

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

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NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 8 MARCH 2018

A meeting of the Traffic Management Sub-Committee will be held on Thursday 8 March 2018 at 6.30pm in the Council Chamber, Civic Offices, Reading. The meeting Agenda is set out below.

AGENDA

	<u>PAGE</u> <u>NO</u>
1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS	
(A) QUESTIONS submitted in accordance with the Panel's Terms of Reference	-
(B) PRESENTATION - HOURBIKE	-

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.

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	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
2. MINUTES OF THE SUB-COMMITTEE'S MEETING HELD ON 11 JANUARY 2018	-	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		
To receive any petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		-
6. WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2017 (B) & REQUESTS FOR WAITING RESTRICTION REVIEW 2018 (A)	BOROUGHWIDE	15
A report informing the Sub-Committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2017B.		
7. RESIDENT PERMIT PARKING - NEW AND OUTSTANDING REQUESTS & RESULTS OF INFORMAL CONSULTATIONS	BOROUGHWIDE	24
A report providing the Sub-Committee with an update on the progress of previously-prioritised Resident Permit Parking (RPP) proposals across the Borough and with the opportunity to consider and prioritise new and outstanding proposals.		
8. RESULTS OF STATUTORY CONSULTATIONS -BUS LANES AND ON-STREET PAY & DISPLAY	BOROUGHWIDE	49
A report informing the Sub-Committee of comments and objections received in respect of the Traffic Regulation Orders, which were recently advertised following reports to the Sub-Committee in January 2018 regarding on-street Pay & Display and Bus Lane restrictions.		

9.	REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES	BOROUGHWIDE	55
	A report informing 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.		
10.	WEST READING TRANSPORT STUDY - UPDATE	SOUTCHOTE, MINSTER	72
	A report to update the Sub-Committee on progress with the West Reading Transport Study.		
11.	OXFORD ROAD CORRIDOR STUDY - UPDATE	NORCOT, BATTLE	84
	A report to update the Sub-Committee on progress with the Oxford Road Corridor Study.		
12.	MAYOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE	BOROUGHWIDE	89
	A report providing the Sub-Committee with an update on the current major transport and highways projects in Reading.		
13.	CYCLE FORUM - MEETING NOTE	BOROUGHWIDE	100
	A report to inform the Sub-Committee on the discussions and actions from the Cycle Forum held on 27 February 2018.		

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”

14.	APPLICATIONS FOR DISCRETIONARY PARKING PERMITS		103
	To consider appeals against the refusal of applications for the issue of discretionary parking permits.		

DATE AND TIME OF NEXT MEETING:

Wednesday 13 June 2018 - TBC

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TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 11 JANUARY 2018

Present: Councillor Debs Absolom (Chair).

Councillors Ayub, Ballsdon, Davies, Duveen, Hacker, Hopper, Jones, Page, Terry, and White.

55. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Questions

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

Questioner	Subject
Mike Facherty	Reading Buses 22 Service
Stephen Roberts	Reading Buses 22 Service
Judith Dawson	Reading Buses 22 Service
Jackie Holland	Traffic Lights at the Junction of Gosbrook Road and George Street

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

(2) Presentation - Cow Lane

Simon Beasley, Network and Parking Manager, and James Penman, Assistant Network Manager, gave a presentation on the Cow Lane Bridge Scheme. The Cow Lane Bridge Scheme was a highway improvement scheme between Portman Road and Cardiff Road being conducted by Network Rail as part of a wider project.

The presentation covered the background to why the scheme was needed, the objectives and the works that were required. Simon explained that the traffic management during the works had initially been proposed to be two-way or four-way traffic signals, spanning the total 420m works site but this had not been considered as appropriate and consideration was then given for a one-way restriction. Simon explained the rationale behind implementing the one-way restriction, which would be in place until summer 2018.

At the invitation of the Chair, members of the public asked the officers questions on the presentation.

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

Resolved - That the presentation be noted.

56. MINUTES

The Minutes of the meeting of 2 November 2017 were confirmed as a correct record and signed by the Chair.

57. QUESTIONS FROM COUNCILLORS

A question on the following matter was submitted, and answered by the Chair:

Questioner	Subject
Cllr Hopper	Cow Lane Bridge One-Way System

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

58. PEDESTRIAN CROSSINGS PETITIONS UPDATE

Further to Minute to Minute 42 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the receipt of a petition asking the Council for improved pedestrian crossing facilities at the junction of Bridge Street, Church Street and Church Road; the junction of Peppard Road, Prospect Street, Henley Road and Westfield Road and Moorlands Primary School (Church End Lane).

The report stated that in respect of the petitions asking for crossings at Bridge Street/Church Road/Church Street and Peppard Road/Prospect Street/Westfield Road/Henley Road officers understood the perceived safety concerns at these junctions and there was a statutory duty placed upon the Council, as the highway authority, to improve road safety through the reduction of casualties. This was done by analysing casualty data that had been supplied by Thames Valley Police. An incident had been recorded involving a pedestrian on 17 June 2016 on Church Road, with a number of causation factors reportedly contributing to the incident. This was the only casualty that had been reported at these junctions in the previous three year period of data that was held, which suggested that these junctions had a very good highway safety record. The junctions were very traffic sensitive, with the meeting of some major streets and one of two river crossings (Bridge Street/Church Road). The addition of an 'all-red-to-traffic' pedestrian phase to the junctions would have a significant impact on traffic flow. The recent Thames Water works on Church Street, requiring an additional traffic signal phase (from the current two phase junction to a temporary three phase junction) had demonstrated the traffic sensitivity of this particular junction, with widespread congestion being experienced. Any proposals would have to be traffic modelled, so that the likely impact could be assessed and considered. This would require external resource to be employed. Funding would need to be identified for the investigation and modelling, as well as any implementation of proposals. The report therefore recommended that these requests were added to the regular 'Requests for Traffic Management Measures' report for unfunded schemes.

With regard to the petition in respect of Moorlands School, Church End Lane the report explained that potential investment in Moorlands Primary School could make funding available for the installation of facilities to assist pedestrians and options could be considered once funding had been identified. Analysis of the casualty data that had been supplied by the police had suggested that Church End Lane had a very good highway safety record, with no pedestrian related incidents recorded within the previous three year period of data. The report again recommended that this request was added to the regular 'Requests for Traffic Management Measures' report for unfunded schemes.

Resolved -

- (1) That the report be noted;
- (2) That the requests for improved pedestrian crossing facilities be added to the 'Requests for Traffic Management Measures' report;
- (3) That the lead petitioners be informed accordingly.

59. BI-ANNUAL WAITING RESTRICTION REVIEW - 2017B STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report asking for 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.

The report explained that requests for new or alterations to existing waiting restrictions were reviewed on a 6-monthly basis commencing in March and September each year. It stated that in accordance with the report to the Sub-Committee on 9 March 2017 (Minute 80 refers) consultation with Ward Councillors had been completed.

Appendix 1 to the report provided a list of streets, officer recommendations and relevant proposed plans for the Bi-Annual Waiting restrictions review programme. Drawings to accompany the officer recommendations were attached to the report at Appendix 2.

Resolved -

- (1) That the report be noted;
- (2) That 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;
- (3) That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;
- (6) That no public enquiry be held into the proposals.

60. BUS LANES - PROPOSALS FOR STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report that sought the Sub-Committee's approval for Officers to undertake statutory consultation for the implementation of enforceable bus lanes as part of the South Reading MRT project and for Beresford Road and Garrard Street and for officers to implement an experimental Traffic Regulation Order (TRO) on Kings Road inbound bus lane to better manage the vehicles that

were permitted to use this public transport infrastructure. The following appendices were attached to the report:

Appendix 1	South Reading MRT drawings;
Appendix 2	Beresford Road location plan;
Appendix 3	Garrard Street location plan;
Appendix 4	Kings Road location plan;
Appendix 5	Regulated traffic sign for proposed Kings Road restriction.

South Reading MRT - The report recommended that officers be granted approval to carry out statutory consultation for the implementation of enforceable bus lane restrictions, as part of the Council's South Reading MRT scheme. It also recommended that officers be granted approval to carry out the statutory notice procedure for implementing a new controlled pedestrian crossing on London Street.

Beresford Road - The report recommended that officers be granted approval to carry out statutory consultation for the implementation of an enforceable bus [only] gate restriction in place of the 'No Entry' restriction and that this be enforceable by camera, subject to implantation and the availability of funding.

Garrard Street - The report recommended that officers be granted approval to carry out statutory consultation for the implementation of an enforceable gate restriction on Garrard Street, at its junction with Station Road, signed to permit buses, bicycles and 'authorised vehicles' to pass through. The TRO would define 'authorised vehicles' to be Reading Borough Council Licensed Hackney Carriages only. Officers considered that this restriction reflected the intended use of this facility and allowed the restriction to be enforced by camera, subject to implementation and the availability of funding.

The Sub-Committee discussed the report and it was agreed that a report be submitted to the next meeting on delays at the Oracle roundabout, including information from Reading Buses and Councillor Page proposed that recommended action in respect of Garrard Street be extended to include the whole of the town centre loop and key approaches such as Bridge Street and Duke Street and that a report on the town centre be submitted to a future meeting.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to undertake statutory consultations as recommended in the proposals for South Reading MRT, Beresford Road and Garrard Street and subject to the Bridge Street northbound bus lane within the Oracle roundabout being removed from this programme and the proposal in respect of Garrard Street be considered for extension to include the whole of the town centre loop and key approaches, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That reports be submitted to a future meeting on delays at the Oracle roundabout, including information from Reading Buses, and on the town centre loop and key approaches;

- (4) That subject to no objection(s) being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders;
- (5) That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee;
- (6) That the Head of Legal and Democratic Services be authorised to carry out the statutory notice procedures for the intention to implement a new controlled pedestrian crossing on London Street, in accordance with Section 23 of the Road Traffic Regulation Act 1984;
- (7) That the Head of Legal and Democratic Services be authorised to make the experimental Order as recommended for the proposal on Kings Road, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (8) That subject to no objections being received, the Head of Legal Services be authorised to make the appropriate permanent traffic regulation order;
- (9) That if objections are received these will be reported to the Sub-Committee at the appropriate time;
- (10) That no public inquiry be held into the proposals;
- (11) That per paragraph 6.3 of the report, the lead petitioner will be informed about the decision of the Sub-Committee, with regards to recommendation (6) above, following publication of the meeting minutes.

61. RESIDENT PERMIT PARKING UPDATE - BATTLE WARD INFORMAL CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with the results of the informal public consultation that had been carried out in October 2017 on a proposal to introduce a new Resident Parking Permit Scheme in Battle Ward. A plan of the proposed scheme was attached to the report at Appendix 1.

The report stated that the request for a Resident Parking Permit (RPP) scheme in the area bounded by Oxford Road, Alma Road and Chester Street had been high as residents felt parking issues had continued to worsen and the challenge was to design a RPP scheme that would meet high resident parking demand in what was a highly dense residential area. The only option that could be realistically delivered, whilst maintaining the maximum number of parking spaces, was to consider a combination of shared use resident permit bays where carriageways were wide enough to accommodate parking on both sides of the road and “permit only pass this point” restriction in areas with narrower road width such as Westbrook Road, Thornton Road and Fulmead Road. An informal consultation had been carried out between 9 October and 10 November 2017 and a total of 135 responses had been received, of these 46 had objected and 89 had been in favour of the scheme. A table had been included in the report that set out the results in detail.

The report stated that based on the overall result of the informal consultation, 66% of the respondents had been in favour of the proposed scheme. Although there had been fewer residents in support from Gordon Place, Westbrook Street and Thornton Mews, any permit scheme exclusion would likely result in displacement parking in those unrestricted areas.

The report recommended that a statutory consultation be carried out which would provide residents with a further opportunity to express their thoughts on the proposed scheme formally.

Resolved -

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

62. OBJECTION TO ADVERTISED TRAFFIC REGULATION ORDER - BOSTON AVENUE

The Director of Environment and Neighbourhood Services submitted a report asking the Sub-Committee to note the responses received to the advertised Resident Permit Traffic Regulation Order in Boston Avenue. Responses that had been received in relation to the advertised TRO were attached to the report at Appendix 1.

The report stated that parking within Boston Avenue had been a long standing issue due to its proximity to the town centre. Previous proposals to introduce a part-time waiting restriction and a one-way plug had been rejected by local residents. Both residents and Ward Councillors had continued to express their support for a resident permit parking scheme in Boston Avenue as they felt commuter parking had increased in recent years. A statutory consultation on a proposal to introduce a shared use resident permit parking scheme had been carried out on 23 November 2017 for three weeks. Of the 22 residents that had responded to the statutory consultation 14 (64%) had objected to the proposed permit scheme.

At the invitation of the Chair Kathy Lewington addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That following consideration of the objections and support for the scheme, as set out in Appendix 1, the proposals for a Traffic Regulation Order be rejected;

- (3) That the objectors be informed of the decisions of the Sub-Committee accordingly.

63. OFF-STREET PARKING MANAGEMENT AT LEISURE SITES - PROPOSALS FOR STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report that sought that Sub-Committee's approval for officers to undertake statutory consultation on the introduction of managed parking at some leisure sites. Appendix 1 provided details of the leisure car parks for statutory consultation and the associated tariff.

The report recommended that officers be granted approval to carry out statutory consultation for the implementation of managed parking (including the introduction of parking charges) at some leisure sites. The introduction of managed parking was primarily for the purpose to protect parking for the leisure facilities.

The report stated that some of the Council's leisure car parks attracted parking from surrounding areas leaving little or no car parking for legitimate users of the leisure facility. This was the case at Academy Sport in south Reading where users of the sports facility struggled to park from Monday to Friday. The Council's Parking Services Team already directly managed several leisure care parks in-house, such as Kensington Road and Thameside Promenade. Costs associated with the supply of ticketing machines and enforcement visits were offset by the income that was received from parking fees and the issuing of Penalty Charge Notices (PCNs). This returned a modest surplus operational income to the Council. Parks and Open Spaces car parks were utilised by a diverse audience, many of whom derived social and health benefits from the use of associated park land and sports facilities. It was felt important to balance the needs/interests of user groups with the requirement to deliver services in a sustainable manner and tackle some of the issues that arose from an absence of active car park management, such as anti-social behaviour, travellers, inappropriate sexual activity and misuse/abuse - being used for all day commuter parking.

Councillor Page proposed an amendment to the tariff for South Reading Leisure Centre, Palmer Park and Prospect Park as follows:

Free of charge for first 2 hours

50p for 3 hours

£1 for 4 hours

50p for each extra hour thereafter.

The Sub-Committee also asked officers to produce permit options for regular users, season ticket permits and how festivals etc in the parks would be accommodated.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to undertake statutory consultation for off-street managed parking (including the amended tariff) at leisure sites as shown in Appendix 1, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;

- (3) That subject to no objection(s) being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders;
- (4) That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee;
- (5) That no public inquiry be held into the proposals;
- (6) That officers produce permit options for regular users, season ticket permits and how festivals etc in the parks would be accommodated;
- (7) That the report to be submitted to the Sub-Committee regarding the consultation results include details regarding season ticket options for sports clubs.

(In accordance with Standing Order 38, Councillor White requested that his vote against the resolutions above be recorded).

64. ON-STREET PAY & DISPLAY AND REDLANDS PARKING SCHEME - MINOR AMENDMENTS

The Director of Environment and Neighbourhood Services submitted a report that sought the Sub-Committee's approval for officers to undertake statutory consultation for the addition of Pay and Display parking on the outskirts of the Town Centre, Oxford Road and Wokingham Road. The following appendices were attached to the report:

Appendix 1	Drawings of the proposed additional Pay and Display restrictions;
Appendix 2	Indicative drawings to show the area covered by the proposed extension of Pay and Display timings in the Town Centre;
Appendix 3	Drawings to show the proposed alterations to the Hospital and University area parking scheme.

Expansion of Pay and Display - The report stated that officers had conducted a review of existing local area limited waiting restrictions, such as single-yellow-line restrictions and bays with short duration free parking, in the context of considering more effective management of parking. Limited waiting restrictions were difficult to effectively enforce with the limited number of enforcement officers and the resource intensity of having to repeatedly revisit, or wait at, a particular restriction to assess parking compliance. On street Pay and Display bays provided a short stay, high turnover, parking solution that was straightforward and efficient to enforce. Removing the scope for abusing the limited waiting restrictions typically provided greater availability of parking spaces, which was particularly beneficial in locations where there was a high customer base. The Pay and Display charging tariffs in the Borough were split into short durations and a pay by phone facility was available. The Pay and Display restrictions offered free parking for blue badge holders and a very flexible offer to all visitors. The proposal for additional Pay and Display, and complementary, restrictions in the Borough were on the following:

- Crossland Road
- Great Knollys Street
- Mill Lane
- Northfield Road
- North Street

- Weldale Street

Town Centre Pay and Display - Extending Hours of Operation - As an approved Council savings proposal and to better manage on-street parking and traffic flow in the town centre overnight, the report proposed that the on-street Pay and Display restrictions applied 24 hours per day.

Hospital and University area Parking Scheme - Further to Minute 31 of the meeting held on 13 September 2017, the report stated that this area parking scheme had been implemented in early 2017, consisting of Resident Permit and Pay and Display restrictions, in addition to localised yellow line restrictions. Officers and Redlands Ward Councillors had received feedback from residents and organisations in respect of the statutory consultation on expanding the Pay and Display restrictions to include the weekends and had met to consider minor alterations that could be proposed. The proposals had predominantly included changing the no waiting times for single-yellow-line restrictions at locations where parking would not be considered appropriate.

Pay and Display Tariff Changes - As an approved Council savings proposal, the report proposed that all Pay and Display tariffs (every tariff band) should be increased by a nominal £0.10.

At the invitation of the Chair Alan Tomkyn and Councillor David Absolom addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to undertake statutory consultations in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, as recommended in the proposals for:
 - (a) Expanding Pay and Display, as detailed in paragraph 4.6 in the report;
 - (b) Extending the operational hours for the Town Centre Pay and Display restrictions, as detailed in paragraph 4.8 in the report;
 - (c) Changes to the Hospital and University area parking scheme, as detailed in paragraph 4.12 in the report;
 - (d) Increasing all Pay and Display charging tariffs by £0.10, as detailed in paragraph 4.15 in the report;
- (3) That subject to no objections being received during the periods of statutory consultation, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders;
- (4) That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee;
- (5) That no public inquiry be held into the proposals.

65. MAJOR TRANSPORT AND HIGHWAY PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the current major transport and highways projects in Reading, namely:

Reading Station Area Development

Cow Lane Bridges - Highway Works

The report explained that Network Rail had appointed a contractor to deliver the scheme with a scheduled completion date of summer 2018. Enabling works had been completed and the old railway bridge had been successfully demolished during the weekend of 3 to 6 November 2017. Officers continued to liaise with Network Rail regarding the traffic management requirements for the scheme and this had resulted in a one-way system being implemented in December 2017. Following completion of the Network Rail scheme the Council intended to deliver a series of complementary public transport, walking and cycling enhancements on the Oxford Road corridor.

Thames Valley Berkshire Growth Deal Schemes

South Reading Mass Rapid Transit

Construction of Phases 1B and 2 of the scheme had been carried out between April and November 2017. This had involved the creation of outbound bus lanes between the A33 junctions with Lindisfarne Way (Kennet Island) and Imperial Way, linking to the Phase 1A scheme. Off-peak lane closures had been required to facilitate the construction work and the scheme had been opened in December 2017. Phases 3 and 4 of the scheme, between Rose Kiln Lane and Longwater Avenue, and sections within the town centre, London Street and Bridge Street, had been granted programme entry status by the Berkshire Local Transport Body (BLTB) in March 2017. Preparation of the full business case for the scheme was complete and the scheme had been granted financial approval by the BLTB in November 2017. Subject to scheme and spend approval being granted by Policy Committee on 15 January 2018, works were due to commence on site in March 2018 on the town centre sections, with works on the A33 to follow from the summer.

Green Park Station

The concept designs for the station had been produced by Network Rail, with the station and track designs having been completed in December 2017 and the signalling designs due in February 2018. Balfour Beatty had been appointed to carry out the detailed design and construction of the station, following approval of this approach by Policy Committee on 25 September 2017 (Minute 31 refers). An indicative programme for delivery of the station by summer 2019 had been agreed with the DfT, Network Rail and GWR, and had been based on the requirement of the station to be included within the specification of the Great Western Franchise. The revised programme was due to delays with the concept design work which was being carried out by Network Rail, and the change in scope of the project due to the recently announced additional funding from the New Stations Fund.

TVP Park and Ride and East Reading Mass Rapid Transit

The planning application was currently being considered by the Local Planning Authorities for both Reading and Wokingham. Preparation of the full scheme business case for the MRT scheme was complete and financial approval had been granted for the scheme by the BLTB that had met in November 2017. The business case demonstrated that the scheme represents 'high value for money' in line with the central Government guidance and would provide significant benefits to Reading and the wider area.

National Cycle Network Route 422

The second phase of works, which had been developed in consultation with local interest groups, would be delivered from January 2018 and the final phase of the NCN programme would be available for feedback in early 2018. The proposed scheme built on works that had been delivered as part of the LSTF programme by extending shared use facilities along Wokingham Road from Cemetery Junction to the Three Tuns. Measures would include improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening.

Unfunded Schemes

Reading West Station Upgrade

Delivery of the scheme was split into two distinct phases, with Network Rail due to implement Phase 1 as part of their wider programme of works for electrification of the line between Southcote Junction and Newbury. The second phase was currently unfunded however, the Council would continue to explore potential funding sources for the scheme alongside Network Rail and GWR.

Third Thames Bridge

The Cross Thames Travel Group was currently exploring option to fund the next stage of scheme development work, which included production of the full scheme business case.

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).

66. PROJECT FUNDING AWARDS - C-ITS AND SMART CITY CLUSTER

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of two capital funding awards for transport related projects; Co-operative Intelligent Transport Systems (C-ITS) and Smart City Cluster.

The report explained that the C-ITS project award was £250k direct from the DfT and the Smart City Cluster award was £1.7m and was funded via the Thames Valley Berkshire Local Enterprise Partnership (LEP). The C-ITS project had a total project cost of £337.5k, with an additional £87.5k match funding from EU projects and Reading Buses. Cooperative systems better enabled network managers to properly balance all transport modes to improve the overall highway network efficiency. This proposal looked to improve street works information, parking information and highway network optimisation to the benefit of all road users within the context of sustainable transport policies. The C-ITS project would deliver a new data engine which would be linked to the Universal Transport Management and Control (UTMC) system which would anticipate the data from the rollout of C-ITS units

in vehicles and enhance the use of public transport C-ITS. It would also demonstrate the potential of bicycle C-ITS in intersection management. The C-ITS £250k funding award was matched with EU project funding from the SIMON and EMPOWER projects as well as a contribution from Reading Buses resulting in a total project cost of £337.5k.

The Smart City Cluster project was a two year £1.73m smart city project which was being funded through a capital grant from the Thames Valley Berkshire LEP. There was no requirement for match funding and there was no direct cash funding required to be secured from other sources. However, this award was expected to promote additional external funding. The purpose of the project was threefold as follows:

- To deliver a smart city communications and data platform to enable the development and application of Internet of Things (IoT) technology across Reading, Bracknell, Newbury and West Berkshire;
- To deliver smart city solutions that addresses local authority/city challenges around transport, energy, assisted living and the environment through two challenge fund calls;
- To create a cross authority/cross sector group which could further the development of the smart city agenda in the region and create further investment opportunities.

The Smart City platform would consist of the following:

- A low Powered Wide Area Network (LPWAN) across Reading, Bracknell, Wokingham and West Berkshire;
- Traffic Signal Smart Communication Devices;
- A33 Wireless Communications Backhaul;
- Smart Data Platform.

Smart applications would be delivered on the platform through the award of Challenge Funds to business. These would be grant funds which would be let through two round of competition and would require in kind contribution from the applicants. Competitions would be around transport, energy, assisted living and the environment and the details of these calls would be determined by a steering group such they addressed real city challenges. In addition there would be some direct procurement of smart technologies including air quality monitors. The formation of the steering group was also a key outcome from the project. The report asked for the Sub-Committee to support the recommendations in a report that would be considered by Policy Committee on 19 February 2018 to grant spend approval of both awards in order to deliver the objectives of both projects.

Resolved -

- (1) That the report be noted;
- (2) That the officer recommendation to Policy Committee on 19 February 2018 for spend approval of both awards (C-ITS £250K, Smart City Cluster £1.73M) totalling £1.98M of grant funding to deliver the objectives of the two projects be supported.

67. ANNUAL PARKING SERVICES REPORT 2016-2017

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

The Parking Services Annual Report for 2016-17 was attached to the report at Appendix 1 and would be published in January 2018. The annual parking reports for 2008-2016 were available on the Council's website.

The report stated that the Statutory Guidance required that as a minimum the local authority had to include financial details that related to total income and expenditure on the parking account and statistical information that related to the number of PCNs that had been issued, paid, cancelled and challenged. The Annual Report for 2016-2017 included the Statutory Guidance requirements and also included information for Resident Parking Permits, Bus Lane Enforcement, Blue Badge Issues and Enforcement, Car Parks, Pay and Display and Freedom of Information requests.

The Traffic Management Act 2004 and Transport Act 2000 (for bus lane Penalties) set out the appeals process that recipients of Penalty Charge Notices had to follow if they believed they had grounds for the ticket to be cancelled. There were three sequential stages to this process as follows:

- An informal Challenge to the Council;
- A formal representation to the Council upon receipt of the Notice to Owner;
- An appeal to the Traffic Penalty Tribunal, if representation to the Council was unsuccessful.

The appeals process for bus lane penalties was the same except there was no informal challenge to the Council, as the first notification was the "Notice to Owner" notice.

A Legal requirement of both Acts was for the Council to provide an address where these could be sent. The Council provided two dedicated addresses for motorists to correspond with (one for parking penalties and one for bus lane penalties) and had a secure online facility for direct representation to be made against the penalties. An important element of the process was the requirement for the registered keeper of the vehicle (the person named on the vehicle registration document or the registered hirer) to communicate directly with the Council. This meant that a third party could only act on the registered keeper's behalf if legally authorised to do so. Therefore there were very limited circumstances in which an MP or Councillor could act for someone else.

Resolved -

- (1) That the report and that the availability of the Annual Reports for 2008-2016 on the Council's website be noted;
- (2) That the intention to publish the annual report for 2016-2017 in January 2018 be noted.

68. 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 Items 20 and 21 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 4 of Part 1 of Schedule 12A of that Act.

69. 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 13 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to application 2 a first discretionary resident permit be issued, personal to the applicant;
- (2) That, with regard to application 3 a discretionary resident permit be issued, personal to the applicant and charged at second permit fee;
- (3) That, with regard to application 1 a fourth resident parking permit be issued, personal to the applicant and charged at the third permit fee;
- (4) That, with regard to application 5 a third discretionary resident permit be issued, personal to the applicant;
- (5) That, with regard to applications 9, 10, 11 and 12 a discretionary teacher's permit be issued;
- (6) That the Director of Environment and Neighbourhood Services decision to refuse applications 4, 6, 7 and 8 be upheld;
- (7) That application 13 be granted subject to officers checking if any permits have been issued to the property and if less than 2 permits issued then it can be granted. Proofs of residency/vehicle ownership will be required as per the rules and if there is already one permit issued, the permit is granted at the second permit fee.

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

(The meeting started at 6.30 pm and finished at 9.02 pm).

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	8 MARCH 2018	AGENDA ITEM:	6
TITLE:	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2017 (B) & REQUESTS FOR WAITING RESTRICTION REVIEW 2018 (A)		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	JEMMA THOMAS / PHOEBE CLUTSON	TEL:	0118 937 2101 0118 937 3962
JOB TITLES:	ASSISTANT ENGINEER / TECHNICIAN	E-MAIL:	Jemma.Thomas@reading.gov.uk phoebe.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To inform the sub-committee of objections received in respect of the traffic regulation order, which was recently advertised as part of the waiting restriction review programme 2017B. This involved proposed implementation and amendments of waiting restrictions at various locations across the Borough, and it is for Members to conclude the outcome of the proposal.
- 1.2 To provide members of the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that have been raised by members of the public, community organisations and Councillors, since September 2017.
- 1.3 To recommend that the list of issues raised for the bi-annual review is fully investigated and Ward Members are informed of the results of these investigations and the Officer recommendations. A further report will be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the recommended schemes.
- 1.4 APPENDIX 1 - Summary of letters of support and objections received to the 2017B proposals. This appendix will be reported as soon as practicable, following the end of the statutory consultation on 1st March 2018.

APPENDIX 2 - Requests for waiting restrictions review programme 2018A.

2. RECOMMENDED ACTION

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That objections noted in Appendix 1 are considered with an appropriate recommendation to either implement, amend or reject the proposals.
- 2.3 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.
- 2.4 That the objectors be informed of the decision of the Sub-Committee accordingly.
- 2.5 That the requests made for waiting restrictions as shown in Appendix 2 be noted and that officers investigate each request and share their recommendations with Ward Members.
- 2.4 That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the recommended schemes for the 2018A programme.

3. POLICY CONTEXT

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

4. THE PROPOSAL

Objections to Traffic Regulation Order - 2017B

- 4.1 Approval was given by the Sub-Committee in September 2017 to carry out investigations at various locations, in relation to waiting restriction requests, made by councillors and residents.
- 4.2 Investigations were carried out and a recommendation for each scheme was shared with ward councillors in December 2017 for their comments.
- 4.3 A further report went to the Sub-Committee in January 2018 seeking approval to carry out statutory consultation for these recommended schemes. The statutory consultation took place between 8th February 2018 and 1st March 2018. The objections, support and other comments received for the proposals are contained in Appendix 1.

- 4.4 The Sub-committee can agree, overrule or modify any proposal that has received objections, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order. Where there is agreement to an objection the recommendation shall be to remove the proposal from the programme. Where an objection is overruled, the proposal will be to introduce the proposal as advertised and where the proposal is modified, this shall be noted and the proposal introduced accordingly.

Bi-annual waiting restriction review - 2018A

- 4.5 It is recommended that the list of issues raised for the 2018A review, as shown in Appendix 2, is fully investigated and that Ward Members be provided with the results of these investigations and the Officer recommendations. This part of the waiting restriction review enables Ward Councillors to undertake informal consultations, which ensures any new restrictions have the support of residents and are reflective of what the community has requested, prior to the commencement of statutory consultation. This may mean that requests may be amended or removed if they are not considered appropriate or have no Councillor/resident support. They are then subsequently removed from the list and no further action taken.
- 4.6 For requests that are approved to be taken forward to statutory consultation, a further report will be submitted to the Traffic Management Sub Committee, seeking approval to carry out statutory consultation with accompanying drawings of the recommended schemes.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:
- Providing the infrastructure to support the economy.
 - Keeping the town clean, safe, green and active.
 - Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 That persons requesting waiting restrictions be informed that their request will form part of the waiting restriction review programme and are advised of the timescales of this programme.
- 6.2 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7. LEGAL IMPLICATIONS

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

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

9. FINANCIAL IMPLICATIONS

9.1 The works are intended to be funded from within existing transport budgets. Officers will seek external funding for schemes - from developer contributions, for example - if this funding is available.

10. BACKGROUND PAPERS

10.1 Bi-Annual Waiting Restriction Review - 2017B Statutory Consultation (Traffic Management Sub-Committee, January 2018).

10.2 Waiting Restriction Review - Requests for Waiting Restriction Review 2017(B) (Traffic Management Sub-Committee, September 2017).

WAITING RESTRICTION REVIEW 2017B - OBJECTIONS TO TRAFFIC REGULATION ORDER
APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 02/03/2018

Scheme	Objections/supports/comments received.
<p>AB1_Denbeigh Place</p> <p>1) Objection</p>	<p>1) I would like to object to the proposed parking restrictions in Denbeigh Place. I have lived here since the houses were built [REDACTED] and have never had any issue with cars parked at the junction, and I drive in and out a lot. We have a lot of large lorries delivering, and have had 2 occasions for Fire Engines to get into the road, and there have never been any problems. Living close to town and having unrestricted parking is a dream, and something I really value. I feel very anxious at the possibility that this would be taken away from us.</p> <p>You may not know my road, but there are not really many places to park in the proposed scheme. Mostly the proposal would suggest parking right across people's driveways. There are also a couple of slots, but they are right in front of people's houses, and I'm sure they would then complain and those would be taken away leaving nowhere at all. It is really convenient if we have workmen, or guests. I'm not sure where we would be able to park in future if someone was here for the day and there are either no spaces or we have gone out so would not be able to move from one place in the street to another. All the surrounding roads are permit holders only.</p> <p>I am attaching some photos so that you can see that a) there is not really anyone parked in the street and b) that any proposed parking does not work due to driveways.</p> <p>I am objecting to the proposal for the following reasons:</p> <ul style="list-style-type: none"> - I love living in an unrestricted parking road - The proposals really do not leave enough spaces for parking - There is not an issue with current parking - If we have guests for the day and wish to go out over the 11 - 1 period, there will be nowhere for them to park - All the surrounding roads are permit holders only, so we have no other option for parking

<p>2) Objection and support</p> <p>3) Objection</p>	<ul style="list-style-type: none"> - Any workmen that we have to do work on the properties will not be able to park in the road - Quality of life <p>Obviously someone does have an issue with this, and it may make them feel as anxious about having the parking as I do about having the freedom removed, so I would request that either of the following could be considered as a compromise to both sides:</p> <ul style="list-style-type: none"> - Keep the parking at the junction on one side only (the left hand side by the hedge) and take away the parking on the far side and the right hand side for the proposed 12m - that would keep at least 3 spaces for parking there but take away concerns that there is too much, and do not go ahead with the other parking restrictions. - Tarmac the pavements (they are currently grass) to enable people to park but keep off the road more (it may also require the giant hedge to be cut back) and do not go ahead with the other parking restrictions. No one can walk on these pavements anyway. <p>2) With reference to the above proposal to introduce new parking restrictions in Denbeigh Place; I would like to say that I only support introducing any restriction, at what appears to be described as the "Central junction". This has so far to my understanding been the only real area where none local parking has caused obstructions, and been a nuisance. This has been reduced to a great extent on the SW and NW sides by the introduction of large stones and posts on the kerb sides. The NE/SE side still experiences a no. of vehicles parking, and causing obstructions. I do not support any of the other parking restrictions proposed in front of a no. of the existing properties, as this is seldom an issue, and those parking in these places tend to be people visiting residents in those properties. In order to maintain the ease of visiting for the residents, any restriction here I find is counter productive, and will only impact the wellbeing of residents.</p> <p>3) I would like to object to the proposed waiting restrictions at Denbeigh Place (Waiting Restrictions Review 2017 B) Order 2018 Abbey Ward. The basis for my objection is that the residence have not been sufficient engaged, or had the opportunity to discuss the plans.</p> <ul style="list-style-type: none"> - We were asked for our opinion about the scheme, but have had no feedback nor had the opportunity to discuss the plans or any of our comments.
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<p>3) Objection</p>	<p>our safety in using the road, exiting and entering our drives, and carrying out maintenance to our front gardens and their perimeters.</p> <p>3) The unrestricted parking outside St Patrick’s Hall is not a problem, it allows traffic flow and partially compensates for the lack of on-site parking at the university halls adjacent to Northcourt Avenue and should not be changed. Extra parking for those visiting the Health Centre in Northcourt Avenue would be provided by parking restrictions between the entrance to Sherfield Hall and Wellington Avenue. If anything the parking for the Health centre and traffic flow would be served better by having no parking on weekdays on the western side of Northcourt Avenue between Sherfield Hall entrance and Wellington Avenue and a 2-hour restriction on the Eastern side.</p> <p>From Wellington Avenue southwards the proposed restrictions are unnecessary as parking acts as a very effective traffic calming measure and prevents the Avenue from becoming a Shinfield Road bypass. The only problem at present is inconsiderate parking that occasionally interferes with access to and from residences, and which the present proposals do nothing to address.</p>
<p>4) Objection</p>	<p>4) I am writing to object to the proposals outlined in CMS/008671, specifically Drawing No. WRR2017B/CH2, on the grounds that:</p> <ul style="list-style-type: none"> - The introduction of a "2hr limited waiting bay area (Monday - Saturday 8am-6.30pm)" from a point 5m southeast of the entrance to St Patrick’s Hall to a point 15m northwest of the entrance to Sherfield Hall, only serves the purpose of displacing parked vehicles from the immediate vicinity of the University halls of residence to the remainder of Northcourt Avenue between Sherfield Hall and Cressingham Road; that is to say, it does nothing to solve the problems being experienced by residents on a daily basis during university term time. - Furthermore, the highly limited restrictions of 11am-12pm (Southwest and West side) and 12-1pm (Northeast and East side) for the other areas along Northcourt Avenue are wholly inadequate to prevent students from still parking in the area - particularly as the period coincides with the lunch hour. In theory a vehicle could be parked for 23 hours - for example 1pm Monday to 12pm Tuesday - with the owner/student simply returning to their vehicle, driving somewhere for the lunch hour, and then returning for another 23 hours. - The recent introduction of metered parking in the vicinity of the university, such as along Elmhurst Road,

<p>5) Objection</p>	<p>has resulted in significant improvements to the traffic flow and safety along the road as a result of reduced student parking - to the detriment of Northcourt Avenue which has seen an increase in vehicles as students look to park elsewhere within walking distance of the university campus. It would therefore be interesting to understand on what basis the “12-1pm Mon-Sat” restriction is being recommended; is there any evidence from other towns suffering similar problems where such a restriction has had any impact? If not, then it would appear to be a potential waste of tax payers’ funds, given the minimal benefits it would achieve which would do almost nothing to alleviate the underlying issues.</p> <p>To achieve a successful outcome for the residents it would seem far better to change the ENTIRE length of Northcourt Avenue to “Mon-Fri, 8am-6.30pm, no return within 2 hours” PLUS Residents Parking Permits - this would provide ample time for anyone wishing to visit the doctor/dentist, drop/collect children to the nursery, pop in to the convenience store etc. Whilst also allowing residents and their visitors to park freely during Mon-Fri and at weekends. Meanwhile, the 2 hour waiting limit would prevent those who park for extended periods from doing so.</p> <p>In view of the University’s assertion that students are not permitted to bring their own vehicles, it can be assumed that the university would be fully supportive of such a parking restriction in order to improve the already strained relationship with its neighbours - who have a right to be able to access their properties freely without obstruction from parked vehicles (as is often the case), not to mention the increase in cycle and pedestrian safety that would be achieved from a less obstructed roadway.</p> <p>5) I received a letter today outlining proposed changes to parking on: Northcourt Avenue, Ennerdale Road & Wellington Avenue, Reading, RG2. May I humbly put, before you, my thoughts on that subject:</p> <p>As a resident of Stanhope Road I dread any changes you are planning to make to the nearby roads (for example, not so long ago somebody tried proposing closing Ennerdale Road - to “improve traffic flow”, I think was the reasoning. Luckily someone realised that traffic cannot flow down a road that isn’t there, and so no changes were made).</p> <p>I’ve lived here for [REDACTED] and I have never seen any parking / congestion problems due to residents / commuters / students / sandwich-purchasers / the over-hirsute / people-visiting-the-chemist anywhere in this area.</p>
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<p>6) Support</p>	<p>Making up bizarre parking restrictions will simply create parking issues elsewhere further away from the town centre - So even something as simple as going to the local dentist or doctor could become a real problem, even for someone living 600 yards away.</p> <p>The silliest idea in the proposal is to close one half of Ennerdale Road for a random time and then switch to disallowing parking on another part of Ennerdale Road for a slightly different random time - this is obviously due to the fevered ravings of some kind of fixated or mad obsessive - probably the same swivel-eyed loon as the nutter who tried to close that road completely a few years ago - for Heaven's sake DON'T DO IT. The people petitioning you to muck about with Ennerdale Road are clearly of below average intelligence, pumped up with a twisted sense of self importance but with a vast vacuum in their lives, desperate to be filled with car-based contrariness and interference.</p> <p>Let me explain, calmly: Your proposed changes will force bona fide visitors, residents and students to start parking in any and all inappropriate places nearby. The locality will turn into a giant, hotchpotch of a carpark with vehicles parked on our grass verges and clagging up side roads - the grass verges will become muddy quagmires of puddle-filled tyre tracks. This will lead residents to rip up their front fences and tarmac over their front gardens. The roadside trees on my road will have to be ripped up. The proposed "No parking for <insert arbitrary time-span here>" signs you propose on Northcourt Avenue will soon evolve into parking meters - like you have ruined all the roads within a mile of the Royal Berkshire Hospital - shame on you - I thank God I don't live or work there. Northcourt Avenue will become a sad, bare and desolate place (no cars will be permitted without some kind of penalty charge: just like the poor visitors to South Street and East Street: a no-man's land local residents and visitors to the town centre, alike). I've seen the traffic warden forlornly, looking for something to do - but no-one parks there. It's tragic. And the side-effect of this failed system, that I presume started there, is that the failing idea spreads (I suppose the reasoning is that: if it isn't working then it must be because it isn't big enough (it can't just be a duff idea, oh no) - Yes, someone reasoned, a bad idea can be made less bad by making it bigger, which will spread the misery. Brilliant thinking!). Every year the hateful parking meters spread up the hill, closer and closer to my house. And today I receive a letter stating that some deluded fool wants to restrict parking 100 yards from my house. I fear that the little nightmare has begun.</p> <p>6) I agree with the proposals. They should stop people parking all day long, or even for days on end, along Northcourt Avenue. Parking for days on end without moving the vehicle is most annoying. Whilst parking</p>
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	<p>along the length of the avenue is under review, I would like to suggest that the current parking arrangements at the north end of the avenue also be reviewed. It is becoming increasingly difficult to park at the north end of Northcourt Avenue to go to the shops at Christchurch Green. I walk or drive along the avenue every morning and usually there are no parking spaces at 10am, 9.30am or even 9am. As a result cars and vans park on double yellow lines.</p> <p>The large number of vehicles regularly parked at the end of Northcourt Avenue leads me to assume that people are parking there and going somewhere else - maybe students going to a 1 hour lecture on the University campus.</p> <p>May I suggest that the current 2 hours parking is too long. People are using the parking inappropriately. If they are just going to the parade of shops or to the Health Centre I think that 1 hour would be plenty, even 30 minutes might be sufficient. With a shorter period of time, there would be a greater turnover of cars.</p> <p>OFFICER COMMENTS: Some personal information and other unrelated comments have been removed.</p>
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Scheme	Objections/supports/comments received.
<p>CH4_Wellington Avenue</p> <p>1) Comment</p>	<p>1) Whilst I am in favour of some form of parking restriction to deal with the mass of non residential parking (in the main during the University term times) I am not convinced that the proposal above will be effective:</p> <ul style="list-style-type: none"> - From the observations I have made of the parking pattern some will fall outside of the proposed times. That is, some park after 13:00 and remain until the next day. Also, some of the vehicle owners work nearby at the University and can conceivably return to move their cars to comply with the restrictions. - For these restrictions to work they need to be adequately and regularly policed. I remain to be convinced that this will be the case. - I would prefer to have resident only parking in Ennerdale Road

	<p>when I walk to the school and I can tell you that this road already needs some form of pedestrian safety for crossing the road. This road is dangerous and people parking on this road will increase the danger. I can't comment on the other roads mentioned in the proposal as I don't regularly use them. But if the proposal goes ahead can I ask that you put in a zebra crossing or traffic light on New Lane Hill as I feel if this is not in place there will be many accidents! It has to be safe to walk if there will be restrictions on parking on the roads close too the school.</p>
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Scheme	Objections/supports/comments received.
<p>NO7_Usk Rd/Severn Way</p> <p>1) Support</p>	<p>1) I have read the proposal for the no waiting time's on a number of roads including Usk Road. As I have been a resident of Severn way I do completely agree that the junction between Severn way and Usk Road have become dangerous for the children and difficult for drivers and I think the proposal is a good idea for that junction even considering that if I was still living in Severn way that the school traffic would be pushed further down the road to where I lived.</p> <p>However I feel the new road markings for Cockney Hill junction is excessive and I wonder if you would consider reducing it to 5m past the junction instead of 10m. I walk and drive to school on Usk road depending on my day and most people have very tight schedules to keep too, hence there need to park as close as they can to the schools and I feel that putting so many restrictions will inevitably make people (including myself) park on the road next to cockney Hill, one of which is New Lane Hill. I do use this road when I walk to the school and I can tell you that this road already needs some form of pedestrian safety for crossing the road. This road is dangerous and people parking on this road will increase the danger. I can't comment on the other roads mentioned in the proposal as I don't regularly use them. But if the proposal goes ahead can I ask that you put in a zebra crossing or traffic light on New Lane Hill as I feel if this is not in place there will be many accidents! It has to be safe to walk if there will be restrictions on parking on the roads close too the school.</p>

Scheme	Objections/supports/comments received.
<p>PE5_Osterley Drive</p> <p>1) Objection</p>	<p>1) I am writing in to object to the double yellow lines (no waiting) that are planned to be on the junctions of Osterley Drive & Kingsway in Caversham Park as seen on your small notice on a lamppost.</p> <p>Firstly, I want to state that the notice is small and placed in an area that wasn't highly visible to all residents living on Kingsway & Osterley Drive. Why didn't you inform residents properly by posting a letter through all letterboxes? Surely that would have been more effective in communicating this message.</p> <p>Secondly, I park along Kingsway as does another family member who lives on Kingsway plus several other residents. Where are we going to be able to park if there is the possibility of double yellow lines? There isn't any room anywhere else to park.</p> <p>Thirdly, I understand that at times it has been busy around there with cars parked there but these are mostly visitors not residents as the majority of the time there are normally 3 or 4 cars parked there. I've never heard of any accidents that have happened around that junction and I have lived on this street for over 20 years! In fact having the cars there stops people driving too fast down the road. The culprits of bad parking & causing congestion is those parents who drop off their kids to the school along pendennis avenue, not residents.</p> <p>I would also like to know who & how many people have suggested there is an issue please?</p> <p>For us residents who do park along Kingsway we have never had any issues and I feel that reducing the space to park will in fact cause more issues rather than do any good. Most people have 2 cars per household but only space on the driveway for one car. So the introduction of double yellow lines will cause more people congestion in other areas.</p>

Scheme	Objections/supports/comments received.
<p>RE3_Alexandra Road</p> <p>1) Objection</p>	<p>1) I write to object to the proposal to replace an 8m section of shared use parking with double yellow lines in Alexandra Road at its junction with Lydford Road. I believe, if adopted, that this proposal will result in an unnecessary additional restriction in an already heavily restricted part of Alexandra Road.</p> <p>I have lived at my current address in Alexandra Road, [REDACTED] and thus I have a longstanding and intimate knowledge of the area.</p> <p>Lydford Road is a single track 'access only' road, used mainly for pedestrian access to Redlands School, to St. Joseph's College, and to the houses in roads such as Donnington Gardens, Hatherley Road, and beyond. Lydford Road carries very little traffic at any time of the day and has bollards at various points along its length to prevent traffic travelling further than to/from Donnington Gardens. There is no 'through traffic' because of the access only restriction.</p> <p>It is possible that this proposal has been made in the belief that the safety of people using Lydford Road will be enhanced. Although it could be argued that there may be a marginal improvement in lines of vision at this junction by removing all chances of a parked vehicle being present, I would argue that the large lime trees in Alexandra Road, on either side of the junction, provide a far more significant hazard.</p> <p>The current level of parking in the shared use bay to the North of this junction (the area under consideration) is so minimal during long periods of the day as not to cause a safety issue for the small number of vehicles that use Lydford Road. When there is parking, it is often for only short periods of time ... for example when parents are dropping off or collecting pupils for Redlands School, or occasionally by people with appointments at the RBH. Removing the ability to park at this location will only increase the hazard for the parents, their children, and for other road users as they seek alternative arrangements. Shifting parking elsewhere, for example to other parts of Alexandra Road which are already used to a far greater extent throughout the day, will merely increase congestion in those areas.</p> <p>Rule 243 of the Highway Code advises drivers not to stop or park within 10m of, or opposite to, a junction except in an authorised parking bay but there is no law to specifically prohibit parking close to a junction, unless considered to be causing an obstruction. Frankly, I cannot see the harm in leaving the</p>

parking bay as it currently is but to restrict things further appears to be interfering too much in the day-to-day lives of ordinary people. I have not witnessed any obstruction being caused by parked vehicles at this junction, nor any safety-related incident, that could conceivably have any connection at all to the use on this 8m section of shared use parking.

Finally, parking for the visitors of local residents in this part of Alexandra Road is already severely limited and further restrictions, caused by the introduction of double yellow lines, would only serve to make such visits more difficult, seemingly for no good reason. I ask that my comments are taken in to account when this matter is being considered and decided upon. Thank you.

OFFICER COMMENTS: Some personal information has been removed.

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2018A

Ward	Street	Requested By	Summary of Request
Abbey	Fobney Street	Officer	Convert the double yellow lines on the south side to a full time loading ban.
Abbey	Fobney Street	Resident	Parking on Fobney Street by the junction with Swan Place causes issues when vehicles are attempting to drive into Swan Place or vice versa. Request to review the parking at this junction.
Abbey	Oxford Road	Officer/ Councillor	Convert the temporary taxi rest-rank in place outside of Tesco (near it's junction with Cheapside) to a permanent taxi rest-rank.
Abbey	Kenavon Drive	Developer	Developer contributions for the implementation of waiting restrictions as part of the development.
Battle	Bridgewater Close	Business	Request to review the parking on the roundabout and near the entrances to the businesses in the area. Customers visiting the Red Kangaroo site often park on the roundabout and block access to the entrances to the businesses on this road.
Caversham	Chester Street	Business/ Officer	Review the single yellow line restriction on the south side near the junction with Prospect Street. Request to install a loading bay.
Caversham	Marsack Street	Business	Request to install double yellow lines on the junction with South View Park (up to the public highway boundary) as cars parking too close to the junction are causing a blind spot.
Caversham	Priory Avenue	Business Manager/ Residents	Request to review the single yellow line restriction outside the entrance to Priory Court. Concern that visibility of and for pedestrians is seriously reduced when vehicles are parked on the single yellow line; some residents have requested for this to be converted to a double yellow line.
Caversham	St Johns Road	Residents	Request from multiple residents to extend the double yellow lines at the junctions with Gosbrook Road, Montague Street and South View Avenue due to restricted visibility at these junctions.
Caversham	Westfield Road	Resident	Request to convert the single yellow line restriction on the west side of the road to double yellow lines, as vehicles parked here block access to residents' driveways.
Caversham/ Thames	Hemdean Road	Resident	Request to install double yellow yellows on the eastern side of Hemdean Road from its junction with Hemdean Hill up to its junction with Rotherfield Way. Vehicles park on both sides of the road, reducing the visibility of the road ahead and causing traffic flow issues.
Caversham/ Thames	The Mount	Resident	Resident raised concerns regarding the level of parking along this section, causing difficulty for traffic flow, particularly for buses.

Ward	Street	Requested By	Summary of Request
Church	Northcourt Avenue	Councillor	Request to install a doctor's parking bay outside the surgery.
Katesgrove	Elgar Road South	Business	Request to install double yellow lines either side of the entrance to VGL (no. 268), in order to increase visibility.
Katesgrove	Milman Road	Councillor	Request to install double yellow lines around the turning head area.
Katesgrove	Silver Street	Officer	Convert existing unrestricted parking bay outside of Brown Signs company to a residents permit only bay.
Katesgrove/ Whitley	Long Barn Lane	Resident	Request to install limited waiting bays on the north side of the road outside Long Barn Lane recreational ground, to prevent overnight and non-resident parking. Request to install double yellow lines to protect access to the bottle banks.
Kentwood	Armour Road	Councillor	Request to extend the double yellow lines at the junction with Wardle Avenue up to 70 Armour Road.
Kentwood	Bradshaw Road	Resident	Request to install double yellow lines at the junction with Lyndhurst Road due to cars parking too close to the junction.
Kentwood	Lyndhurst Road	Councillor	Request to implement a verge and footway parking ban on Lyndhurst Road.
Kentwood	Overdown Road	Resident via Councillor	Request to extend the single yellow line restriction from the junction with Elsley Road to the junction with Brooksby Road.
Kentwood	Rodway Road	Resident	Request for double yellow lines to be installed at both of the junctions with Vale Crescent.
Kentwood	Rydal Avenue	Resident	Request to review the parking outside 2 Rydal Avenue, in order to prevent commercial vehicles from parking at this location.
Minster	Carsdale Close / West Green Court	Councillor	Residents have reported parking problems along the road, in particular, parking on the roundabout, causing obstructions. It is suspected that some of these problems relate to health worker parking.
Minster	Lower Field Road	Resident	Request for the permit bay to be amended outside the entrance to Opal Court, in order to ensure vehicular access for residents in to and out of the Court.
Minster	Southcote Road	Resident	Request to extend the double yellow lines at the junction with Bath Road up to the existing double yellow lines on the east side and up to Carmelite Drive on the west side. Resident is concerned that parked vehicles cause issues for traffic flow.

Ward	Street	Requested By	Summary of Request
Norcot	Severn Way	Resident	[Officer recommendation: Remove from review programme - These restrictions were implemented due to safety concerns surrounding emergency service vehicle obstruction and Officers do not recommend a reduction of this restriction]. Request to review the double yellow lines around the roundabout. Resident is concerned of the distance she now has to walk from her car to her flat (due to health issues) since the restrictions were implemented.
Park	Cumberland Road	Emergency services	Concern that parking on both sides of the road is causing accessibility issues for emergency services.
Park	Cumberland Road	Resident	Request to install double yellow lines at the entrance to the gate of the garages.
Peppard	Cedar Wood Crescent	Resident	Request to install double yellow lines around the junction with Peppard Road.
Peppard	Galsworthy Drive	Resident	Request to install double yellow lines on the bend of the road (opposite no. 142) as vehicles parked here block visibility of oncoming traffic.
Peppard	Lowfield Road	Residents	Request for double yellow lines to be installed on the bends of Lowfield Road between Galsworthy Drive and Lowfield Green to deter dangerous parking.
Peppard	Peppard Road	Resident	Complaint of illegal parking on Peppard Road outside Budgens.
Peppard/Thames	Surley Row	Resident	Request for either a single yellow line or double yellow line restriction to be installed on the section of the road outside 114-118 Surley Row. Vehicles parked here have to park very close to residents' driveways because the road is very narrow, blocking visibility and damaging residents' fences.
Redlands	Various	Councillor	To consider proposals put to Councillors for alterations to the P&D restrictions. Initially, to consider areas where the P&D element of the shared-use RPP restriction could be extended beyond 8pm and the maximum stay period extended to 3+ hours. The proposals were primarily for Erleigh Road, although consideration could be made for other areas that may benefit from these changes.
Redlands	Hexham Road	Councillors/ Officer	Request to install double yellow lines at the entrance to around the garaging area to allow access to the garages for residents.
Southcote	Inglewood Court	Councillor	Request for double yellow lines opposite the block of flats no.86-97.

Ward	Street	Requested By	Summary of Request
Southcote	Liebenrood Road	Resident	Request for double yellow lines to be installed opposite it's junction with Penroath Avenue. When vehicles are parked here it creates accessibility issues for those wishing to enter or leave Penroath Avenue.
Southcote	Southcote Farm Lane	Councillor/ Residents	Requests to review the parking at the junction with Southcote Lane. Concerns from residents of dangerous parking during school drop off and pick up times, including blocking residents' driveways.
Thames	Chiltern Road	Business	Request for a loading bay to be installed, or to remove the full time loading ban from the existing double yellow line restriction at the junction with Henley Road, in order to provide loading places for business deliveries.
Thames	Albert Road	Resident via Councillor	Request to extend the existing double yellow lines to protect the sharp corner at its junction with The Mount.
Thames	Brill Close	Resident	Request for double yellow lines to be installed at the junction with Hemdean Road, as vehicles parked at this location act as a blind spot for motorists.
Thames	Dovedale Close	Resident via Councillor	Request for double yellow lines to be installed at the junction with The Mount, and at the end of the road by the turning head to prevent driveway blocking.
Thames	Harrogate Road	Resident	Request for double yellow lines to be installed at the junction with Woodcote Road to improve visibility.
Thames	St Peter's Avenue	Resident via Councillor	Request to review the parking on St Peter's Avenue as it is parked up during the day with commuters.
Tilehurst	Routh Lane	Councillor	Request to carry over from 2017B - removed due to lack of feedback from ward Councillors. Request to consider waiting restrictions by the lockable bollards, to allow access for emergency vehicles and allow sufficient room for refuse vehicles to turn around.
Tilehurst	Elvaston Way	Councillor	Request to carry over from 2017B - removed due to lack of feedback from ward Councillors. Request to consider waiting restrictions at the junction with Savernake Close.
Tilehurst	Corwen Road	Councillor	Request to carry over from 2017B - removed due to lack of feedback from ward Councillors. Request to increase the limited waiting time in the limited waiting bay from 30 minutes to 60 minutes.
Tilehurst	Thicket Road	Councillor	Request to carry over from 2017B - removed due to lack of feedback from ward Councillors. Request to review the parking around and opposite the junction with Bramble Crescent.
Tilehurst	Berkshire Drive	Resident	Request for double yellow lines to be installed at the junction with Park Lane, as vehicles are parking too close to the junction.

Ward	Street	Requested By	Summary of Request
Tilehurst	Atherton Close	Resident	Request for double yellow lines to be installed opposite 1 Atherton Close, as cars parked at this location cause an obstruction when resident attempts to manoeuvre out of their driveway.
Tilehurst	Combe Road	Resident	Request for double yellow lines to be installed at every junction of Combe Road.
Tilehurst	Bromley Walk	Resident	Request for double yellow lines to be installed in the garaging area of 17 & 21 Bromley Walk and 50-54 Elvaston Way.
Tilehurst	Dunsfold Road	Officer	Request to remove the existing double yellow lines, as the access to The Meadway Sports Centre has been relocated and the double yellow lines are no longer required. This would also provide extra parking for staff and visitors to The Avenue Centre.
Tilehurst	Royston Close	Resident	Request to review the parking in Royston Close, especially around the junction with Warnford Road as vehicles are parked inconsiderately.
Tilehurst/Norcot	Dee Road/Taff Way	Resident	Request to review the parking at the junction of Taff Way and Dee Road. Resident is concerned about the dangerous parking that takes place during school drop off and pick up times.
Whitley	Swallowfield Drive	Resident via Councillor	Request to install double yellow lines at its junction with Whitley Wood Road, and investigate the other junctions of Swallowfield Drive.
Whitley	Copenhagen Close	Resident	Request to install double yellow lines at the end of the road to protect the access to the entrances to the off-street parking spaces.
Whitley	Falmouth Road	Resident	Request to install double yellow lines at the junction with Whitley Wood Lane, as vehicles parked on the junction cause a blind spot for motorists.
Whitley	Spencer Road	Resident	Request to install double yellow lines between 17 - 25 Spencer Road, in order to prevent dangerous parking on the bend of the road.
Whitley	Blandford Road/ Exbourne Road	Officer	Request to install double yellow lines at the junction, in order to deter inconsiderate parking during school drop off and pick up times.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	8 MARCH 2018	AGENDA ITEM:	7
TITLE:	RESIDENT PERMIT PARKING - NEW AND OUTSTANDING REQUESTS & RESULTS OF INFORMAL CONSULTATIONS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES PENMAN	TEL:	01189 372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	JAMES.PENMAN@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This is the first of the twice-annual reports for 2018, providing Members with an update on the progress of previously-prioritised Resident Permit Parking (RPP) proposals across the borough and to provide Members with the opportunity to consider and prioritise new and outstanding proposals.
- 1.2 Officers have completed informal consultations for the Lower Caversham area, Harrow Court and East Reading Study area and this report provides the outcome of these consultations.
- 1.3 Appendix 1 provides a list of requests for RPP across the borough that are yet to be investigated, or have previous approval by the Sub-Committee for progression.
- 1.4 Appendix 2 provides the results of the area informal consultations.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers any further prioritisation for development of the RPP requests listed in Appendix 1.

3. POLICY CONTEXT

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

4. BACKGROUND AND PROPOSALS

Scheme / Request Prioritisation

- 4.1 As agreed at the March 2017 meeting of the Sub-Committee, Officers will report the updated list of requests for RPP twice per year (March and September). There may be interim reports to provide updates for a specific scheme, for example, the results of a statutory consultation.
- 4.2 Appendix 1 provides members with an update on the development of proposals and an opportunity to consider the scheme progression priorities for items on this list. Members should also consider whether any proposals should not be progressed and, therefore, removed from this list.

Scheme Progression Update

- 4.3 As agreed at the November 2017 meeting of the Sub-Committee, Officers have conducted informal area consultations in Lower Caversham, Harrow Court and for the East Reading Study area, using the standardised consultation documents agreed at the same meeting.
- 4.4 Appendix 2 provides the results of these informal consultations and the intentions of Officers with regard to development of these proposals.
- 4.5 Each part of this appendix provides an introduction sheet, breakdown of the responses received, a summary of the comments received and a plan to show the percentage preference for/against the introduction of RPP in each area.

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 Informal consultations form part of the process in considering the development of RPP schemes and provide residents and occupiers of potentially effected properties with the opportunity to have their say, prior to any potential formal consultation.
- 6.2 Proposed changes to waiting restrictions will require advertisement of the legal Notice as part of the statutory consultation process and advertisement of the sealed Traffic Regulation Order, prior to implementation.

7. LEGAL IMPLICATIONS

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

8. EQUALITY IMPACT ASSESSMENT

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

- 8.2 The Council will carry out an equality impact assessment scoping exercise prior to the formal promotion of any changes to parking restrictions.

9. FINANCIAL IMPLICATIONS

- 9.1 Funding will need to be identified for statutory consultation and the delivery of each scheme that is to be progressed.
- 9.2 The cost of a scheme will be dependent on the type of restrictions applied (the signing and lining requirements), the extent and the complexity of the scheme.

10. BACKGROUND PAPERS

- 10.1 Resident Permit Parking Update: Battle Ward Informal Consultation (Traffic Management Sub-Committee, January 2018).
- 10.2 Resident Permit Parking - Informal Consultations (Traffic Management Sub-Committee, November 2017).

APPENDIX 1 - RESIDENT PERMIT PARKING - NEW & OUTSTANDING REQUESTS

UPDATED: February 2018

This table has been sorted by 'TMSC Agreed Priority'

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
1	1	Battle	Little Johns Lane area	Y	N	Requests for RP in the area of Little Johns Lane had been received and as part of the 2014 RP expansion, it was agreed that an informal consultation should be conducted on concept proposals for the area. TMSC agreed the priority of this scheme at their meeting in March 2017. A concept design was created and a Council informal consultation was conducted in November 2017 and the results reported to January 2018 TMSC. It was agreed that the concept scheme proceeds to statutory consultation.	November 2017 (Resident Permit Parking - Informal Consultation s)	Officers will develop the concept scheme design and progress this for statutory consultation.
2	2	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. Since this concept was created, there have been changes to the RPP scheme, changes to related regulations and additional streets added to this area. TMSC agreed the priority of this scheme at their meeting in March 2017. A Council informal consultation was conducted, without a concept scheme design, from January 2018.	November 2017 (Resident Permit Parking - Informal Consultation s)	Officers have conducted an informal consultation for RPP in the expanded Lower Caversham area, also including the St Stephens Close area. The results of the consultation are being presented at this meeting of the Sub-Committee (March 2018).

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
3	3	Caversham	St Stephens Close	N	Y	14 signature petition was 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 at their meeting in March 2017. A Council informal consultation was conducted, without a concept scheme design, from January 2018.	November 2017 (Resident Permit Parking - Informal Consultations)	Officers have conducted an informal consultation for RPP in the St Stephens Close area, which was included as part of the Lower Caversham informal consultation. The results of the consultation are being presented at this meeting of the Sub-Committee (March 2018).
4	4	Minster	Harrow Court	N	Y	38 signature petition was 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 at their meeting in March 2017. A Council informal consultation was conducted, without a concept scheme design, from January 2018.	November 2017 (Resident Permit Parking - Informal Consultations)	Officers have conducted an informal consultation for RPP. The results of the consultation are being presented at this meeting of the Sub-Committee (March 2018).
5	5	Park	East Reading Area	Y	Y	A number of petitions for RP have been received at TMSC, including requests for Crescent Road, Bulmershe Road, Hamilton Road, Melrose Avenue and a petition against permit parking in Hamilton Road. These join previous requests and an informal consultation for expanding RP in the area of Grange Avenue. A proposal was presented to TMSC in June 2016, which proposed a potential RPP area and recommended informal consultation following those for the Battle and Caversham area proposals. TMSC agreed the priority of this scheme 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. A Council informal consultation was conducted, without a concept scheme design, from January 2018.	November 2017 (Resident Permit Parking - Informal Consultations)	Officers have conducted an informal consultation for RPP. The results of the consultation are being presented at this meeting of the Sub-Committee (March 2018).

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
6	6	Katesgrove	Charndon Close, Collis Street and Rowley Road	N	N	Requested by Councillors and residents and included in the 2016B Waiting Restriction Review programme. At January 2017 TMSC, Officers noted that the street did not meet the criteria for a permit scheme. The site assessment criteria policy has now been amended and a scheme can be considered. TMSC agreed the priority of this scheme at their meeting in March 2017 and for requests in Collis Street and Rowley Road to be considered at the same time.	September 2017 (Resident Permit Parking - New and Outstanding Requests)	
7	7	Norcot	Grovelands Road and Beecham 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 at their meeting in March 2017.	September 2017 (Resident Permit Parking - New and Outstanding Requests)	
8	-	Southcote	Granville Road	N	N	Concerns raised by residents and ward Councillors regarding the parking pressures in this area, both on Highway and Housing land. It is felt that the introduction of a resident permit parking scheme will assist resident parking and reduce commuter and business parking in the area. It is also considered that the potential inclusion of Housing land parking areas in this scheme will bring a uniform parking scheme to the area.	September 2017 (Resident Permit Parking - New and Outstanding Requests)	At TMSC in September 2017, this request was raised in the context of the West Reading Study, but was not given a priority within this programme.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
9	-	Church	Northcourt Avenue	N	N	Received requests from residents and councillors to review the parking situation in Northcourt Avenue, due to the overflow parking following the introduction of the hospital and university scheme.	September 2017 (Resident Permit Parking - New and Outstanding Requests)	Recommended for removal: Views from residents have been mixed and some have said that they do not want permits, however, this would be the only restriction that would ensure that would be effective in removing any commuter parking. Following the significant proposals being developed through the 2017B Waiting Restriction Review programme, it is recommended not to develop this request unless requested to do so at a later date, following the implementation of any restrictions under the 2017B programme.
10	NEW	Katesgrove	St Giles Close	N	N	Received request from resident, asking for a resident permit parking scheme to be installed due to the increasing numbers of vehicles parking in the area and the difficulty that residents are having in finding space to park.	N/A	Due to the numbers of garages and off-Highway parking places along the street, for which access/egress would need to be maintained, there would be very limited numbers of parking bays that could be installed on the carriageway. Single yellow lines cover the street currently, allowing drivers to manage the location of their parking during permitted times. Permit Parking Only Past this Point could be a suitable solution.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
11	NEW	Minster	Portway Close	N	N	Received request from resident, asking for a resident permit parking scheme to be installed due to the increasing numbers of vehicles parking to access Bath Road and the Town Centre. This is reducing parking availability for tradespersons and other visitors and is occasionally causing access difficulties. There are concerns about emergency service vehicle access.	N/A	If commuter parking is a significant issue in this street, it would likely be an issue that is experienced in nearby streets also. Although Officers are not aware of a significant demand for RPP restrictions in this area, while noting the Coley Avenue (south) area is going to be investigated, we recommend consideration of the level of demand and scale of the issue in the wider area, rather than reviewing on a street-by-street basis.
12	NEW	Kentwood	Kentwood Hill	N	N	Received the summary of an informal consultation conducted by the MP. Results suggest that 67% of the 52 participants are in favour of having a RPP restriction in place. From some of the summarised comments, it appears that the parking issues that residents are experiencing are commuter parking difficulties, particularly closer to Tilehurst rail station.	N/A	The area covered by the informal consultation is unclear and it is unlikely that residents will have received the same level of information about the RPP scheme as they would with Reading Borough Council's informal consultation pack. Previous proposals to address commuter parking issues with yellow-line restrictions were met with significant objection, so consideration of an RPP scheme would be the next logical step. However, there is clearly a desire for commuters to park near to Tilehurst station, so there will need to be consideration of other nearby vulnerable areas prior to implementing a scheme that will displace this non-resident parking.
13	NEW	Redlands	Hexham Road estate	Y	N	Ward Councillors have been liaising with residents and Housing Officers regarding the parking difficulties in this area. There is a desire for considering an RPP scheme that includes the areas of Housing land and Highway land to provide a consistent parking management scheme in the area.	N/A	

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
Added to other programmes:								
14	-	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.	September 2017 (Resident Permit Parking - New and Outstanding Requests)	At TMSC in September 2017, it was agreed that this proposal be moved to the West Reading Study.

Results of Informal Consultation

Lower Caversham area

Period of consultation	22/01/18 - 16/02/18
Number of addresses in consultation area	950
Number of responses received	297 (31%)
Percentage in favour of RPP scheme (total)	60%
Officer conclusion:	
<p>Officers intend to design an RPP scheme for the area, considering the responses received in the following pages. This design proposal will be initially shared with the following for consideration:</p> <ul style="list-style-type: none"> • The Lead Councillor for Strategic Environment, Planning & Transport • The Chair of Traffic Management Sub-Committee • Ward Councillors 	

The following pages include the following:

1. A summary of the responses received for each question in the informal consultation survey;
2. A summary of the comments received for each street in the informal consultation area; and
3. A plan to illustrate the percentage of respondents' in favour of the introduction of an RPP scheme, by street, across the informal consultation area.

Officer notes:

1. Responses received for private streets within the informal consultation areas have been included in documents 1 and 2 above, but have not been included on document 3 - there would not be a proposal to introduce restrictions on private streets.
2. Document 3 should be considered in the context of the number of responses received for the street, as per Document 1.

Summary of Responses Received - Lower Caversham Area

Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	
Street Name															-
Ardler Road	28	97	1	3	27	90	3	10	11	39	10	36	7	25	23
Briants Avenue	9	41	13	59	5	22	18	78	3	20	9	60	3	20	29
Champion Road	8	100	0	0	6	75	2	25	1	20	0	0	4	80	9
Gosbrook Road	12	75	4	25	9	56	7	44	5	42	5	42	2	17	27
Heron Island	12	63	7	37	12	63	7	37	2	12	4	24	11	65	23
Marsack Street	10	83	2	17	10	83	2	17	5	50	5	50	0	0	18
Mill Road	6	67	3	33	5	56	4	44	1	13	4	50	3	38	14
Montague Street	6	86	1	14	4	57	3	43	1	14	3	43	3	43	10
Nelson Road	8	53	7	47	7	47	8	53	6	46	6	46	1	8	15
Piggott's Road	10	83	2	17	10	83	2	17	3	25	1	8	8	67	12
Queens Road	2	100	0	0	2	100	0	0	2	100	0	0	0	0	2
Send Road	10	77	3	23	7	54	6	46	1	10	3	30	6	60	19
South View Avenue	18	42	25	58	13	30	30	70	3	11	18	64	7	25	43
St Johns Road	20	83	4	17	17	71	7	29	3	15	8	40	9	45	30
St Stephens Close	10	83	2	17	10	91	1	9	3	25	2	17	7	58	16
The Willows	16	80	4	20	14	74	5	26	2	11	4	22	12	67	17
Washington Road	14	64	8	36	13	59	9	41	5	28	7	39	6	33	27
Total:	199	70	86	30	171	60	114	40	57	24	89	38	89	38	334

Summary of Comments Received - Lower Caversham Area

Street	Summary of comment
Ardler Road	The majority of respondents (21 of 22) are in favour of a Resident Permit (RP) scheme and stated that commuter parking and overspill parking from local businesses is a major issue. There are also support for waiting restrictions at its junction with Hardy Close
Briants Avenue	The majority of respondents (15 of 18) are against of a RP scheme and do not believe there is parking issue here and do not welcome the additional cost of a permit scheme.
Champion Road	There are very limited parking for residents due to commuters, shoppers and local business.
Gosbrook Road	There is mix consensus on whether RP would be beneficial. Some residents believes RP would improve parking issue caused by commuters and surrounding businesses. The scheme will however, penalise local businesses and inconvenience participant at the local church.
Heron Island	Commuter parking is a problem, however the scheme has to be ALL or nothing to prevent displacement parking. A third of respondents do not feel there is parking problem in the street.
Marsack Street	Most of the correspondents state that there are issues with non-resident parking both day and night. Although some feels the cost of permit is too high and permit should be introduced free of charge.
Mill Road	Views from respondents are split as some feels parking has become increasingly difficult due to commuter parking and RP scheme operation in our immediate neighbouring streets. Whilst others don't believe parking is a major issue and permit scheme is costly and inadequate.
Montague Street	Parking issues generated by commuters and the school.
Nelson Road	Most of the correspondents (6 of 8) are against the idea of RP and stated that there is no parking problem. The maximum of 2 permits per household will not accommodate everyone's need.
Piggott's Road	The majority of respondents feel commuter parking is a serious problem and welcome a RP scheme
Queens Road	Residents feel strongly that some form of parking restriction should be introduced on Mill Road. Currently there are no restrictions and vehicles are often parked here all day while their owners are at work in Reading town centre / London.
Send Road	There is a mix view on the proposed RP scheme. Some respondents stated that the street is full of non-residents parking particularly overspill parking from local businesses. Whilst other don't feel the need of any changes and cannot justify having to pay for the right to park on the road.
South View Avenue	Two third of the respondents do not feel parking is a major problem to warrant a RP scheme and the cost of permit will add extra financial burden to residents.
St Johns Road	Most of the respondents find many parking spaces are taken up by commuters especially during weekdays and are in favour of a RP scheme. There are also parking problem generated by school pick/drop off. Respondents have express concerns that the proposal will not accommodate the parking need of events/activities taking place at the local church/hall.
St Stephens Close	The majority of the respondents (6 of 7) are in favour of a RP scheme and stated that St Stephens Close should be prioritised as they have long suffered parking problem since the introduction of RP in adjacent streets.

Street	Summary of comment
The Willows	Commuter parking is a problem and would like to have a dedicated RP zone for The Willows only.
Washington Road	A mix view on the RP proposal. Respondents acknowledge there are commuter parking issue due to its proximity to Reading station, however, there are concerns of the cost involved and have requested a reduction on permit charge.

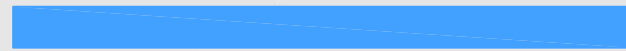
Key



Private Roads



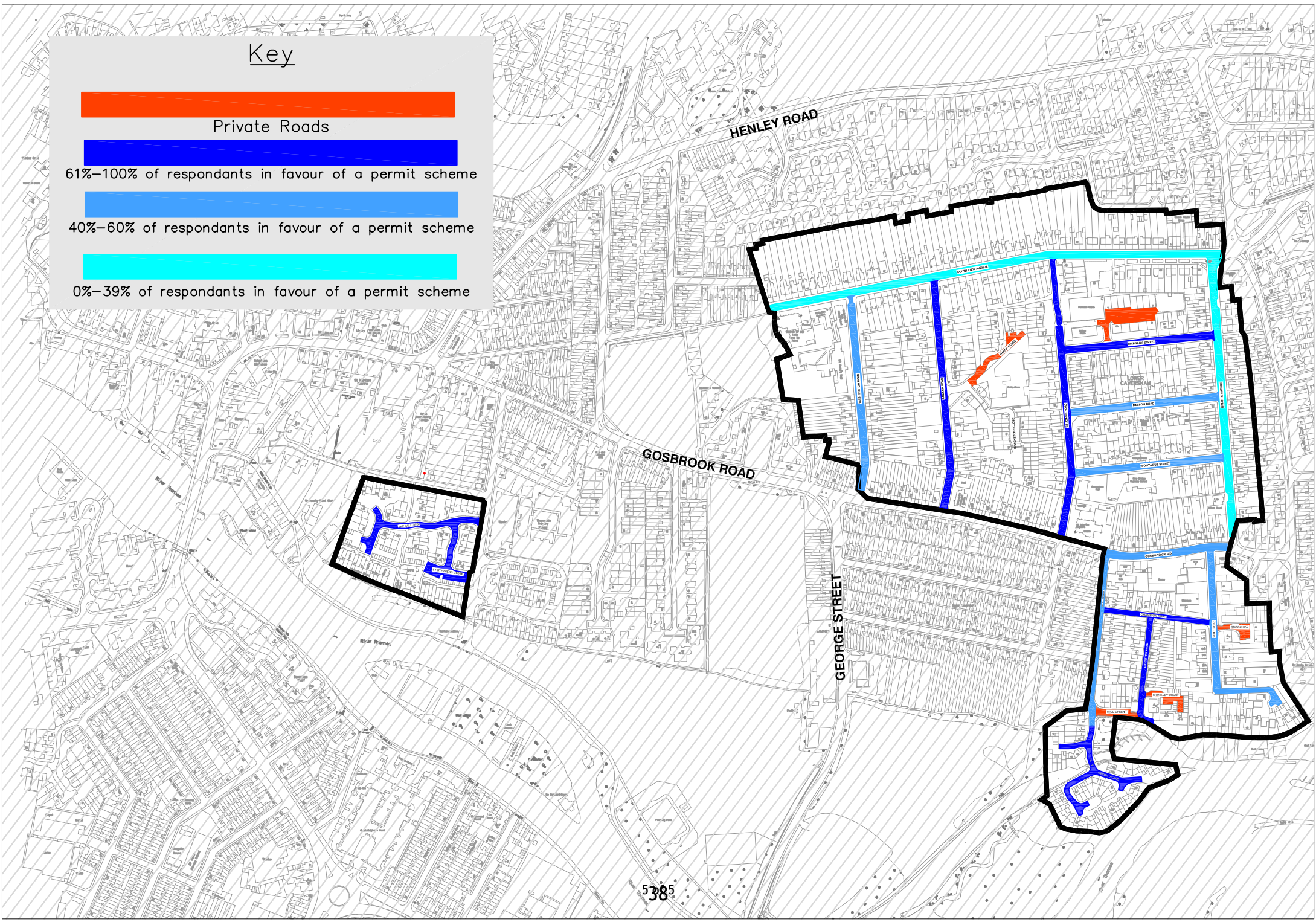
61%–100% of respondents in favour of a permit scheme



40%–60% of respondents in favour of a permit scheme



0%–39% of respondent support for a permit scheme



Results of Informal Consultation

Harrow Court

Period of consultation	22/01/18 - 16/02/18
Number of addresses in consultation area	37
Number of responses received	20 (54%)
Percentage in favour of RPP scheme (total)	90%
Officer conclusion:	
<p>Officers intend to design an RPP scheme for the area, considering the responses received in the following pages. This design proposal will be initially shared with the following for consideration:</p> <ul style="list-style-type: none"> • The Lead Councillor for Strategic Environment, Planning & Transport • The Chair of Traffic Management Sub-Committee • Ward Councillors 	

The following pages include the following:

1. A summary of the responses received for each question in the informal consultation survey;
2. A summary of the comments received

Officer notes:

1. Responses received for private streets within the informal consultation areas have been included in documents 1 and 2 above, but have not been included on document 3 - there would not be a proposal to introduce restrictions on private streets.
2. Document 3 should be considered in the context of the number of responses received for the street, as per Document 1.

Summary of Responses Received - Harrow Court

Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	
Street Name															-
Harrow Court	18	90	2	10	18	90	2	10	5	24	6	29	10	48	18
Total:	18	90	2	10	18	90	2	10	5	24	6	29	10	48	18

Summary of Comments Received - Harrow Court

Street	Summary of comment
Harrow Court	Nearby streets have permit parking therefore Harrow Court is used by non-residents to go into town or nearby hospital and residents from neighbouring streets, which also results in garages being blocked and obstructing access for emergency service and refuse vehicles.

Results of Informal Consultation

East Reading Study Area

Period of consultation	09/01/18 - 02/02/18
Number of addresses in consultation area	2471
Number of responses received	813 (33%)
Percentage in favour of RPP scheme (total)	57%
Officer conclusion:	
<p>Officers intend to design an RPP scheme for the area, considering the responses received in the following pages. This design proposal will be initially shared with the following for consideration:</p> <ul style="list-style-type: none"> • The Lead Councillor for Strategic Environment, Planning & Transport • The Chair of Traffic Management Sub-Committee • Members of the East Reading Area Study steering group 	

The following pages include the following:

1. A summary of the responses received for each question in the informal consultation survey;
2. A summary of the comments received for each street in the informal consultation area; and
3. A plan to illustrate the percentage of respondents' in favour of the introduction of an RPP scheme, per street, across the informal consultation area.

Officer notes:

1. Responses received for private streets within the informal consultation areas have been included in documents 1 and 2 above, but have not been included on document 3 - there would not be a proposal to introduce restrictions on private streets.
2. Document 3 should be considered in the context of the number of responses received for the street, as per Document 1.

Summary of Responses Received - East Reading Study Area

Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	
Street Name															-
Adelaide Road	4	27	11	73	3	20	12	80	2	20	4	40	4	40	26
Amherst Road	11	65	6	35	3	19	13	81	3	25	3	25	6	50	19
Auckland Road	4	20	16	80	1	5	19	95	1	10	3	30	6	60	20
Belle Avenue	9	90	1	10	7	70	3	30	3	38	3	38	2	25	11
Bishops Road	8	89	1	11	7	78	2	22	3	33	3	33	3	33	17
Brackendale Way	14	78	4	22	15	83	3	17	0	0	3	17	15	83	10
Brighton Road	19	59	13	41	13	42	18	58	3	12	5	20	17	68	51
Bulmershe Road	60	95	3	5	53	85	9	15	18	31	20	34	21	36	59
Church Road	1	25	3	75	0	0	4	100	0	0	1	100	0	0	3
Clarendon Road	5	33	10	67	2	13	13	87	1	13	2	25	5	63	17
College Road	1	33	2	67	1	33	2	67	1	33	1	33	1	33	9
Crescent Road	21	95	1	5	18	90	2	10	10	53	3	16	6	32	19
Earley Hill Road	2	67	1	33	0	0	3	100	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	2
Eastern Avenue	18	72	7	28	19	76	6	24	5	22	10	43	8	35	21
Erleigh Road	1	100	0	0	0	0	1	100	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	3
Grange Avenue	12	80	3	20	7	47	8	53	4	31	7	54	2	15	29
Green Road	21	95	1	5	21	95	1	5	5	23	12	55	5	23	17
Hamilton Road	133	97	4	3	118	86	19	14	49	37	47	36	36	27	124
Heath Road	6	67	3	33	3	33	6	67	2	40	3	60	0	0	7
Holmes Road	13	81	3	19	11	65	6	35	2	15	6	46	5	38	23
Jubilee Road	0	0	1	100	0	0	1	100	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	
Lennox Road	2	33	4	67	2	33	4	67	0	0	1	33	2	67	7
Melrose Avenue	26	84	5	16	23	74	8	26	6	21	15	52	8	28	42
Palmer Park Avenue	3	75	1	25	3	100	0	0	3	75	1	25	0	0	6
Pitcroft Avenue	16	57	12	43	15	54	13	46	4	20	4	20	12	60	49
Regis Park Road	3	38	5	63	0	0	8	100	2	33	3	50	1	17	6
St Edwards Road	4	80	1	20	4	80	1	20	2	50	1	25	1	25	12
St Peters Road	26	51	25	49	17	33	35	67	10	29	15	44	9	26	83
Talfourd Avenue	25	45	30	55	22	41	32	59	6	18	25	74	3	9	79
Tuns Hill Cottages	2	67	1	33	3	100	0	0	2	67	1	33	0	0	2
Waybrook Crescent	11	100	0	0	11	100	0	0	3	27	5	45	3	27	6

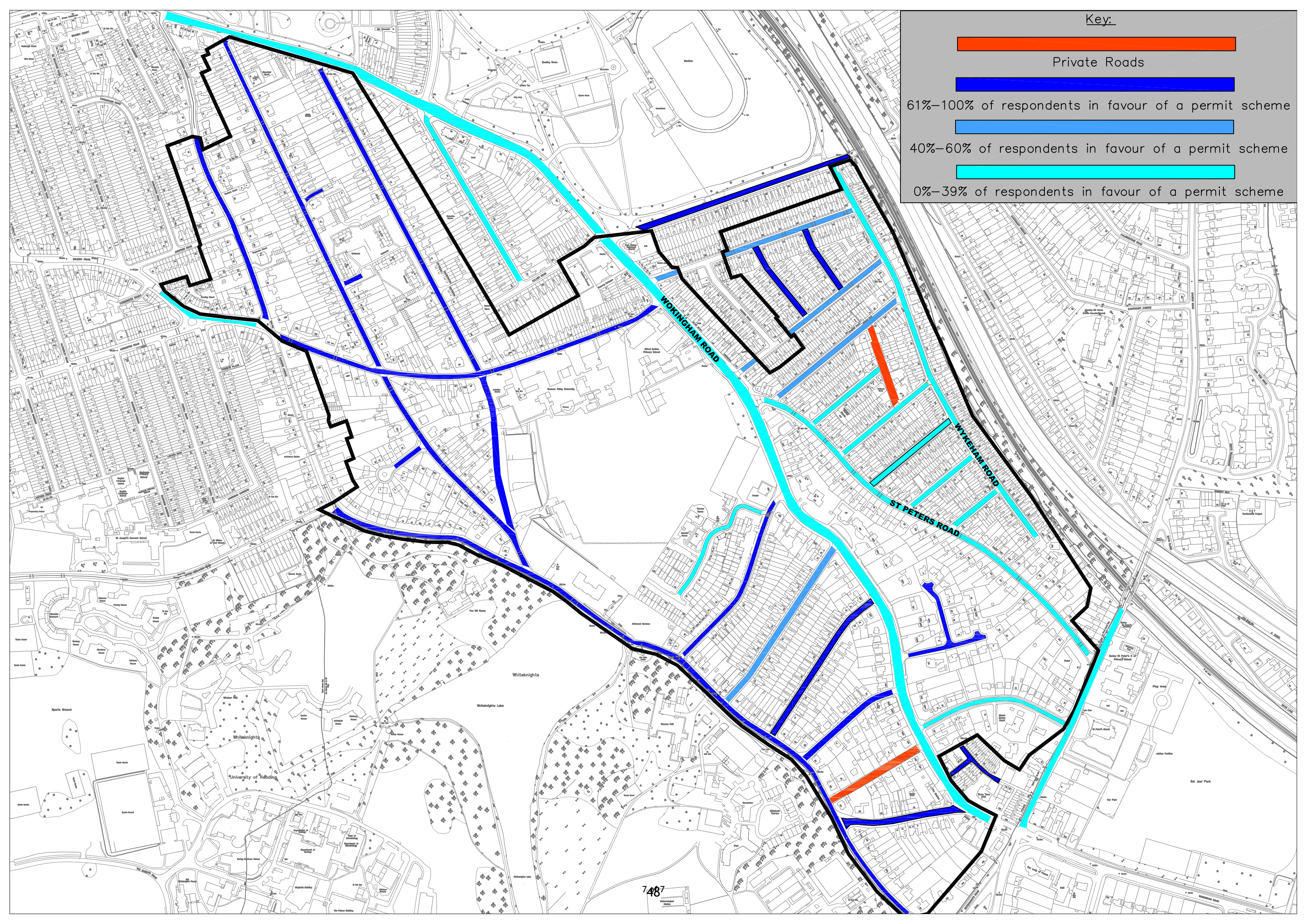
Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	
Street Name															-
Whiteknights Road	12	75	4	25	11	73	4	27	3	27	6	55	2	18	9
Wokingham Road	6	33	12	67	6	33	12	67	3	38	2	25	3	38	18
Wykeham Road	41	41	60	59	29	28	75	72	12	21	25	43	21	36	154
Total:	540	68	254	32	448	57	343	43	168	27	240	39	207	34	960

Summary of Comments Received - East Reading Study Area

Street	General Comments
Adelaide Road	Most respondents stated that there is not a parking problem in their area. However, some mentioned that parking is only an issue in the evenings/overnight. Some respondents raised concerns about parking capacity should a scheme with marked bays be introduced on their road.
Amherst Road	Most respondents raised concerns about the cost of permits. Some respondents highlighted commuter parking as an issue in their area.
Auckland Road	Some respondents stated that there is not a parking problem in their area and that current parking arrangements work well. However, it was also mentioned that if neighbouring roads were to be included in a permit scheme, then their road would also need to be included.
Belle Avenue	Most respondents stated that parking issues are exacerbated during University term time. Parking issues are only apparent during daytime weekdays, therefore restrictions would not be needed in evenings/weekend.
Bishops Road	Most respondents stated that parking issues are caused by HMOs, student parking and commercial vehicles.
Brackendale Way	Most respondents would like to see double yellow lines installed in the entrance and turning head of the road. Some respondents attribute parking issues to commuters who use the area as an informal park and ride. Driveways would need to be protected in any scheme that is introduced.
Brighton Road	Some respondents have raised concerns about how a scheme will affect students, and visitors/contractors who require parking in the area.
Bulmershe Road	Most respondents have raised pavement parking as an issue in their area. Parking issues are exacerbated during University term time and school drop off and pick up. Some respondents have requested marked bays to be installed on alternating sides of the road. Emergency vehicle access needs to be addressed.
Church Road	Respondents mentioned that parking is an issue in the area during school drop off and pick up times.
Clarendon Road	Some respondents are concerned that a permit scheme would penalise residents who have regular visitors/contractors who require parking.
College Road	Respondent mentioned the existing scheme in their area works well and should not be altered.
Crescent Road	Respondents mentioned that parking is an issue in the area during school drop off and pick up times. Inconsiderate parking leads to driveways being blocked.
Earley Hill Road	Respondents concerned that if a scheme is introduced in the area, Earley Hill Road would suffer from a displacement of parking.
Eastern Avenue	Respondents have stated that the existing permit scheme works well and should not be altered. Parking issues are exacerbated during University term time.
Erleigh Road	Respondent is concerned about availability of parking for those who run businesses in the area and for their customers.
Grange Avenue	Some respondents state that HMOs and visitor parking are the main parking issues in their area.
Green Road	Most respondents state that parking issues are exacerbated during University term time. Some respondents would like to see an end to pavement parking if a scheme is introduced.

Street	General Comments
Hamilton Road	Most respondents would like to see an end to pavement parking, with marked bays on alternating sides of the road and a mixture of permit only and shared use restrictions. Driveways need to be protected if a scheme is introduced. Parking issues are a direct result of a displacement of parking from the Hospital and University parking scheme. Emergency vehicle access needs to be addressed.
Heath Road	Most respondents state that the current parking arrangements work well. However, some have mentioned that parking is an issue during school drop off and pick up times, and when there are events held at the nearby Church and park.
Holmes Road	Some respondents state that their area is used as an informal park and ride facility for commuters. Some also mentioned that Holmes Road is not just merely a residential street, but it also home to a number of businesses and therefore a scheme must recognise their needs as well.
Lennox Road	Most respondents state that there are parking issues in their area, however there is a mixed consensus on whether a permit scheme would improve these issues. Most respondents state that having to pay for permits would be an unnecessary cost.
Melrose Avenue	Respondents state that student and commuter parking is the main parking issues in their area. Some respondents state that parking restrictions are only required during the day.
Palmer Park Avenue	Some respondents would like their existing scheme to be included within the same zone as neighbouring roads, to offer more alternatives when residents fail to find a parking space in their road.
Pitcroft Avenue	Respondents mentioned that parking issues are exacerbated during University term time. Some respondents have stated that the demand for parking exceeds the availability of parking on-street in the area.
Regis Park Road	Most respondents do not believe there is a parking problem in their area. Some respondents mentioned that they would be concerned of a displacement of parking should a scheme be introduced in neighbouring roads.
St Edwards Road	Respondents believe that a permit scheme would improve the parking issues that are apparent in their area.
St Peters Road	Most respondents highlight school drop off and pick up times as the main parking issue in their area. Some respondents were concerned about the enforcement of existing restrictions and the cost of permits. Some respondents said they would support a scheme in their road if neighbouring roads were included in a scheme.
Talfourd Avenue	There is mixed consensus from respondents as to whether a permit scheme would be suitable for their area. Some respondents have raised concerns about how a scheme will affect having visitors to their area. Respondents have also said that they would support a scheme if neighbouring roads were included in a scheme.
Tuns Hill Cottages	Respondents have stated that they are happy with their current scheme and would not like it to be altered.
Waybrook Crescent	Most respondents would like to see an end to pavement parking and parking on the roundabout.
Whiteknights Road	Some respondents state that parking issues in their area are the result of nearby schemes and student parking. There is mixed consensus from respondents as to whether encouraging parking on Whiteknights Road would be appropriate.

Street	General Comments
Wokingham Road	Most respondents have raised concerns regarding the effect of a permit scheme on businesses in the area and parking availability for their customers.
Wykeham Road	Most respondents are concerned about the cost of permits. HMOs and student parking are the main causes of parking issues within the area. Some respondents have mentioned that they are against marked bays as this decreases potential parking capacity.



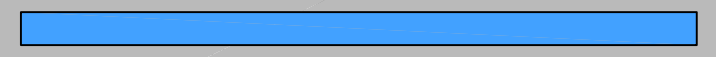
Key:



Private Roads



61-100% of respondents in favour of a permit scheme



40-60% of respondents in favour of a permit scheme



0-39% of respondents in favour of a permit scheme

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	8 MARCH 2018	AGENDA ITEM:	8
TITLE:	RESULTS OF STATUTORY CONSULTATIONS -BUS LANES AND ON-STREET PAY & DISPLAY		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES PENMAN	TEL:	01189 372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	JAMES.PENMAN@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 To inform the Sub-Committee of comments and objections received in respect of the Traffic Regulation Orders, which were recently advertised following reports to the Sub-Committee in January 2018 regarding on-street Pay & Display and Bus Lane restrictions.
- 1.2 Appendix 1 provides a summary of the comments and objections that have been received during the consultation period for the proposals to place new/amend existing bus lane restrictions for the South Reading MRT scheme, at Garrard Street and Beresford Road.
- 1.3 Appendix 2 provides a summary of the comments and objections that have been received during the consultation period for the proposals to expand on-street Pay & Display restrictions.
- 1.4 Appendix 3 provides a summary of the comments and objections that have been received during the consultation period for the proposals to extend the hours of operation for existing on-street Pay & Display restrictions in the Town Centre.
- 1.5 Members are asked to note that these statutory consultations end on 1st March 2018. Appendix documents 1-3 will be reported as soon as practicable, following the end of the statutory consultation on 1st March 2018.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the comments and objections noted in Appendices 1-3 are considered with an appropriate recommendation to either implement, amend or reject the proposals.
- 2.3 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.
- 2.4 That the objectors be informed of the decision of the Sub-Committee, following publication of the meeting minutes.

3. POLICY CONTEXT

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

Bus Lanes

- 4.1 At the January 2018 meeting, the Sub-Committee was asked to support the undertaking of statutory consultations for the South Reading MRT bus lanes, the Beresford Road and Garrard Street bus gates and the use of an experimental TRO to implement the Kings Road inbound bus lane restriction, as well as the undertaking of the statutory notice procedures necessary for the implementation of a new controlled pedestrian crossing on London Street.
- 4.2 Statutory consultations have been conducted for the Beresford Road and Garrard Street proposals. Statutory consultations have also been conducted for the South Reading MRT bus lane proposals, although the Sub-Committee is asked to note that the consultation for the section on Bridge Street is yet to be conducted - any comments or objections to these proposals will be reported to a future meeting.
- 4.3 Appendix 1 provides a summary of the consultation responses received. The consultation closes at 5pm on Thursday 1st March 2018.

On-street Pay & Display

- 4.4 At the January 2018 meeting, the Sub-Committee was asked to support the undertaking of statutory consultations for the expansion of Pay & Display restrictions around and outside the town centre.
- 4.5 Appendix 2 provides a summary of the consultation responses received. The consultation closed at 5pm on Thursday 1st March 2018.
- 4.6 The Sub-Committee was also asked to support the undertaking of a statutory consultation for extending the period during which the town centre Pay & Display restrictions apply, so that they apply 24 hours a day.
- 4.7 Appendix 3 provides a summary of the consultation responses received. The consultation closed at 5pm on Thursday 1st March 2018.
- 4.8 The Sub-Committee was asked to support an increase in the Pay & Display tariff across all sites borough-wide. This can be conducted via a legal 'Notice of Intent'. At the time of writing, this Notice has not been implemented, however, the tariffs for the new restrictions advertised for the expansion of Pay & Display (Item 4.4) included this tariff increase.

Hospital and University area parking scheme

- 4.9 At the January 2018 meeting, the Sub-Committee was asked to support the undertaking of a statutory consultation for a number of minor amendments to the restrictions within the scheme area. These alterations were in addition to those agreed at the September 2017 meeting of the Sub-Committee and it was proposed that these be proposals be combined into a single statutory consultation.
- 4.10 This consultation is yet to be conducted and any comments or objections to these proposals will be reported to a future meeting.

5. RECOMMENDATIONS

- 5.1 The Sub-Committee is asked to consider the comments and objections in the appendix for each consultation.
- 5.2 The Sub-committee can agree, overrule or modify any proposal that has received objections, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order. Where there is agreement to an objection

the recommendation shall be to remove the proposal. Where an objection is overruled, the recommendation will be to introduce the proposal as advertised and where the proposal is modified, this shall be noted and the proposal introduced accordingly.

6. CONTRIBUTION TO STRATEGIC AIMS

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

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

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Changes to waiting restrictions will require advertisement of the sealed Traffic Regulation Order, prior to implementation.

7.2 Objectors will be informed of the decision of the Sub-Committee, once the meeting minutes have been agreed.

8. LEGAL IMPLICATIONS

8.1 The sealed Traffic Regulation Orders will require advertisement, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

8.2 Necessary changes to Highway signing and lining will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016.

9. EQUALITY IMPACT ASSESSMENT

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

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

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

9.2 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 an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

10. FINANCIAL IMPLICATIONS

Bus Lanes

10.1 Budgets for the construction of further South Reading MRT lanes are funded by Thames Valley LEP in accordance with an agreed programme covering financial years 2017/18, 2018/19 and 2019/20.

10.2 Funding for the advertisement requirement of the Order process will be identified from existing Transport budgets and will be a relatively low cost.

10.3 Funding for the installation of bus lane enforcement cameras will need to be identified, with the exception of the South Reading MRT works, which will have funding allocated.

On-Street Pay & Display

10.4 Funding for the advertisement requirement of the Order process will be identified from existing Transport budgets and will be a relatively low cost.

10.5 Funding for implementation of any new/amended restrictions will need to be identified. Annual revenue generation is difficult to predict for new Pay and Display locations and for those sites where parking is not currently permitted during certain times. Estimates for the gross annual revenue generation for the proposals are provided for guidance in Items 10.6 - 10.7 below.

10.6 The estimated gross annual revenue from the proposed expansion of Pay and Display is £325,000.

10.7 The estimated additional gross annual revenue from extending the operational hours of town centre Pay and Display restrictions is £50,000.

11. BACKGROUND PAPERS

11.1 Bus Lanes - Proposals for Statutory Consultation (Traffic Management Sub-Committee, January 2018).

11.2 On-Street Pay & Display and Redlands Parking Scheme - Minor Amendments (Traffic Management Sub-Committee, January 2018).

PROPOSED BUS LANE/GATE - OBJECTIONS TO TRAFFIC REGULATION ORDER

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

UPDATED: 02/03/18

Scheme	Objections/supports/comments received.
<p>Proposed Bus lane on London Street</p>	<p>1). Objection</p> <p>The impact of turning the street into a three lane highway is likely to be:</p> <ol style="list-style-type: none"> 1. An increase in traffic as cars take this route out of Reading in preference to (possibly) Queens Road and King's Road. 2. An increase in dangerous traffic manoeuvres at pinch points such as London Street foot (where crashes into the traffic island are a regular occurrence now) and the foot of Silver Street (note the large residential development that Thomas Homes are currently building here). 3. A dangerous speed increase by vehicles on the whole route from London Street foot to the Whitley Street roundabout. 4. A more dangerous environment for cyclists especially at the London Street / Silver Street cross roads as car jockey to get in lane with buses and cyclists. 5. A more dangerous environment for pedestrians crossing London Street and the approach roads and side streets. 6. The on street parking on the east side of London Street will be difficult to access as it involves crossing a bus lane. 7. Access to South Street will be difficult as it involves crossing a bus lane. <p>Other objections</p> <p>This is within the London Street/ Market Place conservation area and a three lane highway will have a detrimental affect on the character and appearance of the area. Please consider this impact on Reading's heritage and those who wish to enjoy it.</p> <p>In addition to Great Expectations public house, Reading has several evening venues in the London Street area: RISC, After Dark Club, Olympia Ballroom, South Street Arts Centre and the Rising Sun Arts Centre.</p>

	<p>Part of the character and ambience of the area is its comparative tranquility once away from the IDR. A three lane highway will spoil it.</p>
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	<p>A more radical measure would be to make London Street "bus, taxi and cycles only" except for access to London Street. Cars wishing to leave Reading would be forced further down the IDR before exiting to go south and west or hopefully would decide to leave their cars at home and take a bus or train or use one of the Park & Rides that are available.</p>
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PROPOSED PAY & DISPLAY - OBJECTIONS TO TRAFFIC REGULATION ORDER

APPENDIX 2 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 02/03/18

Scheme	Objections/supports/comments received.
<p>Proposed Pay & Display on Oxford Road</p> <ol style="list-style-type: none"> 1) Objection (Oxford Rd business) 2) Objection (Oxford Rd user) 3) Objection (Oxford Rd resident) 4) Objection (Oxford Rd business) 5) Objection (Oxford Rd) 6) Objection (Oxford Rd resident) 	<ol style="list-style-type: none"> 1) Business is very quiet and the introduction of P&D would make trade even more difficult. Customers have already express they will shop elsewhere if parking charges is introduced. 2) Bays on Oxford Road are used for quick shop or for prayers. 3) The introduction of P&D on Oxford Road will increase the number of vehicles parking in the nearby residential street. 4) The proposed P&D on Oxford Road will severely affect our business directly as we have drivers who require parking regularly. It is not fair on local businesses. 5) There is already a huge problem with parking for the Roads leading off Oxford Road, payment along Oxford road will add to this problem. It will also have an effect on the shops along there as the area will be boycotted. 6) The charge of 70p for 20mins is way too high. P & D will be disruptive nearby residential streets.

<p>7) Objection (Oxford Rd resident)</p>	<p>7) My concerns around the introduction of this new Pay and Display system are two-fold. Primarily I fear that it will only exacerbate what is already a problem faced by the majority of residents in the area. By introducing paid parking along Oxford Road it is almost a guarantee that people will choose to park for free in the residential side roads. At present we have a half day guest permit system with a two-hour free window which is extremely helpful. The guest permits are quite expensive should you need more than your two allocated free books. My fear is that as the paid parking on Oxford Road pushes people to park on residential side streets and this results in increased difficulty for residents of those roads, RBC will decide to remove the two hour free window to ensure that only permitted vehicles can park in the roads. However this will only cost residents more in guest permits and cause increased frustration in having to use a permit for someone visiting for a short period of time.</p> <p>Secondly, while I fully appreciate the need to control parking in the town centre, to do so this far out of the centre seems detrimental to the numerous independent local businesses in the area.</p>
<p>8) Objection (resident)</p>	<p>8) Objection to the below specifically proposals:</p> <p>Oxford Road, South side: From a point 91m west of its junction with Wilson Road to a point 21m west of that junction Oxford Road, North side: From a point 60m east of its junction with Little John's Lane to a point 85m east of that junction</p> <p>Both of these are within areas where residents are not under any residential parking permits, the roads off of Oxford Road are already over filled with vehicles and with the introduction of the red route along side these proposals we the residents of the area will suffer as even more vehicles park in our roads to avoid the charges.</p> <p>It is high time that the council introduced permit parking on ALL side roads off the Oxford Road as those of us without permit parking suffer an excess of both private and commercial vehicles that is being left completely unchecked.</p>
<p>9) Comments (resident)</p>	<p>9) I am very concerned that this will push parking from the Oxford rd onto the side streets. As a resident of Oxford Rd we are now being charged for 1st permits, but regularly cannot find parking</p>

	<p>in the street. We are often out in the evenings and have to park in other local streets.</p> <p>I think you need to look at the restrictions on residential streets as well as the level of enforcement and make co-ordinated changes. Otherwise changing one simply pushes cars to create a problem elsewhere.</p>
10)Comments (resident)	10)While I am not against the expansion of pay and display zones I would like to raise the impact these zones will have on adjoining roads, especially parking on junctions. I would be supportive of the pay and display expansion if greater effort/resource could be directed against dangerous parking outside of bays or using resident parking areas without a permit.
11)Objection (resident)	11)Drivers wishing to avoid paying for parking will take advantage of the 2 hour free parking on residential roads and thus create more traffic and parking problems for local residents - which is already very bad. Can I suggest that if the council want to make more money they should find another way - as this proposed scheme will not solve any problems but cause more issues for local residents.
12)Objection (resident)	12)P&D will move parking to roads such as Shaftesbury Road as there are no restrictions on parking. However it is already difficult for residents to park due to the amount of HMOs in the road. Charging locals to park for short space of time just because the council will not employ sufficient staff is surely discrimination. Why not have a display without the Pay. Issuing a timed ticket will prevent overstaying
13)Objection (visitor)	13) As a frequent visitor to see and care for family members in these areas it is already a limiting factor that you can only park for two hours. How are the community supposed to maintain family relationships when it will cost a substantial amount to park? To now put meters in these areas adds an additional financial bind and also decreases the frequency that people can visit each other.
	<p>Parking is not an issue in these areas, there is always space to park and there is a high turnover of vehicles so I do not think the meters are necessary at all. The only possible reason for implementing this would be for lining the pockets of the council.</p>
14)Objection	14)Under the current proposals weekday pay and display restrictions would be enforced on section of

<p>(business)</p> <p>15)Objection (business)</p> <p>16)Objection (resident)</p>	<p>Oxford Road, South side which would have impact on my and neighbouring businesses. Putting parking meters may kill the main street. Meters are a bad marketing strategy. A parking spot-- even an on-- street parking is a tool for economic development.</p> <p>15)The proposal will not help the small businesses. It will create problems for suppliers delivery and we will lose more business.</p> <p>16)My objection to the extension of pay & display is that it dissuades people from going into Reading to shop. Lots of places, eg Henley actively encourage visitors & shoppers with free parking. I often park round the Oxford Rd when I nip into Reading for urgent shopping items - its easy to walk from there , 2 hours is long enough & there is a very good turn over because of the time limit. It is an efficient way of getting lots of people in for a short time to shop & go. As all the big shops are now suffering free short-term parking should be something Reading should be promoting, otherwise you are creating more reasons to shop on line. This seems an anti- Reading shops plan.</p> <p>If this is a straight forward money grab plan then please have the grace to say so & not pretend its anything else. I do understand that the Council has been left in a very difficult place because of central Government cuts.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p>Total: 14 objections, 2 comments</p> </div>
<p>Proposed Pay & Display on Wokingham Road</p> <p>1) Objection (Wokingham Rd resident)</p> <p>2) Comments</p>	<p>1) Absolutely appalled to expect to pay 70p every time I want to go to the pharmacy or post office on Wokingham road.</p> <p>2) Would suggest a free 30 mins initial period (still requiring a ticket to make enforcement easier). Also suggest scheduling this with residents parking scheme - or will increase pressure on</p>

<p>3) Comments and Objection</p> <p>4) Objection</p> <p>5) Objection (resident)</p> <p>6) Objection</p> <p>7) Objection</p> <p>8) Objection</p>	<p>surrounding roads even more</p> <p>3) I do not object to periods longer than 30 minutes being charged for, nor do I object to limiting the maximum to two hours. However, I believe that applying a charge for the first 30 minutes will be very detrimental to our local shops.</p> <p>Some of the worst examples of parking are during the evenings after the proposed 8pm cut off time. The times of operation should be extended to when the takeaways close. This would help stop the inconsiderate and dangerous actions of delivery drivers and customers.</p> <p>4) This will have an adverse effect on local businesses, many of whom rely on passing trade. The installation of P & D, in my opinion, purely about revenue generation on the council's part. It proves an inconvenience to local businesses, shoppers and local residents.</p> <p>5) The imposition of a charge for 20 minutes will impact negatively on local businesses and services. It also places a burden on local residents who depend on these local shops. A 70p parking levy to post a letter or buy a pint of milk is wholly unacceptable! The first 20 minutes should be free</p> <p>6) I would commend the need for greater control of parking along Wokingham Road and elsewhere in Reading and improving the ability of officers to enforce the rules. However in respect to this proposed scheme it will cause significant issues to local businesses and residents similarly to when the scheme was introduced around the hospital and university. People using the shops on Wokingham generally are looking to park for a short while and then leave so there should be a 30 minute free parking option (whilst displaying a ticket).</p> <p>7) Parking for the first 20 minutes should be free, with charges imposed for longer periods.</p> <p>8) I am writing to object to the use of parking meters with excessively high charges (70p per 20 mins and on) for parking for any length of time outside these Wokingham Road shops. These small retail businesses provide a vital service for local people and many visits are of short duration 10 - 25 mins e,g, to the Post Office, the food shops, the dry cleaners. I understand that you wish to restrict the time available for parking outside these shops, but you can do this whilst allowing up to 25 minutes free parking, with charges thereafter.</p>
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9) Comments	9) The proposal will impact the local business drastically. A lot of regular footfall is in picking up groceries / takeaways. Charging 70p for 20 mins is greater than delivery costs by just eat, so will drive casual business from the shops as delivery would be cheaper than collection. In addition, lot of the local supermarkets there will lose business, primarily from continence purchases. If you Are, for example, picking up simple goods like bread and milk, you are adding over a third to the cost. This will drive business to over shops nearby with free parking.
10) Objection	10)Although I think pay and display by the Wokingham Road shops would be a good idea, it would be good to have a first 20 minutes free. I do not want to have to pay to park!
11) Comments	11)20mins free would be reasonable Double parking on Wokingham road is a bigger issue, please address that
12)Objection	12)I believe that the proposed parking restrictions will have a disastrous impact on the shops and businesses on this stretch of Wokingham Road. The shops rely heavily on passing trade from car drivers who use the shops to, for example, "pop in" for a pint of milk, loaf of bread, etc. A charge of 70p for 20 minute's parking will be a strong deterrent for the drivers who wish to make small purchases of this sort and are likely to force several shops out of business, and could result in a severe downturn in what is currently a vibrant area and a useful local resource. I suggest to allow an initial period of e.g. 20-40 minutes of free parking, with charges only for longer stays.
13)Objection	13)I would like to object to the proposal to charge of the first 20 minutes of parking in the zone specified in this order, namely parking meters to be installed on Wokingham Road. The Wokingham Road shopping area is a thriving local resource, used by locals and people passing through. It has a wide variety of independent businesses, including the Post Office and pharmacy, which offer vital services to the local community. Charging for parking for the first 20 minutes of the parking period will deter many people from using these businesses.
14)Objection petition (269 signatures)	14)We the undersigned are petitioning against the proposed use of parking meters outside the shops on the Wokingham Road. We feel it is unfair to charge people to use the shops and the 30 minute free parking is adequate. This petition has been signed by nearly 300 customers that use the café, post office, laundrette and others including ourselves. We have been on this parade of shops since 1975 in this time we have had many issues with the

parking, we have asked for a car park for the shops many times over these years, unfortunately nothing has ever been done. The loading bay for delivery's is frankly inadequate for the lorries hence why they double park in the road, this won't stop as they can't do anything else. We have normally a minimum of 5 couriers a day to our shop, quite often we have more than this including lorries up to 44ton articulated lorry's delivering pallets.

Most of my customers drive large transit van type vehicles and need to drop off or pick up very large and heavy items, Due to the lack of decent loading bays these customers also have no option but to double park. At the moment we have 30mins free parking for our customers, this according to the red route plans wasn't going to change? The reason that this 30min parking gets abused is the lack of traffic wardens monitoring the parking.

Putting parking meters in won't solve the parking problems, all it will do is turn customers away from using the shops, especially as the waiting time is going to be up to 2 hours, This will allow people to stay for longer without having the high turnover of customers that all our shops require to stay open.

We also feel that charging people to use the shops is very unfair, we as small shops struggle at the best of times to compete with larger businesses, Charging people will only make this harder!

I would like to invite you to come and see the issues and problems for yourself that we have with our stretch of road before you go ahead with this scheme.

Total: 11 objections, 4 comments

<p>Proposed Pay & Display on Northfield Road/Great Knollys Street</p> <p>1) Objection (business)</p> <p>2) Objection (resident)</p> <p>3) Objection (resident)</p> <p>4) Objection</p>	<p>1) I believe the introduction of these parking restrictions will have a direct effect on my trade. We have a limited number of parking spaces in our own car park, so customers rely on the availability of these spaces in Northfield Road to be able to use us. Implements the change that the meters have a “first 20mins free” option, allowing the motorist to push the green button and display a ticket for up to 20mins free?</p> <p>2) We are given very few free of charge visitors parking permits, and these will be insufficient for the year if we need to use our permits for every time we get a visitor for a brief time (eg British Gas visiting or someone parking to pick me up or drop me off as I don’t have a car), and I don’t believe it is reasonable to expect residents to pay for pay and display for instances such as this.</p> <p>3) The proposed P & D will have a heavy social and financial impact on our daily lives. The extra parking cost will put on a huge strain on our lives and finances, and give us less disposable income. If P & D is introduced, the Council should review its current RP policy for residents around the town centre.</p> <p>4) The proposal to replace two-hour parking in Northfield Road with parking meters has nothing to do with enforcement and everything to do with the council looking for sources of revenue. There are other means of enforcement such as clock discs to be displayed in vehicles parked to gauge the length of time spent and whether to issue a penalty notice. The charges of 70p for 20 minutes up to £4.30 for three hours will just mean an increase in use of Drews' car park by people who aren't actually visiting Drews, hitting their business, and the use of other parking in the area such as in Addison Road south or even residents' permit only parking areas if people think they are less likely to be penalised there. They may well base this on the belief that Reading Borough Council will be focusing on revenue collection from the pay and display area rather than policing residents only parking.</p>
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<p>5) Objection (2 residents)</p>	<p>5) There are a lot of people (including myself) living in the surroundings who have a car and do not have the right of paying for a parking permit, there should be free parking for evening and the weekends for residents at least.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 20px;"> <p>Total: 5 objections</p> </div>
<p>Proposed Pay & Display: Non-specific comments</p> <p>1) Objection</p> <p>2) Objection (resident)</p> <p>3) Objection (resident)</p> <p>4) Objection</p>	<p>1) This area is full of local shops which rely on passing trade. It is also full of local residents who, like me, often move around Reading and require parking - we have already paid quite enough through our taxes without being prohibited from parking for short periods of time without charge. And, I would add, the charges proposed are extortionate.</p> <p>2) I write to object to the proposed pay and display parking expansion around the Oxford Road, including the Great Knollys Street area and Northfield Road. It seems clear to me from the ridiculously high proposed parking charges that this is hardly just a convenient way for the council to police areas with limited parking. This seems to me to be little more than a way to extract more money out of the hard-pressed driver - a blatant money-making scheme, no more or less.</p> <p>3) The proposal will take away from local residents ability to park with our parking permits. We live at Franklin street and if parking is changed in any way, people will park here and pop in to town, as we are in such close proximity to town. This will mean local residents will struggle to park. This new change should only impact parking in areas in which there is a 2 hour parking availability for all already but not impact local residential parking space.</p> <p>4) It will cause chaos for local residents as people will end up parking in their streets. It will be bad</p>

<p>5) Objection</p> <p>6) Objection</p> <p>7) Objection</p>	<p>for small businesses/small shops because people won't shop there if they have to pay for parking. I'm sure the people abusing this system are few and far between in contrast to the number of people wanting to park for a few minutes/half an hour.</p> <p>5) We pay ridiculous charges for the town centre car parks and rising costs of general living, it is unfair that an extra cost is again levied against us.</p> <p>6) There are numerous locations listed in this consultation where I have parked to either visit a library or shops such as on Oxford Rd or the Farmer's Market on Great Knolly Street. If these locations were to be converted to Pay and Display the cost would add to the cost of my custom and could deter me in the long term. Other users of this existing parking may also have the same idea. I also look for convenience when visiting these locations.</p> <p>I hope you consider my points and I understand cost savings have to be made, but targeting car drivers is not the way forward as we also contribute to the economy of these areas. I enjoy using and supporting small retailers.</p> <p>7) In regards to the proposed changes. The current proposal:</p> <p>8 am - 8pm Up to 20min - 70p Up to 40min - £1.20 Up to 1hr - £1.60 Up to 1hr 20min - £2.20 Up to 1hr 40min - £2.70 Up to 2hr - £3.20</p> <p>I would expect to at least have 20 minutes as free parking - I often park for a short period of time during the day (5-10 minutes) I would be time consuming and unnecessary to spend more time going through a payment system taking up more unnecessary parking time</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-top: 10px;"> <p>Total: 7 objections</p> </div>
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PROPOSED PAY & DISPLAY - OBJECTIONS TO TRAFFIC REGULATION ORDER

APPENDIX 3 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 02/03/18

Scheme	Objections/supports/comments received.
<p>Proposed P & D overnight charges</p> <p>1) Comments (resident)</p> <p>2) Objection</p> <p>3) Comments and objection</p>	<p>1) Limiting the period of stay to 2hrs after 8pm seems unreasonable and might deter evening trade.</p> <p>2) Reading Borough Council already rips drivers off quite enough already and extending this scheme is nothing more than an extension of RBC's treatment of drivers (who, it shouldn't be forgotten, are often Reading residents who just want to visit another area of the town) as a cash cow which can be endlessly milked.</p> <p>3) I would ask that the council consider the impact on Reading's evening/night time economy: restaurants, small businesses and the local economy. 24 hours charging is a poor policy and is a money grabbing exercise by officers. Reading Borough Council can and must do better. Please go back to the drawing board. I'd also ask you to provide any analysis you've undertaken or commissioned regarding the use of 'pay and display bays' after 8pm until 8am.</p>

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	8 MARCH 2018	AGENDA ITEM:	9
TITLE:	REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JEMMA THOMAS	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	JEMMA.THOMAS@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report informs 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 are measures that have either been previously reported, or those that would not typically be addressed in other programmes, where funding is yet to be identified.
- 1.2 Appendix 1 provides the list of schemes/proposals, with Officer comments.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee may wish to identify a number of schemes that they consider to be priorities for progression/development.

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 secure.
- 4.2 This report 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.
- 4.3 Appendix 1 provides the current list of outstanding schemes and requests for measures, which is currently held by Officers.
- 4.4 The list contains some categorised commentary around each scheme/request, providing some contextual background information such as casualty data and indicative costs.
- 4.5 Until a scheme is fully investigated, designed and quotes have been received from appropriate contractors, it is not possible to provide detailed cost estimates. Appendix 1 provides an estimation of likely costs, ranging from 'Low', which will be hundreds-of-pounds, to 'Very High', which will be many tens-of-thousands-of-pounds.
- 4.6 It is recommended that the Sub-Committee considers the recommendations for each scheme and may wish to identify a number of schemes/requests that it considers to be priorities for delivery. Officers have summarised their recommendations as follows:
 - 4.6.1 Recommend Works - These items will remain on the list for further investigation and progression, subject to technical feasibility and funding availability.
 - 4.6.2 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.
 - 4.6.3 Remove - To remove an item from the list.
- 4.7 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 progressed.

- 4.8 It is the desire of Officers to investigate and design schemes that the Sub-Committee has agreed to progress, prioritising those that have been identified by the Sub-Committee as priorities for development. However, this work will need to be balanced with the need to progress other works programmes, with the limited staffing resources that are available.

5. CONTRIBUTION TO STRATEGIC AIMS

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

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 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 will be conducted as part of the detailed scheme design, prior to implementation.

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.

9.3 Funding availability for maintenance/running costs of schemes will need to be considered.

10. BACKGROUND PAPERS

10.1 Requests for New Traffic Management Measures (Traffic Management Sub-Committee - September 2017).

APPENDIX 1 - REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

TRAFFIC MANAGEMENT SUB-COMMITTEE (MARCH 2018)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Signing	Abbey Square	Entire road	Complaint from resident. Cars coming out the back of the Forbury Hotel often turn left out of the driveway and go the wrong way.	<ul style="list-style-type: none"> • General: A signing review could be conducted to investigate signing/lining that could discourage this (and similar) movement. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017). • Benefits/Impact: Likely improvement in compliance/reduction in confusion. • Anticipated Costs: Low - High, depending on signing and illumination requirements. • Recommended Action: Recommended for further investigation.
2	Abbey	Road Marking	Bridge Street	The 'Oracle' roundabout with Southampton Street	Design and implement 'spiral markings' on the roundabout to assist with lane discipline and reduce safety risks. Reported to March 2014 TMSC.	<ul style="list-style-type: none"> • Casualty Data: During the latest 3 year period of data (up to June 2017) there have been a number of incidents involving injury, however, 3 of these slight incidents can be attributed to lane-changing. • Benefits/Impact: Anticipated reduction in lane-switching on the roundabout and reduced risk of collisions as a result. • Anticipated Costs: Medium (traffic management costs will be relatively high). • Recommended Action: Recommended for further investigation.
3	Abbey	Pedestrian Crossing	George Street (B3345)	North of the roundabout with Vastern Road and Napier Road	Businesses have requested the installation of an assisted pedestrian crossing to the north of this roundabout. A report to June 2017 TMSC referred to this request and an indicated funding contribution by the business community.	<ul style="list-style-type: none"> • General: Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options, the inclusion of cycle facilities and cycle casualties on the roundabout. • Casualty Data: 1 slight injury in latest 3 year period (up to June 2017) involving pedestrian crossing the road between stationary traffic. • Benefits/Impact: Improved crossing facilities for pedestrians and cyclists, but any assisted/controlled crossing will have a detrimental effect on traffic flow. • Anticipated Costs: High to very high, depending on the solution. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
4	Abbey	Road Marking	Vastern Road	Roundabout with George Street and Napier Road	Design and implement 'spiral markings' on the roundabout to assist with lane discipline and reduce safety risks. Reported to March 2014 TMS.	<ul style="list-style-type: none"> • General: It is intended that this be included with the necessary measures to implement the pedestrian crossing on George Street. If this scheme is not taken forward, the spiral marking scheme will remain as a standalone proposal. • Casualty Data: Over the latest 3 year period (up to June 2017), 12 incidents involving injury on the northern side of the roundabout. Of these, 11 (4 serious, 7 slight) involved cyclists and 8 of these involved a failure by vehicles to give way at the roundabout. The southern side is less consistent, with 7 incidents (1 serious, 6 slight), of which 4 involved a failure to give way and 1 involved poor manoeuvre. • Benefits/Impact: Anticipated reduction in lane-switching on the roundabout and reduced risk of collisions as a result. • Anticipated Costs: Medium (traffic management costs will be relatively high). • Recommended Action: Recommended for further investigation. Recommended that failures to give way are investigated as part of the Council's Road Safety programme and in the context of the requested pedestrian crossing facility on George Street.
5	Abbey	Traffic signal refresh	Vastern Road	jcn De Montford Road	Councillor has requested the refreshment of the traffic signal equipment at this junction.	<ul style="list-style-type: none"> • General: Traffic signals are currently updated on a priority basis, depending on condition/safety of equipment, strategic importance and funding availability. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017). • Benefits/Impact: Lower energy consumption and reduced maintenance costs. • Anticipated Costs: High • Recommended Action: Recommended for further investigation.
6	Abbey	Junction improvement (pedestrians)	Watlington Street/Kings Road	Crossings at the meeting of Watlington Street/Forbury Road and Kings Road	Area Neighbourhood Officer has raised concerns regarding the inconsistency of tactile paving at the sites of the older traffic signal controlled pedestrian crossings.	<ul style="list-style-type: none"> • General: This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: This work would improve accessibility around the junction and enhance the street scene. • Anticipated Costs: Medium, depending on extent of works. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
7	Borough-wide	Signing	Borough-wide	Borough-wide	Sign de-cluttering and consolidation. Following report to Sept 2013 TMS and release of the Traffic Signs, Regulations and General Directions in April 2016, removal of unnecessary/non-compliant signing, consolidation of existing, including posts. Benefits will be an improvement to the street scene, improved clarity of signing, reduced maintenance costs and reduced electrical costs for illuminated signs.	<ul style="list-style-type: none"> • Casualty Data: N/A • Benefits/Impact: Improved street scene and clarity of important information. Removal of signs that no longer comply with regulations, increased footway width from removal of unnecessary poles, reduced maintenance and electrical costs relating to illuminated signs. • Anticipated Costs: Per sign/post cost - Low. • Recommended Action: Recommended for further and ongoing investigation.
8	Caversham	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue.	<ul style="list-style-type: none"> • General: It is likely that any potential location for such a facility will be a reasonable distance away from the junction with South View Avenue (and the bend in the road) to satisfy the required forward visibility to the crossing. Surveys would need to be conducted to consider whether a crossing in such a location would be sufficiently used. Consideration could be made for introducing imprints at the informal crossings at the northern side, or raised informal crossings that could act as a speed calming feature also, in the context of the proposed 20mph zone. • Casualty Data: Over the latest 3 year period (up to June 2017), 1 serious and 2 slight incidents involving injury, where pedestrians have been crossing the road. There are a number of causation factors, but all incidents are at the northern end of the street. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Low - High, depending on chosen solution(s). • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
9 NEW	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	Petition received at November 2017 TMSM for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSM noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise. • Casualty Data: One slight accident reported in the latest 3-year period involving a pedestrian crossing the junction (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities and reduced perception of this being an unsafe crossing. Likely to be a significant negative impact to traffic flow caused by the additional pedestrian phases within the signal timings. • Anticipated Costs: Modelling, design and safety audit - Medium. Implementation - High • Recommended Action: Recommended for further investigation.
10	Caversham	Footway and Junction improvements (vehicles & pedestrians)	Gosbrook Road	Jcn Westfield Road	Resident has reported the issue with long vehicles turning left onto Westfield Road causing damage to wall of No.4, due to poor driving. Resident has asked for alteration to island or no-left-turn etc. to prevent this occurring. General concerns have been raised regarding the narrow footway width along Gosbrook Road.	<ul style="list-style-type: none"> • General: The size of the island was reduced when the traffic signals were removed from this junction. It reinforces the no-right-turn onto Gosbrook Road and houses illuminated signs. It also acts as an informal refuge island. These factors need to be taken into account if any alterations are being considered. Footway widening may be technically possible and will be of widespread benefit to pedestrians, but will be costly. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017), which can be attributed to this issue/concern. • Benefits/Impact: To be investigated. Benefits to pedestrians, particularly during school arrival/departure times, from increased footway widths. The resultant narrowing of the carriageway may assist in reducing traffic speeds. • Anticipated Costs: High - Very High. Footway widening will involve reconstruction works, drainage and utility adjustments. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
11	Caversham	Pedestrian Crossing	Gosbrook Road	Linking Westfield Road park footpath with the Christchurch Meadows footpath, which leads to the new pedestrian/cycle bridge	A petition to install a zebra crossing on Gosbrook Road was reported to Jan 2016 TMSC. An update report went to March 2016 TM sub, with proposals reported to June 2016 TMSC. An outline zebra crossing design & results of parking consultation were reported at Sept 2016 TMSC.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal. Details of the proposals have been reported to TMSC and Officers have agreement to proceed. • Casualty Data: Previously reported to TMSC. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Estimated £30,000 (June 2016) • Recommended Action: Recommended for progression, as per TMSC agreement.
12	Caversham	20mph	Various	Lower Caversham and Amersham Road area	A report to Sept 2016 TMSC proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation. • Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed. • Benefits/Impact: Reduced speeds around this busy area of Caversham. • Anticipated Costs: Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme. • Recommended Action: Recommended for further investigation.
13 NEW	Caversham / Thames	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSC noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise. • Casualty Data: One slight vehicle accident reported in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities and reduced perception of this being an unsafe crossing. Likely to be a significant negative impact to traffic flow caused by the additional pedestrian phases within the signal timings. • Anticipated Costs: Modelling, design and safety audit - Medium. Implementation - High • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
14 NEW	Church	Zebra Crossing	Whitley Wood Road	Desire crossing line to and from school	Councillor Pearce requested officer to investigate the possibility of a zebra crossing for access to The Ridgeway Primary.	<ul style="list-style-type: none"> • General: Delivery of the scheme is subject to funding, potential S106 from The Ridgeway school expansion work. • Casualty Data: No incidents involving pedestrian casualties on Whitley Wood Road (in the vicinity of the school) in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: Estimated £20,000 (June 2016) • Recommended Action: Recommended for further investigation
15 NEW	Church / Katesgrove / Redlands	20mph zone & pedestrian crossing	Northumberland Avenue	In the vicinity of Reading Girls School	Extension of the 20mph zone beyond Reading Girls School and improved crossing facility outside the school.	<ul style="list-style-type: none"> • General: There are different pedestrian crossing options that can be considered, such as a raised-level crossing or zebra crossing. These options all have compromises (e.g. the zebra crossing beacons narrowing the footway and requiring the expensive connection to electrical supplies) and all will be subject to finding a suitable location, considering the abundance of driveways in the vicinity of the school. This will also be a consideration for any traffic calming features, as well as the street being a bus route and an (likely) important emergency service vehicle route. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise, driveway access/egress). Formalised crossing facility may reduce ad-hoc pedestrian crossing movements. • Anticipated Costs: High • Recommended Action: Recommended for further investigation.
16	Katesgrove	Signing	Elgar Road	Entrance from Pell Street	Complaint from resident stating that many HGVs come down the road, probably following a sat nav and trying to get to Elgar Road south. They then reverse the entire road and have caused damage to vehicles and obstruction of the street.	<ul style="list-style-type: none"> • General: A signing review can be conducted to investigate signing/lining that could discourage this movement. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern. • Benefits/Impact: Anticipated reduction in problematic vehicle movements and reduction in risks of traffic collisions/third-party damages. • Anticipated Costs: Low - Medium. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
17	Katesgrove / Minster	Signing	London Road, Crown Street	Approaching the junction with Pell Street	Linked with the Elgar Road concerns, Officers have passed on concerns raised at NAG meetings, that HGVs are not noticing the weight limit signs for the Berkeley Avenue / A33 overbridge until they are on Pell Street.	<ul style="list-style-type: none"> • General: A signing review can be conducted to investigate signing alterations that can be used to better direct HGVs around this weight limit. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern. • Benefits/Impact: Anticipated reduction in problematic vehicle movements. • Anticipated Costs: Medium - the works will likely require replacement of large strategic directional signs. • Recommended Action: Recommended for further investigation.
18 NEW	Kentwood	Road Marking	Oxford Road	Entrance to & exit from the car wash, to the side of The Restoration PH	Councillor requested, on behalf of cyclist, the installation of some markings to discourage waiting vehicles stopping across the cycleway, and to highlight the presence of the cycleway at the exit of the car wash.	<ul style="list-style-type: none"> • General: Assistance could be provided with KEEP CLEAR and other minor lining works. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) at these locations. • Benefits/Impact: Potential reduction in cycleway blocking, although this isn't enforceable, and greater clarity of the cycleway crossing upon exit of the car wash. • Anticipated Costs: Low (lining only). • Recommended Action: Recommended for further investigation.
19	Kentwood	Pedestrian Crossing	Oxford Road & Overdown Road	Oxford Road (east side of Overdown Road roundabout) & Overdown Road (near to Oxford Road roundabout)	Councillor has raised resident concerns regarding the lack of assisted (formal) pedestrian crossings at these busy locations.	<ul style="list-style-type: none"> • General: Consideration could be made for introducing imprints at the informal crossings at the northern side, or raised informal crossings that could act as a speed calming feature also, to zebra crossing. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Low - High, depending on type and number of facility/facilities chosen. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
20 NEW	Kentwood	Civils works	Stone Street	Between Tidmarsh Street and Pangbourne Street	Request from Councillor to remove the footway build-out to increase on-street parking provision on street.	<ul style="list-style-type: none"> • General: The build-out was initially placed to reduce vehicle speeds. It is claimed that vehicles are 'racing' to get around the feature ahead of oncoming traffic and that it is removing car parking capacity on the street. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to October 2017). • Benefits/Impact: Space for approximately 1 additional kerbside parking space, but potential of increased traffic speeds during periods where levels of on-street parking are lower. • Anticipated Costs: Medium - High • Recommended Action: Remove from the list.
21	Mapledurham	Pedestrian Crossing	Upper Woodcote Road	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	<ul style="list-style-type: none"> • General: There are no controlled crossings along the street and a limited number of refuge islands. There would be benefit in considering some of the areas that attract a higher footfall and providing appropriate facilities to assist pedestrians. Facilities could range from imprinting, to assisted crossings (e.g. zebra crossings) • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Low - High, depending on type and number of facility/facilities chosen. • Recommended Action: Recommended for further investigation.
22 NEW	Mapledurham / Thames	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	<ul style="list-style-type: none"> • Casualty Data: The only recorded injury incident on our database was in 1995. • Benefits/Impact: Improve the advance 'visibility' of this corner and hopeful reduction in the number of non-injury incidents and 'near-misses' that are not reflected in the casualty data, but reported by residents. • Anticipated Costs: Low. This work, as requested, will not require consultation. Signs will not require illumination. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
23 NEW	Minster	20mph zone & width restriction	Brunswick Street and Western Road	Whole length	Petition received at September 2017 TMSC. The petition requested the implementation of a 20mph zone and a 6ft'6 width restriction installed, due to the narrowing at the junction of these two streets and the damage being caused to vehicles.	<ul style="list-style-type: none"> • General: The Traffic Management Sub-Committee agreed for Officers to investigate this request. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on residents (potentially increased traffic noise). The enforcement of width restrictions lays with the Police only. • Anticipated Costs: High. • Recommended Action: Recommended for further investigation.
24	Minster	20mph	Southcote Road & Westcote Road	Entire lengths	A local resident has raised concerns about the perceived speeding of motorists along these streets.	<ul style="list-style-type: none"> • General: It is likely that Southcote Road acts as a popular rat-run between Bath Road and Tilehurst Road. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). Could deter some of the rat-running, though need to consider whether this is an issue that also requires attention. • Anticipated Costs: Survey: Low. Implementation: Medium - High, but will depend on the scope of the scheme. • Recommended Action: Recommended for further investigation.
25 NEW	Norcot	Signing/Linings	Grovelands Road	At the double roundabout	Complaints from residents about vehicles speeding through the double mini roundabout. Ward Councillor has requested some amendments to emphasise the roundabouts and encourage vehicles to slow down.	<ul style="list-style-type: none"> • General: Potential for lining (potentially including some signing) alterations that could encourage vehicles to slow down and further highlight the presence of the roundabout. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017). • Benefits/Impact: Potential improvement in the compliance of the give-ways at the roundabout and a reduction in vehicle speeds on approach. • Anticipated Costs: Low - High, depending on signing and illumination requirements. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
26 NEW	Peppard	Zebra Crossing	Caversham Park Road	In place of the uncontrolled crossing between Littlestead Close and the bus stop opposite.	Resident concern about difficulties in crossing the road, particularly for the elderly and for parents with young children. Resident would like a controlled crossing to be installed at this location to improve pedestrian safety.	<ul style="list-style-type: none"> • General: Officers have measured the visibility from the crossing, which meets design guidelines. The implementation of a controlled crossing will require movement of the bus stop and hard-standing on the verge and a re-profiling of the footway on the western side. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: High • Recommended Action: Recommended for further investigation.
27	Redlands	Pedestrian Crossing	Addington Road	Between Addington / Erleigh Road and Addington/Easter n Ave jcns	Request via NAG for a controlled crossing at this location.	<ul style="list-style-type: none"> • General: It would be beneficial to survey this vicinity to assess the footfall and any desire line for pedestrians crossing. This is within the 20mph zone and measures from imprinting to assisted crossings could be considered, if appropriate. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Low - High, depending on type of facility chosen, if appropriate. • Recommended Action: Recommended for further investigation.
28 NEW	Redlands	Road Marking	Morpeth Close	Entire Street	Councillor requested the investigation of installing parking bay markings to assist in easing some of the area parking issues.	<ul style="list-style-type: none"> • General: These marked bays would not have any legal waiting restriction behind them, so would not require formal consultation and a TRO. This will significantly reduce the resource requirements for the proposal. It is likely that the number of marked bays that could be installed will be lower than the number of vehicles that could park in the area at present, should they do so considerately. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Potential improvement in parking management, but could reduce the parking capacity at times, when compared with the current unmanaged area. • Anticipated Costs: Low (lining only). • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
29	Thames	Speed Calming	Albert Road	Entire length	Councillor request to install speed calming measures along the length of Albert Road, following requests from residents. Also to consider 'pushing out' the Highmoor Road junction stop line. Report to TMSC in September 2017 provides indicative costs for speed calming measures.	<ul style="list-style-type: none"> • General: Previous reports to TMSC, relating to Highmoor Road/Albert Road jcn Highway safety, have identified traffic speeds and have made clear the causes of casualty and fatality incidents. • Casualty Data: Latest 3 year period (up to June 2017) show no incidents involving casualties, where speeding has been considered as a contributing factor. Speed surveys in 2016 recorded average speeds at 23.1mph (northbound) and 23.7mph (southbound). Casualty data for Highmoor Road junction have previously been reported at TMSC. • Benefits/Impact: Depending on options considered, traffic speeds could be reduced by speed calming. This could have a negative impact for public transport and emergency service vehicles and create additional traffic noise for residents. The movement of the Highmoor Road stop line could improve visibility when exiting the road. • Anticipated Costs: High. Traffic calming costs will depend on the chosen feature. Movement of the stop line will likely require planing and resurfacing of the junction to remove the existing lining and faded red surfacing. • Recommended Action: Recommended that scheme remains on this list.
30	Thames	Pedestrian Crossing	Rotherfield Way	South-west of its junction with Surley Row	A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMSC. An update report went to March 2016 TMSC. A further update report (with an outline zebra crossing design) was reported to June 2016 TMSC.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal. • Casualty Data: Previously reported to TMSC. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Estimated £20,000 (June 2016) • Recommended Action: Recommended for progression, as per TMSC agreement.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
31 NEW	Tilehurst	Pedestrian Crossing	Church End Lane	In the vicinity of Moorlands Primary School	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSC noted that potential development works at the school could realise some funding availability for implementing an enhanced crossing facility. Once this funding has been identified, it was recommended that Officers look at options with the school, which need not be controlled crossing facilities, such as a zebra crossing. • Casualty Data: One slight vehicle accident reported in the latest 3 year period (up to September 2017). No pedestrians involved. • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: Medium to High, depending on the type of facility. It is hoped that this could be funded from proposed development works at the school. • Recommended Action: Recommended for further investigation.
32	Tilehurst	20mph zone & One-way plug	Recreation Road	Entire length, considering Blundells Road also.	A petition to September 2014 TMSC requested measures to address rat-running traffic and perceived traffic speeding issues. The petition included a request for 20mph speed limits and consideration of a one-way plug.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals. • Benefits/Impact: Reduced traffic volumes and reduced vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Medium - High, depending on proposals for the scheme. • Recommended Action: Recommended for further investigation.
33	Tilehurst	20mph & Pedestrian Crossing	School Road	Outside The Laurels	Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.	<ul style="list-style-type: none"> • General: Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing). • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor, or where pedestrians crossing the street have been injured. • Benefits/Impact: Improved pedestrian crossing facilities, particularly beneficial at school drop-off/pick-up times. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: High. • Recommended Action: Recommended for further investigation.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
34	Tilehurst	Lining Alteration	The Meadway	Roundabout with St Michaels Road	Request to review lining on approaches ('unnecessary' 2 lane approaches) to encourage correct use of the roundabout and reduce the number of vehicles cutting across it.	<ul style="list-style-type: none"> • General: Officers agree that reducing the number of lanes on approach to this mini roundabout could have a positive impact on driver behaviour and improve compliance. • Casualty Data: 1 serious and 2 slight injuries in the latest 3 year period (up to June 2017), where vehicles have failed to give way. However, these incidents were recorded with a number of contributing factors. • Benefits/Impact: Improved driver behaviour and compliance at the roundabout. • Anticipated Costs: Low - Medium. • Recommended Action: Recommended for further investigation.
35	Tilehurst / Kentwood	Pedestrian Crossing	Norcot Road	o/s 101	Councillor requested that the refuge island is converted to a full pedestrian crossing, as the island is too small for push chairs. This would also be a safety benefit for school children.	<ul style="list-style-type: none"> • General: This location is a significant distance from the nearest controlled crossings and near to the linking footway between Norcot Road and Wealden Way. It will be necessary to conduct surveys to assess the footfall and desire line for pedestrians and consider an appropriate facility. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: High. • Recommended Action: Recommended for further investigation.
36 NEW	Tilehurst / Kentwood	20mph zone	Westwood Road	Whole length	Request received for a reduced speed limit and traffic calming measures to be installed.	<ul style="list-style-type: none"> • General: If this proposal is developed, there would need to be supplementary traffic calming features added. There would need to careful consideration of the type of measure, as this is a bus route and will be a key emergency service vehicle route for parts of Tilehurst and beyond. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: High • Recommended Action: Recommended for further investigation.

This table is arranged by Ward (A-Z), then by Street (A-Z)

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	8 th MARCH 2018	AGENDA ITEM:	10
TITLE:	WEST READING TRANSPORT STUDY - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	SOUTHCOTE / MINSTER
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 The purpose of this report is to update the Sub-Committee on progress with the West Reading Transport Study.
- 1.2 That TM Sub-committee support the delivery of the agreed study proposals as described within this report.
- 1.3 Appendix 1 - Study area list of proposals
Appendix 2 - Southcote area, indicative drawing of walking improvements
Appendix 3 - Coley area, indicative drawing of walking improvements
Appendix 4 - Southcote area, indicative drawing of 20mph and traffic calming
Appendix 5 - Coley area, indicative drawing of 20mph and traffic calming

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the contents of this report and agree that officers continue with the delivery of the West Reading study as detailed.
- 2.2 That the Sub-committee agree to drop the Wensley Road one-way proposal as previously advertised and allow officers to explore any alternative options for future consideration.

2.3 That the Sub-committee agree to officers serving notice for the pedestrian crossings in accordance with the Road Traffic Regulation Act 1984 (s23)

3. POLICY CONTEXT

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

4. BACKGROUND

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

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

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

5. THE PROPOSALS

5.1 A list of measures proposed for delivery across the west Reading study area is listed in Appendix 1. The intention is to deliver the traffic measures that have undergone a statutory process first. This work incorporates:

- 20mph and supporting traffic management measures
- Walking and cycling improvements including raised junction tables and pedestrian crossing facilities.
- Waiting restrictions as previously advertised and informal access protection markings.

- 5.2 Appendix 2 and 3 are drawings already presented to the Sub-committee providing a visual representation of the pedestrian improvements in both Southcote and Coley.
- 5.3 Appendix 4 and 5 are drawings already presented to the Sub-committee providing a visual representation of the two areas subject to the 20mph speed limit and locations of the traffic calming measures.

Funding and additional developer works

- 5.4 The west Reading Study is being funded from developer contributions collected either through Section 106 or the Community Infrastructure Levy (CIL). In addition, the developer will carry out some Section 278 works mainly in the construction of access to their development from the public highway. Within Southcote the developer is also required to upgrade bus stops close to their development with the construction of raised kerbs to assist bus boarding.

Programme

- 5.5 It is expected that delivery will commence towards the end of March 2018 with construction being carried out by the Council's own Highway Contract Services. There will be a requirement for local temporary traffic management whilst works on being carried out through the use of temporary traffic signals. A detailed works programme and progress report will be shared with ward councillors once works commence.
- 5.6 Notices still need to be served for the pedestrians crossings within the study to the requirement of the Road Traffic Regulation Act 1984 (section 23). This is a notice of intent and does not invite objections rather a formal process that highway authorities are required to follow. Officers are progressing with the notices and the Sub-committee is asked to allow this process to proceed.

Additional considerations

- 5.6 The Wensley Road one-way proposal remains deferred from the September 2017 meeting of the Sub-committee. Officers are to consider an alternative proposal to that previously advertised. Therefore, the Sub-committee is asked to agree to its removal from the advertised Traffic Regulation Order (TRO) to allow the other proposals to proceed.
- 5.7 Clarification has been asked for relating to the Bath Road westbound bus lane and what it is expected to achieve. The bus lane will be provided, between Circuit Lane and Honey End Lane, by reallocating the wide area of 'dead' road space that is currently central hatching.

This bus lane will not compromise capacity and ends at the point that two lanes commence into the Honey End Lane roundabout. Therefore, there will be no loss of capacity to general traffic. The bus lane will speed up public transport that uses the A4 Bath Road during busiest periods. The bus lane will also provide space for cyclists, taxis and emergency services which will again provide benefit during busy periods. Better use of the road space is also expected to encourage compliance with the 30mph speed limit. The addition of the bus lane effectively narrows the general traffic lanes which are currently very wide.

6. CONTRIBUTION TO STRATEGIC AIMS

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

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

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Informal and formal statutory consultation has already been carried out.

8. LEGAL IMPLICATIONS

8.1 The Traffic Regulation Orders will be made under the Road Traffic Regulation Act 1984. Serving of Notice of the pedestrians crossings within the study to the requirement of the Road Traffic Regulation Act 1984 (section 23).

9. EQUALITY IMPACT ASSESSMENT

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

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

9.2 The Council has considered the equality impact for the proposals in the study area. There is expected to be significant benefit to all

users of the highway within the study area but particularly to pedestrians and cyclists.

10. FINANCIAL IMPLICATIONS

- 10.1 As detailed in 5.4. The west Reading Study is being funded from developer contributions collected either through Section 106 or the Community Infrastructure Levy (CIL). There is no direct cost to the Council in the delivery of these proposals. These proposals do not impact the Council's current revenue budget position.

11. BACKGROUND PAPERS

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

Appendix 1 - list of proposals

Southcote

- a. Installation of raised tables at the side road junctions off Southcote Lane to reduce the speed of turning traffic and provide a level crossing point for pedestrians, including those with wheelchairs or pushchairs.
- b. Installation of two additional zebra crossings on Southcote Lane and a pedestrian refuge island near Fawley Road to assist Hugh Faringdon pupils to walk safely from the bus stop to school.
- c. Installation of herringbone pattern road markings at the roundabout junctions at Southcote Lane/Circuit Lane and Southcote Lane/Virginia Way to create informal crossing points and encourage motorists to see any pedestrians looking to cross the road at these locations.
- d. Introduction of an area wide 20mph zone to include all roads within Southcote south of Bath Road and east of Burghfield Road.
- e. Upgrade the crossing point from the Gainsborough Road path to Prospect Park to encourage walking and cycling to/from Prospect School.
- f. Enhance the informal crossing point at Bath Road/Honey End Lane junction and the existing underpass to facilitate safer crossing points for pedestrians on the Bath Road.
- g. Kassel kerbs at bus stops (some being delivered by the developer of Elvian school site - Section 278 works)
- h. Waiting restrictions to reduce the impact of commuter parking with Granville Road and the surrounding area with the view to delivering a resident permit parking proposal (currently on waiting restriction review list).
- i. Waiting restrictions at the junction of Southcote Lane with Southcote Farm Lane (currently on waiting restriction review list).
- j. Consult ideas to reduce traffic on Silchester Road outside Southcote Primary School and stop instances of the dangerous u-turn at Fawley Road. The most deliverable options are:
Reconsider direction of traffic flow within Silchester Road and Faircross Road
b) implementing a westbound one-way system on Faircross Road and Silchester Road;
c) re-instating the historic road closure on Faircross Road;

For further consideration:

- a. Reconsider effective enforcement of the old AM peak entry restriction to Southcote Lane eastbound. This was originally at Ashampstead Road (west end) junction to prevent traffic from Burghfield Road rat running through Southcote on the way to Reading town centre.
- b. Consideration to school drop-off within Bath Road.

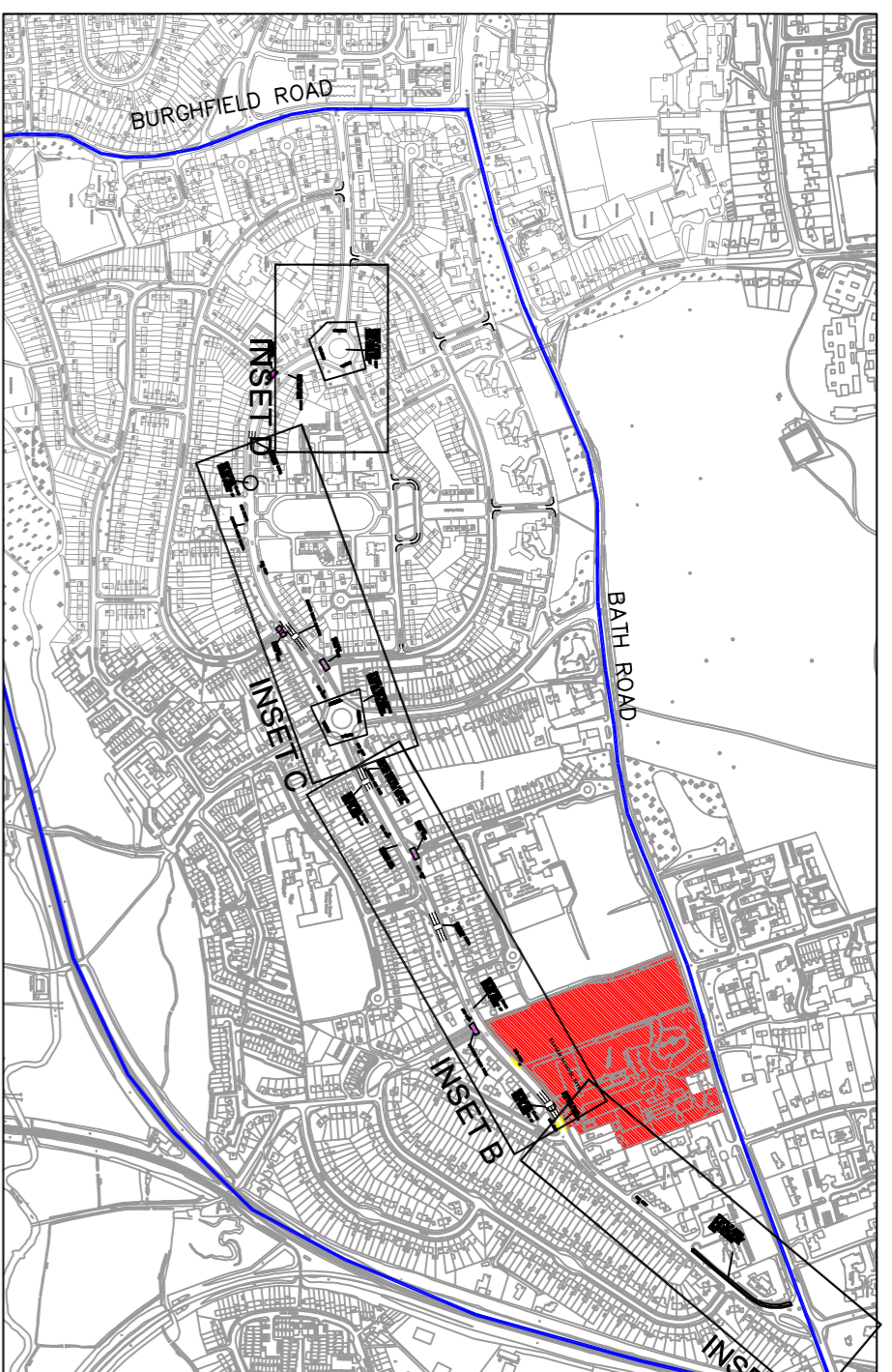
Coley Park

- a. Improvements to the existing pedestrian and cycle link between Southcote and Coley Park.
- b. Improvements (lighting) to the pedestrian cycle route between Wensley Road and Coley Avenue (running behind the former DEFRA offices site).
- c. Enhancements to the pedestrian route between Coley Avenue and Wensley Road.
- d. Implementation of a pedestrian crossing facility on Wensley Road outside St Mary & All Saints Primary School.
- e. Implementation of herringbone pattern road markings at the roundabout junction of Wensley Road / Rembrandt Way to reduce traffic speeds and improve pedestrian accessibility.
- f. Implementation of road markings to reduce traffic speeds on Wensley Road approaching the roundabout junction with Rembrandt Way.
- g. Provision of a passing point for traffic at the summit on Holybrook Road to improve the flow of buses at this existing pinch point.
- h. Implementation of access protection markings on Boston Avenue and Shaw Road to provide protection for resident's driveways.
- i. Introduction of an area wide 20mph zone to include all roads within Coley Park south of Berkeley Avenue.
- j. Proceed with design and consultation of a resident parking scheme within Coley Avenue (South).

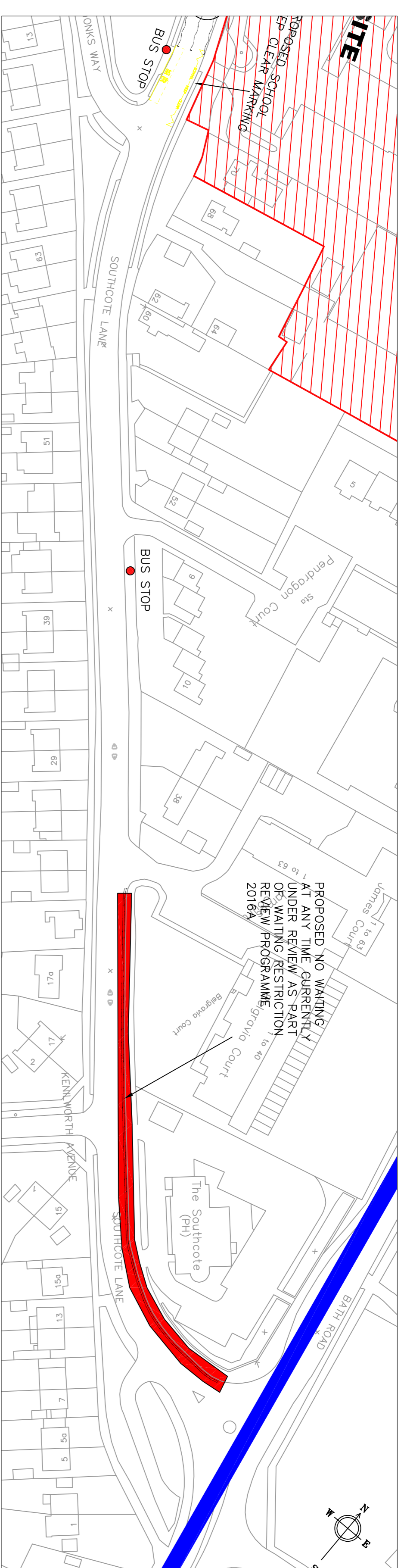
For further consideration:

- a. Reconsider implications of a partial one-way system on the Wensley Road loop to improve the flow of buses (excluding part of the south and south east section).

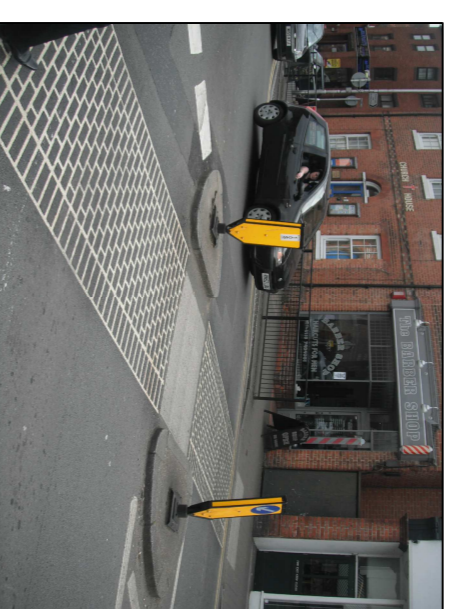
- b. Cost of providing inset parking bays on the south side of Wensley Road and Holybrook Road.



1:10000
PROPOSED 20mph ZONE – OUTLINE IN BLUE



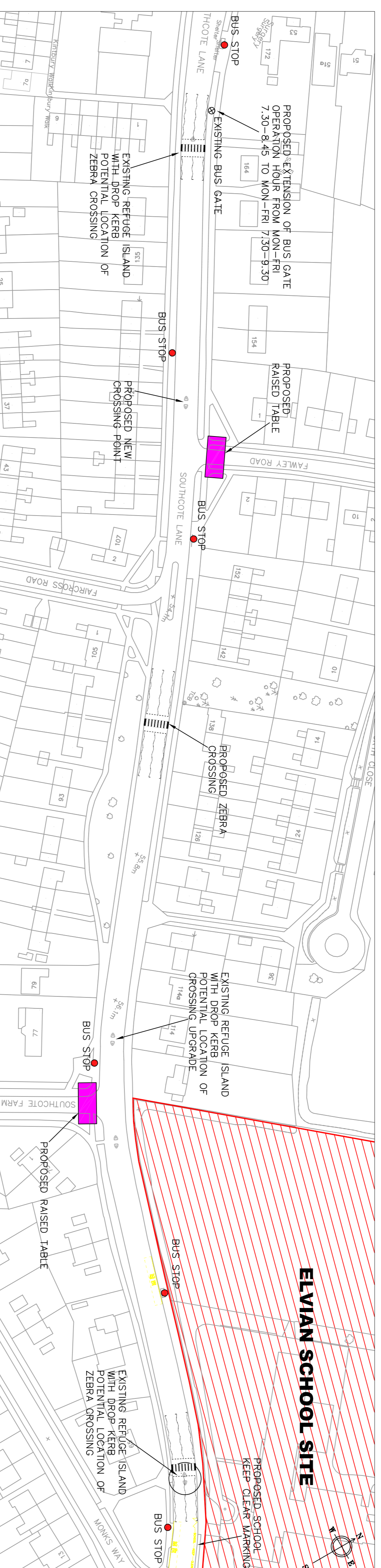
INSET A
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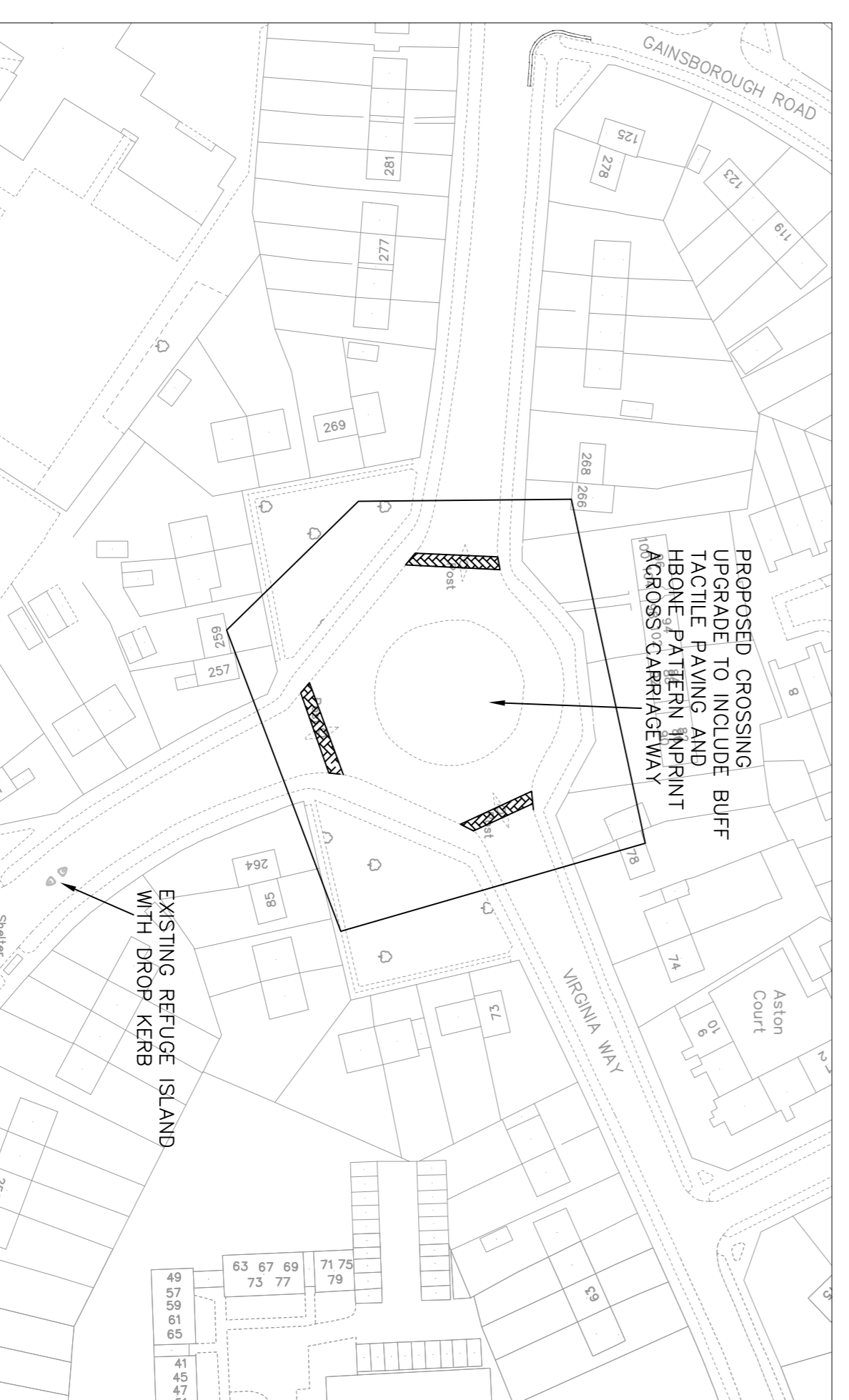
HBONE PATTERN INPRINT



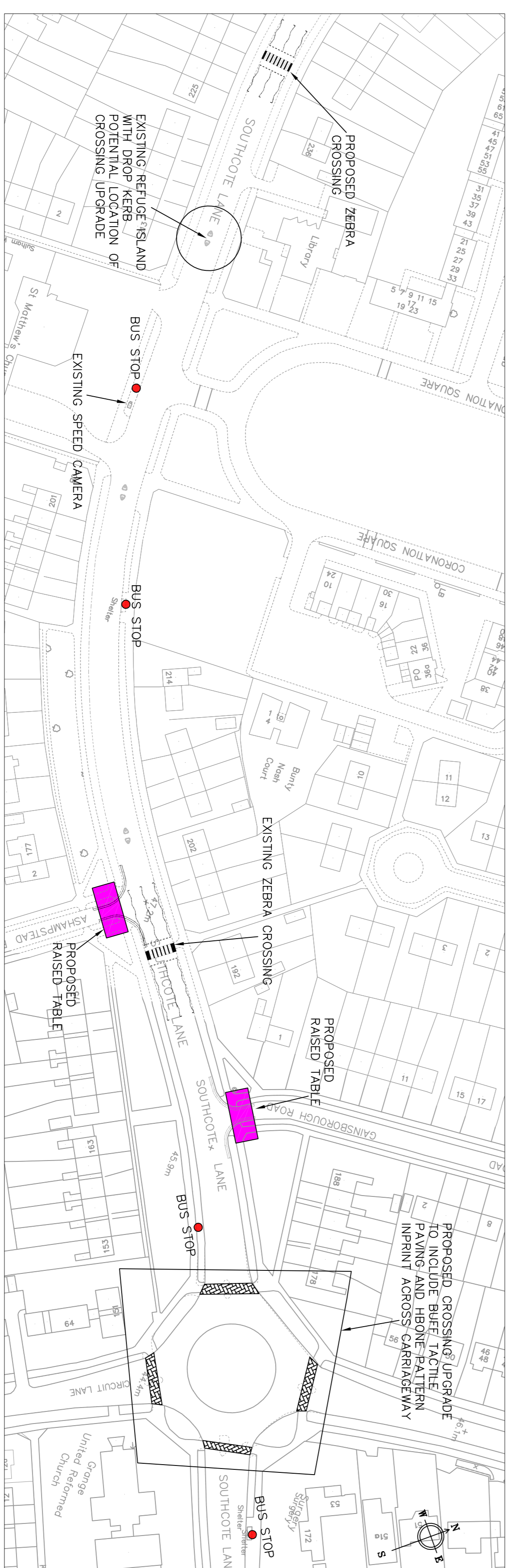
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INSET B
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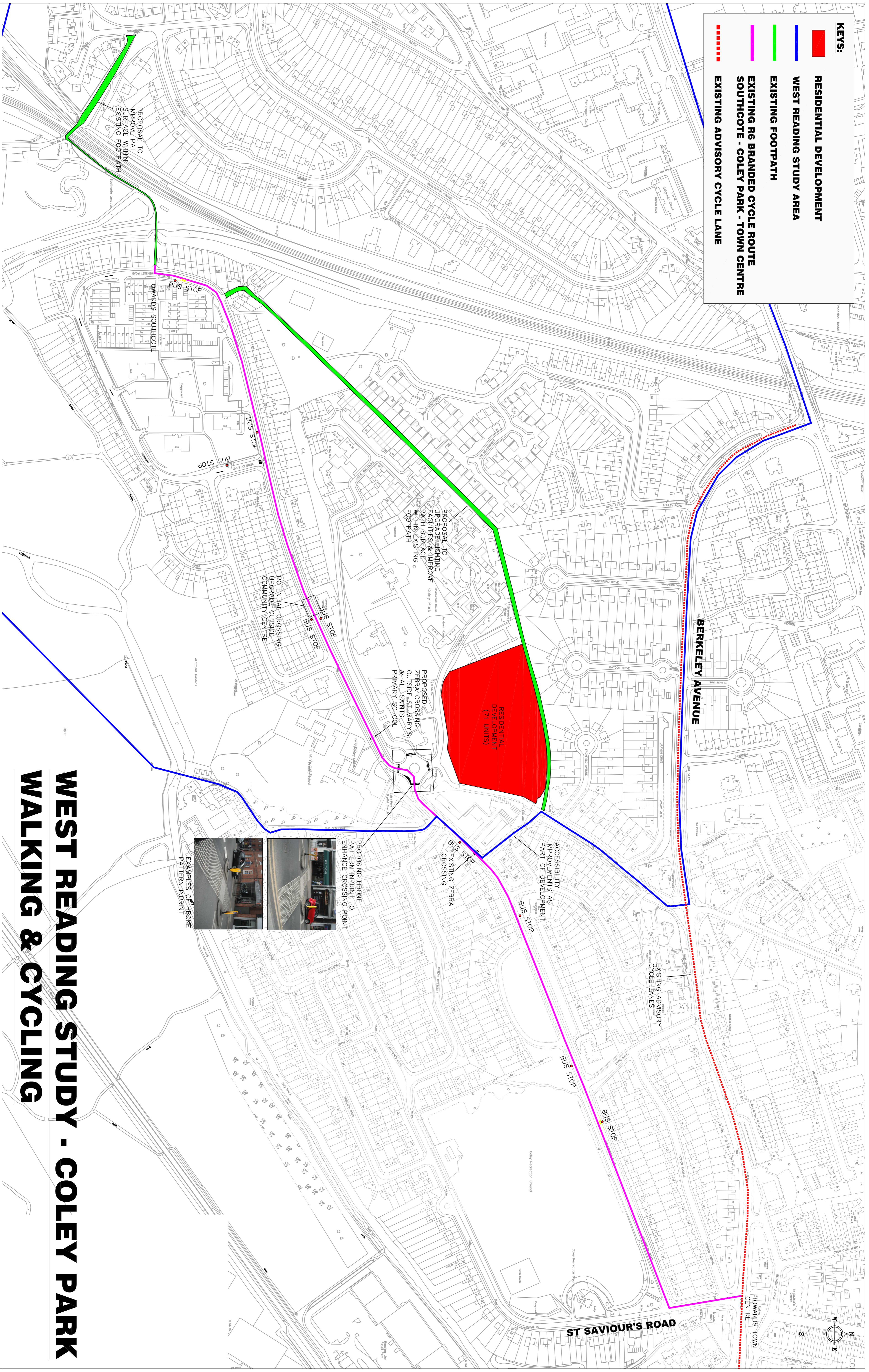
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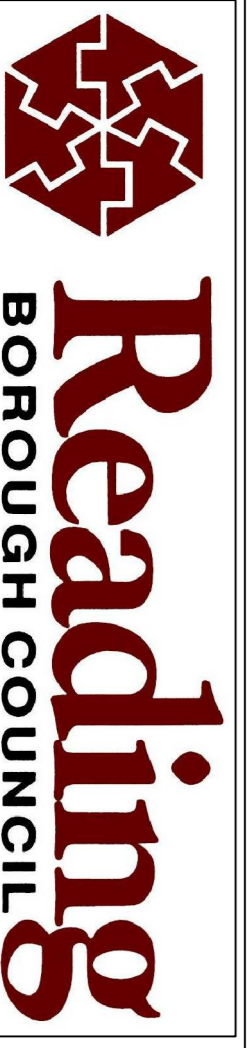
INSET C
1:1000

KEYS:

- RESIDENTIAL DEVELOPMENT
- WEST READING STUDY AREA
- EXISTING FOOTPATH
- EXISTING R6 BRANDED CYCLE ROUTE
- - - SOUTHCOLE - COLEY PARK - TOWN CENTRE
- - - EXISTING ADVISORY CYCLE LANE

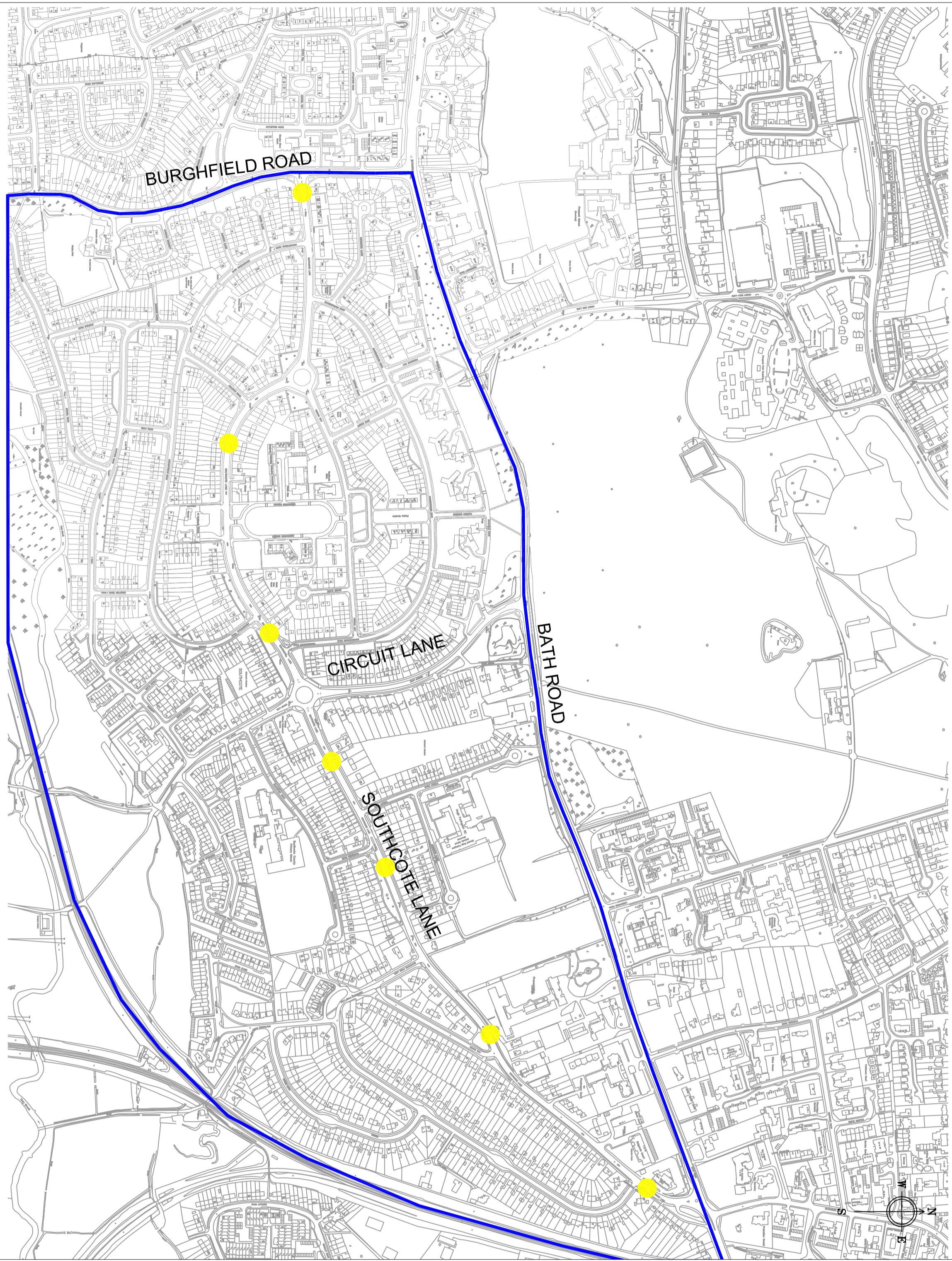


WEST READING STUDY - COLEY PARK WALKING & CYCLING



Transport & Streetcare
Civic Offices
Reading
RG1 2LU

Project		WEST READING STUDY	
Drawing		WENSLEY ROAD & COLEY PARK AREA	
CAD Drawing Location:		Drawn JC	Checked CM
Scale		AS SHOWN	Approved DRAFT
Drawing no.		NW/JC/PL/MR/001_B_DRAFT	Date SEP 2016



LEGEND:

- PROPOSED 20mph ZONE
- PROPOSED TRAFFIC CALMING

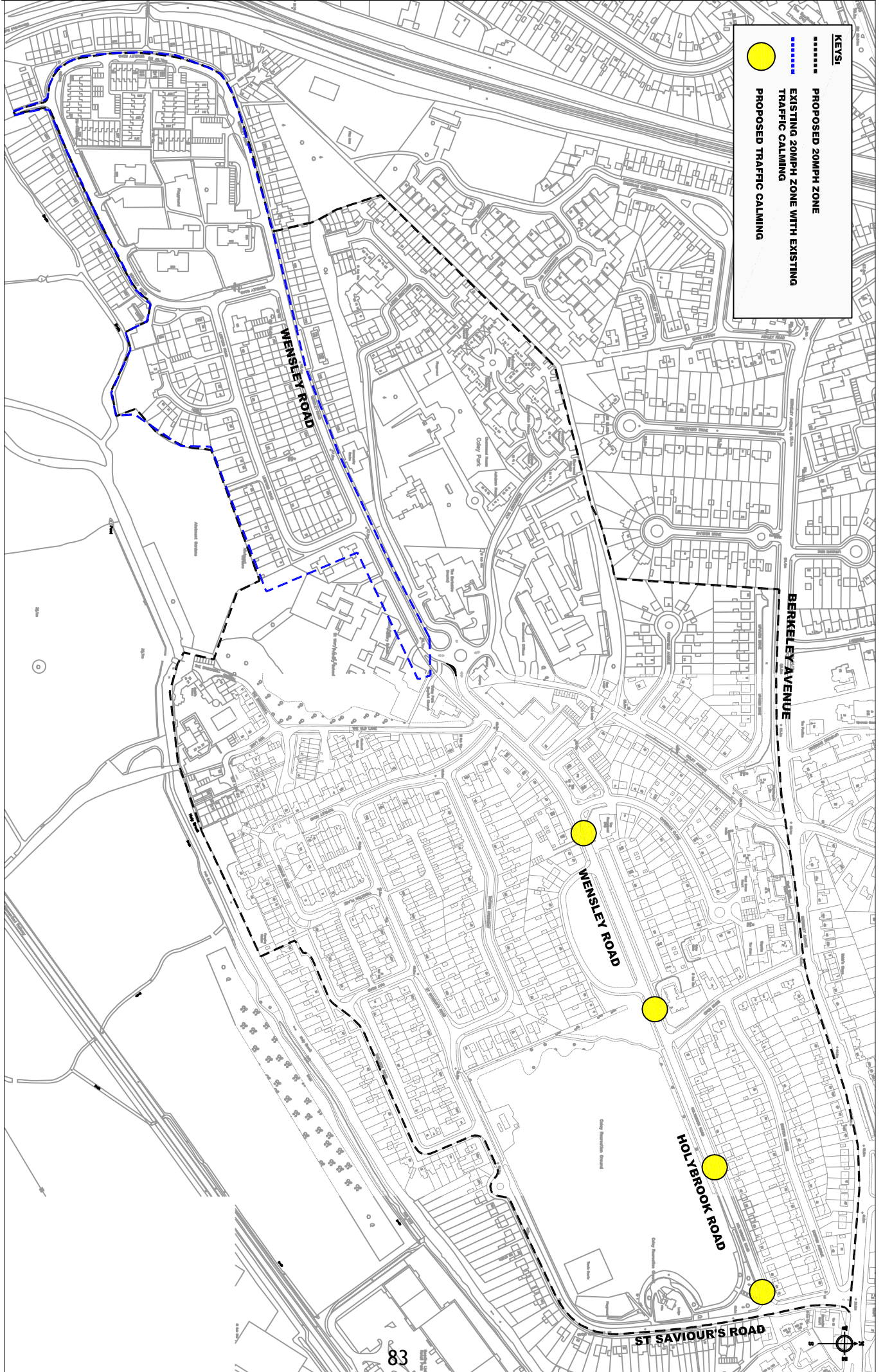
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Transport & Streetcare
 Reading
 Civic Centre
 RG1 2LU

Project	WEST READING STUDY
Drawing	PROPOSED 20mph ZONE & TRAFFIC CALMING MEASURES

CAD Drawing Location	RAWING\LOCATION
Scale	N.T.S
Drawn	JC
Checked	CM
Approved	SB
Date	MAY 2017
Drawing no.	APPENDIX 1



READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	8 MARCH 2018	AGENDA ITEM:	11
TITLE:	OXFORD ROAD CORRIDOR STUDY - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	NORCOT/BATTLE
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 The purpose of this report is to update the Sub-Committee on progress with the Oxford Road corridor Study.
- 1.2 That TM Sub-committee support the re-advertising of the bus lanes as described within this report.
- 1.3 Drawings associated to the Oxford Road corridor study are to be viewed within the council website at:

<http://www.reading.gov.uk/transport-schemes-and-projects>

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the contents of this report.
- 2.2 That the Head of Legal and Democratic Services be authorised to undertake statutory consultation to re-advertise the bus lanes on Oxford Road and as detailed within this report (incorporating revision of the bus lanes between Eton Place and Prospect Street), 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 Orders.
- 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 inquiry be held into the proposals.

3. POLICY CONTEXT

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

4. BACKGROUND

- 4.1 The Council, as the Local Highway Authority, is responsible for the provision, improvement and maintenance of transport infrastructure within the Borough. In support of this work the Council has developed a number of area transport studies to investigate transport improvements for the area in line with the Council's objectives as set out in the Local Transport Plan 2011-26.
- 4.2 The Oxford Road corridor study was established with the purpose of identifying, defining and prioritising transport schemes following the opening up of Cow Lane to full height vehicles. The overriding objective of the study is to take a balanced approach to enhancing the local area and connecting links, through measures that improve accessibility, road safety for all users, better managing traffic and parking, and encouraging the use of public transport, cycling and walking.

5. THE PROPOSALS

- 5.1 A series of drawings are available to view on the Council's website at:
<http://www.reading.gov.uk/transport-schemes-and-projects>
- 5.2 The first of these drawings 1 to 3 show the Cow Lane layout on completion of the current works. Two-way traffic under full height bridges is possible once the current road construction and drainage works are complete. Footpaths are also being constructed under the south western bridge and there will be a proper closure of Salisbury Road with Portman Road. This will result in the removal of the old metal posts that have existed for many years. There will also be

some traffic management improvements to Beresford Road with entry treatments to the connecting side roads.

- 5.3 Drawing 4 shows a proposed westbound bus lane between Grovelands Road the Norcot Road roundabout. The purpose of this bus lane is to improve bus journey times in this section of Oxford Road and provide an improvement for cyclists. The bus lane will be provided by reallocating road space through the removal of the central hatching and without any loss of capacity to general traffic. Bus lanes also improve journey times for the emergency services during busier periods. This bus lane requires re-advertising as it has been in excess of 2-years since the previous statutory consultation took place.
- 5.4 Drawings 5, 6, and 7 show proposals to promote the Oxford Road corridor as a good cycling route. These improvements are mainly through the use of discretionary road markings. There has been a change to the Traffic Signs Regulations and General Directions since these ideas were first promoted. Through the cycle forum there is an opportunity to continue working with interested groups to ensure the proposals are fit for purpose.
- 5.5 Drawings 8 and 9 show proposals for changes to improve bus and cycle facilities between Prospect Street and Eton Place. As with the bus lane at the western end of this section of Oxford Road the intention is to improve bus journey times and space for cyclists and the emergency services to use without compromising general traffic capacity. Since the statutory consultation was originally carried out there is the option to extend the length of the bus lane. It is still the case that general traffic capacity will remain unaffected but as congestion has increased this extra length (of bus lane) will improve journey times further at peak times.

Funding

- 5.6 The Oxford Road corridor study is funded from developer contributions collected either through Section 106 or the Community Infrastructure Levy (CIL). This funding is capital expenditure and does not affect the Council's revenue budget position.

Programme

- 5.7 Some of the works described within this report are already being delivered. The works currently at Cow lane will deliver footpaths under the southwestern bridge as well as formalising the closure of Salisbury Road. The Sub-committee is requested to grant approval to carry out the statutory consultation procedure for the bus lanes on Oxford Road. Should this be granted the statutory process will take place between now and June 2018. Only following the statutory process can a delivery programme be determined.

Additional considerations

- 5.8 The results of the consultation and exhibitions carried out previously demonstrated support for the lower speed limit of 20mph. This was significantly so across the residential areas north and south of the Oxford Road corridor. With changes to the Traffic Sign Regulations and General Directions in 2016 the use of 20mph has become easier to implement. This is particularly so in narrow residential streets where parking on both sides (of the road) naturally keeps average traffic speeds low. As part of the next phase of the Oxford Road corridor study it is intended to advertise 20mph for the residential areas between Portman Road to the north and Tilehurst Road to the south.
- 5.9 Traffic flow through the residential streets adjoining the Cardiff Rd estate will be reviewed to further protect the residential areas once the Cow Lane works are complete. Developments in the area, most notably the Cox and Wyman site, will change the profile of the area and the road network needs to reflect this. Ward Councillors will shortly lead on consultation with residents.
- 5.10 Other changes to the Oxford Road corridor include the already approved Red Route waiting restriction. This is currently being delivered and will change the way that drivers can stop on the Oxford Road. In addition to the Red Route further changes to the limited waiting is proposed with on-street pay and display a consideration.
- 5.11 As a result of the public exhibitions held for the Oxford Road corridor study we were asked to reconsider the banned left/right turn movements onto and off of the Oxford Road. A full review of these and the impact of an improved Cow Lane will be assessed once the Cow Lane works are completed.

6. CONTRIBUTION TO STRATEGIC AIMS

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

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Informal and formal statutory consultation has already been carried out. Further statutory consultation is now required.

8. LEGAL IMPLICATIONS

8.1 The Traffic Regulation Orders will be made under the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Any serving of notices for pedestrian crossings will be carried out to the requirements of the Road Traffic Regulation Act 1984 (section 23).

9. EQUALITY IMPACT ASSESSMENT

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

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

9.2 The Council has considered the equality impact for the proposals in the study area. There is expected to be significant benefit to all users of the highway within the study area but particularly to public transport users, pedestrians and cyclists.

10. FINANCIAL IMPLICATIONS

10.1 As explained in 5.6. The Oxford Road corridor study is being funded from developer contributions collected either through Section 106 or the Community Infrastructure Levy (CIL). There is no direct cost to the Council in the delivery of these proposals. These proposals do not impact the Council's current revenue budget position.

11. BACKGROUND PAPERS

11.1 The Oxford Road Corridor Study; Strategic Transport Committee reports, Traffic Management Sub-Committee Reports or the equivalent advisory panel reports from 2008.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	8 MARCH 2018	AGENDA ITEM:	12
TITLE:	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	CRIS BUTLER / CHRIS MADDOCKS	TEL:	0118 937 2068 / 0118 937 4950
JOB TITLE:	ACTING HEAD OF TRANSPORTATION & STREETCARE / ACTING STRATEGIC TRANSPORTATION PROGRAMME MANAGER	E-MAIL:	cris.butler@reading.gov.uk / chris.maddocks@reading.gov.uk

1. EXECUTIVE SUMMARY

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

- Reading Station Area Redevelopment (Cow Lane bridges).
- Thames Valley Berkshire Growth Deal Schemes - South Reading Mass Rapid Transit, Green Park Station, TVP Park & Ride, East Reading Mass Rapid Transit and National Cycle Network Route 422.
- Unfunded schemes - Reading West Station upgrade and Third Thames Bridge.

1.2 This report also advises of any future key programme dates associated with the schemes.

1.3 Appendix 1 - Wokingham Road - Pedestrian Crossing
Appendix 2 - Watlington Street - Raised Table
Appendix 3 - Kennet Side - Contraflow Cycling Facility

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the contents of the report.
- 2.2 That the Head of Legal Services be authorised to carry out the statutory Notice procedures to convert the existing pedestrian crossing on Wokingham Road to the east of St Bartholomews Road to a zebra crossing (Appendix 1) and alter the existing raised table on Watlington Street and London Road (Appendix 2) as part of NCN 422, in accordance with Section 23 of the Road Traffic Regulation Act 1984.
- 2.3 That the Head of Legal and Democratic Services be authorised to undertake statutory consultation to advertise contraflow cycling facilities on Kennet Side between Sidmouth Street and Watlington Street and as detailed in Appendix 3, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.4 That subject to no objection(s) being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.5 That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee.

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 This scheme will unlock the historic bottle neck at Cow Lane by providing two lanes for traffic alongside a continuous shared path for pedestrians and cyclists. The scheme was originally intended to be delivered as part of the Reading Station Area redevelopment scheme, however as previously reported to the Traffic Management Sub-Committee the need to undertake a Compulsory Purchase Order (CPO) process has significantly delayed implementation of the scheme. This has also lead to increased scheme costs as the original 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.
- 4.2 Network Rail undertook a value engineering exercise for the scheme which the Council was involved in, primarily to ensure the essential elements of the scheme (such as the new footway on the east side of the southern

bridge) were retained. The value engineering exercise identified some potential areas where the project scope could 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 was rejected by the Council.

- 4.3 Network Rail has appointed a contractor to deliver the scheme with a scheduled completion date of summer 2018. Construction works commenced in November including demolishing the old railway bridge which has been successfully completed. Officers continue to liaise with Network Rail regarding the traffic management requirements for the scheme, resulting in a one-way system being implemented in December 2017.
- 4.4 Following completion of the Network Rail scheme, the Council intends to deliver a series of complementary public transport, walking and cycling enhancements on the Oxford Road corridor.

Thames Valley Berkshire Growth Deal Schemes

South Reading Mass Rapid Transit

- 4.5 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.
- 4.6 Phases 1 & 2 of the scheme, from M4 J11 to Island Road, were granted full funding approval from the Berkshire Local Transport Body (BLTB) in November 2015. Construction of Phase 1A was completed in December 2016, consisting of a new southbound bus lane 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.
- 4.7 Construction of Phases 1B and 2 of the scheme was undertaken between April and November 2017. This involved the creation of outbound bus lanes between the A33 junctions with Lindisfarne Way (Kennet Island) and Imperial Way, linking to the Phase 1A scheme. Off-peak lane closures were required to facilitate the construction work and the scheme was opened in December 2017.
- 4.8 Phases 3 and 4 of the scheme were granted programme entry status by the BLTB in March 2017. Preparation of the full business case is complete and the scheme was granted financial approval by the BLTB meeting in November 2017. The scheme includes the following elements:

- Outbound bus lane on London Street;
 - Extension of the inbound bus lane on Bridge Street;
 - Upgrade of the traffic signals on the Oracle roundabout to a MOVA method of control.
 - Outbound bus lane on the A33 approach to Rose Kiln Lane;
 - Outbound bus lane on the A33 between Rose Kiln Lane and Lindisfarne Way (Kennet Island);
 - Inbound bus lane on the A33 between Imperial Way and South Oak Way; and
 - Upgrade of the traffic signals on the Bennet Road gyratory to a MOVA method of control.
- 4.9 The previously proposed section of inbound bus lane at the Oracle roundabout has been removed from the scheme following a decision from this Committee in January. Construction works are due to commence on site in March on the remaining town centre sections of the scheme, with works on the A33 to follow from the summer.

Green Park Station

- 4.10 Reading Green Park Station is a proposed new railway station on the Reading to Basingstoke line. The station and multi-modal interchange will 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.
- 4.11 The scheme was granted financial approval by the BLTB in November 2014. The funding package includes £9.15m from the Local Growth Fund, £4.6m from private developer Section 106 contributions and £2.3m from the New Stations Fund 2, which was announced by the DfT in July 2017. The additional funding will enable enhanced passenger facilities to be provided at the station to help cater for the significant level of proposed development in the surrounding area.
- 4.12 The concept designs for the station have been produced by Network Rail, and Balfour Beatty has been appointed to undertake the detailed design and construction of the station which 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 has been completed and enabling works are due to commence on-site in March.
- 4.13 An indicative programme for delivery of the station by summer 2019 has been agreed with the DfT, Network Rail and GWR, based on the requirement for the station to be included within the specification for the Great Western Franchise. The revised programme is due to delays with the concept design work which is being undertaken by Network Rail, and the change in scope of

the project due to the recently announced additional funding from the New Stations Fund.

TVP Park & Ride and East Reading Mass Rapid Transit

- 4.14 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.
- 4.15 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 with works due to start on-site in the summer.
- 4.16 A consultation for the MRT scheme was undertaken during July 2016, including a public drop-in session at the Waterside Centre in close proximity to the route. The exhibition was also on display at the Civic Offices and on the Council's website.
- 4.17 The MRT scheme planning application was submitted in July 2017 and further public exhibitions took place to raise awareness of the scheme. The planning application is currently being considered by the Local Planning Authorities for both Reading and Wokingham.
- 4.18 Preparation of the full scheme business case for the MRT scheme is complete and financial approval was granted for the scheme by the BLTB meeting in November 2017. The business case demonstrates that the scheme represents 'high value for money' in line with central Government guidance and will provide significant benefits to Reading and the wider area.

National Cycle Network Route 422

- 4.19 National Cycle Network (NCN) Route 422 is a proposed cross-Berkshire cycle route between Newbury and Windsor. The route would provide an enhanced east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the borough. The scheme was granted full funding approval from the BLTB in November 2015.
- 4.20 Preferred option development has been undertaken and the 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 and was completed in July 2017. Traffic signal upgrades converting the pedestrian crossing to the east of Southcote Road are complete and upgrades at Liebenrood Road are expected to be complete mid-March.

- 4.21 Phase 2 of the scheme, from Bath Road/Berkeley Avenue through the town centre to east Reading, was granted scheme and spend approval at Policy Committee in September 2017. Proposed works include alterations to an existing raised table at the junction of Watlington Street and London Road and a contraflow cycle facility on Kennet Side which are subject to statutory processes (Appendix 2 and 3). The second phase of works commenced on Berkeley Avenue in January 2018 and is expected to move to Bridge Street in March.
- 4.22 Feedback on the final phase of the NCN programme is currently being reviewed and the plans finalised. The proposed scheme builds on works delivered as part of the LSTF programme by extending shared-use facilities along Wokingham Road from Cemetery Junction to Three Tuns. Measures will include improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening. Appendix 1 shows proposed changes to the existing pedestrian crossing on Wokingham Road to the east of St Bartholomews Road for which we are seeking authorisation to advertise statutory Notices, subject to scheme and spend approval.

Unfunded Schemes

Reading West Station Upgrade

- 4.23 The Council has been working with Great Western Railway and Network Rail to produce a Masterplan for 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. It also includes 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.
- 4.24 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. This includes replacing the footbridge and providing a stepped access from the town centre side of the Oxford Road to the outbound platform (for services towards Basingstoke). The second phase of works is currently unfunded, however the Council will continue to explore potential funding sources for the scheme alongside Network Rail and GWR.

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, and to help relieve traffic congestion north of the river and in the town centre. A working group has been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council in partnership with Reading Borough Council, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP.

4.26 Preparation of the Outline Strategic Business Case for the scheme is complete and was discussed at a Summit meeting called by the MP for Reading East in September 2017. The business case shows there is a strong case for a two lane traffic bridge in this location, with the full documentation available on Wokingham Borough Council's website here - <http://www.wokingham.gov.uk/parking-road-works-and-transport/transport-and-roads-guidance-and-plans/>

4.27 The Cross Thames Travel Group is currently exploring options to fund the next stage of scheme development work, which includes production of the full scheme business case.

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 public exhibitions and Council meetings.

7. LEGAL IMPLICATIONS

7.1 The creation of - and changes to existing - 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 At the relevant time, the Council will carry out an equality impact assessment scoping exercise on all projects.

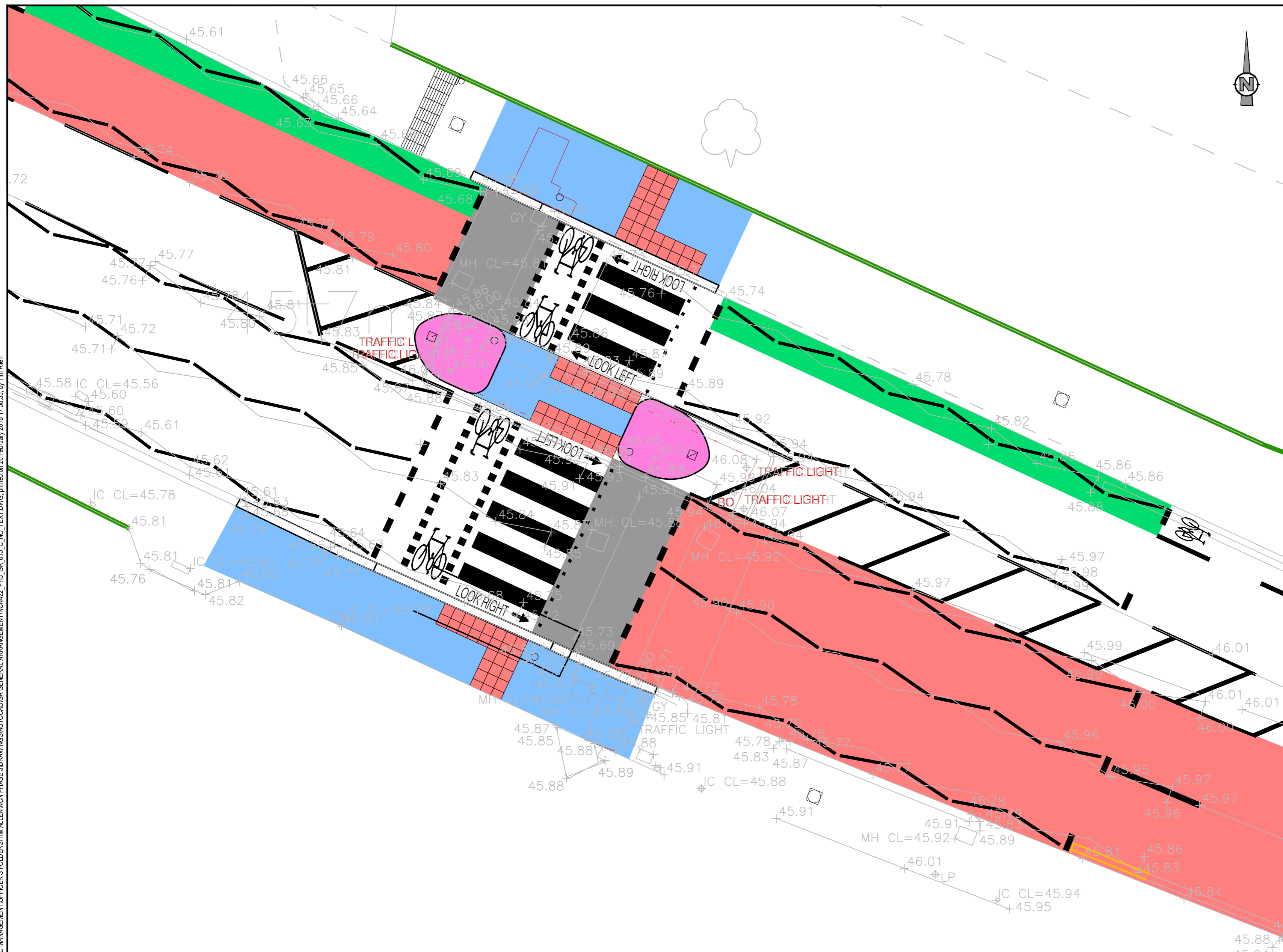
9. FINANCIAL IMPLICATIONS

9.1 None relating to this report.

10. BACKGROUND PAPERS

10.1 Major Transport Scheme Update reports to Strategic, Environment, Planning and Transport Committee and Traffic Management Sub-Committee, from 2015 onwards.

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File name G:\WOKINGHAM HIGHWAY ALLIANCE\TRAFFIC MANAGEMENT\OFFICERS FOLDER\STIM ALLEN\NCN PHASE 3\DRAWINGS\AUTOCAD\GA GENERAL ARRANGEMENT\NCN422_PH3_GA_013_C_NO_TEXT.DWG, printed on 26 February 2018 17:58:35, by Tim Allen

REV	DATE	BY	DESCRIPTION	CHK	APP
C	19/12/2017	IM	PROPOSED PEDESTRIAN CROSSING UPGRADE REPLACED WITH ZEBRA CROSSING INSTALLATION	TRA	EH
B	23/11/2017	IM	CORDS & REMOVED FROM SOUTHERN FOOTWAY	TRA	EH
A	12/10/2017	IM	FIRST ISSUE	TRA	EH

S4 - FOR CONSTRUCTION APPROVAL



Place & Neighbourhood Services
 PO Box 153
 Shute End
 Wokingham
 G40 1WL, UK

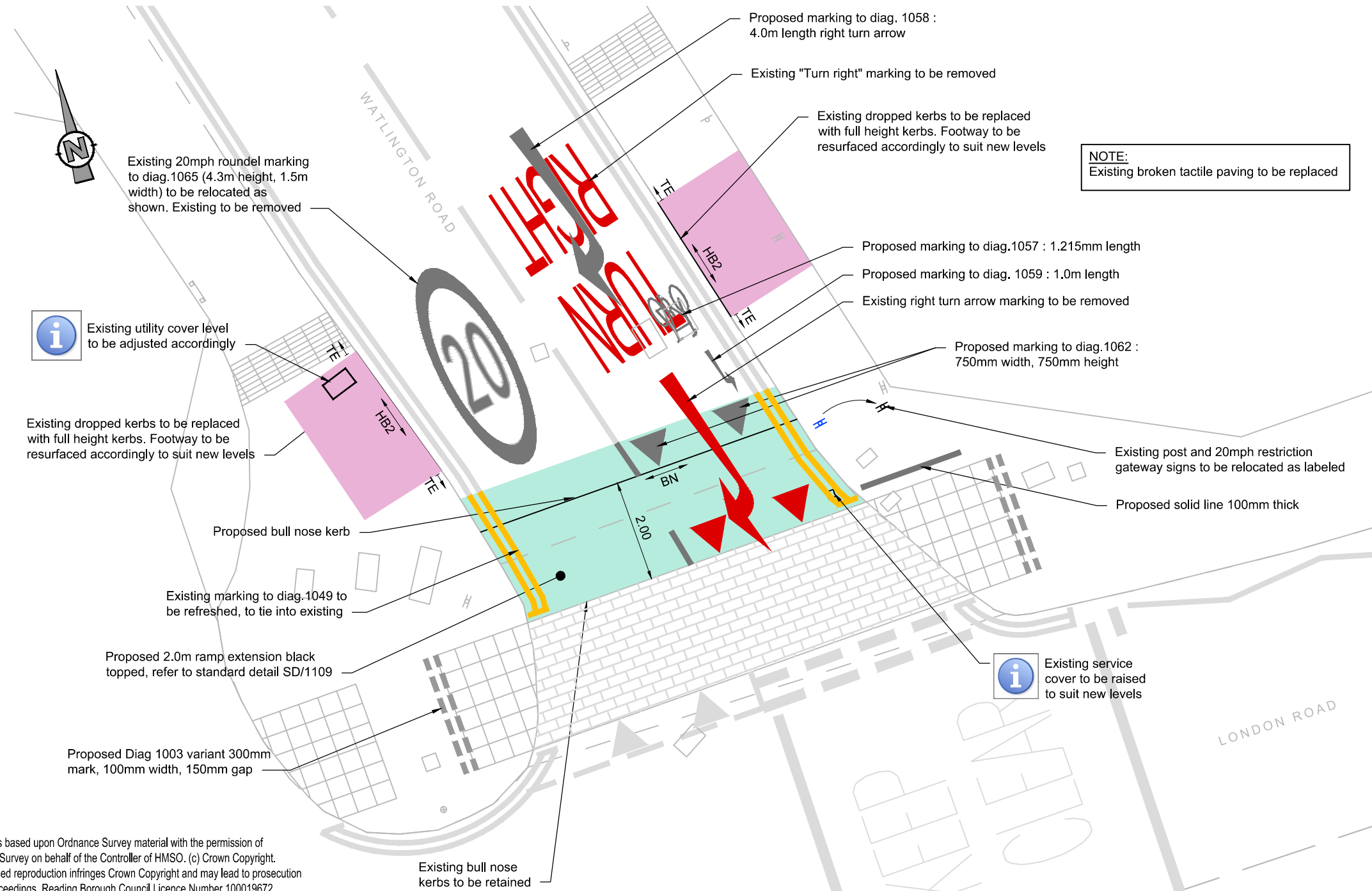
T+ 44 (0) 118 974 6000
 F+ 44 (0) 118 974 6313
 wsp.com

CLIENT: READING BOROUGH COUNCIL
ARCHITECT:

PROJECT: NCN CYCLE ROUTE IMPROVEMENT
TITLE: PHASE 3 WOKINGHAM ROAD HIGHWAY ARRANGEMENT AT SIGNAL CROSSING TO PALMER PARK

SCALE @ A2: 1:100	CHECKED: TRA	APPROVED: EH
PROJECT No: 70028224	DESIGNED: TRA	DRAWN: IM
DATE: February 18		REV: C
DRAWING No: NCN422_PH3_GA_013_C_NO_TEXT		
© WSP UK Ltd		

DO NOT SCALE



- Key**
- Items to be removed broken out and tipped
 - Items to be relocated as specified
 - Proposed full height kerb, refer to RBC standard detail SD/1101
 - Proposed bull nose kerb, refer to RBC standard detail SD/1101
 - Tie into existing kerb line
 - Existing footway construction to be broken out to a depth of 20mm (up to 80mm if required) and shall be prepared for an inlay. Proposed footway construction shall be:
 - 20mm of 6mm size dense asphalt concrete
 - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
 Refer to RBC standard detail SD/1105
 - Proposed road resurfacing to build road hump, refer to standard detail SD/1109 for regulating course and surface course material.
 Note: Reading Borough Council to confirm surface treatment.
 - Road marking to TSRGD specification (white screed)
 - Road marking to TSRGD specification (yellow screed)



Important note :
 Presence of existing services within vicinity of excavation works, including VODAFONE, BT, THAMES WATER CLEAN & FOUL, VIRGIN, INSTALCOM, CAYO, SGN, SSE HV & LV and TELENT. Refer to stats information provided. Proposed design developed without trial holes information. RBC to carry out necessary investigation prior to works.

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Notes

1. All dimensions are in metres unless otherwise stated.
2. This drawing should be read in conjunction with all other relevant engineering details, drawings & specifications.
3. Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
4. All works are to be in accordance with Reading Borough Council specifications and standard details.
5. Contractor to establish all utility and drainage locations and coordinate safe working procedures before any excavation works take place.
6. Where applicable, existing manhole covers and utility covers are to be adjusted to new surfacing levels before the final surfacing takes place.
7. The works shall be programmed to ensure a clear footway is available for pedestrians throughout the works on or another side of the carriageway.
8. All traffic management arrangements to be carried out in accordance with Traffic Signs Manual Chapter 8.
9. All setting out on site to be agreed with Engineer.
10. Diagram numbers refer to "Traffic Signs Regulations and General Directions 2016".
11. Mounting heights of all signs to be
 - Footway 2.1m
 - Cycleways 2.4m
 - Vergeres and non-pedestrian areas as directed by the Engineer (normally) 1.8m.
 - If above mounting heights are not achievable due to practical reasons on site, contact the Engineer for further clarification.
12. All signs and street furniture to have a minimal lateral clearance of 450mm from all kerb faces.
13. All non-illuminated signs and supplementary plates to be retro-reflective class RA2 material.

REV	DATE	BY	DESCRIPTION	CHK	APD
B	25.07.17	IM	CONSTRUCTION ISSUE	TRA	EH
A	24.01.2017	OB	FIRST ISSUE	TRA	EH
DRAWING STATUS: ISSUED FOR CONSTRUCTION					



CLIENT:
READING BOROUGH COUNCIL

ARCHITECT:
98

PROJECT:
**NCN CYCLE ROUTE IMPROVEMENT
 READING**

TITLE:
**PHASE 2
 WATLINGTON ROAD J/W LONDON ROAD
 SHEET 8 OF 8**

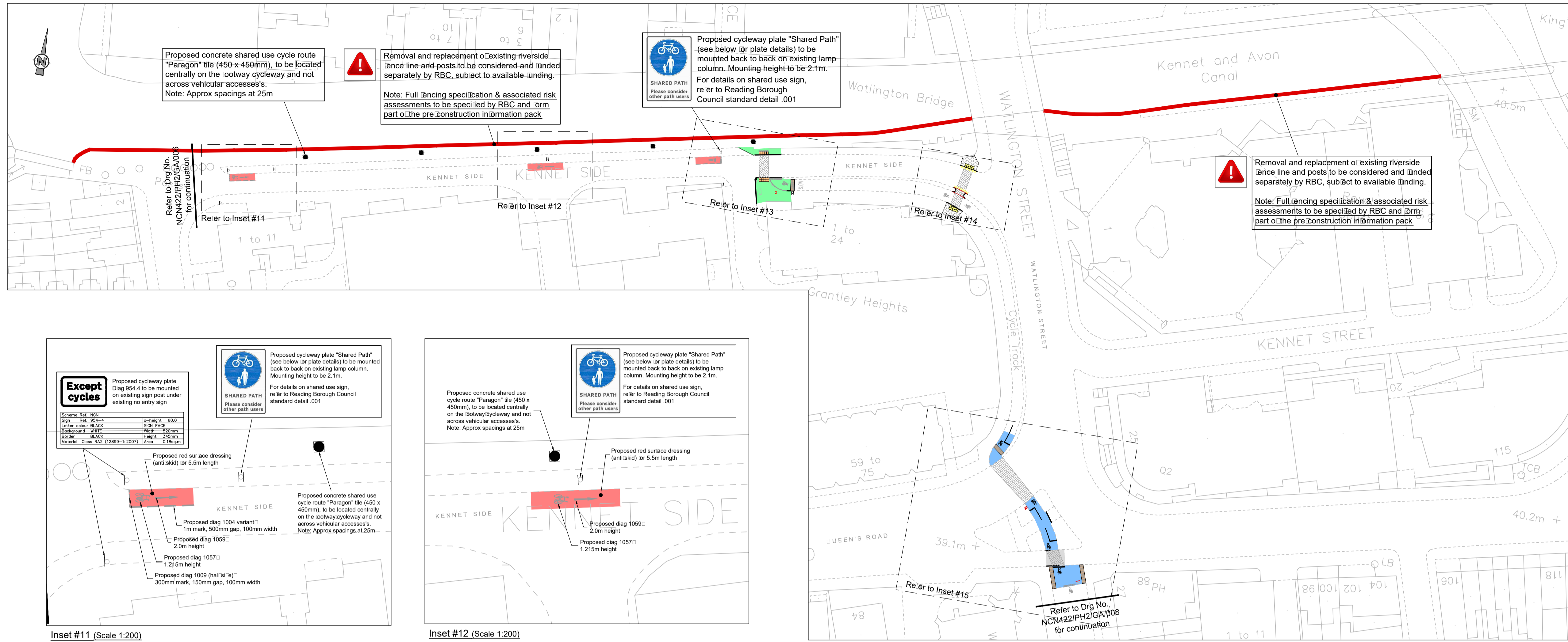
SCALE @ A3: 1:100	CHECKED: TRA	APPROVED: EH
CAD FILE: NCN422_PH2_GA_008B	DESIGN-DRAWN: OB	DATE: January 2017
PROJECT No: NCN422	DRAWING No: NCN422/PH2/GA/008	REV: B
© WSP Group plc		

DO NOT SCALE

- Key**
- Item to be removed/broken out
 - Proposed dropped kerb with transitions using a HB2 transition and BN kerb with 0.6m upstand, re:air to RBC standard detail SD1101
 - Tie into existing kerb line
 - Proposed 1/2 height concrete half-battered kerb at 125mm height, re:air to RBC standard detail SD1101
 - Proposed concrete bull nosed kerb at 0.6m height, re:air to RBC standard detail SD1101
 - Proposed pre-cast concrete edging
 - Proposed concrete channel block to match existing
 - Proposed R305mm (quadrant, re:air to RBC standard detail SD1101
 - Proposed transition kerb, re:air to RBC standard detail SD1101
 - Precast concrete tactile flag (blister paving) 50mm thick 400mm x 400mm in colour and shall comply with BS 7263:3:2001
 - Proposed 5mm thick 400mm x 400mm flags by colour stick-on tactile paving from JA Tactile System or similar
 - Proposed corduroy ha and paving 400mm x 400mm modules with raised ribs laid to 800mm width (e.g. two depth)
 - Existing footway construction to be broken out to a depth of 20mm (up to 80mm if re-laid) and shall be prepared, or as in lay including an application of a wear killer. Proposed footway construction shall be:
 - 20mm or 30mm silica dense asphalt concrete
 - 50mm or 20mm silica asphalt concrete dense binder course (20 nominal silica)
 - 150mm or 175mm sub-base material
 Re:air to RBC standard detail SD1105
 - Existing slabs to be removed and surface to be dug out to a depth of 230mm. Proposed footway construction shall be:
 - 20mm or 30mm silica dense asphalt concrete
 - 50mm or 20mm silica asphalt concrete dense binder course (20 nominal silica)
 - 150mm or 175mm sub-base material
 Re:air to RBC standard detail SD1105
 - Note: Standard specifications to be laid underneath footway construction, Terram 11000 or similar where new construction was previously used.
 - Cold mill by planing to 40mm depth and relay with:
 - 40mm thick thin surface course system to clause 942, site category 3, stress level 3, texture depth 0.1-1.5mm maximum AAV 12 and minimum PSV 65.
 Note: Reading Borough Council to confirm surface treatment.
 - Proposed white colour Herringbone pattern imprint surface treatment to the following specifications:
 - Embossed "DuraTherm" pre-mixed thermoplastic material mixed into imported asphalt laid to supplier's specifications.
 - Road marking to TSRGD specification (white screed)
 - Road marking to TSRGD specification (yellow screed)
 - Concrete shared use cycle route "Paragon" tile (450 x 450mm), re:air to standard detail NCN422:SD001. Tile to be located centrally on the footway/cycleway and not across vehicular accesses.
 - Proposed anti-skid surfacing, resin based treatment (High friction surface) in red. Note: Reading Borough Council to confirm surface treatment.

- Notes**
- All dimensions are in metres unless otherwise stated.
 - This drawing should be read in conjunction with all other relevant engineering details, drawings & specifications.
 - Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
 - All works are to be in accordance with Reading Borough Council specifications and standard details.
 - Contractor to establish all utility and drainage locations and coordinate as a working procedures before any excavation works take place.
 - Where applicable, existing manhole covers and utility covers are to be adjusted to new surfacing levels before the final surfacing takes place.
 - The works shall be programmed to ensure a clear footway is available for pedestrians throughout the works or another side of the carriageway.
 - All traffic management arrangements to be carried out in accordance with Traffic Signs Manual Chapter 6.
 - All setting out on site to be agreed with Engineer.
 - Diagram numbers re:air to "Traffic Signs Regulations and General Directions 2016".
 - Mounting heights of all signs to be:
 - Footway 2.1m
 - Cycleways 2.4m
 Obstacles and non-pedestrian areas as directed by the Engineer (normally) 1.8m.
 - Obstacles and non-pedestrian areas are not achievable due to practical reasons on site, contact the Engineer or further clarification.
 - All signs and street furniture to have a minimum lateral clearance of 450mm from all kerbs/edges.
 - All non-illuminated signs and supplementary plates to be retro-reflective class RA2 material.

Important note: Presence of existing services within vicinity of excavation works, including VOIDARONE, BT, THAMES WATER, CLEAN & FOUL, INSTALCOM, AVO, SGN, SSE HV & LV, VERION and TELENT. Re:air to stats in information provided. Proposed design developed without trial holes in formation. Proposed design developed without trial holes in formation. RBC to carry out necessary investigation prior to works.



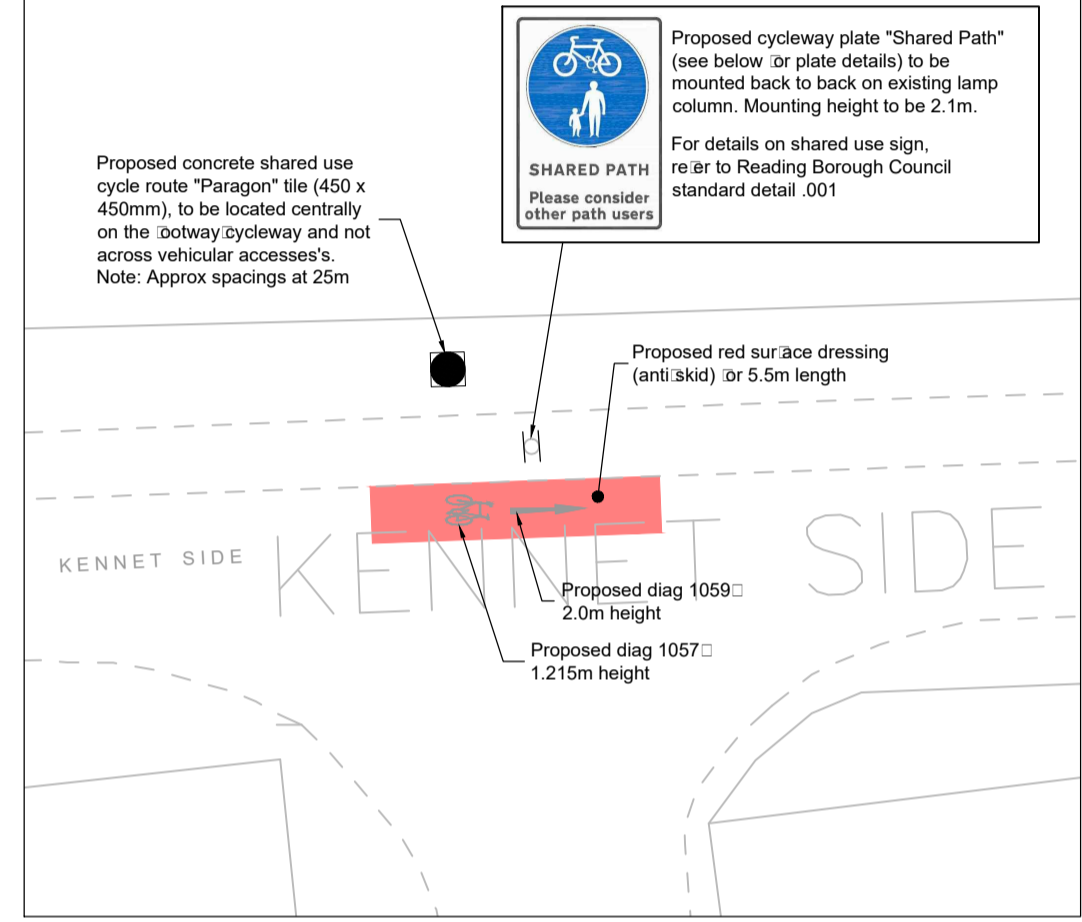
Except cycles

Proposed cycleway plate Diag 954.4 to be mounted on existing sign post under existing no entry sign

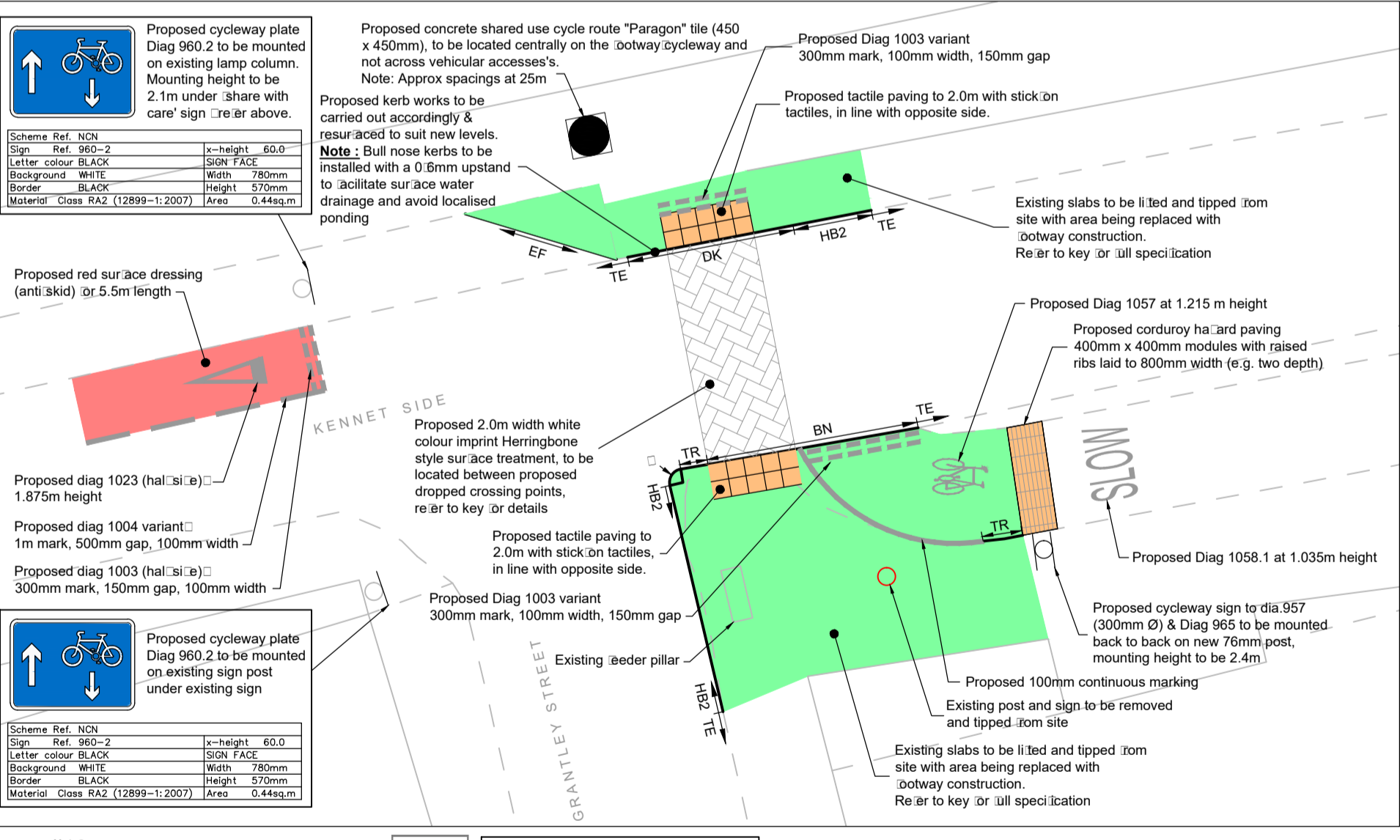
Scheme Ref:	NCN
Sign Ref:	954-4
Letter colour:	BLACK
Background:	WHITE
Border:	BLACK
Material:	Class RA2 (12899-1:2007)
Height:	60.0
Width:	500mm
Area:	0.18sqm

Proposed cycleway plate "Shared Path" (see below for plate details) to be mounted back to back on existing lamp column. Mounting height to be 2.1m. For details on shared use sign, re:air to Reading Borough Council standard detail 001. Please consider other path users.

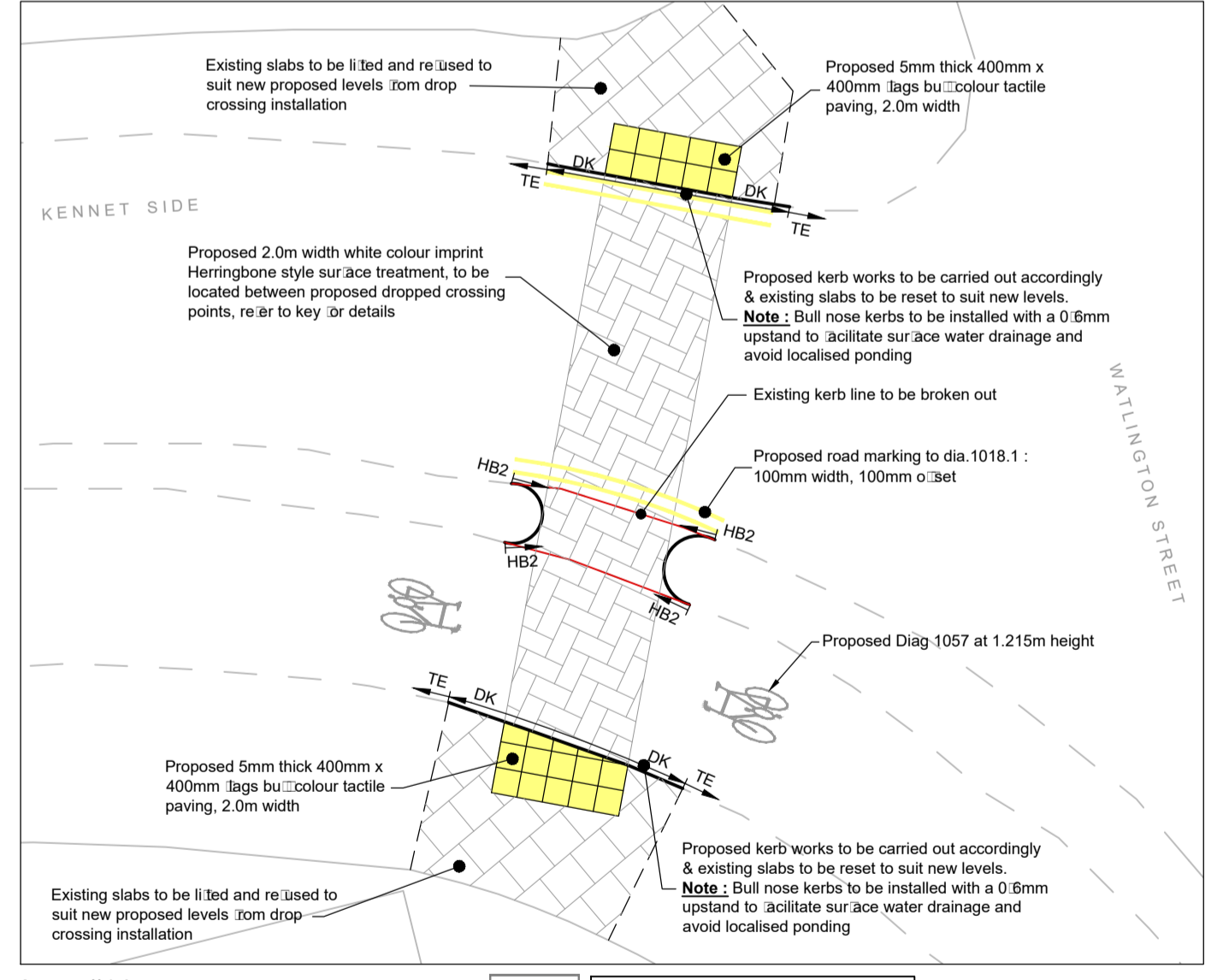
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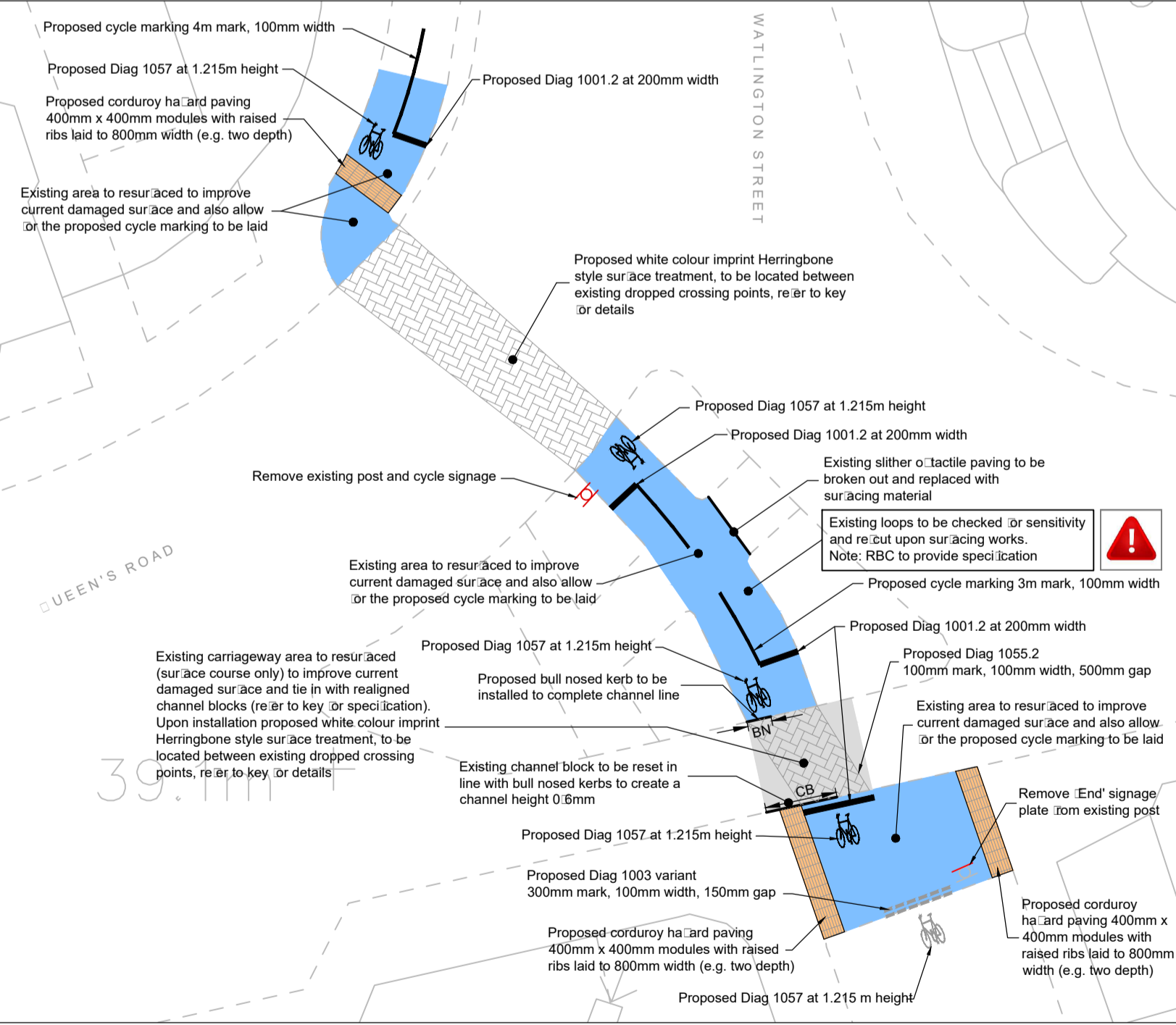
Inset #12 (Scale 1:200)



Inset #13 (Scale 1:125)



Inset #14 (Scale 1:100)



Inset #15 (Scale 1:200)

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REV	DATE	BY	DESCRIPTION	CHK	APP
D	25/07/17	IM	CONSTRUCTION ISSUE	1PA	EH
C	17/07/17	PM	RIVERSIDE FENCE NOTE REVISED	1PA	EH
B	14/02/17	CB	CONTRA FLOW & IMPRINT ADDED	1PA	EH
A	17/01/17	CB	FIRST ISSUE	1PA	EH

DRAWING STATUS: ISSUED FOR CONSTRUCTION

Reading Borough Council
Working better with you

CLIENT: READING BOROUGH COUNCIL
PROJECT: NCN CYCLE ROUTE IMPROVEMENT
ARCHITECT: READING

TITLE: PHASE 2
KENNET SIDE/WATLINGTON STREET
SHEET 7 OF 8

SCALE: 1:500	CHECKED: TRA	APPROVED: EH
CAD FILE: NCN422_PH2_GA_007D	DESIGN-DRAWN: OB	DATE: August 2017
PROJECT No: NCN422	DRAWING No: NCN422/GA/007	REV: D

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	8 MARCH 2018	AGENDA ITEM:	13
TITLE:	CYCLE FORUM - MEETING NOTE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	SENIOR TRANSPORT PLANNER	E-MAIL:	emma.baker@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to inform Members of the discussions and actions from the Cycle Forum held in February 2018.
- 1.2 The Cycle Forum meeting note from 27th February 2018 is appended.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the attached minutes from the Cycle Forum held on 27th February 2018.

3. POLICY CONTEXT

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

4. THE PROPOSAL

- 4.1 The meeting of the Cycle Forum held on 27th February 2018 was chaired by Councillor Deborah Absolom and attended by Councillor Hopper, Reading Borough Council officers and representatives of various local cycling groups. The notes of the meeting are attached.

5. CONTRIBUTION TO STRATEGIC AIMS

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 As described above.

7. LEGAL IMPLICATIONS

- 7.1 None.

8. FINANCIAL IMPLICATIONS

- 8.1 None at present.

9. BACKGROUND PAPERS

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

READING CYCLE FORUM - MEETING NOTE

Tuesday 27th February 2018, 6pm

Councillors Room 1, Civic Offices, Reading

Attendees

Cllr Deborah Absolom (Chair)
Cllr Ed Hopper (RBC)
John Lee (RCC)
Brian Morley (RCC)
Karen Robertson (Cycling UK/RCC)
Summreen Sheikh (Belles on Bikes)
Adrian Lawson (RCC)
Adam Lewthwaite (Sustrans)
Karen Stanbridge (University of Reading)
Simon Beasley (RBC)
Emma Baker (RBC)
Sarah White (RBC)

Apologies

Cllr Tony Page (RBC)
Cllr Ricky Duveen (RBC)
Cllr Paul Gittings
Tanya Rebel (GREN)

1. Introductions

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

2. Note of the Last Meeting

The note of the last meeting was agreed, but it should be noted that Councillor Gittings also attended the meeting.

3. NCN Route 422 Update

The Forum was advised that traffic signal upgrades to the east of Southcote Road are complete and works at Liebenrood Road are expected to be complete mid-March. Officers continue to liaise with the landowner regarding widening the footway at the borough boundary to link to existing facilities in West Berkshire.

Officers informed the Forum that works commenced on delivering the Phase 2 programme in January and the Highways team is expected to move to Bridge Street early March.

Officers also highlighted that Phase 3 plans are currently available for feedback and plans are expected to be updated in the coming weeks, before scheme and spend approval is sought from Policy Committee in April. The Forum requested a separate meeting to discuss additional improvements to on-carriageway cycle facilities and other feedback on the scheme.

ACTION: Organise a separate meeting to discuss Phase 2/3 in early March.

4. Local Cycling & Walking Infrastructure Plan - Update

Officers informed the Forum that they recently met WSP (led technical consultant) and Sustrans (led partner in Active Travel Consortium), who have been appointed by the DfT to provide support to authorities who are developing a Local Cycling and Walking Infrastructure Plan. Technical support for the Reading urban area will become available from September 2018. Officers also highlighted future opportunities for the Forum to feed into the development of the plan, as well as other stakeholders, via workshops and meetings.

5. Cycle Forum - Requested Schemes List

Officers were requested to review and report back on the latest position/progress against the following items included on the requested schemes list: 3, 5, 6-11, 26 (access), 28, 30 and 46. A discussion also took place on the legality of cyclists using existing crossing facilities on London Road and potential improvements, including 'tiger' crossing facilities at Kendrick Road/London Road, which will be added to requested schemes list.

A discussion also took place on possible funding sources that could be used to progress requested schemes, including business rate retentions.

ACTION - Report pooling on crossing facilities and pothole outside RBH.

ACTION - Circulate town centre signing proposals

ACTION - Investigate agreed extents of outdoor seating area along southern bank of the Oracle Shopping Centre.

ACTION - Clarify route from Napier Road underpass to the retail park and the bridge over the River Kennet.

6. Items Raised by Forum Members

a. Link between Watlington Street & Napier Road

Request for a crossing facility and supporting footway improvements linking Chestnut Walk to Homebase development (to be added to requested scheme list)

ACTION - Transport Planning to respond to BM and send plans showing cycle facilities through Homebase site.

b. Vastern Road Roundabout

Vastern Road roundabout scheme, including crossing improvements and spiral-markings, is currently being safety audited. The scheme will be implemented in next few months, subject to feedback from the road safety audit. A discussion also took place on the potential use of 'sharks' teeth road markings following off-street trials at TRL.

ACTION - Circulate spiral-marking scheme

ACTION - Investigate possible on-street trials of 'sharks' teeth road markings

c. Oxford Road Proposals

Site meeting held with Cllr Hacker and RCC to discuss concerns and possible improvements along Oxford Road corridor. Officers informed the Forum that a report will be taken to Traffic Management Sub-Committee in March to seek approval to re-advertise TROs for the Oxford Road Study.

ACTION - RCC to forward their meeting notes

d. Town Centre Signposting & Cycle Parking

The Forum requested more cycle parking in town centre, particularly near the Oracle.

ACTION - add new request to list for cycle parking in town centre

ACTION - Officers to review plans for additional cycle parking in town centre

ACTION - invite TVP to next Cycle Forum meeting to talk about cycle security

e. Traffic Light Timing (IDR & Castle Street)

AL & SB met prior to the Cycle Forum meeting re concerns about traffic signal timings at London Street/Queens Road and Castle Street roundabout. Officers informed the Forum that in addition to investigating changes to signal timings, they are also keen to investigate opportunities to spiral-mark Castle Street roundabout.

ACTION - Network Management to investigate changes to signal timings and spiral-marking of roundabout.

7. Any Other Business

A discussion took place on the Winter Maintenance Plan and changes to wording used.

ACTION - to be reported to and considered by Highways

Red routes - work commencing imminently. Lining works will implemented east to west along the number 17 bus corridor.

A brief discussion also took place on Clean Air Zones.

8. Date of Next Meeting

To be confirmed after local election.