

To: Councillor Ayub (Chair)
Councillors Debs Absolom, Barnett-Ward,
Ennis, Hacker, Hopper, Jones, McGonigle,
Page, R Singh, Stanford-Beale and Terry

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

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 7 MARCH 2019

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 7 March 2019 at 6.30 pm in the Council Chamber, Civic Offices, Bridge Street, Reading. The Agenda for the meeting is set out below.

<u>ACTION</u>	<u>WARDS AFFECTED</u>	<u>Page No</u>
1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS		
1 (a) Questions submitted in accordance with the Panel's Terms of Reference		
1 (b) Presentation - Local Transport Plan: Future Challenges & Opportunities		
<p>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.</p>		
<p>This section of the meeting will finish by <u>7.30 pm at the latest.</u></p>		
2. MINUTES OF PREVIOUS MEETING - 10 JANUARY 2019		7 - 18
3. DECLARATIONS OF INTEREST		

CIVIC OFFICES EMERGENCY EVACUATION: If an alarm sounds, leave by the nearest fire exit quickly and calmly and assemble on the corner of Bridge Street and Fobney Street. You will be advised when it is safe to re-enter the building.

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

- 5 (a) **Petition from Residents of Norcot Road, House Number 275 to 291 - Objection to Red Route** **KATESGROVE; NORCOT** **19 - 22**

To report to the Sub-Committee the receipt of a petition objecting to a section of the Red Route scheme.

5 (b) **Other Petitions**

To receive any other petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.

6. **RED ROUTE - ROUTE 17** **ABBEY; BATTLE; KENTWOOD; PARK; REDLANDS; TILEHURST** **23 - 32**

A report providing the Sub-Committee with an update on the introduction of a Red Route waiting restriction along the Reading Buses Route 17 corridor.

7. **MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE** **BOROUGH WIDE** **33 - 42**

A report providing the Sub-Committee with an update on key progress and milestones associated with the current programme of major transport and highways projects in Reading.

8. **WAITING RESTRICTIONS REVIEW** **BOROUGH WIDE** **43 - 62**

Objections to Waiting Restriction Review 2018B & Request for Waiting Restriction Review 2019A

A report informing the Sub-Committee of objections received during statutory consultation for the agreed proposals that formed the 2018B programme and providing the list of new requests.

9. RESIDENT PERMIT PARKING UPDATE REPORT **BOROUGH WIDE** **63 - 78**

- (a) New and Outstanding Requests
- (b) Proposals for Statutory Consultation (East Reading Area - Wokingham Road)

A report providing the Sub-Committee with an update on the list of requests for Resident Permit Parking, including progress of developing schemes and any new requests that have been received and revised proposals for the Wokingham Road element of the East Reading Study Area Scheme.

10. RESULTS OF STATUTORY CONSULTATIONS - PAY AND DISPLAY MINOR CHANGES (HOSPITAL & UNIVERSITY AREA) **KATESGROVE REDLANDS** **79 - 100**

A report informing the Sub-Committee of comments and objections received during the statutory consultation for the agreed proposals to amend a number of parking restrictions within the Hospital and University parking scheme area.

11. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES **BOROUGH WIDE** **101 - 130**

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 Councillors.

12. EXCLUSION OF PRESS AND PUBLIC

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”

13. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

**ABBEY
BATTLE
CAVERSHAM
KATESGROVE
PARK
REDLANDS**

**131 -
244**

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

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

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Present: Councillor Ayub (Chair)
 Councillors Debs Absolom, Barnett-Ward, Ennis, Hacker, Jones, McGonigle, Page, Stanford-Beale and Terry.

Apologies: Councillors Hopper and R Singh.

32. FORMER TRANSPORT USERS’ FORUM - CONSULTATIVE ITEM

(1) Questions

Questions on the following matters were submitted, and answered by the Lead Councillor for Strategic Environment Planning and Transport on behalf of the Chair:

Questioner	Subject
Mo McSevney	20mile per hour zone in ‘Old Redlands’
Duncan Godding	Motorcycle use in Bus Lanes
Christopher Dodson	Parking Bays on Whiteknights Road

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

(2) Presentation - Vastern Road Roundabout Road Safety Proposals

John Lee, Reading Cycle Campaign, gave a presentation on possible road safety improvements at the roundabout where Vastern Road met Bridge Street and Napier Road. A number of the issues and proposed improvements covered in the presentation were also discussed by the Sub-Committee in their consideration of a report on the Vastern Road roundabout elsewhere on the agenda (Minute 44 refers).

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

Resolved - That John Lee be thanked for his presentation.

33. MINUTES

The Minutes of the meeting of 1 November 2018 were confirmed as a correct record and signed by the Chair.

34. DECLARATIONS OF INTEREST

Councillor Stanford-Beale declared a non-pecuniary interest in the items regarding Vastern Road Roundabout, insofar as they included discussion of bus lanes, on the grounds that she was a Director of Reading Transport Limited.

35. QUESTIONS FROM COUNCILLORS

A question on the following matter was submitted, and answered by the Lead Councillor for Strategic Environment Planning and Transport on behalf of the Chair:

Questioner	Subject
Councillor White	Tackling Car Congestion at School Gates

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

36. HIGHWAY MAINTENANCE AND POTHOLE REPAIR PLAN 2018/2019 UPDATE REPORT

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of a £643,000 allocation to the Council from additional Department for Transport (DfT) funding for local highways maintenance work in the current Financial Year, and of the progress with the Pothole Repair Plan 2018/2019.

The report explained that the £643,000 additional funding was for ‘local highways maintenance, including the repair of potholes, to keep local bridges and structures open and safe, as well as to help aid other minor highway works that may be needed’, and was in addition to funding already awarded to the Council from the DfT Pothole Action Fund and Pothole and Flood Resilience Funding. A table in the report set out the proposed allocation of the funding in the highway maintenance areas of: Pothole Repairs / Pothole Repair Plan 2018/2019; Major Roads Resurfacing; Minor Roads Surfacing; Footway Reconstruction and Bridges / Structures.

The report explained that as in previous years, a Pothole Repair Plan had been set up for 2018/19 to enable potholes of a lesser depth than the Council’s normal investigatory criteria to be repaired. Potholes for inclusion in the Pothole Repair Plan 2018/19 were being identified by Neighbourhood Officers through highway inspections and/or following ad hoc reports received by the Council. Officers had been selecting the roads from their respective inspection areas on a priority/needs basis to ensure a fair distribution of work across the Borough. The 2018/19 Plan had commenced in October 2018 and would be continuing through to 31 March 2019; as at 14 December 2018 410 potholes had been repaired under the Plan and it was estimated that in the region of 1700 potholes would be repaired by the end of March. The Plan was operating concurrently with the statutory highway inspection regime and delivered using existing in-house Council Highway Operative resources and equipment.

Resolved -

- (1) That the allocation of £643,000 from the additional £420 million funding for local highways maintenance work for this Financial Year, as announced by the Chancellor of the Exchequer in the Budget 2018 and confirmed in the Department for Transport correspondence dated 13 November 2018 be noted;
- (2) That the progress on the Pothole Repair Plan 2018/2019 be noted.

37. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on key progress and milestones associated with the current programme of major transport and highways projects in the Borough namely:

- Reading Station Area Redevelopment (Cow Lane Bridges)
- South Reading Mass Rapid Transit (Phases 1-4)
- Reading Green Park Station
- Thames Valley Park Park & Ride
- East Reading Mass Rapid Transit
- NCN (National Cycle Network) Route 422

The report also gave an update on the following unfunded schemes:

- South Reading Mass Rapid Transit (Future Phases)
- Reading West Station Upgrade
- Tilehurst Station Access Improvements
- Third Thames Crossing East of Reading

It was noted at the meeting that Wokingham Borough Council had refused planning permission for the East Reading Mass Rapid Transit scheme, and that the next steps would be announced in the near future.

Resolved - That the progress on delivery of the programme of major transport schemes as set out within the report be noted.

38. BI-ANNUAL WAITING RESTRICTION REVIEW - 2018B PROPOSALS FOR STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report seeking approval for statutory consultation on new or altered waiting restrictions. A table setting out the Bi-Annual Waiting Restriction Review Programme list of streets and officer recommendations, including any comments from Councillors, was attached to the report at Appendix 1 and drawings to accompany the officer recommendations in Appendix 1 were attached to the report at Appendix 2.

The report explained that approval had been given at the meeting on 12 September 2018 (Minute 16 refers) to carry out investigation at various locations, following requests that the Council had received for new or amended waiting restrictions. Officers had investigated the list of requests and had considered appropriate measures to overcome each issue. Proposals had been shared with Ward Councillors to provide them with an opportunity to informally consult with residents, consider the recommendations and provide any comments.

The Sub-Committee considered the 72 requests and recommendations which were set out in Appendix 1, and approved statutory consultation being carried out where the officer recommendation was to implement new or altered waiting restrictions.

Resolved -

- (1) **That the report be noted;**

- (2) That the Head of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposed waiting restrictions set out in Appendices 1 and 2 of the report;
- (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 objection(s) 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 inquiry be held into the proposals.

39. RESIDENT PERMIT PARKING UPDATE

Further to Minute 17 of the meeting held on 12 September 2018, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of feedback received during statutory consultation for proposed Resident Permit Parking (RPP) schemes for Harrow Court, East Reading area and The Willows/St Stephens Close area. The report also set out proposals for the Lower Caversham area RPP scheme which had been developed following informal consultation.

Harrow Court

Appendix 1 of the report set out the responses received in relation to the advertised Traffic regulation order (TRO) for the Harrow Court RPP scheme proposals, and a Drawing to show the advertised scheme proposal.

East Reading area

Appendix 2 of the report set out:

- a) Responses received in relation to the advertised TRO for the East Reading area, Part 1 proposals
- b) Responses received in relation to the advertised TRO for the East Reading area, Part 2 proposals
- c) General responses received in relation to the advertised TRO for the East Reading area RPP scheme proposals
- d) drawings to show the advertised East Reading area RPP scheme proposals.

An update report was tabled at the meeting which explained that, following a review of the responses that had been received in relation to the East Reading area scheme, it was recommended to replace the proposed Residents Parking only bay in Whiteknights Road with a double yellow lines restriction, and to remove the proposed restrictions in

Wokingham Road from the scheme. The revisions had been considered necessary due to the volume and content of objections to these specific proposals.

Councillor McGonigle moved an amendment, which was seconded by Councillor Jones and carried, which proposed that: the East Reading Area Part 1 scheme be implemented as soon as possible; a report on the impact of the Area Part 1 scheme be submitted to the November 2019 meeting of the Sub-Committee, and a decision on whether to implement the Part 2 scheme be made following consideration of the report.

Bernadette Cowling, representing Earley Christian Fellowship, attended the meeting and addressed the Sub-Committee on the proposed restrictions in Wokingham Road.

The Willows and St Stephens Close

Appendix 3 of the report set out responses received in relation to the advertised Traffic regulation order for the The Willows & St Stephens Road area RPP scheme proposals and a drawing to show the advertised scheme proposal.

Proposed Lower Caversham area scheme

The report explained that officers and Ward Councillors had considered feedback received during the concept scheme design informal consultation stage and had developed a revised proposal. Appendix 4 of the report set out revised scheme drawings and it was recommended that the scheme be progressed to statutory consultation.

Resolved -

- (1) That the report be noted;**
- (2) That the marked bay restriction (shared-use) on Whiteknights Road be removed from the resultant Traffic Regulation Order and that officers conduct a statutory consultation on the implementation of double yellow lines in place of this proposed bay;**
- (3) That the proposed restrictions for Wokingham Road be removed from the resultant Traffic Regulation Order and that revised proposals be recommended for statutory consultation at a future meeting;**
- (4) That the proposed restrictions associated with the Harrow Court, East Reading and The Willows & St Stephens Close resident permit parking schemes, with the exception of those referred to in (2) and (3) above, be approved as advertised;**
- (5) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders, and no public inquiry be held into the proposals;**
- (6) That, should funding permit, Officers develop the proposals for implementation;**
- (7) That the East Reading Area Part 1 scheme be implemented as soon as possible;**

- (8) That a report on the impact of the East Reading Area Part 1 scheme be submitted to the November 2019 meeting of the Sub-Committee, and that following consideration of the report a decision be made on whether to implement the East Reading Area Part 2 scheme;
- (9) That respondents to the statutory consultation be informed of the decision accordingly;
- (10) That the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals for a Lower Caversham residents permit parking scheme as set out in Appendix 4, and for the proposed implementation of a double yellow lines restriction in place of the proposed bay on Whiteknights Road (see (2) above), in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (11) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (12) That any objections received during the statutory consultation be reported to a future meeting of the Sub-Committee;
- (13) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;
- (14) That no public enquiry be held into the proposals.

40. PROPOSED CLOSURE OF MEADOW ROAD AND MILFORD ROAD - UPDATE

Further to Minute 9 of the meeting held on 13 June 2018, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with a design for the proposed closures of Meadow Road and Milford Road, and supplementary measures, that had been developed following the receipt of local feedback to the concept. The report sought approval for statutory consultation on the proposed measures; a copy of the design proposal was attached to the report at Appendix 1.

The report noted that the forthcoming completion of Network Rail's works at Cow Lane Bridges would result in the removal of permanent traffic lights and the creation of full two-way traffic operation through the bridges. This was likely to result in more traffic using Portman Road and Richfield Avenue to reach Caversham Road, with a risk that, particularly during peak-times, some traffic might try to use a shortcut route via Tessa Road, Cremyll Road, Milford Road, Meadow Road and then use Addison Road, Ross Road, Swansea Road and Northfield Road as a bypass to any queuing traffic. Informal consultation had been carried out on a proposal to close Meadow Road near to its junction with Milford Road, and Milford Road near to its junction with Cardiff Road.

The report stated that feedback that the Council had received had made it apparent that closing Meadow Road and Milford Road would isolate a small number of businesses in Cardiff Road from being able to receive deliveries, unless supplementary measures were considered. The same issue for residential deliveries would also arise. A design proposal had therefore been developed which included the closure of Milford Road and Meadow

Road, but also the removal of the width restriction on Addison Road, north of its junction with Ross Road. The proposal would create a route between Caversham Road and Cardiff Road, without enabling a rat-run, and would also allow some additional parking spaces to be created, where this was currently prevented by the width restriction.

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 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 submitted to a future meeting;**
- (5) That the Head of Transportation and Streetcare, or their representative, 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.**

41. HOSPITAL & UNIVERSITY AREA PARKING SCHEME - MINOR AMENDMENTS

Further to Minute 8 of the meeting held on 13 June 2018, the Director of Environment and Neighbourhood Services submitted a report asking the Sub-Committee to approve statutory consultation for implementing minor alterations to a number of parking restrictions within the Hospital and University area parking scheme. Drawings showing the proposed alterations to the parking scheme were attached to the report at Appendix 1.

The report explained that previously agreed changes to the scheme, including the agreement to increase pay and display charges by 10p per tariff, which had been agreed at the meeting on 11 January 2018 (Minute 64 refers), had not yet been implemented. It had been decided that some of the agreed proposals required further consideration of public feedback, and for officers and Ward Councillors to develop alternative proposals. Appendix 1 set out a series of drawings to show the results of this development and the final proposals that were recommended for statutory consultation. Once all changes had been agreed the implementation of restriction changes in the parking scheme area would be conducted as a single scheme, in order to be more cost effective and ensure clarity of the restrictions across the scheme, supporting enforceability.

Resolved -

- (1) That the report be noted;**
- (2) That the Head of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations**

- 1996, for the proposed alterations to the Hospital and University area parking scheme in Appendix 1;
- (3) That subject to no objections being received during the period of statutory consultation, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
 - (4) That any objection(s) received, following the statutory advertisement, be submitted to a future meeting;
 - (5) That no public inquiry be held into the proposals.

42. OXFORD ROAD AREA STUDY: ADDITIONAL PROPOSALS FOR STATUTORY CONSULTATION

Further to Minute 79 of the meeting held on 8 March 2018, the Director of Environment and Neighbourhood Services submitted a report asking the Sub-Committee to approve a statutory consultation on revised proposals for Oxford Road, following a safety audit, which would provide additional benefits to the flow of buses toward the Norcot Road and Bedford Road junction approaches. Drawings of the revised corridor proposals for safety audit and statutory consultation were attached to the report at Appendix 1.

The report noted that approval had been granted for bus lane improvements along Oxford Road at the March 2018 meeting (Minute 79 refers); however, officers had been working to consider further measures to address other key areas, particularly the improvement of bus journey times at the Bedford Road junction and toward the Norcot Road roundabout. The proposals set out at Appendix 1 would achieve this through the reallocation of existing road space, or by minor adjustments to the road alignment. Where these adjustments had been considered necessary, officers had sought to design the scheme in a way that minimised the extent of these works to ensure that they were cost effective, relative to the anticipated benefits. The improvements to bus lanes would also provide additional areas for cycling outside of the general traffic lanes.

The report also summarised other measures being considered within the wider Oxford Road corridor study including wider use of 20mph speed limits in narrow residential streets and lowering the speed limit of Portman Road, Cow Lane and Richfield Avenue to 30mph.

Resolved -

- (1) That the report be noted;
- (2) That the revised proposals in Appendix 1 proceed to safety audit and statutory consultation;
- (3) That the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (4) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;

- (5) That any objections received during the statutory consultation be submitted to a future meeting;
- (6) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;
- (7) That no public enquiry be held into the proposals;
- (8) That public drop-in events be held in addition to the statutory consultation.

43. ANNUAL PARKING SERVICES REPORT 2017-2018

The Director of Environment and Neighbourhood Services submitted a report presenting financial and statistical data on the Council's civil parking enforcement activities during 2017-2018. A copy of the Parking Services Annual Report 2017-2018 was attached to the report at Appendix 1.

The report stated that it was intended that the Annual Report for 2017-2018 would be published in January 2019.

Resolved -

- (1) That the report, and the availability of annual reports for 2008-2017 on the Council's website, be noted;
- (2) That the intention to publish the Annual Report for 2017-2018 in January 2019 be noted.

44. ROAD SAFETY IMPROVEMENT - VASTERN ROAD ROUNDABOUT WITH GEORGE STREET (READING BRIDGE) AND NAPIER ROAD

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of proposed road safety improvements at the roundabout where Vastern Road (IDR) met Bridge Street (Reading Bridge) and Napier Road. A drawing showing the existing and proposed layout of the roundabout was attached to the report at Appendix 1.

The report explained that the Vastern Road roundabout was a five road, multi-lane entry/exit junction which resulted in it being less clear to users how to approach it. Consequently, certain movements could result in lane changes within the roundabout leading to accidents. The casualty statistics for the junction had shown a steady increase over the previous few years with a growing number of cyclists being injured. Over the three year period 2015 to 2017 there had been 26 casualties recorded at the roundabout, 18 of this total had been cyclists, with two main cluster areas around the northwest side (Vastern Road West) and east side (Napier Road).

The report explained that it had been the wish to re-line the roundabout for some time as a road safety improvement, but that this had proved challenging due to the number of lanes and entry/exits into the roundabout. The proposed improvements consisted of re-lining to clarify lane destinations and removing the need for lane changes within the roundabout. The expectation was that this alteration would reduce all collisions but specifically motor vehicle/pedal cycle collisions and the resultant casualties. Users would

have to change established habits to adjust to the new layout and ensure they were in the correct lane before entering the roundabout. This would require further information on Forbury Road and Vastern Road (under the railway) prior to the roundabout to ensure that users were in the correct lane.

The report referred to a suggestion, also referred to in the presentation (Minute 32 above refers), that continental style give way markings be used on the Vastern Road west side entry to the roundabout. This was currently a non-prescribed road marking but early indications were that the Department of Transport (DfT) would allow a trial within Reading specifically aimed at improving safety for cyclists. The Committee supported further discussions with the DfT on using these markings.

Resolved -

- (1) That the report and proposed road safety improvements to the roundabout be noted;**
- (2) That officers discuss the possible use of alternative give way markings at the roundabout with the Department for Transport, and report back to the Sub-Committee on the outcome.**

45. CYCLE FORUM - MEETING NOTE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions from the Cycle Forum held on 31 October 2018.

Resolved - That the minutes from the Cycle Forum held on 31 October 2018 be noted.

46. 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 the item below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

47. 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 twenty applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to application 1 a second discretionary resident permit be issued, personal to the applicant and charged at second permit rate;**
- (2) That with regard to application 2 a first or second discretionary resident permit be issued, personal to the applicant, subject to confirmation as to whether this was the first or second permit for the property;**

- (3) That with regard to application 3 a third discretionary resident permit be issued, personal to the applicant;
- (4) That with regard to application 4 a third discretionary resident permit be issued, personal to the applicant;
- (5) That, with regard to application 6 a second discretionary resident permit be issued, personal to the applicant, subject to the provision of adequate vehicle proofs;
- (6) That, with regard to application 7, a first discretionary resident permit be issued, personal to the applicant;
- (7) That, with regards to application 10, a first discretionary resident permit be issued, personal to the applicant, on the grounds that this was a renewal of an existing permit that had been issued in error;
- (8) That, with regard to application 11, a first discretionary resident permit be issued, personal to the applicant, to run until the end of September 2019;
- (9) That, with regard to application 12, a third discretionary resident permit be issued, personal to the applicant, and that the property be referred to Council Tax enforcement;
- (10) That, with regard to application 13, a first discretionary resident permit be issued, personal to the applicant, subject to the provision of adequate vehicle proofs;
- (11) That, with regard to application 14, a third discretionary resident permit be issued, personal to the applicant, subject to the provision of adequate vehicle proofs;
- (12) That, with regard to application 15, a first discretionary resident permit be issued, personal to the applicant;
- (13) That, with regard to application 16, one book of discretionary visitor permits be issued;
- (14) That the Director of Environment and Neighbourhood Services' decision to refuse applications 5, 8, 9, 17, 18, 19 and 20 be upheld.

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

(The meeting started at 6.30 pm and finished at 8.42 pm).

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	7 MARCH 2019	AGENDA ITEM:	5(a)
TITLE:	PETITION FROM RESIDENTS OF NORCOT ROAD, HOUSE NUMBERS 275 TO 291 - OBJECTION TO RED ROUTE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	KENTWOOD / NORCOT
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 report to the Sub-Committee the receipt of a petition objecting to a section of the Red Route scheme.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition and its contents be recorded as an objection to the Red Route, for inclusion in a future report on the western section of the Red Route.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

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

4. THE PROPOSAL

- 4.1 The Council has received a petition from residents of Norcot Road, which contains 11 signatures, on behalf of 14 persons at 9 different addresses.
- 4.2 The reads as follows:

*'We are petitioning for the red route scheme recently implemented along the stretch of Norcot Road house numbers 275-291, to be replaced by an alternative scheme. Our houses sit back from the highway, with tarmac access to our driveways for vehicles and there are 2 pedestrian pathways (one by the road and one in front of the houses). In the past we have always parked cars on the access to our driveways or on the grass in between. (Photo attached). **By parking there we didn't cause an obstruction or hazard on the highway or the pedestrian paths. Since the introduction of the red route, numerous parking fines have been incurred due to cars being parked in this way. The impact of the scheme has meant that we are now having to park cars in local side streets where space is already limited and the obvious difficulties that occur with deliveries being made.***

It seems ludicrous that these areas cannot be used to park vehicles in when it causes no disruption to traffic flow or presents obstacles or hazards to pedestrians or cyclists, which is why the scheme was implemented.

Attached are details of the residents raising objections to this scheme together with contact details. We would welcome a site visit to discuss in more detail.

We understand the need for busses and cars to flow freely and the need for a scheme that stops parking on the highway. We would like the red route changed to another scheme to enable us to park outside our houses without incurring fines or an exclusion area for this stretch of the road'.

- 4.3 The Sub-Committee is asked to note the petition.
- 4.4 The western section of the Red Route, to which this petition refers, has been implemented under an experimental order and we are, as such, still within the formal consultation phase.

This process invites objections and other comments that can be considered for potential alterations to the experimental, and/or final Traffic Regulation Order.

- 4.5 Officers will record and consider the contents of this petition in the context of the aforementioned consultation and will be reporting on the western section of the Red Route at a future meeting. Officer recommendations relating to this, and any other comments received, will be reported at this meeting.
- 4.6 Parking on the footways and verges can cause obstruction to pedestrians, particularly those with mobility aids or push-chairs, and obstruction to sightlines for users of other vehicles, whether motor vehicles or bicycles.

- 4.7 The footways and verges are not constructed to support vehicular traffic, unless specifically indicated otherwise, and there are legislative offences that apply to obstruction, driving on a footway (other than gaining access to an off-street parking place via a specially-constructed footway crossing) and damaging the public Highway.

Damage can make an area look unsightly, increase Council maintenance costs and put members of the public at increased risk. Damage may also be incurred to utility apparatus, which also may not be constructed or placed in such a way that is safe for vehicular passage.

- 4.8 Red Route restrictions are waiting restrictions, in the same ‘family’ of restrictions as yellow-lines. Just like these other waiting restrictions, they apply to the entire width of Highway land, from the centre of the carriageway to the boundary on the same side of the road as the marking/signing - this includes areas of footway and verge.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This programme supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:

- Keeping Reading’s environment clean, green and safe
- Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The lead petitioner will be informed of the decisions of the Sub-Committee, following publication of the meeting minutes.

7. LEGAL IMPLICATIONS

- 7.1 The western section of the Red Route is currently implemented by an experimental Traffic Regulation Order. This petition will be recorded as an objection to the Order and reported for consideration of the Sub-Committee - alongside other comments received and following Officer consideration of the contents - at a future meeting of the Sub-Committee, when Officers will seek changes to the Order, or to make the Order permanent.

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 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics. The experimental Order creates a long period for statutory consultation, which provides an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals permanently.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	7 MARCH 2019	AGENDA ITEM:	6
TITLE:	RED ROUTE - ROUTE 17		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	TILEHURST, KENTWOOD, BATTLE, ABBEY, REDLANDS, PARK
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To update the sub-committee on the introduction of a *Red Route* waiting restriction along the Reading Buses Route 17 corridor.
- 1.2 The *Red Route* waiting restriction has been in place on the east side (Borough boundary to the IDR) of the Reading Buses Route 17 for just over a year. The west side *Red Route* restriction from the junction of Park Lane with Mayfair in Tilehurst to the IDR has been in place since late summer 2018.
- 1.3 Initial enforcement was limited to busiest periods and focused on drivers pulling up onto the footway. Since October 2018 enforcement has been increased to daytime operations using the camera vehicle.
- 1.4 Relatively few comments have been made on the use of the no stopping restriction and of those that have been received they are very specific to individual experiences.
- 1.5 A sample of bus journey times taken in January 2019 and comparing them to the same journey in the same period in January 2018 shows promising benefits to public transport.
- 1.6 This report seeks to make permanent the east side *Red Route* restriction which has been in place for over a year. An assessment of the west side will be made and brought back to the Sub-committee in June 2019.

1.7 Appendix 1 - consultation sample material used

Appendix 2 - sample of bus journey times, east side *Red Route*.

Appendix 3 - Red Route PCN issue to end January 2019

2. RECOMMENDED ACTION

2.1 That the Sub-Committee note this report.

2.2 That the Sub-committee agree to:

2.2.1 The Head of Legal Services be authorised to make the appropriate experimental Traffic Regulation Order into a permanent Traffic Regulation Order under the Road Traffic Regulation Act 1984, advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2.2.2 The issue of parking on the verge and footway within the *Red Route* as highlighted in 4.5 will be addressed at the next meeting of the Sub-committee.

2.2.2 That no public enquiry be held into the proposal.

3. POLICY CONTEXT

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

4. THE PROPOSAL

4.1 The *Red Route* waiting restriction has been in place on the east side (Borough boundary to the IDR) of the Reading Buses Route 17 for just over a year. The west side *Red Route* restriction from the junction of Park Lane with Mayfair in Tilehurst to the IDR has been in place since late summer 2018. Appendix 1 is a sample of the material used during the initial consultation of the Red Route.

4.2 As the east side of the Reading Buses Route 17 *Red Route* has been in place for over a year the initial objection period has now elapsed. The reason the restriction remains under an experimental order is due to the west side of the restriction taking longer than expected to deliver. Once the west side of the route was delivered enforcement has been increased to cover the busiest periods of the day by the camera vehicle. The increase of enforcement commenced in October 2018 (see Appendix 3). Since commencement of enforcement action over one thousand penalty charge notices (PCNs) have been issued. A *Red Route* is a no stopping restriction and enforcement initially focused on drivers pulling up and stopping on the footway.

- 4.3 In the main the *Red Route* replaced yellow line restrictions already in place to manage parking and permitted stopping activities. Many of the double yellow line restrictions along the whole corridor included loading bans either at all times or during the busiest periods of the day. The replacement of the yellow line restrictions with the *Red Route* is intended to improve the management of parking and journey times along this important public transport corridor. The number of PCNs issued demonstrates the level of abuse of the waiting restrictions that, in essence, have existed for many years.
- 4.4 Relatively few comments have been made on the use of the no stopping restriction to the east side of the route. Of the few comments received they are very specific to loading/unloading activities. Where additional consideration is required for loading/unloading activities special authorisation may be granted. Appendix 2 is a summary of the three requests for change received since the introduction of the *Red Route* to the east side of the Route 17.
- 4.5 Although not directly related to the east side *Red Route* parking on the footway or verge has been raised by some residents. There are a small number of residents who have been parking on the footway/verge in contravention of the Highways Act. All waiting restrictions apply to the whole of the highway and the *Red Route* is no exception. Consequently PCNs have been issued where footway/verge parking has been detected along the *Red Route*. This subject will be addressed at the June meeting of the Sub-committee.
- 4.6 Appendix 2 is a sample of bus journey times for the east side *Red Route* taken in January 2019 and comparing them to the same journey in the same period in January 2018. These samples of actual journeys made show promising benefits to public transport. As can be seen public transport journeys have improved and, most importantly, journey times are more consistent. Consistent journey times are significant to public transport operators in providing a reliable service. These are just sample counts and it is a little early to make any meaningful assessment. As is demonstrated by the numbers of PCNs being issued there is significant abuse of the restriction with vehicles stopping on the *Red Route*. This will only improve through enforcement but the expectations are journey times for all users will continue to improve.
- 4.7 In conclusion; with minimal feedback, no formal objection and signs of improvement to public transport journey times the recommendation is to make the east side *Red Route* restriction permanent.

6. CONTRIBUTION TO STRATEGIC AIMS

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

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

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Initial informal consultation and feedback from events as previously reported. Over a year of use of the east side *Red Route* has provided the opportunity for users to comment.

8. LEGAL IMPLICATIONS

8.1 The Order will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

9. EQUALITY IMPACT ASSESSMENT

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

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

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

10. FINANCIAL IMPLICATIONS

10.1 The making permanent of the Traffic Regulation Order (TRO) will be funded from within existing transport budgets.

11. BACKGROUND PAPERS

11.1 Policy Committee 20th July 2015, TM Sub-committee March 2017, TM Sub-committee September 2017.

Why do we need a Red Route?

'Purple 17' is by far Reading's busiest and best used bus service. More than 4.5 million individual journeys were made on 'purple 17' bus route last year – that's more than 90,000 trips every week.

It is also Reading's longest bus route. It runs from Tilehurst in the west, along Norcot Road and the Oxford Road and through the town centre. It then runs east along the Kings Road, through Cemetery Junction and along the Wokingham Road.

Reading continues to grow. We need to encourage even more people to choose public transport as a way of getting around town. One way of doing that is to keep bus services quick, easy and reliable by giving buses priority and reducing delays for bus passengers. A Red Route along this important bus corridor will help us achieve that by preventing drivers from stopping or parking along this busy route and disrupting the flow of traffic for buses and for other road users.

The Council also regularly lobbied on safety concerns from residents and road users relating to vehicles double-parking along the busy route, or cars illegally parking or part-parking on pavements. The introduction of a Red Route will help prevent this through more effective enforcement, which will create a safer environment for local residents, pedestrians and cyclists.

How will the Red Route Work?

Where double red lines are marked, it means **no stopping at any time, even for short periods of loading or unloading.** The restriction would apply 24 hours a day, 7 days a week and 365 days a year. Restrictions would be enforced by CCTV cameras positioned along the route. Penalty Charge Notices (PCN) could be issued to vehicle drivers who ignore the restriction.

Only disabled blue badge holders and hackney carriages (black cabs) would be permitted to stop on the double red lines to allow for boarding and alighting only, as well as emergency services.

Where single red lines are marked, drivers can only stop or park in accordance with the signed restrictions on that stretch of road. Again, the restrictions would be enforced by CCTV and penalty charge notices would be issued to vehicles ignoring those restrictions.

Below are examples of each type of signage:



Working with:



Where can people park or stop?

The Council knows that parking bays are an essential part of any red route scheme. Again, it is important to note that the Council intends to retain all existing parking, loading and disabled bays along the length of the route wherever possible as part of the red route proposal.

People will therefore be able to park and stop in existing parking bays along the length of the route in accordance with local restrictions. These restrictions are outlined on signposts located nearby.

Where there is a single red line, drivers can only stop or park in accordance with the signed restrictions on that stretch of road.

There is no parking or stopping on double red lines at any time (unless for boarding and alighting for disabled blue badge holders or Hackney Carriages)

As part of the informal consultation process, the Council will look to identify opportunities to introduce additional loading or parking bays, or more flexible parking restrictions, where possible and where they may benefit local businesses or residents.

Where can you Load/Deliver?

Loading bays are an essential part of any red route as they allow local businesses (and the public) to make deliveries and receive them. Existing loading bays will be maintained along the length of the route as part of the Red Route proposal. Existing loading bays along the Number 17 route have variable time restriction, and this will remain the case where possible.

Apart from existing loading bays, no loading or unloading would be permitted along the Red Route.

As part of the informal consultation process, the Council will look to identify opportunities to introduce additional loading bays, or more flexible loading bay restrictions, where possible and where they may benefit local businesses or residents.

Permits for Special Activities

Red Routes are used to prevent delays to all other road users and keep traffic moving. If you stop or park your vehicle on a Red Route outside permitted hours you are likely to receive a penalty charge notice (PCN).

The Council understands there will be particular activities where special dispensation may be needed however. Examples may include residents moving house, businesses receiving or making bulky deliveries or people undertaking building works.

As part of the Red Route proposals, the Council proposes to create a permit scheme (which will be free during the experimental phase). The permits will offer either residents or businesses the opportunity to carry out these special activities outside of the permitted restrictions.

Permits would be required to either load or unload for longer than a bay's time limit, or to park on red lines during restricted hours.

Permit applications will be made to Reading Borough Council.

RED ROUTE - READING

Red Route proposal for bus route 17

The Council is proposing to introduce a red route along the length of the number 17 bus route. This is to help keep key public transport moving, prevent delays for bus passengers and improve safety for pedestrians and cyclists and local residents.

Red Routes are 'no stopping' restrictions which have been successfully used in London for many years to help reduce delays along important bus corridors.

The proposal in Reading is for a red route made up of a combination of double red and single red lines, which would mirror the existing single yellow and double yellow lines along the route.

Double red marking would mean no stopping at all times – Monday to Sunday – including for short periods of loading or unloading. Single red lines would mean stopping during permitted hours only.

It is important to note that the Council wherever possible intends to retain all existing parking, loading and disabled bays along the length of the route as part of the proposal. There will also be the opportunity to introduce additional parking bays and more flexible parking along certain sections of the route, where it would benefit local businesses or residents.

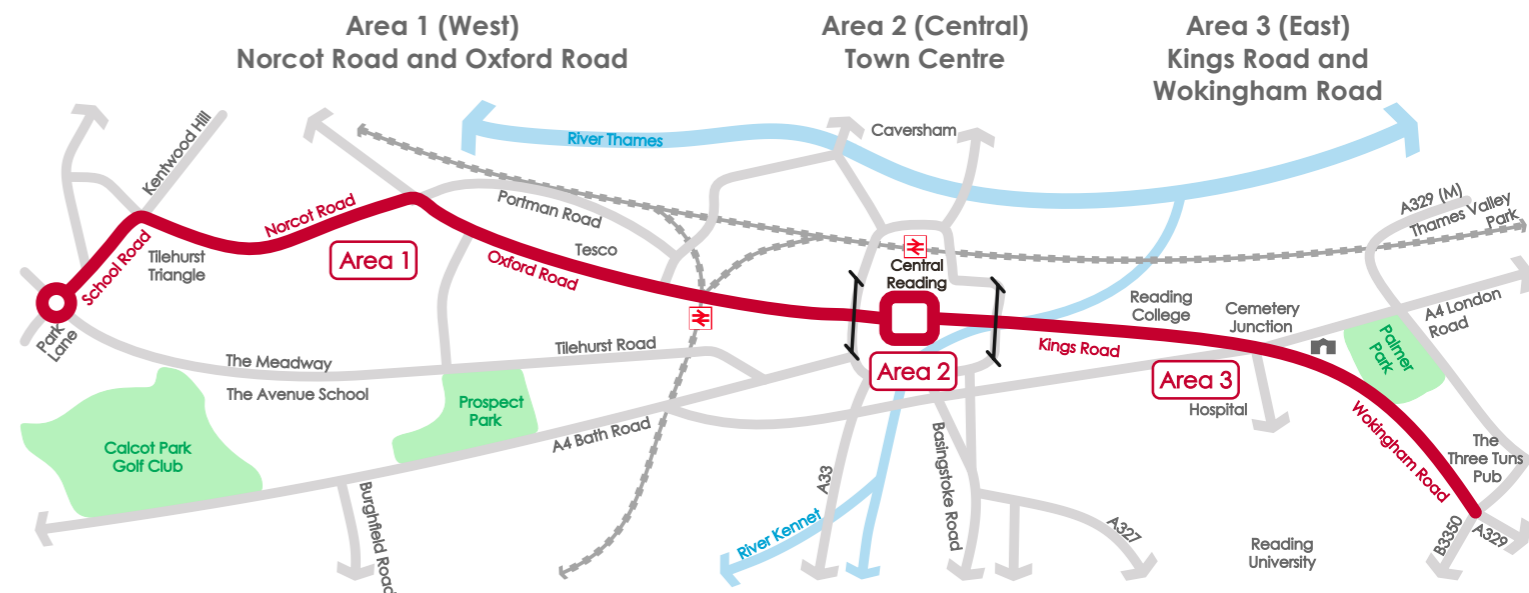


Informal Consultation

The Council is now carrying out an informal consultation process to get people's views at an early stage, and in advance of introducing an experimental red route from Autumn 2017.

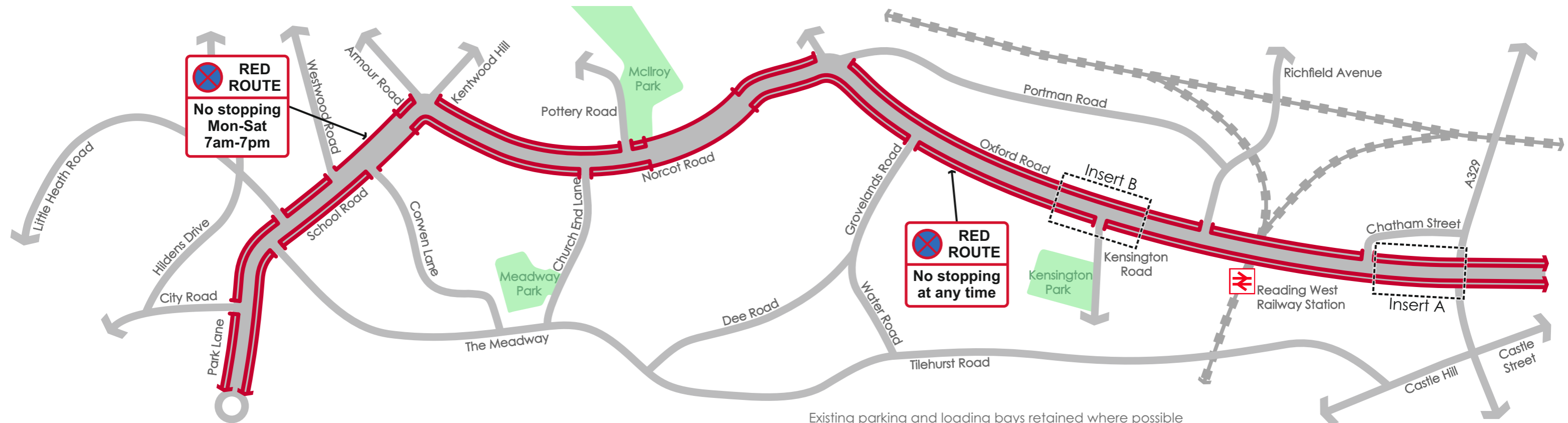
Due the length of the 'purple' 17 bus route – which is the longest bus route serving Reading - the Council is presenting the proposal in three separate sections. This is to make it easier for residents and businesses to identify and to consider local issues in their areas. The three sections are marked on the map below.

Informal consultation to run from 12th June to 21st July.



Please read this leaflet for more, or go to www.reading.gov.uk/redroutes for more information on the three sections of the proposed Red Route and to feedback your comments.

RED ROUTE - AREA 1 WEST READING



Area 1 - Western Corridor - Norcot Road and Oxford Road

The majority of current bays and restrictions along this corridor will be retained as per the current restrictions, however the difference is that they will now fall under the Red Route order.

The proposals in Area 1 do not propose to remove any of the current bays along this corridor. Bays which are not within 'layby style' parking areas however, will have their times of operation changed from 8am to 6:30pm to 7am to 7pm.

As vehicles cannot stop or park outside of the existing parking bays, the proposed scheme recognises the need for additional bays to be considered in key areas. This is to predominantly assist in loading and unloading.

To create these additional loading bays, the proposed scheme seeks to make use of a range of options. These include on-street, half-path/road, off-road and side road parking locations.

These additional parking bays will form part of the Red Route order and will not be accessible between the hours of 7am to 10am and 4pm to 7pm. Outside of these times the bays can be used for loading and unloading.

Maximum stay restrictions will mirror those of loading and unloading restrictions, which means a maximum stay of 20 minutes only. If they are shared usage bays to include parking, again this will be for 20 minutes only, with no return.

Have Your Say

At this stage, the Council is carrying out an informal consultation process. This is so that any feedback can be taken into account at an early stage and in advance of an experimental Red Route scheme being designed and implemented. The current timetable is for the experimental scheme to go live in Autumn 2017 for a period of 18 months.

In order to tailor the informal consultation to a local neighbourhood level, the Council is also hosting a manned public exhibition in each of the three areas. They will be held at:

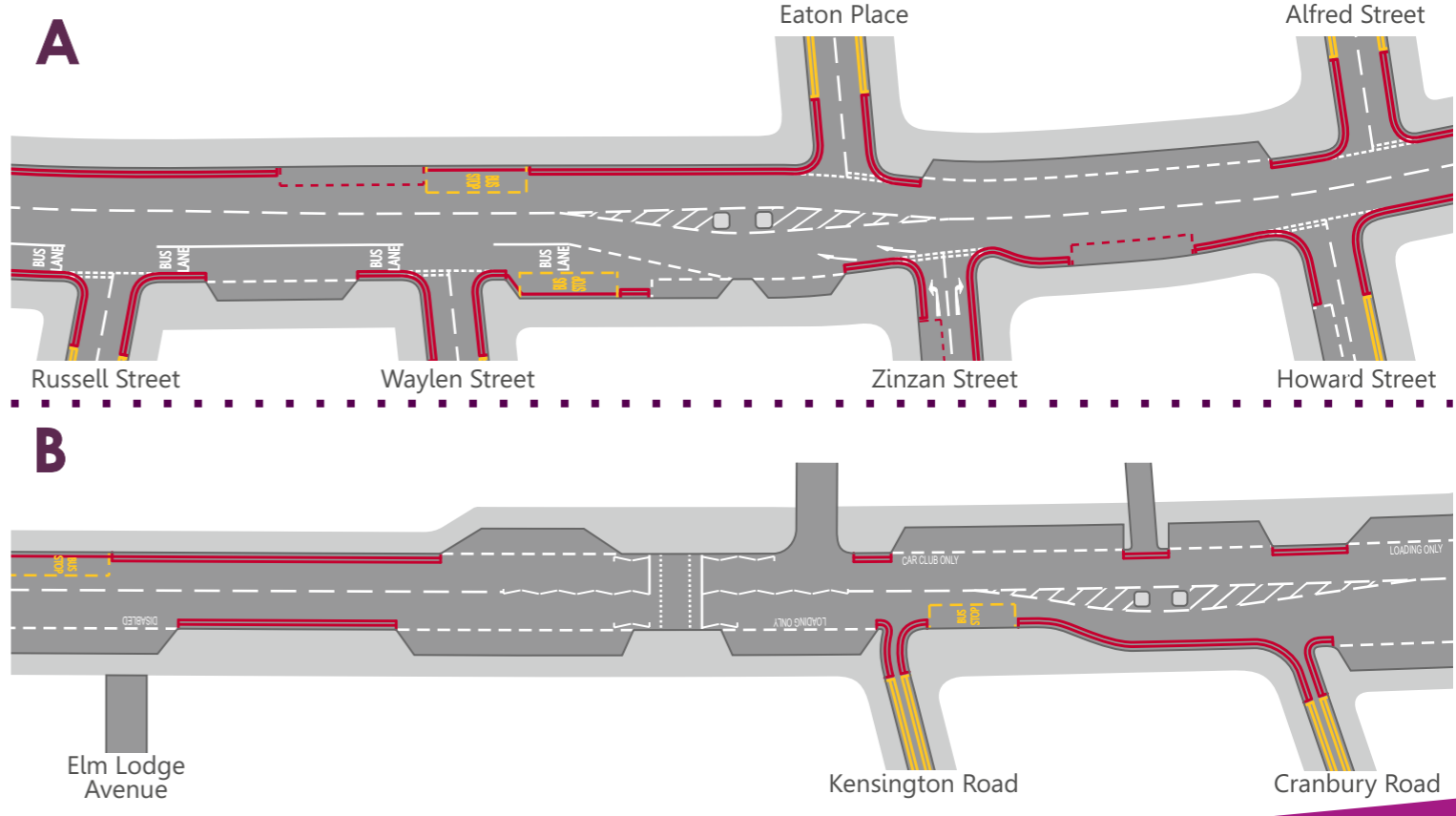
- Battle Library - Tuesday 20th June
- Tilehurst Library - Thursday 22nd June
- Palmer Park Library - Tuesday 27th June
- Civic Centre - Tuesday 4th July

The public exhibition is the opportunity for people to view the proposals in person and ask any questions they have. The three sets of proposals can also be viewed in detail at www.reading.gov.uk/redroutes

The Civic Centre unmanned Exhibition to run from 12th June - 21st July.

Using the feedback section on the same webpage is also the easiest and quickest way people can respond to the consultation. Alternatively, people can email network.management@reading.gov.uk or write to Network Management & Parking Services, Reading Borough Council, Civic Offices, Bridge Street, Reading, RG1 2LU.

Residents and businesses will get another opportunity to have their say after the experimental scheme goes live in the Autumn as part of a formal statutory public consultation process.



Working with:



Route 17 Time Comparisons 2018 - 2019

Scheduled Time	Journey No.	Journey	23/01/2018	24/01/2018
07:35 - 07:58	39	Three Tuns > Town Centre	23	20
07:50 - 08:15	38 / 36	Town Centre > Three Tuns	28	28
09:20 - 09:42	71 / 67	Three Tuns > Town Centre	24	18
09:26 - 09:48	66 / 62	Town Centre > Three Tuns	21	20
14:00 - 14:22	149 / 141	Three Tuns > Town Centre	17	20
14:42 - 15:06	156 / 144	Town Centre > Three Tuns	20	22
17:20 - 17:42	207 / 193	Three Tuns > Town Centre	20	NO DATA
17:53 - 18:18	210 / 198	Town Centre > Three Tuns	26	29

Travel Time Taken (minutes)

25/01/2018		22/01/2019	23/01/2019	24/01/2019
20		20	20	20
21		21	18	21
19		18	16	17
20		20	20	18
18		18	19	18
20		20	22	21
16		21	19	23
21		18	22	21

Appendix 3

Red Route PCN issue to date
(end January 2019)

	Direct Issue	CCTV	Total
Total 2017-2018	49	0	49
Total 2018-2019	286	962	1,248

Month Issued	Direct Issue	CCTV	Total
Oct-18	39	58	97
Nov-18	47	129	176
Dec-18	59	220	279
Jan-19	50	367	417

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	7 MARCH 2019	AGENDA ITEM:	7
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 key progress and milestones associated with the current programme of major transport and highways projects in Reading, including:

- Reading Station Area Redevelopment (Cow Lane Bridges)
- South Reading Mass Rapid Transit
- Reading Green Park Station
- Thames Valley Park & Ride
- East Reading Mass Rapid Transit
- National Cycle Network Route 422
- Reading West Station Upgrade

1.2 The report also provides an update on future funding opportunities for currently unfunded schemes.

2. RECOMMENDED ACTION

2.1 That the Sub-Committee notes the progress on delivery of the programme of major transport schemes as set out within the report.

2.2 That the Sub-Committee notes the opening of Cow Lane to two-way traffic without signals for the first time on Monday 25th February.

2.3 That the Sub-Committee notes the reallocation of funding for the East Reading MRT scheme to other schemes across Berkshire, including the Reading West Station Upgrade, Theale Station Park & Rail Upgrade and Coppid Beech Park & Ride schemes.

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

Major Transport Scheme Programme

Reading Station Area Redevelopment (Cow Lane Bridges)

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 the need to undertake a Compulsory Purchase Order (CPO) significantly delayed implementation of the scheme. This also led 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 on-site.

4.2 Network Rail undertook a value engineering exercise to identify potential areas where the project scope could be reduced without affecting the overall project objectives. The Council was involved in this process to ensure the essential elements of the scheme (such as the new footway on the east side of the southern bridge) were retained. The main outcome was a revised highway layout, including a zebra crossing (instead of a pedestrian refuge) between the two bridges.

4.3 Network Rail appointed a contractor to deliver the scheme and construction works commenced on-site in November 2017. The contractors have encountered significant issues with unforeseen ground conditions, drainage issues and uncharted buried services on the site, resulting in the full opening of the new scheme being delayed. The temporary one-way traffic flow under Cow Lane bridge, which was implemented in December 2017, returned to two-way in July 2018 as part of the revised programme. The route was opened for two-way traffic without signals for the first time on Monday 25th February 2019, with the full scheme including pedestrian and cycle routes to be complete in the summer.

- 4.4 Following completion of the Network Rail led scheme, the Council intends to deliver a series of complementary public transport, walking and cycling enhancements on the Oxford Road corridor. In addition, the Sub-Committee has agreed to conduct a statutory consultation on proposals to reduce the speed limit on Richfield Road, Cow Lane and Portman Road to 30mph.

South Reading Mass Rapid Transit (Phases 1-4)

- 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 objective of the scheme is to manage congestion and improve public transport journey times and reliability on the main growth corridor into Reading. The scheme will not reduce existing highway capacity along the A33 as additional capacity for public transport will be provided.
- 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 and scheme and spend approval by Policy Committee in April 2016. 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. 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.
- 4.7 Phases 3 and 4 of the scheme were granted full financial approval by the BLTB in November 2017 and scheme and spend approval by Policy Committee in January 2018. The scheme includes the following elements:
- Extension of the inbound bus lane on Bridge Street (Phase 3);
 - Outbound bus lane on London Street (Phase 3);
 - Upgrade of the traffic signals on the Oracle roundabout to a MOVA method of control (Phase 4);
 - Outbound bus lane on the A33 approach to Rose Kiln Lane (Phase 3);
 - Outbound bus lane on the A33 between Rose Kiln Lane and Lindisfarne Way (Kennet Island) (Phase 4);
 - Inbound bus lane on the A33 between Imperial Way and South Oak Way (Phase 3);
 - Inbound bus lane on the A33 between Longwater Avenue and Island Road (Phase 4); and
 - Upgrade of the traffic signals on the Bennet Road gyratory to a MOVA method of control (Phase 4).
- 4.8 Construction of the town centre sections of Phase 3 of the scheme in Bridge Street and London Street commenced in March 2018 and is now complete.

Construction of the elements of Phase 3 on the A33 commenced on-site in August and is progressing well, with completion expected in summer 2019. Design work for the Phase 4 elements of the scheme is on-going.

Reading Green Park Station

- 4.9 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.
- 4.10 The scheme was granted financial approval by the BLTB in November 2014, and scheme and spend approval by Policy Committee in September 2017. 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 additional demand from the significant level of proposed development in the surrounding area.
- 4.11 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). Design work for the multi-modal interchange and surface level car park has been completed and enabling works commenced on-site in March 2018, including a fill operation to bring the ground up to the required levels and utility diversions.
- 4.12 Detailed design work for the station is being progressed in partnership with Network Rail and GWR, in parallel with the enabling works for the interchange being undertaken. This includes a requirement to amend the planning consent following the change in scope of the project due to the additional funding secured from the New Stations Fund. The planning and design process is on-going and the indicative programme for delivery of the station has been updated to spring 2020.

Thames Valley Park Park & Ride

- 4.13 Thames Valley Park Park & Ride is a new park & ride facility off the A3290 to the east of Reading, in close proximity to Thames Valley Park business park. The scheme is being led by Wokingham Borough Council and was granted programme full financial approval by the BLTB in July 2017.
- 4.14 A public consultation on the scheme proposals was undertaken during November 2015 and planning permission was granted by Wokingham Borough

Council in November 2016. This planning consent was subsequently varied through a Section 73 application in October 2018 to reflect the updated design for the scheme, which includes planting in a 'living wall'.

- 4.15 Wokingham has appointed a contractor to deliver the scheme and construction work has commenced on-site, with clearance works undertaken in February 2018. The latest programme is for construction to be complete in summer 2019.

East Reading Mass Rapid Transit

- 4.16 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. Full financial approval was granted for the scheme by the BLTB in November 2017, with the business case demonstrating the scheme represents 'high value for money' in line with central Government guidance, providing significant benefits to Reading and the wider area.
- 4.17 A planning application for the scheme was submitted in July 2017, following public consultation undertaken during July 2016 and further public exhibitions to raise awareness of the scheme following the planning submission. A number of significant amendments were made to the scheme to enhance the mitigation measures proposed as a result of feedback received through the consultation and planning process, and although Reading's Planning Applications Committee resolved to grant planning permission for the scheme in March, Wokingham's Planning Committee refused permission in June 2018.
- 4.18 A revised planning application to address the concerns raised by Wokingham's Planning Committee was subsequently prepared, including further public consultation undertaken during September on possible amendments to enhance the appearance of the scheme. Fundamental structural changes were not possible as the scheme needed to retain the core public transport, walking and cycling elements as set out in Reading and Wokingham's Planning and Transport Plans and the scheme business case, therefore hanging landscaping was selected as the preferred option, which is consistent with the revised proposal for the TVP P&R scheme. Unfortunately, Wokingham's Planning Committee refused permission for the revised application in December.
- 4.19 The second planning application refusal by Wokingham means the scheme cannot be delivered in the timescales required by the funding grant conditions, therefore the Berkshire Local Transport Body has reallocated the funding to other schemes across Berkshire, including Reading West Station Upgrade, Theale Station Park & Rail Upgrade and Coppid Beech Park & Ride site. The Council does not intend to pursue the scheme further at the current time and will be undertaking a consultation on development of a

new Local Transport Plan to invite suggestions to tackle the current and forecast congestion and air quality issues within the borough.

NCN (National Cycle Network) Route 422

- 4.20 National Cycle Network (NCN) Route 422 is a new cross-Berkshire cycle route between Newbury and Ascot. The route will 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 by the BLTB in November 2015.
- 4.21 Phase 1 of the scheme includes the provision of a shared path on the northern side of the Bath Road between the Borough boundary and Berkeley Avenue, and was granted scheme and spend approval by Policy Committee in January 2017. The first phase of works commenced in February 2017 and was largely completed in July 2017. The crossing upgrade, part-funded by the development adjacent to Bath Road on Circuit Lane, is now complete. Improvements to a privately-own wall, between New Lane Hill and Greenwood Road, and adjacent footway widening works, are subject to further feasibility work and available budget after the completion of the final phase.
- 4.22 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. Completed works include the installation of two tiger crossings on Duke Street and Yield Hall Place and imprinting key crossing points along Berkeley Avenue. Improved signing along the route, and through the Oracle, is expected to be complete in early 2019, along with on-carriageway cycle facilities on Berkeley Avenue. The Traffic Regulation Order for a contraflow cycle facility on Kennet Side is expected to be advertised in March, following approval at Traffic Management Sub-Committee in March 2018.
- 4.23 Phase 3 of the scheme builds on previous works delivered as part of the LSTF programme by extending shared-use facilities along Wokingham Road from Cemetery Junction to Three Tuns, and was granted scheme and spend approval by the Strategic Environment, Planning and Transport Committee in November 2018. Measures include improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening, including proposed changes to the existing pedestrian crossing on Wokingham Road to the east of St Bartholomews Road. Designs for the section near the junction with Crescent Road are being finalised following feedback at November's Traffic Management Sub-Committee. Preparations for the delivery of phase 3 works are underway and are expected to commence in April 2019.

Reading West Station Upgrade

- 4.24 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 a comprehensive programme of enhancement works, to be delivered in phases as and when funding becomes available.
- 4.25 The BLTB allocated funding for a package of passenger enhancements at the station in January 2019, subject to approval of the scheme business case. These improvements include provision of a station building at the Oxford Road entrance to the station and associated interchange enhancements such as increased cycle parking, enhancements within the station itself such as enhanced lighting and CCTV coverage, and improvements to the entrance from Tilehurst Road.
- 4.26 The scheme includes the elements implemented by Network Rail as part of their wider programme of works for electrification of the line between Southcote Junction and Newbury. These works include provision of a stepped access from the town centre side of the Oxford Road to the outbound platform (for services towards Basingstoke), and removal of the existing footbridge within the station.
- 4.27 Accessibility enhancements are not included within the current scheme due to Network Rail's requirement for a full rebuild of the platforms prior to any accessibility enhancements being implemented, which means this is unaffordable within the funding envelope for the current scheme. Therefore, as previously reported the Council has nominated the station for consideration for funding from the Access for All programme, administered by the DfT and Network Rail. If funding is secured, this would be focused on accessibility enhancements at the station as part of the wider Masterplan vision. No local funding has been committed as part of this process and the Committee will be kept updated on progress with this funding opportunity.

Future Funding Opportunities & Unfunded Schemes

South Reading Mass Rapid Transit (Future Phases)

- 4.28 As set out above, the South Reading MRT scheme is being delivered in phases as funding becomes available, with phases 3 and 4 currently being delivered. As previously reported, the Council has nominated this scheme for prioritisation by Transport for the South East (TfSE) for possible funding through the Major Road Network (MRN) programme being developed by the DfT. No local funding has been committed as part of this process and the Committee will be kept updated on progress. If the scheme is prioritised and funding subsequently allocated, scheme and spend approval will be sought from a relevant Committee.

Tilehurst Station Access Improvements

- 4.29 As previously reported, the Council has nominated Tilehurst Station for consideration for funding from the Access for All programme, with the objective of providing lifts at the station. Again no local funding has been committed as part of this process and the Committee will be kept updated on progress.

Third Thames Crossing East of Reading

- 4.30 A third vehicular crossing 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.
- 4.31 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/>.
- 4.32 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. In the interim, the working group is developing options for a high-level feasibility study to consider the buildability, outline costs and programme for the proposed crossing, and mitigation measures on the existing road network.
- 4.33 As previously reported, the Council has also nominated this scheme for prioritisation by TfSE for possible funding through the Major Road Network (MRN) programme, being developed by the DfT. No local funding has been committed as part of this process and the Committee will be kept updated on progress. If the scheme is prioritised and funding subsequently allocated, scheme and spend approval will be sought from a relevant Committee.

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:

- Securing the economic success of Reading.
- Keeping Reading's environment clean, green and safe.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The projects have and will be communicated to the local community through public exhibitions and Council meetings.
- 6.2 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.
- 6.3 Objectors to statutory consultations will be contacted with the decision of the Sub-Committee, following publication of the agreed meeting minutes.

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 All schemes included in the current programme being delivered by the Council are included in the Council's Capital Programme. This sets out the funding sources and funding profile for each scheme.

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	7 MARCH 2019	AGENDA ITEM:	8
TITLE:	WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2018B & REQUESTS FOR WAITING RESTRICTION REVIEW 2019A		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	PHOEBE CLUTSON	TEL:	0118 937 3962
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	phoebe.clutson@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 Twice-annually, requests for new waiting restrictions across the borough, or amendments to existing restrictions are collated and considered for investigation as part of the Waiting Restriction Review Programme.
- 1.2 This report informs the Sub-Committee of objections received during statutory consultation for the agreed proposals that formed the 2018B programme. Members are asked to consider these objections and conclude the outcome of the proposals.
- 1.3 This report also provides the Sub-Committee with the list of new requests, for potential inclusion in the 2019A programme. Members are asked to consider the requests and whether the investigation of these requests and potential development of design proposals, should be resourced as part of this next review programme.
- 1.4 APPENDIX 1 - Objections, support and other comments received during statutory consultation for the 2018B programme. Please note that personal information and details that are considered to potentially identify the respondent have been removed from this appendix.

APPENDIX 2 - New requests for consideration in the 2019A programme.

2. RECOMMENDED ACTIONS

- 2.1 That the Sub-Committee notes the report.**
- 2.2 That objections noted in Appendix 1 are considered and the Sub-Committee agrees 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 respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly.**
- 2.5 That the Sub-Committee considers the requests made for waiting restriction changes in Appendix 2 and agree whether each request should, or should not, be investigated by officers as part of the 2019A review programme.**
- 2.6 That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for their comments to be included in the next report to the Sub-Committee.**
- 2.7 That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to conduct the Statutory Consultation on the recommended schemes for the 2019A 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. BACKGROUND AND RECOMMENDATIONS

Objections to Traffic Regulation Order: 2018B programme

- 4.1 Approval was given by the Sub-Committee on 12th September 2018 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions.**
- 4.2 Investigations were carried out and a recommendation for each scheme was shared with ward councillors between 21st November 2018 and 14th December 2018 for their comments.**
- 4.3 A further report went to the Sub-Committee on the 10th January 2019 seeking approval for officers to conduct a statutory consultation for these recommended schemes. The statutory consultation took place between 7th and 28th February 2019. The objections, support and other comments received for the proposals are contained in Appendix 1.**

4.4 The Sub-committee is asked to consider the objections and other comments received against each scheme. The Sub-Committee can make the following decisions:

- Agree with objections - the recommended proposal will be removed from the programme and will not be implemented
- Overrule objections - the recommended proposal will be implemented, as advertised.
- Amend a proposal - an amended proposal will be implemented, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order.

Those proposals that did not receive objections, nor other comments, will be implemented as advertised.

Bi-annual waiting restriction review: 2019A programme

4.5 Appendix 2 provides a list of requests that have been received for potential consideration in the 2019A programme. The Sub-Committee is asked to consider whether each request should, or should not, be considered in this next programme.

4.6 For each request that is agreed for inclusion in this next Waiting Restriction Review programme, Officers will investigate the issue and consider a recommendation. This may be a proposed scheme that would overcome an issue, or a recommendation against developing a scheme, following investigation.

4.7 Officer recommendations will be shared with respective ward Councillors for a suitable period (ideally 4 weeks) prior to reporting deadlines for the Sub-Committee meeting in June 2019 and will be the recommended schemes for the programme. This period provides Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in the recommendations report to the Sub-Committee.

4.8 This report will seek approval by the Sub-Committee to conduct statutory consultation on the recommended schemes.

4.9 The Sub-Committee is asked to consider the resources required in investigating, designing and share schemes, when considering a recommendation to include requests in this programme. This resource requirement will impact development of other projects.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This programme supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:

- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Persons requesting waiting restrictions are 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 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimization and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 An equality impact assessment scoping exercise will be conducted prior to recommending schemes to progress to statutory consultation or implementation.

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.
- 9.2 The cost of the programme will be dependent on a number of factors, including the number proposals that are agreed for investigation, the number progressed to statutory consultation, the number agreed for implementation and the extent/complexity of the scheme. Lining-only schemes, such as double-yellow-line restrictions will be considerably less costly to implement, compared with restrictions that require signing.

10. BACKGROUND PAPERS

- 10.1 Bi-Annual Waiting Restriction Review - 2018B Proposals for Statutory Consultation (Traffic Management Sub-Committee, January 2019).
- 10.2 Bi-Annual Waiting Restriction Review - 2018A Results of Statutory Consultation, 2018B Initial List of Requests (Traffic Management Sub-Committee, September 2018).

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[Waiting Restriction Review 2018B]- OBJECTIONS TO TRAFFIC REGULATION ORDER
 APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 26/02/19 10AM Consultation Ends: 28/02/19

Street/Summary	Objections/support/comments received.
CA1_Amersham Road	Summary of responses: Objections - 0, Support - 0, Comment - 1, Mixed Response - 0.
1) Resident, Comment	It does not seem you are introducing yellow zigzag school lines outside the actual nursery allowing parking on the road. Whilst the no stopping lines are a massive step in the right direction as will stop parking on the blind bends i am still concerned there will be parked cars next to the nursery a child could run out from in between and you could miss them checking for on coming traffic as you are driving on the wrong side of the toad.

Street/Summary	Objections/support/comments received.
KE2_Denby Way	Summary of responses: Objections - 1, Support - 0, Comment - 1, Mixed Response - 0.
1) Petition from 25 Residents, Objection	Signage has gone up in a number of locations on the Potteries Estate indicating that double yellow lines will be introduced on Denby Way and into Pottery Road with no waiting or parking permitted on the double yellow lines in the area adjacent to Denby Way. Pottery Road is already used by a large number of vehicle drivers who are not resident of the road and the concern is that the introduction of the double yellow lines will make this situation worse as the residents of Denby Way will be forced to seek parking in Pottery Road, where parking is already a challenge. Many of the residents of Pottery Road & Denby Way have lived on the estate for many years and cannot understand why it is felt necessary to introduce the double yellow lines. We, the undersigned, are concerned citizens who urge our leaders to act now to stop the introduction of the double yellow lines.

Street/Summary	Objections/support/comments received.
KE4_Lower Armour Road	Summary of responses: Objections - 0, Support - 4, Comment - 0, Mixed Response - 0.

1) Resident, Support	I would like to register my FULL SUPPORT for these proposals. I have lived in Armour Road [REDACTED] and the have experienced numerous issues, accidents (and near-accidents) as a result of inconsiderate parking along the road. Most issues are caused by stopping/parking on the left-side of the road (when approaching Armour Hill), and I am delighted to see this is the area where you propose to install restrictions. I hope this proposals receives the support of the local residents and I hope restrictions can be installed as soon as possible.
2) Resident, Support	I fully support the restrictions proposed because I live on this road and find the parking on this side of the road has caused myself and others on numerous occasions to very nearly have accidents. The visibility along this road is poor as it is and when cars are parked on both sides it exacerbates the problem and makes manoeuvring extremely difficult and unsafe.
3) Resident, Support	I wholeheartedly support this proposal. We live at [REDACTED] Lower Armour Road and the parking at present is incredibly dangerous. It creates blind spots and makes it impossible to move safely. There is simply no way that any emergency vehicles would be able to get through from Armour Road to Armour Hill given the way cars are parked. There are frequently cars double parked on both sides of the road. It should also be noted that there is a park and nursery at the end of the road and this is another reason that safety is, in my view, paramount.
4) Resident, Support	I fully support the proposal to install "No waiting at any time" as per published plan. My reason for support is that, living just round the corner in Armour Hill, I frequently use this road, both walking and driving and have witnessed many "near miss" traffic accidents due to inconsiderate parking on the west side of Lower Armour Road, which obscures the view of cars, vans, etc. on the bend. This inconsiderate parking also usually includes parking on the very narrow pavement, which forces people with pushchairs, wheelchairs into the road adding to the already hazard.

Street/Summary	Objections/support/comments received.
KE7_Thirlmere Avenue	Summary of responses: Objections - 6, Support - 0, Comment - 0, Mixed Response - 0.
1) Resident, Objection	I wish to give notice of my 'objection' to the proposal for "No waiting at any time" in the area of the roundabout in Thirlmere Avenue (drawing # WRR2018B/KE7). Having lived at our address [REDACTED], and with only single car ownership during that time (I have off road parking), I have relied and continue to welcome availability of parking in the roundabout area for several good and valid reasons. Friends and family staying or visiting

	<p>Deliveries being made Emergency services Current local social benevolent understanding and goodwill of the status quo A slowing of the traffic speed (safety) I acknowledge the Avenue does become congested during the evenings as people return from work and park their vehicles; however, current arrangements do seem to work without 'incident'. With the outlined proposed restriction for parking on the roundabout area, this will undoubtedly make parking here very difficult for the future. I believe the social impact to my family and the local residents and visitors would be both profound and detrimental. The parking issue will effectively be 'pushed' into other areas of the Avenue that do not have the necessary spaces in lieu of the proposed roundabout restrictions (double yellow lines for 60 metres on South and North of the Avenue). At no time during my [REDACTED] here have I seen the current status quo of parking making the area 'impassable' to traffic; there is always a social recognition of parking 'order' and an agreed courteous nature in the unspoken arrangements between the residents. The proposal would I believe be 'anti-social' not just to my household, but also my neighbours and all potential visitors of all kinds that wish or need to come to the area. It will undoubtedly cause social friction and tension for the future as further pressure is put on a finite parking resource. I also believe speed of cars will increase as a consequence of 'clearing' the area due to the restrictions, with potential safety implications to local residents. I do welcome the idea of continuous improvement, but my view is that perhaps removal of the roundabouts and deploying speed restrictions in the area would be a better solution and improvement to the road in Thirlmere Avenue.</p>
2) Resident, Objection	<p>Currently there is a lot of pressure on parking and the imposition of DLL on the roundabout would take away at least 4 spaces, so unless this can be mitigated in some way I would like to object to this proposal. In my experience parking on the roundabout is mainly used as a last resort and overnight so ordinarily there is not a problem with obstruction.</p>
3) Resident, Objection	<p>It is hard enough to find space to park in the evenings and as a last resort most use the island on the roundabout. At anytime it poses no risk or obstruction to maneuvering around the roundabout. Also in the daytime as people use their cars for work there are rarely cars parked there. I object to Adding Double Yellow lines as it would remove 4 parking spaces in what is a very restricted and congested road as it is for parking.</p>
4) Resident, Objection	<p>I wish to formally object to RBC's proposal to introduce 'no waiting at any time' markings on the mini roundabout directly outside my property. This proposal is CMS/011093 drawing no: WRR2018B/KE7. I bought my property ([REDACTED] Thirlmere Ave RG30 6XJ) on the understanding that I can park my car outside my home. I paid for a single white line to be painted to prevent people from blocking my small parking space in. If the proposal for 'no waiting at any time' markings goes ahead, my visitors & deliveries will struggle to find somewhere to park. My neighbours will suffer the repercussions of greater demand for street</p>

	parking outside their homes. It is also likely that, in the future, my household will increase to a 2 car household. Therefore, I strongly object to this proposal.
5) Resident, Objection	There is a lot of pressure on parking in this road DYL on the roundabout would take away some 4 spaces, I would like to object to this proposal as it will mean that I will find it even more difficult to park. Anyway the roundabout is mainly used as a last resort and overnight so normally there is not a problem with obstruction on the roudabout.
6)Resident, Objection	I am emailing to object to the proposed no waiting at any time parking restriction being proposed to the frontage of my property in Thirlmere Avenue. This is a residential area and enforcement of these restrictions will compound an already overcrowded street parking problem. It seems unfair that I will be prevented from parking outside my property due to it fronting onto a roundabout when cars can do so in other parts of the road where access is just as much of a problem. In addition you should also consider what these restrictions would mean to visitor, carers, etc. parking. Would reducing the roundabout in size not solve all issues and still allow me to park outside my property rather than someone else's?

Street/Summary	Objections/support/comments received.
MI1_Berkeley Avenue	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, Support	Please note I am happy with this introduction as it is required. All going well, please can you ensure there is clear signage stating 'No Parking at any time' all around the area where double yellow lines will be introduced, as the single/double yellow lines get covered with leaves and people start to park again. Appreciate if this can be added to this plan

Street/Summary	Objections/support/comments received.
MI2_Bexley Court	Summary of responses: Objections - 0, Support - 2, Comment - 0, Mixed Response - 0.
1) Resident, Support	I support this proposal.
2) Resident, Support	I support this proposal and would like to know the outcome.

Street/Summary	Objections/support/comments received.
PE3_Quantock Avenue	Summary of responses: Objections - 0, Support - 0, Comment - 1, Mixed Response - 0.
1) Resident, Comment	I have no objection to this proposal but consider it (and maybe some of the other similar ones) to be a waste of money. We have [REDACTED], and while it is true that on occasions cars are parked near the corner I have never considered this to be dangerous or causing undue inconvenience. Further, it would not improve the more dangerous corner at the nearby Newton Avenue / Montpelier Drive junction where, frequently, parked cars in Montpelier force cars onto the wrong side of the road. The sight line driving out of Quantock is impaired by a large hedge and it is common to see cars going east on Montpelier brake sharply and swerve into the kerb. Another problem is pedestrians are forced into the road at this corner as there is no footpath. I was driving along Park Lane in Tilehurst in good daylight recently and the mini roundabout markings are almost non existent, perhaps this money could be better spent there. A stranger could easily get caught out.

Street/Summary	Objections/support/comments received.
TH1_Chiltern Road	Summary of responses: Objections - 0, Support - 2, Comment - 1, Mixed Response - 0.
1) Resident, Support	I support proposals for no waiting on Chiltern Rd for the Henley road shops. However, better parking provision must be made at the shops for parking as the spaces are unsuitable for larger cars/vans. The whole of Chiltern Road's parking situation should be looked at. It's a hazard for vehicles to get down and for crossing the road especially with children. If people must park on the road it just be clear that they must only park on one side of the road.
2) Resident, Support	Welcome the change, but I am more concerned about the lack of enforcement of the loading restrictions that are flouted daily by the co-op.
3) Resident, Comment	I don't believe further restrictions are needed and in fact a formal loading bay should be introduced to allow local shop deliveries. If it is made too difficult to service the shops then it may cause them to reconsider their location and this would be a detriment to the local community.

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Street/Summary	Objections/support/comments received.
TH3_Hemdean Road	Summary of responses: Objections - 2, Support - 1, Comment - 1, Mixed Response - 0.
1) Resident, Support	We generally support the proposals but feel that it should be 8am to 5pm every day (not just Mon to Fri). The weekends are particularly busy and it is being used as a park and ride for the local bus stop including the football service.
2) Resident, Objection	I object to the full proposal of waiting restrictions on all 4 roads around the roundabout on Hemdean Road as they are unneeded and excessive and the only currently problem is being caused by cars parked opposite the bus stop outside no 237. This part of the road should have parking restrictions in place as major inconvenience is caused for Reading Buses. The proposed restrictions for Oakley Road and Grove Hill/Rotherfield way are a waste of money as there is no problem with parking on the approach to the roundabout. Whilst there is a lot of on kerb parking on upper Hemdean Road it's usage is reasonable given the lack of a bus service to that part of the road, and people parking there are doing so frequently to avoid driving into Reading by catching the 23/24 bus. This usage should not be discouraged by excessive parking restriction as there is minimal impact to local residents there.
3) Resident, Comment	I have studied the plans for the introduction of 'No Waiting' restrictions around the junctions of Hemdean Road/Oakley Road and Rotherfiled Way my comments are below;- <ol style="list-style-type: none"> 1. I welcome the concern around this junction which has prompted the proposed introduction of revised waiting restrictions. 2. The area shown on the map attracts mainly 9-5 weekday commuter parking with some resident parking at the southern junction of Hemdean/Oakley roads. 3. The proposed changes hopefully will ensure improved sitelines and traffic flow. 4. On looking at the map I feel the waiting restriction area at the junction of Hemdean Road (south)/Oakley Road should be extended further down Hemdean Road. I believe the parked cars here make this a dangerous junction as the 23 bus turns into Hemdean Road from Rotherfiled Way. The map only shows a 7m which I feel should be extended to at least 10m. 5. My final and most important comment is that the waiting restrictions will result in displacement parking in Hamden Road/Sheridan Ave, Oakley Road and Rotherfield Way. Hemdean Road south is already full of 9-5 parking which causes many problems with schools/buses etc. I would ask that after the restrictions are introduced the situation regarding any displacement parking is monitored and perhaps other restrictions

	introduced.
4) Resident, Objection	<p>We are writing to express our views/objections on the proposal to introduce parking restrictions as shown on Drawing No. TH3_Hemdean Road dated Jan 19:</p> <ul style="list-style-type: none"> ●As residents of [REDACTED] Hemdean Road, we are unaware of any significant congestion or safety issues in relation to the Hemdean Road junction closest to us that necessitate the proposed parking restrictions as compared with other approaches (Oakley Road, Rotherfield Way and Hemdean Road East) to the roundabout. In fact, the other approaches have considerably more traffic and safety issues - heavier congestion, Caversham Primary and Highdown school children using these roads for crossing during peak traffic and greater numbers of cars parking on these roads. ●If there is a perceived issue, the extent of the proposal is completely out of character with the local area. ●We have [REDACTED] and although we have a drive, it is unfit for purpose due to its narrow width, steep incline and the steps that it has down the middle of it (which is the only pedestrian access available to our property). ●The proposal has a direct impact upon us by removing our ability to park at the front of our property and in addition, not only ourselves but our elderly neighbours [REDACTED] will be inconvenienced. ●Parking further down the road, in front of our neighbours' dwellings, would also inconvenience them and reduce the parking provisions that are at present available to them. The proposal will therefore cause additional residential parking issues in the near future. <p>If this proposal is to be implemented, we would ask you to consider as a minimum reducing the 'No Waiting' area to the front of our property to approximately 30 metres from the junction which would allow us and our elderly neighbours to park directly in front of our respective properties - please refer to the annotated copy of the drawing (attached). We once again ask that you consider our views and our request so that it does not adversely affect those in the community that we believe you are trying to support.</p>

Street/Summary	Objections/support/comments received.
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WH3_Longships Way	Summary of responses: Objections - 0, Support - 1, Comment - 0, Mixed Response - 0.
1) Resident, Support	In support of this given the number of cars parked along this road despite the width of this road. A full review needs to take place along Longships especially by the junctions where parked cars on the road create blind spots for traffic as well as those entering Longships from the junctions and car park entrances. There are usually taxis waiting in the mornings on the bend which cause problems to navigate round.

APPENDIX 2 - REQUESTS FOR WAITING RESTRICTIONS 2019A

UPDATED: 18/02/19

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Ward	Street	Requested By	Summary of Request
Abbey	Cardiff Road	Business	Request for the shared use resident permit parking bay near the Cardiff Road closure point (south side of the street) to be converted from 8am-8pm 2 hours, no return within 2 hours and RP at all other times to a limited-waiting bay between 8am-5pm 2 hours, no return within 2 hours and RP at all other times. It is felt that this will provide a good compromise between daytime parking for customers and evening/overnight parking for residents.
Battle	Albury Close	Business	Request for the double yellow lines at the junction with Loverock Road to be extended due to number of vehicles parking close to the junction which hinders access to HGVs and reduces visibility. Further comments from local businesses raise the difficulties in manoeuvring HGVs around the access to Units 1 - 17 (west side of the street), which may be aided by extending the existing double-yellow lines to the south, up to this access.
Battle	Kensington Road	Resident	Non-Residents using the 2 hour parking facilities all the times, which is leaving little space for residents, request to convert this to Resident Permit holders only. Further requests to reconsider the restriction timings have also been received.
Battle	Western Elms Avenue	Resident	Request for the double yellow lines at the junction with Baron Court to be extended, therefore reducing the shared use resident permit parking bay.
Battle / Kentwood	Wigmore Lane	Business	Reported that vehicles are often being left for weeks at a time, parked in a manner that cause difficulties at the junction with Loverock Road and Stadium Way.
Caversham	Nelson Road	Resident	Request for existing double yellow lines at the car park for Richard Neville Court to be extended as cars parked either side of the exit and obscures the visibility when leaving the car park Officer Comments: This road is part of the Lower Caversham Resident Permit parking scheme, for which designs have been approved for statutory consultation. It is believed that the introduction of bay markings and the introduction of permit parking will improve the level and standard of parking in the area. It is recommended that this request not be pursued at this time, but may be considered in a future programme if necessary.
Caversham	The Willows and St Stephens Close	Ward Councillor	Following the agreement to implement a resident permit parking scheme in these streets, residents have requested some sections of double-yellow-lines to prevent the potential difficulties that parking in these areas could cause. Officers will work with Ward Councillors to review these requests and consider a proposal to put forward.
Church	Ashburton Road	Ward Councillor	Request for the double yellow lines at the junction with Totnes Road to be extended as entry into the road is becoming difficult.

Ward	Street	Requested By	Summary of Request
Church	Barnsdale Road	Resident	Request for waiting restrictions on Barnsdale Road close to its junctions with Ennerdale Road and Stanhope Road due to cars parking here during the week and not moving. This makes it difficult for residents and visitors to find a space.
Church	Barnsdale Road	Resident	Request for double yellow lines on Barnsdale Road junction with Cressingham Road near the Tyndale Church due to cars parking on the pavement which makes it difficult to pass on the pavement.
Church	Birdhill Avenue	Ward Councillor	Request for the existing double yellow lines at the junction with Cressingham Road to be extended due to poor visibility when leaving this junction.
Church	Devonshire Park	Resident	Request for double yellow lines at the corners of Devonshire Park as it is often difficult for bin lorries and other deliveries to get down the road.
Church	Linden Road	Resident via Ward Councillor	Request for waiting restrictions on Liden Road near the entrance of Willow Gardens as paths are being blocked at pick up/drop off times to The Ridgeway and difficult to navigate the road.
Katesgrove	Bourne Avenue	Resident	Request for waiting restrictions as non-residents and commercial vehicles are parking in the road overnight and weekends which is making it difficult for residents to be able to park in the area. Officer Comments: The only solution to this issue is for a Resident Permit Parking scheme to be introduced, which would not be covered by this programme. A number of streets in Katesgrove are on the RPP waiting list, including Rowley Road. It seems logical for Bourne Avenue and Shenstone Road (as a minimum) to be considered as part of a wider area scheme. It is recommended that this request is not progressed in this programme.
Katesgrove	Chesterman Street	Resident	Request to review the parking bays on Chesterman Street as emergency services struggle to get down the road with cars parked on both sides of the road
Katesgrove	Sherman Street	Resident	Request to review the parking bays on Sherman Street as emergency services struggle to get down the road with cars parked on both sides of the road
Kentwood / Tilehurst	Armour Road	Residents via Ward Councillor	The Ward Councillor has received a number of complaints about the parking on Armour Road by the Victoria Recreation ground, when the bay is full and a queue waiting at the traffic signals, this causes drivers to mount the pavement to get down Armour Road. Request to shorten the bay.
Kentwood	Broomfield Road	Resident	Request for double yellow lines on bend between Glenrosa Road and Romany Lane to be extended due to parked cars restricting visibility and due to the speed that some cars travel at.
Kentwood	Derwent Avenue	Residents via Ward Councillors	Request for waiting restrictions within the road. Officer Comments: No further information has been provided. Officers will seek further details before this can be investigated.
Kentwood	Elsley Road	Resident	Request to convert the single yellow lines between Overdown Road and Ullswater Drive to double yellow lines. Many cars parking there causing visibility issues.

Ward	Street	Requested By	Summary of Request
Kentwood	Rodway Road	Residents via Ward Councillor	Request for waiting restrictions within the road. Officer Comments: No further information has been provided. Officers will seek further details before this can be investigated.
Kentwood	Romany Lane	Resident	Request for double yellow lines on Romany Lane between Romany Close and Broomfield Road due to parked cars it restricts visibility
Minster	Haden Square and Reservoir Crescent	Development Manager	Request for waiting restrictions within the parking estate to deter non-residents parking in the area as residents are struggling to find parking spaces. Officer Comments: With the exception of Resident Permit Parking, which would not be covered by this programme, Officers are limited with waiting restrictions that could deter non-residents, without compromising parking availability for residents.
Minster	Portway Close	Residents via Ward Councillor	Request for parking restrictions around the garaging area to prevent commuter parking and garages being blocked.
Minster	Wensley Road	West Reading Study Steering Group	Request for new double yellow lines to be installed opposite the proposed location of a new inset parking layby (part of the West Reading Area Study). The layby is intended to be constructed on the south side of the street between the sites at No2 and No48 Wensley Road.
Park	Culver Mews	Resident via Ward Councillor	Request to add the addresses of Culver Mews to the existing Resident Permit Parking TRO and be eligible for parking permits to park within the zone.
Park	Liverpool Road	Resident	Residents having trouble leaving and accessing their driveways due to people parking between Radstock Road and Manchester Road. Request for the shared use resident permit bay to be shortened with double yellow lines. The properties currently have Access Protection Markings.
Park	Manchester Road	Business via Councillor	Shop Owner on the junction with Liverpool Road would like a nearby restriction to allow customer parking. Officer Comments: This location is within a shared-use resident permit parking restriction area, so Officers are seeking more information about the exact nature of the parking difficulties for customers before we can consider potential options.
Peppard	Buckingham Drive	Resident	Request for double yellow lines at the end of Buckingham Drive, in the turning head as cars often park here and makes it difficult for vehicles to turn around.
Peppard	Grove Road	Resident	Request to extend the double yellow lines at the entrance to School Lane due to cars parking close to the exit and obscuring the visibility, as well as parking on the pavement.
Peppard	Lowfield Road	Resident	Request for double yellow lines on the bends to allow free flowing traffic on the road.

Ward	Street	Requested By	Summary of Request
Peppard	Netley Close	Resident via Ward Councillor	Request for double yellow lines on the junction with Kingsway due to non-residents parking in the road and at times across the entrance.
Peppard	Ruskin	Resident	Request for double yellow lines at the junction with Henley Road due to vehicles parking close to the junction which makes it difficult leaving this junction.
Redlands	Hexham Road	Resident	Commercial vans taking up residential spaces and parking dangerously close to the junction with Northumberland Avenue. Officer Comments: Hexham Road is on the waiting list for consideration of Resident Permit Parking, but Officers can investigate the inappropriate parking that has been reported near to the junction with potential solutions that would apply to all vehicles.
Redlands	Upper Redlands Road	Resident	Request for removal of parking on the south side of Upper Redlands Road, between Alexandra Road and Eastern Avenue as parking on both sides of the road causes heavy traffic and long queues in the morning. Officer Comments: Changes to the Hospital and University Area Parking scheme have been promoted through this Sub-Committee, which includes alterations to Upper Redlands Road. The bays maximise parking availability in the area, provide speed calming benefits and can act as a deterrent to rat-running in this residential area. We recommend not considering further changes at this time.
Southcote	Ashampstead Road	Resident	Request for double yellow lines on one side of the road, due to cars parking on both side of the road, which has become restrictive to lorries and emergency vehicles. Officer Comments: Note that this is within West Reading Study area.
Southcote	Byefield Road	Resident	Request for waiting restrictions due to cars parking on the pavements, both sides of the road, which makes it difficult to cross the road Officer Comments: Note that this is within the West Reading Study area.
Southcote	Shepley Drive	Resident	Request for double yellow lines at the junction with Stapleford Road, due to vehicles parking closely to the junction. Emergency services and residents often struggle to gain access to the road.
Southcote	Shepley Drive	Residents via Ward Councillor	Request for double yellow lines at the entrance to Shepley Drive Service Road as vehicles park blocking the vision when pulling out of the garages.
Thames	Richmond Road	Residents via Councillor	Cars park close to the junction of Richmond Road and Kidmore Road which makes it difficult to see around the junction, therefore request to have double yellow lines at this junction.
Thames	Surley Row	Resident	Request for double yellow lines at the junction with Sheep Walk, which is a tight bend and people tend to leave their cars very close to the junction which is causing visibility issues.

Ward	Street	Requested By	Summary of Request
Tilehurst	Bran Close	Residents via Ward Councillor	Request for double yellow lines at the junction with Corwen Road due to cars parking close to the junction which is causing poor visibility.
Tilehurst	Lower Elmstone Drive	Resident	Request for parking restrictions between Chapel Hill and Westwood Road, due to the cars parked on one side of the road makes it difficult for traffic to get through, especially the bus service.
Tilehurst	St Michael's Road	Residents via Ward Councillor	Ward Councillor received a number of complaints regarding the parking bays on St Michael's Road close to its junction with School Road, when cars are parked within the bay this can cause queues and wait a while for the traffic to clear in that direction. Request to convert these bays into 'no waiting at any time'.
Tilehurst	Westwood Road	Ward Councillor	Request for waiting restrictions on Westwood Road near the Tilehurst Surgery due to cars parking on both sides of the road and buses struggle to get past.
Whitley	Exbourne Road	School	Issues with parking around school drop off/pick up times, causes visibility issues around the school gate (Christ the King School) for crossing the road as well as local parking issues.

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	7 MARCH 2019	AGENDA ITEM:	9
TITLE:	RESIDENT PERMIT PARKING UPDATE REPORT: a. NEW AND OUTSTANDING REQUESTS b. PROPOSALS FOR STATUTORY CONSULTATION (EAST READING AREA - WOKINGHAM ROAD)		
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 report provides an update on the list of requests for Resident Permit Parking, including the progress of developing schemes and any new requests that have been received.
- 1.2 This report also provides revised proposals for the Wokingham Road element of the East Reading Study area scheme, with a recommendation to progress these to statutory consultation.
- 1.3 Appendix 1 provides the updated list of requests for Resident Permit Parking.
- 1.4 Appendix 2 provides the recommended scheme for Wokingham Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee may wish to consider the priorities allocated to items on the list of requested schemes and/or whether all requests should remain on the list for future consideration, as per Items 4.2 - 4.4.

- 2.3 That the scheme for Wokingham Road in Appendix 2 proceeds to statutory consultation.
- 2.4 That the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.5 That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.6 That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.
- 2.7 That no public enquiry be held into the proposals.

3. POLICY CONTEXT

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

4. BACKGROUND AND PROPOSALS

Part a: Requested Schemes List - Update

- 4.1 Appendix 1 provides the list of requests that we have received for Resident Permit Parking schemes. Where the Sub-Committee has previously allocated a priority to a scheme, this has been recorded. Where a request has previously been reported to the Sub-Committee, but not allocated a priority, this has also been recorded, along with any schemes that are 'new' to the list.
- 4.2 The Sub-Committee may wish to allocate priorities to particular schemes on this list, although it should be noted that scheme development is resource-intensive and this limited resource is shared between this and many other works programmes. Prioritisation will influence the order in which potential schemes are developed, but not necessarily expedite their development.
- 4.3 The Sub-Committee may wish for requests not to be pursued and these can be removed from the list.

- 4.4 It is the recommendation of Officers that Resident Permit Parking is considered on an area basis, not street-by-street. The list contains some requests from single streets, but it is hoped that this list will prompt consideration of such restrictions from neighbouring streets to create an area scheme before it becomes an active project. Where this occurs, the listed request will be adjusted accordingly.

Officers will seek to work with Ward Councillors, the Lead Councillor for Strategic Environment, Planning and Transport and the Chair of the Traffic Management Sub-Committee to agree an initial area that should be considered alongside the original request, once a potential scheme becomes an active project.

Part b: Revised Proposal for Wokingham Road (East Reading Study area)

- 4.5 As part of the East Reading Study, it was proposed that a number of unrestricted bays on Wokingham Road would become 'shared use' whereby permit holders could park at any time, and non-permit holders could park for up to 2 hours between 8am and 8pm. Following feedback from the statutory consultation, The Sub-Committee agreed that these proposals should be removed from the scheme in January 2019.

- 4.6 Having considered the feedback from the consultation, Officers have now developed an amended proposal for the bays on Wokingham Road. These are shown in appendix 2 and include another 'shared use' type restriction, which allows permit holders to park at any time but also allows non-permit holders to park up to 24 hours a day, seven days a week with a Pay & Display ticket.

- 4.7 These new proposals are intended to meet the needs of residents by providing additional parking permit bays within the wider scheme area, but also provide flexible parking for visitors throughout the day along with the turnover and relative ease of enforcement that Pay & Display restrictions provide.

It is proposed that these restrictions will overcome the objections made primarily by regular visitors, that the maximum stay period could be prohibitively short and limited to the 8am - 8pm period.

- 4.8 If agreed at this meeting, Officers intend to conduct the consultation over the spring and bring the results to the Sub-Committee meeting in June 2019. No materials will be ordered and no works instructions issued until after a decision has been made by the Sub-Committee to implement a scheme, and the resultant legal Order is sealed. It is our intention to implement any approved restrictions as part of the East Reading Study.

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 priorities, as set out below:

- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.

7. LEGAL IMPLICATIONS

7.1 New, or changes to existing, Traffic Regulation Orders 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 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics and statutory consultations provide an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

9. FINANCIAL IMPLICATIONS

9.1 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.

9.2 Funding will need to be identified prior to the implementation of any scheme.

10. BACKGROUND PAPERS

10.1 Resident Permit Parking Update Report (Traffic Management Sub-Committee, January 2019).

10.2 Resident Permit Parking Report (Traffic Management Sub-Committee, September 2018).

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APPENDIX 1 - RESIDENT PERMIT PARKING - SCHEME REQUESTS

UPDATED: February 2019 - *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	Caversham	St Stephens Close	N	Y	32 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, including this street with the Lower Caversham area scheme. Due to the proximity of St Stephens Close and The Willows to the wider Lower Caversham Area, it was agreed in November 2018 that it be dealt with as a separate scheme and that a formal statutory consultation be carried out. Approval to implement The Willows/St Stephens Close scheme was granted in January 2019.	January 2019 (Resident Permit Parking Update)	This scheme is currently awaiting implementation.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
2	1	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. There was majority support for scheme development across the area and concept designs have been created. Another informal consultation took place which resulted in The Willows/St Stephens Close being dealt with as a separate scheme. Approval for a statutory consultation for rest of Lower Caversham was granted in January 2019.	January 2019 (Resident Permit Parking Update)	This scheme is currently awaiting statutory consultation.
3	2	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. A concept scheme was then designed and has also been informally consulted. Approval for a statutory consultation was granted in September 2018 and approval for implementation was granted in January 2019.	January 2019 (Resident Permit Parking Update)	This scheme is currently awaiting implementation.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
4	3	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. A concept scheme has been designed and been informally consulted. Approval to conduct statutory consultation was granted in September 2018 and the results of the consultation were reviewed in January 2019. Approval has been given to implement part 1 of the scheme (with some amendments) with an update report due to be submitted to TMSC in November 2019 where it will be decided if part 2 should also be implemented.	January 2019 (Resident Permit Parking Update)	Part 1 of the scheme is currently awaiting implementation.
5	4	Katesgrove	Charndon Close, Collis Street and Rowley Road	Y	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 2018 (Resident Permit Parking)	

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
6	5	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 and officers have received further correspondence from residents of Beecham Road since. TMSC agreed the priority of this scheme at their meeting in March 2017.	September 2018 (Resident Permit Parking)	There will need to be consideration for the wider area to be included as part of the initial scheme area proposal.
7	N/A	Southcote	Granville Road	Y	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, although it will be a potentially complex process.	September 2018 (Resident Permit Parking)	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. There will need to be consideration for the wider area to be included as part of the initial scheme area proposal.
8	N/A	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.	September 2018 (Resident Permit Parking)	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.

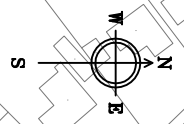
Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
9	N/A	Minster	Portway Close	N	N	Received request from resident, asking for a resident permit parking scheme to be installed due to the increasing numbers of vehicles parking to access Bath Road 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.	September 2018 (Resident Permit Parking)	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.
10	N/A	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.	September 2018 (Resident Permit Parking)	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.

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
11	N/A	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.	September 2018 (Resident Permit Parking)	
12 NEW	N/A	Norcot & Southcote	Shilling Close and surrounding area	Y	N	Ward Councillors and local residents have requested this scheme to address a number of parking issues in the area. Options needs to be considered on Honey End Lane (section off of Tilehurst Road, opposite Park Grove), with possible use of RPP and P&D to provide turnover of parking availability for Hospital visitors, while addressing commuter parking.	NEW	
Added to other programmes:								
73	N/A	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 2018 (Resident Permit Parking)	At TMSC in September 2017, it was agreed that this proposal be moved to the West Reading Study, however, this programme is resourced by the same Officers.
Implemented:								

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
14	N/A	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 and the scheme was agreed for implementation at June 2018 TMSC.	September 2018 (Resident Permit Parking)	The scheme was implemented in September/October 2018.

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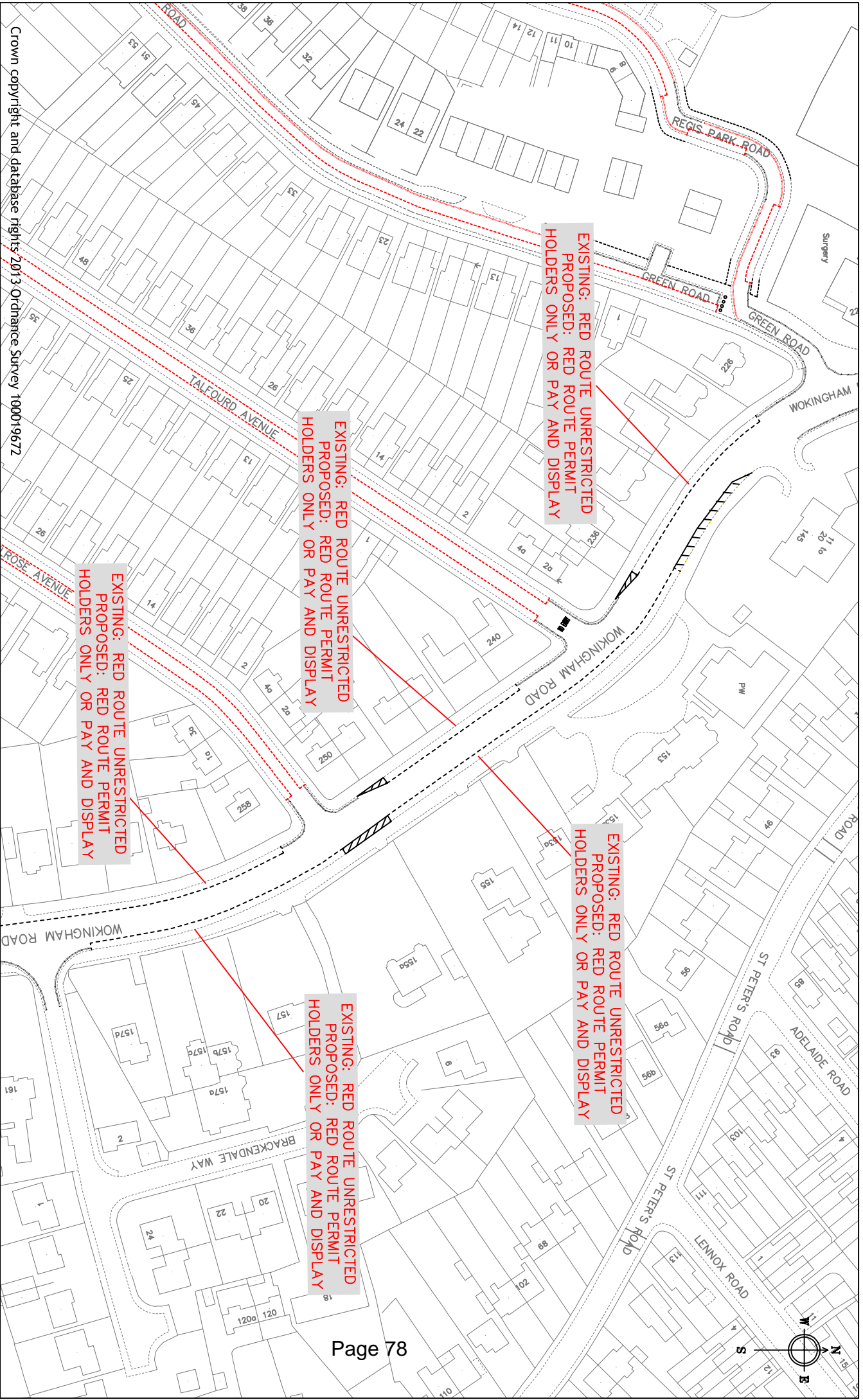
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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	7 MARCH 2019	AGENDA ITEM:	10
TITLE:	RESULTS OF STATUTORY CONSULTATIONS - PAY & DISPLAY MINOR CHANGES (HOSPITAL & UNIVERSITY AREA)		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	REDLANDS & KATESGROVE
LEAD OFFICERS:	JIM CHEN & JEMMA THOMAS	TEL:	01189 372198 & 01189 372101
JOB TITLES:	ASSISTANT ENGINEERS	E-MAIL:	JIM.CHEN@READING.GOV.UK JEMMA.THOMAS@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 This report informs the Sub-Committee of comments and objections received during the statutory consultation for the agreed proposals to amend a number of parking restrictions within the Hospital & University parking scheme area (Redlands/Katesgrove).
- 1.2 Members are asked to consider these objections and conclude the outcome of the proposals.
- 1.3 Appendix 1 provides the comments and objections that have been received during the statutory consultation.
- 1.4 Appendix 2 provides the drawings showing the amendments that were advertised.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the comments and 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, 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

4.1 Following the implementation of the Hospital & University area parking scheme in early 2017, a scheme update was reported to the Sub-Committee at its September 2017 meeting. It was agreed at this meeting that Officers should conduct a statutory consultation on expanding Pay & Display to include weekend charging. Additional minor amendments were also proposed following feedback from residents. The results of the consultation were reported to the Sub-Committee in June 2018.

4.2 Whilst a number of restrictions were agreed for implementation at the June 2018 meeting, it was decided that a number of the proposals required development following further public feedback. A number of new proposals were therefore developed by Officers and Ward Councillors, which were presented to the Sub-Committee at their meeting in January 2019.

4.3 These proposals were approved for statutory consultation, which took place between 7th February and 28th February 2019. The objections, support and other comments received for the proposals are contained in Appendix 1 and the drawings are contained in Appendix 2.

4.4 The Sub-committee is asked to consider the objections and other comments received during the consultation period. The Sub-Committee can make the following decisions:

- Agree with objections - the recommended proposal will be removed from the programme and will not be implemented

- Overrule objections - the recommended proposal will be implemented, as advertised.
- Amend a proposal - an amended proposal will be implemented, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order.

Those proposals that did not receive objections, nor other comments, will be implemented as advertised.

- 4.5 As yet, the previously agreed changes to the scheme have not been implemented and this includes the agreement to increase the Pay & Display charges by 10p per tariff (agreed by the Sub-Committee in January 2018). It is intended that the implementation of restriction changes in this parking scheme area will be conducted as a single scheme, once all changes have been agreed. This approach will be more cost-effective and ensure clarity of the restrictions across the scheme area, supporting enforceability. Scheme implementation will not be programmed until after a decision has been made by the Sub-Committee to implement a scheme, the meeting minutes have been agreed and the resultant legal Order is sealed.

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 priorities, as set out below:
- Keeping Reading's environment clean, green and safe
 - Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

7. LEGAL IMPLICATIONS

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

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

8. EQUALITY IMPACT ASSESSMENT

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

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

8.2 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

10.1 Funding for the implementation of any new/amended restrictions has been identified from the Council's capital allocation for Transport and Streetcare. Officers will explore any further external funding opportunities that could contribute toward the delivery of the scheme.

11. BACKGROUND PAPERS

11.1 Hospital & University Area Parking Scheme - Minor Amendments (Traffic Management Sub-Committee, January 2019).

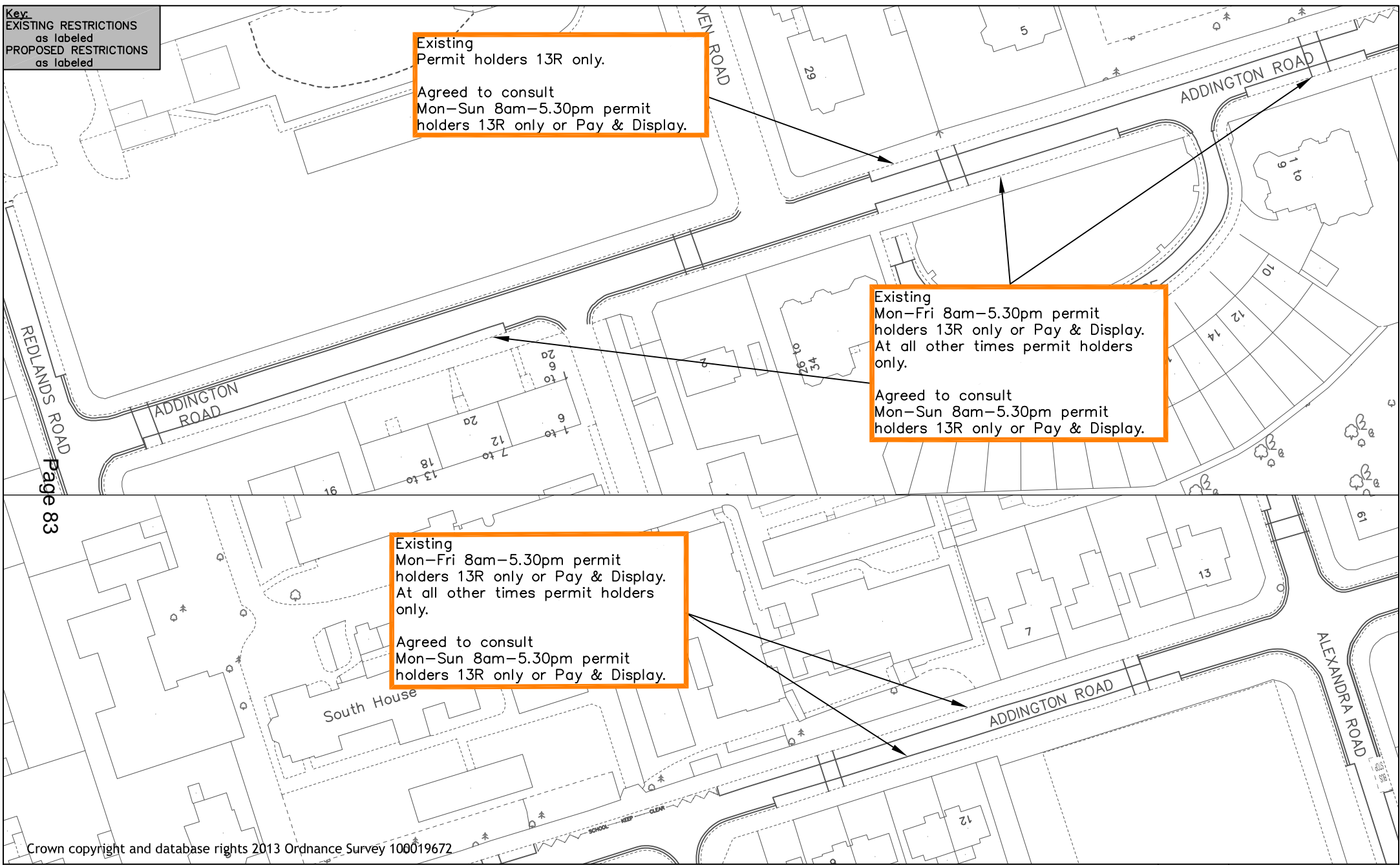
11.2 Results of Statutory Consultations - Pay & Display Minor Changes (Hospital & University Area) Report (Traffic Management Sub-Committee - June 2018).

Key.
 EXISTING RESTRICTIONS
 as labeled
 PROPOSED RESTRICTIONS
 as labeled

Existing
 Permit holders 13R only.
 Agreed to consult
 Mon-Sun 8am-5.30pm permit
 holders 13R only or Pay & Display.

Existing
 Mon-Fri 8am-5.30pm permit
 holders 13R only or Pay & Display.
 At all other times permit holders
 only.
 Agreed to consult
 Mon-Sun 8am-5.30pm permit
 holders 13R only or Pay & Display.

Existing
 Mon-Fri 8am-5.30pm permit
 holders 13R only or Pay & Display.
 At all other times permit holders
 only.
 Agreed to consult
 Mon-Sun 8am-5.30pm permit
 holders 13R only or Pay & Display.



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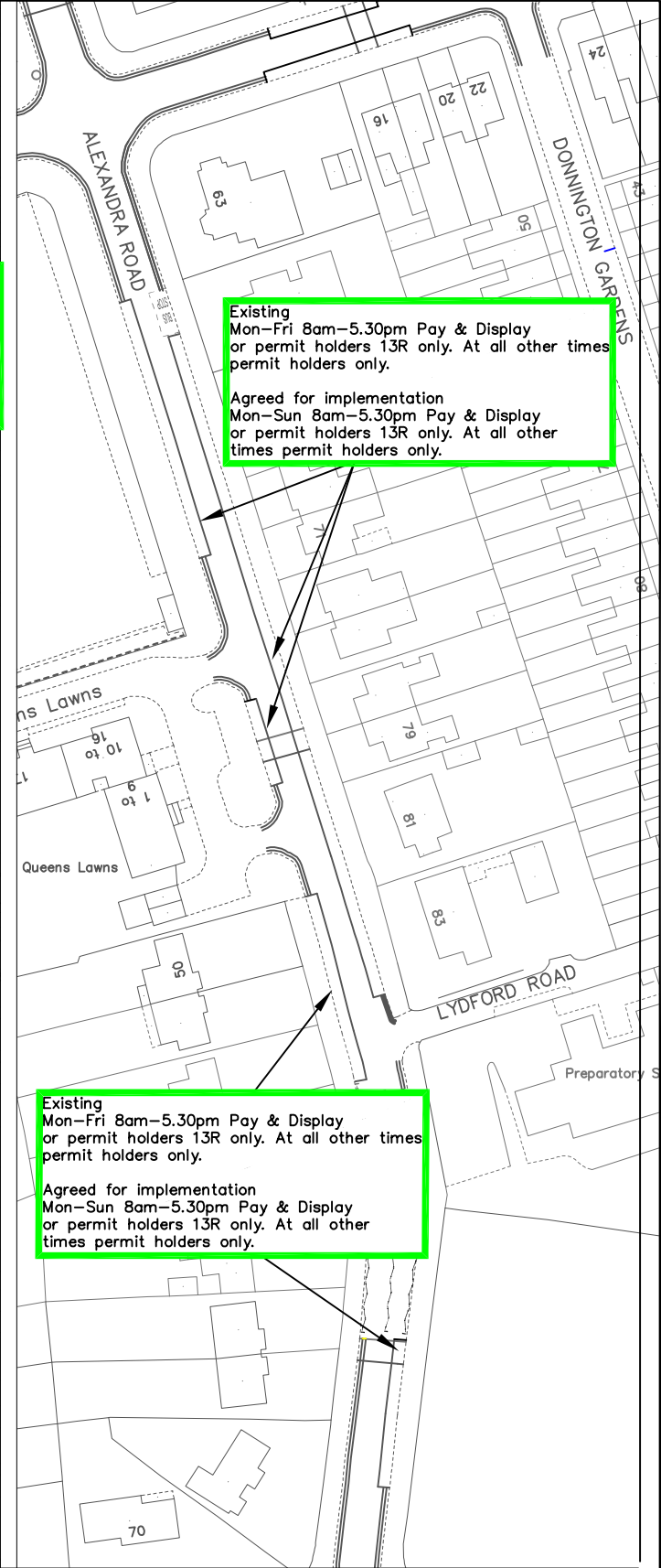
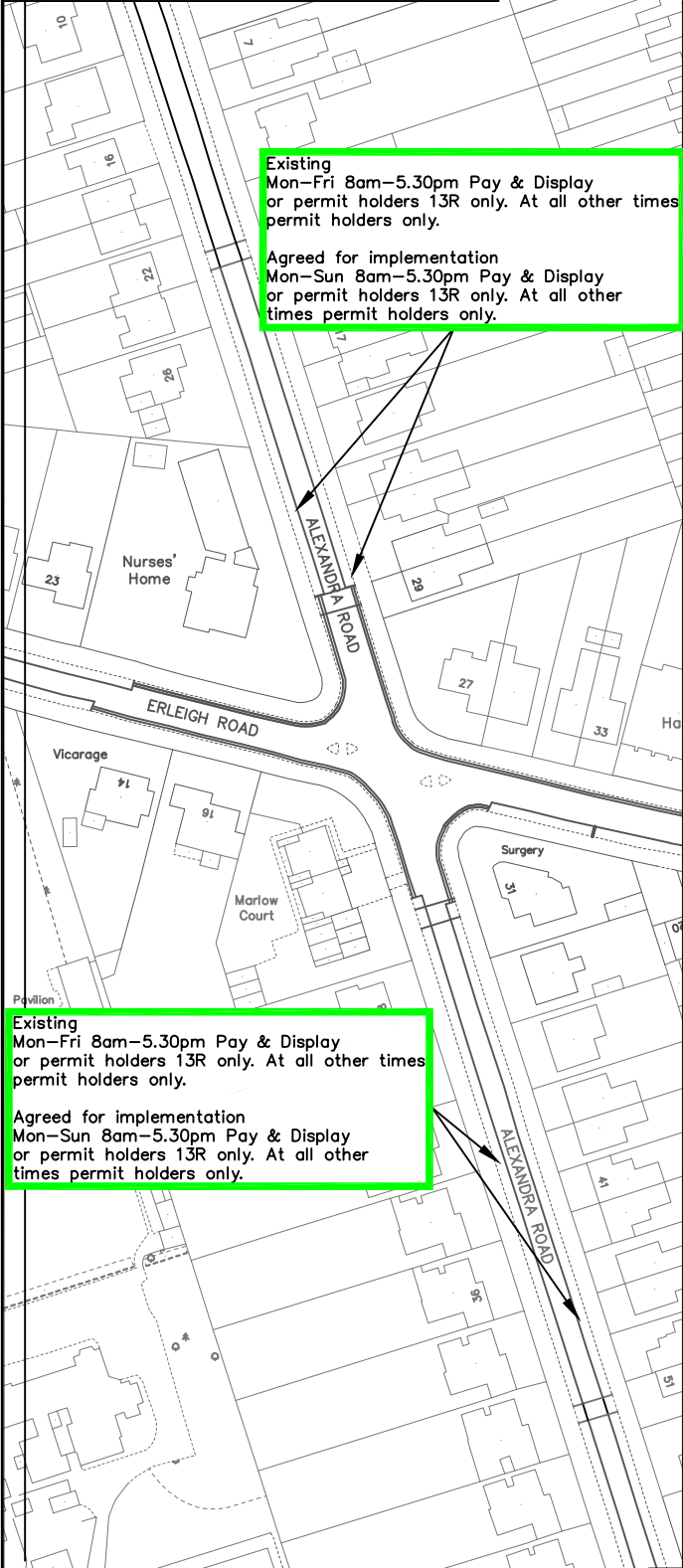


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Project 2018 Hospital & University Review	Scale N.T.S	Drawn KD
	Date DEC 18	Checked JP
Drawing Addington Road	Approved JP	
	Drawing No. ADDINGTON ROAD	

Key.
EXISTING RESTRICTIONS
 [] Mon-Fri 8am-5.30pm Pay & Display or permit holders 13R only. At all other times permit holders only
PROPOSED RESTRICTIONS
 as labeled



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CAD DRAWING LOCATION:



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project 2018 Hospital & University Review

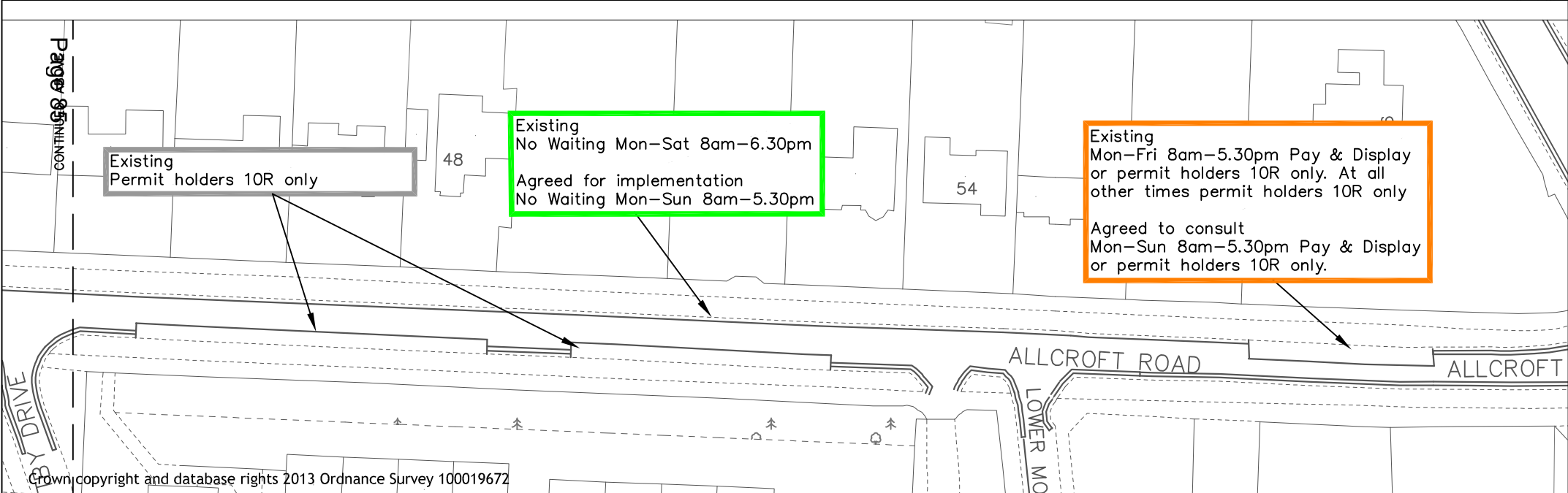
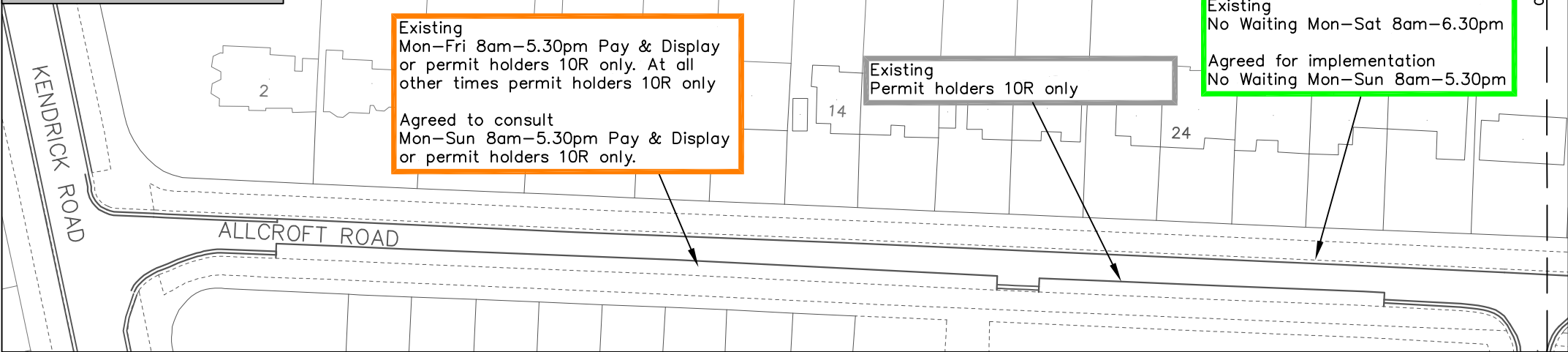
drawing Alexandra Road

drawn KD	checked JP	approved JP	date DECEMBER 18
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scale Page 84	drawing no. ALEXANDRA ROAD
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Key.
EXISTING RESTRICTIONS
 [] Mon-Fri 8am-5.30pm Pay & Display or Permit holders 10R only. At all other times Permit holders 10R only
 — No Waiting Mon-Sat 8am-6.30pm
PROPOSED RESTRICTIONS
 as labeled

CONTINUED BELOW



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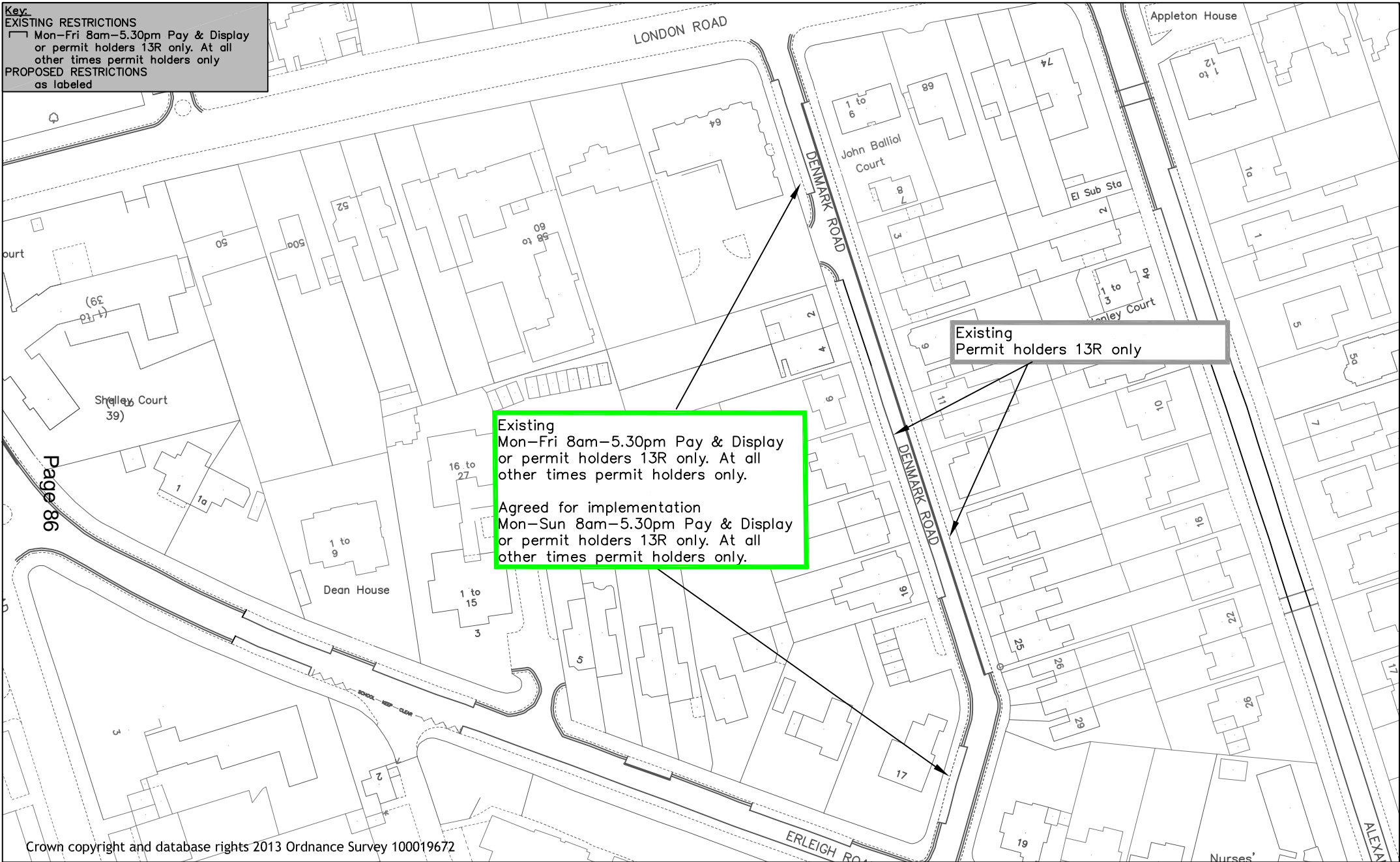


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Project 2018 Hospital & University Review	Scale N.T.S	Drawn KD
	Date DEC 18	Checked JP
Drawing Allcroft Road	Approved JP	
	Drawing No. ALLCROFT ROAD	

Key:
EXISTING RESTRICTIONS
 Mon-Fri 8am-5.30pm Pay & Display
 or permit holders 13R only. At all
 other times permit holders only
PROPOSED RESTRICTIONS
 as labeled



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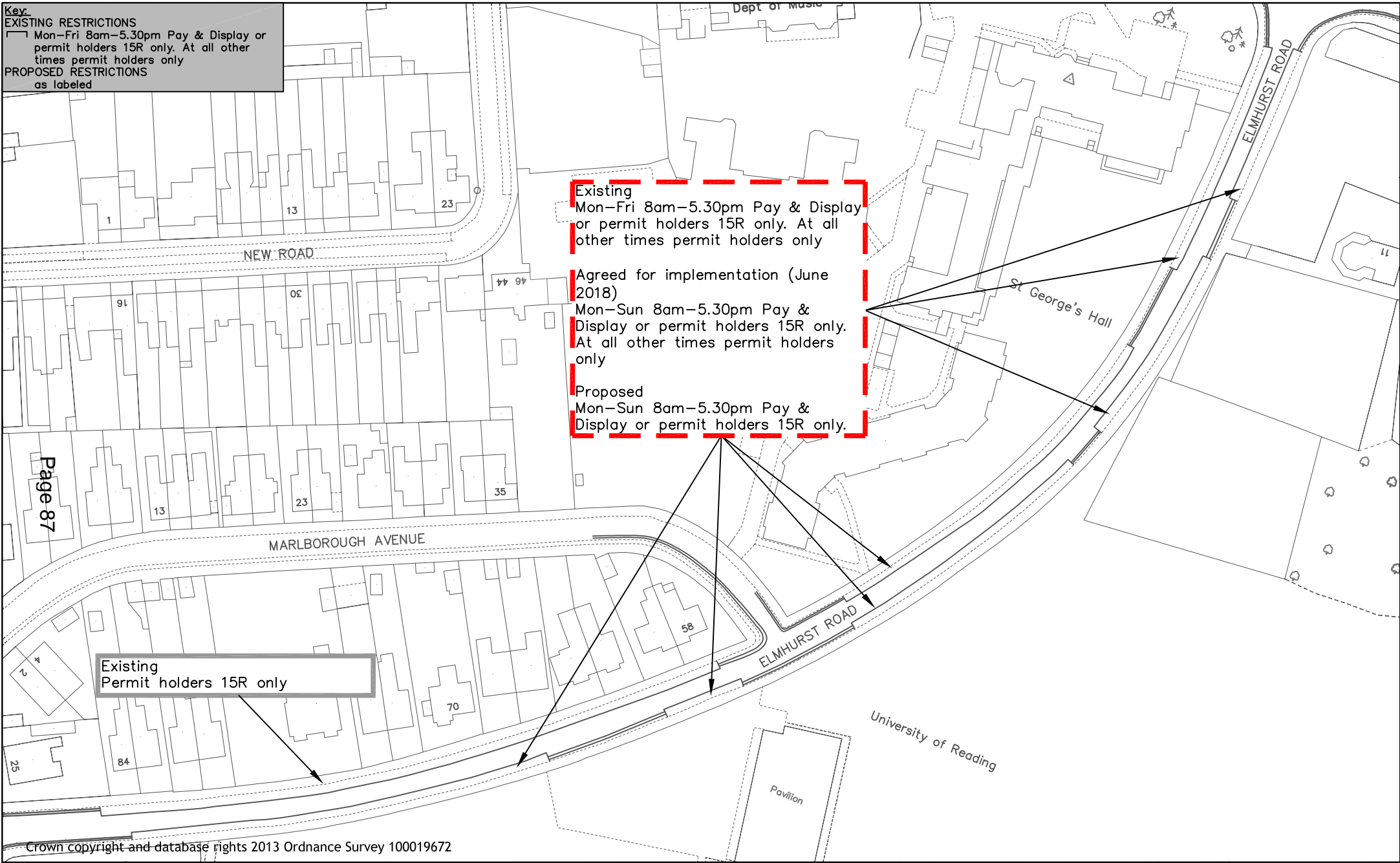


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Project 2018 Hospital & University Review	Scale N.T.S	Drawn KD
	Date DEC 18	Checked JP
Drawing Denmark Road	Approved JP	
	Drawing No. DENMARK ROAD	

Key:
 EXISTING RESTRICTIONS
 Mon-Fri 8am-5.30pm Pay & Display or permit holders 15R only. At all other times permit holders only
 PROPOSED RESTRICTIONS
 as labeled



Page 87

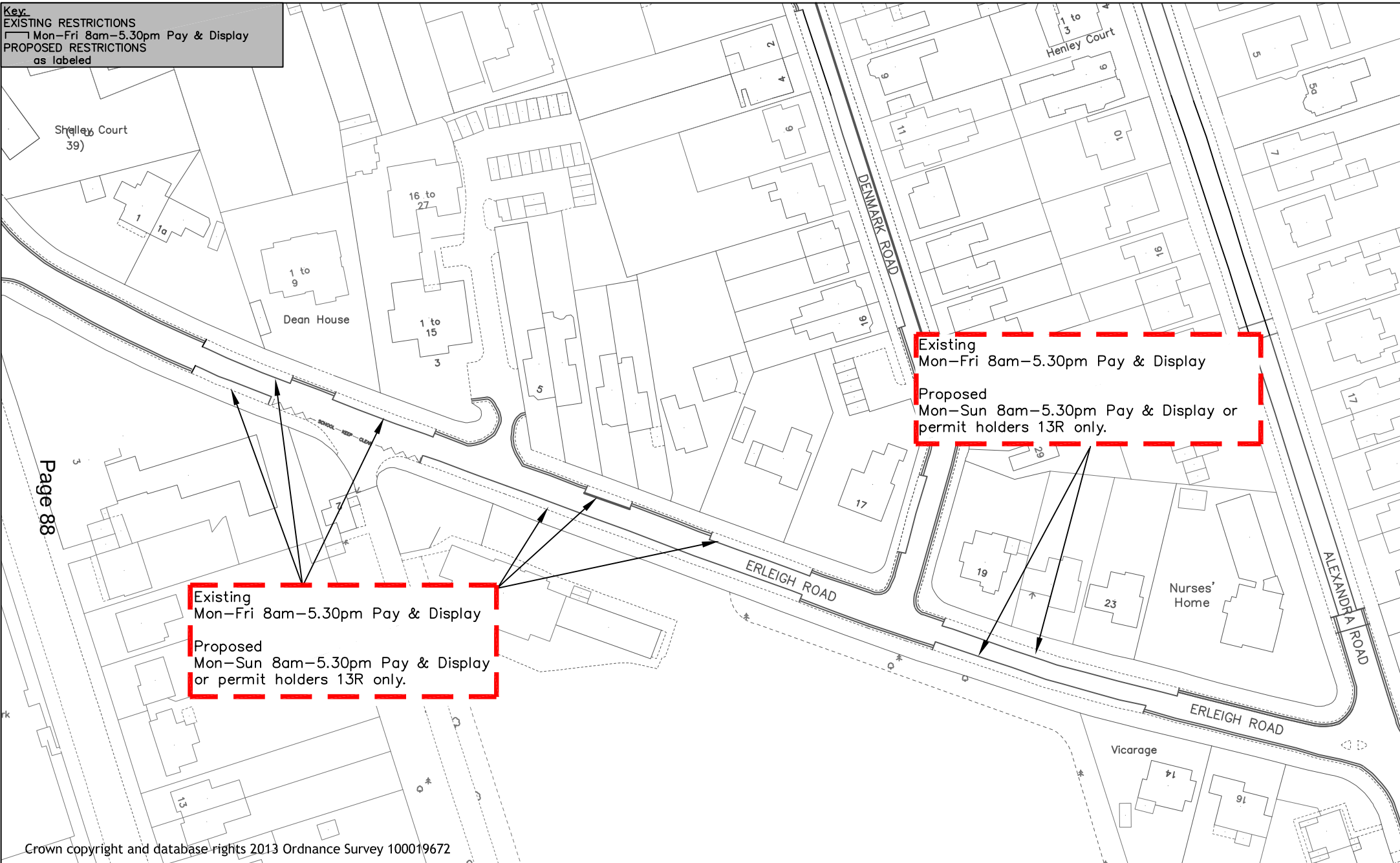
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Project 2018 Hospital & University Review	Scale N.T.S	Drawn KD
	Date DEC 18	Checked JP
Drawing Elmhurst Road	Approved JP	
	Drawing No. ELMHURST ROAD	

Key:
 EXISTING RESTRICTIONS
 — Mon–Fri 8am–5.30pm Pay & Display
 PROPOSED RESTRICTIONS
 as labeled



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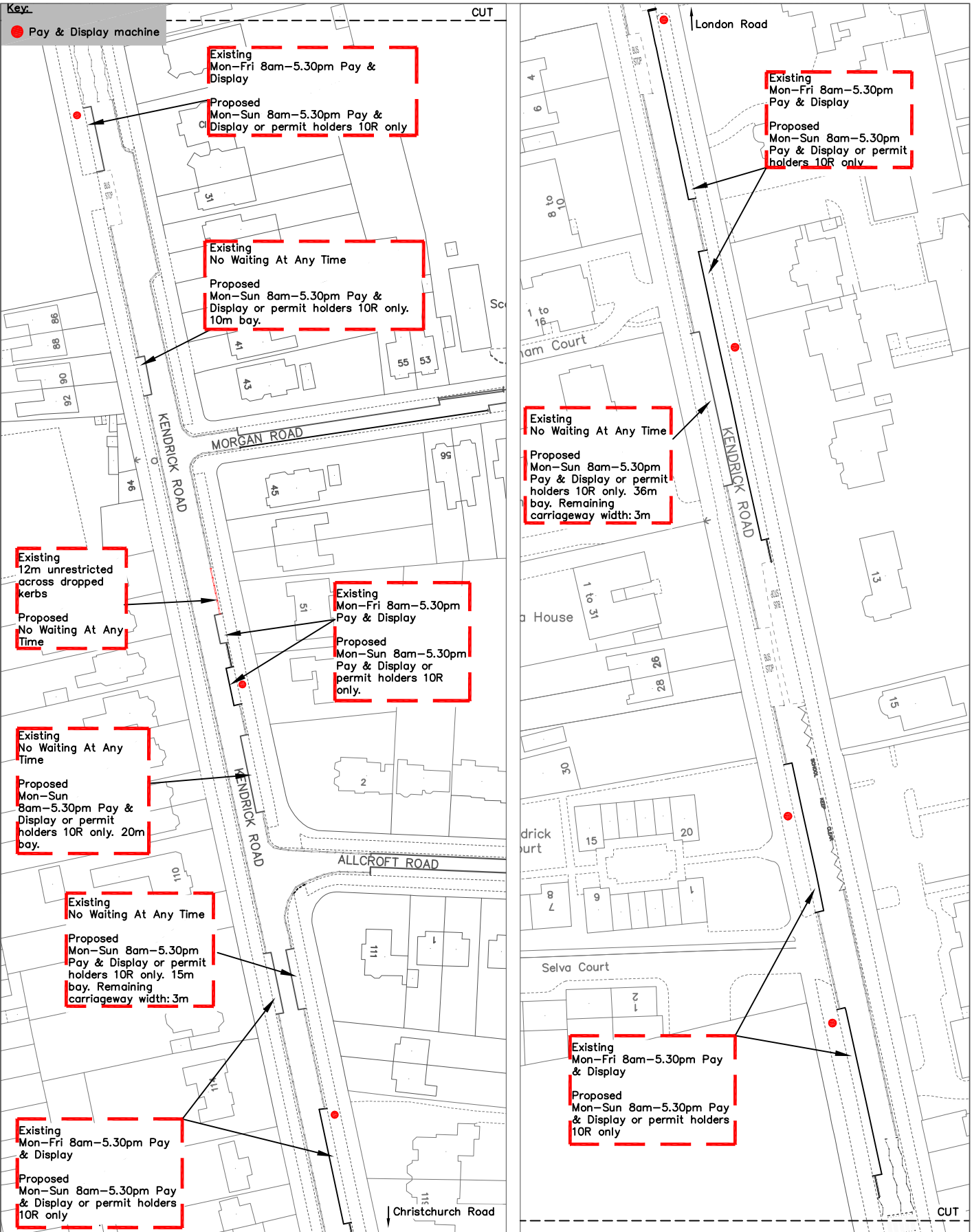
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Project 2018 Hospital & University Review	Scale N.T.S	Drawn KD
	Date DEC 18	Checked JP
Drawing Erleigh Road West	Approved JP	
	Drawing No. ERLEIGH ROAD WEST	



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PROJECT: 2018 Hospital & University Review

DRAWING: Kendrick Road

DRAWN: JT

CHECKED: JP

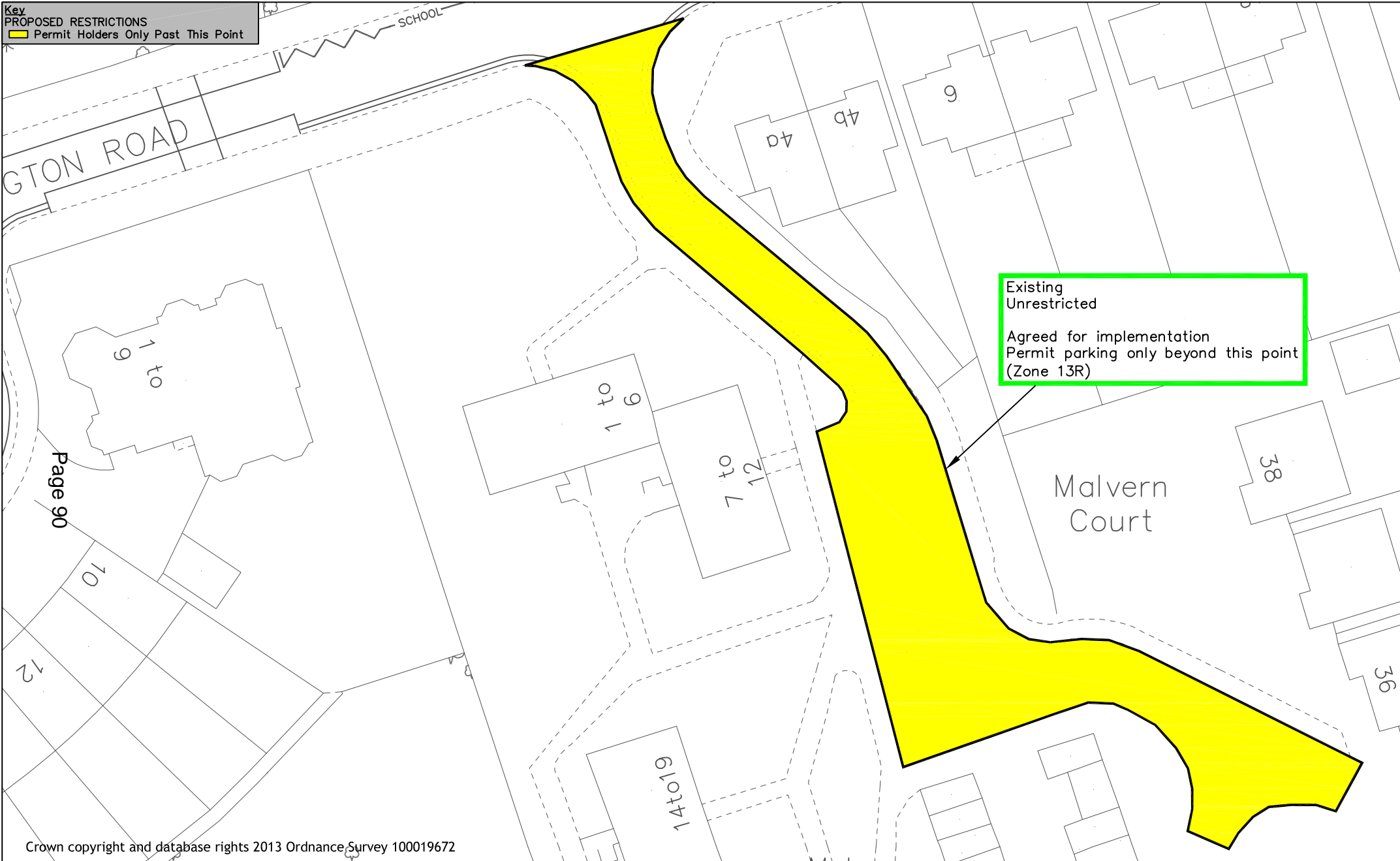
CHECKED: JP

DATE: DEC 18

SCALE: N.T.S.
Page 89

DRAWING NO: KENDRICK ROAD

Key
 PROPOSED RESTRICTIONS
 Permit Holders Only Past This Point



Existing
 Unrestricted
 Agreed for implementation
 Permit parking only beyond this point
 (Zone 13R)

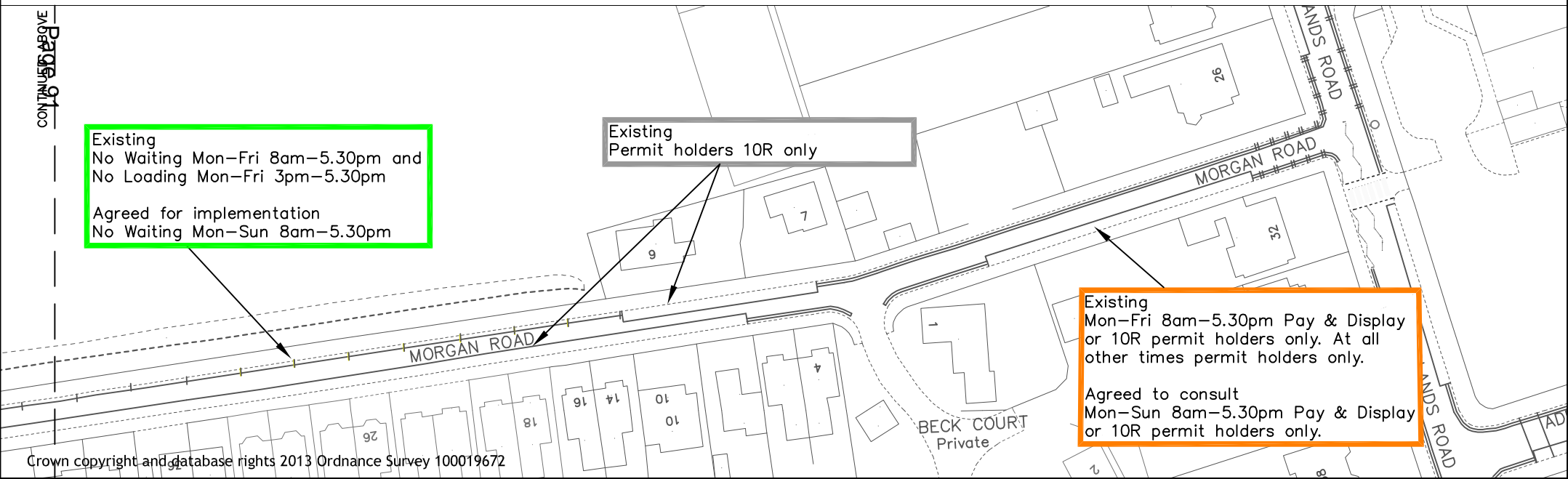
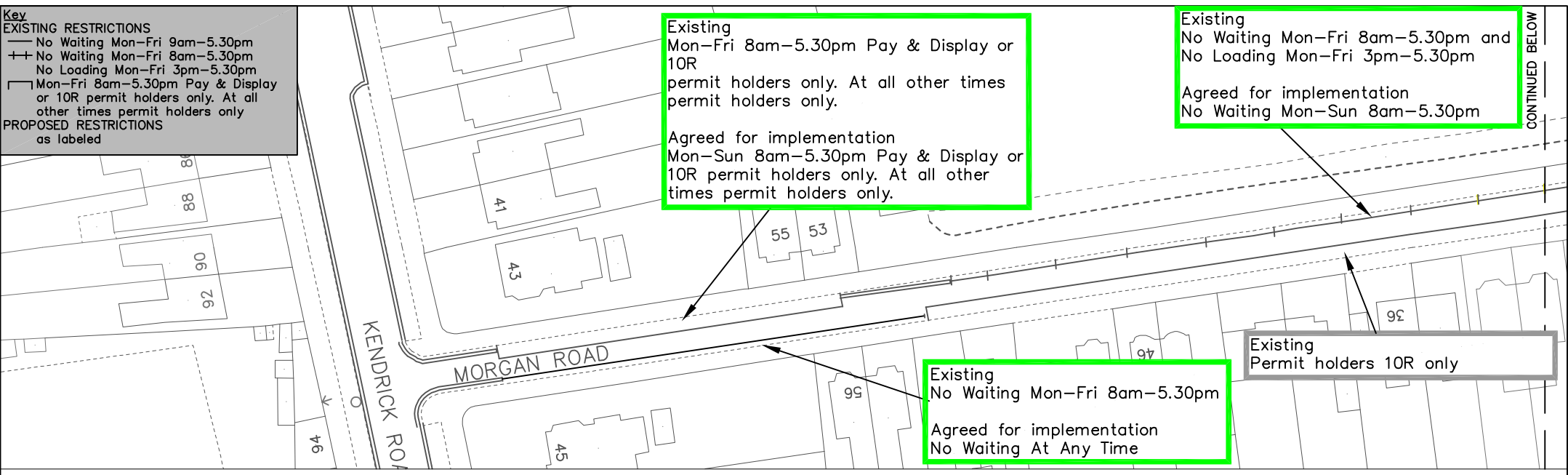
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Project 2017 Hospital and University Review	Scale N.T.S	Drawn KD
	Date DEC 18	Checked JT
Drawing Malvern Court	Approved JT	
	Drawing No. MALVERN COURT	

Key
EXISTING RESTRICTIONS
 — No Waiting Mon–Fri 9am–5.30pm
 + No Waiting Mon–Fri 8am–5.30pm
 No Loading Mon–Fri 3pm–5.30pm
 [Mon–Fri 8am–5.30pm Pay & Display or 10R permit holders only. At all other times permit holders only
PROPOSED RESTRICTIONS
 as labeled



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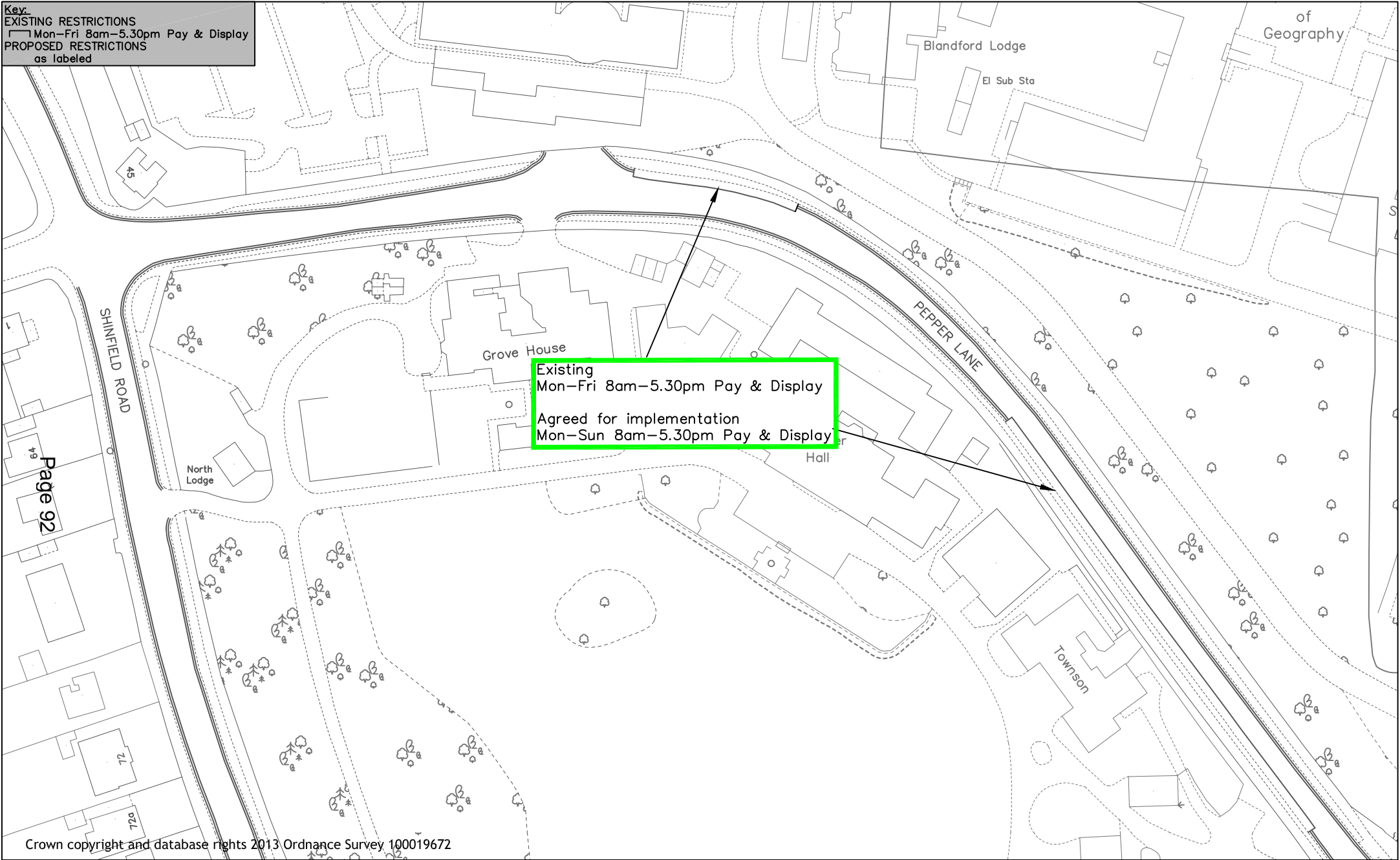


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Project 2018 Hospital & University Review	Scale N.T.S	Drawn KD
	Date DEC 18	Checked JP
Drawing Morgan Road	Approved JP	
	Drawing No. MORGAN ROAD	

Key:
 EXISTING RESTRICTIONS
 Mon-Fri 8am-5.30pm Pay & Display
 PROPOSED RESTRICTIONS
 as labeled



Existing
 Mon-Fri 8am-5.30pm Pay & Display
 Agreed for implementation
 Mon-Sun 8am-5.30pm Pay & Display

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Project 2018 Hospital & University Review	Scale N.T.S	Drawn KD
	Date DEC 18	Checked JP
Drawing Pepper Lane	Approved JP	
	Drawing No. PEPPER LANE	

Key:
 EXISTING RESTRICTIONS
 Mon–Fri 9am–5.30pm Pay & Display
 PROPOSED RESTRICTIONS
 as labeled



Existing
 Mon–Fri 8am–5.30pm Pay & Display
 Agreed for implementation
 Mon–Sun 8am–5.30pm Pay & Display

Existing
 Mon–Fri 8am–5.30pm Pay & Display
 Agreed for implementation
 Mon–Sun 8am–5.30pm Pay & Display

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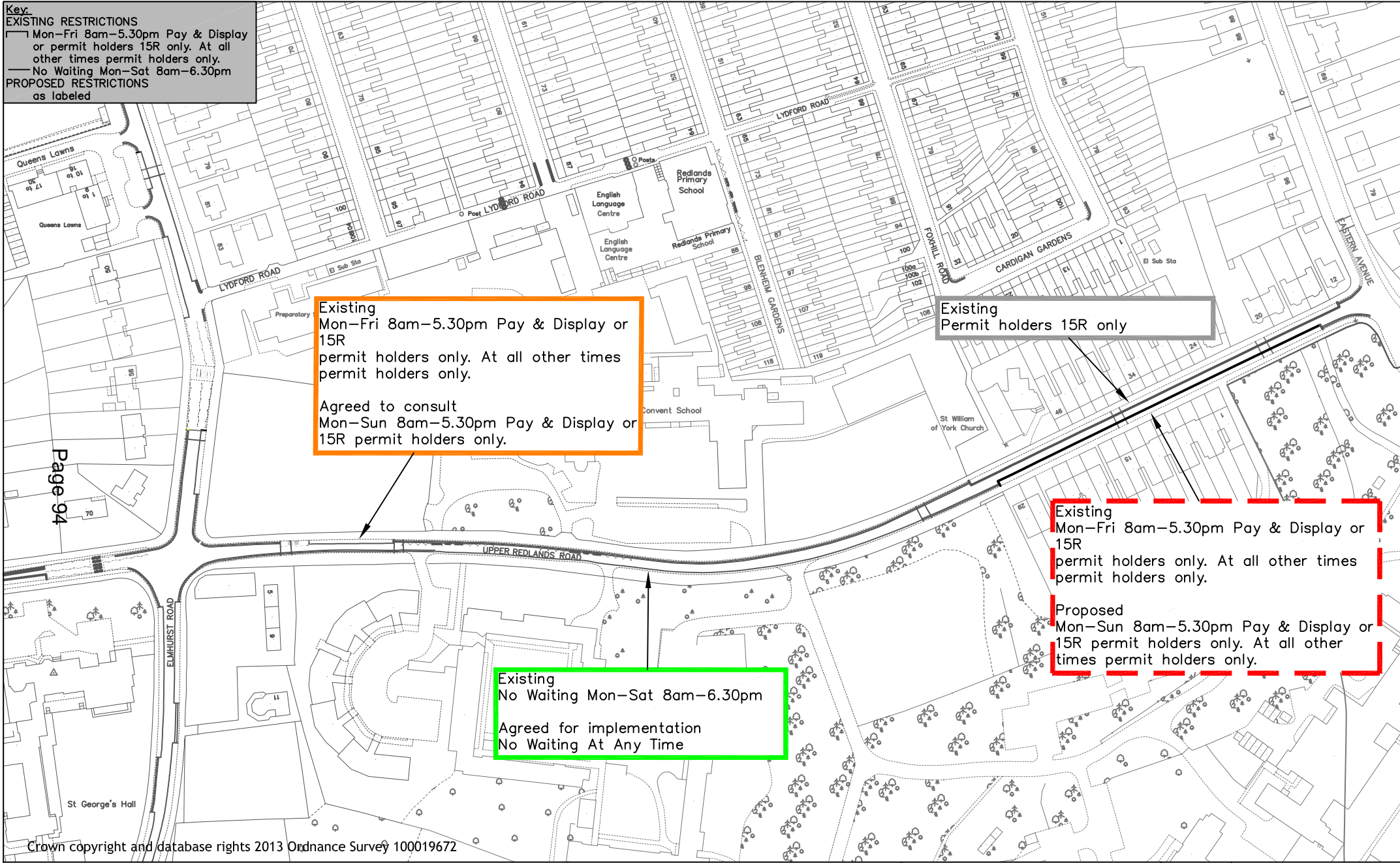


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project		2018 Hospital & University Review	
drawing		Redlands Road	
drawn	checked	approved	date
KD	JP	JP	DEC 18
scale		drawing no.	
N.T.S		REDLANDS ROAD	
Page 93			

Key:
EXISTING RESTRICTIONS
 Mon–Fri 8am–5.30pm Pay & Display or permit holders 15R only. At all other times permit holders only.
 No Waiting Mon–Sat 8am–6.30pm
PROPOSED RESTRICTIONS
 as labeled



Existing
 Mon–Fri 8am–5.30pm Pay & Display or 15R permit holders only. At all other times permit holders only.
 Agreed to consult
 Mon–Sun 8am–5.30pm Pay & Display or 15R permit holders only.

Existing
 Permit holders 15R only

Existing
 Mon–Fri 8am–5.30pm Pay & Display or 15R permit holders only. At all other times permit holders only.
Proposed
 Mon–Sun 8am–5.30pm Pay & Display or 15R permit holders only. At all other times permit holders only.

Existing
 No Waiting Mon–Sat 8am–6.30pm
 Agreed for implementation
 No Waiting At Any Time

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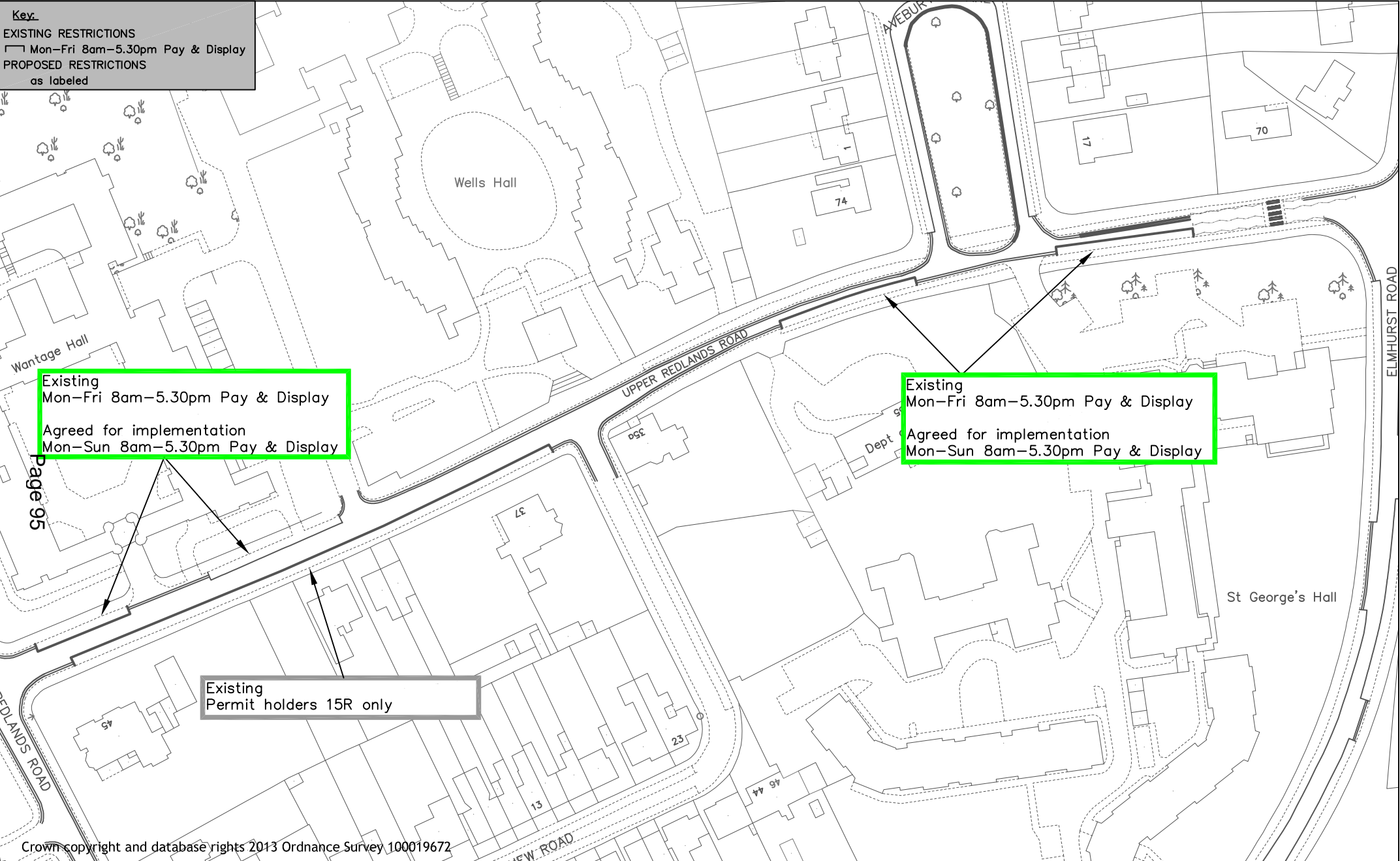
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Project 2018 Hospital & University Review	Scale N.T.S	Drawn KD
	Date DEC 18	Checked JP
Drawing UPPER REDLANDS ROAD EAST	Approved JP	
	Drawing No. Upper Redlands Road East	

Key.
 EXISTING RESTRICTIONS
 Mon–Fri 8am–5.30pm Pay & Display
 PROPOSED RESTRICTIONS
 as labeled



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Project 2018 Hospital & University Review	Scale N.T.S	Drawn KD
	Date DEC 18	Checked JP Approved JP
Drawing Upper Redlands Road West	Drawing No. UPPER REDLANDS ROAD WEST	

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HOSPITAL AND UNIVERSITY AREA: PAY & DISPLAY CHARGING AND MINOR CHANGES - OBJECTIONS TO TRAFFIC REGULATION ORDER

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

UPDATED: 26/02/19 10am Consultation Ends: 28/02/19

Street/Summary	Objections/support/comments received.
	Summary of responses: Objections - 1, Support - 4, Comment - 9, Mixed Response - 0.
1) Resident, Support	I live at [REDACTED] Erleigh Road and under the current arrangements we have no residents parking. I support the proposals to amend the parking to include residents parking. However I think that pay and display parking should remain as Mon-Friday 8-5.30. Free parking at weekends does give people the opportunity to attend St Luke's Church in Erleigh Road or visit family and friends in the RBH without having to pay.
2) Resident, Support	Approve.
3) Resident, Comment	I do not think that it is necessary to extend the parking restrictions on Erleigh Road west of Alexandra Road so that payment is required at weekends. This area never becomes full of parked cars at weekends so it appears to be introducing a parking charge to address a problem that does not exist. The negative impact would be on parking here used by visitors to the hospital and visitors to local residents at the weekends who would have to pay to park here if these new restrictions were implemented. I would remind the council that the purpose of parking restrictions is for traffic management purposes not as a fund raising form of taxation. This point has been tested in court. Unless the Council is able to provide evidence that there is a traffic management issue that is being addressed by these proposed restrictions, it can be assumed that the purpose of them are to raise additional funds and is therefore an illegal use of statutory powers.
4) Resident, Comment	The reasons given for the amendments is "in the interests of safety or in response to demand" 1) The introduction of parking restrictions will not improve the safety of many roads. Indeed, since the introduction of parking restrictions on Kendrick road more cars speed. Thus the safety reasons is not legitimate. 2) I am not aware of any demand to increase the hours of the parking restrictions. Indeed I understand many people to be vehemently opposed to them. Weekends are when residents are more likely to have visitors and the current arrangements with freely available parking at weekends enables them to have visitors at that time. Extending the parking restrictions to the weekends may limit visitors to some of the more vulnerable members of society - which would be a very undesirable consequence. Given that there does not appear to be

	<p>any safety or demand reasons to increase the hours of the parking restrictions it seems to be driven by the need to increase council revenue. The council may need to increase revenue, but if so it should be done equally across the entire town rather than simply selecting one part which is effectively taxed again! Use of the bowling club on Kendrick road would be restricted were these weekend parking restrictions to be introduced. It seems wrong to restrict use of a (much loved) social and sports facility for no benefit. I am very frustrated that this is the second consultation on a very similar proposal in as many years. Do we have to keep registering the same concerns?!</p>
5) Resident, Comment	<p>I live on Addington Road east of Alexandra Road which appears to be unaffected by these proposed changes. It is, therefore, probably more appropriate for residents of Addington Road who live on the affected section to comment on these changes. However, as an observation, it would seem sensible to increase the amount of pay and display in that section of Addington Road as there aren't a large number of residents in that section. If the is to happen, then maybe the section of Addington Road to the east of Alexandra could become wholly residents only rather than mixed use.</p>
6) Resident, Support	<p>I welcome the proposal to amend the parking restrictions in Addington Road to enable people to park there without payment or permit between 5.30pm and 8am.</p>
7) Resident, Comment	<p>1. My only comment on the changes outlined is that permitting parking on both sides of Kendrick Road opposite each other will lead to traffic congestion and delays.</p> <p>2. My concern is that the restrictions in parts of Alexandra Road (particularly directly outside my property) are not being changed in line with most of the other roads. Specifically permits will still be required for residents overnight. The particular sections of Alexandra Road which concern me are</p> <p>(a) all of the northernmost section, between London Road and Erleigh Road;</p> <p>(b) most (the northerly part) of the section between Erleigh Road and Addington Road.</p> <p>This particularly affects me because you refuse to give me a Resident's Permit despite the fact that I live on the [REDACTED] with, as I said, restricted sections immediately in front of my living room window. Also, I believe that the property next door ([REDACTED], Alexandra Road) does have Resident's Permit(s), even though it has space for 2 or 3 cars in its driveway, which my property does not have.</p>
8) Resident, Comment	<p>I live at [REDACTED] Allcroft Road along with my family and struggle daily approaching my drive with parked cars on the north end of Allcroft Road. It is a total nightmare. The same problem happens in the mornings and during the day. As vehicles are all different sizes my view reversing out of my drive is increasingly restricted. I am a [REDACTED] and therefore it is extremely challenging for me. Drivers cut the corner approaching Allcroft Road from Redlands Road even though it is a 20 mph zone. Drivers end up stopping behind the parked cars and blocking my driveway . I end up with road rage and abuse. Drivers have to reverse back if possible to do so safely or I have to drive to Lower Mount and turn my car around. It would make since to reduce the allocated parking space to stop this major problem. Extending the display and parking permit over the</p>

	weekend will cause myself and my family additional stress and abuse from the general public. I would like a member of the committee to view this problem with me.
9) Resident, Comment	We, Marlborough Avenue do not seem to be included in this and seem to be the only road around here with no place where our weekend friends can park without two permits being issued if a Sunday lunch at one pm is the order of the day. We have asked counsellors on several occasions to address this but nothing has happened.
10) Resident, Support	I fully support the introduction of a resident parking scheme in Kendrick Road. The current proposals would assist the residents of Kendrick Court. The court is made up of 20 flats all of which are at least 2-bedroom apartments, however the 1930's nature of the building space means there are only a dozen or so parking spaces for cars on site and off-road. As a result, residents need a place to park and although the grounds are extensive they can't be updated or changed from the current layout as it's a understandably a conservation area.
11) Resident, Comment	I am a property owner at Kendrick Court, on Kendrick Road, and as with other residents in the Court I formally request that the Council considers introducing a residents parking scheme for Kendrick Road. Please do not introduce a solely Pay & Display status WITHOUT thinking of local residents who pay their council tax. Requiring residents to Pay & Display for parking outside their own homes is both financially and logistically challenging; paying £10 or more a day to park near our homes is extremely difficult. Furthermore, it does not reflect the fact that as Reading Council Tax payers, we are being subjected to the same conditions as non-Reading visitors. We do not have sufficient parking in our Court to allow all residents to park here - and the conservation area status of the area prevents us from increasing the amount of off-road parking. Nearby roads (eg Morgan Road, Upper Redlands Road) have successful residents parking schemes. Overall allowing us to participate in a residents parking scheme, for a court of 23 apartments, would not have a material effect on the spaces available. I would be willing to pay an annual (or monthly) fee for a residents parking permit if such a scheme were to be introduced.
12) Resident, Comment/Objection	Proposed parking restrictions amendments to Kendrick road are both dangerous and unnecessary. The proposed parking to be added to the corner of Allcroft road presents a major hazard it is located on the immediate exit of the junction from Allcroft to Kendrick and sits within non permissible distances from a turning corner. In addition this proposed parking causes road width restrictions to public and vehicles it will not be wide enough for busses to pass safely and will cause severe congestion adding additional hazard to cyclist pedestrian and vehicles clearly the proposal has not been viewed measured or considered by any person whom is qualified to so do. This should be rejected on the grounds of health and safety. In addition living at [REDACTED] Kendrick Road we have marked and paced out the proposed position and this will cause major hazard for entering and reversing to our private property with sever risk of injury and harm. All other restriction increases to Kendrick road are unnecessary and an affront to the local amenity preventing

	use of vital amenity such as Reading bowls club and to Christchurch particularly on sundays when shoppers and others are at a low ebb and do not use the road for parking. The council members should be ashamed of this proposal reducing community amenity which it is their responsibility to uphold and maintain and improve for wits local residents. How many times do residents have to reject these proposals and be heard.
13) Resident, Comment	As a resident of Marlborough Ave, I would like to ask, why despite repeated requests representations to our local councillors, NO changes are being made to the restrictions in our road. There are no provisions for visitors to park at all over the weekend, which is far more restrictive than other roads in our area. Despite being told that we could change the parking conditions if we didn't like them, the council seems to be totally unwilling to listen to repeated requests to do so.
14) Resident, Comment	Why not extend the pay an display time to the evenings and over night to allow people visiting the hositipal , Local schools, like abbey / kendrick Reading etc and ST lukes church and hall some where to legally park. The majority of park and display places are empty in the evening and Weekends so it would not affect residents needing parking spaces. I see no need to make the North side of Allcroft road no parking on Sundays, as few is any one parks there and it they do it slows down the cars racing at up to 70 mph along the roads so that good is it not?

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	7 MARCH 2019	AGENDA ITEM:	11
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 This list now includes requests arising from the Cycle Forum meetings.
- 1.3 The Sub-Committee is asked to consider the Officer recommended action for each item, which relate to whether a scheme should remain on the list for future investigation (subject to funding availability) or removed from the list.
- 1.4 Appendix 1 provides the list of schemes/proposals, with Officer comments and recommendations.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

- 2.2 That the Sub-Committee agrees to a recommended action for each item on the list, as per Item 4.8.
- 2.3 That the Sub-Committee may wish to identify a number of schemes that they consider to be priorities for future progression / development.

3. POLICY CONTEXT

- 3.1 Any proposals would need to be considered alongside the Borough Council's Traffic Management Policies and Standards, Council Priorities and the Local Transport Plan.

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. It does, however, include requests that are received by a number of Council departments and now includes requests made by the Cycle Forum.
- 4.3 Appendix 1 provides the current list of requested schemes and requests for measures, which is currently held by Officers.
- 4.4 It is likely that the primary sources of funding for these schemes will be local CIL contributions and other third-party contributions. If funding has been allocated to a scheme, this will be reflected on the list and this list may be used for seeking contributions for specific schemes (for example, during the planning process for a new development).
- 4.5 The list contains some categorised commentary around each scheme/request, providing some contextual background information such as casualty data and indicative costs.
- 4.6 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.

4.7 The resources required to investigate requests and develop designs will incur costs. For this reason, it is not intended that any request is investigated further until funding has been identified.

4.8 It is recommended that the Sub-Committee considers the recommended action for each scheme and may wish to identify a number of schemes/requests that it considers to be priorities for future delivery. Officers have summarised their recommendations as follows:

4.8.1 Retain - These items will remain on the list, awaiting funding for further investigation and development.

4.8.2 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.

4.8.3 Remove - These items will be removed from the list and will not be retained for further investigation and development.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This programme supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:

- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

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 and/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 investigation, 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 2018).

APPENDIX 1 - REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

TRAFFIC MANAGEMENT SUB-COMMITTEE (MARCH 2019)

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 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: Retain.
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: Retain.
3 (NEW)	Abbey	Walking / Cycling Improvements	Caversham Road	South of Northfield Road	Cyclists are unable to turn right out of Northfield Road towards town - they have to navigate Caversham Road roundabout. Upgrade existing pedestrian crossings on Caversham Road (by Northfield Road) to toucan crossings.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: During the latest 3 year period of data (up to Nov 18) there was 1 'slight' incident involving injury of a cyclist on the Caversham Road roundabout. • Benefits/Impact: Improved facilities for cyclists crossing at this location. • Anticipated Costs: High - very high. • Recommended Action: Retain.
4 (NEW)	Abbey	Cycle Access	Cheapside	Cheapside / Friar Street	Allow right turn from Cheapside onto Friar Street	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. • Anticipated Costs: Medium (TRO and signing changes). • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
5 (NEW)	Abbey	Cycle Access	Friar Street East	Between Queen Victoria Street & Station Approach	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. Would need to consider how this could be accommodated in the context of existing parking/taxi/bus stop restrictions and the manoeuvring of vehicles around the corner/delivery areas. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.
6	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 TMSO 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: Retain.
7 (NEW)	Abbey	Cycle Signing	Great Knollys Street		Provision of cycle route heading west from the south side of the station.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Improved cycle facilities and encouragement of cycling. • Anticipated Costs: This will depend on the scope and extent of the scheme. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
8 (NEW)	Abbey	Cycle access	Kings Road	Junction with Watlington Street	Provide ASL at bus lane on Kings Road / Watlington Street.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. This will likely require alterations to traffic signal detection equipment and configuration. • Casualty Data: During the latest 3 year period of data (up to Nov 18) there were no recorded injuries at this location. • Benefits/Impact: Provides dedicated facility for cyclists waiting at this busy junction. • Anticipated Costs: Medium. • Recommended Action: Retain.
9 (NEW)	Abbey	Cycle Access	Market Place	Between Kings Road and Town Hall Square	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme and any physical Highway adjustments may be required. • Recommended Action: Retain.
10 (NEW)	Abbey	Cycle Access	Minster Street	Minster Street / Yield Hall Place	Improved access from Minster Street to Oracle Riverside	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.
11	Abbey	Speed calming	Napier Road	Entire road	Requests from residents for speed calming due to concerns about vehicles speeding when going to the nearby superstore. Residents say that vehicles do not slow down when approaching the existing zebra crossing and there are concerns about safety due to the increased number of pedestrians using this road.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. • Casualty Data: No reported accidents in the latest 3 year period (up to April 2018). • Benefits/Impact: Depending on options considered, traffic speeds could be reduced by speed calming. This could impact public transport and emergency service vehicles as well as creating additional noise for residents. • Anticipated Costs: High, but will depend on the chosen feature. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
12 (NEW)	Abbey	Cycle Access	Oxford Road	Oxford Road linking to Hosier Street	Improved access to shared-use facilities via dropped kerb as full height kerb currently in place	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides improved access to existing facilities. • Anticipated Costs: Medium. • Recommended Action: Retain.
13 (NEW)	Abbey	Cycle Access	Southern Interchange	Garrard Street / Southern Interchange	Improved access to/from Garrard Street junction to Southern Interchange	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: During the latest 3 year period of data (up to Nov 18) there has been 1 'slight' incident involving injury, in which a cyclist was involved. The details are vague, so the cause is not fully known. • Benefits/Impact: Provides improved access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme and any physical changes made to the Highway. • Recommended Action: Retain.
14 (NEW)	Abbey	Cycle Signing	Various	Town centre	Review town centre signing and update to ensure compliance with TSRDG. Locations include: Queen Victoria Street Market Place Town Hall Square	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Improved directional signing, which could encourage cycling and expedite journeys. • Anticipated Costs: Low (per sign). • Recommended Action: Retain.
15 (NEW)	Abbey	Cycle Signing	Various	Town centre	Improved clarity of cycle routes in town centre	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Improved directional signing, which could encourage cycling and expedite journeys. • Anticipated Costs: Low (per sign). • Recommended Action: Retain.
16 (NEW)	Abbey	Cycle Parking	Various	Various	Additional cycle parking at key points in the town centre. For example: St Mary's Butts, Station Road, Cross Street and Hosier Street.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Encourage cycling through the security and convenience that parking facilities provide. • Anticipated Costs: Medium - High (per facility) depending on the type of facility to be used. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
17 (NEW)	Abbey	Cycle access	Various linked to Abbey Quarter Development		Improve cycling facilities into/from/through Abbey Quarter development site	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides improved access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.
18	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 TMSC.	Agreed for implementation.
19 Page 109	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: Retain.
20 (NEW)	Abbey	Cycle Access	Vastern Road	Right turn into Trooper Potts Way	TRO amendment to enable right-turn from Vastern Road bus lane into Trooper Potts Way	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. • Anticipated Costs: Medium (advertising TRO and signing alterations). • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
21	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: Retain.
22	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
23	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	Petition received at November 2017 TMS 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 TMS 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: Retain.
24 Page 111	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: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
25	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 has received CIL funding to enable it to progress to detailed design and implementation. Details of the proposals have been reported to TMSC and Officers have agreement to proceed. Necessary adjustments to on-street parking bays will need to be formally consulted. • Casualty Data: Previously reported to TMSC. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Estimated £50,000 • Recommended Action: Retain (funding allocated).
26	Caversham	Pedestrian Crossing	Gosbrook Road	Between George Street and Briants Avenue	Request, via Councillor, to consider a crossing facility along this stretch of road.	<ul style="list-style-type: none"> • General: Investigation would be required to ascertain desire-lines (popular 'destinations') and feasibility (junctions, dropped kerbs, parking etc.). The type of facility (informal or controlled) can then be considered. • Casualty Data: No incidents in the latest 3 year period of data (up to November 2018), • Benefits/Impact: Improved crossing facilities and increased perception of pedestrian safety. Potential reduction in vehicle speeds, depending on the agreed solution. • Anticipated Costs: Medium - very high. Influences will be civils works (build-outs, raised crossing, islands), any electrical works (zebra beacons, traffic signals and control equipment). • Recommended Action: Retain.
27	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: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
28	Church	Pedestrian Crossing	Pepper Lane	Between the university campus and Leighton Park School	Concerns raised regarding pedestrian safety when crossing to the bus stops and a zebra crossing has been requested.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with inprinting could be considered - this could compliment the separate request for traffic calming along the street. • Casualty Data: One slight accident in the latest 3 year period (up to April 2018) where a pedestrian crossed the road behind a bus. Speeding not a causation factor. • 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: Retain.
29	Church	Zebra Crossing	Whitley Wood Road	Desire crossing line to and from school	Councillor requested officer to investigate the possibility of a zebra crossing for access to The Ridgeway Primary.	<ul style="list-style-type: none"> • General: CIL funding has been allocated to this scheme. • 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: Retain (funding allocated).
30	Church	Lining - Keep Clear	Whitley Wood Road	Junction with Tamarisk Avenue	Request received to place a keep clear marking on Whitley Wood Road to facilitate the right-turn onto Tamarisk Avenue and avoid occasional queuing back into Shinfield Road junction.	<ul style="list-style-type: none"> • General: This would be a low cost measure that could benefit residents and traffic flow on the main road. • Casualty Data: There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to Feb 2018). • Benefits/Impact: Could prevent the hindrance of traffic flow on Whitley Wood Road. • Anticipated Costs: Low • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
31	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: CIL funding has been allocated to this scheme. 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: Retain (funding allocated).
32	Katesgrove	20mph zone	Highgrove Street	Entire road	Complaint about speeding traffic in Highgrove Street by cars using the road as a short cut and because of this a request for a 20mph limit.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. • Casualty Data: Between 2008-2018 there was 1 slight accident reported (in 2013), however, speeding was not a causation factor. • Benefits/Impact: Reduce perceived speeding • Anticipated Costs: Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme. • Recommended Action: Retain.
33 (NEW)	Katesgrove	Speed Calming (closure of the street)	Home Farm Close	Entire Street affected, closure point to be determined	Councillor request to stop speeding/joy-riding by permanently closing the road, potentially mid-way.	<ul style="list-style-type: none"> • General: • Casualty Data: There has been 1 recorded incident involving a casualty ('slight' injury) within the latest 3 year period (up to May 2018), but this has not been attributed to speeding in its recording. • Benefits/Impact: This proposal should be an effective speed reducing feature, but there will need to be careful consideration about the closure point and some parking restrictions to facilitate a clear vehicle turning area either side - there are many driveways along the street. The result would likely be a reduction in the availability of on-street parking space. • Anticipated Costs: Statutory consultation low, implementation medium-high, depending on the closure method. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
34 (NEW)	Katesgrove	Cycle Facilities	Silver Street & Southampt on Street	Silver Street & Southampton Street	Reallocation of road space to accommodate on-carriageway cycle facilities	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: During the latest 3 year period of data (up to Nov 18) there were no recorded injuries for Silver Street. In Southampton Street there was 1 serious and 3 slight injuries. These were for a variety of recorded reasons at different locations along the street. The 3 slight injuries were around junctions. • Benefits/Impact: Encourage cycling through the perceived safety that dedicated lanes provide. Improved use of road space, where available. Consideration needs to be made for existing on-street parking facilities and junctions and how the cycle facilities would work alongside. • Anticipated Costs: Medium. • Recommended Action: Retain.
35 Page 115	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: Retain.
36	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: CIL funding has been allocated to this scheme. 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: Retain (funding has been allocated).

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
37	Maple-durham	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: Retain.
38	Maple-durham	Speed Calming	Upper Woodcote Road		Request from resident for measures to be put in place to prevent speeding, such as a speed indicator device.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: Between 2015-2018 there was 1 slight accident reported (in 2017), however, speeding was not a causation factor. • Benefits/Impact: Reduction in perceived speeding. • Anticipated Costs: Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme. • Recommended Action: Retain.
39	Minster	20mph zone & width restriction	Brunswick Street and Western Road	Whole length	Petition received at September 2017 TMS. 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: CIL funding has been allocated to the 20mph element of this request. 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: Retain (funding allocated for 20mph element).

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
40	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: CIL funding has been allocated to this scheme. 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: Retain (funding has been allocated).
41	Multiple Peppard / Thames	20mph	St Barnabas Road	Extension of existing scheme, northbound, to Surley Row.	Request received for an extension of the existing 20mph zone in a northbound direction to the junction with Surley Row, including a request for speed calming measures along this section.	<ul style="list-style-type: none"> • General: There have been complaints about safety, stating that vehicles get dangerously close to pedestrians especially at school drop off times. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: There have been no recorded speed-related incidents involving casualties in the latest 3 year period (up to April 2018). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: Survey: Low Implementation: Medium • Recommended Action: Retain.
42 (NEW)	Multiple: Abbey / Caversham	Walking / Cycling Improvements	Promenade Road & Caversham Road Roundabout	Promenade Road & Caversham Road Roundabout south of Caversham Bridge	Installation of dropped kerbs to aid access to Abbotsmead Place and Thames Path	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides improved access for cyclists to existing facilities. • Anticipated Costs: Medium (per dropped kerb). • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
43 (NEW)	Multiple: Abbey / Battle / Kentwood	Walking / Cycling Improvements	Thames Path	Thames Path	Convert the footpath to shared-use and undertaken improvements as detailed in risk assessment, including surface upgrade, speed reduction measures and signing.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Encourage cycling by providing a pleasant, non-trafficked routes across the town. • Anticipated Costs: High • Recommended Action: Retain.
44 (NEW)	Multiple: Abbey / Caversham / Thames	Cycle Improvements	NCN 5	Caversham	Improve cycle facilities along route 5, or alter route, as part of redevelopment of St Martin's Precinct, including improved signing and additional cycle parking. Diversion of route would need to be agreed with Sustrans.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides improved access for cyclists and parking facilities to encourage cycling in this area. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.
45 Page 118	Multiple: Borough- wide	Signing	Borough- wide	Borough-wide	Sign de-cluttering and consolidation. Following report to Sept 2013 TMSC 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"> • General: This is strongly encouraged by national Highway signing regulations. • 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: Retain.
46 (NEW)	Multiple: Borough- wide	20mph scheme	Various		Roll out 20mph where appropriate to reduce road accidents and encourage cycling	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this would need to be considered per area/street. • Benefits/Impact: Improved perception of safety for all Highway users. • Anticipated Costs: This will depend on the size of the scheme and the traffic calming features that may be required in the area. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
47	Multiple: Caversham / Thames	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	Petition received at November 2017 TMS 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 TMS 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: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
48	Multiple: 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: CIL funding has been allocated to the extension of the nearby 20mph zone in this area - it may be possible to incorporate a form of crossing into the traffic calming features for the zone, depending on how far this funding allocation will stretch. 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: Retain (funding for 20mph expansion has been allocated).
49	Multiple: 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: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
50	Multiple: Maple-durham / 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: Retain.
51	Multiple: 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: Retain.
52	Multiple: 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: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
53	Multiple: Tilehurst / Norcot	20mph	Elvaston Way & wider Tilehurst area	From Stanham Rd to Taff Way.	Raised by ward Councillor.	<ul style="list-style-type: none"> • General: Dee Road is already included in a 20mph zone but we could expand the zone to include Stanham Rd, Combe Rd, Elvaston Way, Tern Close and Taff Way. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: There have been 5 slight accidents reported in the latest 3 year period (up to April 2018) on Dee Road and Elvaston Way. Speed was not a causation factor for these incidents. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: Survey: Low Implementation: Medium • Recommended Action: Retain.
54 (NEW) Page 122	Multiple: Various	Walking / Cycling Improvements	Various	Portman Road Palmer Park Caversham Bridge	Improved clarity of shared-use facilities. For example: installation of tiles	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Clarifies the shared-use designation for all users. • Anticipated Costs: Low - medium (per site). • Recommended Action: Retain.
55	Norcot	Signing / Lining	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: CIL funding has been allocated to this scheme. 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: Retain (funding has been allocated).

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
56 (NEW)	Park	No right turn	Liverpool Road	Approaching the junction with London Road	Councillor request to ban the right-turn onto London Road to reduce waiting times for traffic approaching the junction. Proposed that motorists wishing to turn right travel to the roundabout with the A3290 to come back into Reading.	<ul style="list-style-type: none"> • General: A survey could be conducted to ascertain how many vehicles are turning right from this junction. • Casualty Data: No incidents in the latest 3 year period of data (up to November 2018), • Benefits/Impact: Could reduce waiting times for traffic entering London Road, but this restriction is currently only enforceable by the Police. • Anticipated Costs: Low - high depending on signing and illumination requirements. • Recommended Action: Retain.
57 (NEW)	Park	Pedestrian Railings	Wokingham Road	South of the new car park exit at Alfred Sutton school	Request to install additional railings on the footway, southbound from the new car park exit, to encourage students to use the provided road crossings and not the traffic islands.	<ul style="list-style-type: none"> • General: Investigation would need to be conducted to ensure that the footway is sufficiently wide in this location. • Casualty Data: No incidents in the latest 3 year period of data (up to November 2018), • Benefits/Impact: The railings may improve the use of the pedestrian crossing facilities, although it is likely that determined students will continue to cross the road at the gap provided for the car park exit. Officers would be concerned that the further extension of railings (these are already used extensively in the area) could act as further deterrent to on-road cycling, as cyclists would be 'trapped' between motor vehicles and railings. It is for this reason, particularly in the context of the NCN422 project, that officers recommend against pursuing this request. • Anticipated Costs: Medium. • Recommended Action: Remove.
58	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: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
59	Redlands	Pedestrian Crossing	Addington Road	Between Addington / Erleigh Rd and Addington / Eastern Ave jcms	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: Retain.
60	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: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
61 (NEW)	Redlands	Resurfacing	The Mount	Garaging area	The 2017B waiting restriction review programme included new bays in the garaging area of the Mount (Redlands ward). It was noted during the consultation process that we might not be able to install lining due to the condition of the road. Following inspection from lining contractors, it has been agreed that the road will require resurfacing for the lining to be completed. We have until the 8th Feb 2020 to install the restriction.	<ul style="list-style-type: none"> • General: There will need to be investigation of the makeup of the ground, as this area may need significant construction improvements prior to surfacing. • Casualty Data: N/A • Benefits/Impact: Allow full implementation of the agreed bay restrictions in the garaging area. • Anticipated Costs: Investigation: Medium, Implementation: High - Very High. • Recommended Action: Remain, but works would need to be completed before 8th February 2020 to enable implementation of the agreed parking restriction.
62 Page 125	Redlands	Pedestrian Crossing	Upper Redlands Road	Near to St Josephs College and at junction with Alexandra Road.	Request received for improved pedestrian crossing facilities to the east of Alexandra Road. Suggestion made for turning the speed cushions into a full-width raised crossing (with imprinting on top), although a controlled crossing is preferred. Also requested improvements at the junction with Alexandra Road to improve the crossing for pedestrians and to reduce the carriageway with the intention of reducing vehicle speeds.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. The footway widths will also be a consideration, should any beacons/posts need to be installed for a controlled facility. Footway build-outs could be costly, particularly if utility apparatus or Highway drainage is affected. • Casualty Data: One slight accident in the latest 3 year period (up to April 2018) to the east of Alexandra Road. One pedestrian casualty but speeding not a contributing factor. • Benefits/Impact: Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented. • Anticipated Costs: Medium (uncontrolled) to very high (signalised). • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
63 (NEW)	Southcote	Walking / Cycling Improvements	Southcote Farm Lane	Southcote Farm Lane & off-carriageway links to Southcote Primary School	Improve surface of Southcote Farm Lane and convert routes linking to Southcote Primary School to shared-use	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides additional and improved access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.
64	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 TMSA in September 2017 provides indicative costs for speed calming measures.	<ul style="list-style-type: none"> • General: Previous reports to TMSA, 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 TMSA. • 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: Retain.
65	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 TMSA. An update report went to March 2016 TMSA. A further update report (with an outline zebra crossing design) was reported to June 2016 TMSA.	<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 TMSA. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Estimated £20,000 (June 2016) • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
66	Tilehurst	Pedestrian Crossing	Chapel Hill	Near to junction with Normanstead Road	Request for pedestrian crossing facility to assist with walking to/from Birch Copse primary school with complimentary speed calming measures also.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with inprinting could be considered - this could compliment the separate request for traffic calming along the street. • Casualty Data: No recorded incidents within the latest 3 year period (up to April 2018). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on residents (potentially increased traffic noise). The enforcement of width restrictions is done only by the police. • Anticipated Costs: High • Recommended Action: Retain.
67	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: Retain.
68	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: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
69	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: Retain.
70	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: Retain.
71	Tilehurst	Road Marking	The Triangle	Junction with St Micheal's Road	Request for review of existing road marking to highlight the no entry from St Micheal's Road. Possible hatching on both sides and remove existing centre line marking on The Triangle	<ul style="list-style-type: none"> • General: Ward councillor and residents have raised the issue of vehicle travelling against the one-way/No Entry from St Micheal's Road into The Triangle. • Casualty Data: No recorded incidents within the latest 3 year period (up to Feb 2018) • Benefits/Impact: Highlight the 'no entry' point. • Anticipated Costs: Low • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
72	Tilehurst	Pedestrian Crossing	Westwood Road	Junction with School Road	Request received to install improved pedestrian crossing facilities (ideally controlled) near to the roundabout with School Road.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with inprinting could be considered - this could compliment the separate request for traffic calming along the street. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to March 2018). • Benefits/Impact: Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented. • Anticipated Costs: Medium (uncontrolled) to very high (signalised). • Recommended Action: Retain.

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

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