Funding will need to be identified for statutory consultation and the delivery of each scheme that is to be progressed.

## 10. BACKGROUND PAPERS

10.1 Please refer to the reports noted in Appendix 1 of this report.

APPENDIX 1 - REQUESTS FOR RESIDENT PERMIT PARKING

UPDATED: TRAFFIC MANAGEMENT SUB-COMMITTEE (MARCH 2017)

Line	Ward	Street	Area Scheme	Petition	Details	Last reported to TMSC	Officer Comments
1	Battle	Little Johns Lane area	Y	N	Requests for RP in the area of Little Johns Lane had been received and as part of the 2014 RP expansion, it was agreed that an informal consultation should be conducted on concept proposals for the area. A concept design has been created and the consultation can be conducted, following the results of the RP scrutiny review.	November 2014 - RP Extension of Resident Parking Areas	This is a long-awaited informal consultation. Officers recommend that the informal consultation documents are agreed with Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport and that the consultation for this area scheme is prioritised.
2	Park	East Reading Area	Y	Y	A number of petitions for RP have been received at TMSC, including requests for Crescent Road, Bulmershe Road, Hamilton Road, Melrose Avenue and a petition against permit parking in Hamilton Road. These join previous requests and an informal consultation for expanding RP in the area of Grange Avenue. A proposal was presented to TMSC in June 2016, which proposed a new RP area concept scheme and recommended informal consultation following those for the Battle and Caversham area proposals.	June 2016 - Crescent Road and East Area Requests for RP	Officers recommend the inclusion of the Crescent Road traffic management proposals (TMSC January 2017) be consulted and developed as part of this area scheme.
3	Caversham	Lower Caversham	Y	N	An informal survey conducted by Cllr Davies showed a majority support for RP in parts of Lower Caversham. This followed a history of requests for RP and other informal consultations, due to commuter parking issues on particular streets. The report to TMSC in March 2016 recommended that a concept scheme be designed and that the Council conducts an informal consultation on this scheme. A concept design was created and can now be completed, following the results of the RP scrutiny review - this allows additional streets to be included.	March 2016 - Requests for RP in Lower Caversham - survey results	This is a long-awaited informal consultation. Officers recommend that the informal consultation documents are agreed with Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport and that the consultation for this area scheme is prioritised.

Line	Ward	Street	Area Scheme	Petition	Details	Last reported to TMSC	Officer Comments
4	Park	Amherst Road	N	Y	12 signature petition submitted to TMSC in June 2016 and passed to the 2016B Waiting Restriction Review programme. At January 2017 TMSC Officers recommended to review the request once other schemes have been implemented.	January 2017 - Waiting Restriction Review	Amherst Road is located within the currently-proposed Eastern Area scheme. While this is the case, Officers recommend that this is not to be treated as a separate item.
5	Katesgrove	Charndon Close	N	N	Requested by Councillors and residents and included in the 2016B Waiting Restriction Review programme. At January 2017 TMSC Officers noted that the street did not meet the criteria for a permit scheme. The site assessment criteria policy has now been amended and a scheme can be considered.	January 2017 - Waiting Restriction Review	There is very limited kerbside space along this narrow street and, therefore, a limited number of formal parking spaces that could be created. There appear to be no properties with an address of Charndon Close. Consideration needs to be given to how a scheme would be delivered (e.g. would any properties be eligible for a permit or would all permits be discretionary only) and whether formal bays are introduced - removing the parking issues along the street - or a 'permit parking beyond this point' restriction - maximising the number of parking spaces.
6	Katesgrove	Collis Street	N	N	Requested by a Councillor. At January 2017 TMSC Officers noted that they were unable to progress the scheme at that time.	January 2017 - Waiting Restriction Review	It is recommended that any proposal for Collis Street be considered alongside those for Charndon Close.
7	Norcot	Grovelands Road	N	N	Requested by a resident via the MP. At January 2017 TMSC Officers noted that they were unable to progress the scheme at that time.	January 2017 - Waiting Restriction Review	
8	Minster	Harrow Court	N	Y	38 signature petition submitted to TMSC in June 2016 and passed to the 2016B Waiting Restriction Review programme. At January 2017 TMSC Officers recommended to review the request once other schemes have been implemented.	January 2017 - Waiting Restriction Review	
9	Park	Melrose Avenue	N	Y	31 signature petition submitted to TMSC in June 2016 and passed to the 2016B Waiting Restriction Review programme. At January 2017 TMSC Officers recommended to review the request once other schemes have been implemented. This petition was also referenced in a report at June 2016 TMSC regarding the Crescent Road and Eastern Area RP proposal.	January 2017 - Waiting Restriction Review	Melrose Avenue is located within the currently-proposed Eastern Area scheme. While this is the case, Officers recommend that this is not to be treated as a separate item.

Line	Ward	Street	Area Scheme	Petition	Details	Last reported to TMSC	Officer Comments
10	Whitley	Mortimer Close	N	N	Requested by resident. At January 2017 TMSC Officers presented resident concerns regarding double parking, parking by residents from other streets and alleged access difficulties for emergency vehicles. Officers noted that there are no existing permit zones in this area, that formal parking restrictions would affect all road users including the residents and that the Council had not been contacted by emergency services regarding access issues. Officers recommended not to progress the proposals.	January 2017 - Waiting Restriction Review	
11	Katesgrove	Rowley Road	N	Y	14 signature petition submitted to TMSC in June 2016 and passed to the 2016B Waiting Restriction Review programme. At January 2017 TMSC Officers recommended to review the request once other schemes have been implemented.	January 2017 - Waiting Restriction Review	
12	Caversham	St Stephens Close	N	Y	14 signature petition submitted to TMSC in June 2016 and passed to the 2016B Waiting Restriction Review programme. At January 2017 TMSC Officers recommended to review the request once other schemes have been implemented.	January 2017 - Waiting Restriction Review	Residents are experiencing parking problems due to the displacement of parking that has followed the implementation of the RP scheme in Cardinal Close. Residents wish for this to be a priority scheme for the Council.
13	Redlands	Warwick Road and Cintra Avenue	N	N	Daytime/commuter parking has been a long-standing issue, for which proposals raised through the Waiting Restriction Review programme have not been favourable with residents. Following a positive and well-attended meeting with residents and changes to the RP site assessment policy, RP is now available as a potential parking control measure and a concept scheme has been developed.	January 2017 - Waiting Restriction Review	Considering that residents contributed directly to the design of the concept scheme, Officers recommend that an informal consultation would not be required. Officers recommend finalising the concept with Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport and presenting them to TMSC with a recommendation to proceed to statutory consultation.

*This table has been sorted by 'Area Scheme' (Z-A), then by 'Street' (A-Z).*

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	9 MARCH 2017	AGENDA ITEM:	9
TITLE:	RED ROUTE - ROUTE 17		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	TILEHURST, KENTWOOD, BATTLE, ABBEY, REDLANDS, PARK
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To inform the Sub-Committee of the proposal to introduce a *Red Route* waiting restriction along the Reading Buses Route 17 corridor.
- 1.2 It was agreed by Policy Committee 20<sup>th</sup> July 2015 to turn the Reading Buses route 17 into a *Red Route*. The purpose of the *Red Route* proposal is to improve the efficiency of the Route 17 corridor, promote local business through better access to short term parking, stop indiscriminate parking on footways (thus improving safety concerns expressed by pedestrians and cyclists) through consistent enforcement of the waiting restrictions.
- 1.3 *Red Routes* have been used very successfully in London for some time. Through special approval from the Department for Transport (DfT) a small number of highway authorities outside of London have developed *Red Route* corridors. The recent revision of the Traffic Signs Regulations & General Directions (TSRGD) has now brought *Red Routes* into line with yellow line restrictions as an effective parking management tool without the need for special approval. Although a *Red Route* is a no stopping restriction the advantages have been shown to out-weigh any disadvantages. The intention now is to carry out informal consultation with a number of localised exhibitions on changing the existing yellow line restrictions into a *Red Route* and report feedback to the June meeting of the Sub-committee.



## 2. RECOMMENDED ACTION

2.1 That the Sub-Committee note this report.

2.2 That the Sub-committee agree to the informal consultation and consider the resultant feedback and officer recommendation at its next meeting in June.

## 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 Policy Committee 20<sup>th</sup> July 2015 agreed to the principle to turn the Reading Buses route 17 into a *Red Route*. The purpose of the *Red Route* proposal is to improve the efficiency of the Route 17 corridor, promote local business through better access to short term parking, stop indiscriminate parking on footways (thus improving safety concerns expressed by pedestrians and cyclists) through consistent enforcement of the waiting restrictions.

4.2 *Red Routes* have been used very successfully in London for some time. Following the revision of the Traffic Signs Regulations & General Directions (TSRGD) *Red Routes* have been brought into line with yellow line restrictions as an effective parking management tool without the need for special Government approval. Where *Red Routes* have been used the advantages have been shown to out-weigh any disadvantages.

4.3 A *Red Route* is a no stopping restriction that has not previously used within Reading. This will affect everyone that uses or operates within the *Red Route* although the restrictions will be tailored to the local situation. It is intended to mirror the existing yellow line restrictions where possible. Specific restrictions such as loading bays, disabled bays, taxi bays, bus stops, limited waiting bays and residents permit parking bays that are currently in place will remain. However, there is an opportunity (as a part of the consultation process) to reconsider the existing waiting restrictions along the corridor. This provides an opportunity to make positive improvements to the benefit of the local area. For example, many of the limited waiting bays along the corridor are of relatively short duration and for some businesses they restrict customer parking. As a part of the *Red Route* consultation process we will consider how permitted parking can be more flexible in helping residents and local businesses. For blue badge holders and hackney carriages they are exempt to allow boarding and alighting from the vehicle. The current blue badge parking rules that apply to limited waiting bays will remain the same as they do now.

4.4 As a result of the Policy Committee consultation to the *Red Route* proposal there was some local interest. The feedback generally was positive from the travelling public to the idea of a *Red Route* but local media feedback indicated some concern by local businesses. Through the informal consultation process we will

explain that the current permitted parking restrictions in local centres and along the rest of the corridor do not need to change. However there will be the opportunity to revise the current waiting restrictions to consider opportunities to improve customer access to local businesses.

- 4.5 A concept scheme mirroring the existing waiting restrictions for informal consultation will be designed following this meeting for consultation from late spring 2017. The consultation will need to be broken down and conducted in localised areas to ensure it is relevant to people that live, work and conduct their business locally. A wider scheme promotion of the whole route can be carried out at the Town Hall allowing for a drop-in exhibition inviting wider public comment. The proposal to Policy Committee suggested introduction could be achieved by summer 2017. This remains a possibility with the next TM Sub-committee meeting in June.
- 4.6 Informal consultation will be used to inform statutory consultation and help with the overall engagement process. The Sub-committee is required to advance proposals to statutory consultation where a detailed scheme will need to be submitted. Changes in waiting restrictions are considered by Traffic Management Sub-committee and feedback on the informal consultation will be reported to the June meeting. It is then the intention of officers to make a recommendation to the Sub-committee on how the proposal could be progressed through statutory consultation. The provision of waiting restrictions meets with our local traffic management policy & standards as well as national transport policy and standards.
- 4.7 Prior to changes in parking enforcement by central Government local highway authorities were able to enforce certain waiting restrictions by CCTV. This particularly applied to loading restrictions, bus stop clearways and certain urban clearways which are fundamentally no stopping restrictions. The Government removed the ability to enforce these yellow line restrictions mainly due to the actions of some local highway authorities who had been using CCTV to enforce single and double yellow lines. This created public concern so, in clarifying the use of CCTV enforcement, the Government has limited its use to some very limited clearways (bus stops and school keep clears) and *Red Routes*.
- 4.8 During the time that we enforced loading bans on the Oxford Road and Kings Road/Wokingham Road corridors there was a notable improvement to bus journey times and a drop in pedestrian and cyclist complaints of indiscriminate parking. In addition, we received no complaints from businesses who were worried about the impact to them and their customers. We did, however, see an improvement in the turnover of parking spaces in some areas as the perception of regular enforcement improved compliance in limited waiting bays.
- 4.9 Introducing a *Red Route* along the route 17 corridor will enable a focus on enforcement activities in this key corridor and specific areas that cause traffic flow issues. *Red Routes* are exempt from the changes made by central Government and allow CCTV enforcement. Returning to a more efficient

enforcement service will bring back those benefits to local businesses, public transport, pedestrians and cyclists that we experienced previously.

- 4.10 The benefits in the reliability of public transport led to Reading Buses increasing the frequency of the route 17 as there was less lost time experienced. Since then there has been an increase in the bus lane provision on Kings Road to maintain the efficiency of the route 17 but the impact of the loss of CCTV enforcement is very noticeable particularly along the Oxford Road, at Cemetery Junction and through the Wokingham Road local centre by Alfred Sutton Primary School.
- 4.11 Whilst the Policy Committee report indicated income attached to this proposal in the region of £100K per annum this will fall over time through improved compliance. This can be demonstrated through falling revenue through existing enforcement activities.
- 4.12 There is no direct impact on other services that we provide along a *Red Route* corridor as statutory functions of the local authority, activities by the emergency services and statutory undertakers are permitted. The statutory work involved in creating a *Red Route* is no different from any other traffic regulation order (TRO) therefore it is intended to carry out this work in-house.

## 5. CONCLUSION

- 5.1 On reflection of the expected benefits as outlined within this report the intention now is to carry out informal consultation with a number of localised exhibitions. This consultation will focus on changing the existing yellow line restrictions into a *Red Route* whilst leaving the permitted parking restrictions as they are. The informal consultation will be completed by June 2017 with the feedback reported to the June meeting of the Sub-committee.

## 6. CONTRIBUTION TO STRATEGIC AIMS

- 6.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:
- Providing infrastructure to support the economy.
  - Remaining financially sustainable to deliver these service priorities.

## 7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Informal consultation as explained within this report will be carried out with feedback reported back to the June meeting of the Sub-committee.
- 7.2 Officers will recommend the next stage to the June meeting of the Sub-committee and any statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## 8. LEGAL IMPLICATIONS

8.1 Any proposals for waiting restrictions are advertised under the 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, victimization and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9.2 The Council has carried out a equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics. However, this will be reviewed as a part of the informal consultation process and assessed again prior to statutory consultation as appropriate.

## 10. FINANCIAL IMPLICATIONS

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

## 11. BACKGROUND PAPERS

11.1 Policy Committee 20<sup>th</sup> July 2015

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>9 MARCH 2017</b>	<b>AGENDA ITEM:</b>	<b>10</b>
<b>TITLE:</b>	<b>CIVIC OFFICES - INTRODUCTION OF PAY AND DISPLAY PARKING</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE: LEAD OFFICERS:</b>	<b>SIMON BEASLEY/ GLYN BETHELL</b>	<b>WARDS: TEL:</b>	<b>ABBEY 0118 937 2228/ 0118 937 3018</b>
<b>JOB TITLES:</b>	<b>NETWORK &amp; PARKING MANAGER/ FACILITIES MANAGER CORPORATE FM</b>	<b>E-MAIL:</b>	<b>simon.beasley@reading.gov.uk glyn.bethell@reading.gov.uk</b>

## 1. EXECUTIVE SUMMARY

- 1.1 This report sets out a proposal to introduce formal waiting restrictions on RBC owned land, at the perimeter of the Civic Offices, for the purposes of improved traffic management and introduction of Pay and Display (P&D) parking for public use.
- 1.2 Corporate Facilities Management Team has identified potential for nineteen car parking spaces to become P&D bays. These comprise of fourteen spaces at the northern end of Simmonds Street and five spaces behind the barrier controlled visitor area to the South of the Civic Offices.
- 1.3 By formalising parking through the introduction of a traffic regulation order (TRO) the spaces will be added to the current public highway parking contract managed within the council's transport team. This facilitates the procurement through the current contract for the introduction of the new bays, the P&D equipment, signing and road-markings as well as enforcement.
- 1.4 Stakeholders have been consulted and there are only minor issues that can be managed internally. The five visitor spaces to the south of the Civic Offices accessed by the barrier will become P&D after 6:30 pm Monday to Friday and at all times Saturday and Sunday. The fourteen spaces at the top of Simmonds Street will be P&D all of the time. However key stakeholders including Kennet Day Nursery drop-off and RBC Corporate Maintenance will be provided with permits.
- 1.5 APPENDIX A - financial Implications

- 1.6 APPENDIX B - plan layout of the area with proposed P&D parking bays and enforcement area identified.

## 2. RECOMMENDED ACTION

- 2.1 That the report be noted.
- 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 consultation and advertise this proposal 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.

## 3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.
- 3.2 This proposal is in line with maximising income opportunities and as these spaces are not within the public highway monies generated can help to fund essential services.

## 4. THE PROPOSAL

- 4.1 Currently ten vehicle spaces at the northern end of Simmonds Street are not used out of hours as they are predominantly chained off by the council. Where the bays are used it is mainly for the council's trade vehicles when visiting the Civic Office. These visits coincide with the Monday to Friday use of the building between 7.00 am until the end of the working day.
- 4.2 Other parking space in this northern area of Simmonds Street are six bays used by the nursery, and other services, for the purpose to drop-off and pick-up from 7.00 am until 18.30 hours Monday to Friday. It is often the case that these drop-off spaces are used as free parking during and outside of these hours by members of the public. Unlike the ten chained spaces there is no way of managing parking within the drop-off area unless a formal restriction is introduced. At the southern end of the building there are five spaces bookable during the normal working week and access is managed through barrier control.
- 4.3 Of the sixteen vehicle spaces at the northern end of Simmonds Street it is proposed to convert fourteen into P&D bays. These bays will be operational 24 hours a day 365 days a year. All of these fourteen bays will become available to RBC/contractors and nursery users by means of permits. This will increase the potential space for Nursery drop-off from six to fourteen helping with the busiest arrival and departure times of the week.

4.4 The two remaining spaces will be reserved for car club/electric vehicles only and will also be covered by the TRO to manage their use. The existing double yellow lines within the northern end of Simmonds Street will also be covered by the new TRO enabling enforcement of the whole area should it be required.

4.4 The five spaces at the southern end of the building will remain bookable for visitors during the working week and change to P&D from 6:30 pm until 7am only. At weekends the barriers will be left up (from 6:30pm Friday) to allow public parking during Saturday and Sunday (until 7am Monday). The existing disabled bays will also be included within the TRO to ensure that enforcement is possible should it be needed once the area is opened for wider public use.

4.5 For regular users that have access to the basement car park within the Civic Office nothing changes and access remains the same under this proposal.

## 5. CONTRIBUTION TO STRATEGIC AIMS

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

- Safeguarding and protecting those that are most vulnerable - Disability parking spaces in Visitor parking area will remain as non-chargeable.
- Providing the infrastructure to support the economy - The additional parking spaces will assist in supporting the town centre economy.
- Remaining financially sustainable to deliver these service priorities - The income generated will assist the council to deliver its service priorities
- To Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley - Two of the spaces have been set aside for electric charging of vehicles
- Sustainability: Two of the spaces have been set aside for electric charging of vehicles

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Section 138 of the Local Government and Public Involvement in Health Act 2007 places a duty on local authorities to involve local representatives when carrying out "any of its functions" by providing information, consulting or "involving in another way".

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

6.3 Representatives from the neighbouring estate have been consulted and no adverse comments received.

## 7. LEGAL IMPLICATIONS

7.1 Traffic Regulation Orders will require advertisement and consultation, under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 and in

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

## 8. EQUALITY IMPACT ASSESSMENT

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

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

## 9. FINANCIAL IMPLICATIONS

9.1 See Appendix A.

## 10. BACKGROUND PAPERS

10.1 None



## Appendix A

### FINANCIAL IMPLICATIONS

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

#### Revenue Implications.

##### 1. Proposed Tariff

up to	£
30 Minutes	.80
60 Minutes	1.50
2 Hours	3.10
3 Hours	4.20
4 Hours	5.00
Overnight	6.00 (18:30 - 07:00)

#### Annual income

Assuming 20% Occupancy	£19,568
Assuming 40% Occupancy	£29,777
Assuming 60% Occupancy	£58,705

##### 2. Capital Implications

2 x Machines, Signage, Legal Services, Advertising, Ground Works. Estimated £16,000

##### 3. Value for Money (VFM)

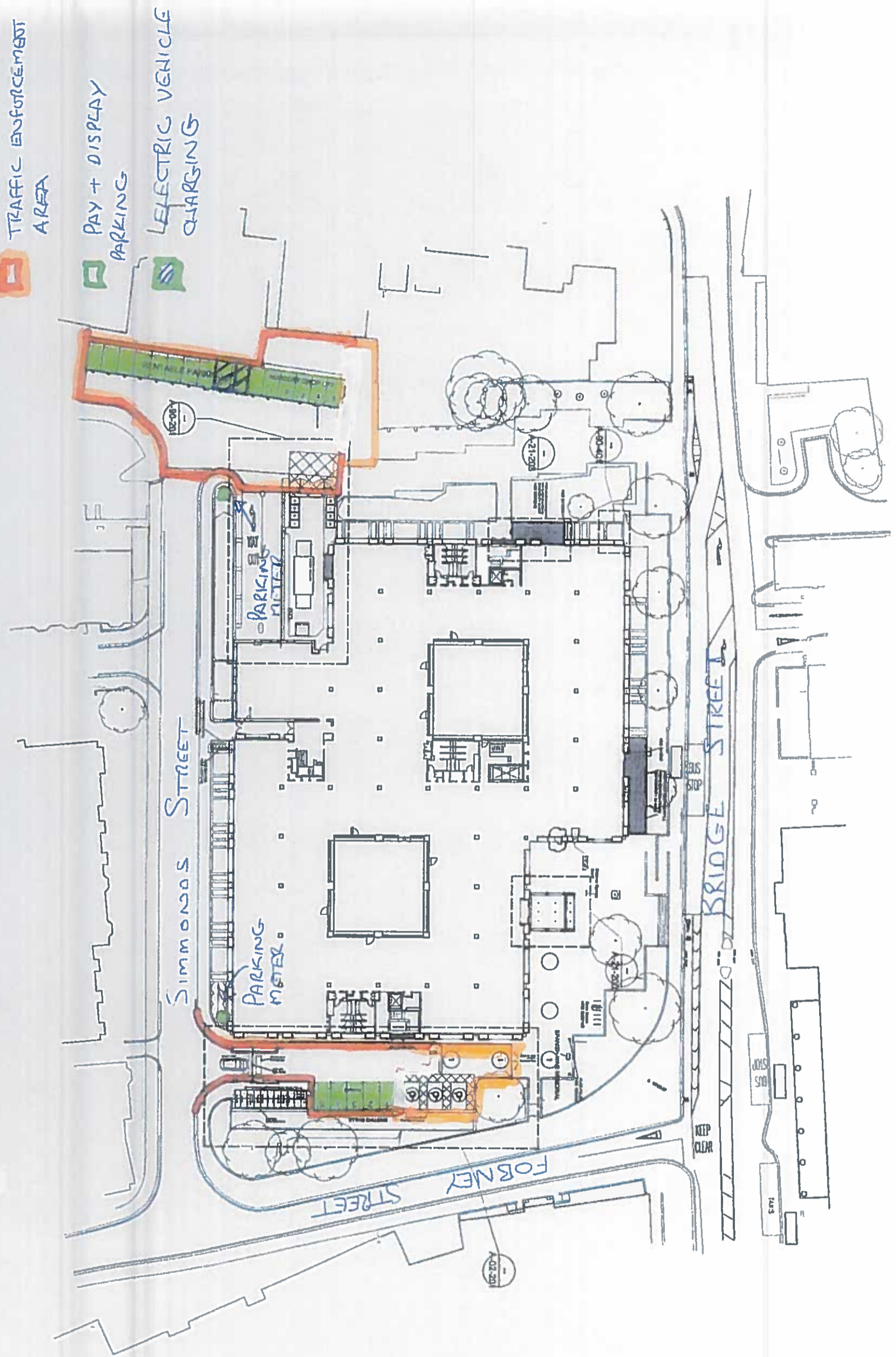
The scheme utilises the existing procurement exercise by parking services.

##### 4. Risk Assessment.

The location carries a degree of risk as it needs to become established. Signage and marketing will reduce risks and the modelling has reflects the income targets.

<b>RECORD DRAWING</b> Date: 12/15/2011 Scale: 1/8" = 1'-0" Author: [unclear] Check: [unclear] Title: [unclear]		
<b>PROJECT INFORMATION</b> Project Name: [unclear] Project Location: [unclear] Project Description: [unclear]		
<b>DESIGNER INFORMATION</b> Designer: [unclear] Designer Address: [unclear] Designer Phone: [unclear] Designer Email: [unclear]		
<b>REVISIONS</b>		
NO.	DATE	DESCRIPTION
1	12/15/2011	ISSUED FOR PERMIT
2	12/15/2011	ISSUED FOR PERMIT
3	12/15/2011	ISSUED FOR PERMIT
4	12/15/2011	ISSUED FOR PERMIT
5	12/15/2011	ISSUED FOR PERMIT
6	12/15/2011	ISSUED FOR PERMIT
7	12/15/2011	ISSUED FOR PERMIT
8	12/15/2011	ISSUED FOR PERMIT
9	12/15/2011	ISSUED FOR PERMIT
10	12/15/2011	ISSUED FOR PERMIT

-  TRAFFIC ENFORCEMENT AREA
-  PAY + DISPLAY PARKING
-  ELECTRIC VEHICLE CHARGING



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

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	9 MARCH 2017	<b>AGENDA ITEM:</b>	11
<b>TITLE:</b>	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2016 (B) & REQUESTS FOR WAITING RESTRICTION REVIEW 2017 (A)		
<b>LEAD COUNCILLOR:</b>	COUNCILLOR TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORTATION & STREETCARE	<b>WARDS:</b>	BOROUGHWIDE
<b>LEAD OFFICERS:</b>	JEMMA THOMAS JIM CHEN	<b>TEL:</b>	0118 937 2101 0118 937 2198
<b>JOB TITLES:</b>	NETWORK ASSISTANT ENGINEER	<b>E-MAIL:</b>	<a href="mailto:Jemma.Thomas@reading.gov.uk">Jemma.Thomas@reading.gov.uk</a> <a href="mailto:Jim.chen@reading.gov.uk">Jim.chen@reading.gov.uk</a>

**1. EXECUTIVE SUMMARY**

- 1.1 To inform the Sub-Committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2016B. This involved proposed implementation and amendments of waiting restrictions at various locations across the Borough, and it is for Members to conclude the outcome of the proposal.
- 1.2 To provide members of the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that have been raised by members of the public, community organisations and Councillors, since September 2016.
- 1.3 To recommend that the list of issues raised for the bi-annual review is fully investigated and Ward Members are consulted. Upon completion of the Ward Member consultation, a further report will be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the approved schemes.
- 1.4 APPENDIX 1 - Summary of letters of support and objections received to WRR2016B along with officer comments.

APPENDIX 2 - Requests for waiting restrictions review programme 2017A

## 2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That objections noted in Appendix 1 are considered with an appropriate recommendation to either implement, amend or reject the proposals.
- 2.3 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.
- 2.4 That the objectors be informed of the decision of the Sub-Committee accordingly.
- 2.5 That the requests made for waiting restrictions as shown in Appendix 2 be noted and that officers investigate each request and consult on their findings with Ward Members.
- 2.4 That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

## 3. POLICY CONTEXT

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

## 4. THE PROPOSAL

### Objections to Traffic Regulation Order - 2016B

- 4.1 Approval was given at the Traffic Management Sub-committee in September 2016 to carry out investigations at various locations, in relation to waiting restriction requests, made by councillors and residents.
- 4.2 Investigation was carried out and a recommendation for each scheme was shared with ward councillors in December 2016 for their comments.
- 4.3 A further report went to the Sub-committee in January 2017 to seek approval to carry out statutory consultation. The statutory consultation process took place between 9<sup>th</sup> February 2017 and 2<sup>nd</sup> Mar 2017. Full details of the objections and any correspondence in support of the proposals are attached to this report (Appendix 1).
- 4.4 The Sub-committee can agree, overrule or modify any proposal that has received an objection to a lesser restriction that originally proposed. Where there is agreement to an objection the recommendation shall be to remove the proposal from the programme. Where an objection is overruled, the proposal will be to

introduce the proposal as advertised and where the proposal is modified to a lesser restriction this shall be noted and advertised accordingly.

#### Bi-annual waiting restriction review - 2017A

4.5 It is recommended that the list of issues raised for the Bi-annual 2017A review as shown in Appendix 2 is fully investigated and Ward Members are consulted. This part of the waiting restriction review enables Ward Councillors to undertake informal consultations, which ensures any new restrictions have the support of residents and are reflective of what the community has requested, prior to the commencement of statutory consultation. This may mean that requests may be amended or removed if they are not appropriate or have no councillor/resident support. They are then subsequently removed from the list and no further action taken.

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

#### 5. CONTRIBUTION TO STRATEGIC AIMS

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

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

#### 6. COMMUNITY ENGAGEMENT AND INFORMATION

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

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

#### 7. LEGAL IMPLICATIONS

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

#### 8. EQUALITY IMPACT ASSESSMENT

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

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

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

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

## 9. FINANCIAL IMPLICATIONS

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

## 10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee reports

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2017A

Ward	Street	Requested by	Summary of request
Abbey	Carey Street	Disabled social worker	To convert and extend the single yellow line to double yellow lines as the driveway outside the community centre often gets blocked.
Abbey	De Montford Road	Resident	The 2 hour shared use bay on the west side of the road goes across a driveway, often causing the driveway to get blocked. Request for the bay to be shortened.
Abbey	Kenavon Drive	Resident	Request to review the parking situation outside the new development. Lack of double yellow lines causing inconsiderate parking.
Abbey	Market Place	Parking Services	To review the loading bay restrictions to match the existing signs.
Abbey	York Road	Carers of community centre	To convert a section of double yellow lines to a single yellow line to allow parking in the vicinity of the community church outside of school hours.

Battle	Brunswick Hill	Resident via ward councillor	Request to reduce the residents permit bay as their driveway is being blocked.
Battle	Fulmead Road/Gordon Place/Dorset Street	Resident	Inconsiderate parking in the area, would like the waiting restrictions to be reviewed.
Battle	Dorset Street/Sherwood Street/Chester Street	Resident	Request to expand the residents parking scheme in West Reading to include these streets.
Battle	West Village	Residents Association via Ward Councillor	West Village Residents' Association request an investigation of the possibility of a pavement parking ban in West Village.

Caversham	Briants Avenue	Residents via MP	2 separate requests. Request an extension of double yellow lines around the junction with South View Avenue (around the Co-op to the bus stop markings on the east side
-----------	----------------	------------------	---

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2017A

Ward	Street	Requested by	Summary of request
			of the road), in order to increase visibility for pedestrians and deter inconsiderate parking.
Caversham	Elliot's Way	Resident	Request for resident permit scheme in order to stop commuter parking or other waiting restrictions to be put in place during office hours. Additionally, access to apartments/driveways often gets blocked by inconsiderate parking.
Caversham	Lower Henley Road	Resident	Request for an investigation into the parking, as the road is often used by commuters preventing residents' ability to park on the street.
Caversham	Marsack Street/South View Park	Company	Vehicles tend to obstruct lorries manoeuvring and gaining access to their off-street parking area on Marsack Street and South View Park.
Caversham	Send Road	Resident	Request for the parking situation to be assessed as during the week non-residents tend to use this road for parking.

Church	Kiln View Road	Resident	Commercial vans tend to park and obstruct both the junction and the curb, which makes it difficult for pedestrians, emergency vehicles and residents to access the Cul-de-sac.
Church	Rowdell Drive	Resident	Request for double yellow lines to be installed on the junction and on the blind bend, to increase visibility for drivers and safety for pedestrians.
Church	Totnes Road	Resident	Request for double yellow lines to either be extended to prevent road users from veering into the left hand lane (at the approach to the roundabout from Totnes Road).

Katesgrove	Glebe Road	Resident via Ward Councillor	Investigate what restrictions can be implemented to alleviate the school drop off and pick up problems that residents are experiencing.
Katesgrove	Katesgrove Lane	Resident	To amend the existing resident permit zone, as residents from other areas (same permit zone) park in Katesgrove Lane as it is within closer vicinity to the town centre. Residents are finding it difficult to find spaces to park.
Katesgrove	South Street	Residents	Request from several residents to increase the number of permit parking spaces on the street. Some state that P&D bays are often empty and could be converted to shared use. Residents finding it difficult to find spaces in the evenings.
Katesgrove	Long Barn Lane	Resident via	Inconsiderate parking, request for parking restrictions on the north side/park side of



## APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2017A

Ward	Street		Summary of request
		councillor	the road towards Northumberland Avenue.
Kentwood	Portmeirion Gardens	Residents	To introduce double yellow lines around the junction with Pottery Road to prevent inconsiderate parking at the entrance of the street.
Minster	Shaw Road	Resident	To increase the length of the double yellow lines in order to prevent vehicles blocking the road/path.
Minster	Coley Avenue	Resident	Applies to the section south of Berkeley Avenue. Experiencing vehicles parking across the stairs that facilitate access across the banked verge to the properties on the east side of the street. Ideally, double-yellow-lines could be installed to prevent the blocking and allow the loading and unloading of persons/shopping. Longer-term would like the Council to consider permit parking to increase parking for residents, as they experience many commercial vehicles being swapped with private cars by persons living elsewhere.
Norcot	Beecham Road	Resident	Request to review the parking as cars park on both sides of the road, making it difficult for vehicles to drive down the road easily (especially emergency vehicles). Additionally, residents find difficulty when attempting to park on the road; the resident suggests having parking permits may help alleviate this issue.
Norcot	Brockley Close	Resident	Inconsiderate parking in the area caused by cars being parked on the path on both sides of the road. Request to review the parking, to level out and convert existing grass verge into parking spaces, and have double yellow lines around the rest of the road. Concern that people park here and travel into town.
Norcot	Kirton Close	Resident	Introduce double yellow lines around the junction with Windrush Way as cars tend to be parked on the corner, making it dangerous for cars attempting to pull out of the junction.
Norcot	Strathy Close	Resident	Request for double yellow lines to reduce the large volume of cars that park on the road, helping to improve the visibility of both drivers and pedestrians. Also, a concern that the road is used as a rat run.
Norcot	Usk Road	Resident, via Councillor	Request for the introduction of a verge and footway parking ban. The request applied to the southern section of Usk Road, between Severn Way and Cockney Hill.

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2017A

Ward	Street	Requested by	Summary of request
Park	Kennetside	Residents via Ward Councillor	Request for double yellow lines on the narrow, unrestricted sections between Cholmeley Road and Jolly Anglers PH. Experiencing access issues due to vehicles being parked in this section.
Park	Crescent Road	Maiden Erlegh School	Request for school entrance markings at the entrance to Maiden Erlegh School on Crescent Road, in order to make motorists aware of pupils entering/exiting the school.
Park	Wokingham Road	Retail owner	To review the bays in front of the shops close to the junction with Tuns Hill Cottages. There is a concern that commuters park here, preventing customers from being able to park here.
Park	Liverpool Road	Resident	Resident concerned that despite having an access protection marking, they often get blocked in their driveway. Request for double yellow lines to deter inconsiderate parking.
Peppard	Buckingham Drive	Resident via Ward Councillor	Request for double yellow lines on the turnabout located at the junction of Buckingham Drive, Buckingham Gate and Marshland Square. Concerned roundabout is being used as a car park by local residents and emergency vehicles would struggle to gain access.
Peppard	Kidmore End Road	Resident	Asked for resident permit parking only for the properties between Peppard Road up to the end of the park as they are having difficulty parking outside, or near to, their houses. In the interim, would like consideration to be made for removing the limited waiting restriction in this area.
Peppard	Micklands Road	Resident	Request for the double yellow lines at the junction with Henley Road to be extended up until the first speed bump as cars parking too close to the junction are causing a safety issue.
Redlands/ Church	Upper Redlands Road	Resident	Resident is concerned that the bus stop used by St Joseph's College (junction with Alexandra Road) is also being used as a parking space which compromises visibility - requests a review of the restrictions in place.

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2017A

Ward	Street		Summary of request
Thames	Henley Road	Resident	Concern that vehicles are parking in the cycle lane, forcing pedestrians into the middle of the road.
Tilehurst	Combe Road/Warnford Road	Resident via MP	Parking around the junction is causing visibility/safety issues.
Tilehurst	Hardwick Road/Elvaston Way	Resident via MP	Parking around the junction is causing visibility/safety issues.
Tilehurst	Hardwick Road/Bromley Walk	Resident	Request for permit parking, small parking areas around Harvaston Parade are being used by commercial and damaged vehicles, reducing parking space availability for residents.
Tilehurst	Downing Road	Resident	Request for double yellow lines round the Cul-de-sac, Lambourne Close and Downing Road as coaches/mini buses attending the Royal British Legion park too close to the junction and make it difficult for vehicles to turn around.
Tilehurst	Poole Close/Elvaston Way/Bromley Walk	Residents via Councillor	Request from several residents to introduce parking restrictions in the garaging area of Poole Close, Elvaston Way and Bromley Walk.
Whitley	Ambrook Road	Resident	Request for a reduction of double yellow lines to accommodate more parking for residents.
Whitley	Meavy Gardens	Resident	Parking round the junction with Brixham road by taxis/minibuses causing road safety issues. Request for double yellow lines round the junction. Also, cars park across driveways during school drop off and pick up time.

READING BOROUGH COUNCIL  
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	9 MARCH 2017	AGENDA ITEM:	12
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:	<a href="mailto:cris.butler@reading.gov.uk">cris.butler@reading.gov.uk</a> <a href="mailto:sam.shean@reading.gov.uk">sam.shean@reading.gov.uk</a>

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 the 2017 Reading Festival. Network Rail have confirmed they are currently progressing the procurement process and will be able to provide a programme of works once a contractor has been secured.
- 4.5 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

- 4.6 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.
- 4.7 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.
- 4.8 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.
- 4.9 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

- 4.10 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.
- 4.11 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.

- 4.12 Unfortunately, the funding bid to the Local Growth Fund to support Phase 2 of the scheme was unsuccessful. Therefore, at this time, the Council will continue to explore other potential funding sources alongside Network Rail and GWR.

#### South Reading Mass Rapid Transit

- 4.13 South Reading Mass Rapid Transit (MRT) is a proposed series of bus priority measures on the A33 corridor between Mere oak Park & Ride and Reading town centre. The scheme would reduce congestion and journey times, improving public transport reliability on the main growth corridor into Reading. Any proposal will not reduce existing highway capacity along the A33.
- 4.14 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.
- 4.15 Phase 1A of the scheme commenced on-site on 5<sup>th</sup> 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.
- 4.16 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 and indicative funding for the scheme was allocated by the Government in February 2017.

#### East Reading Park & Ride and Mass Rapid Transit

- 4.17 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.
- 4.18 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.
- 4.19 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.

- 4.20 A public drop-in session took place on Tuesday 19<sup>th</sup> 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. Submission of the planning application is likely to be early Summer 2017.
- 4.21 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. This is subject to the outcome of the independent assessment of the business case by the LEP and their assessors.

#### National Cycle Network Route 422

- 4.22 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.
- 4.23 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. The first phase of works in Reading commenced in February 2017 and are progressing well.

#### Third Thames Bridge

- 4.24 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.
- 4.25 Production of the outline strategic business case is being led by Wokingham Borough Council on behalf of the Cross Thames Travel Group. Unfortunately, the bid for funding to the DfT to produce the full business case was not successful. Therefore, options to progress the development of the scheme will be investigated by the joint group.

#### Whiteknights Reservoir Scheme:



- 4.26 Whiteknights Reservoir is a 70,000m<sup>3</sup> capacity reservoir retained by an earth fill embankment dam and is located within the University of Reading grounds and borders Whiteknights Road and the Borough boundary.
- 4.27 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.
- 4.28 The scheme consists of constructing a flood retaining 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.
- 4.29 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.
- 4.30 Works commenced on 15<sup>th</sup> August 2016 and following on site engineering difficulties is now reprogrammed for completion mid to late May 2017.
- 4.31 To date the contractor has installed the drainage and gabion basket retaining structure.
- 4.32 Works on the 72 m long flood retaining wall commenced early February 2017 and is due for completion by the end of March / early April 2017. A single lane closure along Whiteknights Road adjacent to the site, (to provide a safe pedestrian access), is being managed by temporary traffic signals, which has been in place from 18<sup>th</sup> January 2017 and will run until the end of April 2017.
- 4.33 Members are asked to note the contents of this report.

## 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the projects outlined in this report help to deliver the following Corporate Plan Service Priorities:
- Keeping the town clean, safe, green and active.
  - Providing infrastructure to support the economy.

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

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

## 7. LEGAL IMPLICATIONS

7.1 None relating to this report.

## 8. EQUALITY IMPACT ASSESSMENT

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

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

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

## 9. FINANCIAL IMPLICATIONS

9.1 None relating to this report.

## 10. BACKGROUND PAPERS

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

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	9 MARCH 2017	AGENDA ITEM:	13
TITLE:	HIGHWAY MAINTENANCE UPDATE AND PROGRAMME 2017/2018		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To provide the Sub-Committee with an update on the 2016/2017 Highway Maintenance programme.
- 1.2 To inform the Sub-Committee of the £ 2.039 Million (works and fees) programme for Highway Maintenance for 2017/2018 from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement.
- 1.3 The report outlines the background to the selection of schemes and Appendix 1 details the list of schemes in each category to be undertaken in 2017/2018. The categories are Major Carriageway Resurfacing, Minor Roads Surfacing, Footway Resurfacing, Bridge/Structural Maintenance, Pothole Award and National Productivity Repair Fund. A detailed breakdown of allocations in each is shown in paragraph 4.9.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the Highways Maintenance Update 2016/2017.
- 2.2 That the Sub-Committee gives approval for the proposed Highway Maintenance Programme 2017/2018 and proposed spend allocation as set out in paragraph 4.9.

### 3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.
- 3.3 To provide a public highway network as safe as reasonably practical having due regard to financial constraints and statutory duties.

### 4. THE PROPOSAL

#### Highway Maintenance Update 2016/2017

- 4.1 In the Government's Autumn Statement 2015, it was announced that additional funding is being made available to Local Councils for pothole repairs. Given the success of the two previous Pothole Repair Plans, the Council proposed and delivered a third Pothole Repair Plan in 2016/2017. As before, this enabled potholes of a lesser depth than the Council's current investigatory criteria to be repaired, which helps to extend the life of roads until such time that they require a more comprehensive maintenance treatment.
- 4.2 Following the successful completion of the Pothole Repair Plan 3 during 2016/17 we can report that 1250 potholes as at 27.02.2017 have been repaired. This has resulted in a significant reduction in the number of potholes on the Borough's Highway network during the current Financial Year.
- 4.3 The Council has carried out a works programme of major carriageway resurfacing, minor roads surfacing, footway resurfacing, Street Lighting (LED Replacement), bridges/structural maintenance works programme as well as the delivery of a major maintenance scheme (Whiteknights Reservoir Flood Alleviation Scheme) and the Pothole Repair Plan 3. It should be noted that there has been a delay in the Whiteknights Reservoir Flood Alleviation Scheme as well as the resurfacing of Duke Street/Kings Road junction and Northumberland Avenue; these works will be scheduled for completion in the near future.

#### Highway Maintenance Programme 2017/2018

#### Local Transport Block Funding (Integrated Transport & Highway Maintenance) Settlement

- 4.4 The Council receives an annual Local Transport Block Funding settlement from the Department for Transport (DfT) for highway maintenance work.

This settlement covers the general headings of bridges, highways and lighting. The Highway Authority then needs to demonstrate that it has made suitable use of their allocation in accordance with highway needs and within the general criteria for which LTP maintenance funding is allocated.

4.5 In December 2014, the Secretary of State for Transport announced how the DfT planned to allocate £6 Billion being made available between 2015/16 and 2020/21 for local highways maintenance capital funding. Ministers reached a decision on how to allocate the £976 Million of local highways maintenance capital block funding available each year based on a ‘needs based’ formula funding model.

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

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

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

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

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

Each Local Highway Authority scores themselves against 22 questions, which places them into one of 3 Bands on the basis of the available evidence.

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

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

Highways maintenance incentive funding formula and indicative incentive allocations for Reading Borough Council award over the next 4 Financial Years is as follows:

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

\*Note: For 2017/2018 Reading Borough Council has now attained 'Band 2' so the total award with incentive is: £1,309,000 + £110,000 = £1,419,000

- 4.8 To enable Reading Borough Council to achieve the maximum incentive funding, the Council has appointed an Asset Manager and an Assistant to deliver an asset management programme that has the potential to move Reading from 'Band 2' to 'Band 3'. It should be noted that the Council successfully moved from 'Band 1' to 'Band 2' during this Financial Year (2016/2017) which has resulted in an additional £36,000 incentive allocation for Financial Year 2017/2018.
- 4.9 In previous years the LTP3/Local Transport Block Funding settlement has been split into a number of different areas to make best use of the funds available, and it is intended to continue with this approach. Against each heading is the proposed works allocation based on the 2017/2018 settlement for works.

	2016/17 Spend (Works Only)	2017/18 Spend Proposal (Works Only)
Major Carriageway Resurfacing	£623,600	£600,600
Minor Roads Surfacing	£120,000	£220,000
Footway Resurfacing	£50,000	£70,000
Bridge/Structural Maintenance	£150,000	£336,000
Street Lighting	£0	£0
Major Maintenance Schemes	£288,000	£0
Pothole Award	£60,000	£97,000
National Productivity Investment Fund	N/A	£523,000

#### Major Carriageway Resurfacing (£600,600 works)

- 4.10 Due to the limited funding available it is necessary to prioritise the schemes based on nationally accepted technical assessment processes as well as visual engineering assessments.
- 4.11 The provisional programme for category 1 and 2 roads (mainly class A and class B roads and roads with high volumes of commercial traffic) surface treatment has been prioritised after assessment of carriageways using information from:
- SCANNER surveys which checks the structural integrity and residual life of existing carriageways;
  - SCRIM (sideways-force coefficient routine investigation machine) surveys to check skidding resistance.
  - VISUAL/ENGINEERING ASSESSMENT by Highways Engineering Team.
- 4.12 Based on the above assessments the roads/sections of roads listed in Section A of Appendix 1 are recommended for treatment in 2017/2018. These are shown in priority order and will be progressed until the allocation is spent. To make the most effective use of the budget available only the sections of the roads with a poor residual life, as identified from the SCANNER surveys and visual engineering assessments, will be treated. Estimated costs, based on current information, are shown against each scheme and on this basis it would suggest that schemes 1 to 12 could be achieved in the 2017/2018 maintenance programme.
- 4.13 Tenders for this work will be invited shortly and the documents will include reserve schemes, in the event that returned tender prices prove to be more favourable than current estimates suggest, thus enabling us to undertake further scheme(s) within the available budget. In the event of unforeseen

carriageway deterioration outside of the scope of normal maintenance work, the programme of works would be reviewed and if necessary a reallocation of funding within the budgets would be made to undertake higher priority carriageway schemes.

#### Minor Roads Surfacing (£220,000 works)

- 4.14 For category 3 roads (residential and other distributor roads) there is generally no skid or condition information available therefore priorities have to be established as a result of visual condition surveys to determine deterioration. The common types of deterioration are, for example, the number of potholes, rutting, the amount of patching and cracking.
- 4.15 An assessment of the road surface condition for minor roads is therefore carried out annually using the Council's pro-forma. The assessment process consists of scoring the carriageway condition against various criteria. Those roads with the highest scores are then subjected to a further engineering assessment and those which, again, score highly through this process as well as being considered appropriate, are recommended for inclusion in the next Financial Year's minor roads surfacing programme, subject to budget availability.
- 4.16 Based on the above a list of schemes has been prepared as detailed in Appendix 1 Section B. Estimated costs based on current information are shown against each scheme and would suggest that schemes 1 to 9 could be achieved this year. Tenders for his work will be invited shortly and the documents will include reserve schemes (schemes 10 to 17 as shown in Appendix 1 Section B) in case the tender prices returned are more favourable than current estimates enabling us to do more schemes within the available budget.

#### Footway Resurfacing (£70,000 works)

- 4.17 Potential footway resurfacing schemes are identified as a result of visual condition surveys to determine deterioration. An assessment of the footway surface is carried out annually using the Council's pro-forma. The assessment process consists of scoring the footway condition against various criteria; those footways with the highest scores, as well as being considered appropriate, are then recommended for inclusion in the next Financial Year's footway maintenance programme, subject to budget availability. Many requests for footway resurfacing schemes are also received from Ward Councillors and members of public, but the amount of funding available is not sufficient to deal with every request.
- 4.18 In recent years the footway maintenance programme has consisted of 'slurry sealing' surfacing. Although this is a cost-effective process which provides a new 'thin veneer' overlain surface which seals and ultimately extends the life of footways, this treatment has limitations and has not been well



received by local residents at every location. Where footways have more comprehensive deterioration or wear and tear, resurfacing and/or localised reconstruction is a more appropriate maintenance treatment.

- 4.19 As was the case with the 2016/2017 footway maintenance programme it is proposed to focus on resurfacing/reconstructing several more footways/stretches of footway in 2017/2018 rather than a slurry sealing programme. Unlike slurry sealing, which is carried out by a specialist contractor, footway resurfacing/reconstruction work is carried out in-house by the Council's Highways and Drainage Operations Team.
- 4.20 The schemes listed in Section C of Appendix 1 are recommended for action in 2017/2018. Estimated costs, based on current information, are shown against each scheme and would suggest that schemes 1 to 5 could be achieved this year. 4 reserve footway resurfacing/reconstruction schemes 6 to 9 (as shown in Appendix 1 Section C) would be implemented if the costs for the main footway programme prove to be less than the current estimates thus enabling us to do more schemes within the available budget.

#### Bridge/Structural Maintenance (£336,000 works)

- 4.21 The Council has maintenance responsibility for around 80 bridges and 300 other structures. Each structure is inspected in line with the Code of Practice for Highway Structures. Based on these inspections the priority for works within the capital programme is determined and a rolling 5 year programme is developed and updated annually. Section D of Appendix 1 details the schemes proposed for 2017/2018.

#### Street Lighting

- 4.22 A successful bid was made jointly by the 3 Authorities and 70% (£6.68 Million) of the full cost of £9.8 Million was secured by Reading, reducing the Borough's contribution to 30% (£2.94 Million) and funding was secured. A joint LED swap out contract was tendered in Autumn 2015 and Volker Highways were awarded the contract to swap out 11,329 street lights, 2578 sign lights, 890 illuminated bollards and 2533 life expired columns. The contract works begin in April 2016 with completion in March 2018. All equipment will be controlled by the Mayflower CMS system which allows remote dimming, will monitor energy usage accurately and report faults remotely. To date 6,000 lanterns have been upgraded and 1500 columns have been replaced. As was expected more failed columns have been identified as the work has continued and it is likely that a further 1500 columns will be replaced as part of the contract to ensure public safety and continuity of service. This extra work will be funded from the contract contingency fund. The contract is currently on schedule to be complete as per the target date.

- 4.23 Existing maintenance budgets will reduce as the number of LED units increase over the next 2 years and by April 2018 it is envisaged that maintenance cost will reduce by 50% - 55% and energy consumption will reduce by 50%, creating significant savings in both revenue and capital budgets.

#### Illuminated Bollards/Traffic Signs

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

#### Major Maintenance Schemes (£0)

- 4.25 No programmed major maintenance schemes in Financial Year 2017/2018.

#### Other Carriageway Maintenance Works (£ To Be Confirmed)

- 4.26 It is recognised that there are roads which repeatedly do not meet the appropriate criteria for inclusion within the major carriageway resurfacing or minor roads surfacing programmes, but would benefit from other maintenance treatment(s) to extend the life of these assets. Examples of such maintenance works are explained in more detail below:

- Following a SCRIM (Sideway-force Coefficient Routine Investigation Machine) survey, where a carriageway surface appears, overall, to be in a good condition but would benefit from a surface rejuvenation to improve/restore skid resistance, extending the life of the road. This process would prove to be a cost-effective treatment, when compared with full scale resurfacing, enabling more roads to be treated.
- There are a number of concrete roads across the Borough which have previously been overlain with a thin flexible surfacing course. Over time this surfacing has locally worn away leaving a 'scabbed' surface. Typically these areas do not meet the Council's current defect investigatory level to trigger repairs and as long as the underlying concrete slabs are in a stable condition, they are unlikely to increase in depth. A typical example of such surface deterioration is evident on the Mayfair carriageway. Although such deterioration is aesthetically not pleasing, if the underlying concrete slabs are in reasonable condition, such roads do not score/rank as high as other roads for programmed maintenance work. Nevertheless such roads would benefit from an appropriate treatment whereby the existing surfacing is either rejuvenated or replaced to not only improve the running surface but to also seal and protect the underlying concrete slabs, in turn, extending the life expectancy of these roads.

- There are also examples of localised carriageway deterioration where the surfacing and/or sub-structure show signs of wear and tear in specific areas but not extensive enough to justify full-scale maintenance work to the complete carriageway area. In such situations, substantially sized patching, whether in the form of a surfacing course or a greater depth of reconstruction, can rectify the issue locally and help to extend the overall life expectancy of the complete road.

There is no allocated budget for such work but should appropriate funding become available or be identified the Committee will be updated accordingly at a future Traffic Management Sub-Committee Meeting.

#### 4.27 Pothole Award (£97,000)

Following the Autumn Statement 2015 with the announcement of additional funding for pothole repairs and as confirmed in the DfT's Roads Funding: Information Pack (January 2017), £97,000 has been allocated to Reading Borough Council for 2017/2018.

Given the success of the three previous Pothole Repair Plans, it is proposed to deliver a fourth Pothole Repair Plan. As before, this will enable potholes of a lesser depth than the Council's current investigatory criteria to be repaired, which can only help to extend the life of roads until such time that they require a more comprehensive maintenance treatment.

The fourth Pothole Repair Plan will be set up similarly to the previous Plans and Members will be engaged at the appropriate time. Details will be presented in a Report for Committee approval at a future Traffic Management Sub-Committee.

#### 4.28 National Productivity Assessment Fund (£523,000)

As announced in the Autumn Statement 2016, £185 million has been allocated to Local Highway Authorities from this Fund for 2017/18. This funding is for local highway and other local transport improvements to reduce congestion at key locations, upgrade or improve the maintenance of local highway assets, to improve access to employment and housing, to develop economic and job creation opportunities. This funding has been allocated to Local Highway Authorities based on a formulaic approach. Reading Borough Council allocation for 2017/18 is £523,000.

Currently Officers are obtaining further clarification on the scope of work covered by this funding allocation. A proposed works programme will then be prepared and presented in a separate report for Committee approval at a future Traffic Management Sub-Committee as appropriate.

## 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Highway Maintenance Update and Programme 2017/2018 will contribute to the Council's Corporate Plan 2016 - 2019 objectives of:

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

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Defects reported by members of the public on the Council's public highway network are assessed / considered for appropriate action in accordance with the Council's investigatory criteria.

6.2 Schemes are identified through an assessment process however members of the public also request sites and these are considered as part of the assessment process.

6.3 The Highway Maintenance Update and Programme 2017/2018 is available on the Council's website.

## 7. EQUALITY IMPACT ASSESSMENT

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

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

7.2 The Highway Maintenance Programme 2017/2018 consists of improvement work to the Council's existing public highway network. There is no overall change to service delivery at this time. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

## 8. LEGAL IMPLICATIONS

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

## 9. FINANCIAL IMPLICATIONS

- 9.1 The proposed Highway Maintenance Programme 2017/2018 will be fully funded by the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement 2017/2018, Pothole Action Fund 2017/2018 and National Productivity Investment Fund 2017/2018.
- 9.2 The proposed street lighting LED replacement programme is jointly being funded by the 'DfT Challenge Fund Award' and 'An Invest To Save' capital borrowing.

## 10. BACKGROUND PAPERS

- 10.1 Local Transport Block Funding (Integrated Transport & Highway Maintenance) Document.
- 10.2 Traffic Management Sub-Committee Report -10<sup>th</sup> March 2016.
- 10.3 DfT Roads Funding: Information Pack - January 2017.
- 10.4 DfT Letter 'Roads Funding 2017/18' - 13<sup>th</sup> January 2017.

## HIGHWAY MAINTENANCE PROGRAMME 2017/2018

## Section A - Major Carriageway Resurfacing Schemes

MAJOR ROAD				
	Ward	Road	Estimate Cost (£)	Cumulative Cost (£)
1	Abbey	Tudor Road (Half the length on the Caversham Road side)	15,417	15,417
2	Mapledurham	Richmond Road (Albert Road to Woodcote Road)	31,777	47,194
3	Southcote	Bath Road (90m East of Honey End Lane to signalised crossing east of Circuit Lane)	84,865	132,059
4	Abbey/Minster	Castle Hill (WB Lane from Coley Hill to Coley Avenue)	60,817	192,876
5	Southcote/Minster	Bath Road (300m west of Parkside Road)	80,546	273,422
6	Minster	Coley Avenue (Froxfield Avenue and Upavon Drive)	13,473	286,895
7	Abbey	Castle Street (From Castle Street Barbers to IDR roundabout)	53,270	340,165
8	Battle	Tilehurst Road (Waverley Road to Elm Park)	33,978	374,143
9	Norcot	Grovelands Road (Drayton Road to Oxford Road)	94,516	468,660
10	Thames	Peppard Road (Prospect Street to Derby Road)	56,136	524,796
11	Battle	Western Elms Avenue	63,057	587,852
12	Peppard	Caversham Park Road (Kiln Road to Birchwood Close) - note kerbs need lifting	19,313	607,166
RESERVES				
13	Park/Redlands	Crescent Road	76,358	683,523
14	Norcot Road	Norcot Road (Blundells Road to Church End Lane)	57,725	741,249
15	Caversham	George Street	87,674	828,922

## Section B - Minor Roads Surfacing Schemes

MINOR ROADS				
	Ward	Road	Estimate Cost (£)	Cumulative Cost (£)
1	Tilehurst	Mayfair	85,000	85,000
2	Peppard	The Horse Close	16,888	101,888
3	Caversham	Ardler Road	20,301	122,189
4	Norcot	Brockley Close	15,715	137,905
5	Southcote	Hogarth Avenue	20,314	158,219
6	Tilehurst	Ash Road	14,000	172,219
7	Mapledurham	Knowle Close	13,129	185,348
8	Peppard	Stuart Close	24,646	209,995
9	Minster	Bexley Court	16,312	226,307
RESERVES				
10	Mapledurham	Westdene Crescent	8,439	234,746
11	Thames	Darell Road	15,035	249,781
12	Redlands	Eldon Square	8,500	258,281
13	Caversham	Paddock Road	8,500	266,781
14	Tilehurst	New Lane Hill (Hogarth Avenue to Kendrick Gate) (delayed due to utility works)	39,125	305,906
15	Mapledurham	Silverthorne Drive (delayed due to utility works)	27,117	333,023
16	Minster	West Fryerne	6,041	339,064
17	Thames	Moss Close	11,611	350,676

## Section C - Footway Resurfacing Schemes

FOOTWAYS				
	Ward	Road	Estimate Cost (£)	Cumulative Cost (£)
1	Abbey	Great Knollys Street (Caversham Road to traffic stop)	30203	30203
2	Southcote	Brunel Road	19143	49346
3	Thames	Ilkley Road	3290	52636
4	Peppard	Northbrook Road	11339	63975
5	Church	Foxhays Road	12630	76605
RESERVES				
6	Caversham	Wolsey Road	6395	82999
7	Church	Ennerdale Road	12911	95910
8	Peppard	Pendennis Avenue	4082	99991
9	Tilehurst	Beverley Road	5108	105099

**Section D - Bridge/Structural Maintenance Schemes**

		<b>BRIDGES/STRUCTURES</b>		
	<b>Ward</b>	<b>Structure</b>		
1	Abbey/Park	Kennetside Retaining Wall	200,000	200,000
2	Abbey	Kings Road Culvert	225,000	425,000
3	Borough-wide	Planned Maintenance	50,000	475,000



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	9 MARCH 2017	AGENDA ITEM:	14
TITLE:	SANDCROFT ROAD COLLAPSE REPAIR SCHEME UPDATE		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	THAMES/MAPLEDURHAM
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	STREETCARE SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To inform Councillors of the collapse that occurred within the public highway in Sandcroft Road, Caversham on 4<sup>th</sup> December 2016.
- 1.2 To provide Councillors with an update on the progress that has been made to date to investigate and repair the damage.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes 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.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.
- 3.3 To provide a public highway network as safe as reasonably practical having due regard to financial constraints and statutory duties.

#### 4. BACKGROUND

- 4.1 Sandcroft Road is located in Caversham and runs from its junction with Kidmore Road to Conisboro Avenue.
- 4.2 A report of a burst watermain was received by Thames Water on the morning of Saturday 3<sup>rd</sup> December 2016 outside house numbers 4 & 6 Sandcroft Road. A Thames Water technician attended site and subsequently raised a job for a repair team to attend at the earliest possible opportunity.
- 4.3 Thames Water's contractor completed the repair on the morning of the 4<sup>th</sup> December 2016. When the water supply was turned back on a secondary burst occurred on the same stretch of pipe near the junction with Kidmore Road.
- 4.4 The repair of the second watermain burst was then completed in the early hours of Monday 5<sup>th</sup> December 2016.
- 4.5 Due to the damage caused to Sandcroft Road, Thames Water were required to close the road to vehicle traffic and erected heras fencing to ensure public safety.
- 4.6 Thames Water commissioned a radar survey of Sandcroft Road which showed that there were several areas below the road surface that indicated the presence loose and / or voided material.
- 4.7 Reading Borough Council arranged a meeting with Thames Water and our term structural engineers, Peter Brett Associates, to discuss the initial finding of the Thames Water radar surveys.
- 4.8 It was agreed that further more detailed investigation work would be necessary due to the known geology of the area, (gravel material over chalk), and nearby historical gravel extraction and clay / chalk mining activity.
- 4.9 Thames Water commissioned Peter Brett Associates to carry out the desk top historical record investigation and to engage a suitable ground investigation contractor to carry out the additional dynamic probing works.
- 4.11 A joint meeting with affected residents was held on the evening of 17<sup>th</sup> February 2017 where the progress to date and proposal for further investigation was presented.
- 4.10 The necessary ground investigation works started on Monday 20<sup>th</sup> February 2017. Reading Borough Council provided a gang to carry out trial holes to establish and map out the utility services in the road in advance of the dynamic probing contractor.

- 4.11 The dynamic probing investigation works are scheduled to be completed within 5 weeks. Peter Brett Associates will then prepare a detailed report and recommendation to Thames Water setting out the information found and possible repair solutions. This report is expected to take 4 weeks to complete.
- 4.12 A suitable contractor would then be procured to carry out the works.
- 4.13 Thames Water has agreed to update the affected residents on a weekly basis and provide feedback on the ground investigation report once it is available.
- 4.14 A further update report will be brought to Traffic Management Sub-Committee as the scheme develops.

## 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The Sandcroft Road Collapse Repair Scheme will contribute to the Council's Corporate Plan 2016 - 2019 objectives of:
- Keeping the town clean, safe, green and active
  - Providing infrastructure to support the economy
  - Remaining financially sustainable to deliver these service priorities

## 6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Regular meetings and updates will be provided to the affected residents in Sandcroft Road.
- 6.2 The Sandcroft Road Collapse Repair Scheme update report is available on the Council's website.

## 7. EQUALITY IMPACT ASSESSMENT

- 7.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2 The Sandcroft Road Collapse Repair Scheme consists of ground stabilisation work to the Council's existing public highway network. There is no overall

change to service delivery at this time. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

**8. LEGAL IMPLICATIONS**

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

**9. FINANCIAL IMPLICATIONS**

9.1 The Sandcroft Road Collapse Repair Scheme is currently being funded fully by Thames Water.

**10. BACKGROUND PAPERS**

10.1 N/A

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	9 MARCH 2017	AGENDA ITEM:	15
TITLE:	CYCLE FORUM - MEETING NOTE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	SENIOR TRANSPORT PLANNER	E-MAIL:	emma.baker@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to inform Members of the discussions and actions from the Cycle Forum held in February 2017.
- 1.2 The Cycle Forum meeting note from 2 February 2017 is appended.

2. RECOMMENDED ACTION

- 2.1 That the Sub Committee notes the attached minutes from the Cycle Forum held on 2 February 2017.

3. POLICY CONTEXT

- 3.1 Reading's Cycling Strategy: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling, was adopted by the Council on 19 March 2014 as a sub-strategy to the Local Transport Plan (LTP). The strategy includes detailed policies regarding the design principles for delivering infrastructure and route improvements for cyclists on the public highway, as well as policies to encourage and promote cycling to different demographics.
- 3.2 The Cycling Strategy is aligned with wider local policy documents such as the Sustainable Community Strategy and Climate Change Strategy, contributing towards wider public health and air quality objectives.

#### 4. THE PROPOSAL

- 4.1 The meeting of the Cycle Forum held on 2<sup>nd</sup> February 2017 was chaired by Councillor Gittings. The Forum was also attended by Councillors Duveen, Hopper and Jones as well as Reading Borough Council officers and representatives of various local cycling groups. The notes of the meeting are attached.

#### 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the cycle schemes outlined in this report help to deliver the following Corporate Plan Service Priorities:
- Keeping the town clean, safe, green and active.
  - Providing infrastructure to support the economy.

#### 6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 As described above.

#### 7. LEGAL IMPLICATIONS

- 7.1 None.

#### 8. FINANCIAL IMPLICATIONS

- 8.1 None at present.

#### 9. BACKGROUND PAPERS

- 9.1 Cycle Forum - Meeting Note, Traffic Management Sub-Committee reports from January 2016 onwards.

## READING CYCLE FORUM - MEETING NOTE

Thursday 2<sup>nd</sup> February 2017, 6pm

Mayor's Parlour, Civic Offices, Reading

### Attendees

Cllr Paul Gittings (Chair)  
John Lee (RCC)  
Richard Pearson (Reading CTC)  
Tanya Rebel (GREN)  
Karen Stanbridge (Reading University)  
Karen Richardson (RCC)  
Berny Torre (RCC)  
Cllr Ricky Duveen (RBC)  
Cllr Tony Jones (RBC)  
Cllr Ed Hopper (RBC)  
Cris Butler (RBC)  
Chris Maddocks (RBC)  
Emma Baker (RBC)

### Apologies

Cllr Tony Page (RBC)

### 1. Introductions

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

### 2. Note of the Last Meeting

The note of the last meeting was agreed.

### 3. NCN Route 422 Update

An update was given on progress of the NCN422 Phase 1 scheme. The detailed plans for Phase 2 - along Berkeley Ave, through the town centre, along Kennetside and Watlington St to London Road, were discussed with the following conclusions:

- Include the installation of shared-use tiles through The Oracle to highlight presence of other users. To be taken forward in consultation with the Shopping Centre.
- Identify improvements to Mill Lane as an alternative to the route through The Oracle.
- Investigate opportunities to upgrade lighting along Kennetside between Star Lane and Sidmouth Street in partnership with NCP.

A discussion also took place on two potential route options for Phase 3 - a direct route along London Road and Wokingham Road and a quieter route linking to the hospital and University along Erleigh Road, Eastern Avenue and Whiteknights Road.

ACTION - RBC to add Phase 2 concept designs to RBC website, circulate link for feedback and update designs as appropriate.

ACTION - Circulate a plan illustrating the preferred Phase 3 route for feedback, following consultation with Ward Councillors.

#### 4. Town Centre Branded Routes Update

Proofs of the updated branded cycle vinyl stickers that compliment town cycle signage were shared with the Forum, following feedback discussed at October's meeting. It was decided that it would be beneficial to delay further changes to the vinyl stickers until the completion of NCN 422 to ensure the route is included on the updated vinyl stickers.

#### 5. EMPOWER Project Update

The Forum was given an update on the development of the EU project - EMPOWER, including the anticipated work programme over the summer and the key project partners.

#### 6. Cycle Forum - Requested Schemes List

A discussion took place on the latest requested schemes list with the following conclusions:

- It was agreed that the town centre signage 'quick wins' as discussed at the site visit in July should be implemented by Network Management asap (items 14-15).

ACTION - RBC Network Management to implement town centre signage 'quick wins'.

#### 7. Items Raised by Forum Members

8a. Thames Path surfacing (TR) - a quote for gravelling the towpath from Scours Lane and Rivermead has been received for £91,500, however this scheme is currently unfunded.

8b. Cycle parking in town, residential areas and stations (JL) - Officers updated the Cycle Forum on the replacement of fittings at the Northern Interchange cycle hub. It was suggested that signs highlighting the use of CCTV in the area are installed. RBC informed attendees that it is happy to receive other suggestions for improvements at cycle parking facilities or new locations.



8c. Henley Road cycle lanes improved markings, signing and yellow lines (JL) - A request to refresh existing road markings between Donkin Hill and Westfield Road was noted and added to requested schemes list. It was also suggested that double yellow lines be installed to prevent parking in the cycle lane.

**ACTION** - Install signs warning on CCTV use surrounding cycle hub at Northern Interchange.

#### **8. Any Other Business**

None raised.

#### **9. Date of the Next Meeting**

The date of the next Cycle Forum is expected to take place in June 2017. Exact date will be agreed following the publication of the 2017/18 Committee calendar.