

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
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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).

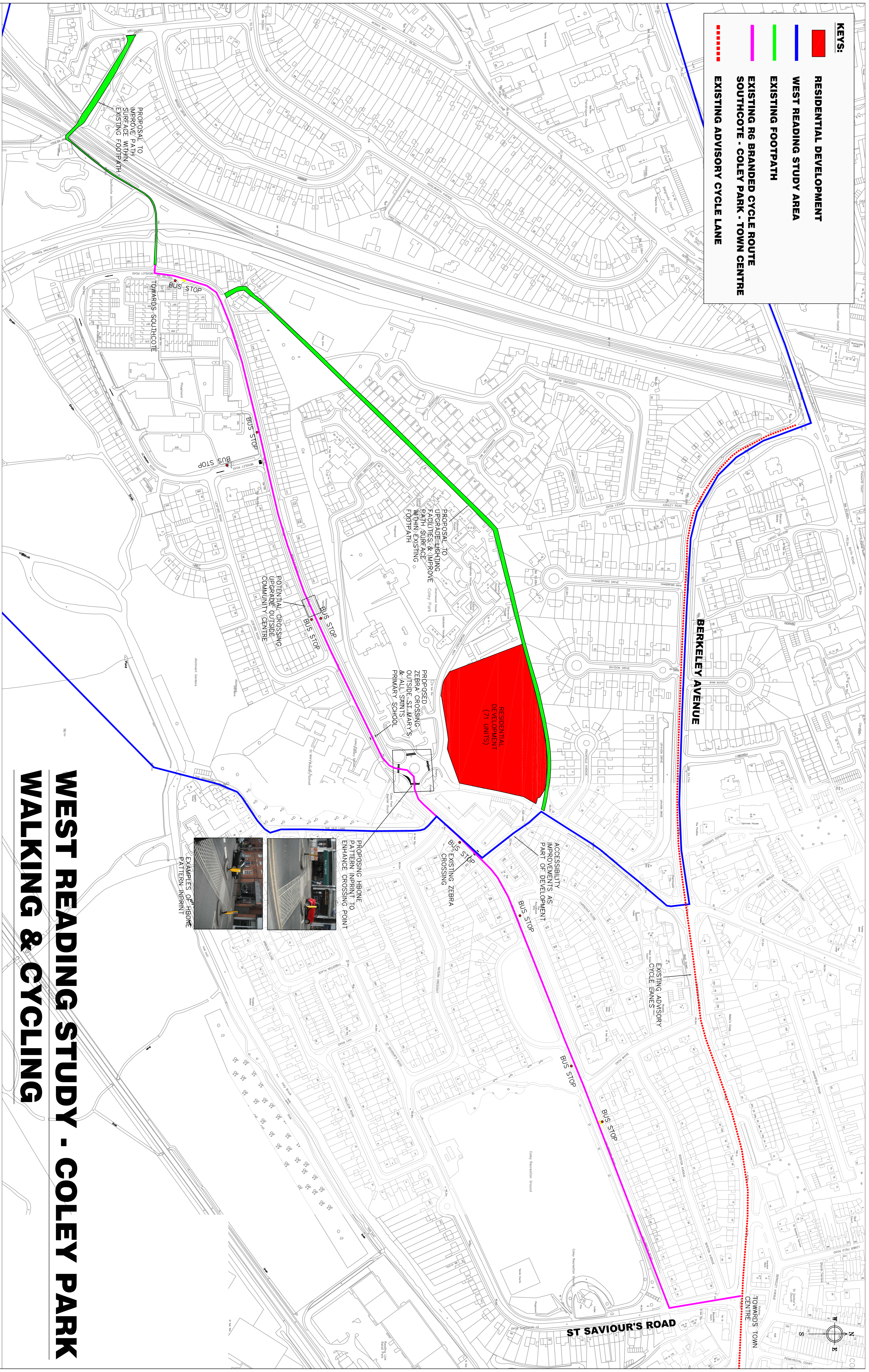
For further consideration:

- 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).

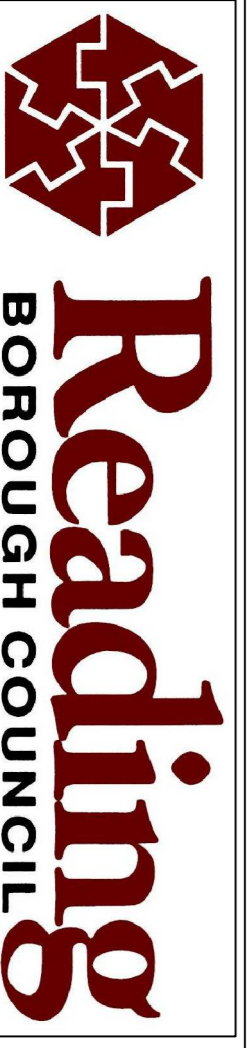
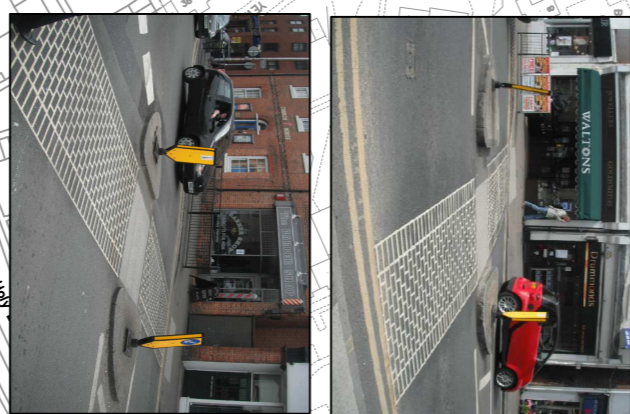
- b. Cost of providing inset parking bays on the south side of Wensley Road and Holybrook Road.

KEYS:

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

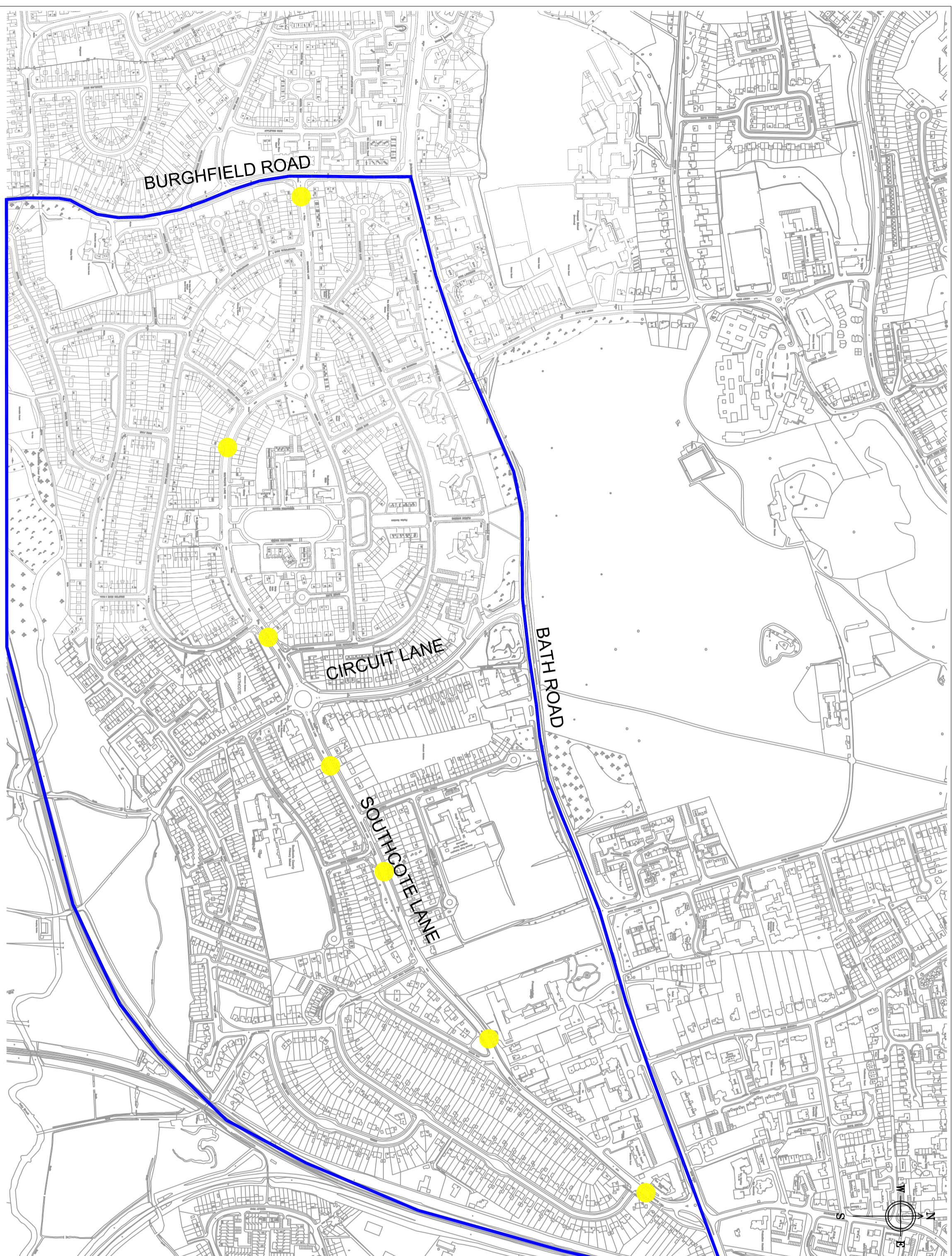


WEST READING STUDY - COLEY PARK WALKING & CYCLING



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

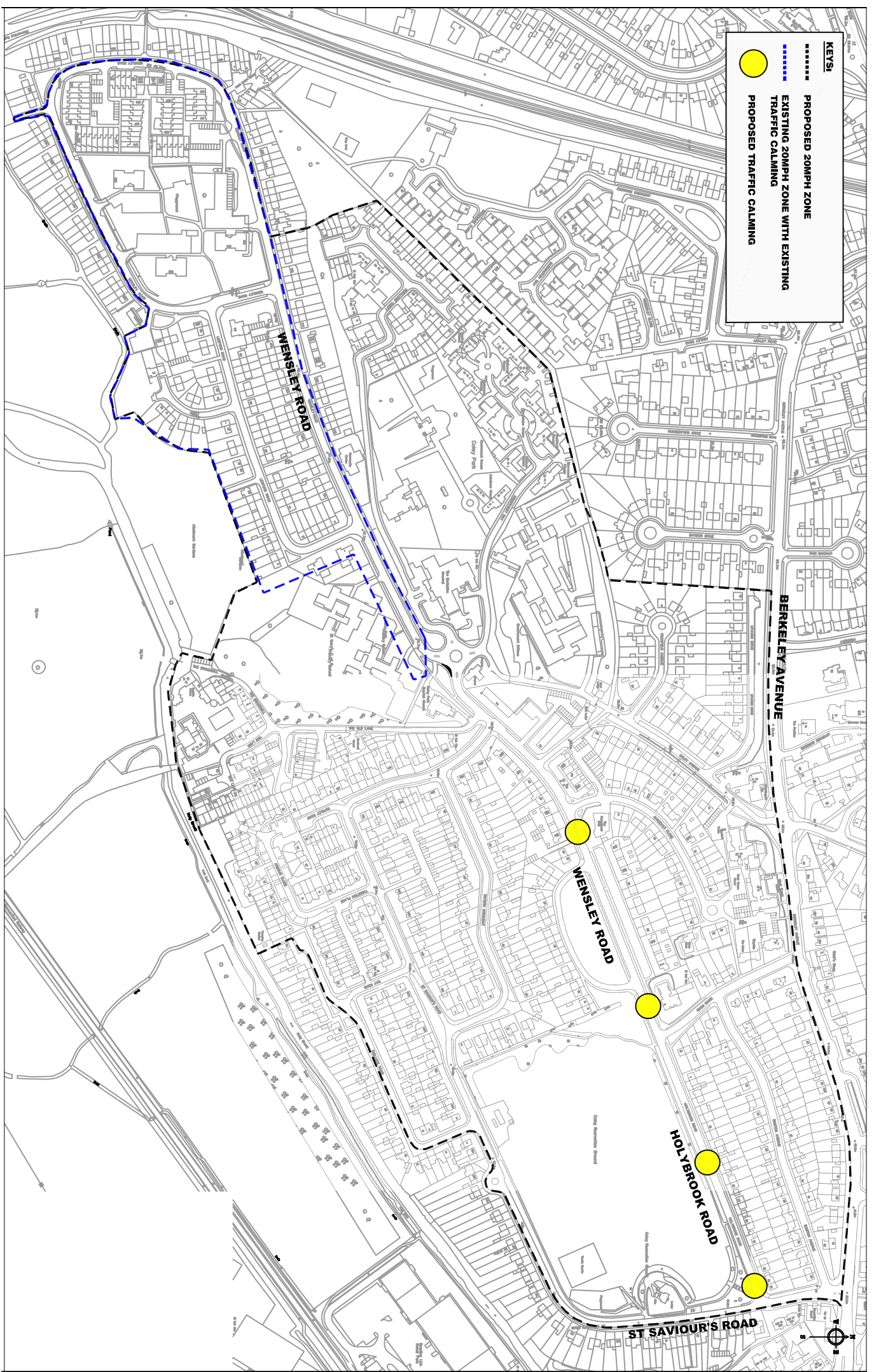
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<p>Project WEST READING STUDY</p> <p>Drawing PROPOSED 20mph ZONE & TRAFFIC CALMING MEASURES</p>	<p>CAD Drawing Local\RAWING\LOCATION</p> <p>Scale N.T.S</p> <p>Drawing no. APPENDIX 1</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: 1px solid black;">Drawn: JC</td> <td style="width: 50%; border-bottom: 1px solid black;">Checked: CM</td> </tr> <tr> <td style="border-bottom: 1px solid black;">Approved: SB</td> <td style="border-bottom: 1px solid black;">Date: MAY 2017</td> </tr> </table>	Drawn: JC	Checked: CM	Approved: SB	Date: MAY 2017
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KEYS:

- PROPOSED 20MPH ZONE
- EXISTING 20MPH ZONE WITH EXISTING TRAFFIC CALMING
- PROPOSED TRAFFIC CALMING