

To: Councillor Ayub (Chair)  
Councillors Yeo, Barnett-Ward, Carnell,  
Ennis, Gittings, Hacker, Hornsby-Smith,  
Hoskin, Keeping, Leng, Mitchell, Moore,  
Page and White

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4 January 2023

Your contact is: **Richard Woodford - Committee Services**

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 12 JANUARY 2023

Further to the agenda sent to you for the meeting of the Traffic Management Sub-Committee which will be held on Thursday, 12 January 2023 at 6.30 pm in the Council Chamber, Civic Offices, Reading, please find attached a supplementary report relating to the following:

- Agenda Item 4(a) - Petition - Tackling Speeding on St Bartholomew's Road

Richard Woodford  
Committee Administrator

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## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>12 JANUARY 2023</b>	<b>AGENDA ITEM:</b>	
<b>TITLE:</b>	<b>PETITION - TACKLING SPEEDING ON ST BARTHOLOMEW'S ROAD</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>CLIMATE STRATEGY AND TRANSPORT</b>
<b>SERVICE:</b>	<b>HIGHWAYS &amp; TRAFFIC SERVICES</b>	<b>WARDS:</b>	<b>PARK</b>
<b>LEAD OFFICER:</b>	<b>JAMES PENMAN</b>	<b>TEL:</b>	<b>0118 937 2202</b>
<b>JOB TITLE:</b>	<b>NETWORK SERVICES MANAGER</b>	<b>E-MAIL:</b>	<a href="mailto:NETWORK.MANAGEMENT@READING.GOV.UK">NETWORK.MANAGEMENT@READING.GOV.UK</a>

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

- 1.1 To report to the Sub-Committee the receipt of a petition requesting the Council to tackle speeding on St Bartholomew's Road.
- 1.2 To recommend that the request for speed calming be added to the regularly reported 'Requests for Traffic Management Measures' list of requests so that it may be recorded for future funding allocation.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the existing request for additional traffic calming on St Bartholomew's Road contained within the regularly-reported 'Requests for Traffic Management Measures' is updated to reflect the receipt of this petition.
- 2.4 That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.
- 2.4 That no public inquiry be held into the proposals.

#### 3. POLICY CONTEXT

- 3.1 Requests for new measures would need to be considered alongside the Borough Council's Traffic Management Policies and Standards and Strategic Aims, the Local Transport Plan (LTP), and Local Cycling, Walking and Infrastructure Plan (LCWIP).

## 4. THE PROPOSAL

### Current Position

- 4.1 On 4<sup>th</sup> January 2023, a petition was submitted to the Council, at the time of writing containing 64 signatures (43 from paper forms and 21 from an electronic form). The petition stated the following:

*Cars frequently drive too fast on St Bartholomew's Road which has a 20 mph speed limit. It is not uncommon for the cars at the side of the road to be driven into and recently a driver rolled their car over. Reading Council please can you tackle speeding on St Bartholomew's Road.*

- 4.2 Addressing the issue of speeding motorists is particularly challenging for a Local Authority. Despite motorists being in no doubt as to the speed limit, through nationally recognised presentation of the Highway, there sadly continues to be a proportion of motorists who wilfully choose to speed.

At this time, speed enforcement - which includes the placement and operation of fixed and mobile enforcement equipment - can only be undertaken by the Police. With funding and resource limitations alongside other policing priorities, enforcement cannot currently be relied upon to provide a sustained method in which to deter speeding. Reading Borough Council has been, and continues to lobby the government and Police for an increase in civil powers of enforcement against speeding motorists.

Local authorities have limited tools in which to address speeding, which are predominantly limited to the implementation of physical speed calming 'features', such as speed humps. It is understandable - and regretful - that the implementation of such features will not be welcomed by many, as they are indiscriminate and impact on the surrounding environment. For a Local Authority a scheme of features can also be resource-intensive and costly to design, install and maintain. However, until mooted mandatory technologies are in place to override motorist inputs and limit vehicle speeds, and/or autonomously impose fines on the offending motorist, there appears to be no alternative to these physical measures.

- 4.3 The Council has previously received a request for additional traffic calming on St Bartholomew's Road and the Sub-Committee agreed to add the request to Council's regularly reported 'Requests for Traffic Management Measures' list. This report was last updated for the November 2022 meeting of this Sub-Committee and informs the Sub-Committee of requests for traffic management measures that have been raised, where there is no identified funding for scheme development.

This report is a useful source for the Council when considering options for funding allocation through, for example, local 15% Community Infrastructure Levy (CIL) funds. Many schemes that originated from this list have been delivered and continue to be developed following funding allocations.

## Options Proposed

- 4.4 There is currently no allocated funding for the development and delivery of the requested changes. However, it is acknowledged and understandable that there is a demand for speed reduction features on St Bartholomew's Road.

It is recommended that the existing entry on the 'Requests for Traffic Management Measures' is adjusted to reflect the receipt of this petition. The entry will also be updated to reflect the latest Police-supplied road casualty data for the street.

It is expected that the next update report will be at the March 2023 meeting of this Sub-Committee.

## Other Options Considered

- 4.5 None at this time, as there is regrettably no identified funding to develop or deliver these requested features.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 The recommendation of this report does not directly deliver changes.

- 5.2 Full details of the Council's Corporate plan are available on the website and include information on the projects which will deliver these priorities.

## **6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS**

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).

- 6.2 The recommendation of this report does not directly deliver changes, so a Climate Impact Assessment has not been considered necessary. Once funding is available to deliver a scheme of traffic calming features, an Impact Assessment will be undertaken.

## **7. COMMUNITY ENGAGEMENT AND INFORMATION**

- 7.1 The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.

- 7.2 Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website ([www.reading.gov.uk](http://www.reading.gov.uk)).

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, 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 It is not considered that an Equality Impact Assessment is relevant at this time as the report recommendation does not directly lead to any physical change. Assessment will be considered once funding for development and delivery of a scheme is identified.

## **9. LEGAL IMPLICATIONS**

9.1 There are no foreseen legal implications relating to the recommendation of this report.

## **10. FINANCIAL IMPLICATIONS**

None arising from the recommendations of this report.

## **11. BACKGROUND PAPERS**

11.1 Requests for Traffic Management Measures (last updated at Traffic Management Sub-Committee, November 2022)