

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

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6 June 2017

Your contact is: Peter Driver - Committee Services

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 14 JUNE 2017

A meeting of the Traffic Management Sub-Committee will be held on Wednesday 14 June 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) NATIONAL CYCLE NETWORK 422 - Update | - |

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 MEETING HELD ON 9 MARCH 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 - PETITION TO PERMANENTLY CLOSE THE ROAD AT THE JUNCTION OF SANDCROFT AND KIDMORE ROAD	MAPLEDURHAM THAMES	13
To report to the Sub-Committee the receipt of a petition asking the Council to permanently close the road at the junction of Sandcroft Road and Kidmore Road.		
(B) OTHER PETITIONS		-
To receive any other petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		
6. THAMES PATH CONSULTATION RESULTS - PROPOSAL TO CHANGE THE LEGAL STATUS TO A JOINT FOOTPATH & CYCLE TRACK	ABBEY BATTLE KENTWOOD	16
A report setting out the results of the consultation, undertaken between 27 April and 25 May 2017, and seeking the Sub-Committee's approval to refer the Cycle Track Orders to the Secretary of State for determination.		
7. SOUTH STREET/SIDMOUTH STREET ROAD SAFETY UPDATE	ABBEY	36
A report to providing the Sub-Committee with a proposal for the introduction of traffic management measures that should reduce the number of casualties at the junction of South Street/Sidmouth Street and the perceived level of speeding along Watlington Street and South Street.		

8.	WEST READING TRANSPORT STUDY - UPDATE	SOUTHCOTE MINSTER	40
	A report providing the Committee with an update on progress with the West Reading Transport Study and to seek approval to carry out statutory consultation on traffic calming measures within the 20mph zone.		
9.	BI-ANNUAL WAITING RESTRICTION REVIEW - 2017A STATUTORY CONSULTATION	BOROUGHWIDE	46
	A report seeking the Sub-Committee's approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for/changes to waiting/parking restrictions.		
10.	RESIDENT PERMIT PARKING UPDATE - SCHEME PROGRESSION	BOROUGHWIDE	75
	A report providing the Sub-Committee with the results of the statutory consultation for the area parking scheme that includes Warwick Road and Cintra Avenue and the development of other schemes on the priority list.		
11.	HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD - ROAD SAFETY UPDATE REPORT	THAMES	90
	A report informing the Sub-Committee of works that have taken place to improve road safety at the junction of Highmoor Road with Albert Road, Caversham.		
12.	VASTERN ROAD ROUNDABOUT - PEDESTRIAN CROSSING FACILITIES	ABBAY	95
	A report bringing to the attention of the Sub-committee a request from the business community for improved pedestrian crossing facilities at the Vastern Road roundabout with George Street (Reading Bridge) and Napier Road.		
13.	SCHOOL TRAVEL PLANS UPDATE	BOROUGHWIDE	98
	A report to providing the Sub-Committee with an update on the progress made towards encouraging sustainable travel to schools through the development and implementation of School Travel Plans.		
14.	TRAFFIC MIRRORS	BOROUGHWIDE	109
	A report to inform the Sub-Committee of the proposal to alter our policy on the placing of traffic mirrors within the public highway.		

15.	CAR PARK TARIFF REVIEW 2017	BOROUGHWIDE	114
	A report advising the Sub-Committee of the proposal to change the “off street” car parking orders that has come about as a result of a review of the tariffs.		
16.	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE	BOROUGHWIDE	127
	A report providing the Sub-Committee with an update on the current major transport and highways projects in Reading.		
17.	REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES	BOROUGHWIDE	134
	A report proposing a method in which to inform the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and Members of the Borough Council.		
18.	CYCLING STRATEGY IMPLEMENTATION PLAN 2017/18	BOROUGHWIDE	138
	A report presenting the fourth Cycling Strategy Implementation Plan and setting out the programme for 2017/18 and reviewing progress towards delivery of the strategy objectives during 2016/17.		

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”

19.	APPLICATIONS FOR DISCRETIONARY PARKING PERMITS	145
	To consider appeals against the refusal of applications for the issue of discretionary parking permits.	
19A.	APPLICATIONS FOR DISCRETIONARY PARKING PERMITS	351
	To consider appeals against the refusal of applications for the issue of discretionary parking permits.	

DATE AND TIME OF NEXT MEETING:

Wednesday 14 September 2017

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

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Present: Councillor Page (Chair).

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

71. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

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

Questioner	Subject
Michael Weller	Cycling on Footpaths
Simon Smart	Cycle Bridge over the Thames

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

(2) Presentation - RED ROUTES

Simon Beasley, gave a presentation on Red Routes to provide the background to the proposal of introducing Red Route waiting restrictions along the Reading Buses Route 17 corridor due to be discussed later that evening (Minute 78 below refers). Mr Beasley explained how Red Routes operated in practice and the implications for road users, local residents and businesses along the route.

Mr Beasley answered questions from members of the public and councillors.

Resolved - That Simon Beasley be thanked for his presentation.

72. MINUTES

The Minutes of the meetings of 12 and 19 January 2017 were confirmed as a correct record and signed by the Chair.

73. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
Councillor Vickers	Church End Primary School - Crossing in Usk Road
Councillor White	Town Centre Public Parking

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

74. PETITIONS

(a) Petition for potential parking scheme on Alexandra Road and Nearby Streets

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from residents, asking the Council to make available additional parking facilities outside the mosque at 46 Alexandra Road.

The petition read as follows:

'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'

Resolved -

(1) That the report be noted;

(2) That the petition to provide parking provisions is considered as part of the Waiting Restriction Review programme and the results of officer investigations be reported back to a future meeting of the Sub-Committee.

(b) Petition for resident permit parking (Coley Avenue area)

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from residents, asking the Council to provide resident permit parking in Coley Avenue South, Upavon Drive and Froxfield Avenue.

The petition read as follows:

'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.'

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

Resolved -

- (1) That the report be noted;
- (2) That the petition to introduce permit parking be considered as part of the Waiting Restriction Review programme and the results of officer investigations reported back to a future meeting of the Sub-Committee;
- (3) That the request for permit parking be considered within the context of the West Reading Study Area to ensure a comprehensive approach to surrounding streets.

75. PETITION UPDATE - PARKING PROTECTION AND ROAD SAFETY MEASURES ON THE MEADWAY

Further to Minute 62 of the meeting held on 12 January 2017, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with officer recommendations in respect of the petition, requesting implementation of parking protection and road safety measures on The Meadway, outside the shopping area opposite the junction with Dee Road.

The report stated that the provision of waiting/parking restrictions and road safety measures were specified within the existing Traffic Management Policies and Standards. The report summarised the items requested within the petition as follows:

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

The report explained that officers had investigated the issues raised and the requests made and had the following recommendations for the Sub-Committee:

- (a) If the request was added to the list of outstanding schemes, consideration would need to be given to the residents who would benefit and the potential impact that permit parking could have on the availability of parking for visitors to the shops. There would likely be a long lead-in time for the introduction of a permit parking 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 was likely to be from Hanover Court (which sat behind the shops) and not part of the public highway network therefore, residents would not typically be eligible for a permit.

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

- (b) It was recommended that the request for disabled bays be considered as part of the 2017A Waiting Restriction Review programme.
- (c) The minimum legal speed limit that could be implemented on the Highway was 20mph. Traffic calming features would need to comply with Highway regulations, so could not be installed in the manner requested. Officers had 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 were traveling at less than 20mph.

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

It was unfortunate that there would always be a minority of motorists that did not drive in an appropriate and acceptable manner, regardless of the measures that were 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 would limit availability. Officers did not recommend progressing with traffic calming measures at this time, as there was currently no evidence to suggest that there was a speed-related road safety issue at this location.

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

The Sub-Committee discussed the report and it was suggested that a meeting with residents and local businesses be arranged to discuss the measures which could be taken forward.

Resolved -

- (1) That the report be noted;
- (2) That the waiting (parking) restrictions be considered as part of the Waiting Restrictions Review Programme as set out in (a) and (b) above;
- (3) That local residents and businesses be invited to meet and discuss the measures which could be taken forward;
- (4) That traffic calming be not considered at this time, in accordance with (c) above.

76. RESIDENT PARKING SCHEME - CHARITY AND CARER PERMIT CHARGES

Further to Minute 63 of the meeting held on 12 January 2017, the Director of Environment and Neighbourhood Services submitted a report inviting the Sub-Committee to consider the proposal to charge for Charity (first) and Carer parking permits.

The report explained the history of resident permit parking charges and how these had developed in recent years. Following the work of a Task and Finish Group, reported to the Sub-Committee on 12 January 2017, the Sub-Committee had decided to recommend a charge for the first resident's permits, discretionary first resident's permits, Healthcare Professional, Medical Practitioner and Teacher permits. The report stated that these recommendations had been agreed by Policy Committee on 16 January 2017.

The report invited the Sub-Committee to decide if the first permit charge of £30 should be applied to Charity (first) and Carer permits, as the decision on these permit types had been deferred from the 12 January meeting. The report explained that a total of 26 Charity (first) and 133 Carer permits had been issued in 2015/16 and if these had been charged at the proposed rate it would have raised a total of £4,770.

The Chair advised the Sub-Committee that the Access and Disabilities Working Group had discussed the proposal at its recent meeting and had taken the view that there should not be a charge for either carer or charity permits.

Resolved - That the Charity (first) and Carer Parking Permits continue to be issued free of charge.

(Councillors Jones and Terry declared a non-pecuniary interest in this item. Nature of interest: involvement with a local charity)

77. RESIDENT PERMIT PARKING - NEW AND OUTSTANDING REQUESTS

Further to Minute 63 of the meeting held on 12 January 2017, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with a consolidated report on all outstanding requests for resident permit parking across the Borough.

Appendix 1 to the report provided a list of all outstanding schemes that were either area schemes or were yet to be investigated. The list included background information on the schemes and some officer comments. The report stated that the list did not include requests being presented to the Sub-Committee as part of the 2017A Waiting Restrictions Review Programme.

The report included a proposal that this should become a regular agenda item for the Sub-Committee, with the main report being presented at the March and September meetings and scheme update reports being presented as required. It was recommended that new requests for resident permit parking were added to this report and were no longer added to the Waiting Restrictions Review programme.

At the invitation of the Chair, Mr Dave Dymond and Mr Keith Faulkner addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the report become a regular agenda item and that new permit parking requests be referred to this 'programme' as proposed in the report;
- (3) That the following schemes be prioritised for progression:
 - 13 - Warwick Road and Cintra Avenue
 - 1 - Little Johns Lane Area
 - 3 - Lower Caversham
 - 12 - St Stephens Close
 - 8 - Harrow Court
 - 2, 4 & 9 East Reading Area, Amherst Road, Melrose Avenue (all progressed as an area scheme)
 - 5, 6, 11 Charndon Close, Collis Street, Rowley Road (all progressed as an area scheme)
 - 7 Grovelands Road;
- (4) That scheme 10 (Mortimer Close, Whitley) remain on the reserve list but not be recommended for further action at this time.

78. RED ROUTE - BUS ROUTE 17

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of a proposal to introduce a Red Route waiting restriction along the Reading Buses Route 17 corridor.

The report stated that it had been agreed by Policy Committee on 20 July 2015 to turn the Reading buses route 17 into a red route. The purpose of the proposal was to improve the efficiency of the Route 17 corridor, promote local business through better access to short term parking, to stop indiscriminate parking on footways (thus improving safety concerns expressed by pedestrians and cyclists) through consistent enforcement of the waiting restrictions.

The report explained that Red Routes had been very successful in London for some time. Through special approval from the Department of Transport a small number of highway authorities outside London had developed Red Route corridors. The recent revision of the Traffic Signs Regulations and General Directions had brought new red routes into line with yellow line restrictions as an effective parking management tool without the need for special approval. Although a red route was a no stopping restriction the advantages had been shown to outweigh any disadvantages.

The report explained that the intention now was to carry out informal consultation with a number of localised exhibitions on changing the existing yellow line restrictions into a red Route and report submitted to the June 2017 meeting of the Sub-Committee.

Resolved -

- (1) That the report be noted;

- (2) That the informal consultation be approved and the resultant feedback and officer recommendations be considered at the next meeting of the Sub-Committee in June 2017.

79. CIVIC OFFICES - INTRODUCTION OF PAY AND DISPLAY PARKING

The Director of Environment and Neighbourhood Services submitted a report that sought the approval of the Sub-Committee to introduce formal waiting restrictions on Council owned land, at the perimeter of the Civic offices, for the purpose of improved traffic management and introduction of Pay and Display (P&D) parking for public use.

The report explained that Corporate Facilities Management Team had identified potential for nineteen car parking spaces to become P&D bays. These comprised 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.

The report explained that by formalising parking through the introduction of a Traffic Regulation Order, the spaces would be added to the current public highway parking contract managed within the Council's transport team. This would facilitate the procurement through the current contract for the introduction of the new bays, the P&D equipment, signage and road-markings, enforcement and, potentially, the installation of two electric charging bays.

The report explained that stakeholders had been consulted and only minor issues had been raised, which could be managed internally.

The financial implications and a plan of the site were attached as Appendix A to the report.

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 Transportation 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 (Procedures) (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.

80. WAITING RESTRICTIONS REVIEW - OBJECTIONS TO WAITING RESTRICTIONS REVIEW 2016(B) AND REQUESTS FOR WAITING RESTRICTIONS REVIEW 2017(A)

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections received in respect of the traffic regulation order, which had been advertised as part of the waiting restriction review programme 2016B. These involved proposed implementation and amendments of waiting restrictions at various locations across the Borough. The objections were detailed in Appendix 1 to the report, which was circulated at the meeting, to enable the Sub-Committee to conclude the outcome of the proposals.

Appendix 2 to the report provided details of new requests for waiting restrictions raised by members of the public, community organisations and Councillors since September 2016.

At the invitation of the Chair, Mr Brian Murphy addressed the Sub-Committee regarding the proposal in respect of Uplands Road, and Councillor Rodda addressed the Sub-Committee regarding the proposal in respect of Whitley Street, on behalf of his constituents.

Resolved -

- (1) That the report be noted;
- (2) That having considered the objections noted in Appendix 1 the following proposals be implemented as advertised:
 - 1 - Henry Street/Dorothy Street
 - 2 - Severn Way
 - 3 - Lower Armour Road
 - 4 - Havergate Way
 - 5 - Jefferson Close
 - 6 - Norcot Road
 - 7 - Shirley Avenue/Woodside Way;
- (3) That having considered the objections noted in Appendix 1, and the amendment proposed by Cllr White, the proposals for Wykeham Road be implemented as advertised, with the exception of a proposed reduction of the double yellow line on Wykeham Road, to the side of 89 Pitcroft Avenue;
- (4) That having considered the objections noted in Appendix 1, the proposal in respect of Whitley Street and Northcourt Avenue be implemented in accordance with the officer recommendation in Appendix 1;
- (5) That having considered the objections noted in Appendix 1 the following proposals be not implemented:
 - 1 - Uplands Road
 - 2 - Whitley Wood Lane;
- (6) 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;
- (7) That the objectors be informed of the decisions of the Sub-Committee;
- (8) 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, subject to the following comments:

- (i) that the Fulmead Road/Gordon Place/Dorset Street/Sherwood Street and Chester Street requests be considered at the same time as the residents parking request;
 - (ii) that the Shaw Road and Coley Avenue request be looked at as part of the West Reading Study;
 - (iii) that the Beecham Road request be dealt with together with the Grovelands Road resident parking scheme;
 - (iv) that the Brockley Close, Strathy Close and Usk Road requests be removed from the list;
 - (v) that the Kirton Close request be taken as part of a review of the junctions throughout the Windrush Way/Watermead estate;
 - (vi) that the Kennetside request be amended to include '...unrestricted sections *near* Cholmeley Road and Jolly Anglers PH';
 - (vii) that the Henley Road request be clarified to specify which part of Henley Road was involved;
- (9) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

81. 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 unfortunately the funding bid for the Local Growth Fund to support Phase 2 of the scheme had been unsuccessful. Therefore at this time the Council would continue to explore other potential funding sources alongside Network rail and GWR.

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 indicative funding for the scheme had been allocated by the Government in February 2017.

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 June 2017 to seek full financial approval for the MRT scheme. It was noted that this would be subject to the outcome of the independent assessment of the business case by the Local Enterprise partnership and their assessors. It was anticipated that a planning application would be submitted in April/May 2017.

National Cycle Network Route 422

A programme for delivery of the full scheme was being agreed between project partners. The first phase of works in Reading had commenced in February 2017 and were progressing well.

Third Thames Bridge

The report reconfirmed that production of the outline strategic business case was 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 had not been successful. Therefore options to progress the development of the scheme would be investigated by the joint group.

Whiteknights Reservoir Scheme

The report stated that works had commenced on 15 August 2016 and following on site engineering difficulties was now reprogrammed for completion mid to late May 2017. The contractor had installed the drainage and gabion basket retaining structure. Works on the 72m long flood wall had commenced in early February 2017 and were due for completion by early April 2017. A single lane closure along Whiteknights Road adjacent to the site was being managed by temporary traffic signals, which had been in place from 18 January 2017 and would run until the end of April 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)

82. HIGHWAYS MAINTENANCE UPDATE AND PROGRAMME 2017/18

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the 2016/2017 Highway Maintenance programme and informing the Sub-Committee of the £2.039m (works and fees) programme for Highway

Maintenance for 2017/18 from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement.

The report outlined the background to the selection of schemes and Appendix 1 to the report detailed the list of schemes in each category to be undertaken in 2017/18. The categories were: Major Carriageway Resurfacing, Minor Roads Surfacing, Footway Resurfacing, Bridge/Structural Maintenance, Pothole Award and National Productivity Repair Fund. The report provided a detailed breakdown of allocations in each category.

Resolved -

- (1) That the report be noted;
- (2) That the proposed Highway Maintenance Programme 2017/2018 and proposed spend allocation be approved as set out in paragraph 4.9 of the report.

83. SANDCROFT ROAD COLLAPSE REPAIR SCHEME UPDATE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of a collapse that had occurred within the public highway in Sandcroft Road, Caversham on 4 December 2016 following the report of a burst water main.

The report explained that since Thames Water's repair, which had been followed by a further burst to the water main nearby, they had commissioned a radar survey which had revealed several areas below the road surface that indicated the presence of loose and voided material. Council officers had met with Thames Water and Peter Brett Associates, the Council's term structural engineers to discuss the initial findings of the radar surveys and agreed that more detailed investigation was necessary.

The report explained that the resulting dynamic probing investigation works were scheduled to be completed within five weeks and Peter Brett Associates would then prepare a detailed report and recommendations to Thames Water setting out possible repair solutions.

The Sub-Committee was advised that Thames Water had agreed to update the affected residents on a fortnightly basis and to provide feedback on the ground investigation once it was available.

Resolved - that the report be noted

84. CYCLE FORUM MINUTES

The Director of Environment and Neighbourhood Services submitted the minutes of the Reading Cycle Forum meeting held on 2 February 2017

Resolved - that the notes be received.

85. 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 86 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.

86. 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 fifteen applicants who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to applications 1.0, 1.1 and 1.2, 1.3, 1.4, 1.5, 1.6 and 2.0 the discretionary parking permits be issued as requested, personal to the applicants, free of charge for one year then charged at the appropriate fee rate from 2018;
- (2) That, with regard to application 1.8 the first discretionary residents permit be issued subject to confirmation of the vehicle insurance being registered at the permit premises;
- (3) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.7, 1.9, 2.1, 2.2, 2.3 and 2.4 be upheld.

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

(The meeting started at 6.30 pm and finished at 9.13 pm).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	5 (A)
TITLE:	PETITION TO PERMANENTLY CLOSE THE ROAD AT THE JUNCTION OF SANDCROFT AND KIDMORE ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	MAPLEDURHAM/THAMES
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 9373962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	phoeb.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 To report to the Sub-Committee the receipt of a petition asking the Council to permanently close the road at junction of Sandcroft Road and Kidmore Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 The road closure will be added to Traffic Management measures report if adopted and approved tonight as referred in 4.4.
- 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 38 signatures.

4.2 The wording of the petition reads: *'The undersigned would like the road permanently closed at the junction of Sandcroft Rd and Kidmore Rd for the following reasons*

- *The visibility on exiting Sandcroft Rd is extremely poor as there is no line of sight on the right hand side to see oncoming traffic*
- *When entering Sandcroft Rd from Kidmore Rd, visibility is very poor due to the parked vehicles on the left hand side, you have to frequently enter the road "blind" on the wrong side of the road*
- *The evidently poor structure under the road would benefit from lack of through traffic saving the council money in the long term'*

4.3 A covering letter was attached with the petition stating a resident of Sandcroft Road attended the meeting run by Thames Water and Reading Borough Council regarding the sinkhole. Questions were raised about the danger this junction poses, which a Reading Borough Council staff recommended to organise a petition.

4.4 The parking issues that have been raised is to be considered as part of the Waiting Restriction Review programme and the results of Officers investigation are reported back to a future meeting of the Sub-Committee. A road closure will be investigated and considered by Officers, if the Traffic Management measure reports is approved the junction of Sandcroft and Kidmore Road will be added.

4.5 The Council has received an objection against this petition from a resident of Kidmore Road

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

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

8.2 The Council will carry out an equality impact assessment scoping exercise prior to proposing the introduction of any changes to waiting restrictions.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	6
TITLE:	THAMES PATH CONSULTATION RESULTS - PROPOSAL TO CHANGE THE LEGAL STATUS TO A JOINT FOOTPATH & CYCLE TRACK		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBAY, BATTLE & KENTWOOD
LEAD OFFICERS:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLES:	SENIOR TRANSPORT PLANNER	E-MAIL:	emma.baker@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The opening of Christchurch Bridge has led to increases in cycle use along the Thames Path, which is currently designated as a right of way on foot only. This resulted in the decision to consult on the proposal to change the legal status of the Thames Path to a joint footpath and cycle track.
- 1.2 This report sets out the results of the consultation, undertaken between 27th April and 25th May, and seeks approval to refer the Cycle Track Orders to the Secretary of State for determination.
- 1.3 Appendix A - Thames Path Consultation - Summary of Objections
- 1.4 Appendix B - Equality Impact Assessment

2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the results of the consultation.
- 2.2 That in consultation with the chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and the Head of Legal and Democratic Services be authorised to submit the Cycle Track Orders to the Secretary of State for determination, in accordance with the Cycle Tracks Act 1984 and Cycle Tracks Regulations 1984.

3. POLICY CONTEXT

- 3.1 The Local Transport Plan (LTP) is a statutory document setting out the Council's transport strategy and policy. Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 was adopted by the Council on 29 March 2011.
- 3.2 The Cycling Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling, was adopted by the Council on 19 March 2014 as a sub-strategy to the Local Transport Plan. The strategy includes detailed policies regarding the design principles for delivering infrastructure and route improvements for cyclists on the public highway, as well as policies to encourage and promote cycling to different demographics, including the creation of off-carriageway facilities to cater for less experienced cyclists.

4. THE PROPOSAL

- 4.1 The Thames Path is legally classified as a public right of way by foot only. This results in cyclists being required to ride on-road, navigating busy roundabout junctions on Vastern Road and Caversham Road where there are high traffic flows, or to divert their journey to the north side of the river.
- 4.2 Despite the legal status of the Thames Path, cyclists have used the route in excess of 30 years. This led to the submission of evidence in 2007 illustrating cycle use along the Thames Path which led to the decision to initiate the process of converting the Reading to Caversham Bridge section to a cycle track. The consultation resulted in over 150 objections, including one from the local National Trails branch - Thames Path Management Group, and 29 letters of support. Objections related to concerns regarding the width of the footpath, the perceived threat to wildlife and conflicts between different user groups. The Council subsequently sought independent legal advice that led to the decision not pursue the Cycle Track Order further.
- 4.3 National transport policy has, over recent years, emphasised the importance of cycling for local journeys as an alternative to private car use and resulted in increases in the number of trips undertaken by bicycle both nationally and locally. During this time, the opening of Christchurch Bridge and the redevelopment of Reading Station have contributed to significantly increased levels of cycling in the vicinity of the Thames Path and throughout the Borough. Further anticipated increases in the level of cycling, led to the decision to undertake a new consultation on the proposal to change the legal status of the Thames Path to an unsegregated, joint footpath and cycle track for approximately 6,450 metres between Roebuck Cottage and Kennet Mouth. The consultation commenced on 27th April until 25th May 2017 and was advertised as three separate Cycle Track Orders consist with the existing Footpath Orders. These were:

Cycle Track Order	Proposed Cycle Track Width	Total Footpath/Cycle Track Width
Roebuck Hotel to Caversham Road	117- 2.5 metres	2 - 5 metres

Caversham Bridge to Reading Bridge	1 - 2 metres	2 - 4 metres
Reading Bridge to Kennet Mouth	1.5 - 2.5 metres	3 - 5 metres

4.4 The consultation resulted in the submission of 858 responses of which 77% of respondents (664) were in support and 23% (194) were in objection to the proposed changes. A log of detailed objections, which highlights concerns about potential conflicts between pedestrians and cyclists, particularly children, the elderly and disabled, and footpath widths, is included in Appendix A. The objections were made up of the following:

- 145 respondents submitted specific comments in relation to Reading to Caversham Bridge.
- 11 respondents submitted specific comments in relation to Roebuck Cottage to Thames Promenade.
- 1 respondent submitted specific comments in relation to Reading Bridge to Kennet Mouth.
- 5 respondents did not provide any specific feedback; and
- The other 32 respondents provided general feedback or comments on multiple sections of the Cycle Track Orders.
- In addition, two respondents in support of the scheme objected to Caversham Bridge to Reading Bridge due to conflicts with landowners and a pinch point along the section.

4.5 Of the eleven organisations that are deemed as statutory consultees, only two submitted responses to the consultation - Cycling UK and the Ramblers Association, both of whom cascaded the information to local representatives. Other statutory consultees included utility companies, the Pedestrian Association, Friends of the Earth, the Committee on Mobility for the Disabled, the Committee on Mobility of Blind and Partially Sighted People. Feedback from landowners is incorporated within the detailed objections included in Appendix A. Other local stakeholders that collectively submitted feedback, included:

- **Sustrans** - the national walking and cycling charity, that were supportive of the proposal.
- **Mid-West Berkshire Local Access Forum**, who are an advisory body that supports 'responsible shared-use' where the width 'is sufficient to accommodate the volume of cycling', but the Forum has concerns regarding the width of the footpath between Roebuck Cottage to Thames Promenade.
- The **Thames Path Management Group** highlighted their recently adopted Cycling Policy that outlines factors for consideration when proposing shared-use facilities and the requirement for shared-use facilities to be a minimum of 2 metres wide.
- **Open Space Society** objected to the proposals based on narrow footpath widths.
- The **Ramblers Association (Berkshire)** also objected to the proposal based on narrow footpath widths between Roebuck Cottage and Thames Promenade. The Group did not object to the remaining sections, but highlighted DfT guidance on shared-use.

- The Ramblers Association (Pang Valley) highlighted national guidance recommending that shared-use facilities be constructed to 3 metres wide.

4.6 Of the 194 objections received, most respondents reported concerns about potential conflicts with other users. However, officers are only aware of three actual incidents between users along the Thames Path. However, if the Cycle Track Orders are confirmed, officers would recommend the use of considerate shared-use signing to highlight the presence of other users as previously highlighted through informal consultation and used by other organisations involved in the promotion of rights of way, including the Canals and Rivers Trust.

4.7 Other concerns highlight that footpath widths along the route do not comply with the Department for Transport's Local Transport Note 'Shared Route for Pedestrians and Cyclists' stating that shared-use facilities should be a minimum preferred width of 3 metres. It should be noted that this is guidance rather than a requirement and that the Note also acknowledges that Highway Authorities may need to consider whether a 'sub-standard facility is better than none'. Our Cycling Strategy acknowledges this guidance and outlines that shared-use facilities will be a minimum of 2 metres wide. The proposed widths of the Cycle Tracks are set out in paragraph 4.3.

4.8 Given that cyclists and pedestrians already share the Thames Path unofficially and the strong support shown for the proposal, it is our recommendation that the Cycle Track Orders are submitted to the Secretary of State for determination. Independent legal advice will again be sought as part of this process.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 Changing the legal status of the Thames Path to a joint footpath and cycle track will contribute towards the following strategic aims:

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The consultation was carried out between 27th April and 25th May 2017.

6.2 Respondents were able to respond and request further details on the consultation in writing, by email and via the online consultation web page. Details of the consultation were also published in the local media.

6.3 Statutory consultees were informed of the proposals in writing in accordance with the Cycle Track Regulations 1984. Other stakeholders and local interest groups were informed of the consultation through existing contacts or distribution lists, including the Mid-West Berkshire Local Access Forum, Cycle Forum and Older People's User Group.

7. LEGAL IMPLICATIONS

- 7.1 Proposals relating to the conversion of footpaths to cycle tracks are advertised under the Cycle Tracks Act 1984 and Cycle Track Regulations 1984.
- 7.2 As there are objections to the Cycle Tracks Orders, the Council is required to refer the Orders to the Secretary of State for determination. Given the number of objections, it is likely that the Secretary of State will call a Public Inquiry.
- 7.3 The Council is currently liable for accidents that occur to pedestrians using the public footpath. If the footpath is converted, the Council will also be liable for any accidents that occur to cyclists using the Thames Path whereas these are currently the responsibility of the relevant landowner.

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 An equality impact assessment has been undertaken and is included in Appendix B.

9. FINANCIAL IMPLICATIONS

- 9.1 The Thames Path is currently designated as highway maintainable at the Council's expense (Sct. 36 Highways Act 1980) and it will continue to be maintainable by the Council if the Cycle Track Orders are confirmed by the Secretary of State.
- 9.2 The estimated costs associated with the Council referring the Cycle Track Orders to the Secretary of State, including a Public Inquiry and independent legal advice, is £8,000. Any such costs will be funded by existing transport budgets.
- 9.3 The supply and installation of shared-use signing will be funded by existing Transport Budgets, subject to the Cycle Track Orders being confirmed.
- 9.4 Any other future improvements to upgrade the Thames Path, such as widening and resurfacing, will be subject to the identification of external funding.

10. BACKGROUND PAPERS

- 10.1 Traffic Management Sub-Committee Cycling Strategy Implementation Plan 2016/17 - 15 June 2016.

- 10.2 Cycling Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling.
- 10.3 Thames Path National Trail Cycling Policy 2017

APPENDIX A - Summary of objections received to Cycle Track Order

THAMES PATH CONSULTATION - OBJECTIONS TO PROPOSED JOINT FOOTPATH & CYCLE TRACK

No.	Objections
1.	<p>As RBC acknowledged in 2007 the Thames Path is legally a footpath & the 150 objections received then against a similar proposal will still be valid. I wish to object to the proposal on the following grounds: 1. The Thames Path in certain areas is not wide enough to allow passing in comfort nor is there enough space to allow it to be widened. 2. There are more cyclists that 10 years ago some of whom show little consideration for other users. 3. Speeding cyclists can be intimidating especially when coming up from behind with no warning. 4. Cyclists can damage unpaved footpaths e.g. between Roebuck & Thames Side Promenade.</p>
2.	<p>I understand that it is your intention to change the use of the Thames Path 1 from a FOOTPATH to a shared Cycle/Footpath. I have already registered my opposition in an email to Giorgio Framalitto.</p> <p>It is only 2 mts wide at Thames Side & it is not possible to change the use from a FOOTPATH to a shared path as it is less than the necessary 3mts wide required to be a shared path !</p> <p>The land outside Regents Riverside Apartments is not maintained by any one & the width of the path which should be 2mts is far less because of the blackberry bushes on the River's edge. In April I stopped & spoke to a cyclist who was trying to squeeze past about 50 Foreign Students who were walking here, in an orderly fashion, 2 abreast, with a teacher at the front & the rear. These children were visitors who hire boats from Caversham Boats & this has happened every year for 30 years or more!</p> <p>If you proceed with this change of use proposal the situation will be made worse & the Council will be responsible for any accidents or damage that occurs.</p> <p>Cyclists don't keep to the path & the dangerous situation that exists will only be made worse by your proposal.</p> <p>Cyclists don't accept that the current status of the path is "No Cycling" & become abusive when you confront them. I have been physically assaulted twice!!</p> <p>I am disappointed that the Council has not helped in the past with attempts to resolve the situation of cycling on this FOOTPATH & the Council has been less than cooperative & sometimes obstructive!</p> <p>YOU CAN NOT GO AHEAD WITH THIS PROPOSAL.</p>
3.	<p>I note that the proposal is to convert half the width of the footpath, which in my opinion is already only wide enough in places for two adults to walk side by side, into cycle track.</p> <p>Sorry to trouble you but I fail to see why very vulnerable elderly or disabled people should be put in serious danger (a loss of confidence from being slammed into by an adult cyclist can mean the elderly person then more or less being confined to their home) and be prevented keeping fit by taking short walks when a far better solution is to give cyclists their own path well away from very vulnerable pedestrians. The proposal as made just moves the motorist / cyclist problem into being a cyclist / pedestrian problem leading to exactly the same aggressor and victim situation.</p> <p>Additional, two-page response received highlighting concerns about vulnerable pedestrians, the need to provide dedicated cycle lanes for vulnerable cyclists rather than off-carriageway facilities, inappropriate cycling, inadequate footpath widths and potential enforcement of inappropriate cycling.</p>

4.	<p>Currently the Caversham side of the River Thames has a cycle path/footpath. This is also the case on the new Christchurch Bridge which was built on the understanding that this would direct cyclists to the station using the new bridge and a widened path beside the flats and the Covea Offices. Cyclists come down the ramp at speed and cannot see anyone coming along the footpath from this footpath. If cyclists also travelling at speed come along the current footpath from Caversham Bridge there is the strong possibility that a nasty accident could occur.</p> <p>The South side from Caversham Bridge to Christchurch Bridge is currently footpath only. There are two main reasons for this. The footpath is too narrow to be correctly designated as a combined pathway. As you can see from the attached photograph the pathway is only 5ft wide and at times this is narrowed down even more by foliage that grows across the footpath. The second reason is that this was designated footpath only by the Secretary of State on 10th November 1997.</p> <p>This footpath also has homes along it which are fronting onto the footpath. This is the only stretch of the Thames between the bridges where homes directly front onto the footpath. There are no run-offs for cyclists or walkers to use if the traffic is particularly heavy. This is always a problem during the Reading Festival in August where the festival revellers are using the riverbank to walk to and fro from the festival ground to Tesco etc. They are walking along with shopping trolleys laden with food and drink and the cyclists still try to use this bit of footpath.</p> <p>Cyclists are always telling us it is a cycle path even if we tell them otherwise. They have been known to knock into a pedestrian but cycle off without apologising or checking to see if we are hurt. We have no recompense as there is no form of identification on a bicycle. In the Spring young birds are killed by the cyclists when they feed on the small grass verges along this stretch of riverbank.</p> <p>Caversham Boat Services have to use the river bank so that their customers can access their hire boats. This can mean a lot of luggage and people milling around the end of Lynmouth Rd. early morning when cyclists are cycling to work.</p> <p>The Island Bohemian Bowls Club use the jetty at the end of Brigham Road and have to ferry people and provisions to the Island at various times during the day. Visibility there is already restricted by the Willow Tree and cyclists are very fast along this stretch of the pathway. An accident is always waiting to happen here and more cyclists would make this even more inevitable.</p> <p>I live in one of the houses along this pathway. When reversing our car to exit our parking spot we have to ensure that we check that pedestrians are not walking past as we would not want to accidentally hit them. However bicycles travel at such a speed that they come out of nowhere and often come off the footpath and onto our parking area to overtake pedestrians. We find this quite worrying and more cycle traffic could certainly exacerbate this problem.</p> <p>Cyclists travel at around 20+ mph whereas pedestrians are travelling around 4-5 mph and yet we get verbally abused by the cyclists for getting in their way. It is no hardship for the cyclists to travel along the Caversham side of the Thames and over Christchurch Bridge which was built specifically to accommodate cyclists. I also understand that there are plans to extend this bridge across to Reading Station once SEC move out of their premises. Cyclists are already well looked after by the Council and I feel it would be more beneficial to look after the Reading pedestrians after all most Doctors are saying that walking is more beneficial to people than any other form of exercise. It is important that walkers, runners, children and dogs have a safe river bank to walk along.</p> <p>Please consider the pedestrians after all as soon as a child can walk they are a pedestrian. There are far more of us than there are cyclists. All ages enjoy walking and we have to put up with uneven pavements, potholes, cyclists, mopeds, motor bikes, cars, buses and taxis. Please don't take away any more safe paths from us.</p> <p>Supporting images submitted with response.</p>
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5.	<p>I formally object to the above proposal. RBC Transport Sub Committee Meeting 15th June 2016 Minutes: "The Thames Path is legally classified as a footpath over which the public has a right of way by foot only". The national guidance for shared space is 2 metres. The path is only about 1.7 metres wide in places. There it is only just wide enough for pedestrians to walk two abreast. It is not possible on some sections for a cyclist to overtake two persons walking abreast. Cyclists continue to try to overtake pedestrians and do not ring a bell. RBC has already acknowledged the "Health & Safety" hazard by installing barrier pinch points to try to persuade cyclists to stop and dismount. Many do not do so and ride through the pinch points. This will become an even bigger "Health and Safety" issue as the numbers of pedestrians and cyclists using the path and new bridge grow. Swans nest beside the path and have had their nests vandalised. During the 2007 consultation on a similar matter RBC took independent legal advice and did not proceed. Please confirm that you will be seeking independent legal advice this time also.</p>
6.	<p>We walk the Thameside towpath regularly and even though cycling is supposed to be forbidden, we are often startled by cyclists overtaking from the rear without offering any warning. With the purposed Thames Cycle Path, you are ignoring the pleasure of walkers using the towpath and in our opinion it should be for pedestrians only. Pedestrians are at risk enough on our pavements and tarmac paths within local parks by cyclists. Byelaws could be passed to protect pedestrians, but who would invoke such a law. How can the expenditure be justified to satisfy a few cyclists when our Council Leaders are telling us that essential services are to suffer because of Government cuts.</p>
7.	<p>Whilst the concept of a cycle track along the Thames Path might seem attractive, the path is not wide enough to accommodate both walkers and cyclists. In many places it is below the width deemed appropriate by Reading Borough Council and falls well below the National Guideline of 3.0 metres minimum width admitted in Reading Borough Council's Cycling strategy. Problems will arise because cyclist do not give warning of their approach by use of their bell, cycle too fast and often do not consider the mobility of walkers. Widening the path is not an option in stretches of the path because of the close proximity of the river bank. Any proposals that Reading Borough Council might have to widen the path should have been included in the strategy document and stated in the notice and the conversion of the footpath should not have been proposed until those works had been undertaken. Images also submitted with response.</p>
8.	<p>The XXXXXXXX objects to the proposal to convert the Thames Path to a joint footpath and cycle track between Roebuck Hotel and the mouth of the River Kennet because we consider it to be too narrow for walkers to be safe and able to enjoy the footpath. We consider that the quality of the national trail would be diminished.</p>
9.	<p>I am disabled by sciatica and also have Macular Degeneration Sight gone in one eye, thus see 2D in a 3D world. Cyclists are a hazard for me. If it is to happen - cyclists are hope popular with the Council than the pedestrian, a humane approach would be to have a sign (as in Winchester) 'PEDESTRIANS HAVE PRIORITY'</p>
10.	<p>This is to object to the suggested idea that the riverside path between the Roebuck PH and Caversham Bridge should be shared with bicycles. 1) It is far too narrow in several places. There is already a very good route alongside Oxford Road, Portman Road and Richfield Avenue. The Borough keeps reminding us that it has no money so why is it considering a duplication.</p>

11.	<p>The Ramblers OBJECT to the designation of any portion of the ROEBUCK HOTEL TO CAVERSHAM BRIDGE section of the Thames Towpath (Reading BC Footpath 1B) between Roebuck Ferry Cottage and Scours Lane on the grounds that the available width is inadequate for its safe use as either a segregated or a shared use pedestrian/cycle path. The available width of the path is in places limited to less than 1.5 metres between a fence or wall and a steep drop into the river. Major engineering work would be required to improve this. The Ramblers notes that:</p> <ul style="list-style-type: none"> • The link path between the Thames Towpath and Oxford Road at the Roebuck Hotel (Reading BC Footpath 29, which is not included in the order) is not suitable for cycling as cyclists have to carry their bicycles up or down steps covering some 15 metres of height difference. It questions the wisdom of advertising the towpath here as a cycle path when many cyclists will perceive it as a dead-end section of route. • There is an alternative off-carriageway cycle route alongside Oxford Road between Tilehurst Station and Scours Lane that avoids any need for cyclists to carry their bicycles up or down the steps on Footpath 29 and use this section of towpath. <p>In respect of the remaining sections of path covered by the orders, The Ramblers notes that the Council is proposing to designate half the width as a cycle track but does not specify which half. In view of the limited overall width generally available, it advises against any form of segregation and draws the Council's attention to the guidance proffered by the Department for Transport (Local Transport Note 1/12) and Sustrans (Segregation of Shared Use Routes, Technical Note 19), both available on the internet.</p>
12.	<p>I am worried about the danger to pedestrians. Cyclists are at present using the towpath and travel at a fast pace. They do not let you know that they are coming (no bell) and if you are hard of hearing or suffer from loss of balance you are in danger of being knocked over.</p>
13.	<p>I am astounded at this proposal having been raised let alone actually being considered. Is Mr Page, who seems to dominate the council, a cyclist by any chance? Surely it is not feasible for the council, having raised council tax to all residents, pay considerable amounts of money to finance laying a pathway for cyclists whilst walkers have had no issues for many, many years. The riverside walk has been used to walk and avoid the industrial nature of Reading historically whilst there is currently a cycle route already established in Oxford Road, Portman Road, Richfield Avenue, etc. through Reading - you are repeating yourselves but with a better view!! Flood levels would result in yet more cost for continual repair; the countryside landscape will be ruined and the quiet disturbed; cyclists do not consider pedestrians at any time and/or anywhere so to "legalise" access to cyclists in these areas will cause even more frustration - please leave us alone - this should be a cause of concern to the council on all areas where pedestrians are in close proximity to cyclists and you as council members will be adding to the problem yet again. Please put the needs of Reading and its residents into proper proportion when considering such a ludicrous suggestion as this and give back pedestrian access unhindered by cyclist.</p>
14.	<p>I regularly walk (my primary mode of transport!) along these sections of the Thames Path and already come into conflict with cyclists who seem to think that they have priority and that I should always get out of their way. This proposal will increase cycle traffic and make the situation worse. The path is too narrow in most parts to easily accommodate both walkers and cyclists. Will I as a pedestrian be expected to step out of the way of a cyclist every minute as I attempt to get from A to B? I anticipate that, at best, there will be altercations between pedestrians and cyclists and, at worst, accidents involving both.</p>
15.	<p>I frequently walk this path, in particular between Scours Lane and Caversham Bridge, but often on the other parts as well. There are already cyclists using it and they cause a lot of disruption to walkers simply because the path is not wide enough. To allow more cyclists on it without widening it would be dangerous and would discourage people from walking along the route, particularly people of my age group who are more vulnerable to being knocked over. It is important for our health that we are able to walk safely in traffic free areas. If the path were widened it would of course make it safer but it would lose some of its charm. It seems to me that cyclist would be better using the Portman Road, Richfield Avenue path with an improvement under the Bridges. Sure this will be taken into account when they are finished?</p>

16.	<p>I would like to be clear that I am not objecting to the scheme per se, neither am I supporting it. I would urge caution, however, because the needs of cyclists need to be evaluated in tandem (no pun intended!) with the needs of other path users, particularly those who are disabled, sensory impaired or older people. Cycles are, by their very nature, quiet and speedy, and so people may not hear their approach and be able to make way in a timely fashion. I have been looking at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9179/shared-use-routes-for-pedestrians-and-cyclists.pdf</p> <p>I would hope that this document (and its companions) has been taken into account, it definitely has information which should be considered before any alterations are made, particularly, as I have mentioned, regarding disabled and older people.</p> <p>In addition to my previous comments, I THINK that part of the path is obstructed for wheelchair users by a short of "chicane" for want of a better word, which is meant to be a deterrent to motorcyclists. The barrier is the subject of a complaint which is being dealt with now. I believe that it is unclear as to who is the owner of the land, which might mean that achieving a solution might be difficult, but it is important that people who wish to use the path legally may do so without hindrance.</p>
17.	<p>Leave it alone! Pollution levels are already too high by the roads, They're dangerous also. Let Reading have some nice areas where people are free to enjoy their leisure time. Cyclists cycling responsibly pose no threat to pedestrians so please let us to continue to enjoy what is left of the green space in Reading.</p>
18.	<p>The Thames Path over the proposed route is in many places only 1.7 metres wide against the stated minimum width of 3.0 metres in the requirements for the joint usage. This is particularly relevant on the section between the Caversham and Reading Bridges. Additionally there is much footpath side vegetation, and areas of riverside bank broken away which would require constant attention to retain safety for cyclists. The access at the Roebuck end is via several sets of steep steps over the railway which are not suitable for cyclists. The general surface over the whole length is gravel or uneven bare soil which gets very muddy and slippery in wet weather and in winter.</p> <p>There is already a metalled cycle track which avoids cyclists using the busy roads. This goes alongside the A329(Oxford Road) from Tilehurst Railway Station to Norcot Junction, from Norcot Junction to Cow Lane alongside Portman Road, and from Cow Lane alongside Richfield Avenue to Caversham Bridge. The section under Cow Lane Bridges is currently controlled by traffic lights, but will be regularised for cyclists when the bridges under the railway are finally constructed. There is adequate street lighting over this whole length whereas cycling the Thames Path would be unlit and extremely dangerous and isolated most of the time.</p>
19.	<p>The Thames Path is not a sufficiently wide pathway to accommodate both cyclists and walkers and there is a very real danger of serious accidents occurring unless the Council intends to widen the pathway to provide a clearly marked cycle path alongside the walkers path. If the proposal goes ahead without such improvements it will be extremely difficult for the emergency services to access any injured parties following an accident.</p>
20.	<p>It is not clear to me what the path is to be constructed of and how wide it would be. It is already used by many cyclists.</p> <p>It would also be useful for user cyclists to have and use bells especially as this area is used by lots of dog walkers</p> <p>I am against all above proposals until I can find out exactly what they mean to the existing footpath. And would like to point out that there is already a cycle path between Caversham bridge and Tilehurst station running alongside Richfield Ave, Portmond rd and Oxford rd.</p>
21.	<p>There is a perfectly good cycle track running from Kentwood roundabout to Caversham Bridge so I do not think it is necessary to convert the existing Thames Path for cyclists as well (the slight problem at the Cow Lane bridges will be resolved when the new bridge is in place). The section from Scours Lane to The Roebuck calls for cyclists to carry their bikes up a large number of steps in order to reach the main road at the end of the path. If this path is to be made safe for pedestrians the path would need to be widened in various sections in order to accommodate cyclists. I think Reading Borough Council or the appropriate Authority could spend the cost for this work on more urgent projects elsewhere.</p>

22.	<p>the path is already used by cyclists , several who ride at too fast speeds and skim past pedestrians without giving any warning. There have already been accidents with pedestrians being hit by bikes.</p> <p>The path is too narrow to support both pedestrians and cyclists in the same space (approx. less then 3 metres wide and curved around walling). either land would have to be purchased from the present owners and their boundary rebuilt or the path widened into the river bank. The river bank has already collapsed in several places and is dangerous to present users.</p> <p>Why cannot the cycle path be placed on the north side of the river where there is already a much wider path available?</p>
23.	<p>The majority of the route, but in particular the section between Caversham and Reading Bridges, is too narrow to safely accommodate slow moving pedestrians, and cyclists travelling at high speed.</p>
24.	<p>I am a keen, regular walker and live very close to the R. Kennet path which is (unofficially?) used by cyclists as well as walkers. At weekends and holiday times walking this path is more a case of continual dodging as cyclists come past. Some are considerate and polite but many aren't and ride as speeds well over 15 mph. To allow cyclists to use the Thames Path through Reading is asking for accidents and danger at many points, in particular: the area near Caversham Bridge where there is a public car park - people gather here in large numbers with small children to feed the swans; also, the area close to Tesco at the eastern end where people park and walk. In short, the whole path is much too busy with pedestrians to allow joint use safely. You cannot rely on cyclists obeying any proposed maximum speed - some will, many won't - it is just TOO BIG A RISK to take with the general public paying the price of a misguided decision. I appreciate the dangers cyclists face on the roads but potentially endangering pedestrians is not the answer here.</p>
25.	<p>Needs a split cycle/pedestrian path on the north side of the river between the bridges and likewise near Rivermead. As cyclists will whizz past with little or NO warning to walkers in front of them. At least with designated cycle path no one can complain if it's clearly marked as such...</p>
26.	<p>I believe that we do not have to spend money and time changing a legal status that has served us well so far. Cyclists already use the Thames Path in Reading and there are other separate cycle paths they can use to cover the same distance and area.</p>
27.	<p>Given proximity of deep water, presents a danger to pedestrians who are walking with children. A small child tends move instinctively away from the path of a moving bicycle and they may step close to the water or fall. Countryside walks which permit cycles, in my experience, come to be dominated by the needs of the cyclist. The frequency with which we have to move at speed out of the way of a cyclist and usher our children close to us destroy the whole pleasure enjoying the walk in the first place. There is a culture of simply ringing a bell without changing your speed and expecting the pedestrians to scuttle out of your way and scoop their children up too</p>
28.	<p>We run a busy boatyard on the proposed route at Scours Lane. This is a busy enterprise where we have cranes, vehicles, boat movers and fork lift trucks in constant use. I don't see how this scheme can work when going directly through an business like this. It poses a significant danger and risk to cyclist themselves and will create issues ourselves running the business, should this proposal go ahead. I would also like to mention that our deeds state that "access across the boatyard is on foot only". I'm sure there is a way of going around the boatyard to mitigate the risks, we are open to discussion about this.</p>
29.	<p>There are two issues why this proposal should be rejected. First, the path is too narrow, in particular towards the Roebuck Hotel end. The first 0.5 km from the bridge at the Roebuck is under 2 m wide along most of it and has 1.3 m useable width in many places. Along one stretch there is 1.5 m between a fixed fence and the water's edge, and the edge shows signs of erosion. The Thames Path National Trails policy specifies an absolute minimum of 2 m width through enclosed sections. It is known that RBC do not intend to spend money to rectify current issues with the path. It should be noted that there is already a surfaced cycle track off road alongside the Oxford Road, continuing off road alongside Portman Road and Richfield Avenue to Caversham Bridge. There is no need for shared use.</p> <p>Secondly, there are already serious problems with cyclists and walkers sharing the same route. It has been suggested that cyclists should be asked to be considerate and use their bells, but very few cyclists have bells, and many cyclists are not considerate. While I understand that cyclists are at risk from cars, and that more dedicated cycle tracks are needed, walkers are at risk from cyclists, and the walkers' rights and health should also be considered.</p>

30.	I use the Thames path from the Roebuck Hotel to Caversham Bridge regularly and the stretch between the bridges and to the Kennet Mouth occasionally. I am a little deaf so I don't hear when cyclists approach me from behind. They have almost bumped into me on a number of occasions as they expect pedestrians to jump to the side. In some places the path is extremely narrow and it is not possible for a cyclist to pass a pedestrian without the pedestrian stopping and squashing into the side. I therefore strongly disagree with the proposal to change the legal status of the path.
31.	The current path along the Thames, particularly the stretch between Caversham Bridge and Reading Bridge, is too narrow to safely incorporate both a pedestrian lane and a cycle path. Bicycles do sometimes use the path at present, which doesn't seem to cause problems, but the prospect of cyclists travelling on it at greater speed to commute does not sound like a safe proposition, particularly as many pedestrians who use this section of the path have young children or dogs with them. As it stands, cyclists have more space to travel safely along the north bank of the Thames and crossing the river at the new cycle bridge, so for those cycling into the town from the Caversham side, there would be little benefit to changing this part of the Thames path. The only potential benefit would be for the smaller number of potential cyclists living directly on the south bank of the Thames, on which there is not a large amount of residential property. As such, I'm not convinced that the benefit it might bring to these few would outweigh the greater risk to pedestrians that changing the legal usage of the path would cause.
32.	The path is too narrow at 2 metres wide. We are already in danger from the small percentage of cyclists who go too fast and show no consideration. If it becomes legal to cycle on this path, it will increase the number of cyclists and the danger. I have too artificial hips. I am not able to move as quickly as the cyclists believe I should. This worries me every time I leave my house. A lot of money was spent on the new bridge but we seem to have the same number of cyclists on the south bank. Instead of turning this footpath into a race track, steps should be taken to enforce the law, especially with the relatively small number of the cyclists who abuse it.
33.	I am retired and want to keep fit through walking. The biggest danger I face is from cyclists who give no warning they are approaching from behind. So far I have escaped injury but any accident could take some time to recover from as bones don't heal so quickly when you are older. This would then put pay to my fitness regime. This is why oppose shared walking and cycle paths except where the path is wide enough such as has been constructed on Christchurch Bridge.
34.	The path is quite narrow in places and when a cyclist is passing it requires us to walk in single file. This very pleasant path was a long time in coming and brings great pleasure to walkers but also is extremely busy at certain times of the day and even more so at weekends. It would be helpful to all users if there was an unwritten rule that required cyclists to overtake either nearer the water or further away so that we knew which way to step out of the way when cyclists approach.
35.	Without considerable civil works the path from the end of the Esplanade to the Roebuck is insufficiently wide enough to prevent nuisance interference to walkers. Past experience shows that many cyclists adopt a philosophy of precedence over walkers where the path is in joint use and many, not having bells give scant warning of their approach from behind. If this proposal is adopted there should be two separately designated parallel tracks with a minimal width of 1.5 meters each, bearing in mind that both groups tend to progress two abreast and that on the main road cyclists expect a car's width clearance between them another road users. It should be remembered that the proposals cover a stretch of the Thames Path, designated with walkers -not cyclists in mind. Sadly there are members of the cycling fraternity who regardless of the designation of footpaths as restricted to folks on foot frequently abuse walkers' priority.
36.	The area near Reading bridge and the new pedestrian/cycle bridge is heavily used by young families and to have bicycles whizzing past young children and walkers is dangerous. I use the new pedestrian bridge as a pedestrian to commute to the station and hate it as the dual use is dangerous especially when exiting the bridge onto the narrow side of the pathway. There will be an accident if there hasn't been one already!

<p>37.</p>	<p>I am lucky enough to live very close to the Thames Path & use it daily. It is a pleasure to use and to see other people enjoying this lovely recreational area.</p> <p>I would like to register my objection to the proposal to re-designate the towpath on the south side of the Thames between Caversham Bridge & Reading Bridge.</p> <p>At present the status quo just about works now that Christchurch Bridge is in use & pedestrians are able to ask cyclists to slow down if necessary when they are cycling dangerously on the towpath. However if this changes and the towpath is re-designated as a shared cycling/pedestrian route this will not be possible.</p> <p>Many of the cyclists who currently use the Thames Path are recreational users who travel slowly and cause no difficulties. However there is already a significant number of "commuter/serious" cyclists who ride extremely fast along the towpath throughout the day and evening and have little or no care for pedestrians, causing difficulty and danger particularly for elderly & disabled people and those with young children - in prams and pushchairs but also on small bicycles, scooters etc. who should also be free to use the towpath in safety. There will be nothing to protect leisure users from the risks that this will lead to - & the situation is guaranteed to lead to accidents and injuries. For example a cyclist riding up behind someone ringing their bell to clear the way will not be heard by someone with a hearing impairment & will not leave sufficient time to move aside by someone who is elderly or has a physical disability or learning disability but can instead cause fear and confusion at least & injury at worst.</p> <p>The Department for Transport quotes:</p> <p>6.2.13 As shared use facilities are unsegregated by definition, they should generally be restricted to situations where flows of either cyclists or pedestrians are low, and hence where the potential for conflict is low. If flow levels are too high for the width available, unsegregated facilities are likely to discourage some categories of pedestrian from using the facility, especially older or disabled people. This is a particular concern on routes which were previously reserved for the sole use of pedestrians. Exceptions to this general rule are pedestrianised areas, historic features such as town squares, rural routes, parks and other vehicle restricted areas where it may be desirable to allow all users access to all parts of the surface, or where segregation would be an unnecessary visual intrusion.</p> <p>6.2.14 Shared use facilities have operated satisfactorily down to 2.0m wide with considerable use by pedestrians and cyclists (up to around 200 per hour). However, this width should be considered to be an absolute minimum, and the desirable minimum is 3.0m. The minimum widths should be considered as a starting point, with higher standards adopted if possible. Again, local conditions and opinion will need to be taken into account. This section of towpath (particularly the length from Thames Avenue to Christchurch Bridge) is busy, especially in the summer and at weekends. It is predominately less than 2 metres in width. It may be possible to cut back foliage and extend the towpath out but the cost of this will be great. At a time when the council is struggling to find money for social care etc. this cannot be good use of our money and is unnecessary as there is a free & easily achieved solution at this particular point along the Thames Path.</p> <p>Now that Christchurch Bridge is in place (& a considerable asset to the area) it is easily possible for the Thames Path to cross from the south to the north bank of the Thames on the already existing (seldom used) cycle path on Caversham Bridge then continue alongside the north side of the river through Christchurch Meadow which has plenty of width for everyone, returning to the south side of the river by coming back over Christchurch Bridge & continuing on from there. These two bridge crossings would only add a minute or two to a cyclists journey, would allow the continuation of the Thames Path for cyclists but would not endanger either cyclists or pedestrians by causing them to have to mix together on the very narrow part of the towpath on the south side of the river at this point.</p> <p>PLEASE - do not let this re-designation of the towpath happen on the south side of the river between Caversham Bridge and Reading Bridge which is so well used now & with a perfectly easy solution available at no extra cost or danger to anybody, as described above.</p>
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38.	I am an OAP and moved close to the river to make use of the footpath between the two bridges as an amenity. If you make it a cycle/pedestrian footpath I will feel forced to move out. Please don't do this scheme. Although at present this is designated as a footpath many cyclists make use of it regardless. It is too narrow for cyclist use and is dangerous to pedestrians. I and many others are forced aside by cyclists who insist on a right of way. I already do not go on the path at "rush hour" and feel that it is already too dangerous. It cannot be wide enough to make it a shared cycle and pedestrian footway. There will be a lot of bad feeling and arguments between cyclists and pedestrians. You will turn what should be a nice environment into an unpleasant one for everyone.
39.	Walking along these stretches of the river is already dangerous enough, due to its unscheduled use by cyclists. Making this use official is likely to worsen the situation and lead to injuries, both to pedestrians and cyclists.
40.	I object to this proposal. Pedestrians need to be protected from the dangers presented by the close proximity of cyclists. The footpath has been used for pedestrians to enjoy a quiet pleasant walk since time immemorial. This would be spoil if cyclists were allowed shared use. I object to this proposal.
41.	<p>I object to the path between the Roebuck and Caversham Bridge being converted to shared use because it is too narrow to share safely. At 1.5m in places it is narrower than the Sustrans recommended width for shared paths, and also narrower than the 2m width which I believe is the RBC minimum for shared paths. I believe there is an existing cycle route in parallel with this section of the Thames Path.</p> <p>The sections of the path through the bridge underpasses are narrow with poor visibility. I believe the underpass sections of the path need to be divided by a white line and appropriate signage, with the cycle section nearest the river to avoid collisions and conflict between pedestrians and cyclists. As an eastbound pedestrian I have nearly collided with a fast westbound cyclist as I was joining the path under Reading Bridge by Clearwater Court.</p> <p>The section between Reading Bridge and Kennet mouth is adequately wide for shared use, and indeed has been in shared use for at least the 11 years I have been using that path as a pedestrian.</p> <p>If the path along the river past Caversham Lock is made shared use, I believe anti cycling barriers should be installed on the path across the weir as cyclists routinely ignore the current "no cycling" signs. An alternative route for cyclists exists over the new shared use Christchurch Bridge. The weir path is barely a metre wide for a large part of its length with a narrow blind corner on the lock keepers island. My experience of using that path as a pedestrian is that many cyclists use it at inconsiderate speed and without bell warnings.</p> <p>I have found cyclists abusive if challenged.</p> <p>While reasonable and considerate cyclists are to be encouraged, I believe more should be done to ensure that cyclists comply with the regulations governing cycle use such as the Highway Code. Driving through Caversham at night I come across moving cycles with no lights or reflectors. These are a danger to themselves and other road users. Cyclists also ignore red traffic lights and one way street signs in my experience. I also find them using footpaths and pavements where they have no right of way, and they seldom use audible warnings approaching pedestrians from behind, sometimes preferring emergency brake applications as warning. Any measures you can take to improve cyclists' behaviour would be very welcome. Improved cyclist behaviour would mean that future cycling proposals might be more favourably received.</p>
42.	I am a pedestrian who lives in the centre of Reading. I use the Kennet and Thames footpaths on a daily basis. I have moderate hearing loss and cannot hear cycles approaching. Many do not give warning with a bell, even if they do I often do not hear this. Shared paths are a hazard for pedestrians who have hearing or sight loss (even slight impairment). If cycle lanes are introduced I would like to see clear signs placed asking cyclists to be considerate to pedestrians. I would like such signs placed on all Reading's cycle paths.
43.	Keep the Thames safer for all users. There are other cycling alternatives that are safe.

44.	The section between reading bridge and the Kenner mouth is already used by many cyclists. As a pedestrian, this section has become dangerous due to the speed of some cyclists and the inconsiderate way in which they use the footpath e.g.: riding up behind silently and at speed leaving virtually no time for pedestrians to move out of the way. I have witnessed one accident where a pedestrian was hurt, and quite a few near misses! Not to mention the dogs which are in danger. This has always been a footpath. Are pedestrians now to be disregarded in favour of cyclists?
45.	The recommendation for a shared footpath/cycle way is 3 meters. There are lengths of this proposal that do not meet this standard. I am of the opinion that to proceed with this idea is dangerous. Hence I register an objection
46.	The existing path is not wide enough or suitable for both cyclists and walkers. One only has to look at the path from Henley to The Flower Pot, which is much wider and still there are problems with cyclists and walkers. The cyclists often have no regard for the walkers, no warning of their approach as most cyclists do not have a bell and one takes one life in one's hands to walk along some of the path. Even if a warning (bell) is given one doesn't know which way to turn to stop as the cyclists often do not slow down. The existing path between The Roebuck and the bridges is quite narrow in places and I can foresee some nasty accidents occurring if the go ahead is given for cyclists and walkers to share the path.
47.	I frequently walk along the 3 sections of footpath under consideration. Much of the path is close to the waters edge and in many places insufficient room for cyclists and pedestrians to pass safely. Generally where the surface is poor there is little room for pedestrians to avoid cyclists that are often travelling at a speed in excess of 15 mile/hour One factor to consider is that there is already an existing metallised surfaced cycle track off road alongside the Oxford Road, continuing off road alongside Portman Road and Richfield Avenue to Caversham Bridge. Every effort should be made to segregate cyclists and pedestrians unless unsegregated shared use paths are available, ideally 3 m wide + 0.5 m on either side, with an absolute minimum of 2 m + 0.5 m on either side. The application of sanctioned and unsegregated shared use for a riverside path should not be sanctioned when there is a positive risk not only of injury by collision but also drowning.
48.	I note that for the first year in ages you have cut back the greenery on the Scours Lane to Roebuck section of the Thames Path, no doubt in support of your proposal. I walk this section regularly and already am intimidated by cycles; if you allow this to become a cycle track it will ruin the Thames Path. It is narrow - it appears just about wide enough for multi-user only because you have cut it back hard, but it has never before been like this and probably won't be again. Many cyclists on this path are considerate but there are enough who are aggressive - even before the change - if you make it legal for cycles it will be a nightmare for walkers. Why does no-one care about walkers? There are still more pedestrians than cyclists. Have you ever tried to use it in the commuter rush hour. And you have already provided multi-user along the Oxford Road - why do cyclists need this? Please, please don't do it.
49.	The path should officially be termed a towpath and be maintained as such through the historic legal framework set through the Thames Conservancy. If the path ceases to be a legal towpath, various historic documents may entitle all rights of passage to revert to the landowners. The towpath is narrow and would not accommodate both a footpath and a cycleway to any normal safe standard of design without encroaching on neighbouring land. In maintaining the towpath to meet the standards that would be required for cyclists, sections of the towpath may need to be maintained by replacing areas washed away by natural erosion. Any un-natural extension of the land into the river (as such maintenance may be regarded) could lead to ownership boundary changes that could lead to loss of valuable river frontage ownership. The towpath is currently clearly signed as a footpath. The police and/or council have failed to enforce this by challenging cyclists. I have personally challenged cyclists on my section of the towpath but following a serious assault on myself, the police advised to no longer challenge people for my own safety but to leave that task to themselves. This form does not allow the user to only challenge those bits of the proposal that are relevant to them without being 'in support' or 'against' other areas. Therefore any statistics derived from this consultation will be invalid.

50.	Many times I risked injuries when I was walking on the Thames Path due to cyclists that run at crazy speed and they never use the bell. I find them really dangerous. Once I was with friend and his toddlers and we really risked serious injuries. I'm against for security and health and safety reasons.
51.	I feel that the current "footpath/Cycle" path for the Reading section of the route works fine as it is. It would be a very dangerous move for the cyclists to have their own section. This would encourage even faster use by cyclists of the cycle section of the path and unless you intend building a Great Wall between the two, this could lead to a nasty accident with toddler drifting into the path of a speeding cyclist or a pet dog. The fact that is is along the river and the wildfoul along the river won't understand the rules of the cycle path either. The fact that the path at the moment is used in equal measure by all means that cyclists have to be more wary of their speeds, so a good thing. If you section them off, it gives them to green light to speed away. All in one lane scenario was a carefully considered point on Christchurch Bridge, I know, I attended the meetings at the Library in Caversham so that consideration should also play a part in the rest of the cycle path. It has to be the same, it can't just switch at various points along the way. Also, where is the budget coming from this, CYCLE TAX??
52.	The path along the river side, particularly between the two bridges, has no barrier and is not wide enough to accommodate two way foot traffic and bike traffic.
53.	I am very concerned about the proposal for the above cycle path as published in the Reading Chronicle given that both I and my wife, both disabled and in my case also a pensioner, have in the past already been subjected to intimidating and bullying behaviour by adult cyclists (illegally?) using parts of the proposed path.

54.

I write to object to the above proposed orders on the following grounds:

(1) The orders proposed converting half the width of the footpath to cycle track, but this width is in practice a fiction. The ground nearest to the river is susceptible to erosion, and in any case will be avoided by users for safety reasons. The beaten or surfaced track in most areas occupies only a central strip, and widening this to take in adjacent vegetation would be damaging both to amenity and to nature conservation. In practice, the proposal would require pedestrians and cyclists to share the path.

(2) They fail to strike an appropriate balance between the interests of pedestrians, cyclists and nature conservation.

(3) A cycle route on this alignment is not needed for practical access or leisure purposes, and better alternatives already exist in the central and western sections.

Leisure cyclists are not in a position to pay such close attention as walkers to the detail of their surroundings, so for them the attractiveness of a route is mainly about the wider landscape setting. In particular:

(4) The argument that cyclists already use parts of the route does not hold water: it could be used to justify conversion of footways to cycle paths almost anywhere.

For the above reasons, I urge councillors not to confirm the Orders, but to give consideration to ways in which links between existing alternative cycle routes may be improved.

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Classification: OFFICIAL

As you will know we have leased the property since the 1980's and we do not accept that you have established a cycleway right and do not believe that you could do so beyond the extent of the leasehold title even supposed such a right could be established, the route has also been blocked off several times. This position also applied to the walkway and you will remember that this was objected to too, that gates were incorporated during part of the former period. Additionally we objected to the width claimed for the walkway, the current walkway demonstrates the previous width used and the claim of three metres was wrong and this could not be true along part of the course in any event due to width, part barely four feet wide. Additionally the tow path was extinguished many years before.

Having said that we may be able to agree to a scheme subject to safety issues, negotiated agreement and variance

Please note that pedestrians move at a slower rate than cyclists, that there are parts of the footway that cannot carry pedestrians and cyclists safely especially when both cyclists meet cyclists and cyclists meet pedestrians from each direction or in the case of cyclists and pedestrians in the same direction, needing to pass.

Whilst half of the route could potentially meet such a requirement the remainder could prove more difficult and if agreed we would want to see the same basic form and surface without serious disturbance of outlook following the current position with not more than double the current width.

We would like to see that cyclists where, when necessary have to dismount, that pedestrians had priority in the interests of safety along the narrow section if such is to be incorporated, with signs at each end (Scours Lane and Roebuck Bridge Steps) denoting priority to pedestrians, that a third should be facing east just prior to the width of the course narrowing, that our rights, authority are unaffected ((It should be remembered that cyclists can sometimes be quite arrogant, menacing, intimidating, abusive and resentful and this should be accounted for) when cyclists are asked to dismount, told a walkway, private property).

In regard to Roebuck Bridge Steps to Roebuck Ferry Cottage, this leads to a dead end and in all the years we have been here we have never seen a cyclists try to use this and only the odd one or two on foot start to walk it annoyed only to have to turn back, well over twenty eight years. We ask that this section is removed from any footway, this has been leased a long time and should not have been party to the walkway. A foot path does not permit loitering much as we appreciate most people are genuine in their use of the footway on a nice summer's day but there is no justification for a cycleway or footway to this dead end where nothing else is public, loitering an offence, obstructs land owner security, a potential for damage, debris without true purpose except distress and detriment to lessees and we would like some security over this part of our property.

We should point out that we feel that Oxford Road adjacent to the Roebuck Hotel is a very busy road many times of the day for cyclists to egress from the bridge footway onto Oxford Road at the Roebuck Hotel and that there are many steps to the bridge before this which have to be encountered, that a far safer position to exit onto Oxford road and end the cycle way would be Sours Lane where steps would not be encountered and where Oxford Road footway could also support cyclists. Despite how this could be seen, this is a genuine view, egress point Roebuck Hotel, Oxford Road could be a potential hazard for life, accident, the bend Oxford Road deceptive where traffic is on you very quickly, please check the traffic.

Classification: OFFICIAL

56 - 60	No detailed comments submitted.
61 - 194	134 Signatures on Petition

Classification: OFFICIAL

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	7
TITLE:	SOUTH STREET / SIDMOUTH STREET ROAD SAFETY UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBEY
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 9372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	JAMES.PENMAN@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 There is a history of incidents at the junction of Sidmouth Street and South Street, which have resulted in casualties, in addition to a perception of speeding traffic along Watlington Street and South Street.
- 1.2 This report provides a proposal for the introduction of traffic management measures that should reduce the number of casualties at the junction and the perceived level of speeding along Watlington Street and South Street.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the closures as explained in 4.4, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objection(s) received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

2.4 That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

2.5 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

3.1 Improving road safety through the reduction of casualties is a statutory duty of the Council, as highway authority.

4. BACKGROUND AND RECOMMENDATIONS

4.1 Abbey Ward Councillors initially conducted an informal consultation on proposals to close South Street (east-side), at its junction with Sidmouth Street, to remove rat-running traffic that occurs between London Road and Sidmouth Street. The consultation also requested resident views on the installation of traffic calming (speed cushions). However, the relatively low level of mixed responses did not allow for a clear recommendation to be made.

4.2 There is a continuing road safety issue on Sidmouth Street, which is demonstrated by Police-supplied casualty data and anecdotally by nearby residents and Reading Borough Council, as Local Highway Authority is required to address this issue.

4.3 Whilst an obvious solution is a full road (carriageway) closure of South Street, at a point immediately east of its junction with Sidmouth Street, there appears to be little support from those directly affected.

4.4 However, an option that does appear to have substantial support would be a closure at two junctions namely Watlington Street/South Street and Watlington Street/The Grove. This would create a cul-de-sac in Watlington Street served from the London Road, whilst allowing residents of South Street and The Grove to continue to use the Sidmouth Street/South Street junction.

4.5 Any such closure within this area and ending of through traffic would significantly reduce traffic movements at the junction of Sidmouth Street with South Street thus leading to:

- a) Reduced risk of vehicle conflicts on Sidmouth Street and a subsequent reduction in casualties;

- b) Removal of 'rat-run' traffic along Watlington Street and South Street, in both directions, reducing road safety risks and improving the environment for residents; and
- c) Reduced vehicle speeds by removing the 'rat-run' traffic and creating an area that will be used by residents and their visitors only.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal contributes to the Council's strategic aims, as set out below:

- Keeping the town clean, safe, green and active.

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

7.1 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 An Equality Impact scoping exercise has been conducted. It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory and a statutory consultation will be conducted, providing an opportunity for

objections/support/concerns to be considered prior to a decision being made on whether to implement the closure.

9. FINANCIAL IMPLICATIONS

- 9.1 The required advertising for the statutory consultation will be funded from the capital Highway safety budget.
- 9.2 Implementation will need to be funded from the capital Highway safety budget.

10. BACKGROUND PAPERS

- 10.1 Watlington Street / South Street - Informal Consultation (Traffic Management Sub-Committee, September 2016).
- 10.2 Watlington Street / South Street Informal Consultation - Update (Traffic Management Sub-Committee, November 2016).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	8
TITLE:	WEST READING TRANSPORT STUDY - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	SOUTHCOTE / MINSTER
LEAD OFFICER:	JIM CHEN	TEL:	0118 937 2198
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	jim.chen@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 The purpose of this report is to update the Sub-Committee on progress with the West Reading Transport Study and to seek approval to carry out statutory consultation on traffic calming measures within the 20mph zone.

2. RECOMMENDED ACTION

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

2.2 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the proposed traffic calming measures as shown in appendix 1 & appendix 2 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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

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

3. POLICY CONTEXT

- 3.1 The proposals are in line with Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 and current traffic management policies and standards.
- 3.2 Under the 1988 Road Traffic Act, the Highway Authority has a duty to take steps to both reduce and prevent collisions on the road network. In addition under the Traffic Management Act 2004 the authority has a duty to maintain and manage the road network and secure the safe and expeditious movement of traffic.

4. THE PROPOSALS

20mph Zone - Traffic calming measures

- 4.1 A list of measures gained approval to carry out statutory consultation at the Traffic Management Sub-Committee in November 2016 and January 2017.
- 4.2 In addition to measures set out in previous West Reading Transport Study reports, it is now proposed to include an additional proposal to introduce traffic calming measures in the proposed 20mph zone within the statutory consultation. This proposed traffic calming measures would highlight the lower speed limit within both Coley Park and Southcote area and further improve road safety for all road users.
- 4.2 A 20mph zone is indicated by 20mph zone entry and exit signs (TSRGD, diagram 674 and 675), and it is a legal requirement to include at least one traffic calming feature within the 20mph zone.
- 4.3 There is currently no traffic calming measures within the proposed 20mph zone in Southcote area, and although there are already existing speed cushions in parts of Coley Park Area, additional measures on Holy Brook Road and the eastern section of Wensley Road would consider to be beneficial.
- 4.4 The type of traffic calming measure is subject to further detail design.
- 4.5 Appendix 1 indicates the proposed 20mph zone in Southcote area and locations of the proposed traffic calming measures.

- 4.6 Appendix 2 indicates the proposed 20mph zone in Coley Park area and the location of the existing and proposed traffic calming measure.
- 4.7 It is proposed that statutory consultation through a Traffic Regulation Order will be undertaken for the proposals outlined above together with the proposals that the Sub-Committee has previously approved for consultation in November 2016 and January 2017, with any objections reported to the meeting of this Committee in September.
- 4.8 It should be noted that implementation of any measures in Coley Park will be subject to funding being made available from the Community Infrastructure Levy (CIL) contribution from the developer of the former DEFRA offices site.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The West Reading Study has already resulted in public exhibitions and consultation with Transport study steering group.
- 6.2 Statutory consultation will be undertaken in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7. LEGAL IMPLICATIONS

- 7.1 Any resultant Traffic Regulation Order will be made under the Road Traffic Regulation Act 1984.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

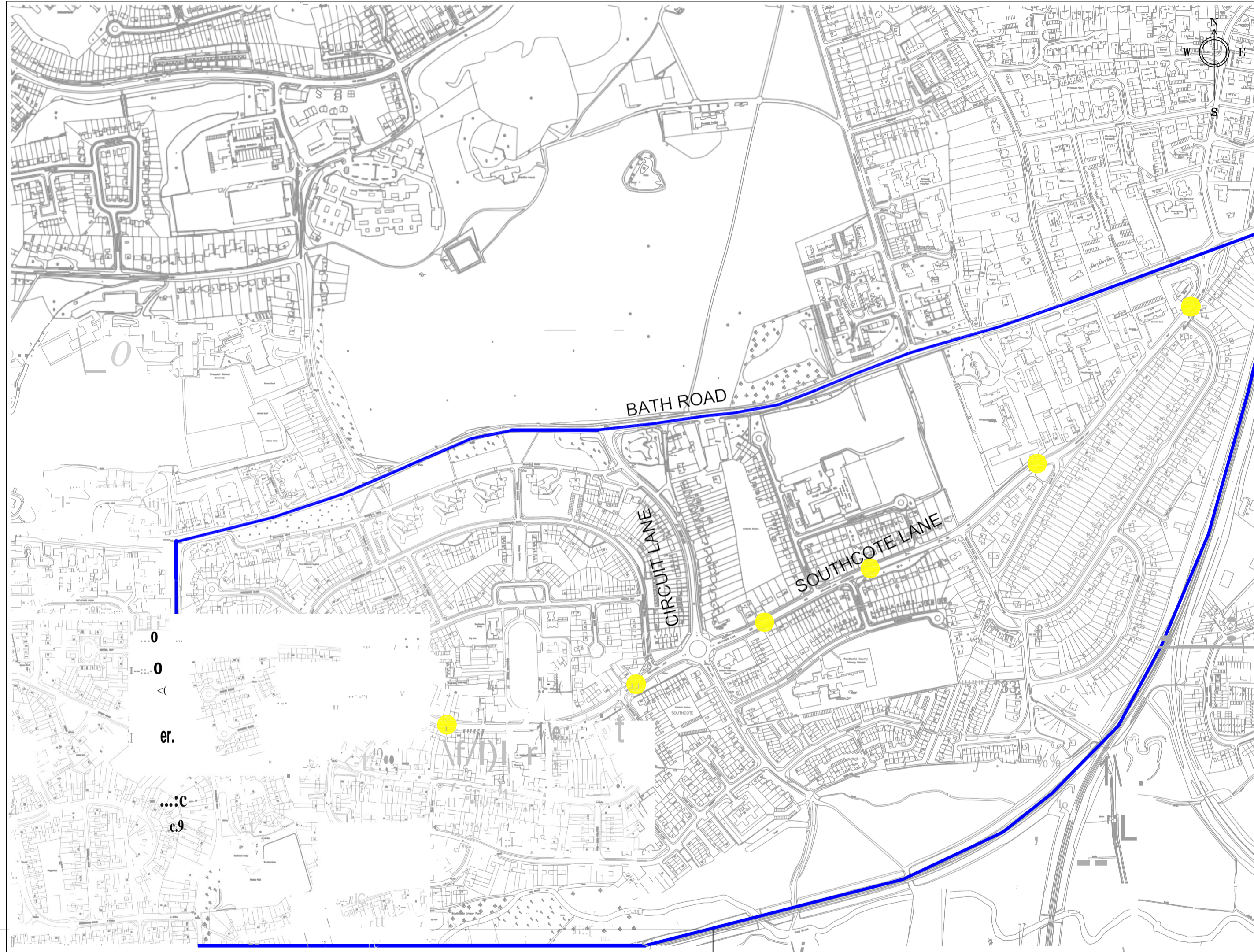
8.2 The Council will carry out an equality impact assessment for transport project proposals in the study area.

9. FINANCIAL IMPLICATIONS

9.1 The proposals outlined in this report will be implemented using developer contribution available through the Community Infrastructure Levy (CIL).

10. BACKGROUND PAPERS

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



LEGEND:

- PROPOSED 20mph ZONE
- PROPOSED TRAFFIC CALMING

**Civic Centre
Reading
RG1 2LU**

WEST READING STUDY

N. T.S

Approved **SB**

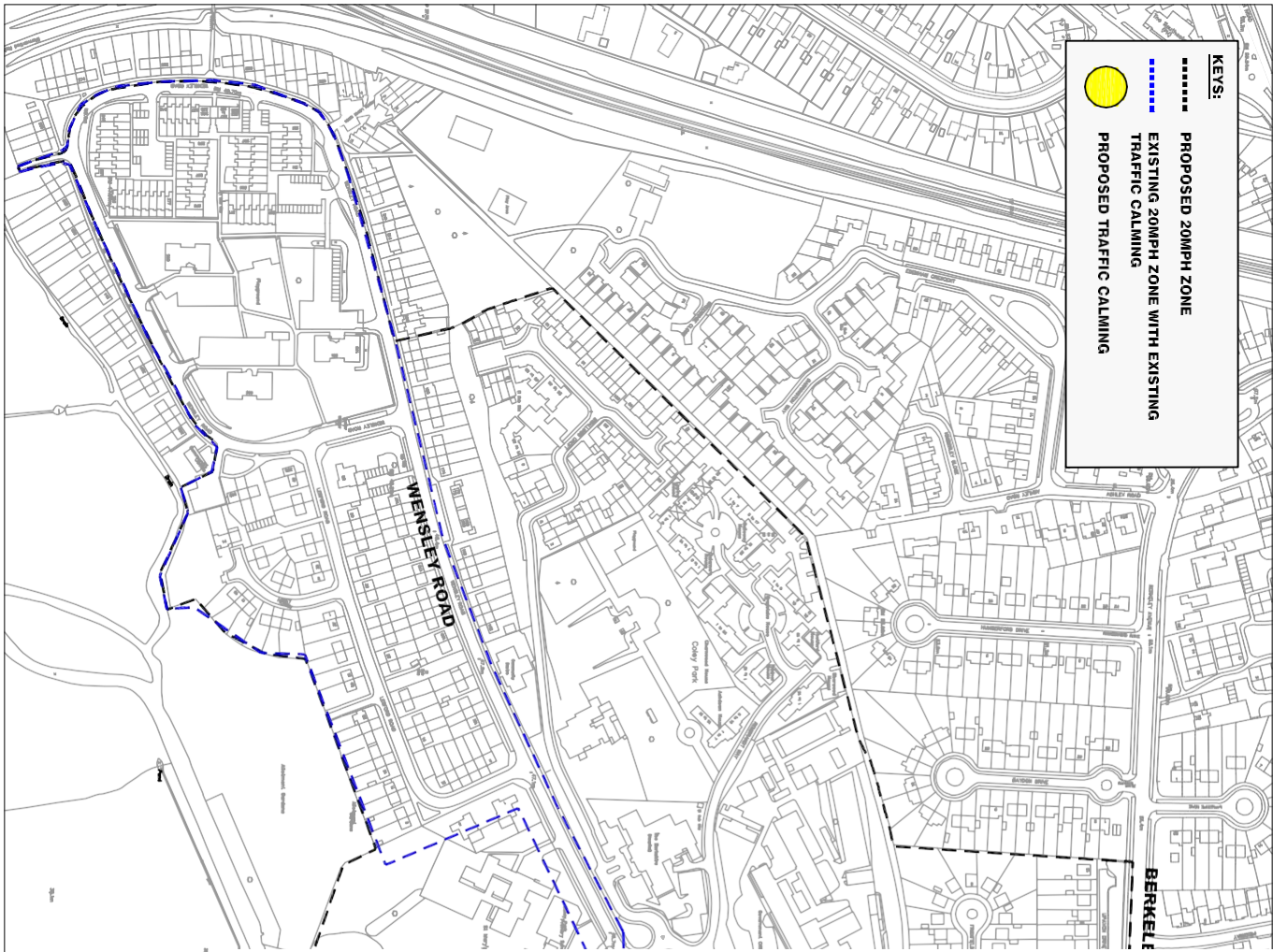
Date **MAY 2017**

Drawing

PROPOSED 20mph ZONE &
TRAFFIC CALMING MEASURES

Drawing no.

APPENDIX 1



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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	9
TITLE:	BI-ANNUAL WAITING RESTRICTION REVIEW - 2017A STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	ALL
LEAD OFFICERS:	JIM CHEN / JEMMA THOMAS	TEL:	0118 937 2198 / 0118 937 2101
JOB TITLES:	ASSISTANT ENGINEERS	E-MAIL:	Jim.Chen@reading.gov.uk Jemma.Thomas@reading.gov.uk

1. EXECUTIVE SUMMARY

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

2. RECOMMENDED ACTION

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

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

2.6 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

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

4. THE PROPOSAL

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

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

4.3 In accordance with the report to this Sub-Committee on 9th March 2017, consultation with Ward Councillors has been completed, and the resultant proposals where Councillors are happy to proceed with schemes to take forward to the statutory consultation process are listed in Appendix 1.

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

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

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

8. EQUALITY IMPACT ASSESSMENT

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

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

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

9. FINANCIAL IMPLICATIONS

9.1 The works will be funded by existing Transport Budgets.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee 9th March 2017.

APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2017A - OFFICER RECOMMENDATIONS

UPDATED: 05/06/2017

Ward	Street	Summary of Request	Officer recommendation
1. Abbey	Carey Street	To convert and extend the single yellow line to a double yellow line as the driveway outside the community centre often gets blocked.	We recommend changing the restriction to a double yellow line as shown in drawing WRR2017A/AB1.
2. Abbey	De Montford Road	The two hour shared use bay on the west side of the road goes across a driveway, often causing the driveway to be blocked. Request for the bay to be shortened.	Reading Borough Council has a process in place whereby residents can apply for access protection markings to discourage motorists from parking across their driveways. Reducing the bay would also decrease the amount of parking available for residents of this street. For these reasons, we do not recommend that this be progressed in the waiting restriction review programme at this time.
3. Abbey	Kenavon Drive	Request to review the parking situation outside the new development. Lack of double yellow lines causing inconsiderate parking.	At present, the land near the new development is not part of the public highway. For this reason, we do not recommend that this be progressed in the waiting restriction review programme at this time.
4. Abbey	Market Place	Request to review the loading bay restriction to ensure that they match the existing signs.	The current restrictions are out of date so we recommend validating them as seen in drawing WRR2017A/AB3.
5. Abbey	York Road	To convert a section of double yellow lines to a single yellow line to allow parking in the vicinity of the community church outside school hours.	We recommend removing some of the double yellow lines which apply when the 'School Keep Clear' markings are not in force. Officers have also suggested that additional permit parking could be obtained if an existing bay is extended. Please note that this was not part of the original request. Both of these proposals can be seen in drawing 2017A/AB2.
6. Battle	Brunswick Hill	Request to reduce the residents permit bay as their driveway is being blocked.	Reading Borough Council has a process in place whereby residents can apply for access protection markings to discourage motorists from parking across their driveways. Reducing the bay would also decrease the amount of parking available for residents of this street. For these reasons, we do not recommend that this be progressed in the waiting restriction review programme at this time.
7. Battle	West Village	West Village Residents' Association request an investigation of the possibility of a pavement parking ban in West Village.	The Council has recently introduced a number of waiting restrictions in this area. The most recent consultation received many objections. Officers do not wish to reduce the parking in this area any further and would encourage the residents association to provide evidence of resident support for any future proposals. It is therefore recommended that no further action be taken at this time.
8. Caversham	Briants Avenue	Request to reduce the residents permit bay as their driveway is being blocked.	Reading Borough Council has a process in place whereby residents can apply for access protection markings to discourage motorists from parking across their driveways. Reducing the bay would also decrease the amount of parking available for residents of this street. For these

Ward	Street	Summary of Request	Officer recommendation
			reasons, we do not recommend that this be progressed in the waiting restriction review programme at this time.
9. Caversham	Elliotts Way	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 get blocked by inconsiderate parking.	The majority of properties in this area have off-street parking. Residents can apply for access protection markings to discourage motorists from parking across their driveways. Any other restriction would impact residents and reduce parking availability. For these reasons, we do not recommend that this be progressed in the waiting restriction review programme at this time.
10. Caversham	Lower Henley Road	Request for an investigation into the parking, as the road is often used by commuters preventing residents' ability to park on the street.	The majority of properties in this area have off-street parking and any restriction would also impact residents, reducing the availability of parking. For these reasons, we do not recommend that this be progressed in the waiting restriction review programme at this time.
11. Caversham	Marsack Street/South View Park	Vehicles tend to obstruct lorries manoeuvring and gaining access to their off-street parking area on Marsack Street and South View Park.	Officers recommend that this request is removed from the Waiting Restriction Review Programme and is reviewed as part of the Lower Caversham Resident Parking Scheme.
12. Caversham	Send Road	Request for the parking situation to be assessed as during the week non-residents tend to use this road for parking.	There are a number of businesses in this area and few off-street parking spaces. We recommend that this request is removed from the Waiting Restriction Review Programme and that it considered as part of the Resident Permit Scheme Programme.
13. Caversham/ Thames	Henley Road	Concern that vehicles are parking in the cycle lane, forcing pedestrians into the middle of the road.	<p>The north section of this road is in Thames ward and the south side is in Caversham ward. We have not received support from Caversham ward Councillors, though we have received support from Thames ward Councillors.</p> <p>A consultation was carried out on a proposal to restrict parking on Henley Road between its junction with Cromwell Road and Donkin Hill as part of the waiting restriction review (SPA9), however the scheme was removed from the programme after a number of objections from Henley Road residents.</p> <p>There have been an increasing number of requests to restrict parking on Henley Road since the introduction of advisory cycle lane in 2013/14. Parking in the advisory cycle lane is causing cyclists to swerve into the middle of the carriageway and is a safety concern to cyclists.</p> <p>The majority of the properties on this section of Henley Road have ample off-street parking and parking on the carriageway may be avoided. We therefore recommend introducing some double yellow lines as shown in drawing CA1.</p>

Ward	Street	Summary of Request	Officer recommendation
14. Church	Kiln View Road	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.	We recommend installing some double yellow lines in the area as shown in drawing WRR2017A/CH3.
15. Church	Rowdell Drive	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.	We recommend installing some double yellow lines in the area as shown in drawing WRR2017A/CH2.
16. Church	Totnes Road	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).	We recommend installing some additional double yellow lines in the area as shown in drawing WRR2017A/CH1.
17. Church/ Redlands	Upper Redlands Road	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.	The current bus stop is often used by buses and coaches doing work for the nearby school. There is nowhere else close to this area that is suitable for these vehicles to park. The bus stop is also immediately next to an existing parking bay and is not outside someone's house. The use and provision of school buses also assists in the overall avoidance of 'school run' journeys. Officers therefore do not recommend that any further action be taken at this time.
18. Katesgrove	Glebe Road	Investigate what restrictions can be implemented to alleviate the school drop off and pick up problems that residents are experiencing.	Officers have not received Councillor's support for our recommendations. It is therefore recommended that no further action be taken.
19. Katesgrove	Katesgrove Lane	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.	The amendment of an existing permit zone would require considerable resources to review and implement. Resident Permit Schemes do not guarantee parking outside individual's properties. It is therefore recommended that no further action be taken at this time.
20. Katesgrove	South Street	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.	The level of income generated by the pay & display machines demonstrates that the bays are being used regularly by non-residents and the removal of this facility would make it difficult for these visitors to park in the area. It is therefore recommended that no further action be taken at this time.
21. Katesgrove	Long Barn Lane	Inconsiderate parking, request for parking restrictions on the north side/park side of the road towards Northumberland Avenue.	We could install double yellow lines on the north side of the road; however, officers are concerned about the further displacement of parking that this would cause. Installing double yellow lines would also completely remove any resident or visitor parking. It is therefore recommended that no further action be taken.
22. Kentwood	Portmeirion Gardens	To introduce double yellow lines around the junction with Pottery Road to prevent inconsiderate parking at the entrance of the street.	We recommend installing double yellow lines as shown in drawing WRR2017A/KE1.

Ward	Street	Summary of Request	Officer recommendation
23. Norcot	Windrush Way	Introduce double yellow lines around the junction of Kirton Close with Windrush Way as cars tend to be parked on the corner, making it dangerous for cars attempting to pull out of the junction. It was decided in the March meeting that this be extended to all nearby junctions.	We recommend installing double yellow lines as shown in drawing WRR2017A/NO1.
24. Norcot	The Meadway	Agreed at Traffic Management Sub-Committee meeting in March to consider the waiting restrictions in the shopping area opposite Dee Road, as per the petition update report.	Following a Councillor and resident meeting, we have proposed to install two disabled parking bays in this area as seen in drawing WRR2017A/NO2.
25. Park	Kennet Side	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.	We recommend installing double yellow lines as shown in drawing WRR2017A/PA1.
26. Park	Crescent Road	Request for school entrance markings at the entrance to Maiden Erleigh School on Crescent Road, in order to make motorists aware of pupils entering/exiting the school.	We recommend that some double yellow lines are installed along with school entrance markings as seen in drawing WRR2017A/PA2. Under the new regulations, the school entrance markings can be installed without a Traffic Regulation Order. The new East Reading Study Steering Group will also be reviewing the wider area.
27. Park	Wokingham Road	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.	Officers recommend that this request is removed from the Waiting Restriction Review Programme as the bays in question are being reviewed as part of the Red Route Consultation.
28. Park	Liverpool Road	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.	Reading Borough Council has a process in place whereby residents can apply for access protection markings to discourage motorists from parking across their driveways. Reducing the bay would also decrease the amount of parking available for residents of this street. For these reasons, we do not recommend that this be progressed in the waiting restriction review programme at this time.
29. Peppard	Buckingham Drive	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.	We recommend installing double yellow lines as shown in drawing WRR2017A/PE2.
30. Peppard	Kidmore End Road	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.	The 2hr limited waiting bay allows short term parking during the day and unrestricted parking in the evenings. The bays allow customers for the nearby shops to park during the day. Officers do not recommend amending these bays but have found a short length of double yellow lines that could be removed to allow additional unrestricted parking in the area as shown in drawing WRR2017A/PE3.
31. Peppard	Micklands Road	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.	We recommend installing double yellow lines as shown in drawing WRR2017A/PE1.

Ward	Street	Summary of Request	Officer recommendation
32. Redlands/ Church	Upper Redlands Road	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.	The current bus stop is often used by buses and coaches doing work for the nearby school. There is nowhere else close to this area that is suitable for these vehicles to park. The bus stop is also immediately next to an existing parking bay and is not outside someone's house. The use and provision of school buses also assists in the overall avoidance of 'school run' journeys. It is not possible to install a limited waiting restriction for a bus stop or stand. Officers therefore do not recommend that any further action be taken at this time.
33. Redlands	Alexandra Road	Agreed at Traffic Management Sub-Committee meeting in March to investigate the content of the petition, as per the report. The petition requested amendments to the newly implemented restrictions to allow additional parking for the mosque.	<p>The new restrictions on Alexandra Road are in place between 8am-5.30pm Mon-Fri. During this time motorists must have a pay & display ticket or a permit on display. At all other times a permit must be displayed.</p> <p>Blue Badge holders are exempt from the pay & display restriction provided that their badges are correctly displayed but they are not exempt from the 'permit holders only' restriction. This provides temporary free parking for Blue Badge holders at certain times of the day. We therefore do not recommend installing additional disabled parking bays.</p> <p>Parking in the pay & display bays on Alexandra Road for 1 hour costs £1.50. As a community agency, the mosque can apply for unlimited visitor permits through the resident parking team. If approved, then they will be charged £22 for each book of 20 permits. This would work out as £1.10 for a half day of parking.</p> <p>As the restrictions in this area were only recently introduced, we do not recommend further action at this time.</p>
34. Thames/ Caversham	Henley Road	Concern that vehicles are parking in the cycle lane, forcing pedestrians into the middle of the road.	<p>The north section of this road is in Thames ward and the south side is in Caversham ward. We have not received support from Caversham ward Councillors, though we have received support from Thames ward Councillors.</p> <p>A consultation was carried out on a proposal to restrict parking on Henley Road between its junction with Cromwell Road and Donkin Hill as part of the waiting restriction review (SPA9), however the scheme was removed from the programme after a number of objections from Henley Road residents.</p> <p>There have been an increasing number of requests to restrict parking on Henley Road since the introduction of advisory cycle lane in</p>

Ward	Street	Summary of Request	Officer recommendation
			<p>2013/14. Parking in the advisory cycle lane is causing cyclists to swerve into the middle of the carriageway and is a safety concern to cyclists.</p> <p>The majority of the properties on this section of Henley Road have ample off-street parking and parking on the carriageway may be avoided. We therefore recommend introducing some double yellow lines as shown in drawing CA1.</p>
35. Tilehurst	Combe Road/Warnford Road	Parking around the junction is causing visibility/safety issues.	We recommend installing double yellow lines as shown in drawing WRR2017A/TI3.
36. Tilehurst	Hardwick Road/Elvaston Way	Parking around the junction is causing visibility/safety issues.	We recommend installing double yellow lines as shown in drawing WRR2017A/TI2.
37. Tilehurst	Hardwick Road/Bromley Walk	Request for permit parking, small parking areas around Harvaston Parade are being used by commercial and damaged vehicles, reducing parking space availability for residents.	Officers do not believe that introducing parking restrictions would benefit residents as any type of restriction would restrict parking. We believe that the majority of the issues are caused by one household and could arrange for one of our Neighbourhood Officers to investigate this further. It is therefore recommended that this request is removed from the Waiting Restriction Review Programme.
38. Tilehurst	Downing Road	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.	We recommend installing double yellow lines as shown in drawing WRR2017A/TI1.
39. Tilehurst	Poole Close/Elvaston Way/Bromley Walk	Request from several residents to introduce parking restrictions in the garaging area of Poole Close, Elvaston Way and Bromley Walk.	We do not recommend installing any restrictions here as it would prevent residents from being able to park outside their own garages. It is therefore recommended that no further action be taken at this time.
40. Whitley	Ambrook Road	Request for a reduction of double yellow lines to accommodate more parking for residents.	Officers have visited the site and believe that any reduction in the length of the double yellow lines would reduce visibility on an already tight bend. For safety reasons, we do not recommend that any further action be taken.
41. Whitley	Meavy Gardens	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.	Officers have not received Councillor's support for our recommendations. It is therefore recommended that no further action be taken.

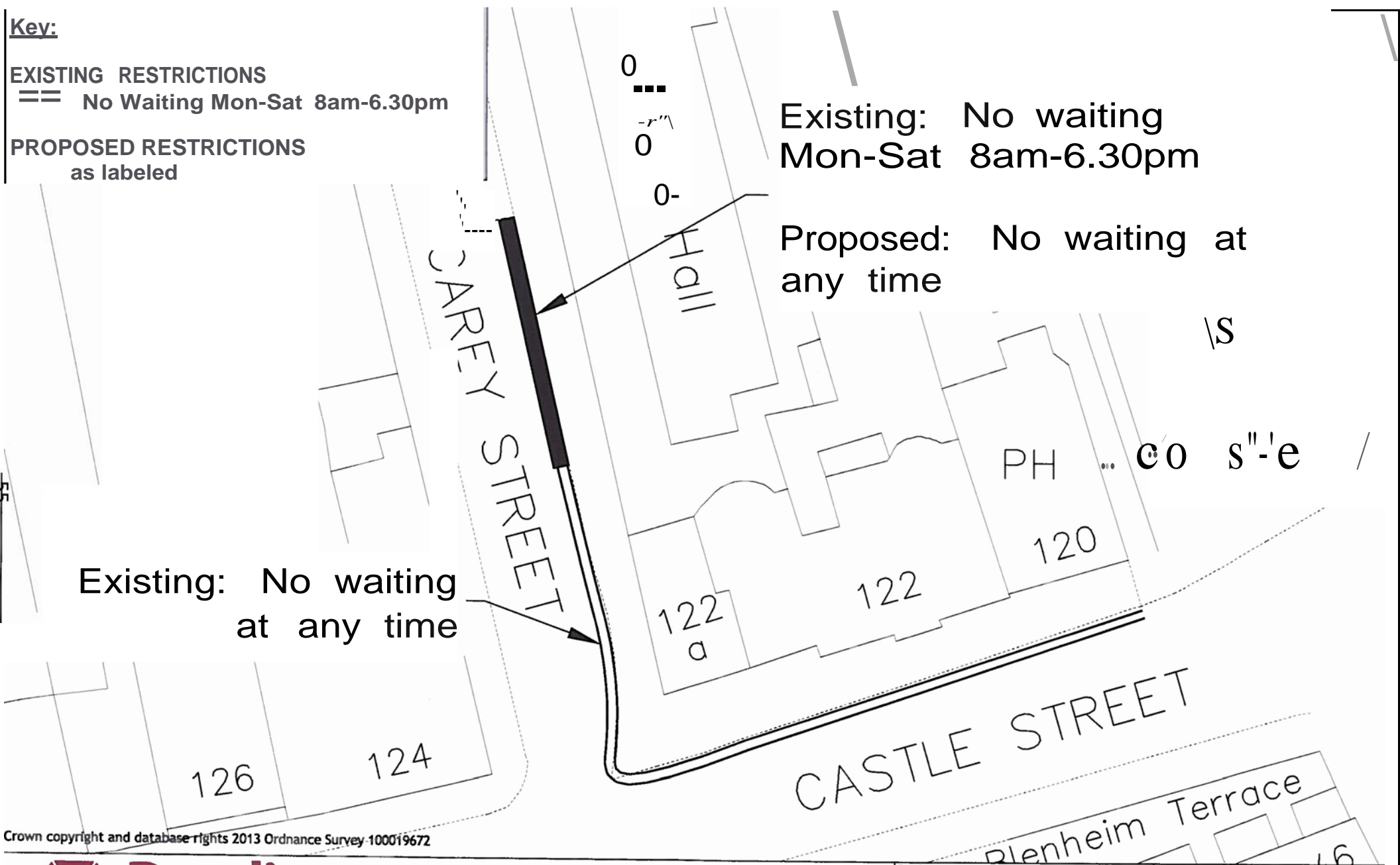
Key:

EXISTING RESTRICTIONS

== No Waiting Mon-Sat 8am-6.30pm

PROPOSED RESTRICTIONS

as labeled



Existing: No waiting at any time

Existing: No waiting Mon-Sat 8am-6.30pm

Proposed: No waiting at any time

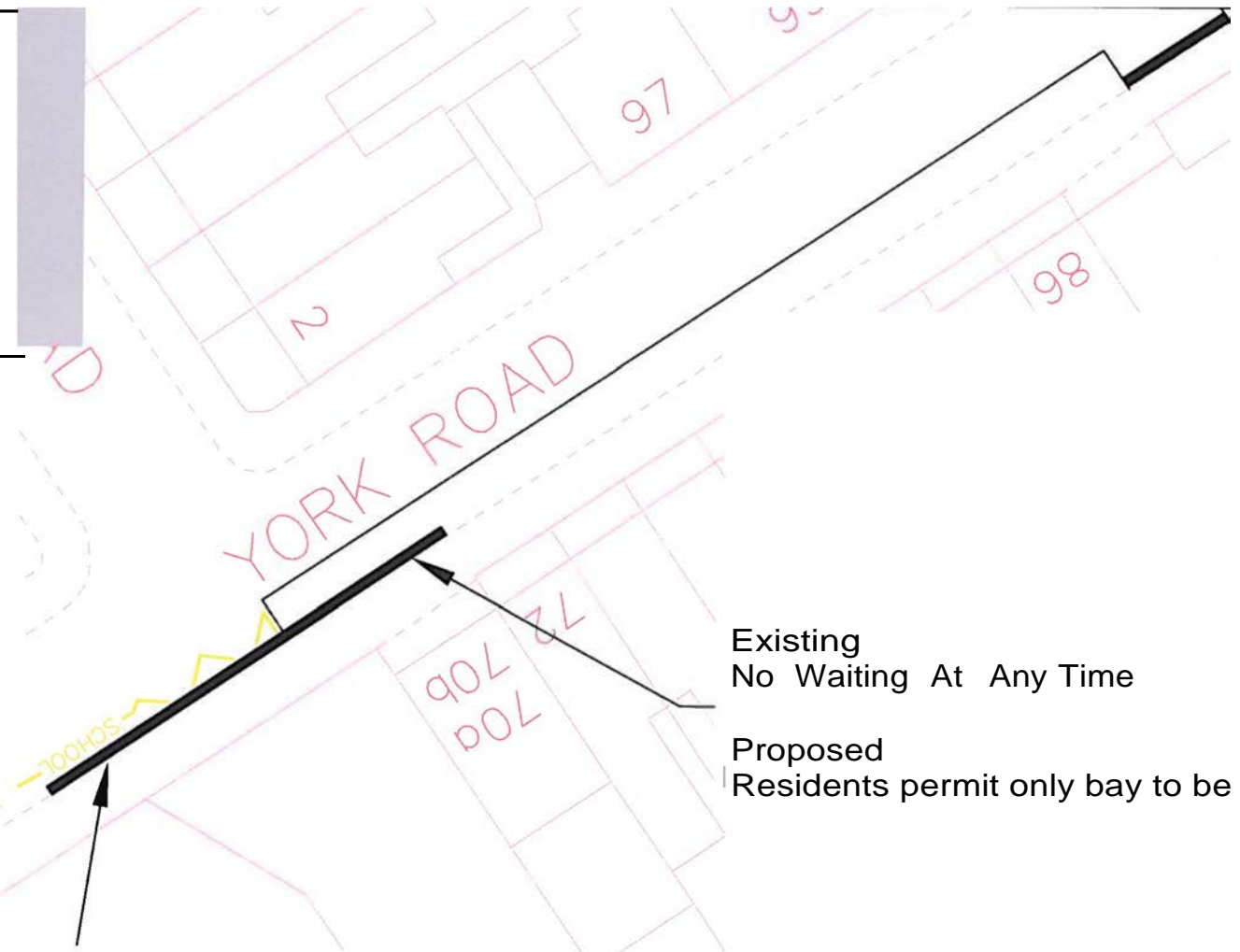
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Transportation &. Streetcare
Civic Centre
Reading
RG1 2LU

Project	Scale	Drawn	KD
WAITING RESTRICTION REVIEW 2017A	N.T.S. oau, MAR 17	Checked JT	Approved JT
Drawing	Drawing No.		
CAREY STREET	ABL Carey Street		

Key:
EXISTING RESTRICTIONS
 - No Waiting At Any Time
 r7 Resident Permit bay
 --/\ NO STOPPING 8am-5pm
PROPOSED RESTRICTIONS
 as labeled



Community
Centre

YORK ROAD

Existing
No Waiting At Any Time

Proposed
Residents permit only bay to be extended

()

Existing
No Stopping Mon-Fri 8am-5pm on entrance markings.
At all other times No Waiting At Any Time

Proposed
No Stopping Mon-Fri 8am-5pm on entrance markings

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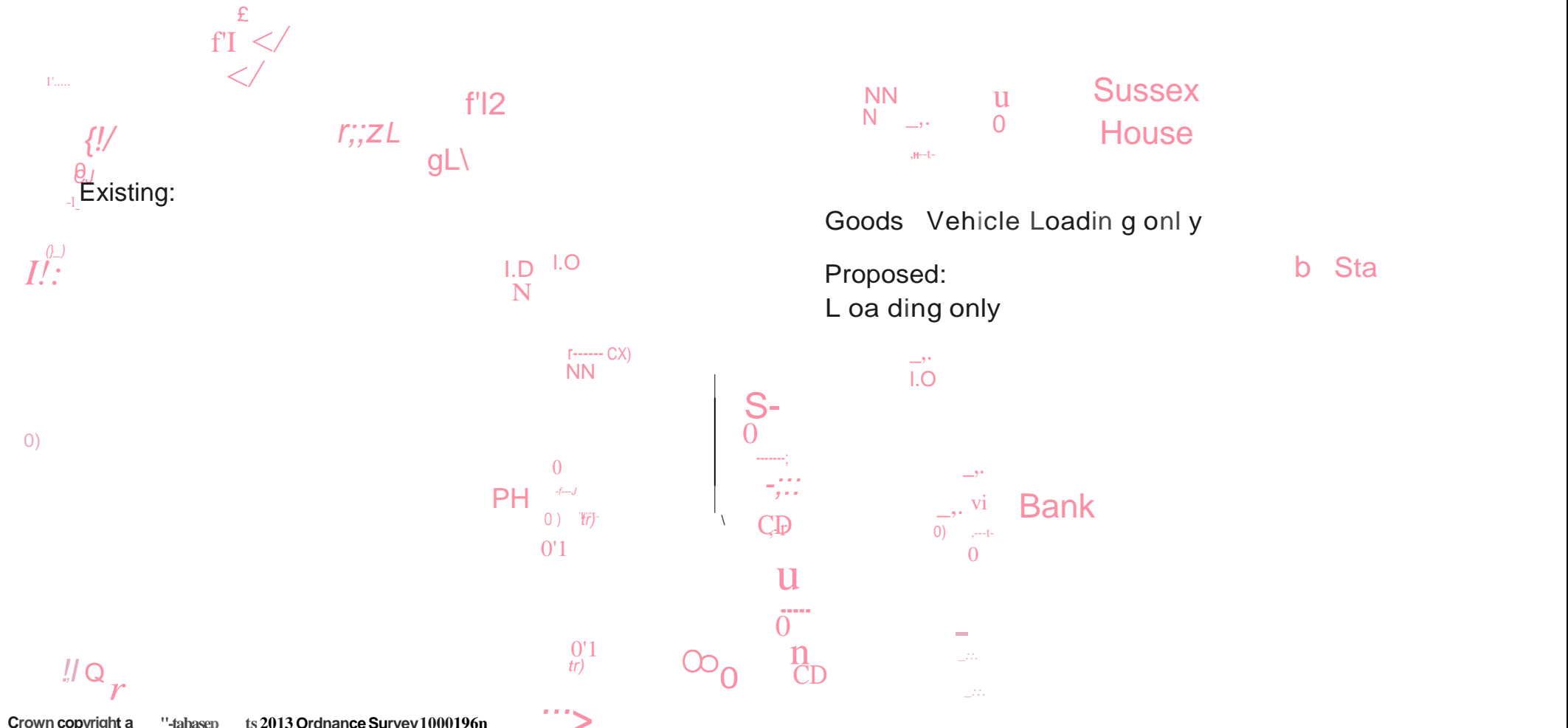
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II Goods Vehicle Loading only
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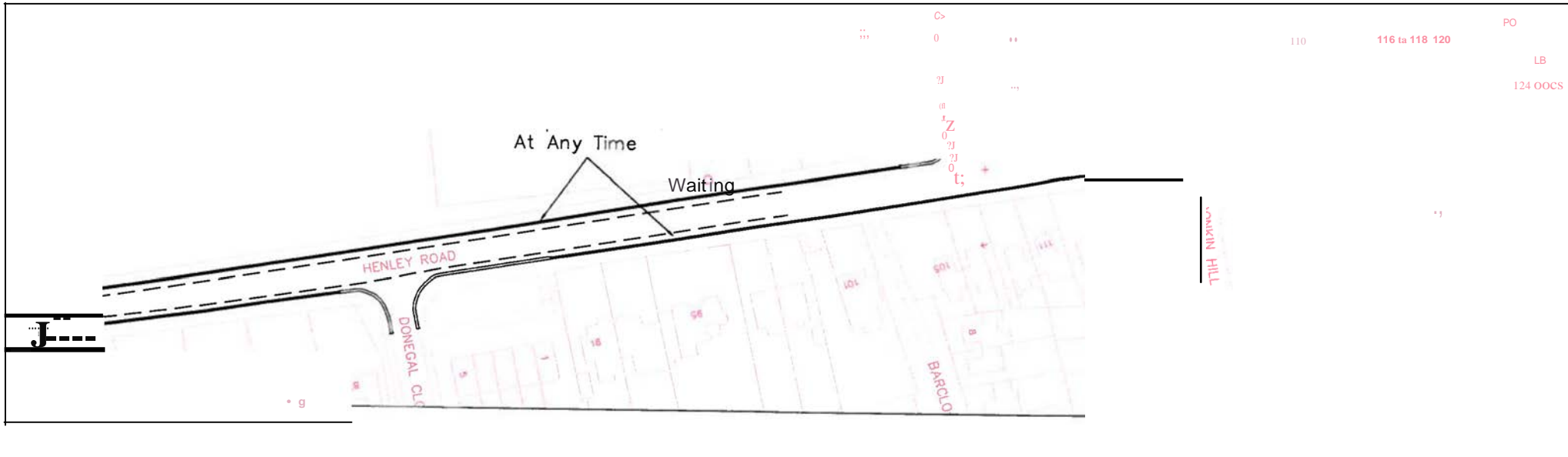
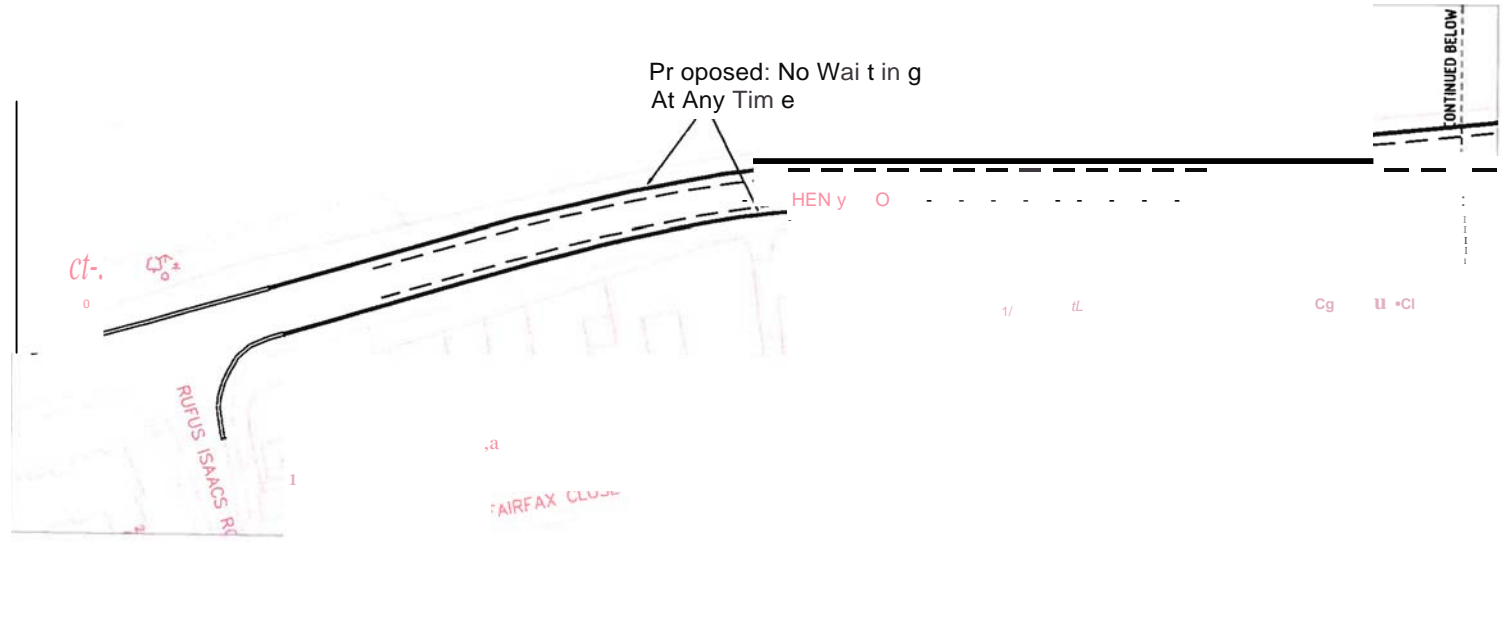
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PROPOSED RESTRICTIONS
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Project
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Drawing
 HENLEY ROAD

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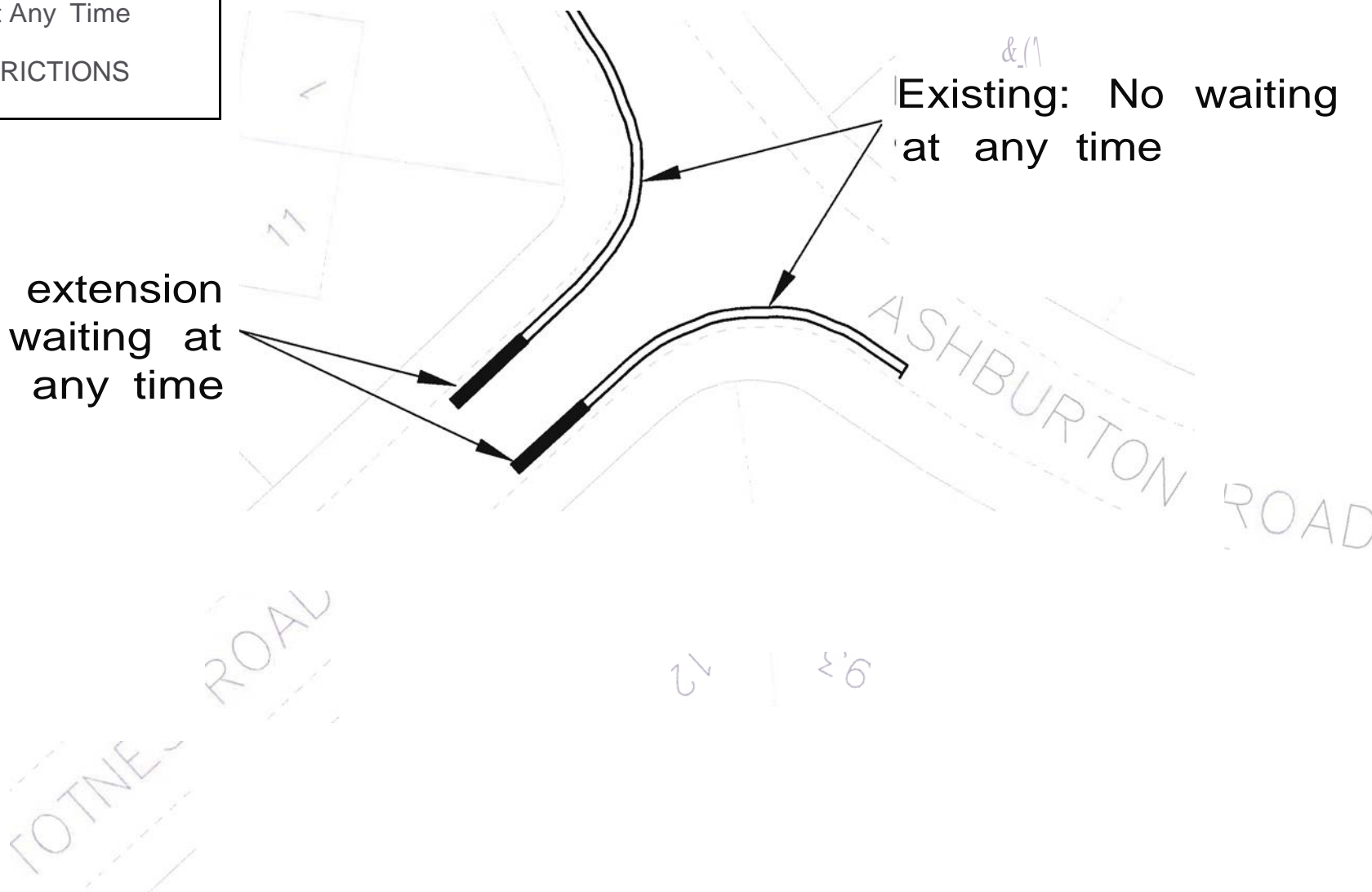
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PROPOSED RESTRICTIONS

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WALLINGFORD RESTRICTED REVIEW 2017A

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ROWDELL DRIVE

Proposed: No Waiting
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CHRISTCHURCH GARDENS

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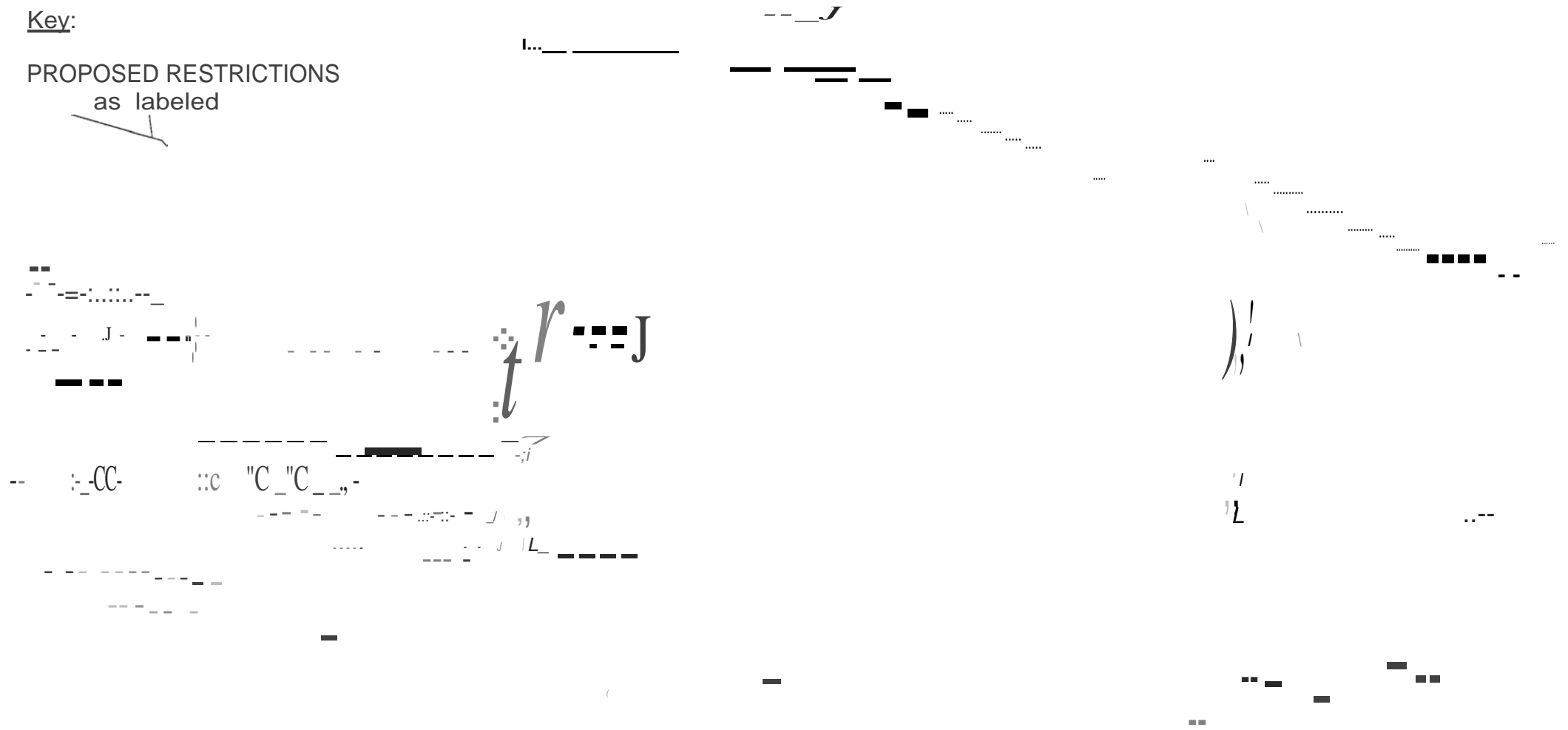
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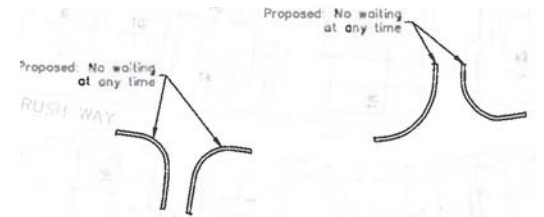
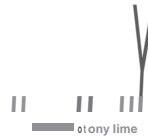
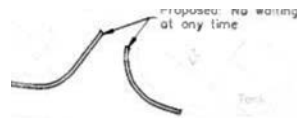
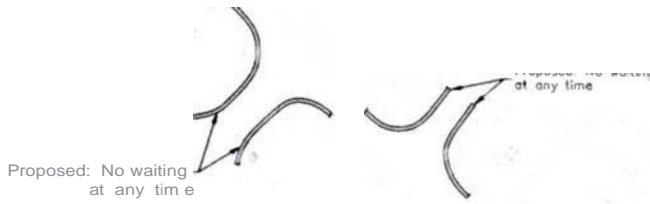
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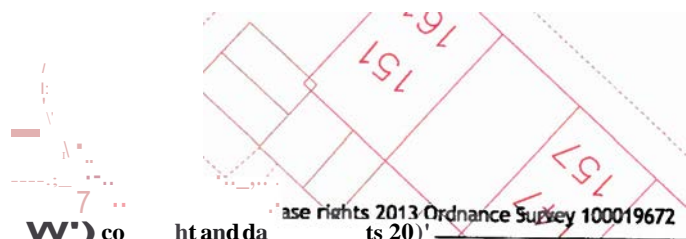
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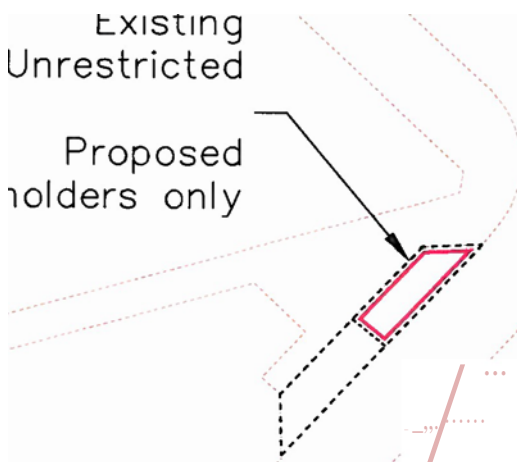
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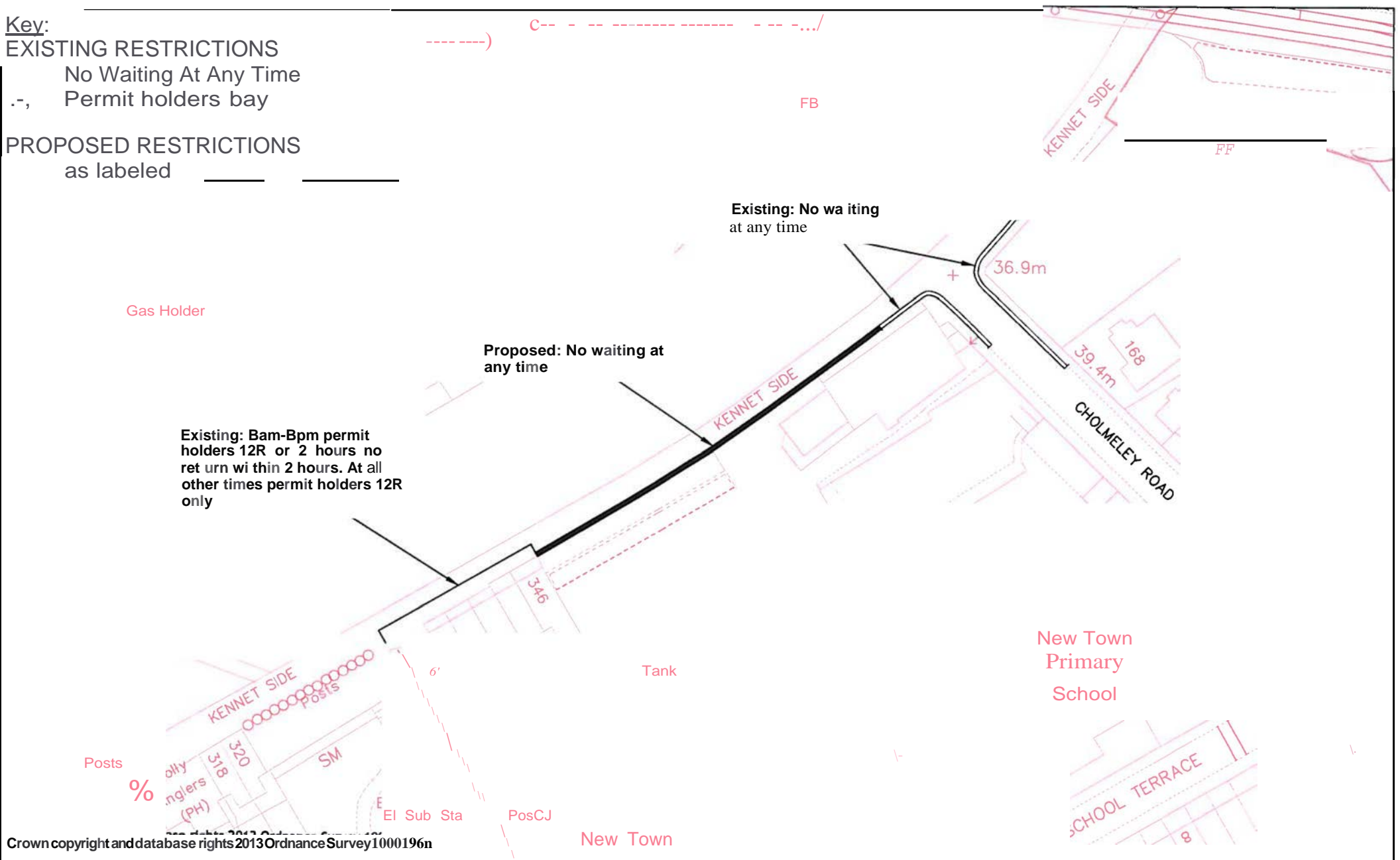
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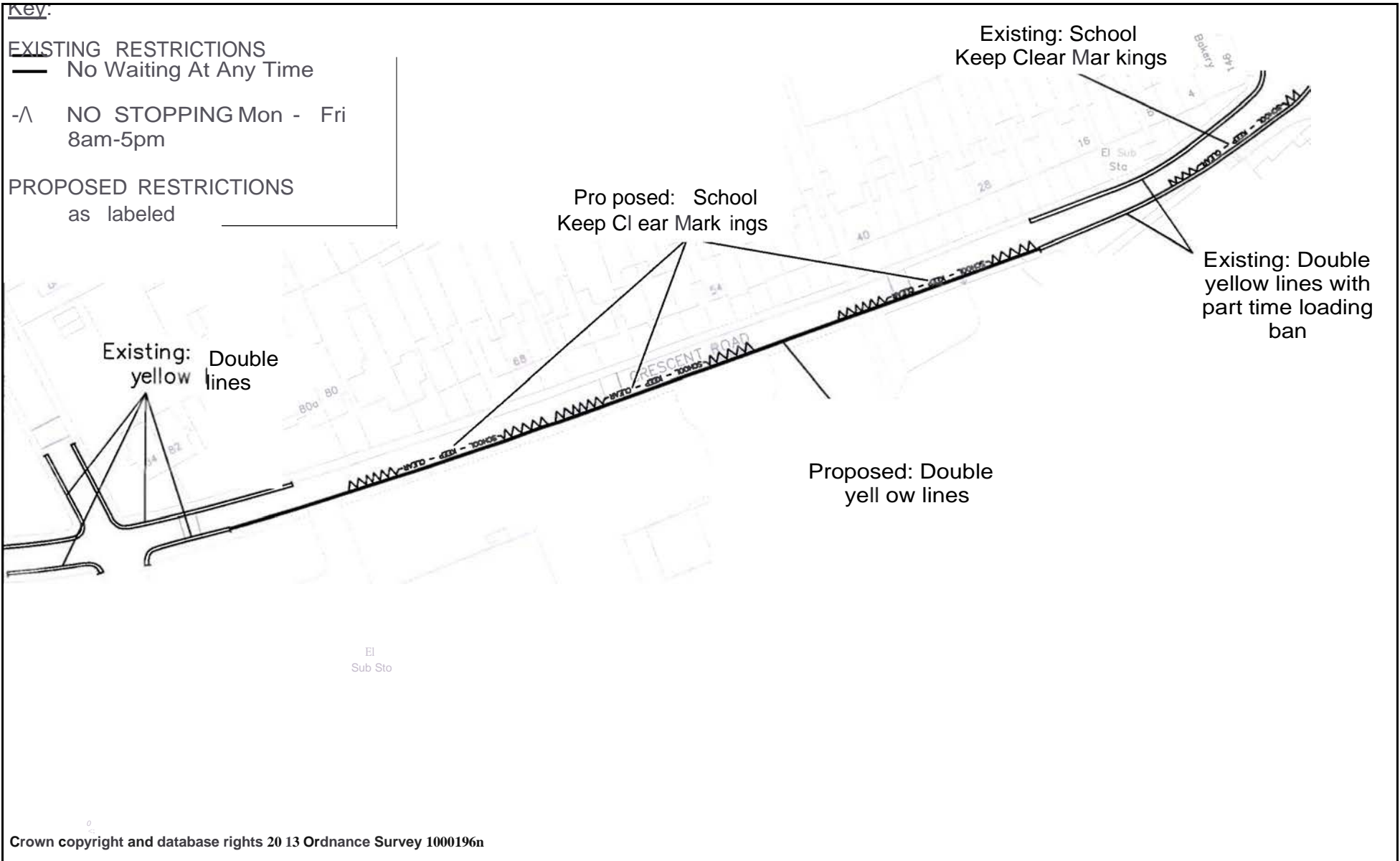
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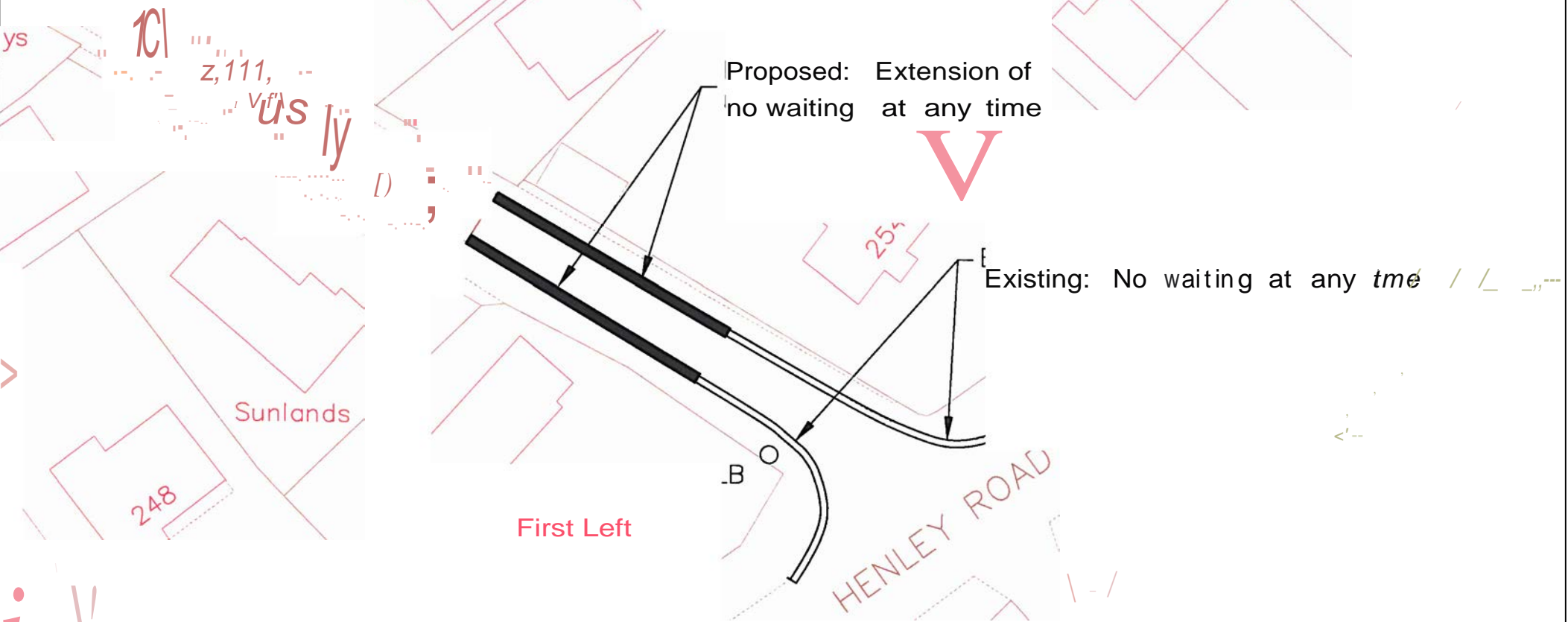
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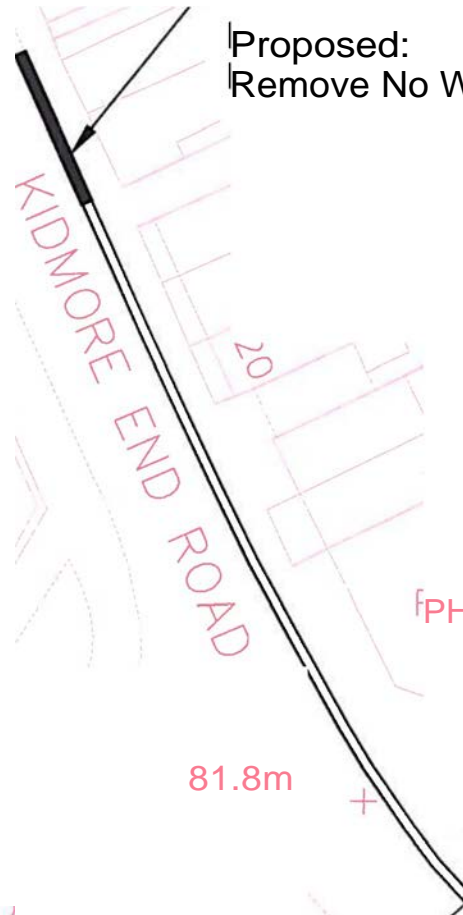
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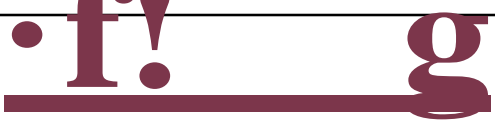


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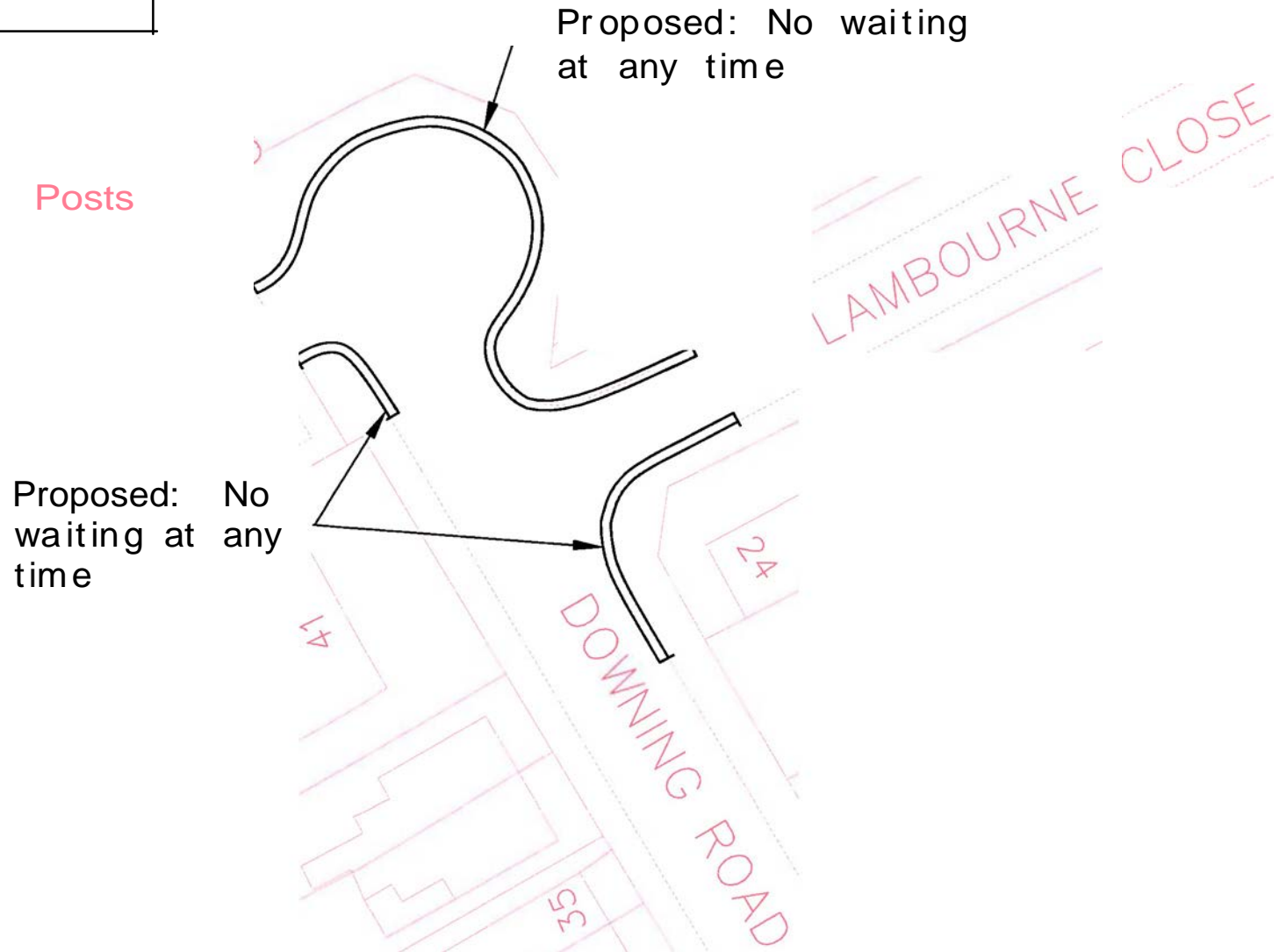
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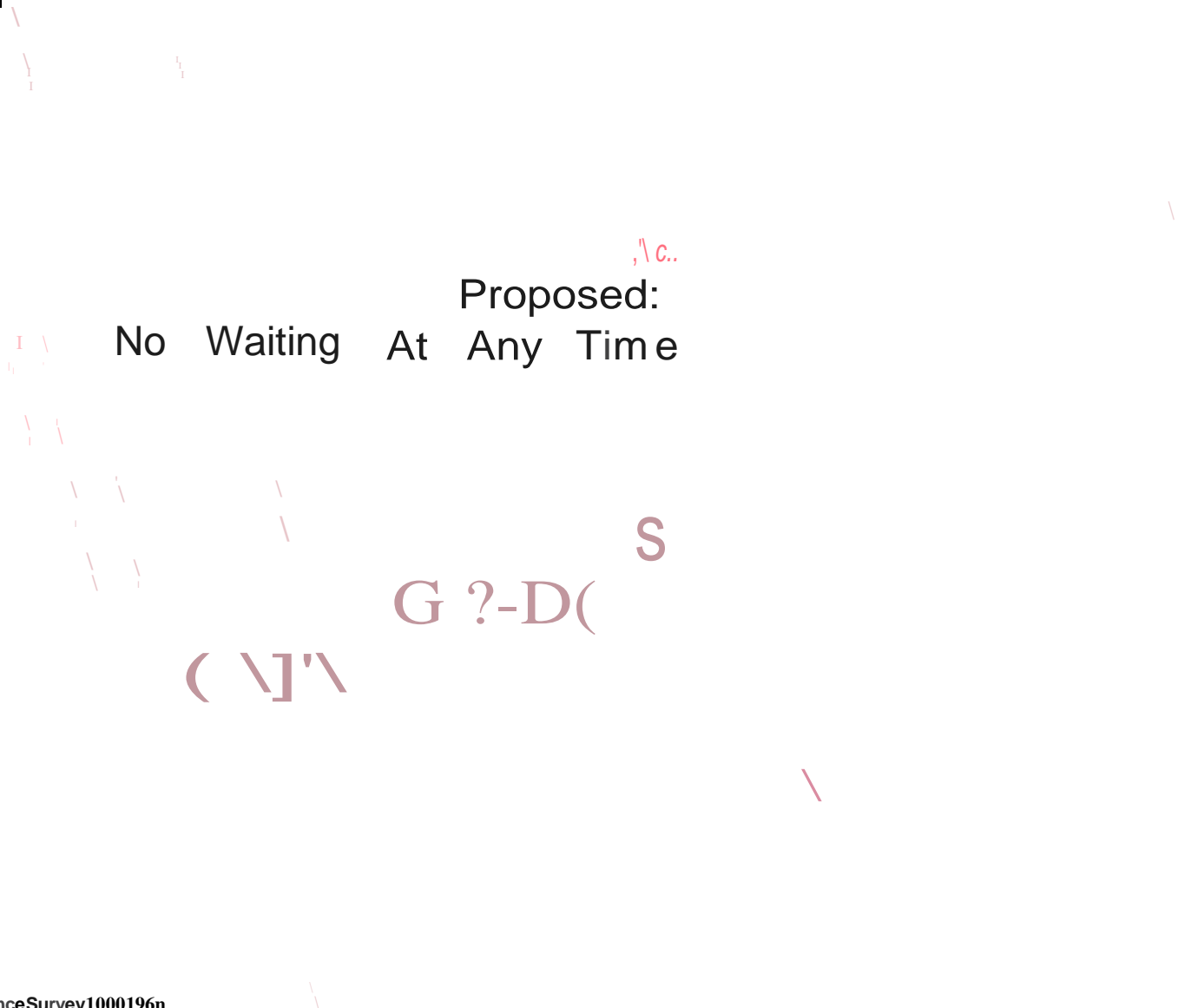
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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	10
TITLE:	RESIDENT PERMIT PARKING UPDATE - SCHEME PROGRESSION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES PENMAN/ JIM CHEN	TEL:	0118 937 2202 0118 937 2198
JOB TITLE:	ASSISTANT NETWORK MANAGER/ ASSISTANT ENGINEER	E-MAIL:	james.penman@reading.gov.uk/ jim.chen@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report provides the results of the statutory consultation for the area parking scheme that includes Warwick Road and Cintra Avenue and the development of other schemes on the priority list.
- 1.2 Appendix 1 - Plan to show the proposed scheme for Warwick Road and Cintra Avenue.
- 1.3 Appendix 2 - Objections/Comments received during the statutory consultation for the proposed scheme on Warwick Road and Cintra Avenue.
- 1.4 Appendix 3 - Outstanding scheme list, with priorities, as agreed at the March 2017 Sub-Committee meeting.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the proposal be implemented as advertised.

2.3 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public inquiry be held into the proposals.

2.4 That the objectors be informed of the decision of the Sub-Committee, as per Item 6.2.

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 RECOMMENDATIONS

4.1 A report was submitted to the Traffic Management Sub-Committee at their meeting in March 2017, providing a list of new and outstanding parking schemes that included elements of Resident Permit Parking.

4.2 The Sub-Committee agreed the priority in which Officers should progress outstanding schemes and investigate new requests.

Warwick Road & Cintra Avenue

4.3 The scheme that included Warwick Road and Cintra Avenue was agreed as the highest priority for progression. Officers recommended that the scheme be progressed to statutory consultation, due to the level of resident engagement in the development of the proposals. Since the March 2017 meeting of the Sub-Committee, Officers have finalised the detail of the proposed scheme alongside Ward Councillors and have conducted a statutory consultation.

4.4 The scheme contains elements of Resident Permit parking, limited waiting and Pay & Display restrictions, which are shown in Appendix 1.

4.5 A total of 9 responses were received to the statutory consultation. Of these 1 objected and 8 were in favour of the scheme.

4.6 Appendix 2 provides a summary of the objection and comments that the Council has received in relation to this statutory consultation, for the Sub-Committee to consider alongside Officer's recommendation.

4.7 Officers would recommend that the proposal be introduced as advertised in May 2017.

General

- 4.8 Since the March 2017 Sub-Committee meeting, the final elements of the Redlands Ward Hospital and University Area parking scheme have been delivered. The scheme, which includes elements of Resident Permit parking and Pay & Display, is fully operational.
- 4.9 The list of outstanding schemes and requests, as reported to the Sub-Committee in March 2017, has been updated to include the given priorities and additional schemes that agreed during that meeting. This list, attached as Appendix 3, will be updated and reported at the September 2017 meeting of the Sub-Committee to allow members to consider the priorities of the new schemes and requests.
- 4.10 The East Reading Area Study steering group met in April to agree the scope of the study, which will incorporate the requests for Resident Permit parking in Park Ward. Officers are due to meet with Park Ward Councillors in June and a further meeting of the steering group is planned to take place in July.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal 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 Changes to waiting restrictions will require advertisement of the sealed Traffic Regulation Order, prior to implementation.
- 6.2 Objectors will be informed of the decision of the Sub-Committee, once the meeting minutes have been agreed.

7. LEGAL IMPLICATIONS

- 7.1 The sealed Traffic Regulation Orders will require advertisement, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.2 Necessary changes to Highway signing and lining will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016.

8. EQUALITY IMPACT ASSESSMENT

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

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

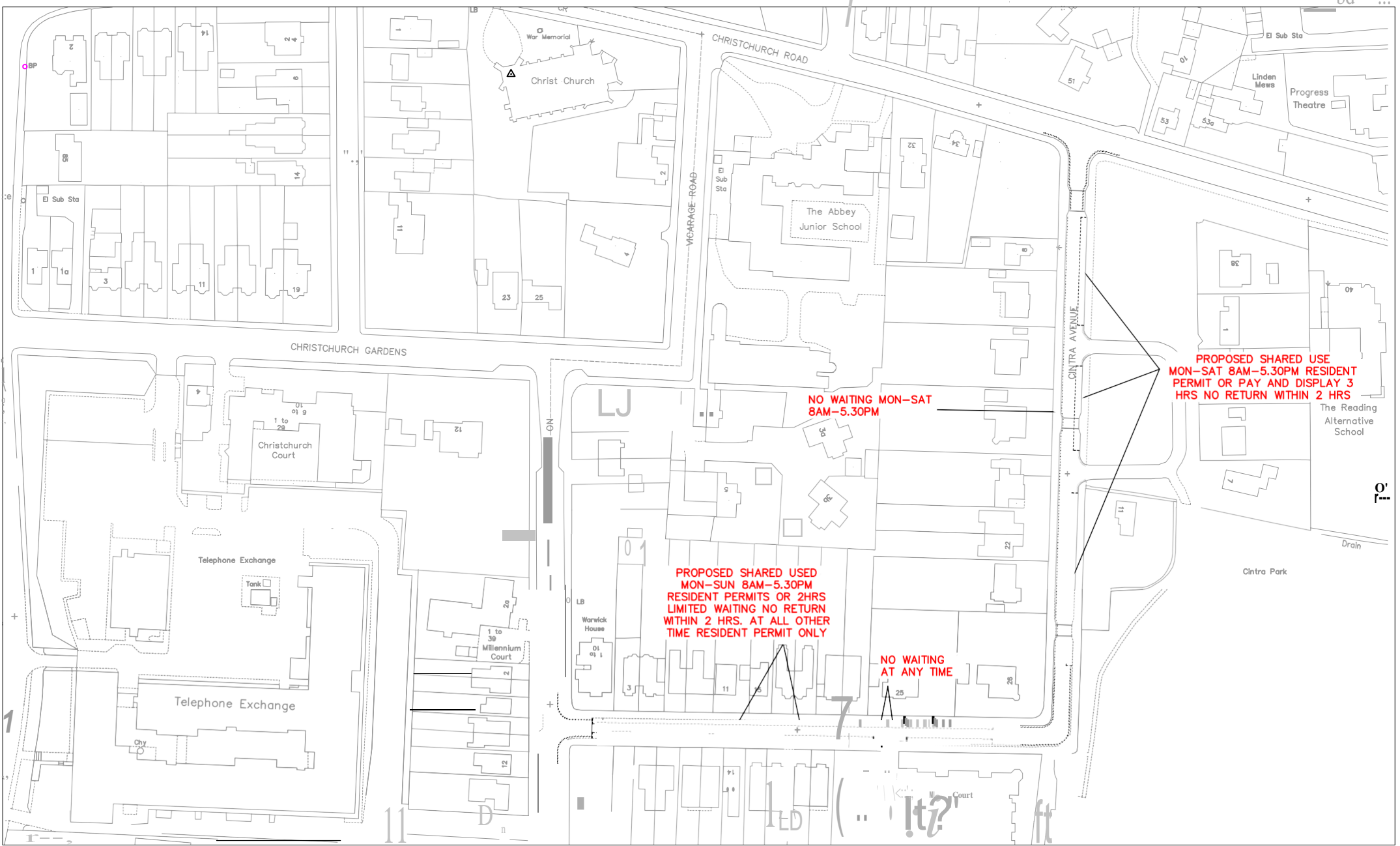
8.2 An Equality Impact scoping exercise has been conducted. It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory and a statutory consultation has been conducted, providing the opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the scheme.

9. FINANCIAL IMPLICATIONS

9.1 The works will be funded from the transport capital programme.

10. BACKGROUND PAPERS

10.1 Resident Permit Parking - New and Outstanding Requests (Traffic Management Sub-Committee, March 2017).



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Classification: OFFICIAL

WARWICK ROAD & CINTRA AVENUE PARKING CONSULTATION - OBJECTIONS TO TRAFFIC REGULATION ORDER
ITEM XX APPENDIX 2 - Summary of letters of support and objections received to Traffic Regulation Order (in the order received)

UPDATED: 05/06/17

No.	Objections/support/comments received.	Officer Response and Recommendation
1	<p>Support</p> <p>Parking has got worse over the past 4 years due to the introduction of parking around university. The roads are shared by commuters during weekdays and park goers during weekend leaving no room for visitors and tradesmen.</p> <p>The proposed scheme will remove all day parking and long term commercial vehicle parking. It will free up spaces for residents and create short term parking for those in need.</p> <p>Undoubtedly parking charges will be unpopular, particularly with school parents. However, more parking will become available.</p>	<p>A total of 14 responses received, of which 7 in favour and 7 against the proposed scheme.</p> <p>Whilst 2 objections came from residents who express the proposal being too excessive, the other 5 objections came from parents of children attending Abbey Junior School, raising concern that the proposed changes will further reduce parking and that no consideration has been taken into account for children attending the school.</p> <p>The proposed parking changes is aim at reduce the amount of all day parking that is currently taking place in Cintra Avenue and Warwick Road; this will ensure a quicker turnaround and provide equal opportunity for all road users to park and access the roads in a safer manner, this however does not affect the right to pick up and drop off school children.</p>
2	<p>Support</p> <p>We want to express full support of this scheme and feel it may finally help residents. With all other residential road around being under parking restrictions our streets have become saturated with cars. We would support the scheme as proposed with no further amendment.</p>	<p>It is therefore recommended that that proposal be implemented as advertised.</p>
3	<p>Support</p> <p>Would like to register support for the proposed parking restriction. The existing parking situation is dreadful with people parking here all day. It is hard to drive down the road due to the amount of parking and parking on pavement make it difficult for pedestrians. Please implement these restrictions ASAP.</p>	
4	<p>Support</p>	

Classification: OFFICIAL

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>Parking has become increasingly difficult for both residents and visitors since the introduction of parking restriction in the nearby streets. Inconsiderate parking is causing concerns to all road users especially to children and elderly.</p>	
5	<p>Support</p> <p>Would like to register our firm support for the parking proposal. All day parking has gradually increased as restriction been applied in the nearby streets. We have noted the dramatic improvement for resident and to the environment where parking restrictions have been introduced and would welcome a similar improvement here.</p>	
6	<p>Support</p> <p>We support the proposal on Cintra Avenue and Warwick Road as the roads are at present overloaded with parked cars and vans which are often left for days.</p>	
7	<p>Support</p> <p>As a local resident I fully support the proposals.</p>	
8	<p>Objection</p> <p>Our daughters have attended the nearby Abbey Junior School since 2010 and we have friends who live on Warwick Road, so we are very familiar with the parking problems in the area and sympathise with the residents.</p> <p>We are also aware that the demand for parking and amount of inconsiderate parking has increased significantly since parking restrictions were brought in around the University and Hospital, which has displaced those who previously parked there to this area. A large part of the problem appears to be caused by people parking up for the day and walking to work at the Hospital, the University or the centre of town.</p> <p>However, we do not support the proposal as outlined in the consultation, which does not appropriately balance the needs of residents and those of parents dropping off and collecting their children from the school. Parking in this area during school drop-off and pick-up times is already very problematic, resulting in traffic disruption in the surrounding roads. This in turn has lead to us witnessing numerous instances of dangerous driving by frustrated drivers caught up in the disruption; we fear that it is only a matter of time before there is a serious accident in the area. The Abbey Junior School is attempting to alleviate the problem, not least by its implementation of a kiss & drop system during morning drop-off, but this system cannot work for after-school collection. The majority of parents have little option but to park in the vicinity of the school for collection, particularly now that restrictions have been implemented in the surrounding area.</p>	

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>The Council's proposal to implement a no waiting restriction on the West side of Cintra Avenue would halve the amount of available parking in Cintra Avenue between 9am and 5:30pm. We understand that these changes are being proposed in response to demand, rather than for safety reasons, and we believe that they are likely to further exacerbate the traffic problems in the area, leading to even more congestion and unsafe driving behaviour. Recognising residents' previous objections in 2016 to a 1 hour floating restriction, the obvious solution would be to introduce shared resident/time-restricted parking bays on both sides of Cintra Avenue, to prevent all-day parking whilst allowing short duration parking for the school and users of Cintra Park.</p> <p>We also do not agree with the proposal to implement pay and display charges for parking on Cintra Avenue. We consider that this is a cynical attempt to extract revenue from parents, who will be forced to pay to collect their children from the school.</p> <p>We hope that the Council will reconsider these ill-advised proposals.</p>	
9	<p>Objection</p> <p>I write to comment upon the above proposal. Unfortunately, because of some aspects of the proposals, I must register my objection.</p> <p>The problems of parking in the two roads have increased because of the failure to address local institutional parking (hospital and education) and the new restrictions in Redlands, the proposals are excessive and affect residents unreasonably. What is now regrettably reasonable is to regulate working day parking, Monday to Friday 0800 - 1730. What is not fair or right is to extend this to the weekend, where parking is to be regulated (charged) in Cintra on Saturdays and in Warwick Road, both Saturday and Sunday! Weekend parking is only an intermittent problem for a few hours when there are some sporting fixtures in Cintra Park. I object to charging for parking in Cintra Avenue it being too far from the town centre and liable to force more parking in Warwick Road. I also object to Warwick Road restrictions being two hourly when three hours would be more reasonable for social visits and trades calls. I object of course to Saturday and Sunday restrictions as pointless.</p> <p>I would like to see the pointless neck at the North end of Warwick Road removed as it causes obstruction, backing onto the A327 Christchurch Road and hinders the speedy, safe drop-off of schoolchildren, forcing more temporary parking. The West side of Cintra Avenue should have a single yellow line to allow two-way traffic and avoid blocking driveway sightlines.</p> <p>I am sorry to have to object but as you will see the project has spread unreasonably beyond what was generally agreed.</p>	

No.	Objections/support/comments received.	Officer Response and Recommendation
10	<p>Objection</p> <p>I am writing regarding the proposals re parking in Warwick Road and Cintra. I appreciate that parking in the two roads has increased due to the changes implemented elsewhere however, I do feel that the new scheme is a step too far and doesn't really provide a good solution for me as a homeowner. I personally do not have a problem parking in the road as I only have one car and work, so am away from the road during the day. however, I do appreciate people have had problems. If we have to have a scheme I would have thought it should be implemented during the working day and not in the evenings or at weekends. I was not aware of this in the original plans and it seems strange to have different schemes in Cintra and Kendrick. I do also feel that a 3 hour waiting period would offer better flexibility.</p>	
11	<p>Objection</p> <p>My 6 year old daughter attends a school near these roads and, not being local, we need to park to pick her up from the school. The parking situation has always been poor round that area but we managed to find parking fairly close to the school until the recent parking changes were made to Kendrick Road.</p> <p>Since parking meters were installed along Kendrick (and adjoining) roads, the parking situation has become intolerable along Cintra and Warwick. Cintra in particular is filled with cars and vans that have not moved in weeks. Parking has become practically impossible along those two roads.</p> <p>We now have to park a 7 or 8 minute walk away from the school which means my daughter has to cross a minimum of 3 very busy roads (most of which do not have any crossing aides) to walk to and from school. Previously, parking along Cintra or Warwick to collect her meant that no roads had to be crossed, thus the recent changes have significantly increased her risk to passing traffic.</p> <p>I understand that changes need to be made to the parking situation along Cintra Avenue and Warwick Road, and I was pleased to see that Warwick will be made a 2 hour waiting zone - this is ideal for the area - it will prevent long term parking problems and make school pick ups easier, safer and faster, also improving relations with the school's neighbours who I understand have complained about poor parking practices along those roads for years.</p> <p>My main complaint is with regards to making Cintra Avenue a pay and display zone. I see no reason why it should be pay and display when there is an excess of parking now available along Kendrick and it's adjoining roads. A 2 hour wait zone similar to Warwick Avenue would be sufficient to reduce the neighbourhood parking concerns especially when the residents along Cintra Avenue have ample parking on driveways and</p>	

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>so do not require any extra permit parking. The only people that will regularly pay to park down those roads are school parents who are then being unfairly penalised for having their children attend a local school. 60p per 20 minute pick up is £6 a week - assuming a 40 week school year, this makes the parents using that pay and display zone pay roughly £240 a year to drop / pick their child up. That assumes that the child can be picked up in that time and there are no problems. Parking for 40 minutes to allow a more relaxed pick up extends the cost to around £500. Just to drop off and pick up! No other schools in the area have that penalty. By changing Cintra to a 2 hour wait zone like Warwick, the roads would be cleared for ambulances and emergency vehicles and the majority of the time, apart from school pick up, the roads would be practically empty. There is no need to have additional pay and display penalties. Some parents may use it, but others, like myself, would be forced into parking further away, increasing the walk to school, and the danger to the children we escort. I agree parking changes need to be made in the area. I am very happy with the changes proposed to Warwick Road - a 2 hour parking / wait zone is ideal for everyone. The proposals for pay and display along Cintra Avenue, though, are far from ideal and I would urge you to please reconsider them and replace them with a similar 2 hour parking / waiting zone.</p>	
12	<p>Objection</p> <p>We request that you reconsider the proposals for parking restrictions on these roads and also review the newly-adopted scheme in Allcroft and Morgan Roads. In particular to consider:</p> <ul style="list-style-type: none"> - reducing the number of parking bays exclusive to permit holders; - introducing an initial free period - up to an hour - for the metered bays; but - retaining the proposed/new maximum stay restrictions OR introducing a significant charge for longer stays (e.g. 3+ hours). <p>We have two daughters attending The Abbey School and have no alternative way of getting them to school other than by car. In addition to daily school drop-off and pick-up, I volunteer regularly at the school.</p> <p>Whilst I can appreciate the desire to reduce non-resident parking on residential roads I am very concerned at the likely impact of the proposed changes.</p> <p>Parking around the school has always been a challenge but one that we have always found surmountable. We usually "park and walk", often using the car park at Cintra Park</p>	

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>off Northumberland Avenue.</p> <p>However, since parking restrictions were introduced on Kendrick Road, Allcroft Road and Morgan Road, parking around the school has significantly worsened - presumably due to cars being displaced.</p> <p>I note that both the permit-holder and the metered parking bays on these aforementioned roads are used by very few cars.</p> <p>Given this experience I anticipate that cars will be displaced again to other residential roads in the area which not only causes frustration but leads to increased congestion and therefore significantly reduced safety for pedestrians including the many children attending The Abbey and other schools in the area.</p> <p>The school already provides a drop-off service on Vicarage Road but this appears to be at capacity and can cause its own congestion; and of course it only operates in the mornings.</p> <p>The Cintra Park car park is already seeing the effects of car-displacement and in recent weeks it has often not been possible to find a space in that car park either in the morning or afternoon. I have observed cars parked both in this car park and on Northumberland Avenue/Vicarage Road for the entire day.</p>	
13	<p>Objection</p> <p>I am a mother of a 7 year old child that attends the Abbey School. We travel in from Sonning and require temporary parking near the school on days where she has multiple bags to carry. Parking further away is both inconvenient and unsafe as it forces us to make multiple road crossings.</p> <p>I feel that the pay restrictions are aimed at disadvantaging the school pupils. This has been implemented in other roads such as Kendrick and it is quite obvious that it is not fee generating as people are not parking there at all now.</p> <p>Please consider restricting the time allowed rather than adding pay machines.</p>	
14	<p>Objection</p> <p>My 7 year old daughter attends a school near these roads and, not being local, we need</p>	

No.	Objections/support/comments received.	Officer Response and Recommendation
	<p>to park to pick her up from the school. The parking situation has always been poor round that area but we managed to find parking fairly close to the school until the recent parking changes were made to Kendrick Road.</p> <p>Since parking meters were installed along Kendrick (and adjoining) roads, the parking situation has become intolerable along Cintra and Warwick. Cintra in particular is filled with cars and vans that have not moved in weeks. Issuing parking permits for residents will just mean residents will be parking out on the road and their driveways will be empty with no gain for anybody.</p> <p>We now have to park a 7 or 8 minute walk away from the school which means my daughter has to cross a minimum of 3 very busy roads (most of which do not have any crossing aides) to walk to and from school. Previously, parking along Cintra or Warwick to collect her meant that no roads had to be crossed, thus the recent changes have significantly increased her risk to passing traffic.</p> <p>It is acceptable that Warwick will be made a 2 hour waiting zone - this is ideal for the area - it will prevent long term parking problems and make school pick ups easier, safer and faster, also improving relations with the school's neighbours who I understand have complained about poor parking practices along those roads for years.</p> <p>My main complaint is with regards to making Cintra Avenue a pay and display zone. I see no reason why it should be pay and display when there is an excess of parking now available along Kendrick and it's adjoining roads. A 2 hour wait zone similar to Warwick Avenue would be sufficient to reduce the neighbourhood parking concerns especially when the residents along Cintra Avenue have ample parking on driveways and so do not require any extra permit parking.</p> <p>The only people that will regularly pay to park down those roads are school parents who are then being unfairly penalised for having their children attend a local school. No other schools in the area have that penalty. By changing Cintra to a 2 hour wait zone like Warwick, apart from school pick up, the roads would be practically empty. There is no need to have additional pay and display penalties. Also note due to these unfair charges parents might vent their frustration by parking dangerously or illegally which causes the whole community to suffer.</p> <p>I agree parking changes need to be made in the area. I am very happy with the changes proposed to Warwick Road - a 2 hour parking / wait zone is ideal for everyone. The proposals for pay and display along Cintra Avenue, though, are far from ideal and I would urge you to please reconsider them and replace them with a similar 2 hour parking / waiting zone.</p>	

APPENDIX 3 - RESIDENT PERMIT PARKING UPDATE - SCHEME PROGRESSION

UPDATED: FOLLOWING TRAFFIC MANAGEMENT SUB-COMMITTEE (MARCH 2017)

Line	TMSC Agreed Priority	Ward	Street	Area Scheme	Petition	Details	Last reported to TMSC
1	1	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. TMSC agreed the priority of this scheme (1) at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)
2	2	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. TMSC agreed the priority of this scheme (2) at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)
3	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. TMSC agreed the priority of this scheme (3) at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)
4	4	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. TMSC agreed the priority of this scheme (4) at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)
5	5	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. TMSC agreed the priority of this scheme (5) at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)

Line	TMSC Agreed Priority	Ward	Street	Area Scheme	Petition	Details	Last reported to TMS
6	6	Park	East Reading Area	Y	Y	A number of petitions for RP have been received at TMS, 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 TMS in June 2016, which proposed a new RP area concept scheme and recommended informal consultation following those for the Battle and Caversham area proposals. TMS agreed the priority of this scheme (6) at their meeting in March 2017. It was also agreed that an East Reading Area Study steering group be created to consider parking and traffic management measures for this area.	March 2017 (Resident Permit Parking - New and Outstanding Requests)
7	6	Park	Amherst Road	N	Y	12 signature petition submitted to TMS in June 2016 and passed to the 2016B Waiting Restriction Review programme. At January 2017 TMS Officers recommended to review the request once other schemes have been implemented. TMS agreed that this request be considered as part of the East Reading Area Study at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)
8	6	Park	Melrose Avenue	N	Y	31 signature petition submitted to TMS in June 2016 and passed to the 2016B Waiting Restriction Review programme. At January 2017 TMS Officers recommended to review the request once other schemes have been implemented. This petition was also referenced in a report at June 2016 TMS regarding the Crescent Road and Eastern Area RP proposal. TMS agreed that this request be considered as part of the East Reading Area Study at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)
9	7	Katesgrove	Charndon Close	N	N	Requested by Councillors and residents and included in the 2016B Waiting Restriction Review programme. At January 2017 TMS 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. TMS agreed the priority of this scheme (7) at their meeting in March 2017 and for requests in Collis Street and Rowley Road to be considered at the same time.	March 2017 (Resident Permit Parking - New and Outstanding Requests)
10	7	Katesgrove	Collis Street	N	N	Requested by a Councillor. At January 2017 TMS Officers noted that they were unable to progress the scheme at that time. TMS agreed the priority of this scheme (7) at their meeting in March 2017 and for requests in Charndon Close and Rowley Road to be considered at the same time.	March 2017 (Resident Permit Parking - New and Outstanding Requests)

Line	TMSC Agreed Priority	Ward	Street	Area Scheme	Petition	Details	Last reported to TMSC
11	7	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. TMSC agreed the priority of this scheme (7) at their meeting in March 2017 and for requests in Charndon Close and Collis Street to be considered at the same time.	March 2017 (Resident Permit Parking - New and Outstanding Requests)
12	8	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. Agreed at March 2017 TMSC to include concerns on Beecham Road (as raised in the 2017A Waiting Restriction Review proposals) in this potential scheme. TMSC agreed the priority of this scheme (8) at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)
13	No further action at this time	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. TMSC agreed that this request remains on the list, but that no further action be taken at this time, at their meeting in March 2017.	March 2017 (Resident Permit Parking - New and Outstanding Requests)
14	NEW	Minster	Coley Avenue (South), Upavon Drive and Froxfield Avenue	N	Y	28 signature petition submitted to TMSC in March 2017 and Coley Avenue request was also reported as part of the Waiting Restriction Review list at the same meeting. TMSC agreed that these requests should be considered in the Resident Permit Parking list and in the context of the West Reading Area Study.	March 2017 (Petition for Resident Permit Parking (Coley Avenue Area)) and (Waiting Restriction Review 2017A - New Requests)
15	NEW	Norcot	Beecham Road	N	N	Requested by resident. The request for permit parking was reported as part of the Waiting Restriction Review list at the TMSC meeting in March 2017. TMSC agreed for this to be included on the RP list and considered alongside any proposals for Grovelands Road.	March 2017 (Waiting Restriction Review 2017A - New Requests)

This table has been sorted by 'TMSC Agreed Priority', then by 'Street' (A-Z).

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	11
TITLE:	HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD - ROAD SAFETY UPDATE REPORT		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	THAMES
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING SERVICES MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 The purpose of this report is to inform the Sub-committee of works that have taken place to improve road safety at the junction of Highmoor Road with Albert Road, Caversham. There have been a number of reports to the Sub-committee relating to road safety at the junction of Highmoor Road with Albert Road. The most recent report (14th September 2016) led to additional road markings and an extension to the double yellow line waiting restriction on which this report updates the Sub-committee. To fully understand the context of this report the Sub-committee is reminded of the previous reports to which section 10 BACKGROUND PAPERS refer.

2. RECOMMENDED ACTION

- 2.1 That the Sub-committee note the contents of this report.
- 2.2 That in consideration of the changes carried out so far to improve road safety at this junction officers continue to review the situation and add further road markings to Albert Road as defined in 5.1

3. POLICY CONTEXT

3.1 The government expects Local Authorities to implement road safety schemes to address sites with a history of personal injury collisions,

and where possible link these with the promotion of sustainable travel.

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

4.0 WORKS COMPLETED TO DATE

- 4.1 The double yellow line waiting restriction have been extended within Highmoor Road (west side) further back from the junction along with the dragons teeth marking. With the extended double yellow line in place this part of Highmoor Road has been transformed and the presence of the junction is now clearer. The dragons teeth road marking is clear of any parking and provides an impression of a narrowing carriageway and counting down to the (hazard) junction ahead.
- 4.2 The dragons teeth marking has also been applied to the northbound approach of Albert Road to the junction. This appears to have led to some reduction in driven speed and again highlighted the presence of the junction.
- 4.3 The result of this work has reduced the risk of drivers failing to stop on the west side of Highmoor Road and consequently reduced the risk of a conflict occurring. A meeting took place with a representative of CADRA (Paul Matthews) on Tuesday 9th May 2017 to review these latest changes at the junction. Paul's thoughts (in response to the works) are appended to this report (appendix 1).
- 4.4 The professional opinion is that as long as this junction remains a cross roads the risk of accidents resulting in casualties remains. The desire for speed reduction measures, a wider 20mph speed limit and additional traffic management measures may be reasonable long term ambitions for the area as a whole. However, as explained in previous reports these measures will never remove the casualty risk and community concern around visibility as long as this junction remains a cross roads.
- 4.5 The council as highway authority received a Regulation 28 notice from the Coroner on 3rd April 2017. This regulation applies where a coroner is under a duty to make a report to prevent other deaths. This is in response to the fatality that occurred at the junction on 14th May 2016. Our response has included the works carried out to date and the continued commitment to making this junction safer.

5.0 NEXT STEPS

- 5.1 A further CCTV survey shall be carried out to further evidence the change in driver behaviour. Once this has been completed officers will consider further options and opportunities. With the result of the CCTV survey a meeting will be offered to both community groups CADRA and HARC to discuss improvements so far and further opportunities. In the meantime, there is no practical reason to prevent the additional dragons teeth markings being applied to the southbound Albert Road approach to the junction. Therefore, it is recommended to include the additional dragons teeth as soon as possible.

6. CONTRIBUTION TO STRATEGIC AIMS

- 6.1 The delivery of road safety and casualty reduction schemes help to deliver the following Corporate Plan Service Priorities:
- Keeping the town clean, safe, green and active.
 - Providing infrastructure to support the economy
 - Remaining financially sustainable to deliver these service priorities.

7. COMMUNITY ENGAGEMENT AND INFORMATION

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

8. LEGAL IMPLICATIONS

- 8.1 None as a result of this report.

9. EQUALITY IMPACT ASSESSMENT

- 9.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

10. FINANCIAL IMPLICATIONS

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

11. BACKGROUND PAPERS

- 11.1 TM Sub Committee 16th January 2014 petition submission. TM Sub Committee 13th March 2014 Annual Road Safety Review. TM Sub Committee 11th September 2014. TM Sub Committee 4th November 2014. TM Sub-committee 15th January 2016. TM Sub-committee 15th June 2016. TM Sub-committee 14th September 2016. TM Sub-committee 3rd November 2016.



Albert Road/Highmoor Road Junction

Review of Accident Remedial Measures

9th May 2017

1. Site meeting

A site meeting was held at the Albert Road/Highmoor Road Junction at 10am on 9th May 2017 between Reading Borough Council Officers, led by Mr Simon Beasley, and CADRA member Paul Matthews. It was agreed that Paul would write a brief summary of his views on the accident remedial measures that have been installed at the junction.

2. Cause of Collisions

The primary cause of accidents at the junction appears to be: eastbound vehicles in Highmoor Road failing to stop and colliding with northbound vehicles in Albert Road. Drivers have difficulty seeing the junction. It has been theorised that this is exacerbated when bright sunlight reflects from the road surface, which obscures the road markings, and the 'STOP' sign is in the shade of an adjacent tree. Visibility of the junction seems to be a particular problem for drivers who are unfamiliar with the area.

Other related problems are poor visibility for vehicles emerging from Highmoor Road and the speed of vehicles in Albert Road.

3. Accident Remedial Measures

In addition to renewing the existing road markings, additional waiting restrictions in Highmoor Road on the approach to Albert Road and 'dragon's teeth' markings on the Highmoor Road and Albert Road approaches have been installed.

4. CADRA's Opinion on the Accident Remedial Measures

- The 'dragon's teeth' and additional waiting restrictions in Highmoor Road have made the presence of the Albert Road junction clearer for eastbound drivers.
- The 'dragon's teeth' in Albert Road appear to have slowed northbound vehicles on the approach to Highmoor Road and alerted them to the presence of the junction.
- Southbound vehicles still approach the junction at inappropriate speeds and 'dragon's teeth' on this approach might also be helpful in reducing speeds.
- It is disappointing that the unhelpful centre of carriageway hatched road markings and 'hooking' right turn arrows have not been removed. This would allow the Highmoor Road 'STOP' line to be advanced into Albert Road to improve visibility for emerging drivers (eg. the advanced 'Give-Way' line at The Warren/St Peter's Hill).
- Whilst it is fully understood that the primary consideration MUST be the reduction in personal injury accidents, the road markings are very intrusive on the residential street scene. A lower key and preferable solution would be a comprehensive traffic calming scheme that physically prevents speeds in excess of 20mph. At low speed collisions would be less likely to occur and any collisions would be less severe.
- It is too early in the year to conclude that the measures are fully effective as the summer tree canopies are not fully mature. (Nb the bright sunlight/hidden traffic sign theory).

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	12
TITLE:	VASTERN ROAD ROUNDABOUT - PEDESTRIAN CROSSING FACILITIES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ABBAY
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	JAMES.PENMAN@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report brings to the attention of the Sub-committee a request from the business community for improved pedestrian crossing facilities at the Vastern Road roundabout with George Street (Reading Bridge) and Napier Road.
- 1.2 Whilst we support the concept of improved pedestrian crossing facilities at this location continued reduction in government funding limits our ability to achieve such improvements.
- 1.3 Where the business community are willing to provide funding for such improvements the Sub-committee is asked to welcome this opportunity and support officers in exploring this potential further.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-committee welcome the opportunity for external funding for improved pedestrian facilities at this location and support officers in exploring this potential.

3. POLICY CONTEXT

- 3.1 The provision of pedestrian crossing facilities is considered in line with the Borough Council's Traffic Management Policies and Standards.

4. BACKGROUND AND RECOMMENDATIONS

- 4.1 We have received a request from the business community for improved pedestrian crossing facilities at the Vastern Road roundabout with George Street (Reading Bridge) and Napier Road. This is particularly for a formal crossing facility across the George Street (Reading Bridge) approach to the roundabout.

- 4.2 Since the changes around the north-side of the station and wider improvements within Vastern Road, crossing the road by pedestrians at the Reading Bridge side of the Vastern Road roundabout has certainly become busier. Whilst we support the concept of improved pedestrian crossing facilities at this location continued reduction in government funding limits our ability to achieve such improvements.

- 4.3 It is not yet known if a formal facility can be installed at this point of the roundabout but this provides a good opportunity to develop a proposal. Where the business community are willing to provide funding for such improvements the Sub-committee is asked to welcome this opportunity and support officers in exploring this potential further.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 None arising from this report.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 None arising from this report.

7. LEGAL IMPLICATIONS

- 7.1 None arising from this report.

8. EQUALITY IMPACT ASSESSMENT

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

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

8.2 An Equality Impact scoping exercise may be required as a proposal is developed.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

9.2 Funding will need to be identified prior to the progression and development of improved crossing facilities.

10. BACKGROUND PAPERS

10.1 None.

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	13
TITLE:	SCHOOL TRAVEL PLANS UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	MARIAN MARSH	TEL:	0118 937 2451
JOB TITLE:	TRANSPORT PLANNER	E-MAIL:	marian.marsh@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 The purpose of this report is to provide an update to the Sub-Committee on the progress made towards encouraging sustainable travel to schools through the development and implementation of School Travel Plans.

2. RECOMMENDED ACTION

2.1 To note the contents of this report.

3. POLICY CONTEXT

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

3.2 Specifically, the proposals are in line with the objectives set out in The Sustainable Modes of Travel Strategy (SMOTS), March 2010, and the School Expansion and Sustainable Travel in Reading Traffic Management Sub-Committee report, March 2014.

4. THE PROPOSAL

4.1 For the purpose of updating the committee, a table summarising the latest Travel Plans filed for every Primary and Secondary School in the borough is provided at the back of the report. A very small number of schools had not submitted a Travel Plan and a dialogue

with offers of support has commenced with each of those schools to ensure a Travel Plan is produced as soon as possible. All schools with a Travel Plan on RBC files that is over 3 years old have been contacted to explain we are seeking any updates which they may have omitted to send to RBC and to offer support in drafting new Travel Plans, so that the table can be updated in time for the committee meeting.

- 4.2 As reported in March 2014, the first priority to write and update Travel Plans was to focus on expanding schools. Expanding schools by their nature will generate more trips to school as pupil numbers increase. Therefore by producing new Travel Plans, the schools have been encouraged to carry out surveys of pupil and staff journeys; to analyse the data to come up with their own ideas to help reduce traffic problems in their neighbourhood, to break down barriers to walking and cycling to school and to encourage walking and cycling wherever possible.
- 4.3 A workshop was held in May 2015 to introduce a toolkit for the schools with resources and ideas, including talks from Bikeability and Bike It instructors. This workshop enabled the schools to draft and discuss their Travel Plans together and to seek 1:1 advice. It is intended to run further workshops as required where schools are encouraged to exchange ideas and receive new information on state of the art approaches and tried and tested ideas on implementing Travel Plans.
- 4.4 Once a Travel Plan has been submitted, each school is encouraged to establish a School Travel Steering Group comprising of staff, pupils, parents, governors and the local community. Reading Borough Council will continue to monitor and offer guidance to schools. In some cases, relevant proposals in the Travel Plan may be forwarded to other teams such as Parks, Highways and Streetcare, for issues regarding hedge cutting or road and footpath clearing. Public Health may also be consulted for advice on incorporating physical activity into peoples' everyday lives. Bus operators can be informed of any issues relating to public transport.
- 4.5 As a part of the development process of the expanding schools, a number of alterations, works and proposals have already been reported to January 2016 TM Sub-committee report including changes to waiting restrictions including alterations to school keep clear marking required at: EP Collier Primary School, Ridgeway Primary School, Southcote Primary School, Alfred Sutton Primary School and the new Civitas Primary School (Hodsoll Road) and a 20 mph zone around EP Collier Primary School.
- 4.6 In 2015, schools were reporting a growing interest in scooting to/from school and this had been encouraged through the Bike It programme.

Schools are requesting Scooterpods to allow children to park their scooters.

- 4.7 A pilot study for reception children was successfully conducted in 2015/16 at Civitas School, building on the successes of Beat the Street. Free resources and experience from the SWITCH EU project (Reading was a Follower City) were used including leaderboards, games, in school competitions and the use of pedometers to challenge pupils to keep travelling actively and sustainably. Most successful was a teddy and diary taken home on a rota basis to record how each child walked with the teddy instead of taking the car and this raised greater awareness and enthusiasm amongst parents and carers than what is achievable through a letter.
- 4.8 This 'teddy and diary' idea is being promoted to schools on a 1:1 basis and there is potential for other schools to roll out this simple, inexpensive approach to reception age children and then use these children to become ambassadors and encourage the next year's intake to try walking more.
- 4.9 The next priority will be to encourage and provide information to the schools with the oldest, outdated Travel Plans to renew these as soon as possible. The intention is to turn to Secondary schools also and to potentially use the BetterPoints Smartphone App which was developed through the LSTF Challenge fund and currently used in the BikeSmart programme to encourage cycling, bus and walking amongst the year 9-11 age groups.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of School Travel Plans as outlined in this report help to deliver the following Corporate Plan Service Priorities:
 - Providing the best life through education, early help and healthy living.
 - Keeping the town clean, safe, green and active.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Public planning exhibition events were held at each expanding school for parents, pupils, staff and the neighbouring communities in 2014 to inform the community about the proposed building works and their impact. Comments and concerns related to transport issues, particularly parking and extra road traffic were gathered at these events and informed the planning application submissions and the School Travel Plans.

6.2 Once the Travel Plans are submitted, individual Schools are encouraged to post their Travel Plan and related news on their own websites also.

7. LEGAL IMPLICATIONS

7.1 There are no legal implications.

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 Development and implementation of School Travel Plans initiatives aims to improve specifically the walking and cycling experience of journeys to and from school for children, parents and carers and staff, including groups with protected characteristics. The Council has carried out an equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics.

8.3 The more the schools in Reading are developing and implementing measures in their School Travel Plans, the greater the cumulative effect there will be across the borough. This will reduce the reliance on and impact of cars on the school journey; in turn leading to less traffic and congestion in the town around the 'school run' period.

8.4 School Travel Plans are by their nature inclusive, since they plan for the needs of children, their parents and carers and the wider community around the school neighbourhood. By encouraging active travel, the needs of all people are included in the Travel Plan regardless of car ownership or access to a car. By including pupils in the monitoring and review process, children have a voice in the decisions made. In this way, the Travel Plans will help promote equality, social inclusion and a safe and healthy environment for all.

8.5 Educating the younger generation about these advantages and imbedding active travel behaviour will hopefully last a lifetime and

lead to more active and healthier lifestyles and a healthier environment with less congestion and air pollution.

9. FINANCIAL IMPLICATIONS

9.1 There are no financial implications resulting from this report.

10. BACKGROUND PAPERS

10.1 The Sustainable Modes of Travel Strategy (SMOTS) March 2010.

10.2 School Expansion and Sustainable Travel in Reading, Traffic Management Sub-Committee report, March 2014, November 2015, January 2016, March 2016, June 2016.

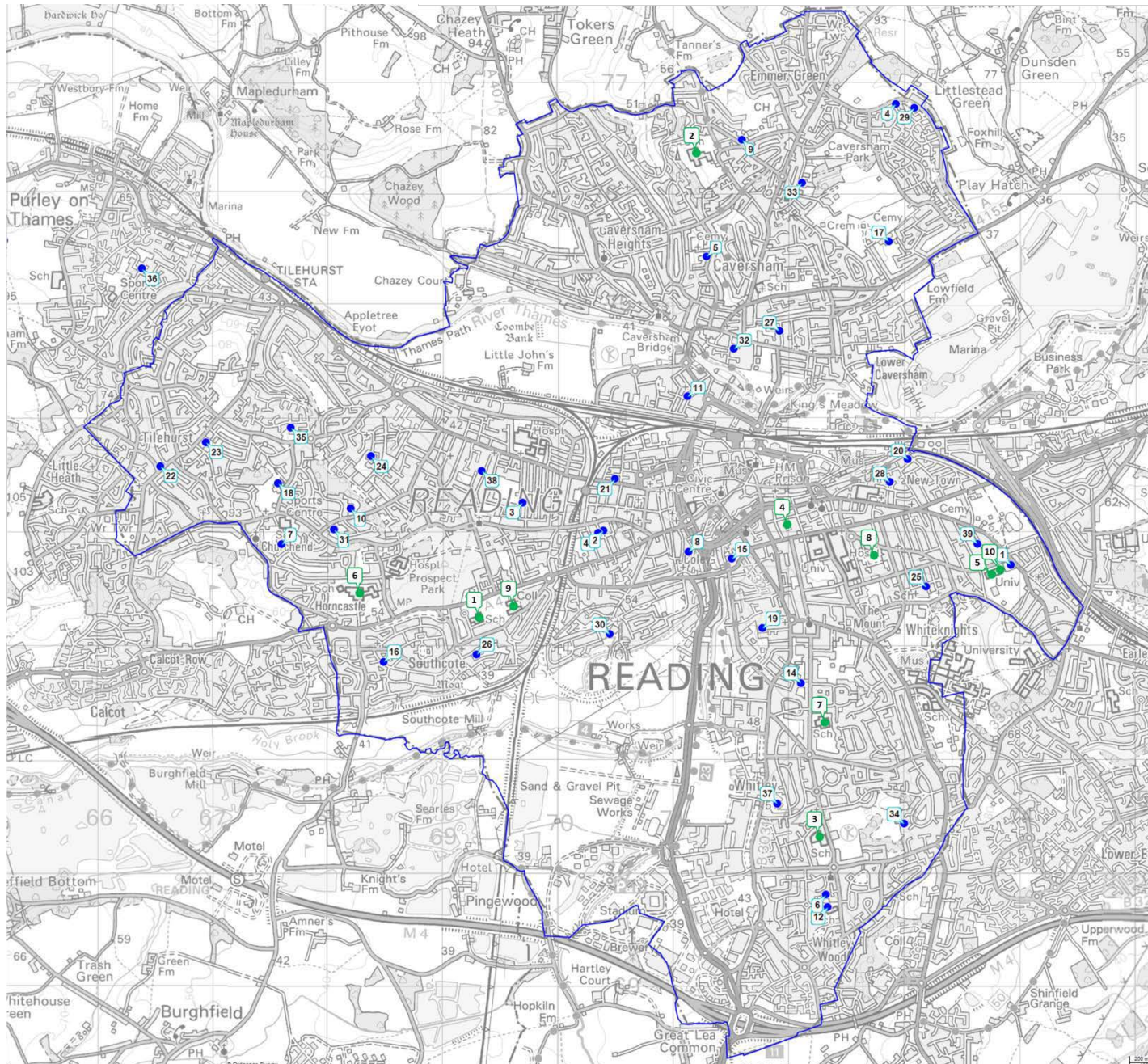
Ref No.	School Name	Website	Date of Travel Plan filed with RBC (if red, not filed)	Travel Plan on School Website	Travel Information on Website	Comments
1	Alfred Sutton Primary	http://www.alfredsuttonprimary.co.uk/	2015	No	No	
2	All Saints Church of England Aided Infant	http://www.allsaints.reading.sch.uk/	2002	No	No	School contacted Transport Planning for advice on updating Travel Plan (June 17)
40	All Saints Junior	http://www.allsaintsjuniorschoolreading.co.uk	2013	No	No	
3	Battle Academy	http://www.netacademies.net/battle/	2005	No	No	School contacted Transport Planning for advice on updating Travel Plan (June 17)
4	Caversham Park Primary	http://www.cavershamparkprimaryschool.co.uk	2007	No	No	School contacted Transport Planning for advice on updating Travel Plan (June 17)
5	Caversham Primary	http://www.cavershamprimary.org/	2007	No	No	School contacted Transport Planning for advice on updating Travel Plan (June 17)
6	Christ The King Catholic Primary	http://www.christthekingreading.co.uk/	2002	No	No	
7	Churchend Primary Academy	http://www.churchendacademy.com/	2015	No	No	The school has requested a meeting to discuss Travel Plan with RBC officer and ward councillors.
41	Civitas Academy	http://civitasacademy.co.uk/	2016	No	No	
8	Coley Primary	http://www.coleyprimary.reading.sch.uk/	2015	No	No	
39	Cranbury College	http://www.cranburycollege.reading.sch.uk/	2008	No	No	

Ref No.	School Name	Website	Date of Travel Plan filed with RBC (if red, not filed)	Travel Plan on School Website	Travel Information on Website	Comments
11	EP Collier Primary	http://www.epcollier.reading.sch.uk/	2016	Yes	Yes	Parking information only http://www.epcollier.reading.sch.uk/parking/
9	Emmer Green Primary	https://www.emmergreenprimary.com/	2001	No	No	
10	English Martyrs' Catholic Primary	http://www.englishmartyrs.reading.sch.uk/	2001	No	No	
12	Geoffrey Field Infant	http://www.geoffreyfieldinfant.co.uk/	2015	No	No	
13	Geoffrey Field Junior	http://www.geoffreyfieldjuniorschool.co.uk/	2015	No	No	
15	Katesgrove Primary	http://www.katesgroveprimaryschool.co.uk/	2008	No	No	
16	Manor Primary	http://manorprimary.net/	2004	No	No	
35	Meadow Park Academy	http://www.meadowparkacademy.org/	-	No	No	First draft of Travel Plan for discussion received by Transport Planning May 17
17	Micklands Primary	http://www.micklands.reading.sch.uk/	2005	No	No	
18	Moorlands Primary	http://moorlandsprimaryschoolblog.net/	2004	No	No	
19	New Christ Church of England (VA) Primary	http://www.thelifecloud.net/schools/NewChristChurchPrimarySchool	2007	No	No	
20	New Town Primary	http://www.newtown.reading.sch.uk/	2016	No	No	
21	Oxford Road Community	http://oxfordroad.reading.sch.uk/	2004	No	No	
22	Park Lane Primary (Infant Dept)	https://parklaneblogs.net/	2007	No	No	

Ref No.	School Name	Website	Date of Travel Plan filed with RBC (if red, not filed)	Travel Plan on School Website	Travel Information on Website	Comments
23	Park Lane Primary (Junior Dept)	https://parklaneblogs.net/	2007	No	No	
24	Ranikhet Primary	http://www.ranikhetacademy.co.uk/	2005	No	No	
25	Redlands Primary	http://www.redlandsschool.co.uk/	2017	No	No	1:1 held March 17 to discuss updating Travel Plan which was submitted May 2017.
26	Southcote Primary	http://southcoteprimary.co.uk/	2015	No	No	
27	St Anne's Catholic Primary	http://www.st-annes.reading.sch.uk/	2004	No	No	
28	St John's CE Primary	http://www.stjohns.reading.sch.uk/page/default.asp?title=Home&pid=1	2006	No	No	School contacted Transport Planning for advice on updating Travel Plan (June 17)
29	St Martin's Catholic Primary	http://www.stmartinscaversham.co.uk/	2007	No	No	
30	St Mary and All Saints Church of England Voluntary Aided Primary	http://www.st-maryallsaints.reading.sch.uk/	2004	No	No	
21	St Michael's Primary	http://www.stmichaels.reading.sch.uk/	2015	No	No	
32	Thameside Primary	http://www.thamesideprimary.co.uk/page/default.asp?title=Home&pid=1	2015	No	No	
42	The Heights Primary	http://www.theheightsprimary.co.uk/	-	No	No	The School is working on a Travel Plan (June 2017). Note the school is currently located in a temporary location

Ref No.	School Name	Website	Date of Travel Plan filed with RBC (if red, not filed)	Travel Plan on School Website	Travel Information on Website	Comments
33	The Hill Primary	http://www.thelifecloud.net/schools/thehillprimaryschool	2015	No	No	
14	The Palmer Primary Academy	http://www.thepalmeracademy.com/	2009	No	No	
34	The Ridgeway Primary	http://www.theridgewayprimary.net/	2015	No	No	
37	Whitley Park Primary and Nursery	http://www.whitleyparkprimaryschool.co.uk/	2004	No	No	School contacted Transport Planning for advice on updating Travel Plan (June 17)
38	Wilson Primary	http://www.wilsonprimary.co.uk/	2006	No	No	
1	Blessed Hugh Faringdon Catholic School	http://www.hughfaringdon.org/	2003	No	No	
2	Highdown School and Sixth Form Centre	http://www.highdown.reading.sch.uk/	2007	No	No	
3	John Madejski Academy	http://www.johnmadejskiacademy.co.uk/	-	No	No	Transport Planning has spoken to the school office (May 2017) and the school is going to contact RBC shortly to discuss Travel Plan.
4	Kendrick School	http://www.kendrick.reading.sch.uk/	2006	No	No	
5	Maiden Erlegh School in Reading	http://maidenerleghschoolreading.co.uk/	-	No	Yes	http://maidenerleghschoolreading.co.uk/about-us/travelling-to-school/ Transport Planning has spoken to the school office (May 2017) and they are to get in touch shortly regarding to discuss Travel Plan.

Ref No.	School Name	Website	Date of Travel Plan filed with RBC (if red, not filed)	Travel Plan on School Website	Travel Information on Website	Comments
6	Prospect Secondary School	http://www.prospect.reading.sch.uk/	2001	No	No	
7	Reading Girls' School	http://www.readinggirls.school.co.uk/	2008	No	No	School has submitted a revised Travel Plan to Transport Planning for comment and advice. June 2017
8	Reading School	http://www.reading-school.co.uk/	2006	No	No	
9	The WREN School	http://www.wrenschool.org/	2015	No	No	School is updating/reviewing Travel Plan (May 2017)
10	UTC Reading	http://www.utcreading.co.uk/page/?title=Contact+us&pid=17	-	No	No	School has contacted Transport Planning to discuss drafting a Travel Plan (May 2017). It has a Travel Policy dated 2014 which is being reviewed.



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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	14
TITLE:	TRAFFIC MIRRORS		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To inform the sub-committee of the proposal to alter our policy on the placing of traffic mirrors within the public highway.
- 1.2 Following the publication of a revised Traffic Signs Regulations and General Directions in 2016 the Department for Transport (DfT) will no longer provide special authorisation for the use of traffic mirrors. Therefore, this report sets out an alteration to the current policy to not allow traffic mirrors based on the previous position of the DfT. Our current policy on the use of traffic mirrors is found with the Traffic Management, Policy and Standards; section 1.5.3. and it is this that will be altered as set out within section 6.0 of this report.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note this report.
- 2.2 That the Sub-committee agree to the alteration of the existing policy on the use of traffic mirrors within the public highway as set out in section 6.0 of this report.

3. POLICY CONTEXT

- 3.1 The provision of road signs and associated criteria is specified within existing Traffic Management Policies and Standards.

4. BACKGROUND

- 4.1 Historically traffic mirrors placed within the public highway have required specific (central government) authorisation granted by the DfT. Mirrors sited at inappropriate locations can be hazardous and a hindrance to drivers rather than improve road safety. Thus the DfT imposed very strict control on the use of traffic mirrors to ensure that consideration was given to every other possible option before considering a mirror. The purpose of a mirror is to provide a level of visibility to an otherwise severely restricted junction where other traffic management solutions have failed to improve visibility. As a part of the DfT authorisation the local highway authority was required to demonstrate that all other options have been properly and fully considered and/or applied. Where no other option can be applied or any change (to the junction) had failed to improve road safety an application for a mirror could be made to the DfT. Authorisation of a mirror, however, had never been guaranteed and the responsibility to improve the visibility of the junction remained with the local highway authority.
- 4.2 Our current policy (Traffic Management, Policy and Standards; section 1.5.3) simply says: *The Highway Authority accepts the Department for Transport (DfT) guidelines, that the provision of traffic mirrors should be discouraged in general because of the risk of confusion to drivers not accustomed to their use. Current advice precludes their use on exits from private drives. Each mirror requires specific DfT authorisation, which requires that no alternative measure is practical to achieve adequate visibility.*
- 4.3 For the Borough of Reading there is no special authorisation granted to the local highway authority for the use of traffic mirrors at any location. Within the past year we have twice requested a search by the DfT for the authorisation certificate for the mirror placed on St Peters Hill opposite The Warren. On both occasions the DfT have responded that no such record exists. In light of the poor condition of the mirror on St Peters Hill and absence of special authorisation the mirror was removed in October 2016.

5.0 CURRENT POSITION

- 5.1 Following the revision of the Traffic Signs Regulations & General Directions (TSRGD) 2016 a traffic mirror is now defined as a prescribed sign. The TSRGD is the primary legislation that defines signing and lining to be used within the public highway. In the case of a traffic mirror the TSRGD defines just the size and shape and is silent on its application. However, since the publication of the previous TSRGD in 2002 the DfT position has been to not allow new mirrors to be placed on the public highway.
- 5.2 The DfT position prior to 2016 is that mirrors increase safety risks, which include;
- reflect light and interfere with a driver's vision
 - reduce the ability to judge an oncoming vehicle's speed
 - create an unreasonable dependence on the mirror
 - if dirty (including condensation), distort or restrict the view
 - can be damaged by vandals or by accident
- Other concerns include;
- misleading at night when reflecting headlights

- affected by glare from sunlight
- confusing for non-local motorists
- difficult to site satisfactorily (particularly at crossroads)

5.3 It is understood that the prescribed sign that features in the 2016 revision of the TSRGD applies to existing (authorised) traffic mirrors. For new traffic sign applications the DfT publish several guidance documents titled Traffic Signs Manuals (TSM). Since a traffic mirror has never been a prescribed sign the current TSM does not provide guidance on the use of mirrors. Consequently the DfT advise that local highway authorities should continue with a policy of not allowing new mirrors but that they should produce their own policy that can be promoted locally.

5.4 We are informed by the DfT that the use of traffic mirrors within the urban context is unusual. This is because there are many other traffic management measures that should be applied before consideration is given to making an application for a mirror.

6.0 ALTERATION TO EXISTING POLICY

6.1 In view of the DfT position it is recommended that Reading Borough Council as the local highway authority shall not allow the use of traffic mirrors. However, the reasoning in not allowing traffic mirrors should be clear, therefore the current policy (Traffic Management, Policy and Standards; section 1.5.3) shall be altered, reflecting the previous DfT position as explained in 5.2 of this report, to include the following:

Where Reading Borough Council as local highway authority receives a request to install a mirror on the highway the follow policy shall apply:

The council will not allow new mirrors to be put on the highway. This is because experience nationally shows that rather than improving safety, a mirror could increase safety risks, which include;

- reduce the ability to judge an oncoming vehicle's speed*
- create an unreasonable dependence on the mirror*
- if dirty (including condensation), distort or restrict the view*
- be damaged by vandals or by accident*
- reflect light and interfere with a driver's vision*
 - *particularly misleading at night when reflecting headlights*
 - *affected by glare from sunlight*
- confusing for non-local motorists*
- difficult to site satisfactorily (particularly at crossroads)*

Exceptions

Where there is severely restricted visibility and an identifiable injury accident record that has not been successfully resolved by all other traffic management measures, a mirror may be considered for a trial period of 12 months. Permanent authorisation will be based on evidence of how effective the mirror has been as a road safety measure through the measurable reduction of injury accidents.

In addition to the above

- Road mirrors at private entrances will not be put up on the public highway.*
- Any mirror placed within the public highway without our approval will be removed.*
- All such mirrors must be on private land with the approval of the landowner.*

6. CONTRIBUTION TO STRATEGIC AIMS

- 6.1 This proposal supports the aims and objectives of the Local Transport Plan and local traffic management policies and standards in ensuring the safety of the public highway is maintained.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The Traffic Management, Policy and Standards (A Policy Document) is available on request.

8. LEGAL IMPLICATIONS

- 8.1 This policy meets the duties placed upon us as local highway authority by the Highways Act.

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 this policy change does not have a direct impact on any groups with protected characteristics.

10. FINANCIAL IMPLICATIONS

- 10.1 None.

11. BACKGROUND PAPERS

11.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	15
TITLE:	CAR PARK TARIFF REVIEW 2017		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	LEAD COUNCILLOR FOR STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT ALL
SERVICE:	PARKING SERVICES	WARDS:	ALL
LEAD OFFICER:	ELIZABETH ROBERTSON	TEL:	01189 373767
JOB TITLE:	CIVIL ENFORCEMENT MANAGER	E-MAIL:	Elizabeth.robertson@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

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

1.2 Appendix 1 - Proposed Car Park Tariff Charges 2017

Appendix 2 - Season Tickets 2017

Appendix 3 - Comparison of Car Park Charges 2017

2. RECOMMENDED ACTION

2.1 That the Members agree to change the car park tariff as set out in Appendix 1 and 2.

2.2 That the Members agree to consolidate the Civic B Car Park, Thameside Promenade and Kensington Road Car Parks Orders into the Off-Street Parking Places Traffic Regulation Order.

2.3 That the Members make a decision if they would like to introduce an annual season ticket charge for Kensington Road Car Park as set out in 4.46 and decide on a charge.

2.4 The necessary changes requested will require the Off-Street Parking Places Order to be re-advertised. That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the changes to the Off-Street Parking Places Order in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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

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

3. POLICY CONTEXT

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

4. THE PROPOSAL

4.1 Current Position:

4.2 The car park tariffs were last reviewed in June 2016 with changes made to the tariffs in Broad Street, Queens Road, Civic B, Cattle Market, Hills Meadow and King's Meadow car parks. The tariffs reflect the different types of off-street car parking that is available, for example with the local centre shopper's car parks charged differently to town centre car parking.

4.3 Options Proposed

4.4 Please see Appendix 1 and 2 for full listing of car park charges proposed. Should these be agreed and the associated Traffic Regulation Order be implemented, it is planned to introduce these from August/September 2017 provided there are no objections to the order.

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

4.6 NCP Ltd is proposing a review of the season tickets prices and introducing season tickets to King's Meadow, Dunstall Close and Recreation Road car parks.

4.7 NCP Ltd is proposing to change the charging period for Chester Street, Recreation Road and Dunstall Close car parks.

4.8 The overall change to pricing structure should increase volumes.

4.9 Broad Street Mall:

Car Park	Time Band	Current Weekdays	Proposed Weekday	Current Weekend	Proposed Weekends	Change
Broad Street Mall	Up to 1 hour	£1.40	£1.50	£2.00	No change	+£0.10
	Up to 2 hours	£4.00	No change	£4.00	No change	
	Up to 3 hours	£6.00	No change	£6.00	No change	
	Up to 4 hours	£8.00	No change	£6.00	No change	
	Up to 5 hours		£10.00			New Charge -£2.00
	Up to 6 hours		£12.00			New Charge
	Up to 7 hours					
	Up to 8 hours					
	24 hours	£12.00	£14.00	£6.00	£8.00	+£2.00
	Night rate (18:00 - 08:00)	£3.50	£4.00	£3.50	£4.00	+£0.50

4.10 The proposed tariff for Broad Street Mall will cater to the main customer segment using this car park - the shoppers.

4.11 It is proposed to increase the one hour rate by £0.10p but this is still cheaper than the Oracle (Riverside) car park currently set at £1.70. (Please see Appendix 3 for comparison)

4.12 Introducing a 5 hour band to encourage longer stays with a £2.00 reduction.

4.13 It is proposed to increase the 24 hour rate by £2.00 but this is still cheaper than the other Town Centre car parks.

4.14 The evening rate is being increased by £0.50p but this is cheaper than Q Park at £7 for the evening. The car park is used in the evenings as visitors chose this car park when going to the Hexagon

4.15 Civic B Car Park:

Car Park	Time Band	Current Weekdays	Proposed Weekday	Current Weekend	Proposed Weekends	Change
Civic B Car Park	Up to 1 hour	£1.40	£1.50	£2.00	No change	+£0.10

	Up to 2 hours	£4.00	No change	£4.00	No change	
	Up to 3 hours	£6.00	No change	£6.00	No change	
	Up to 4 hours	£8.00	No change	£6.00	No change	
	Up to 5 hours		£10.00			New Charge -£2.00
	Up to 6 hours		£12.00			New Charge
	Up to 7 hours					
	Up to 8 hours					
	24 hours	£12.00	£14.00	£6.00	£8.00	+£2.00
	Night rate (18:00 - 08:00)	£3.50	£4.00	£3.50	£4.00	+£0.50

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

4.17 It is proposed to consolidate the Civic B Car Park Order into the main Off-Street Parking Places Order.

4.18 Queens Road Car Park:

Car Park	Time Band	Current Weekdays	Proposed Weekdays	Current Weekends	Proposed Weekends	Change
Queens Road	Up to 30 Minutes	£1.10	Remove	£1.00	£1.50	+£0.50
	30 minutes - 1 hour	£2.20	No change	£2.00	£2.50	+£0.50
	Up to 2 hours	£4.40	No change	£4.00	£4.50	+£0.50
	Up to 3 hours	£6.60	No change			
	Up to 4 hours	£8.80	No change			
	Up to 5 hours	£10.50	No change			
	Up to 6 hours	£12.50	No change			
	Up to 7 hours	£14.50	Remove			
	Up to 8 hours					
	24 hours	£16.50	No change	£6.00	£7.00	+£1.00

	Night rate (18:00 - 08:00)	£3.50	No change	£3.50	No change	No Change
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4.19 The proposed tariff for Queens Road for the weekend will cater to the main customer segment using this car park - the shoppers.

4.20 The weekday 30 minute tariff is being removed and the weekend 30 minute tariff is being increased by £0.50p

4.21 There is more demand for all day parking at this car park, compared to Broad Street Mall, therefore it is proposed to keep the weekday rate higher, and stays over 6 hours will be charged at £16.50.

4.22 The weekend tariff is being adjusted with minor increases in the rates with the majority of the customers staying over 2 hours. The rate is still competitive to the other Town Centre car parks. (Please see Appendix 3)

4.23 Cattle Market Car Park - No Changes

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

4.24 Cattle Market is a popular car park for commuters using Reading Railway Station. There are no proposed changes to this car park tariff

4.25 Hills Meadow Car Park

Hills Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.60	£3.00	+£0.40
	Up to 24 hours	£8.00	No Change	No Change
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.60	£3.00	+£0.40
	Up to 4 hours	£4.70	No Change	No Change
	Up to 24 hours	£8.00	No Change	No Change

4.26 Kings Meadow Car Park

Kings Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.60	£3.00	+£0.40
	Up to 24 hours	£9.00	No Change	No Change
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.60	£3.00	+£0.40
	Up to 4 hours	£4.70	No Change	No Change
	Up to 24 hours	£9.00	No Change	No Change

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

4.28 The increase in the 2 hour charging at both car parks is still lower than the nearest other car parks - Napier Road and Apcoa Reading Station. (Please see Appendix 3)

4.29 The predominant customer groups for this car park are commuters for businesses within Reading Town and for the Reading Railway station.

4.30 Chester Street Car Park

Chester Street	Charge Period	Current Charge	Proposed Charges	Change	
Charging Period 8am - 6pm	Up to 30 mins	£0.00	No Change	No Change	
	30mins to 1 hour	£0.50	No Change	No Change	
	Up to 2 hours	£1.00	No Change	No Change	
	Up to 3 hours	£1.50	No Change	No Change	
	Up to 4 hours	£2.00	No Change		
	Night Rate (6pm - 8am)			£1.00	New Charge

4.31 Chester Street car park should be used by the customers visiting the local businesses in the area. It is proposed to increase the charging hours from 10am-3pm to 8am-6pm but keep the same tariff rate and maximum 4 hour stay. This will help to keep the turnover of spaces which should help the businesses in the area. The free 30 minute period is being retained.

4.32 It is proposed to introduce a night rate charge of £1.00 from 6pm to 8am (there would be no 4 hour limit between these times).

4.33 Recreation/Dunstall Close Car Parks

Recreation Road / Dunstall Close	Charge Period	Current Charge	Proposed Charges	Change
Charging Period 6am - 6pm	Up to 30 mins	£0.00	No Change	No Change
	30mins to 1 hour	£0.50	No Change	No Change
	Up to 2 hours	£1.00	No Change	No Change
	Up to 3 hours	£1.50	No Change	No Change
	Up to 4 hours	£2.00	No Change	No Change

4.34 There are no proposals to change the charges in Recreation Road and Dunstall Close car parks except to increase the charging period from 10am-3pm to 6am-6pm.

4.35 This brings these car parks into line with other Pay and Display sites.

4.36 Season Tickets

	Current Charge 12 monthly	Proposed Charges 12 monthly	Change
Queens Road	£1,500.00	£1,600.00	+£100
Hills Meadow	£1,200.00	£1,400.00	+£200
Civic B	£1,200.00	£1,300.00	+£100
Broad Street	£1,500.00	£1,360.00	-£140
Cattle Market	£1,200.00	£1,300.00	+£100
Chester Street	£500	£525.00	+£25
Recreation Road	N/A	£525.00	New Charge
Dunstall Close	N/A	£525.00	New Charge
Kings Meadow	N/A	£1,400.00	New Charge

4.37 There are proposals to amend the Season tickets annual prices, which are available in Queens Road, Hills Meadow, Broad Street, Cattle Market and Chester Street car parks.

4.38 There are no proposals to amend the 6 month and 1 month rate.

4.39 There is a proposal to introduce an annual Season ticket charges for Recreation Road, Dunstall Close car parks and Kings Meadow car park.

4.40 The proposed tariffs charges have been compared with other car parks in Reading Town Centre. These can be viewed in Appendix 3.

4.41 The new structures provide greater flexibility to our customers.

4.42 Thameside Promenade and Kensington Road Car Parks

4.43 It is proposed to consolidate the above car park Traffic Regulation Orders into the main Off-Street Parking Traffic Regulations Order.

4.44 There are no proposals to change the tariff charges for either car park.

4.45 Kensington Road Car Park charges were introduced in August 2016 and there were some requests for annual parking season ticket, however, the car park charges have now settled. The charging period is between 9am and 5pm, with an average income of £27 per week based on charges below.

Kensington Road	Charge Period	Current Charge
Charging Period Mon-Fri 9am - 5pm	Up to 2 hours	£0.00
Max stay 7 hours	Up to 4 hours	£1.00
	Up to 5 hours	£1.50
	Up to 6 hours	£2.00
	Up to 7 hours	£2.50
Charging Period 5pm-9am (Max stay 7 hours)	Up to 7 hours	£0.00

4.46 The Councillors could decide to introduce an annual charge for parking in this car park; the minimum annual charge would be recommended to start at £150 or up to £250. The current second residents parking permit fee is £120; the annual charge should not be any less than this.

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

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. FINANCIAL IMPLICATIONS

8.1 The Proposals will require additional legal advertising costs.

8.2 The overall change in income is estimated by NCP at £130K p.a. The additional income contributes towards progressing closer to the profit share threshold, but it is not likely that this will be reached in this financial year and therefore the Guaranteed Minimum Payment provided for in the contract will remain unchanged until profit share is reached. Any delay in implementation of the tariff change proposals would have a negative impact on the contract income estimates.

9. BACKGROUND PAPERS

9.1 None

10. APPENDICES

10.1 Appendix 1: Proposed Car Park tariff charges 2017

10.2 Appendix 2: Season tickets

10.3 Appendix 3: Comparison of Car Park Charges 2017

Car Park	Time Band	Current Weekday Charge	Proposed Weekdays	Current Weekend Charge	Proposed Weekends	Change
Broad Street Mall	Up to 30 Minutes					
	Up to 1 hour	£1.40	£1.50	£2.00	No Change	£0.10
	Up to 2 hours	£4.00	No Change	£4.00	No Change	
	Up to 3 hours	£5.00	No Change	£6.00	No Change	
	Up to 4 hours	£8.00	No Change	£6.00	No Change	
	Up to 5 hours		£10.00			New Charge -£2.00
	Up to 6 hours		£12.00			New Charge
	Up to 7 hours					
	Up to 8 hours					
	24 hours	£12.00	£14.00	£8.00	No Change	£2.00
	Night rate (18:00 - 08:00)	£3.50	£4.00	£3.50	£4.00	£0.50

Car Park	Time Band	Current Weekday Charge	Proposed Weekdays	Current Weekend Charge	Proposed Weekends	Change
Civic Offices 'B'	Up to 30 Minutes					
	Up to 1 hour	£1.40	£1.50	£2.00	No Change	£0.10
	Up to 2 hours	£4.00	No Change	£4.00	No Change	
	Up to 3 hours	£6.00	No Change	£6.00	No Change	
	Up to 4 hours	£8.00	No Change	£6.00	No Change	
	Up to 5 hours		£10.00			New Charge -£2.00
	Up to 6 hours		£12.00			New Charge
	Up to 7 hours					
	Up to 8 hours					
	24 hours	£12.00	£14.00	£8.00	No Change	£2.00
	Night rate (18:00 - 08:00)	£3.50	£4.00	£3.50	£4.00	£0.50

Car Park	Time Band	Current Weekday Charge	Proposed Weekdays	Current Weekend Charge	Proposed Weekends	Change
Queens Road	Up to 30 Minutes		Removed	£1.00	£1.50	£0.50
	Up to 1 hour	£2.20	No Change	£2.00	£2.50	£0.50
	Up to 2 hours	£4.40	No Change	£4.00	£4.50	£0.50
	Up to 3 hours	£6.60	No Change			
	Up to 4 hours	£8.80	No Change			
	Up to 5 hours	£10.50	No Change			
	Up to 6 hours	£12.50	No Change			
	Up to 7 hours		Removed			
	Up to 8 hours					
	24 hours	£16.50	No Change	£6.00	£7.00	£1.00
	Night rate (18:00 - 08:00)	£3.50	No Change	£3.50	No Change	

Kings Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.60	£3.00	£0.40
	Up to 24 hours	£9.00	No Change	
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.60	£3.00	£0.40
	Up to 4 hours	£4.70	No Change	
	Up to 24 hours	£9.00	No Change	

Hills Meadow (6am-6pm)	Charge Period	Current Charge	Proposed Charges	Change
Monday - Sunday	Up to 2 hours	£2.60	£3.00	£0.40
	Up to 24 hours	£8.00	No Change	
Saturday - Sunday/ Bank Holidays	Up to 2 hours	£2.60	£3.00	£0.40
	Up to 4 hours	£4.70	No Change	
	Up to 24 hours	£8.00	No Change	

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

Chester Street	Time Band	Current Charge	Change
Charging Period 8am-6pm	0-30 mins	£0.00	No Change
	30mins - 1 hour	£0.50	No Change
	Up to 2 hours	£1.00	No Change
	Up to 3 hours	£1.50	No Change
	Up to 4 hours	£2.00	No Change
	Night Rate (6pm-8am)	£1.00	New Charge

Recreation Road / Dunstall Close	Time Band	Current Charge
Charging Period 6am-6pm	0-30 mins	£0.00
	30mins - 1 hour	£0.50
	Up to 2 hours	£1.00
	Up to 3 hours	£1.50
	Up to 4 hours	£2.00

Car Park	Current			Proposed		
	12 Monthly	3 Monthly	1 Monthly	12 Monthly	3 Monthly	1 Monthly
Queens Road	£1,500	£412.50	£150	£1,600	No Change	No Change
Hills Meadow	£1,200	£330	£120	£1,400	No Change	No Change
Chester Street	£500	N/A	N/A	£525	N/A	N/A
Civic B	£1,200	£330	£120	£1,300	No Change	No Change
Broad Street Mall	£1,500	£412.50	£150	£1,360	No Change	No Change
Cattle Market	£1,200	£330	£120	£1,300	No Change	No Change
Recreation Road				£525	N/A	N/A
Dunstall Close				£525	N/A	N/A
Kings Meadow				£1,400	N/A	N/A

APPENDIX 3

Time Band	Oracle - Riverside	Q Park	NCP - Garrard Street	Apcoa Reading Station	Napier Road	Queens Road	Queens Road	Broad Street	Broad Street	Kings Meadow	Hills Meadow
						Proposed Weekdays	Proposed Weekends	Proposed Weekdays	Proposed Weekends		
Up to 30 Minutes						Remove	£1.50				
Up to 1 Hour	£1.70	£1.50	£3.50	£4.50	£2.00	£2.20	£2.50	£1.50	£2.00		
Up to 2 hours	£4.00	£3.50	£7.00	£8.00	£4.00	£4.40	£4.50	£4.00	£4.00	£3.00	£3.00
Up to 3 hours	£6.00	£5.00			£6.00	£6.60		£6.00	£6.00		
Up to 4 hours	£8.00	£7.00	£10.50	£12.00	£8.00	£8.80		£8.00	£6.00		
Up to 5 hours	£10.00	£14.00				£10.50					
Up to 6 hours	£12.00	£15.00				£12.50					
Up to 7 hours	£13.00					Remove					
Up to 8 hours	£15.00		£17.00	£18.00	£15.00						
24 hours	£20.00	£16.00	£22.00	£24.00	£20.00	£16.50	£7.00	£14.00	£8.00	£9.00	£8.00
Night rate up to 1 hour	£1.50										
Night rate (18:00 - 08:00)	£3.50	£7.00				£3.50	£3.50	£4.00	£4.00		

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	16
TITLE:	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	CRIS BUTLER / SAM SHEAN	TEL:	0118 937 2068 / 0118 937 4950
JOB TITLE:	STRATEGIC TRANSPORTATION PROGRAMME MANAGER / STREETCARE SERVICES MANAGER	E-MAIL:	cris.butler@reading.gov.uk sam.shean@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 This report provides an update on the current major transport and highways projects in Reading, namely:

- Reading Station Area Redevelopment (Cow Lane bridges)
- Thames Valley Berkshire Growth Deal Schemes - Green Park Station, Reading West Station upgrade, Southern and Eastern Mass Rapid Transit, TVP Park & 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).
- 4.3 The value engineering exercise 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. Tenders have been received by a number of bidders and are in the process of being assessed. Upon completion of that process and award of tender Network Rail will be in a position to confirm the overall programme. The outcome for the award of tender is anticipated by the end of July 2017 with an anticipated start on site for works in September, after the Reading Festival. Officers have initiated dialogue with Network Rail regarding traffic management requirements for the scheme, including for demolition of the old railway bridge, with the objective of minimising disruption to the travelling public for the duration of the works.

- 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 Royal Elm Park mixed use development.
- 4.7 The scheme was granted financial approval by the Berkshire Local Transport Body in November 2014. Design work for the station is being progressed in partnership with Network Rail and Great Western Railway (GWR) to ensure the station complies with the latest railway standards. 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 on this proposal has been delayed and is now anticipated after the General Election.
- 4.10 The programme for station opening in December 2018 is currently being reviewed in partnership with Network Rail and GWR due to delays in the design work to date which is being undertaken by Network Rail.

Reading West Station Upgrade

- 4.11 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.

- 4.12 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.
- 4.13 Unfortunately, the 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

- 4.14 South Reading Mass Rapid Transit (MRT) is a series of bus priority measures on the A33 corridor between Mere oak Park & Ride and Reading town centre. The scheme will 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 as the scheme will create additional capacity for public transport.
- 4.15 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. Construction of Phase 1A was completed in December 2016. 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.
- 4.16 Construction works for Phase 1B and 2 of the scheme commenced on-site in April. This involves the creation of outbound bus lanes between the junctions with Lindisfarne Way (Kennet Island) and Imperial Way, linking to the Phase 1A scheme. Off-peak land closures will be required to facilitate construction works which are scheduled to be completed in November.
- 4.17 Phases 3 and 4 of the scheme, between Rose Kiln Lane and Longwater Avenue, were granted programme entry status by the Berkshire Local Transport Body (BLTB) in March and the full business case is due to be submitted to the BLTB in July to seek financial approval for the scheme.

TVP Park & Ride and East Reading Mass Rapid Transit

- 4.18 Thames Valley Park (TVP) Park & Ride is a proposed park & ride facility off the A3290 being led by Wokingham Borough Council. East Reading Mass Rapid Transit (MRT) is a proposed public transport, walking and cycle link between central Reading and the TVP park & ride site, running parallel to the Great Western mainline, being led by Reading Borough Council. Both schemes were granted programme entry status by the BLTB in July 2014.

- 4.19 A consultation was undertaken by Wokingham Borough Council during November 2015 regarding the TVP park & ride proposals, and planning permission was granted by Wokingham Borough Council in November 2016.
- 4.20 A consultation for the MRT scheme was undertaken during July 2016, including a public drop-in session which took place on Tuesday 19th July between 13.00 and 19.00 at the Waterside Centre in Thames Valley Park. The exhibition was also on display at the Civic Offices and feedback is being incorporated into the scheme design. Submission of the planning application is due in June.
- 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 July 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. The scheme was granted full funding approval from the Berkshire Local Transport Body in November 2015.
- 4.23 Preferred option development has been undertaken and detailed design for Phase 1 of the scheme is complete, 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 commenced in February 2017 which are progressing well, including construction of raised tables at Southcote Road and Honey End Lane which have been completed.
- 4.24 Concept design options for the remaining phases of the scheme, through the town centre and to east Reading, are currently being developed in consultation with local interest groups.

Third Thames Bridge

- 4.25 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.
- 4.26 Production of the outline strategic business case for the scheme is being led by Wokingham Borough Council on behalf of the Cross Thames Travel Group. Unfortunately, the bid to DfT for funding to produce the full business case

was not successful. Therefore, options to progress the development of the scheme are currently being investigated by the joint group.

Whiteknights Reservoir Scheme

- 4.27 Whiteknights Reservoir is a 70,000m³ 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.
- 4.28 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.
- 4.29 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.
- 4.30 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.
- 4.31 Works commenced on 15th August 2016 and following on site engineering difficulties is now reprogrammed for completion mid-to late June 2017.
- 4.32 To date the contractor has completed the drainage, the gabion basket retaining structure, the concrete flood retaining wall, the brick cladding along the site frontage and footway resurfacing..
- 4.33 The contractor is currently installing the handrail fencing and started reinstating the Allotment plots, including improvements to internal footpaths.
- 4.34 Reading Borough Council's in-house Parks Department will complete the landscaping plan, which includes 3 new trees in the Allotment (Oak, Silver Birch and an apple tree), ground cover grass, Honeysuckle and native hedgerow. These works are scheduled to commence in the autumn when it is appropriate to plant. The Scheme also included 5 new trees along the Wokingham Road corridor, to date 4 have been planted for one final tree to be installed on the central reservation near St Peter's Road.
- 4.35 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:	14 JUNE 2017	AGENDA ITEM:	17
TITLE:	REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES		
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:	JAMES.PENMAN@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report proposes a method in which to inform the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and Members of the Borough Council. These will be measures that have either been previously reported, or those that would not typically be addressed in other programmes, which are currently considered unfunded.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the proposed method for reporting requests for new traffic management measures, as per Items 4.4 - 4.9, is agreed and becomes a regular agenda item for the Traffic Management Sub-Committee.

3. POLICY CONTEXT

- 3.1 Any proposals would need to be considered in line with the Borough Council's Traffic Management Policies and Standards.

4. BACKGROUND AND RECOMMENDATIONS

- 4.1 The Council receives many requests for new traffic management measures across the borough and has a number of programmes in which they may be addressed. Such programmes include the Waiting Restriction Review, Resident Permit Parking and Road Safety Review. However, with continued central government transport funding cuts monies for addressing general traffic management issues is harder to come by.
- 4.2 In the past officers held a 'Traffic Management Issues List' that was regularly updated as new issues came through the associated traffic committee. In some respects this proposal re-introduces the traffic management issues list but with a scoring mechanism to help inform the decision to either take schemes forward or drop the issue.
- 4.3 This proposal does not affect major strategic transport and cycling schemes that are funded as a part of any major scheme project award from central Government and/or the Local Enterprise Partnership.
- 4.4 This proposal is to introduce a mechanism to report and address requests for new traffic management measures that would not naturally sit within existing programmes. This report of requests will include, among others, schemes that have already been formally reported to the Sub-committee, but have no allocated funding to date. Examples of this include; the proposed new zebra crossing on Gosbrook Road, a parking bay within Eastern Avenue and compass point (road) signing around the IDR. All of these schemes have been promoted through Traffic Management Sub-committee (or prior equivalent committee/panel) previously but remain unfunded.
- 4.5 Examples of traffic management issues are likely to include requests for - but not limited to - pedestrian crossing facilities, traffic/speed calming and minor junction improvement works, one-way streets/plugs and dealing with rat running. The list is expected to contain measures requested by members of the public, Councillors (and any other local representatives) and any other measure that officers consider would be of local benefit (in resolving a particular problem), but for which there is no identifiable funding.
- 4.6 It is proposed that the list is divided into Council Wards and that officers develop a scoring system that will be applied to each request. Scoring will ensure best value by capturing all aspects of any issue showing the likely cost and the benefits. It is also expected that officers will also provide a professional 'view' against each request once scored.

- 4.7 It is proposed that officers will provide commentary to all requests and recommend to the Sub-Committee the following:
- 4.7.1 Recommend Works - These items will remain on the list and can be allocated a priority for further investigation, subject to technical feasibility and funding availability. Recommended works will be developed in to schemes and reported back to the Sub-committee with costings to then be prioritised as funding is identified.
- 4.7.2 Forward to [Scheme/Programme] - These items will be noted, for information, in a separate section of the list. They will, however, be moved for consideration as part of a different scheme or programme, such as an Area Study.
- 4.7.3 Remove - To remove an item from the list.
- 4.8 As the programme develops, it is intended that officers provide details about funding that may be available generally, or for specific measures, through local contributions such as CIL or Section 106. If specific items become funded through these contributions, the Sub-Committee will be informed and the scheme can be delivered.
- 4.9 The next stage, should the Sub-committee support this proposal, will be to develop the scoring system and report back with the list of current issues held by officers.
- 5. CONTRIBUTION TO STRATEGIC AIMS**
- 5.1 None arising from this report.
- 6. COMMUNITY ENGAGEMENT AND INFORMATION**
- 6.1 Requests received from members of the public, or their representatives, can be added to the list of issues.
- 6.2 Requests that are progressed into active schemes may require statutory consultation or public notification.
- 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 An Equality Impact scoping exercise may be conducted for any request that is agreed by the Sub-Committee for progression as an active scheme.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

9.2 Funding will need to be identified prior to the progression and development of requests/schemes on the list of issues.

10. BACKGROUND PAPERS

10.1 None.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JUNE 2017	AGENDA ITEM:	18
TITLE:	CYCLING STRATEGY IMPLEMENTATION PLAN 2017/18		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	SENIOR TRANSPORT PLANNER	E-MAIL:	EMMA.BAKER@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Cycling Strategy 2014 forms part of the overall transport strategy for Reading as set out in the third Local Transport Plan (LTP) 2011-26. This report is the fourth Cycling Strategy Implementation Plan, setting out the programme for 2017/18 and reviewing progress towards delivery of the strategy objectives during 2016/17.

2. RECOMMENDED ACTION

- 2.1 To note ongoing monitoring and progress made in delivering the Cycling Strategy during 2016/17 as outlined in Appendices A as well as the location of serious accidents involving cyclists in Appendix B.
- 2.2 To agree the Cycling Strategy delivery programme for 2017/18 as set out in Appendix C.

3. POLICY CONTEXT

- 3.1 The Local Transport Plan (LTP) is a statutory document setting out the Council's transport strategy and policy. Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 was adopted by the Council on 29 March 2011.
- 3.2 The Cycling Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling, was adopted by the Council on 19 March 2014 as a sub-strategy to the Local Transport Plan. The strategy includes detailed policies regarding the design principles for delivering infrastructure and route improvements for cyclists on the public highway, as well as policies to encourage and promote cycling to different demographics.
- 3.3 The Cycling Strategy is aligned with wider local policy documents such as the Sustainable Community Strategy and Climate Change Strategy, contributing towards wider public health and air quality objectives.

4. CYCLING STRATEGY PROGRESS IN 2016/17

- 4.1 A range of schemes and measures have been implemented over the past year, contributing towards achieving the overall objectives of the Cycling Strategy. Delivery highlights in 2016/17 as set out in Appendix A include:
- The commencement of Phase 1 of the NCN 422 delivery programme, including the localised reconstruction and widening of footway along Bath Road, the construction and imprinting of raised tables, relocation of street furniture to remove obstacles along the footway and the installation of shared-use signs.
 - Improved cycle and pedestrian access into Kings Meadow from Napier Road.
 - The continuation of Bikeability, including the delivery of newly funded modules that expand the reach of cycle training to children aged 7 years old.
 - Securing €100,000 from the EU to encourage a shift from private vehicle trips to bicycle through incentivisation.
- 4.2 Alongside the development of the National Cycle Network programme, officers have continued to seek new funding sources to deliver revenue funded initiatives to extend and improve cycle facilities and encourage more people to consider cycling for local journeys through training and education and events and campaigns.

MONITORING DATA

- 4.3 The annual cordon count conducted on 18th May 2016 revealed a 2% decrease in the number of trips recorded travelling into the town centre. This is a likely result of the heavy rain forecast for the day compared to the sunny conditions experienced when the previous survey was undertaken. Of the 2% decline, the cycle modal split decreased by 0.9% from 3.3% (7,280) in 2015 to 2.4% (5,200). Wider monitoring surveys, including town centre cycle parking surveys and post-LSTF evaluation data continue to show increases in the number of journeys being made by bicycles and being parked around the town centre and station.
- 4.4 Accident data recorded by Thames Valley Police between January 2014 and December 2016 shows that 27% of killed and seriously injured accidents involved cyclists, all of whom were seriously injured. Whilst the overall number of accidents for all modes decreased by three compared to the previous three-year period, the number of cyclists involved in serious accidents increased slightly. Of the serious cycle accidents illustrated in Appendix B, 18 occurred along A-roads, including four at Vastern Road roundabout, five parallel to the planned NCN 422 route and three along the Oxford Road corridor. Proposals to reduce the number of road traffic accidents, particularly those involving vulnerable road users, such as pedestrians and cyclists, are reported separately to Traffic Management Sub Committee in the annual Road Safety Programme.

Severity	2012 - 2014		2013 - 2015		2014-2016	
	Total Accidents	Number & % cycles	Total Accidents	Number & % cycles	Total Accidents	Number & % cycles
KSI	130	30 (23%)	120	30 (25%)	117	32 (27%)
Slight	925	243 (26%)	914	248 (27%)	867	227 (26%)
Total	1055	273 (26%)	1034	278 (30%)	984	259 (26%)

CYCLING STRATEGY IMPLEMENTATION PLAN 2017/18

- 4.5 The Cycling Strategy delivery programme for 2017/18 has been developed by assessing the level of available funding alongside an assessment methodology to prioritise projects which meet strategic objectives and deliver value for money.
- 4.6 The Cycling Strategy Implementation Plan 2017/18, as set out in Appendix C, will initially focus on:
- taking forward the proposal to change the legal status of the Thames Path to permit cycling (reported separately)

- delivery of the EU incentivisation programme - EMPOWER
 - ongoing development and construction of the NCN 422 along Berkeley Avenue, through the town centre and along the London Road/Wokingham Road corridor. Enhancing existing facilities and reallocating road space to create new links and extend existing routes.
 - development of a Local Cycling and Walking Infrastructure Plan
 - securing a contractor to deliver ReadyBike beyond the existing contract
- 4.7 These delivery programmes and initiatives are largely funded by external sources or via existing officer resources. Other measures will be prioritised and progressed, subject to the identification of an appropriate funding source.
- 4.8 Other key delivery objectives within the programme for 2017/18 include:
- Town centre signing review and changes, and extension of branded signing.
 - Review of branded cycling network as part of the development of a Local Cycling & Walking Infrastructure Plan.
 - Implementation of area study schemes, including cycle facilities on Oxford Road and pedestrian/cycle schemes in Coley and Southcote.
 - Continuation of Bikeability Levels 2 and 3 and delivery of new Bikeability Plus modules, including Level 1, Learn to Ride and Recycle.
 - Ongoing provision of ReadyBike scheme.
 - Ongoing lighting upgrades, including subway/underpasses.

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 development of a Local Cycling and Walking Infrastructure Plan, outlined in the Government's Cycling & Walking Strategy 2017, will build on the three-month consultation carried out as part of the development of the Cycling Strategy 2014. The development of the Plan will involve consulting with a range of stakeholders and user groups to help identify a long-term strategy for encouraging more people to consider cycling for local journeys throughout the urban area, including people who do not typically travel by these modes.
- 6.3 Other schemes that are currently in development will continue to be communicated to the local community through informal and statutory consultation processes, Council meetings and Forums.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 The Council is required to comply with the Equalities Act 2010, including Section 149, which requires the Council to have due regard to the needs of people with protected characteristics.
- 7.2 An equality impact assessment scoping exercise was carried out as part of the development of the Cycling Strategy 2014, and considered that the proposals outlined in the Strategy did not have a direct impact on any groups with protected

characteristics. However, individual equality impact assessments will continue to be carried out for schemes developed further as part of the Cycling Strategy Implementation Plan and reported to this Committee separately.

8. LEGAL IMPLICATIONS

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

9. FINANCIAL IMPLICATIONS

- 9.1 Implementation of the schemes as set out in Appendix C is dependent upon the availability of funding from a range of sources including LTP budgets, private sector contributions and other local revenue funding sources. The National Cycle Network scheme - NCN 422 and EU incentivisation programme - EMPOWER are externally funded by the Local Growth Fund and EU Horizon 2020.

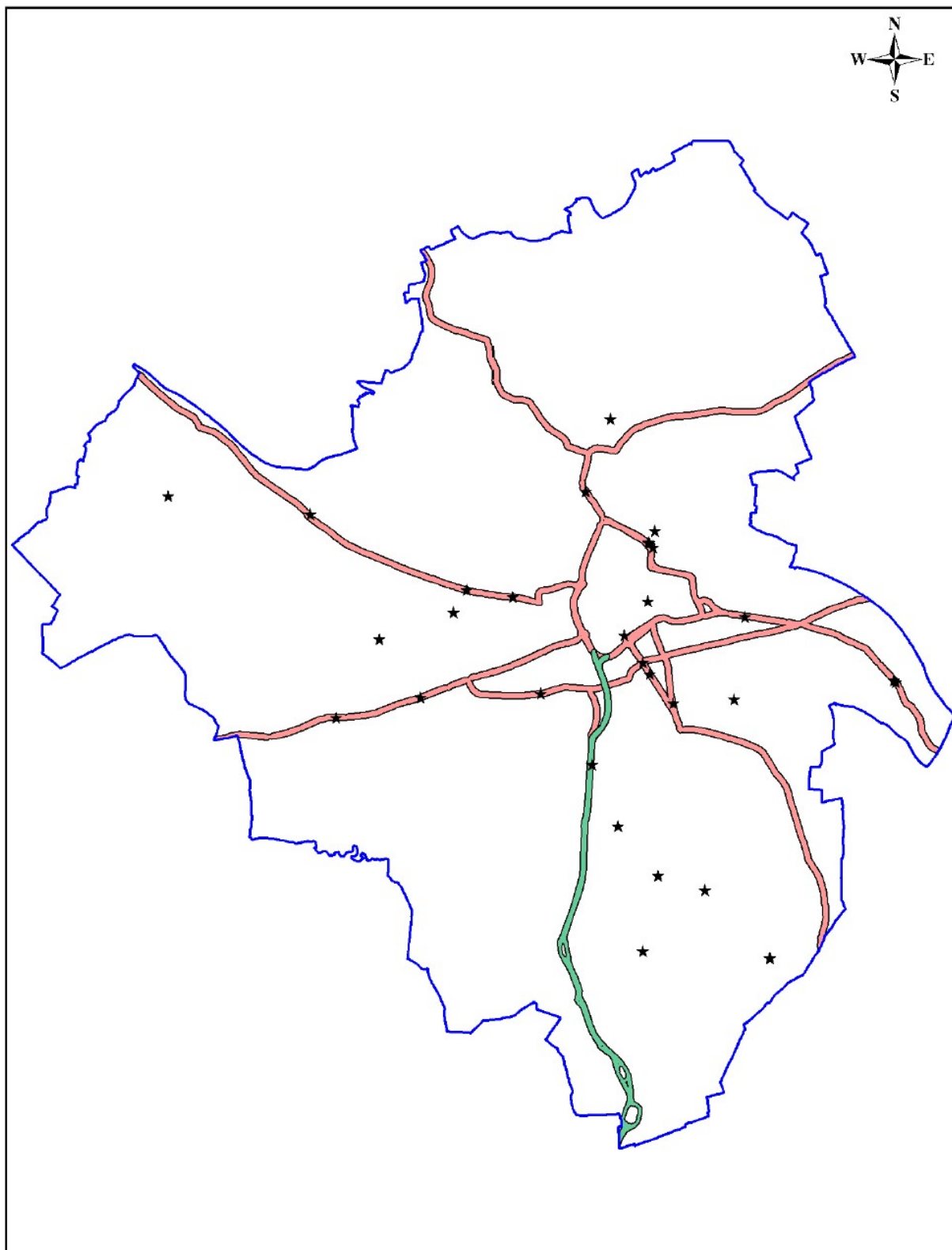
10. BACKGROUND PAPERS

- 10.1 Cycling Strategy 2014 & Implementation Plan, Strategic Environment, Planning and Transport Committee Report, 19th March 2014.
- 10.2 Cycling Strategy Implementation Plan 2015/16, Strategic Environment, Planning and Transport Committee Report, 15th July 2015.
- 10.3 Cycling Strategy Implementation Plan 2016/17, Traffic Management Sub-Committee Report, 15th June 2016.

Appendix A: Delivery Highlights 2016-2017

Cycling Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling	STRATEGY THEMES						Key Achievements 2016-17
	Support the local economy	Deliver wider social benefits	Reduce carbon emissions	Improve safety	Promote increased physical activity	Improve air quality and wider environmental benefits	
Training & Skills							
Bikeability		✓	✓	✓	✓	✓	1198 children received Bikeability training. 48 children received Bikeability Plus Learn to Ride training.
Events & Campaigns							
EMPOWER		✓	✓	✓	✓	✓	€100,000 secured to deliver a range of new cycle activities from January 2017 to July 2017. Initiatives include: adult cycle training, maintenance training and Dr Bike sessions.
Infrastructure							
Access improvements into Kings Meadow		✓	✓	✓	✓	✓	Construction of path parallel to vehicular gate near Napier Road to improve access for cyclists and pedestrians.
Southampton Street Shared-Use Facilities	✓	✓	✓	✓	✓	✓	Shared-use facilities on Crown Street have been extended along Southampton Street to Mill Lane.
Traffic Calming	✓	✓	✓	✓	✓	✓	Introduction of 20mph zone scheme in East Reading.
Street Lighting	✓	✓	✓	✓	✓	✓	LED lighting is being rolled out across the borough.
Maintenance			✓	✓	✓		Annual resurfacing and potholes repair programme undertaken.
Monitoring & Evaluation							
Monitoring	✓	✓	✓	✓	✓	✓	Ongoing monitoring undertaken as part of the LTP programme including the annual cordon count.
Partnership, Consultation & Community Engagement							
Engagement		✓	✓	✓	✓	✓	Ongoing engagement through various cycle initiatives and meetings held with local cyclists.
Funding							
Bikeability Grant		✓	✓	✓	✓	✓	Bikeability funding until March 2020 has been confirmed, subject to ongoing successful delivery. A new Bikeability contract is now in place with Avanti Cycling until March 2020.
GWR Customer & Community Infrastructure Fund	✓	✓	✓	✓	✓	✓	Three bids were submitted to the GWR totalling £87k to deliver access and cycling parking improvements linked to stations.
Access Fund	✓	✓	✓	✓	✓	✓	A bid was submitted to the DfT in partnership with other Berkshire authorities for £2.7m to deliver a range of revenue schemes supporting access to employment and education.

Appendix B: Location Plan of Serious Cycle Accidents 2014-2016



Title: **Serious cycle accidents for the 3 year period 2014-2016**



Date: 18/05/2017 Scale at A4: 1:46,000

Produced by GIS & Mapping Services

Ref: G:\MID\CD\Env\Planning & Transport\Cycle Accidents\Cycle Accidents 2014-2016

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Appendix C: Cycle Strategy Programme 2016/17

Note: The draft programme is subject to change dependent upon funding availability.

Scheme Name	LTP Action Plan Area	Timescale
Thames Path Consultation	Multiple Areas	Spring 2017
EMPOWER Programme	0 - All	January 2017 - July 2017
ReadyBike - Retendering Cycle Hire Scheme	Multiple Areas	Summer 2017
Annual Resurfacing Programme	0 - All	Summer 2017
NCN 422 Scheme Development & Phase 2 & 3 Delivery	Multiple Areas	Ongoing - Spring 2018
Bikeability Programme	0 - All	On-going
Local Cycling & Walking Infrastructure Plans - Development & Route Review	0 - All	Spring 2018
East Reading Transport Study	6 - Eastern 7 - Southeastern	Autumn 2017
Oxford Road Transport Study	4 - Western	Autumn 2017
Cow Lane Bridges	4 - Western	Autumn 2017
West Reading Transport Study	3 - South-Western	On-going - Autumn 2017
Town Centre Signing Review & Improvements	1 - Central Area	Spring 2018
Cycle Facilities on Silver Street & Southampton Street	2 - Southern	Summer 2017
Cycle Facility Improvements	Multiple Areas	On-going
Cycle Route Improvements	Multiple Areas	On-going
LED Street Lighting Upgrades	Multiple Areas	On-going