

To: Councillor Ayub (Chair)  
Councillors Debs Absolom, David Absolom,  
Barnett-Ward, Carnell, Duveen, Ennis,  
Hacker, Page, R Singh, Stanford-Beale,  
Terry and Whitham

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26 February 2020

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

**NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 5 MARCH 2020**

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 5 March 2020 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

<b><u>ACTION</u></b>	<b><u>WARDS AFFECTED</u></b>	<b><u>Page No</u></b>
<b>1. DECLARATIONS OF INTEREST</b>		
<b>2. MINUTES OF PREVIOUS MEETING</b>		<b>7 - 16</b>
<b>3. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS</b>		
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.		
<b>4. PETITIONS</b>		
4 (a) Response to a Petition Requesting Reinstatement of Traffic Island on Berkeley Avenue	<b>MINSTER</b>	<b>17 - 22</b>

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A report in response to a petition, submitted to the Council on 21 January 2020, requesting the reinstatement of a traffic island on Berkeley Avenue between Ashley Road and Bath Road that was removed as part of the NCN Phase 2 scheme.

#### 4 (b) Other Petitions

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

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|--|--|---|----------------|
| 5.   | <b>RESPONSE TO A PETITION REQUESTING TO CHANGE THE PARKING RESTRICTIONS ON DE BEAUVOIR ROAD</b>  | <b>REDLANDS</b>   | <b>23 - 26</b> |
| A report in response to a petition, submitted to the Council on 30 December 2019.  |  |   |                |
| 6.   | <b>RESPONSE TO A PETITION REQUESTING TO CHANGE THE PARKING RESTRICTIONS ON WRENFIELD DRIVE</b>   | <b>THAMES</b>   | <b>27 - 30</b> |
| A report in response to a petition, submitted to the Council on 6 January 2020.  |  |   |                |
| 7.   | <b>BI-ANNUAL WAITING RESTRICTION REVIEW - 2019B FURTHER PROPOSALS FOR STATUTORY CONSULTATION</b> | <b>BATTLE;<br/>MINSTER;<br/>REDLANDS;<br/>TILEHURST</b> | <b>31 - 40</b> |
| A report providing the Sub-Committee with and update following further investigations on a number of schemes, as requested by the Sub-Committee in January 2020, and seeking approval for Officers to undertake statutory consultation to enable progression of the 2019B programme. |  |   |                |
| 8.   | <b>KINGS ROAD EXPERIMENTAL BUS LANE ORDER</b>  | <b>ABBHEY; PARK;<br/>REDLANDS</b>                       | <b>41 - 50</b> |
| A report asking the Sub-Committee to consider the objections that have been received to the experimental restriction that was implemented on 11 July 2019 and recommending agreement to make the Order permanent.  |  |   |                |
| 9.   | <b>RESIDENT PERMIT PARKING SCHEME REVIEW</b>   | <b>BOROUGHWIDE</b>                                      | <b>51 - 92</b> |

A report advising the Sub-Committee on the proposal to change Residents Parking Scheme rules for Healthcare Professional, Carer, Temporary and Daily and Annual Landlord and Tradesperson Permits and on options to allow Hunter's Wharf Residents visitor parking permits.

<b>10.</b>	<b>RESIDENTS PERMIT PARKING</b>	<b>BOROUGHWIDE 93 - 120</b>
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- (a) New and Outstanding Requests
- (b) Results of Informal Consultations

A report providing the Sub-Committee with an update on the list of requests for Resident Permit Parking (RPP), including the progress of developing schemes and any new requests that have been received and also providing the results of the informal consultations that were undertaken on the areas agreed as part of the concurrent scheme development programme (CSDP).

<b>11.</b>	<b>REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES</b>	<b>BOROUGHWIDE 121 - 168</b>
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- (a) Updated List
- (b) Schemes Proposed for Consultation

A report informing the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and Members of the Borough Council and also providing concept designs for requested traffic management schemes that have received funding from local Community Infrastructure Levy (CIL), or private contributions.

<b>12.</b>	<b>EXCLUSION OF PRESS AND PUBLIC</b>
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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; PARK; REDLANDS	169 - 248
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To consider appeals against the refusal of applications for the issue of discretionary parking permits.

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**Present:** Councillor Ayub (Chair);

Councillors David Absolom, Debs Absolom, Barnett-Ward, Carnell, Duveen, Ennis, Hacker, Page, Stanford-Beale, Terry and Whitham.

### 35. MINUTES

The Minutes of the meeting of 14 November 2019 were confirmed as a correct record and signed by the Chair.

### 36. 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
Councillor Duveen	Road Maintenance Programme
Councillor Whitham	School Streets Update

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

### 37. PETITIONS

#### (a) Petitions in respect of De Beauvoir Road and Wrenfield Drive

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of two petitions asking the Council:

- To change the parking restrictions on De Beauvoir Road, Reading, to '13R permits only';
- For a double yellow line to be installed between 18 and 45 Wrenfield Drive, Caversham.

#### Petition in respect of De Beauvoir Road

The report explained that the petition had been received by the Council on 30 December 2019 and contained 35 signatories. The lead petitioner had provided the following background information to the petition:

*'Currently the parking restrictions on De Beauvoir Road are '13R permits only or 2 hours free parking, with no return within 2 hours.' Due to reasons listed below, the parking restrictions on De Beauvoir Road are no longer fit for purpose and is causing a negative impact on the local residents, which the system is designed to protect:*

- *Parking is restricted to one side of the road only. However, there is a large number of residents along the street due to terraced housing on both sides of the street.*

- *Parking spaces are used by people stopping to shop in the Cemetery Junction area. The big issue is Tesco Express (1-4 London Road) just around the corner from De Beauvoir Road, where parking spaces on De Beauvoir Road are used continuously for those stopping for a quick shop, which significantly reduces the amount of spaces available for local residents. When a space becomes available it is filled very quickly by the next person popping in to the shops. This means that residents are forced into parking a few streets away due to the lack of availability.*
- *De Beauvoir Road is a busy road which is used as a regular rat-run for traffic when the London Road is busy. Consequently, this means parking spaces are used more regularly than neighbouring streets because of the busy nature of the road.*
- *Introduction of additional parking restrictions in the Redlands area has pushed more temporary parking back onto the street.*
- *Families and young professional residents are turned away from living along the street due to the lack of parking. This is something that myself and neighbours have seen first-hand on a number of occasions’.*

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

The Sub-Committee discussed the report and agreed that Carnarvon Road and Junction Road should be included in the officers recommendations that would be submitted to the March 2020 meeting.

#### Petition in respect of Wrenfield Drive, Caversham

The report explained that the petition had been received by the Council on 6 January 2020 and contained 13 signatories. The lead petitioner had provided the following background information to the petition:

*‘The section of road that we are requesting DYL is at the very end of the cul-de-sac in the turning circle. The turning circle has been used for many years by residents for parking on two sides (as in the aerial view taken from Google Maps below). Until recently, it was very seldom that cars would be parked at the end of the turning circle, where we are now requesting DYL and there was never really a problem.*

*However, over the past year or so, there has been regular parking on all three sides of the turning circle - thus making it very difficult for cars to use the turning circle and for residents to access driveways.’*

**Resolved -**

- (1) That the report be noted;
- (2) That the contents of the petitions be considered and officer recommendations submitted to the March 2020 meeting;



- (3) That with regard to the petition in respect of De Beauvoir Road, Carnarvon Road and Junction Road be included in officer recommendations submitted to the March 2020 meeting;
- (4) That the lead petitioners be informed accordingly.

**38. BI-ANNUAL WAITING RESTRICTIONS 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.

**Resolved -**

- (1) That the report be noted;
- (2) That the Assistant Director 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 proposals contained within in Appendix 1 and 2;
- (3) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows:
  - (i) Battle Ward: Elm Park - To remain in the programme;
  - (ii) Kentwood Ward: Thirlmere Avenue - To be removed from the programme;
  - (iii) Minster Ward: Wensley Road - To remain in the programme;
  - (iv) Norcot Ward: Taff Way - To be progressed and officers to arrange a meeting with schools and Ward Councillors to discuss wider parking issues;
  - (v) Redlands Ward: Allcroft Road - To remain in the programme and officers to arrange a meeting with Ward Councillors and affected residents to better understand the issue;
  - (vi) Thames Ward: Victoria Road (private road) - Officers to arrange a meeting with Ward Councillors to discuss the issues;
  - (vii) Tilehurst Ward: Combe Road - Officers to investigate appropriate restrictions for the traffic signal service layby;
  - (viii) Tilehurst Ward: Elvaston Way - Officers to carry out further work around the extent and location of the yellow line restrictions;

- (4) That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (6) That the Head of Transport, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;
- (7) That no public inquiry be held into the proposals.

### **39. SUSTRANS ACTIVATION PROJECT**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress of the Sustrans Activation Project which was being funded by the Department for Transport and led by Sustrans, a UK cycling and walking charity. A copy of the consultation responses was attached to the report at Appendix A and maps setting out the detailed designs were attached to the report at Appendix B.

The report explained that as a result of the Sustrans Paths for Everyone report that had been published in 2018, following a two year independent audit of the entire National Cycle Network, the DfT had since invested £21m which had been earmarked to improve significant on-carriageway stretches of the 16.575 mile National Cycle Network. This was part of a multi-million pound DfT investment to improve cycling and walking around England, cut down emissions and improve safety.

Sustrans had identified 50 Activation Projects that would be targeted initially, one of which was in Reading. The aim of the Reading Activation Project was to improve access to the traffic-free route between Katesgrove, Waterloo Meadows and Fobney Lock. Sustrans had formed a working group to develop the project, consisting of Council officers, Councillors, representatives of the Canal and River Trust and Thames Valley Police. The working group had focused specifically on barriers at the Katesgrove underpass, at both ends of Waterloo Meadows, and at Fobney Lock. Discussions were based around developing a set of modifications to open access to people with bikes, and people using wheelchairs, adapted cycles and mobility aids, who had previously been obstructed by the awkward barriers that had been installed originally to deter motorcyclists. Improvements to the surface of the path had also been included within the scope of the project.

Sustrans had carried out various consultation events at local community centres to make the local community aware of the proposed draft designs and to gain an understanding of the views of various user groups. A questionnaire had been produced as part of the consultation to record these views. Following on from consultation with the local community, detailed designs had been finalised, in collaboration with the working group. Sustrans had planned to use the Council's in-house Highways team to carry out these works, which were due to be completed by March 2020.

**Resolved - That the progress and detailed designs for the Reading Activation Project be noted.**

#### **40. RIGHTS OF WAY IMPROVEMENT PLAN - UPDATE**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the Rights of Way Improvement Plan, which had been adopted as part of the Local Transport Plan in 2007, and the steps needed to review and update the Plan to reflect current and future use.

The report explained that local authorities were required to review the Rights of Way Improvement Plan after no more than ten years, and at regular intervals after, to ensure the Plan had remained relevant. As part of this process local authorities were expected to carry out a further assessment to ensure the Plan continued to achieve its purpose and to subsequently review the Plan and take a decision as to whether or not to amend it.

A number of public rights of way had been improved, or complemented, throughout the period of the existing Plan, including the opening of Christchurch Bridge, the installation of lighting in Kings Meadow, surface improvements, significant riverbank strengthening works along the River Kennet and private sector contributions towards improvements to the width and surface footpaths on the network. Evidence from the annual cordon count had shown that investment along routes connecting residential areas with the town centre and other employment sites had led to increases in the number of people using the network and how it was used.

In order to fulfil the Council's duties and ensure the Plan remained fit for purpose, the report proposed that an online survey should be carried out to enable the Council to assess whether or not the existing Plan reflected current and future use, as described in the Rights of Way Act. The proposed survey would collect information on how people currently used the network, including frequency, purpose, mode of travel and barriers to use. In parallel to the consultation assessments on the public rights of way network would continue to be carried out, including consideration of proposed development sites and potential improvements which could be funded or delivered through public developers. In addition, information would also be sought on any unclaimed rights of way that could be investigated and included as part of the network. Details of the consultation would be shared with local user groups, including the Mid-West Berkshire Local Access Forum, Access and Disabilities Working Group, Older People's Working Group, Cycle Forum and the Cleaner Air and Safer Transport Forum. The results of the consultation would be submitted to a future meeting and a recommendation would be made on whether or not to amend the existing Plan.

**Resolved -**

- (1) That consultation be undertaken informing the development of the next Rights of Way Improvement Plan, as set out in this report, be agreed;**
- (2) That submission of the feedback from the consultation to a future meeting be noted.**

#### **41. ANNAUL PARKING SERVICES REPORT 2018-2019**

The Director of Environment and Neighbourhood Services submitted a report presenting financial and statistical data on the Council's civil parking enforcement activities during 2018-2019. A copy of the Parking Services Annual Report 2018-2019 was attached to the report at Appendix 1.

The report stated that it was intended that the Annual Report for 2018-2019 would be published in January 2020.

**Resolved -**

- (1) That the report, and the availability of annual reports for 2008-2018 on the Council's website, be noted;**
- (2) That the intention to publish the Annual Report for 2018-2019 in January 2020 be noted.**

#### **42. CYCLE FORUM NOTES**

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 4 December 2019.

**Resolved - That the minutes from the Cycle Forum held on 4 December 2019 be noted.**

#### **43. OXFORD ROAD CORRIDOR STUDY - UPDATE**

Further to Minute 42 of the meeting held on 10 January 2019, the Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with an update on progress with the Oxford Road Corridor Study.

The report explained that in order to take the proposals forward to delivery, a further statutory consultation would need to be carried out. This consultation had been programmed to take place in February/March 2020 with supporting public exhibitions to help raise awareness of the project with residents, businesses and local road users. The exhibitions would take place in Battle Library as it was regarded as the most central location. Subject to no objections being received during the consultation, officers had planned to commence works during the summer 2020 holidays. The programme of works was likely to take six to eight weeks to complete and if objections were received they would be considered at the June 2020 meeting.

Along with the measures that had been detailed in the report there would be further phases of the study which would focus specifically on the use of the Oxford Road corridor and surrounding roads. This would include the potential for an area-wide 20mph speed limit zone, measures to prevent through traffic, such as bus gates/lanes, environmental enhancements and a full review of the current Strategic HGV route to the Oxford Road from Junction 12 of the M4. All of these areas would be considered as part of the development of the next Transport Plan for Reading which was currently being prepared for consultation during Spring/Summer 2020.

Further to Minute 79 of the meeting held on 8 March 2018, the report explained that the Sub-Committee had agreed to the implementation of an on-street charging scheme in place of the limited waiting bays on Oxford Road, between Howard Street and Brock Barracks. Ward Councillors had since asked officers to review the agreed tariff and consider the impact of the free period. There had been some concern that drivers would seek free parking in the side roads, where there was some shared use provision, to avoid payment. Whilst this was a valid concern in reality currently drivers sought parking in side

streets as kerbside space along the Oxford Road could be hard to find. The current parking only allowed 20 minutes maximum stay but this was difficult to enforce and consequently cars were parked much longer than the regulations allowed. Part of the justification for on-street charging was to ensure drivers only parked for the time they needed. The charges had been designed to encourage a turnover of space, which in-turn would increase access to kerbside space and would promote local trade. In addition, by applying charges this was an opportunity to increase the length of stay; currently only a maximum of 20 minutes was permitted. The new charges allowed up to two hours, giving increased choice to park on the Oxford Road and not just the side streets.

The report stated that should a free period be desired there would be costs to be considered. As the tariff was offered in 20 minute segments the obvious consideration would be to make the first 20 minutes free of charge. From an analysis of existing on-street charges that were offered in 20 minute segments, just over 15% of drivers had used just the first 20 minutes. The current equipment did not allow for a free period and to ensure any such free period was managed this would require a change as the only way to manage a free period would be to link this to the vehicle parked by registering the vehicle registration number. This would require a key pad to be added to the on-street payment machine where the driver had to declare their registration number when they took a ticket. This was not a typical application within the Borough and would cost approximately £2,000 to carry out the change and, in addition, to ensure only one free period was taken once within the no return period would require an annual software licence of £2,040 for the 17 pay machines that had been installed under this scheme. There was no allocated funding for making this change to the tariff, introducing a free period and ensuring the free period was then not abused. In addition, on-street parking charges had formed part of the Council's Medium Term Financial Strategy to ensure it remained sustainable.

The Sub-Committee discussed the report and it was proposed that officers investigate the possibility of retaining the free period in the parking bays along the Oxford Road, prior to the introduction of pay and display arrangements. It was also suggested that the possibility of introducing a free period in all pay and display car parks/streets and roads around local shopping areas, outside of the town centre, should be investigated. In both cases it was requested that the findings be submitted to the next meeting.

**Resolved -**

- (1) That the report and the proposed delivery programme be noted;
- (2) That, prior to introducing the pay and display arrangements, the possibility of retaining the free period in the parking bays along the Oxford Road and of introducing a free period in all pay and display car parks/streets and roads around local shopping areas outside of the town centre be investigated by officers and the findings submitted to the next meeting.

**44. PARKING CONDITIONS IN THE MALBOROUGH AVENUE AND ELMHURST ROAD AREA**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of the details of the question that had been asked by Councillor Jones at the previous meeting and gave consideration of the solutions that had been offered for future action.

The report explained that changes within Malborough Avenue to extend the shared use period to the typical model used across the Borough, 8am to 8pm Monday to Sunday, would require statutory advertisement. Any changes to the double yellow line and extending resident permit parking bays would also require the Council to follow statutory process. To bring about any change for residents as quickly as possible it was proposed to advertise the 8am to 8pm Monday to Sunday restriction within the next waiting restriction review from March 2020. The waiting restriction review had been established to offer the very best value for money by using both staff and funding resources in the most efficient way. It was possible that the changes to the permit times met the expectation of residents and further changes were not necessary. To carry out statutory process outside of the established programme would require funding and possibly additional staff time; the cost of statutory advertisement had been estimated at £2,500 outside of the programme and the cost of changes applied to street (for signing) had been estimated at £1,800.

Changes to the tariff in Elmhurst Road were not recommended at this time but would be carried out as part of the annual tariff review in June 2020. However, as had been offered in Pepper Lane the Council would be able to offer discounted parking by phone. This would require the user to register an account and could be managed to ensure the integrity of the original scheme was maintained.

**Resolved - That the report be noted.**

#### **45. EXCLUSION OF PRESS AND PUBLIC**

**Resolved -**

**That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of item 46 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.**

#### **46. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS**

The Executive Director for Economic Growth 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 25 applicants, who had subsequently appealed against these decisions.

**Resolved -**

- (1) That with regard to application 20 a first discretionary resident permit be issued, personal to the applicant, subject to adequate proofs and a letter stating that the vehicle is owned by the charity for which the applicant works being provided;**
- (2) That, with regard to applications 13 and 17 a third discretionary resident permit be issued, personal to the applicant, subject to adequate proofs being provided**
- (3) That with regard to application 11 a temporary permit be issued (charged for), personal to the applicant, subject to adequate proofs being provided;**

- additional information about why the employer cannot provide a space and the application is referred back to next meeting;
- (4) That, with regard to applications 5, 7, 10, 12, 15, 18, 22 and 23 a first discretionary resident permit be issued, personal to the applicant, subject to adequate proofs being provided;
  - (5) That with regard to applications 9 and 16 a fourth discretionary resident permit be issued personal to the applicant and charged at the third permit rate, subject to adequate proofs being provided;
  - (6) That with regard to application 8 one free book of discretionary visitor permits be issued and officers to report back on use of carers permits by agencies where no family and friends are able to assist;
  - (7) That, with regard to application 6 a first discretionary resident permit be issued subject to adequate proofs and one book of discretionary visitor permits be issued, charged for and personal to the applicant;
  - (8) That with regard to application 4 a Teacher Permit be issued;
  - (9) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 25 be upheld and the £120 the applicant has already paid be refunded;
  - (10) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 2, 3, 14, 19, 21 and 24 be upheld.

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

(The meeting started at 6.30 pm and finished at 8.11 pm).

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## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	5 MARCH 2020	AGENDA ITEM:	4(a)
TITLE:	RESPONSE TO PETITION REQUESTING REINSTATEMENT OF TRAFFIC ISLAND ON BERKELEY AVENUE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION SERVICES	WARDS:	MINSTER
LEAD OFFICER:	EMMA BAKER	TEL:	0118 937 4881
JOB TITLE:	ACTING TRANSPORT PLANNING MANAGER	E-MAIL:	EMMA.BAKER@READING.GOV.UK

#### 1. EXECUTIVE SUMMARY

- 1.1 This report is in response to a petition, submitted to the Council on 21 January 2020, requesting the reinstatement of a traffic island on Berkeley Avenue between Ashley Road and Bath Road that was removed as part of the NCN Phase 2 scheme.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the lead petitioner be informed accordingly.

#### 3. POLICY CONTEXT

- 3.1 National Cycle Network route NCN 422 is a recognised scheme in 'The Cycle Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling', which is a sub-strategy to the Local Transport Plan (2011-2026).
- 3.2 The National Cycle Network NCN 422 scheme is also included within the Council's Corporate Plan 2018-21 and Thames Valley Berkshire LEP's Strategic Economic Plan 2016-21.

## 4. THE PROPOSAL

### Petition

- 4.1 A petition, containing 93 signatures, was submitted to the Council on 21<sup>st</sup> January 2020 requesting the reinstatement of the traffic island on Berkeley Avenue between Ashley Road and Bath Road.
- 4.2 The wording of the petition reads: *‘To comply with the making of two on road cyclingways wider (bearing in mind we already had a combined cyclingway on the west side of Berkeley Avenue), Reading Borough Council have removed the Traffic Island - Crossing Point between Bath Road and Ashley Road. We think this is a dangerous step as many people including those living in Coley Park area used this crossing point. Especially those who are older, children and push chairs, no consultation took place!’.*

### Response

- 4.3 The National Cycle Network route NCN 422 is a cross-boundary cycle scheme connecting Newbury to Ascot via Reading, Wokingham and Bracknell, funded by Thames Valley Berkshire Local Enterprise Partnership.
- 4.4 The Reading element of the scheme is made up of three phases:
- Phase 1 - Bath Road/Greenwood Road to Berkeley Avenue
  - Phase 2 - Bath Road/Berkeley Avenue to London Road via the town centre
  - Phase 3 - London Road/Watlington Street to Wokingham Road/Three Tuns.
- 4.5 The petition detailed above is in relation to the Phase 2 scheme, specifically the section on Berkeley Avenue between Bath Road and Ashley Road.
- 4.6 Detailed designs for the Phase 2 works programme were approved at Policy Committee in September 2017, following consultation with the Cycle Forum, Older People’s Working Group and Ward Councillors.
- 4.7 Proposals for Phase 2 included the reallocation of road space along Berkeley Avenue to facilitate the upgrade of the existing 1.2m wide advisory cycle lane to a mandatory 1.5m wide cycle lane. This was achieved by removing the traffic island between Bath Road and Ashley Road, which is the focus of the petition, and associated hatched road markings.

- 4.8 The traffic island that has been removed was not intended to be used as a safe location for pedestrians to cross, it was in place to support compliance of the hatched road markings. The traffic island did not meet standards for a safe pedestrian crossing, including it was unsuitable for those with mobility aids or pushchairs due to the lack of dropped kerbs and the steep grass verge on approach to the carriageway from the northern footway.
- 4.9 Prior to the removal of the traffic island consideration was given to the availability and location of alternative crossing facilities, which includes a formal pedestrian crossing facility approximately 115m to the west.
- 4.10 Further to the above, a combined Stage 1 and 2 road safety audit was undertaken by an independent road safety expert, as part of the design process in August 2017, and did not highlight any concerns regarding the removal of the traffic island.
- 4.11 Works to remove the traffic island, between Ashley Road and Bath Road, were subsequently complete in early October 2019, by our in-house Highways team as part of the overall works to implement phase 2 of the NCN scheme.
- 4.12 The Council has received one complaint regarding the removal of the traffic island in October 2019, submitted by the petitioner.
- 4.13 It is recommended that the traffic island on Berkeley Avenue, between Bath Road and Ashley Road is not reinstated due to the traffic island not being designed as a pedestrian crossing point, lack of other crossing features, such as dropped kerbs, and the availability of alternative safe pedestrian crossing points in close proximity to this location. Its reinstatement will also compromise the cycle infrastructure works that have been delivered.

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

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:
- Keeping Reading's environment clean and green.
  - Ensuring the Council is fit for the future

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 The NCN Phase 2 proposals were reported to Policy Committee in September 2017, following consultation with the Cycle Forum, Older People's Working Group and Ward Councillors. The proposals were

also highlighted in a press release issued by the Council and in the local media in advance of Policy Committee.

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

## **7. LEGAL IMPLICATIONS**

- 7.1 All statutory duties have been undertaken as required by the Highways Act.

## **8. EQUALITY IMPACT ASSESSMENT**

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

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

- 8.2 The Council carried out an equality impact assessment scoping exercise as part of the development of Phase 2 of the NCN 422 scheme and did not highlight any negative impacts upon groups with protected characteristics.

## **9. ENVIRONMENTAL & CLIMATE IMPLICATIONS**

- 9.1 Our transport strategy is focused on encouraging the use of sustainable transport, walking and cycling as attractive alternatives to the private car. The Cycling Strategy 2014 sets out the benefits of cycling and our approach, including the delivery of the National Cycle Network Route NCN 422 scheme to encourage more people to cycle for local journeys or as part of multi-modal longer journeys.
- 9.2 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total emissions. Significant investment in sustainable transport solutions, such as the delivery of the National Cycle Network scheme, is therefore vital in order to respond to the Climate Crisis declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 The NCN 422 scheme described in this report was funded by Thames Valley Berkshire Local Enterprise Partnership.
- 10.2 Scheme and spend approval was granted by Policy Committee in September 2017.

## **11. BACKGROUND PAPERS**

- 11.1 Policy Committee, National Cycle Route 422 - Phase 2, 25<sup>th</sup> September 2017.
- 11.2 Traffic Management Sub-Committee, Major Transport and Highway Projects - Update, March 2018 to March 2019.
- 11.3 Strategic Environment, Planning and Transport Committee, Major Projects - Update, from March 2019.
- 11.4 NCN 422 Phase 2 Detailed Designs:  
<http://www.reading.gov.uk/transport-schemesand-projects>.

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## READING BOROUGH COUNCIL

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	5 MARCH 2020	AGENDA ITEM:	5
TITLE:	RESPONSE TO PETITION REQUESTING TO CHANGE THE PARKING RESTRICTIONS ON DE BEAUVOIR ROAD, READING		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	REDLANDS
LEAD OFFICER:	JEMMA THOMAS	TEL:	01189 372101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

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

- 1.1 This report is in response to a petition, submitted to the Council on 30<sup>th</sup> December 2019.
- 1.2 The lead petitioner has provided the following background to the petition:

*Currently the parking restrictions on De Beauvoir Road are '13R permits only or 2 hours free parking, with no return within 2 hours.' Due to reasons listed below, the parking restrictions on De Beauvoir Road are no longer fit for purpose and is causing a negative impact on the local residents, which the system is designed to protect:*

- *Parking is restricted to one side of the road only. However, there is a large number of residents along the street due to terraced housing on both sides of the street.*
- *Parking spaces are used by people stopping to shop in the Cemetery Junction area. The big issue is Tesco Express (1-4 London Road) just around the corner from De Beauvoir Road, where parking spaces on De Beauvoir Road are used continuously for those stopping for a quick shop, which significantly reduces the amount of spaces available for local residents. When a space becomes available it is filled very quickly by the next person popping in to the shops. This means*

*that residents are forced into parking a few streets away due to the lack of availability.*

- De Beauvoir Road is a busy road which is used as a regular rat-run for traffic when the London Road is busy. Consequently, this means parking spaces are used more regularly than neighbouring streets because of the busy nature of the road.*
- Introduction of additional parking restrictions in the Redlands area has pushed more temporary parking back onto the street.*
- Families and young professional residents are turned away from living along the street due to the lack of parking. This is something that myself and neighbours have seen first-hand on a number of occasions.*

## **2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee notes the report.**
- 2.2 That amendments to the restrictions are considered as part of the next Waiting Restriction Review Programme as per item 4.2.**
- 2.3 That the lead petitioner be informed accordingly.**

## **3. POLICY CONTEXT**

- 3.1 The provision of waiting/parking restrictions and road safety measures are specified within existing Traffic Management Policies and Standards.**

## **4. BACKGROUND AND RECOMMENDATIONS**

- 4.1 The petition requests that the restrictions on De Beauvoir Road are changed to ‘permit holders only’.**
- 4.2 Officers have considered the contents of the petition and recommend that these changes are considered as part of the next Waiting Restriction Review Programme.**

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

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:**
  - Keeping Reading’s environment clean and green.**
  - Ensuring the Council is fit for the future**

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**



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

## **7. LEGAL IMPLICATIONS**

- 7.1 None arising from this report.

## **8. EQUALITY IMPACT ASSESSMENT**

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

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

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

## **9. ENVIRONMENTAL & CLIMATE IMPLICATIONS**

- 9.1 None arising from this report.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 None arising from this report.

## **11. BACKGROUND PAPERS**

- 11.1 'Petitions received: De Beauvoir Road / Wrenfield Drive' report, Traffic Management Sub-Committee, 9<sup>th</sup> January 2020

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## READING BOROUGH COUNCIL

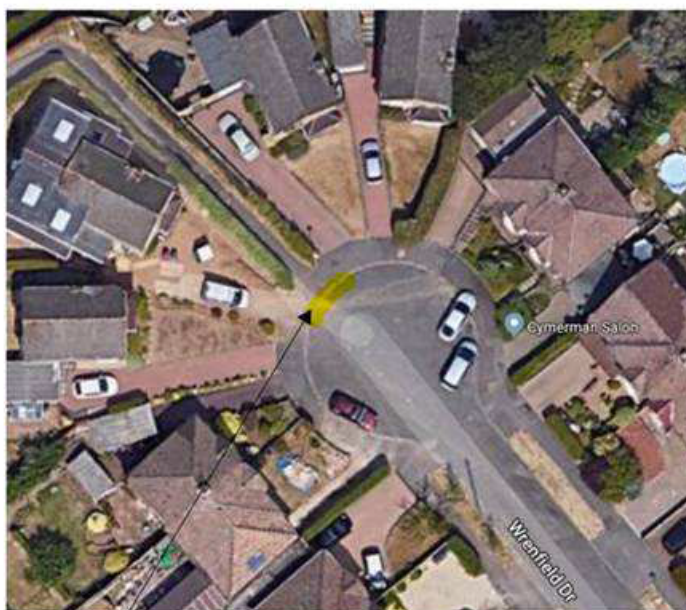
### REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	5 MARCH 2020	AGENDA ITEM:	6
TITLE:	RESPONSE TO PETITION REQUESTING TO CHANGE THE PARKING RESTRICTIONS ON WRENFIELD DRIVE, READING		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	THAMES
LEAD OFFICER:	JEMMA THOMAS	TEL:	01189 372101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

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

- 1.1 This report is in response to a petition, submitted to the Council on 6<sup>th</sup> January 2020.
- 1.2 The lead petitioner has provided the following background to the petition:

*The section of road that we are requesting DYL is at the very end of the cul-de-sac in the turning circle. The turning circle has been used for many years by residents for parking on two sides (as in the aerial view taken from Google Maps below). Until recently, it was very seldom that cars would be parked at the end of the turning circle, where we are now requesting DYL and there was never really a problem. However, over the past year or so, there has been regular parking on all three sides of the turning circle - thus making it very difficult for cars to use the turning circle and for residents to access driveways.*



New Double Yellow Lines Requested

## **2. RECOMMENDED ACTION**

- 2.1** That the Sub-Committee notes the report.
- 2.2** That amendments to the restrictions are considered as part of the next Waiting Restriction Review Programme as per item 4.2.
- 2.3** That the lead petitioner be informed accordingly.

## **3. POLICY CONTEXT**

- 3.1** The provision of waiting/parking restrictions and road safety measures are specified within existing Traffic Management Policies and Standards.

## **4. BACKGROUND AND RECOMMENDATIONS**

- 4.1** The petition requests double yellow lines to be installed between 18 and 45 Wrenfield Drive, Caversham.
- 4.2** Officers have considered the contents of the petition and recommend that these changes are considered as part of the next Waiting Restriction Review Programme.

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

- 5.1** This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:
  - Keeping Reading's environment clean and green.

- Ensuring the Council is fit for the future

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

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

## **7. LEGAL IMPLICATIONS**

- 7.1 None arising from this report.

## **8. EQUALITY IMPACT ASSESSMENT**

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

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

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

## **9. ENVIRONMENTAL & CLIMATE IMPLICATIONS**

- 9.1 None arising from this report.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 None arising from this report.

## **11. BACKGROUND PAPERS**

- 11.1 'Petitions received: De Beauvoir Road / Wrenfield Drive' report, Traffic Management Sub-Committee, 9<sup>th</sup> January 2020

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**READING BOROUGH COUNCIL  
REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD  
SERVICES**

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>5 MARCH 2020</b>	<b>AGENDA ITEM:</b>	<b>7</b>
<b>TITLE:</b>	<b>BI-ANNUAL WAITING RESTRICTION REVIEW - 2019B FURTHER PROPOSALS FOR STATUTORY CONSULTATION</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>BATTLE, MINSTER, REDLANDS, TILEHURST</b>
<b>LEAD OFFICERS:</b>	<b>PHOEBE CLUTSON</b>	<b>TEL:</b>	<b>0118 937 3962</b>
<b>JOB TITLES:</b>	<b>NETWORK MANAGEMENT TECHNICIAN</b>	<b>E-MAIL:</b>	<b>network.management@reading.gov.uk</b>

## 1. EXECUTIVE SUMMARY

- 1.1 This is an update report following further investigations on a number of schemes, as requested by the Sub-Committee in January 2020, and seeks approval for Officers to undertake statutory consultation to enable progression of the 2019B programme.
- 1.2 These proposals seek to address parking issues that have been raised with the Council, alongside those reported to the Sub-Committee in January 2020. The initial list of requests, which were agreed for investigation by the Sub-Committee, were reported at the meeting in September 2019.
- 1.3 The proposed drawings within this report have been shared with Ward Councillors and an opportunity provided for comment. Due to the relatively short period between the January and March meetings, there has less time in which to seek comments, compared with the time allowed in the typical operation of this programme.
- 1.4 Appendix 1 - Recommendations and drawings proposed for statutory consultation.

## 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 For each of the recommendations in Appendix 1, the Sub-Committee decides either to: 1) Agree with the recommended scheme for statutory consultation;

2) Remove the proposal from the programme, or; 3) To move the entry into the next review programme for further investigation/consideration.

- 2.3 That the Assistant Director 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 proposals contained within in Appendix 1, alongside those agreed for this programme in January 2020.
- 2.4 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.5 That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.6 That the Head of Transport, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.
- 2.7 That no public inquiry 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 RECOMMENDATIONS**

- 4.1 Approval was given by the Sub-Committee in September 2019 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions. This package of works was to be undertaken as part of the 2019B Waiting Restriction Review programme.
- 4.2 Following investigation of the issues that had been raised, Officers produced recommendations and proposals, which were shared with respective Ward Councillors between 19<sup>th</sup> November and 13<sup>th</sup> December 2019 for comment.

This period enabled an opportunity for Officers and Members to discuss the recommendations ahead of the reporting deadlines for the January 2020, where approval to undertake statutory consultation is typically sought for the 'B' programme.

- 4.3 During the January 2020 meeting, the Sub-Committee requested Elm Park, Wensley Road and Allcroft Road all to remain in the programme, where the shared officer recommendation was against adding or amending waiting restrictions at these locations (i.e. there was no designed, nor proposed scheme). Officers were additionally requested to further investigate Combe Road and Elvaston Way proposals as part of this 2019B programme.



The implication of these decisions is that development of the 2019B programme has been halted, pending resolution on these remaining items.

- 4.4 Officers have carried out these further investigations and have proposed appropriate measures that could be implemented to overcome each issue raised for Elm Park and Wensley Road.

Officers recommend remaining with the original proposal for Combe Road that was submitted in January 2020, for the traffic signal service layby. This layby was not designed or intended to be a general parking bay, but as an occasional-use area for a traffic signal engineer, when they are conducting maintenance works.

Officers have failed to come to agreements on a proposal for Elvaston Way with Ward Councillors, therefore it is recommended for this scheme to be deferred to the next Waiting Restriction Review programme.

Officers have contacted Redland Ward Councillors to arrange a site meeting regarding Allcroft Road. However, haven't been successful for the meeting to take place, therefore recommend for this scheme to be deferred to the next Waiting Restriction Review programme.

- 4.5 Officers shared their proposals with Ward Councillors informing them the proposal will be consulted on as part of this programme. Due to the relatively short period between the January and March meetings, taking into consideration the time necessary to investigate and design proposals, there has less time in which to seek comments, compared with the time allowed in the typical operation of this programme.
- 4.6 This report seeks approval by the Sub-Committee to conduct statutory consultation on these schemes alongside the proposals that have already been approved by the Sub-Committee at their meeting in January 2020. This will enable development of the 2019B programme to continue.

## **5. CONTRIBUTION TO CORPORATE PRIORITIES**

- 5.1 This proposal 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. ENVIRONMENTAL IMPLICATIONS**

- 6.1 The Council declared a Climate Emergency at its meeting on 26<sup>th</sup> February 2019 (Minute 48 refers).
- 6.2 It is not expected that the decisions arising from this report will have any environmental implications.

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

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

## **8. LEGAL IMPLICATIONS**

- 8.1 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. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations.

## **9. EQUALITY IMPACT ASSESSMENT**

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

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

- 9.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics. A statutory consultation will be conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 Funding for the advertisement requirement of the statutory consultation and subsequent implementation of agreed changes will need to be identified. It is intended that these costs will be met by the Council's Capital Works budget, with external funding (e.g. CIL or Section 106 contributions) to be used wherever possible.
- 10.2 The cost of the programme will be dependent on a number of factors, including the number proposals that are agreed for statutory consultation, the number agreed for implementation and the extent/complexity of the schemes. Lining-only schemes, such as double-yellow-line restrictions will be considerably less costly to implement, compared with restrictions that require signing.

## **11. BACKGROUND PAPERS**

- 11.1 Waiting Restriction Review - Objections to Waiting Restriction Review 2019A & Requests for Waiting Restriction Review 2019B / Traffic Management Sub-Committee / September 2019
- 11.2 Bi-Annual Waiting Restriction Review - 2019B Proposals for Statutory Consultation / Traffic Management Sub-Committee / January 2020

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# APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2019B - OFFICER RECOMMENDATIONS AND DRAWINGS

UPDATED: 18/02/20

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
Battle	Elm Park	Request for waiting restrictions due to number of large vehicles and vans parking in the area which regularly block access to properties and pavements to pedestrians.	We recommend installing double yellow lines as seen in drawing WRR2019B/BA1. This will improve visibility and road safety around the bends, preventing vehicles from blocking access and hindering vehicle movements.

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
Minster	Wensley Road	Request for double yellow lines at the junction with North Lodge Mews due to vehicles parking obstructing the junction and driveways.	We recommend installing double yellow lines as seen in drawing WRR2019B/MI5. This will improve road safety and visibility when entering and exiting North Lodge Mews.

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Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
Redlands	Allcroft Road	Request for extension of double yellow lines at the junction with Redlands Road to aid access and exit from driveways.	Officers have contacted and attempted to arrange a site meeting with Ward Councillors to discuss this request, however as this hasn't happened within time we recommend deferring this request to the next Waiting Restriction Review programme.

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
Tilehurst	Combe Road	Request to extend the double yellow lines at the junction with The Meadway due to the heavy parking close to the junction, larger vehicles such as emergency or refuse find it harder to enter or exit the road.	We recommend installing double yellow lines as seen in drawing TI1. This will improve road safety when entering and exiting the road, and for the layby to be used as an occasional area for a traffic signal engineer, when they are conducting maintenance works.
Tilehurst	Elvaston Way	Request for waiting restrictions within the road to encourage more considerate parking especially with cars parking on the bend which impacts on traffic flow and visibility.	Officers have failed to come to an agreement on the proposals with Ward Councillors, therefore we recommend deferring this request to the next Waiting Restriction Review programme.

# KEY

## EXISTING RESTRICTIONS

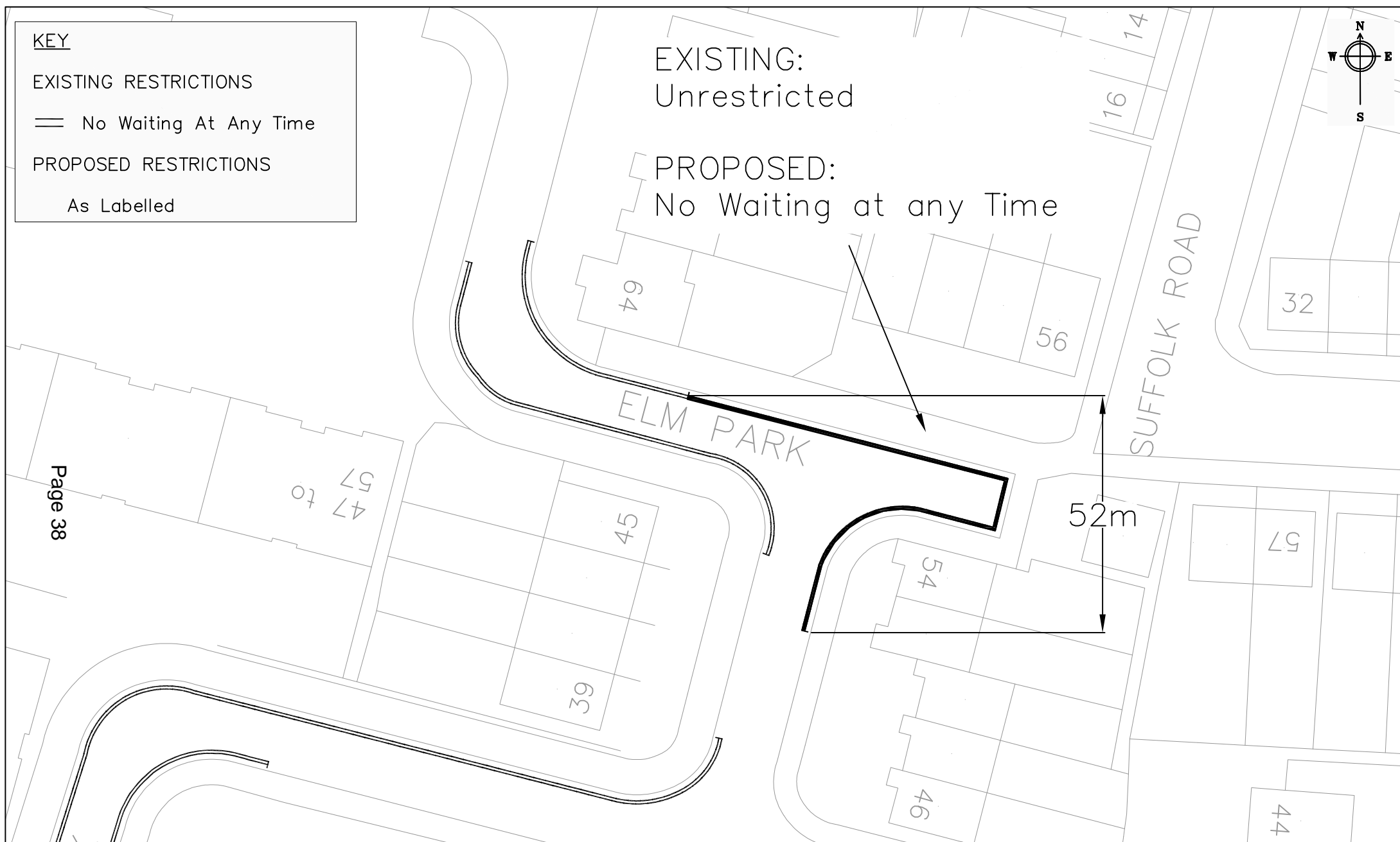
== No Waiting At Any Time

## PROPOSED RESTRICTIONS

As Labelled

EXISTING:  
Unrestricted

PROPOSED:  
No Waiting at any Time



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Project WAITING RESTRICTION REVIEW 2019B	Scale N.T.S	Drawn PC
	Date FEB 20	Checked PC
Drawing ELM PARK	Approved JT	
	Drawing No. BA1_Elm Park	

# KEY

 Private

PROPOSED RESTRICTIONS  
AS LABELLED



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Project

WAITING RESTRICTION  
REVIEW 2019B

Drawing

WENSLEY ROAD

Scale  
N.T.S

Date  
JAN 20

Drawn PC

Checked PC

Approved JC

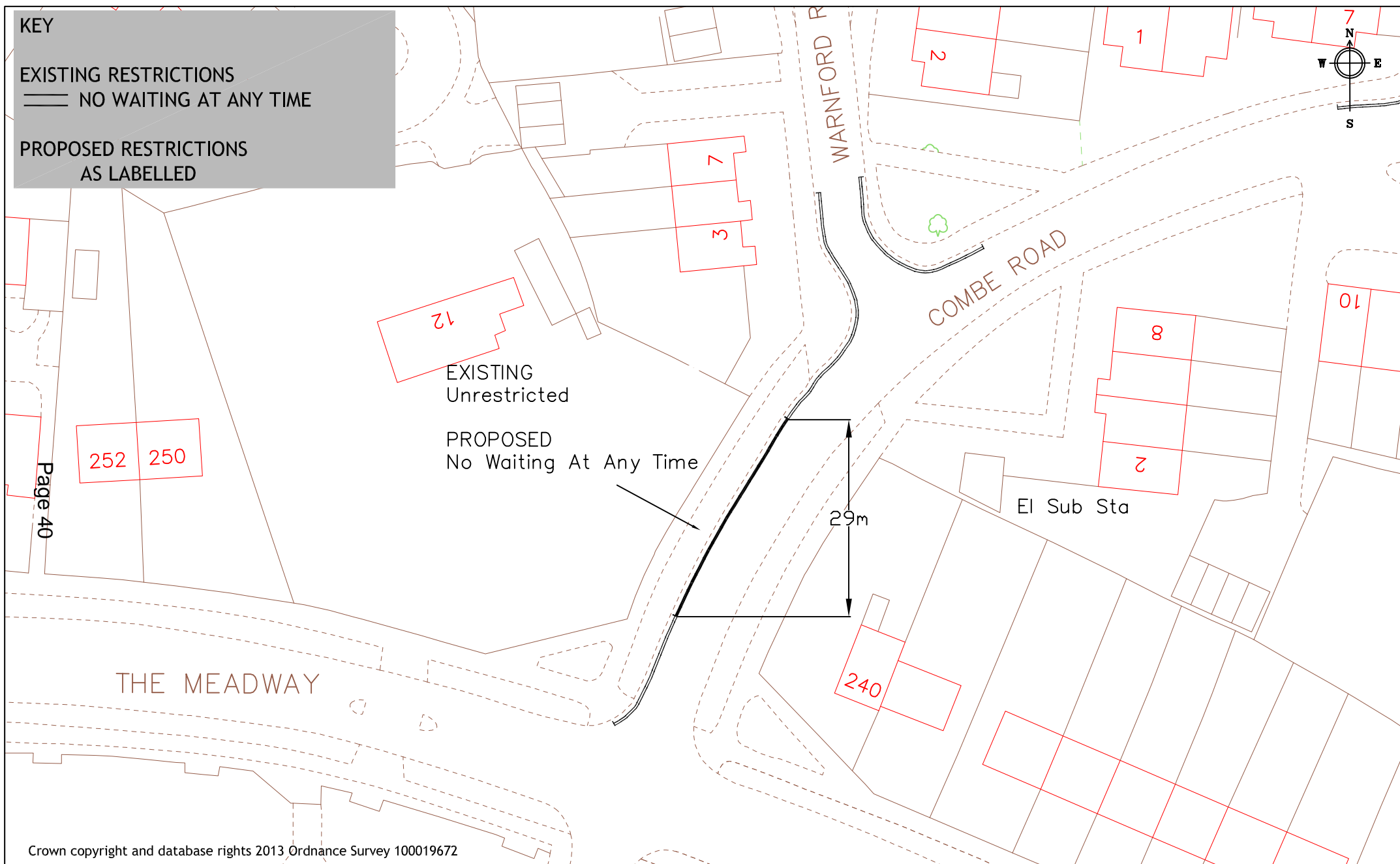
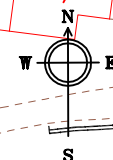
Drawing No.

MI5\_Wensley Road

**KEY**

**EXISTING RESTRICTIONS**  
 — NO WAITING AT ANY TIME

**PROPOSED RESTRICTIONS**  
 AS LABELLED



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 RG1 2LU

Project WAITING RESTRICTION REVIEW 2019B	Scale N.T.S	Drawn MF
	Date OCT 19	Checked PC
Drawing COMBE ROAD THE MEADWAY	Approved PC	
	Drawing No. TI1_Combe Road The Meadway	



## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>5 MARCH 2020</b>	<b>AGENDA ITEM:</b>	<b>8</b>
<b>TITLE:</b>	<b>KINGS ROAD EXPERIMENTAL BUS LANE ORDER</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>ABBEY, REDLANDS &amp; PARK</b>
<b>LEAD OFFICER:</b>	<b>JAMES PENMAN</b>	<b>TEL:</b>	<b>01189 372202</b>
<b>JOB TITLE:</b>	<b>ASSISTANT NETWORK MANAGER</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@READING.GOV.UK</b>

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

- 1.1 In January 2018 the Sub-Committee agreed to the implementation of an experimental Traffic Regulation Order, altering the Kings Road inbound bus lane restriction, to better manage the vehicles that were permitted to use this public transport infrastructure.
- 1.2 This experimental restriction was implemented on 11 July 2019. Officers ask that Members consider the objections that have been received and recommend agreement to make this Order permanent.
- 1.3 Appendix 1 provides a plan to show the location of the inbound bus lane.
- 1.4 Appendix 2 provides the objections to this Order/restriction, which have been received by officers to date.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers the objections in Appendix 2.
- 2.3 The Assistant Director of Legal and Democratic Services be authorised to make the experimental Traffic Regulation Order into a permanent Traffic Regulation Order under the Road Traffic Regulation Act 1984, advertised in accordance with the Local

### **3. POLICY CONTEXT**

- 3.1 The proposals are in line with Reading Borough Council's Local Transport Plan and current 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 AND PROPOSALS**

- 4.1 The inbound/westbound bus lane runs between Cemetery Junction and the junction with Orts Road and allowed access by buses, cyclists, motorcycles, taxis (Hackney Carriages) and private hire vehicles. Appendix 1 shows a plan of the bus lane location.
- 4.2 This bus lane is an important facility, which expedites the journey times of key public transport routes, such as the Number 17 Reading Buses route, particularly during peak traffic periods. However, the facility was being compromised by the volumes of vehicles that were accessing it, whether legitimately or otherwise (this facility was not camera-enforced).

Concerns were raised regarding the access that vehicles registered as Hackney Carriages by other Local Authorities have to certain areas, when they are not necessarily the wheelchair-accessible 'black-cab' style vehicles that Reading Borough Council licences as Hackney Carriages and are not necessarily providing a public transport service in Reading.

- 4.3 Local authorities have greater flexibility over the vehicle-type restrictions that can be implemented on bus lanes. At the January 2018 Sub-Committee meeting, approval was granted for implementation of an experimental TRO to replace the existing bus lane restriction.

This experimental restriction, which was implemented on 11 July 2019, permits buses, bicycles, motorcycles and 'authorised vehicles' to pass along the lane. The TRO defined 'authorised vehicles' to be Hackney Carriages and Private Hire Vehicles, both licenced by Reading Borough Council, only.

- 4.4 The restriction was intended to reduce the overall volume of traffic using this facility, with the outcome of providing more consistent

journey times for Reading's public transport providers, in addition to making the lane more appealing for use by cyclists.

Following the implementation of the restriction, camera enforcement has been installed to ensure compliance of the restriction by all users.

4.5 The experimental TRO can run for a maximum period of 18 months and local authorities are required to invite objections for a minimum period of 6 months before the Order could be made permanent.

4.6 The experimental TRO has now been in place for more than 6 months and Appendix 2 provides the objections that officers have received in this period.

The Sub-Committee is asked to consider these objections before making a decision on whether to make the experimental order permanent.

4.7 Officers recommend that the Sub-Committee agrees to making the experimental TRO permanent.

## **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. ENVIRONMENTAL IMPLICATIONS**

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

6.2 The decisions and recommendations of this report are not expected to have any environmental implications.

6.3 It is accepted that, upon implementation of the restriction, there will have been some displacement of journey's from Kings Road onto London Road and other routes. These routes, however, have a greater traffic capacity than the single inbound bus lane and any measures that can enhance the public view of public transport service routes and more cycle-friendly routes in Reading will help to encourage transport mode shift.

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

- 7.1 The proposals for defining ‘authorised vehicles’ were produced in liaison with Reading Borough Council’s Licencing department. The definitions were shared with their counterparts in the surrounding Local Authorities, to enable opportunities for them to share the information with their respective taxi trades.
- 7.2 The process of implementing an experimental TRO enables a live ‘testing’ period for a proposal and allows a long period (at least 6 months) for objections to be received and for appropriate adjustments to be made, if necessary.

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

- 9.2 It is not considered that the proposals have a direct impact on any groups with protected characteristics. The experimental TRO process has enabled a long period (exceeding 6 months) for objections to be received, concerns raised and for appropriate adjustments to be made, if necessary.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 The permanent making of the Traffic Regulation Order (TRO) will be funded from within existing transport budgets and the cost is not expected to exceed £2000.

Funding will be sought from Transport Capital funding, which will include developer contributions (e.g. Section 106 contributions) wherever possible.

## **11. BACKGROUND PAPERS**

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

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## KINGS ROAD EXPERIMENTAL BUS LANE ORDER

### APPENDIX 2 - Summary of support, objections and comments received to experimental Traffic Regulation Order

Street/Summary	Objections/support/comments received.
	Summary of responses: Objections - 3, Support - 0, Comment - 0.
1) Taxi driver, Objection	I was a regular user of bus lane from Cemetery junction to queens road while doing taxi work job in peak works. Due to traffic on London Road at peak times it effecting our job a lot. Please reverse your decision.
2) Taxi driver, Objection	Reading is always busy and congested due to traffic & lake of management. For example Kings Road was allowed to all Taxis and private hire vehicles from many years or decades and inbound traffic was divided into London Road and Kings Road. Now lots of new housing estates, block of flats & massive buildings for new offices have been constructed but no new infrastructure or Roads to cope with traffic flow. On other hand what I believe another silly decision has been made recently by the local authorities they stopped all Taxis and private hire vehicles from other areas except licensed from Reading Borough Council to use Kings Road inbound which means traffic load has been increased on London Road which is major cause for congestion and produce lots more smoke and pollution for local residents, it is therefore requested to the authorities through your department, please allow taxis and private hire vehicles or at least Hackney Carriage Taxis with or Taxis with Disabled Accessible Vehicles from all authorities to use the inbound Kings Road to help reduce traffic from London Road as well as reduce traffic congestion and smoke to keep our environment clean with less smoke.
3) Travel company, Objection	<p>Up to August 2019 we were able to use that bus lane and it was very handy for all drivers dropping to Reading College. Now they have restricted that bus lane and only Reading plated vehicles are allowed to use it.</p> <p>We have quite a few vehicles going to Reading College and we have no other choice but to take London Road then Eldon Road then back on Queen's Road. Traffic is tremendous in the morning.</p> <p>This involves</p> <ul style="list-style-type: none"> <li>▫ A higher cost</li> <li>▫ More time for all students in the bus</li> <li>▫ And my target related to low emissions for this year just got ruined</li> </ul>

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## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	5 MARCH 2020	AGENDA ITEM:	9
TITLE:	RESIDENTS PARKING SCHEME REVIEW		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PARKING SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICER:	ELIZABETH ROBERTSON	TEL:	01189 373767
JOB TITLE:	CIVIL ENFORCEMENT MANAGER	E-MAIL:	<a href="mailto:Elizabeth.robertson@reading.gov.uk">Elizabeth.robertson@reading.gov.uk</a>

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

- 1.1 This report advises members on the proposal to change the Residents Parking Scheme rules for Healthcare Professional, Carer, Temporary and Daily and Annual Landlord & Tradesperson Permits.
- 1.2 This report advises members on options to allow Hunter's Wharf Residents visitor parking permits

#### 2. RECOMMENDED ACTION

- 2.1 That the members decide if the following professions should be added to the list of approved professions for Healthcare Professional Permits:
  - Education Welfare Officer
  - Family Worker
  - Youth Offending Service Worker
  - Specialist Youth Support worker
- 2.2 That the members decide if the carer permits rules are amended
- 2.3 That the members agree to introduce a new Print at Home Emergency Cover Permit and decide the charge is £30 or £40 per permit.
- 2.4 That members agree to introduce a new Print at Home daily Tradesperson and Landlord permit and decide the charge is £7.50.
- 2.5 That members decide if Annual Landlord permits amendments set out in 4.3.27 should proceed

- 2.6 That members decide if Council Officers can offer the households in Hunters Wharf discretionary visitor parking permits and if they are free and/or charged.**
- 2.7 That the members agree the Permit Management Rule & Definitions are updated to reflect the changes.**

### **3. POLICY CONTEXT**

- 3.1 The proposals are in line with current Transport and Planning policy.**

### **4. THE PROPOSAL**

#### **4.1 Background**

- 4.1.1 Residents' Permit Parking (RP) was established in Reading over 40 (1976) years ago and the Council provide a permit scheme through its parking services teams within the transport service area.**
- 4.1.2 The current RP scheme was approved by the Council's Cabinet in December 2010, this followed a review of the service undertaken in 2009-2010 and reported through Cabinet and scrutiny processes in September 2009, February 2010 and July 2010. A revised scheme was introduced in April 2011.**
- 4.1.3 Further amendments to the RP scheme and permit management rules were taken through Cabinet, Full Council, Traffic Management Sub-committee (and formally Traffic Management Advisory Panel) and Policy Committee meetings between 2011 and 2019.**
- 4.1.4 The Policy Committee meeting held on the 15 July 2019, agreed to change the charges for Resident permits and they would come into effect on the 1<sup>st</sup> October 2019.**

#### **4.2 Current Position**

- 4.2.1 Previously there were 52 Residents Parking zones across the Reading Borough but this has been revised to the current 19 Residents Parking Zones.**
- 4.2.2 The 19 Residents Parking zones across the Borough encompass all the areas and residential properties covered by the previous scheme but they now provide more space on-street throughout the larger zones. These changes are in line with previous decisions by Cabinet and reflect the outcome of the survey of all residents within the Residents Parking Scheme.**
- 4.2.3 In 2018-2019 the following permits were issued, the charges from 1<sup>st</sup> October 2019 are set out below:**

<b>Permit Type</b>	<b>Total Issued in 2018/2019</b>	<b>Charges From 1st October 2019</b>
Business	24	£275.00
Business Discretionary	17	£330.00

Charity (free)	13	£0.00
Charity (charged)	12	£120.00
Carer	92	£0.00
Doctor	34	£40.00
Health Care Professional	277	£40.00
Resident Discretionary (1st permit)	312	£40.00
Resident Discretionary (2nd permit)	73	£150.00
Resident Discretionary (3rd Permit)	26	£300.00
Resident - First Permits	7,579	£40.00
Resident - Second Permits	1,801	£150.00
Nanny	2	£330.00
Non-UK Registered Vehicle Permits	2	£330.00
Teacher	66	£40.00
Landlord - Annual	8	£330.00
Tradesperson - Annual	95	£330.00
Tradesperson/Landlord - Daily	196	£10.00
Temporary Permits	3,219	£15.00
Visitor Books - Free	10,684	£0.00
Visitor Books - Charged	2,312	£25.00
Visitor Business	62	£25.00
Visitor Charity	23	£25.00
Visitor Discretionary (free)	322	£0.00
Visitor Discretionary (charged)	122	£25.00
<b>GRAND TOTAL</b>	<b>27,373</b>	

4.2.4 The Council introduced a new online service for residents to apply and renew the permits in November 2017. Most residents use this service as seen from the information below for permits issued in 2018-2019:

Permit Type	Total Issued	% Permit Type Issued
Resident	9,238	98%
Resident (Offline)	142	2%
Visitor	12,225	94%
Visitor (Offline)	771	6%
Carer	60	65%
Carer (Offline)	32	35%
Temporary	3,179	99%
Temporary (Offline)	40	1%

Application Method	Total Issued	% Issued
Online	26,388	96%
Offline	985	4%
Total	27,373	

### 4.3 Options Proposed

#### 4.3.1 Healthcare Professional Permits

4.3.2 The Council issued 277 Healthcare Professional permits in 2018-2019; these permits are issued to the following registered professions and charged at £40:

- District Nurse (DN)
- Community Health Nurse (CHN)
- Practice Midwife (PM)
- Community Midwife (CM)
- Home Care Assistant (HCA)
- Health Visitor (HV)
- Midwife (MW)
- Community Psychiatric/Mental Health Nurse (ComP/MHN)
- Consultant Psychiatrist (CP)
- Clinical Psychologist (CLP)
- Occupational Therapist (OT)
- Social Workers (SW)
- Intermediate Care Assistants (ICA)

4.3.3 They are issued as an ALL zone permit to specific vehicles and allows the permit holder to park in any Permit Zone (excluding Town Centre restrictions). The applications must be supported with proof of healthcare professional status and proof of vehicle ownership.

4.3.4 Brighter Futures for Children have requested the following professions are added to the list of entitled professions:

- Education Welfare Officer
- Family Worker
- Youth Offending Service Worker
- Specialist Youth Support worker

4.3.5 The Job descriptions have been attached in Appendix 1, 2, 3 & 4 to confirm that they are required to make home visits as part of their role.

4.3.6 A statement from Vicky Rhodes, Head of Early Help has been provided to support the change to the permit scheme rules:

- Deliver solo home visits to vulnerable families across Reading
- Home visits include visiting children & families currently open to Social Care (we currently co-work apx 100 families)
- From December 2019, Early Help started working with Children in Need. These are cases which meet the threshold for statutory intervention. Visits to these families are no different to those by social workers.
- Families open to EH include those at the Edge of Care or stepping down from care. It could therefore be argued that these are often the same families that social workers are visiting
- Early Help staff are subject to the same risk assessments & potential lone working vulnerabilities as social workers
- Despite supporting the above families, Early Help staff do not receive any supplement to their salary. It would therefore be an additional disadvantage for them to also not receive parking permits

4.3.7 The Committee is asked to include these professions for a Healthcare Professional Permit.

#### **4.3.8 Carer Permits**

4.3.9 The Council issued 92 Carer permits in 2018-2019; these permits are issued to households where the resident is over 65 years of age and/or registered disabled. The permit enables their carer(s) to park while visiting to assist with their needs. They are not issued to households that have been issued with a residents permit.

4.3.10 A Carers permit allows up to three vehicles per permit, the carer must not reside at the household.

4.3.11 A Carer is normally family member or friend who will assist the resident with their needs; they do not include the Healthcare professionals, social care staff or agents who may be issued with parking permits by their employers.

4.3.12 In exceptional circumstances the Traffic Management Sub-Committee has granted two carers permits and a residents and carers permit.

4.3.13 The Committee is asked to decide if they want any changes to the carer permit applications where there are no family or friends to assist and allow agencies to apply.

#### **4.3.14 Print at Home Permits**

##### **4.3.15 Temporary Permits**

4.3.16 The Council introduced Print at Home permits for Temporary Permits in August 2019. The current permit scheme rules state the Temporary permits are 8 week permits, charged at £15. They are issued to residents who have just moved into a property, changed their vehicle or have a temporary change of vehicle (e.g. courtesy car).

4.3.17 The temporary permit gives the residents time to change their address details over on documents such as bank statements, utility bills, insurance and DVLA documents for their residents permit.

4.3.18 An application for a temporary permit is reviewed and authorised by either the Permit team via the online system or the Customer Services team via reception.

4.3.19 The Print at home permits have been successful and we have not received any negative feedback from their introduction.

4.3.20 With the success of the Temporary permit print at home, a further option is to introduce another Print at Home permit for Emergency Cover. The permit team receive a lot of enquiries from members of the public about getting a permit for activities such as moving in, short term change of vehicle, emergency circumstances.

4.3.21 The permit would be issued directly on application with a statement of reasons but no proofs provided. It would be valid for 7 days and only one permitted every 6 months to each household. The charge would be £30 or £40 for the permit. They can be issued one week in advance of the start date or on the date of issue. The permit would be e-mailed to the applicant and they can print and display immediately.

#### 4.3.22 Daily Tradesperson and Landlord Permits

4.3.23 The current arrangement for Daily Tradesperson and Landlord permits is still processed via the Customer Services team in reception or by the Permit team through postal applications. The permits are provided as one day scratchcards and charged at £10 per day, with maximum of 30 per year per vehicle.

4.3.24 The print at home option could be extended to cover the daily tradesperson permits and allow traders to apply for the applications through the online service. This would decrease the number of visits to the Council Offices and provide a self-serve system to the traders.

4.3.25 The charge of the permit does discourage some traders from purchasing them and insist on residents providing their visitor permits. Our recommendation is to reduce the fee to £7.50 for online Trader and Landlord permits but leave the £10 fee for applications processed by the Customer Services team or by post.

4.3.26 The online self-service would require the Traders to provide the date and vehicle registration number for the permits to be validated but the scratchcard permits can be issued without a date but the vehicle registration is still required.

#### 4.3.27 **Annual Landlord Permits**

4.3.28 The current rules state an annual Landlord permits are issued to Landlords who own four or more properties, anything less and they can apply for daily Landlord permits. The fee for an Annual Landlord permit is £330 and there were 8 issued in 2018-2019.

4.3.29 Landlords who own less than four properties are willing to purchase an annual permit and we are recommending this requirement is removed. The landlord would still have to provide proof of ownership of properties within a permit scheme.

4.3.30 Landlords have further stated that most of their viewings take place after 7pm and have requested the 7am - 7pm limit is removed or the evening extended.

#### 4.3.31 **Hunter's Wharf Households**

4.3.32 The residents of Hunter's Wharf on Katesgrove Lane have petitioned Councillor Page to ask if the households can be allowed free discretionary visitor permits (please see Appendix 5)

4.3.33 Hunter's Wharf is not included in the permit scheme and has a planning informative which prevents any permits from being issued. Most households have allocated off-street parking. The exception to this is 4 households (25, 27, 30



and 32) which have no allocated parking and have been granted one discretionary residents permit (but no visitor parking permits).

4.3.34 There are 32 households within the development and the Permit Zone 10R availability is currently 91%

4.3.35 The Committee is asked to consider if all households should be allowed discretionary visitor permits; if they should be free or charged and how many per household.

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

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

- Securing the economic success of Reading and provision of job opportunities
- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

5.2 This proposal supports the Council's strategic aims:

- To Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley
- To establish Reading as a learning City and a stimulating and rewarding place to live and visit
- To promote equality, social inclusion and a safe and healthy environment for all

## **6. ENVIRONMENTAL IMPLICATIONS**

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

6.2 It is not expected that the decisions arising from this report will have any environmental implications.

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

7.1 The Residents Parking Review included a survey of all 12,000 households within the current Residents Parking zones completed in 2010.

7.2 The Council has written to resident permit holders to advise them on the changes to the permit scheme charges (letter issued 10<sup>th</sup> February 2017).

## **8. LEGAL IMPLICATIONS**

8.1 There are no legal implications arising from this report.

## **9. FINANCIAL IMPLICATIONS**

9.1 There may be additional income from Emergency Cover permits and increase in purchases of daily and annual Tradesperson and Landlord permits.

- 9.2 The inclusion of additional jobs in the Healthcare Professional list would increase the number of permits issued and income received.

## **10. BACKGROUND PAPERS**

- 10.1 September 2009, February 2010, July 2010 and December 2010, July 2011 and June 2012 Cabinet reports. January 2013 Scrutiny Review and February 2013 Full Council reports.
- 10.2 Traffic Management Advisory Panel June 2012
- 10.3 Traffic Management Sub-Committee reports January 2014, January 2016, June 2016 & January 2017
- 10.4 Policy Committee report 30 November 2015, 16 January 2017, 15 July 2019

## **11. APPENDICES**

- 10.1 Job Descriptions
- 1 Education Welfare Officer
  - 2 Family Worker
  - 3 Youth Offending Service Worker
  - 4 Specialist Youth Support worker
- 10.2 Hunter's Wharf Parking Permit Petition



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# Education Welfare Officer

## Job Description & Person Specification

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## Job Information

Post Title	<ul style="list-style-type: none"><li>Education Welfare Officer</li></ul>
Reports to:	<ul style="list-style-type: none"><li>Shirley Moneanu, CAT Team Manager</li></ul>
Grade and Salary:	<ul style="list-style-type: none"><li>RG5 Scp 22 (£26317) to RG6 Scp 31 (£25463) to and Ends at RG 6 point 31 (£33799) salary, depending on experience. Term time only fixed term for 1 year</li></ul>
Location	<ul style="list-style-type: none"><li>The Avenue Centre, Conwy Close, Reading</li></ul>
Conditions:	<ul style="list-style-type: none"><li>37 hours per week</li></ul>
Direct reports to the post:	<ul style="list-style-type: none"><li>Not applicable</li></ul>

### Job Purpose

Brighter Futures for Children is improving outcomes for Reading's children, young people and families.

We are an independent, not-for-profit-company, wholly owned by Reading Borough Council. Our responsibility is to deliver quality children's services, early help, education and Special Educational Needs and Disabilities (SEND) services in the borough.

### Designation of Post within Company Structure

#### 1. Your role

To support access to education for vulnerable pupils and their families

To carry out the Local Authority's statutory responsibilities under relevant legislation to enforce regular school attendance, safeguarding and promoting the welfare of children

#### Within the School

- Build and maintain relationships with key and senior staff members at allocated schools to monitor attendance.
- To work with schools to identify pupils with irregular attendance
- To plan with schools appropriate interventions to address attendance/welfare issues
- To provide regular attendance data and information to support schools to improve whole school attendance.
- To lead on identified projects to improve whole school attendance e.g. Attendance Challenges
- To provide advice and guidance on attendance and relevant legislation changes.
- To support schools through the inspection process and advise on Attendance Policies.
- To provide relevant training to school staff/governors and to contribute to whole school assemblies/parents meetings.

## Legal/ Statutory Duties

- To write professional letters and reports to support the Local Authority to meet statutory responsibilities, eg Court, Statutory Assessments, Child Protection, multi professional meetings.
- To keep accurate and up to date case files/records of intervention to evidence planned interventions are planned that can be used to support legal proceedings (Prosecution of parents Ed. Act 1996 Education Supervision Order CG. Act 1989)
- To collate evidence and prepare statements for court proceedings under the Education Act 1996 and 2002.
- To work/liaise with the Reading Borough Council's legal team to support successful prosecutions.
- To give evidence in the Magistrates and Family proceedings court on behalf of the Local Authority as required.
- To be the Supervising Officer (where appropriate) for a pupil/parent who is subject to an Education Supervision Order or Parenting Order.

## With Families

- To build strong professional relationships with children, young people and families of concern, which may include a range of interventions, eg outreach, home visits, school meetings
- To liaise with professionals to support comprehensive assessment of family's needs, focusing primarily on improving attendance but covering issues which are impacting on their family life. Whole family assessments will include use of the Common Assessment Framework.
- To lead on or contribute to developing and monitoring a single family plan that primarily meets the child's needs but also addresses other issues within the family to enable positive outcomes.
- To work with other professionals to arrange Attendance Panels and to arrange/contribute to Team around the Child/Family meetings.
- To contribute to Child Protection and Children in Need procedures and plans as required.
- To work with schools to identify Children Missing Education/missing pupils and to ensure that appropriate procedures are followed.
- To work with Admissions Team to support unplaced pupils, including those wishing to change schools, to access education

## Within the Children's Action Teams and Education Welfare Service

- To attend CAT full team meetings, relevant training and briefings as required.
- To attend service specific meetings and briefings as required.
- To participate in regular supervision and annual appraisal processes.
- To adhere to the case recording policy and participate in audits of work as required.
- To facilitate group work with parents and/or children e.g. transition/ parenting.
- To undertake assessments and contribute to decision making and planning and review process for vulnerable children and their families – LAC/SEN

To take reasonable care of your own health and safety and co-operate with management, so far as necessary, to enable compliance with the company's health and safety rules and legislative



## requirements

- To undertake such personal training as may be deemed necessary to meet the duties and responsibilities of the post
- Brighter Futures for Children is a dynamic organisation which recognises the need to respond flexibly to changing demands and circumstances. While this job description provides a summary of functions and responsibilities of the post, this may need to be adapted or adjusted to meet changing circumstances. Such changes would be commensurate with the grading of the post.

## 2. Relationships – who you will work with

<b>Internal:</b>	<ul style="list-style-type: none"> <li>• Work as part of a multi-disciplinary team within Early Help, Education and Social Care</li> <li>• Work with colleagues within Reading Borough Council (eg housing)</li> </ul>
<b>External:</b>	<p><b>Develop and promote strong partnerships with:</b></p> <ul style="list-style-type: none"> <li>• Schools, pupils of statutory school age, parents and other agents to secure regular attendance of all children who are registered pupils at schools in Reading</li> <li>• Partners in the community to support pupils and their families to access community based support</li> </ul>

## 3. What your performance will be measured against

- List
- Personal objectives set as part of your continuous professional development.

## 4. Your level of autonomy

- E.g. Required to work as part of a team as well as using own initiative to deliver objectives

## 5. Personal Attributes

- Experience of providing direct work with families/children/young people
- Experience of working with schools and/or in a statutory agency
- Experience of preparing and presenting reports for court, case conferences etc.
- Experience of assessing needs of vulnerable children and their family situation



- Experience of working in child protection procedures
- Experience in leading or facilitating group work

## 6. Scope of Job (Budgetary/Resource Control/Impact)

Not applicable

## Special/Other Requirements/Responsibilities of this Post

Level of DBS check required for this post	Enhanced with a check of the barring list(s)
If *, does the post require a check against the list of people barred from working with vulnerable adults?	YES
If *, does the post require a check against the list of people barred from working with children?	YES
What other security/safer recruitment clearances are required for this post? (excluding standard identity/work permit/education qualification checks)	NONE
Is this post “politically restricted”?	NO
Responsibility for Health & Safety:	NO
Please specify responsibility for implementing the company’s risk management strategy as it applies to the service, ensuring risks to service delivery and specific projects or initiatives are recognised and that actions are taken and monitored to mitigate risks identified	N/A
Please specify any other Statutory Duties and/or responsibilities of this post not already covered in the “Main Duties & Responsibilities” above	N/A

## Person Specification

### Qualifications & Education

#### Essential:

- Relevant professional qualification (e.g. Social Work, Education, Youth Work) with membership of appropriate professional body where relevant (e.g. GTC, GSSC) or NVQ level 4 in relevant field (e.g. Education Welfare, Learning Mentor, Connexions), or substantial previous experience as an Education Welfare Officer.
- Knowledge of current Education legislation including child employment
- Good working knowledge of child protection and safeguarding processes, procedures and thresholds





## Desirable:

- Experience of providing direct work with families/children/young people
- Experience of working with schools and/or in a statutory agency
- Experience of preparing and presenting reports for court, case conferences etc.
- Experience of assessing needs of vulnerable children and their family situation
- Experience of working in child protection procedures
- Experience in leading or facilitating group work

## Experience:

- Commitment to Equal Opportunities
- Commitment to customer care
- Ability to travel around Reading, mileage expenses reimbursed through Casual Car User Expenses

## Skills, Abilities & Competencies

- Communicate effectively orally and in writing with colleagues, clients, school staff and other professionals
- Negotiate and plan interventions that meet the needs of vulnerable children
- Relate sensitively to service users particularly in terms of ethnicity, gender and disability
- Prepare and present reports to a high standard
- Provide clear professional advice and information to senior staff members
- To be able to offer appropriate challenge to both families and senior staff members that brings a change in action or attitude.
- Manage caseloads and respond appropriately to a wide range of priorities
- Manage time effectively and be accountable
- Be creative and innovative so that service delivery is enhanced
- Use and respond to supervision, and take advantage of training opportunities to maintain skills and knowledge
- To lead group work and other projects
- Use IT to produce letters and other documents
- Maintain confidentiality required by Data Protection Act

## Additional Working Requirements

### Essential:

- E.g. Job involves working with sensitive and confidential information about children and will be subject to an enhanced DBS check.

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## Family Worker

### Job Description & Person Specification

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## Job Information

Post Title	<ul style="list-style-type: none"><li>Family Worker</li></ul>
Reports to:	<ul style="list-style-type: none"><li>Assistant Team Manager</li></ul>
Grade and Salary:	<ul style="list-style-type: none"><li>RG5 SCP 22-28, (£26,317 - £31,371) depending on experience.</li></ul>
Location	<ul style="list-style-type: none"><li>West or South Children's Action Team offices</li></ul>
Conditions:	<ul style="list-style-type: none"><li>37 hours per week (Full time). Some flexible working required depending on service needs</li></ul>
Direct reports to the post:	<ul style="list-style-type: none"><li>None</li></ul>

### Job Purpose


1. To work as part of an Early Help team providing effective family support interventions.
2. To work with and support a caseload of families to achieve positive outcomes.
3. Brighter Futures for Children is improving outcomes for Reading's children, young people and families.
4. We are an independent, not-for-profit-company, wholly owned by Reading Borough Council. Our responsibility is to deliver quality children's services, early help, education and Special Educational Needs and Disabilities (SEND) services in the borough.

### Designation of Post within Company Structure

This post sits within Early Help Services.

#### 1. Your role

1. To work with the whole family and partners to assess the needs within the household and acknowledge those of the extended family where required.
2. To deliver evidence based interventions with families including direct work with children and young people in their home environment
3. To adopt a key worker/lead Professional approach in order to develop, coordinate and deliver outcome focussed plans. This will include:
  - Organising, chairing and/or attending multi-agency Team Around the Child/family meetings in order to ensure a partnership approach to engaging and supporting families.
  - Reviewing action plans and ensure these are timely and plans are SMART
4. To work with families who exhibit a range of challenges and who may resist engagement – there may be a requirement to work intensively over a period of time with some families. This will mainly include families who are deemed Child in Need following a CSC assessment.
5. To apply a challenge and support approach to working with families.
6. Liaise effectively and work with universal, targeted and statutory services and partners where appropriate eg schools, children's Social Care, voluntary orgs etc.
7. Ensure that the voice and views of the child are sought, heard and represented appropriately and evidenced throughout the plan and work.

- 
8. To be outcome focussed – ensure that assessments and plans demonstrate the long, medium and short term outcomes that the family and team around the child look to achieve.
  9. To review progress and the plan regularly with families and other professionals.
  10. To work in partnership with colleagues across the Council, Health, schools, police and other services in order to overcome barriers and achieve the best outcomes for children and their families.
  11. Maintain accurate, comprehensive and up to date records of work undertaken with family i.e. case notes, chronologies, assessments, reviews and closure documents. To record on case files data systems e.g. Mosaic.
  12. To contribute to performance and quality assurance processes in an accurate and timely manner.
  13. To maintain standards of service in line with RBC policies and procedures.
  14. To develop and maintain professional working relationships with staff from internal and external agencies/organisations.
  15. Maintain a range of strategies and resources to effectively engage children, families, partners and communities.
  16. To appropriately and consistently assess risk and safeguarding concerns with children, young people and families and to raise these issues with Manager and/or make referrals if appropriate to protect children, young people and adults from harm.
  17. Actively participate in case supervision with line manager – to keep records accordingly.
  18. Undertake Health & Safety processes re visits and meetings eg risk assessments, use of Reliance badges etc.
  19. A commitment to inclusive practice & confidence to embed anti discriminatory practice into daily work.
  20. To undertake out of office hours/weekend duty cover in accordance with service requirements.
  21. To ensure practice is in accordance with legislation and the Council's policies and procedures with particular reference to Health & Safety, Child Protection and safeguarding children.
  22. To deliver evidence based family support interventions with a group of parents/carers.
  23. To support partner agencies to undertake assessments and interventions with families.
  24. To take reasonable care of your own health and safety and co-operate with management, so far as is necessary, to enable compliance with the company's health and safety rules and legislative requirements
  25. To undertake such personal training as may be deemed necessary to meet the duties and responsibilities of the post
  26. Brighter Futures for Children is a dynamic organisation which recognises the need to respond flexibly to changing demands and circumstances. While this job description provides a summary of functions and responsibilities of the post, this may need to be adapted or adjusted to meet changing circumstances. Such changes would be commensurate with the grading of the post.

### Gateway Criteria

27. To deputise for the senior practitioner/ co-ordinator in supervising case file work and/or operational management of the children's centre on a temporary basis.
28. To undertake/lead on various transformational projects as directed by management.

## 2. Relationships – who you will work with

<b>Internal:</b>	<ul style="list-style-type: none"> <li>BFFC Colleagues including CSC and Education</li> <li>RBC Colleagues</li> </ul>
<b>External:</b>	<b>Develop and promote strong partnerships with:</b> <ul style="list-style-type: none"> <li>Education eg Nurseries, Schools, Colleges</li> <li>Health eg Health Visitors, School Nurses, CAMHS</li> <li>Voluntary Organisations</li> </ul>

## 3. What your performance will be measured against

- Personal objectives set as part of your continuous professional development as identified in Probation, 1-1 supervision and appraisals.

## 4. Your level of autonomy

- Required to work as part of a team as well as using own initiative to deliver objectives

## 5. Scope of Job (Budgetary/Resource Control/Impact)

- None

## Special/Other Requirements/Responsibilities of this Post

Level of DBS check required for this post	Enhanced with a check of the barring list(s)
If *, does the post require a check against the list of people barred from working with vulnerable adults?	NO
If *, does the post require a check against the list of people barred from working with children?	YES/YES
What other security/safer recruitment clearances are required for this post? (excluding standard identity/work permit/education qualification checks)	NONE
Is this post “politically restricted”?	NO
Responsibility for Health & Safety:	YES – Level One
Please specify responsibility for implementing the company’s risk management strategy as it applies to the service, ensuring risks to service delivery and specific projects or initiatives are recognised and that actions are taken and monitored to mitigate risks identified	List if appropriate
Please specify any other Statutory Duties and/or responsibilities of this post not already covered in the “Main Duties & Responsibilities” above	N/A

## Person Specification

### Qualifications & Education

1. A good general education (NVQ Level 3 – eg A-Levels or equivalent)
2. Formal training in a structured parenting programme eg Triple P, Incredible Years
3. A clear commitment to continue professional development

### Experience

1. Substantial experience of working with children and young people in either a paid or voluntary capacity in a variety of settings.
2. Experience of working with families / parents/carers
3. Experience of working in a multi-agency environment
4. Experience of working within a safeguarding environment with families with complex needs.
5. Experience in completing assessments, plans & reviews to ensure positive outcomes for children, young people and families.
6. Experience in ensuring Health & Safety requirements concerning colleagues & families are understood, adhered to for the safety of everyone

### Skills, Abilities & Competencies

1. Ability to effectively manage a caseload of families.
2. Ability to relate to and build effective working relationships with children, young people and families, particularly those who may be reluctant to engage with services.
3. Ability to plan and deliver evidenced based interventions and programmes in order to meet identified needs.
4. Ability to use IT such as word and outlook as well as case recording databases eg MOSAIC.
5. Ability to be innovative and creative in finding solutions to unique family challenges.
6. Ability to mobilise other services & coordinate effective Teams around the Family groups.
7. Excellent communication skills including listening and support skills.
8. Ability to work under pressure and maintain a calm and professional approach in difficult situations.
9. Ability to be self-motivated with good time management and organisational skills.
10. Ability to work with other key professional and partners from multi disciplines and organisations.
11. Tenacious, assertive & resilient & therefore able to deal with challenging people in distressing situations.
12. Ability to contribute as a constructive member of a team.
13. Ability to ensure that the principles of inclusion, equality and diversity are integral to development and delivery.
14. A commitment to continuous professional development

### Additional Working Requirements

- Job involves working with sensitive and confidential information about children and will be subject to an enhanced DBS check.
- Commitment to some flexible working depending on service needs





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# Youth Offending Service Officer

## *Job Description / Person Specification*

### Contents:

[Job Description](#)

[Person Specification](#)



[www.reading.gov.uk](http://www.reading.gov.uk)



## Job Description

**Job Title** Youth Offending Service Officer

**Location** North Street

**Grade/Salary Range** [RG5/6 \(scp 28-39\)](#) - level dependent on qualification  
Unqualified: RG5 (scp 28-34)  
Qualified: RG5/6 (scp 28-39)

**Service/Directorate** Youth Offending Team  
Directorate of Children, Education & Early Help Services (DCEEHS)

### Job Purpose

1. The Youth Offending Service (YOS) is a multi-agency team with a statutory aim to prevent offending and re-offending by young people. The YOS is a partnership between the Local Authority and the Health, Police and Probation Services, with seconded staff from each of these agencies co-working alongside Reading Borough Council staff (including Social Workers, Youth Engagement Workers, Connexions Personal Advisors).
2. The YOS works with all young people aged 10-18 who have received a Court Order which requires their supervision (including those sentenced to custody), and with some young people on a voluntary basis who have either received a Police Warning or have been identified as being at-risk of offending. A holistic assessment is undertaken with all young people, which informs appropriate interventions to reduce the risk of offending or re-offending. Interventions vary greatly, with some young people receiving intensive supervision of up to 25 hours per week. The YOS also provides services for victims of youth crime, and to the parents of young offenders.

### Designation of Post and Position within Departmental Structure

1. The post is situated within the Courts & Community Team, reporting to an Assistant Team Manager.

### Main Duties and Responsibilities

1. To manage a caseload of young people, some with complex issues, made subject to a range of Court Orders (including Referral Orders, Action Plan Orders, Reparation Orders, Supervision Orders, Detention & Training Orders).
2. To supervise community sentences and other court orders (child safety, parenting), delivering appropriate interventions, according to Youth Justice Board National Standards and evidence based practice.
3. To provide sentence planning, through-care and post release supervision for young people serving detention and training orders and other custodial sentences.
4. To prepare court reports for the Youth and Crown Courts in particular Sentence Specific Reports, Pre-Sentence Reports and Stand Down Reports.

5. To act as Courts Officer and attend the Youth, Magistrates and Crown Court as a representative of the Youth Offending Team.
6. To assist in the operation of the Referral Order scheme by acting as report writer and representing the YOT at Panel meetings.
7. To ensure appropriate core, risk, and vulnerability, assessments are undertaken with all young people, and that any identified risks and/or vulnerability issues are addressed through appropriate supervision and exit plans.
8. To consider the diversity, and views of young people, in planning all interventions.
9. To work collaboratively, referring to YOS specialists, and liaising with other services as appropriate, (e.g. Children's Targeted Services, Housing), particularly in relation to Safeguarding the wellbeing of all children and young people.
10. To encourage reparation (directly or indirectly) to victims of youth crime by young offenders.
11. To record all work accurately and to a consistent high level on the YOS Management Information System (YOIS+).
12. To play an active part within the YOS, contributing to the development of YOS policies and practice developments, inter-agency training initiatives, and any review or inspection undertaken of the YOS.
13. Maintain evidence of on-going continuous self development.
14. If required, to contribute to Final Warning assessments and community diversion schemes.
15. If required, to act in the appropriate adult role in PACE interviews concerning young offenders.
16. If required, to undertake escort duties.
17. If required, to engage with local agencies and communities in the early identification of children at risk of offending and working with them in developing positive programmes and activities to prevent offending.
18. To ensure that the local Youth Justice provision makes best use of the network of other relevant local initiatives

***Gateway progression criteria for RG5:***

19. Demonstrate an ability to provide reports and assessments which are clearly analytical
20. Demonstrate an ability to engage young people and their families in Intervention Planning
21. Manages and is accountable for own work, using recording and reporting procedures appropriately, maintaining and updating records in accordance with National Standards for Youth Offending Services

22. Work constructively with others in the team and from other agencies to develop and implement effective plans

***Progression to RG6 below the gateway:***

23. Relevant Professional Qualification
24. Experience of managing long term YOS Cases involving significant involvement with Social Care
25. Chairing multi-agency meetings.
26. Managing high risk cases involving substantive work with families

***Gateway progression criteria for RG6:***

27. As above but also takes responsibility for practice development in a specialised aspect of the work of the YOS.

The above list is not definitive and the post holder may be asked to undertake other tasks as defined by the youth offending team manager.

***Scope of Job (Budgetary/Resource Control/Impact)***

1. Budgetary responsibility only in circumstances designated by the YOS Manager.

***Special/Other Requirements/Responsibilities of this Post***

<b><i>Level of DBS check required for this post</i></b>	<b><i>*Enhanced with a check of the barring list(s)</i></b>
<b><i>If *, does the post require a check against the list of people barred from working with vulnerable adults?</i></b>	<b><i>NO</i></b>
<b><i>If *, does the post require a check against the list of people barred from working with children?</i></b>	<b><i>YES</i></b>
<b><i>What other security/safer recruitment clearances are required for this post? (excluding standard identity/work permit/education qualification checks)</i></b>	<b><i>N/A</i></b>
<b><i>Is this post “politically restricted”?</i></b>	<b><i>NO</i></b>
<b><i>Responsibility for Health &amp; Safety:</i></b>	<b><i>LEVEL 2</i></b>
<b><i>Please specify responsibility for implementing the Council’s risk management strategy as it applies to the service, ensuring risks to service delivery and specific projects or initiatives are recognised and that actions are taken and</i></b>	<b><i>N/A</i></b>

*monitored to mitigate risks identified*

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*Please specify any other Statutory Duties and/or responsibilities of this post not already covered in the “Main Duties & Responsibilities” above* N/A

# Person Specification

## *Qualifications/Education/Training*

1. Educated to degree level in a relevant subject area.

## *Experience*

1. CQSW or DiPSW or relevant professional qualification related to partner agencies to the team. (i.e. Police, Health, Probation, Education) (for the qualified scale).
2. Significant experience of working with young people and education to a degree standard.
3. Knowledge of relevant legislation and initiatives in relation to working with children and young people.
4. Knowledge of appropriate research in childcare and its relevance to practice.

## *Skills, Abilities & Competencies*

1. Report writing skills in the production of formal documents.
2. Use of IT packages including WP.
3. Clear oral and written skills.
4. Analytical and investigative ability.
5. Ability to work on own initiative, and as part of a team.
6. Liking for and willingness to engage with young people
7. Ability to communicate effectively with a wide range of service users and partner agencies.
8. Mediation skills.
9. Ability to empathise but not collude, and to challenge sensitively.
10. Ability to work flexibly to ensure deadlines are met and to prioritise your work.
11. Knowledge of relevant legislation and initiatives in relation to working with children and young people.
12. Knowledge of appropriate research in childcare and its relevance to practice.
13. Willingness to work as part of an enterprising, performance led culture which strives for continuous improvement.

## *Specific Working Requirements*

1. Willingness to work evenings and weekends.



2. Ability to travel within Reading to work with other agencies, and to carry out home visits to service users.
3. Ability to travel outside Reading for e.g. prison visits.

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# Specialist Youth Support Worker

## Job Description & Person Specification



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## Job Information

Post Title	• Specialist Youth Support Worker
Reports to:	• Assistant Team Manager (Youth)
Grade and Salary:	• RG6
Location	• West or South Reading Children's Action Team offices
Conditions:	• 0.8 FTE
Direct reports to the post:	• List titles

### Job Purpose

- To work as part of a specialist youth support team providing services for young people requiring **intensive, expert support** due to specialist issues e.g. alcohol and drug misuse, criminal and child sexual exploitation etc.
- To work with a caseload of young people to:
  - Provide effective, tier 2 and 3 drug & alcohol education and information.
  - Advise, assist and support individuals to reduce and minimise the harm associated with their drug and alcohol use and/or other risky behaviour.
- To support a caseload of complex, vulnerable young people to:
  - Achieve their full potential including engagement in education, employment or training
  - Develop good decision making skills in relation to emotional well-being and health, personal and social development;
  - Are able to be active citizens in their communities.
- To ensure the voice of the young person is heard and directly influences the design and delivery of services.

Brighter Futures for Children is improving outcomes for Reading's children, young people and families.


We are an independent, not-for-profit-company, wholly owned by Reading Borough Council. Our responsibility is to deliver quality children's services, early help, education and Special Educational Needs and Disabilities (SEND) services in the borough.

### Designation of Post within Company Structure

This post is within the Early Help Service and the Youth Support Teams

#### 1. Your role

1. To comprehensively assess young people in **their home environment** who have substance misuse needs or other specialist needs at a Tier 2 and 3 level and deliver appropriate care and/or treatment plans to meet identified need.

- 
2. To work directly with a caseload of young people on an individual or group work basis to offer harm minimisation, intervention and treatment around substance misuse and/or other issues.
  3. To work closely with a range of children and young people's agencies to implement the care and/or treatment plan in line with associated Reading Localities.
  4. To work within clear pathways for referrals and other protocols, with other identified services to enable young people to receive the most appropriate level of intervention to meet their identified need.
  5. To work and liaise with adult services to ensure young people transition safely and appropriately into these services.
  6. To work closely with all partners and other organisations who work with vulnerable young people ensuring that drug and alcohol and other specialist issues are recognised and understood.
  7. To recognise the professional duty of care to protect where clients present a risk to themselves or others, and comply with statutory requirements regarding child protection including the Children Act 1989, Children and Families Act 2014 and Hidden Harm guidelines.
  8. To provide information and advice to parents and carers in relation to the issues experienced by young people.
  9. Ensure that the voice and views of the young person, are sought, heard and represented appropriately and evidenced throughout the work.
  10. To review progress of the young people as and when appropriate – to be able to confidently assess when to signpost for safeguarding or specialist services and when to step down interventions.
  11. To undertake Missing Children interviews in a timely manner and to a good quality standard in order to identify risk and interventions required.
  12. Maintain a range of strategies and resources to effectively engage young people, and their families, whilst understanding the chaotic and complex nature of the history and lives of these young people which may mean persistence and determination in trying to engage them.
  13. Maintain accurate, comprehensive and up to date records of work undertaken with the young person i.e. case notes, chronologies, assessments, reviews and closure documents. To record on case files and furthermore on data systems e.g. Mosaic or liquid logic.
  14. To contribute to National and local performance data requirements in an accurate and timely manner.
  15. To work in partnership with colleagues across the Council, health, schools, police and other services in order to overcome barriers and achieve the best outcomes for young people and their families.
  16. To participate in supervision on a regular basis to ensure appropriate management oversight and to escalate issues of concern for management review and decision making as required.
  17. A commitment to inclusive practice & confidence to embed anti discriminatory practice into daily work.
  18. To ensure practice is in accordance with legislation and the council's policies and procedures with particular reference to Health and Safety, Child Protection and Safeguarding Children.
  19. The specialisms required of this post may change over time and according to the needs of young people in Reading.

- 20. To take reasonable care of your own health and safety and co-operate with management, so far as is necessary, to enable compliance with the company's health and safety rules and legislative requirements
- 21. To undertake such personal training as may be deemed necessary to meet the duties and responsibilities of the post
- 22. Brighter Futures for Children is a dynamic organisation which recognises the need to respond flexibly to changing demands and circumstances. While this job description provides a summary of functions and responsibilities of the post, this may need to be adapted or adjusted to meet changing circumstances. Such changes would be commensurate with the grading of the post.

#### Gateway criteria – above plus

- 1. To provide training and support to the carers and staff who work with vulnerable young people, ensuring that the needs of vulnerable young people with specialist issues are recognised and understood.
- 2. To produce statistical and other data as required by Reading's Young People's Joint Commissioning Group, Reading DAAT, Directorate of Education & Children's Services (DECS) & CDAAT, Community Safety and the Crime & Disorder Reduction Partnership (CDRP).

## 2. Relationships – who you will work with

<b>Internal:</b>	<ul style="list-style-type: none"> <li>• BFFC Colleagues including CSC and Education</li> <li>• RBC Colleagues</li> </ul>
<b>External:</b>	Develop and promote strong partnerships with: <ul style="list-style-type: none"> <li>• Education eg Nurseries, Schools, Colleges</li> <li>• Health eg Health Visitors, School Nurses, CAMHS</li> <li>• Voluntary Organisations</li> </ul>

## 3. What your performance will be measured against

- Personal objectives set as part of your continuous professional development as identified in Probation, 1-1 supervision and appraisals.

## 4. Your level of autonomy

- Required to work as part of a team as well as using own initiative to deliver objectives.

## 6. Scope of Job (Budgetary/Resource Control/Impact)

- None



## Special/Other Requirements/Responsibilities of this Post

Level of DBS check required for this post	Enhanced with a check of the barring list(s)
If *, does the post require a check against the list of people barred from working with vulnerable adults?	/NO
If *, does the post require a check against the list of people barred from working with children?	YES
What other security/safer recruitment clearances are required for this post? (excluding standard identity/work permit/education qualification checks)	NONE or list
Is this post “politically restricted”?	NO
Responsibility for Health & Safety:	YES – Level 1
Please specify responsibility for implementing the company’s risk management strategy as it applies to the service, ensuring risks to service delivery and specific projects or initiatives are recognised and that actions are taken and monitored to mitigate risks identified	List if appropriate
Please specify any other Statutory Duties and/or responsibilities of this post not already covered in the “Main Duties & Responsibilities” above	N/A

## Person Specification


### Qualifications & Education

1. Qualification in Education, Health Promotion, Social Work, Substance Misuse, Nursing or equivalent professional qualification.
2. Knowledge of current legislation and national developments affecting work with young people and in relation to substance misuse.
3. An understanding of the issues relating to problematic parental drug and alcohol use and its impact on children, and a knowledge and understanding of current developments in the field of Hidden Harm.
4. An understanding of the risks associated with drug and alcohol use and other risky behaviours.
5. Knowledge and understanding of the range of interventions applied to young people to assist in facilitating changes in their lives.

### Experience

1. Experience of working within the substance misuse or CSE field.
2. Experience of working and engaging with complex and vulnerable young people under 19 years and their families/parents/carers.



- 
3. Experience of working in a multi-agency environment and working as a Key Worker/Lead Professional.
  4. Experience in undertaking specialist assessments on complex and vulnerable young people particularly around substance misuse and other specialist areas.
  5. Experience of designing, implementing, monitoring and reviewing appropriate care plans, and communicating effectively the plan and subsequent reviews.
  6. Experience of assessing substance use and delivering focused substance misuse interventions. This should include a sound knowledge of using motivational interviewing techniques and experience of running group work sessions.
  7. Experience of sharing information appropriately and sound understanding of data protection/confidentiality.
  8. Experience of working within a safeguarding environment with families with complex needs.

## Skills, Abilities & Competencies

1. Ability to effectively manage a caseload of vulnerable young people with complex needs.
2. Ability to assess complex and vulnerable young people's needs, developing plans, identifying goals and outcomes and working with young people to achieve these.
3. Ability to plan and deliver evidenced based interventions and programmes in order to meet identified needs and to measure outcomes of plan.
4. Ability and a willingness to take appropriate evidence-based decisions about children in complex cases and an ability to work independently.
5. Ability to relate to and engage vulnerable young people and families including being tenacious and persistent with those who are reluctant to engage with services.
6. Ability to work under pressure and maintain a calm and professional approach in difficult situations such as dealing with challenging behaviour.
7. Ability to work on own initiative, but also to understand and assess risk and to put in place safety plans and escalate to senior management when appropriate.
8. Ability to demonstrate resilience and manage stress and the range of environmental circumstances you may come into contact with on a regular basis.
9. Ability to use IT such as word and outlook, as well as case recording databases e.g. MOSAIC.
10. Ability to innovate & be creative in finding solutions to unique & complex family challenges.
11. Excellent communication skills – written & verbal including excellent listening and support skills. This includes an understanding of non-verbal communication.
12. Ability to analyse and reflect on own professional practice.
13. Ability to contribute as a constructive member of a team.
14. Ability to be self-motivated with good prioritisation, time management and organisational skills.
15. Ability to work across team/agency & multi-disciplinary boundaries, both internal and external to RBC.
16. Ability to ensure that the principles of inclusion, equality and diversity are integral to programme development and delivery.
17. A commitment to continuous professional development.



## Additional Working Requirements

### Essential:

- E.g. Job involves working with sensitive and confidential information about children and will be subject to an enhanced DBS check.

# Support Visitor Parking Permits for Hunters Wharf

We are lobbying Reading Borough Council for visitor parking permits for everyone at Hunters Wharf. These would be the half day booklets of twenty tickets which are generally available free to residents. This would allow our visitors to park on Katesgrove Lane and the surrounding areas. Currently because we live in a block of flats with a planning restriction on our parking, we are unable to access any parking permits. However, visitor permits have a different status and the committee could grant us with them.

This would be great for all of us and would alleviate the pressure when friends, partners and families come to visit.

The letter which will be sent is below. If you agree that we should have access to visitor permits then please respond below and we will add names to the request to Traffic Management sub-committee. We would really appreciate your support and will find out around start of March if we've been successful.

Please respond by 16 February if you want to be involved.

\*\*\*\*\*

Dear Councillor Page

I am writing to you to ask for your consideration on a parking issue. We would like for you to support us in acquiring visitor parking permits for all residents in our development.

I live at the Hunters Wharf flats on Katesgrove Lane. Whilst I accept that as residents we are only permitted one permanent parking space, an issue arises whenever we wish to have family or friends visit.

This is having an impact on our lives as people try and fit additional cars into a very narrow space making it difficult to enter and exit the site. It is not possible for our visitors to park for longer than two hours between 8am - 8pm on the street, and subsequently, they cannot park at all. This means that visitors with disabilities or mobility issues are forced to park further away in the town centre. Many residents talk about this problem. During the winter the IDR underpass area can also be quite dark.

Katesgrove Lane is extremely quiet most of the time. The only time it is busy is during the school pick up and drop off times. At evenings and weekends you would only ever see a couple of cars parked on the street.

Most visitors only stay for a limited period of time. It is unlikely to have an impact on access to the school but it will be incredibly positive for all residents living in Hunters Wharf.

Residents here completely understand that we live within walking distance of the town centre but sometimes we have visitors from far away, trades professionals or those with mobility issues and need access to the street outside our block.

Yours Sincerely,

We, the undersigned

Do you support visitor permits at Hunters Wharf? \*

☒ Yes

☐ No

Name and flat number (only shared with relevant lead Councillor and council staff) \*

Simon Jones Flat 16

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## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>5 MARCH 2020</b>	<b>AGENDA ITEM:</b>	<b>10</b>
<b>TITLE:</b>	<b>RESIDENT PERMIT PARKING:</b> a. NEW AND OUTSTANDING REQUESTS b. RESULTS OF INFORMAL CONSULTATIONS		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICER:</b>	<b>JAMES PENMAN</b>	<b>TEL:</b>	<b>01189 372202</b>
<b>JOB TITLE:</b>	<b>ASSISTANT NETWORK MANAGER</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@READING.GOV.UK</b>

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

- 1.1 'Part a' of this report provides an update on the list of requests for Resident Permit Parking (RPP), including the progress of developing schemes and any new requests that have been received.
- 1.2 'Part b' of this report provides the results of the informal consultations that were undertaken on the areas agreed as part of the concurrent scheme development programme (CSDP). This part also provides an update on the intentions for these areas, where officers have received feedback from Ward Councillors and agreed the next steps.
- 1.3 Appendix 1 provides the updated list of requests for Resident Permit Parking for Part a.
- 1.4 Appendix 2 provides the informal consultation results for Part b.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

### **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 Since the last update report to the Sub-Committee, the RPP schemes in East Reading (Area 1) and Lower Caversham have been implemented.

Officers are developing a delivery programme for the East Reading (Area 2) scheme alongside the Steering Group and intend to introduce this scheme in July 2020.

- 4.2 Appendix 1 provides the list of requests that have been received for Resident Permit Parking (RPP) schemes across the borough. Where the Sub-Committee has previously allocated a priority to a scheme, this has been recorded and adjusted, following delivery of other schemes. Where a request has previously been reported to the Sub-Committee, but not allocated a priority, this has been recorded as 'N/A', along with any schemes that are 'new' to the list. Schemes that are being developed in the concurrent scheme development programme have been recorded as the same priority, alongside the acronym 'CSDP'.
- 4.3 The Sub-Committee may wish to allocate priorities to particular schemes on this list, although they are asked to note 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. The Sub-Committee has also previously indicated the intention to conclude the CSDP before resourcing any further requests.
- 4.4 The Sub-Committee may wish for requests not to be pursued and these can be removed from the list.
- 4.5 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: Proposals for informal consultation

4.6 During July 2019 officers were tasked with creating a development process for the requests that had been received up to that time.

4.7 The first stage of the development process is to use the requests and consider the locations of any nearby schemes in order to create an initial scheme area for consideration.

Through discussion between officers and Ward Councillors these initial areas were formed and reported to TMSC in September 2019, where officers sought approval for the second development stage: informal consultation.

These schemes are indicated in Appendix 1 by reference to CSDP (concurrent scheme development programme).

4.8 Officers undertook the informal consultations between 30<sup>th</sup> September 2019 and 28<sup>th</sup> October 2019.

As noted in the September report, Norcot Ward Councillors have been undertaking their own informal consultations for the Grovelands Road area. In place of a further consultation, Councillors arranged a helpful drop-in session for local residents, where they could ask questions and seek further information about RPP from Councillors and officers.

4.9 Appendix 2 provides the summarised results of the informal consultations, which were shared with the respective Ward Councillors from mid-November 2019. The summarised, written feedback has been excluded from this appendix, but has been reviewed and shared with Ward Councillors.

4.10 It was intended that officers and Ward Councillors use the informal consultation results to consider how the scheme should be further developed (i.e. what area should progress to a detailed investigation and design stage), or if there was considered to be sufficient demand to further develop a scheme.

In this regard, it is important to consider schemes in an area context, not on a street-by-street basis, to ensure that a potentially coherent scheme can be developed. This may, for example, involve recommendations to proceed developing a scheme for a street where

there is not majority support for RPP, where surrounding streets are in favour of such a scheme, thus considering the future implications to parking availability that those residents could have if they were to be excluded.

Members are asked to note that any proposed alterations to parking restrictions must follow a statutory consultation process, where objections can be considered.

4.11 The following table provides a summary of intended development of the CSDP:

Line (Appendix 1), Area, Ward	Summary of Intended Development
2, Katesgrove Area, Katesgrove	<p>It is intended that the St Giles Close area is not taken forward - there will be no further development on this part of the scheme.</p> <p>It is intended that the remaining area consulted (as reported to TMSC in September 2019) continue to detailed investigation and design. It is acknowledged that there are some streets within this area that are less in favour of a scheme and may not currently suffer from parking issues to the same extent as others, but they will be vulnerable to parking displacement if surrounding streets get a RPP scheme delivered.</p>
3, Kentwood Hill, Kentwood	A decision has not yet been reached and Ward Councillors are continuing to engage with local residents and officers.
4, Tidmarsh Street area, Kentwood	A decision has not yet been reached and Ward Councillors are continuing to engage with local residents and officers.
5, Minster Area, Minster	It is intended that this area scheme is not taken forward - there will be no further development on this scheme.
6, Grovelands Road area, Norcot	Ward Councillors are preparing a further informal consultation and Q&A information material for local residents.
7, Shilling Close area, Norcot & Southcote	A decision has not yet been reached and Ward Councillors are continuing to engage with local residents.
8, Cintra Close, Redlands	Officers have recommended to Ward Councillors that this proposal be taken forward to a detailed investigation and design stage.
9, Hexham Road estate, Redlands	Officers have recommended to Ward Councillors that this area scheme is not taken forward, which has been supported. There will be no further development on this scheme.
10, Granville Road, Southcote	A decision has not yet been reached and Ward Councillors are continuing to engage with local residents and officers.

4.12 Officers will continue to work with Ward Councillors to consider the next development steps for schemes (where this has not already been agreed) and to agree a detailed scheme for statutory consultation, following investigation.



- 4.13 Unless agreement is reached for a scheme design to be progressed to statutory consultation, the next intended update report to TMSC will be September 2020, as part of the twice-annual RPP update.

## **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. ENVIRONMENTAL IMPLICATIONS**

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 The decisions and recommendations of this report are not expected to have any environmental implications.
- 6.3 Managed parking schemes in residential areas could have a positive impact to air quality in those areas, by removing vehicle movements caused by commuters searching for unrestricted parking. Commuters may then be more open to alternative travel modes (e.g. public transport, including park & ride) or to use the facilities that will more efficiently accommodate them (e.g. car parks).

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

- 7.1 The requests for resident permit parking schemes to be considered have been generated by resident engagement with the Council.
- 7.2 An informal consultation has been conducted to seek the views of potentially-affected residents, to inform scheme designs.
- 7.3 A public statutory consultation would need to be undertaken and all objections considered at TMSC before a decision could be made on whether to implement a designed scheme.

## **8. LEGAL IMPLICATIONS**

- 8.1 None arising from this report.
- 8.2 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.

## **9. EQUALITY IMPACT ASSESSMENT**

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

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

9.2 Equality Impact Assessments will be considered as part of the individual scheme development. Informal and statutory consultations provide opportunities for objections/support/concerns to be raised and considered prior to a decision being made on whether to implement a scheme.

## **10. FINANCIAL IMPLICATIONS**

10.1 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.

10.2 Funding will need to be identified prior to the implementation of any scheme. This programme is intended to be resourced using Transport Capital funding, which will include developer contributions (e.g. Section 106 contributions) wherever possible.

## **11. BACKGROUND PAPERS**

11.1 Resident Permit Parking Update report (Traffic Management Sub-Committee, September 2019).

## APPENDIX 1 - RESIDENT PERMIT PARKING

UPDATED: February 2020 - *This table has been sorted by 'TMSC Agreed Priority', 'Ward' then 'Street'. 'CSDP' refers to schemes that are being considered as part of the concurrent scheme development programme.*

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
1	1	Park	East Reading Area (Area 2)	Y	Y	Area 1 of this scheme was delivered in September 2019. During the November 2019 meeting, TMSC members agreed that Area 2 of the scheme should be implemented, following a deferred decision relating to the statutory consultations conducted for both. During this same meeting, Members agreed the restrictions to proceed to statutory consultation for the currently unrestricted bays along Wokingham Road.	September 2019 (Resident Permit Parking Update)	Following a meeting of the East Reading Area Study Steering Group in February 2020, officers are intending to deliver the Area 2 scheme in July 2020 and to bring back the results of the Wokingham Road statutory consultation to the June 2020 TMSC meeting.
2	2 (CSDP)	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. This scheme now forms part of the concurrent scheme development programme.	September 2019 (Resident Permit Parking Update)	This is included in part b of this report - Katesgrove Area
			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. This scheme now forms part of the concurrent scheme development programme.		

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMS	Officer Comments
3	2 (CSDP)	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. This scheme now forms part of the concurrent scheme development programme.	September 2019 (Resident Permit Parking Update)	This is included in part b of this report - Kentwood Hill
4	2 (CSDP)	Kentwood	Tidmarsh Street	N	N	Councillor raised resident concerns about non-resident parking on the street (overflow and business parking). This led to the request for Tidmarsh Street to be added to the waiting list for consideration of a resident permit parking scheme. This scheme now forms part of the concurrent scheme development programme.	September 2019 (Resident Permit Parking Update)	This is included in part b of this report - Tidmarsh Street area
5	2 (CSDP)	Minster	Benyon Court	N	N	Resident concern about the impact on parking availability since the completion of the large housing scheme opposite. This scheme now forms part of the concurrent scheme development programme.	September 2019 (Resident Permit Parking Update)	This is included in part b of this report - Minster Area
			Coley Avenue (South), Upavon Drive and Froxfield Avenue	N	Y	28 signature petition submitted to TMS in March 2017 and Coley Avenue request was also reported as part of the Waiting Restriction Review list at the same meeting. TMS agreed that these requests should be considered in the Resident Permit Parking list and in the context of the West Reading Area Study. This scheme now forms part of the concurrent scheme development programme.		
			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. This scheme now forms part of the concurrent scheme development programme.		

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
6	2 (CSDP)	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. This scheme now forms part of the concurrent scheme development programme.	September 2019 (Resident Permit Parking Update)	This is included in part b of this report - Grovelands Road area
7	2 (CSDP)	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. This scheme now forms part of the concurrent scheme development programme.	September 2019 (Resident Permit Parking Update)	This is included in part b of this report - Shilling Close area
8	2 (CSDP)	Redlands	Cintra Close	N	N	Request received from Ward Councillor. This scheme now forms part of the concurrent scheme development programme.	September 2019 (Resident Permit Parking Update)	This is included in part b of this report - Cintra Close
9	2 (CSDP)	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. This scheme now forms part of the concurrent scheme development programme.	September 2019 (Resident Permit Parking Update)	This is included in part b of this report - Hexham Road estate

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
10	2 (CSDP)	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. This scheme now forms part of the concurrent scheme development programme.	September 2019 (Resident Permit Parking Update)	This is included in part b of this report - Granville Road
11	N/A	Caversham	St Annes Road	N	N	Request received from resident. Difficulties finding parking, due to all day commuter parking. Also instances of inappropriate parking.	September 2019 (Resident Permit Parking Update)	
12	N/A	Minster	Downshire Square	N	N	Request received from resident. Difficulties finding parking, due to all day commuter parking.	September 2019 (Resident Permit Parking Update)	
13	NEW	Caversham	Star Road, Amersham Road and Clonmel Court	Y	N	Three residents have noticed some possible displacement parking as a result of the lower Caversham RP scheme and have noticed an increase in non-resident parking in the area, making it hard to find a space. Some comments have also suggested commuters are parking here in the day.	NEW	With the recent delivery of the Lower Caversham area scheme (December 2019), there have been many enquiries received for the further introduction of RP in the surrounding areas. It should be noted that the majority of correspondence in this regard has taken place in December and early January.
			Lower Henley Road			Request from resident to add to the list, following displacement of parking from the introduction of the Lower Caversham scheme.		

Line	TMSC Agreed Priority	Ward	Street	Area Scheme?	Petition ?	Details	Last reported to TMSC	Officer Comments
			Donkin Hill Paddock Road and Anglefield Road			A few residents have noticed some possible displacement parking as a result of the lower Caversham RP scheme and have noticed an increase in non-resident parking in the area, making it hard to find a space.		This is not unexpected, immediately following the scheme implementation, but it is possible that settlement and passing the festive season has reduced the initial impact of the apparent parking displacement.
14	NEW	Minster	Carsdale Close	N	N	Councillor raised resident concerns about non-resident parking on the street, in particular a mini bus.	NEW	
15	NEW	Norcot	August End & Brock Gardens	N	N	Resident concern has been raised regarding the volume of non-resident parking that is taking place, making it difficult for residents to park near to their homes.	NEW	
16	Delivered	Park	East Reading Area (Area 1)	Y	Y	Refers to Area 1 of the East Reading RPP scheme, which was delivered in September 2019.	September 2019 (Resident Permit Parking Update)	Delivered
17		Caversham	Lower Caversham Area	Y	Y	This scheme was delivered in December 2019.	September 2019 (Resident Permit Parking Update)	

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Katesgrove Area responses

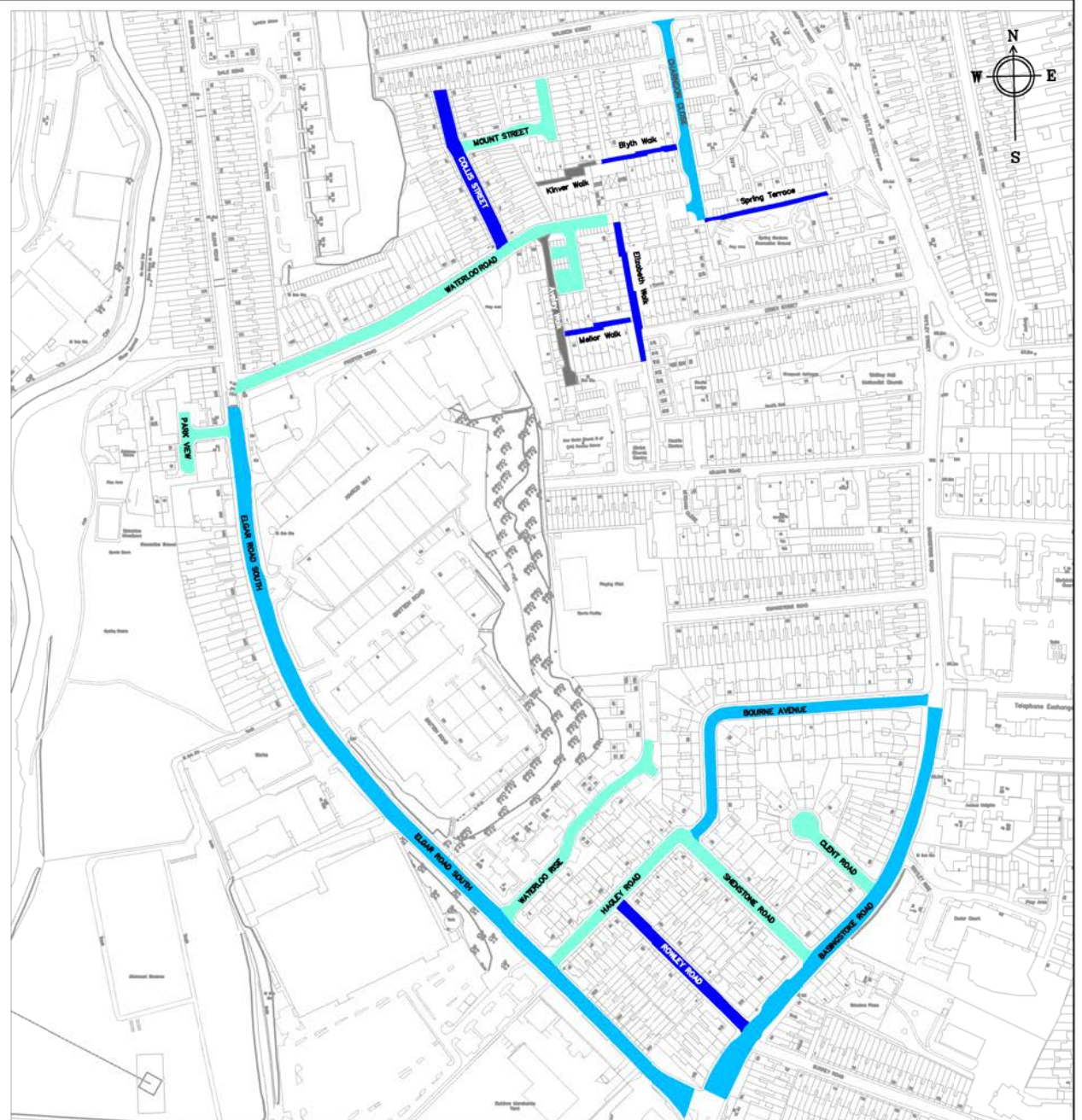
Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
Street Name	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	-
Aveley Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Basingstoke Road	3	50	3	50	3	50	3	50	1	20	3	60	1	20	14
Blyth Walk	1	100	0	0	1	100	0	0	0	0	1	100	0	0	2
Bourne Avenue	18	64	10	36	15	54	13	46	5	26	6	32	8	42	27
Charndon close	2	100	0	0	1	50	1	50	0	0	1	50	1	50	2
Church Street	1	100	0	0	0	0	1	100	0	0	1	100	0	0	0
Clent Road	0	0	6	100	2	33	4	67	1	20	1	20	3	60	12
Collis Street	14	74	5	26	13	68	6	32	3	17	8	44	7	39	25
Elgar Road South	4	80	1	20	3	60	2	40	3	60	1	20	1	20	2
Elizabeth Walk	2	100	0	0	2	100	0	0	0	0	0	0	2	100	2
Hagley Road	6	46	7	54	3	23	10	77	1	20	1	20	3	60	25
Kinver Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mellor Walk	2	100	0	0	2	100	0	0	0	0	0	0	2	100	2
Mount Street	0	0	1	100	0	0	1	100	0	0	1	100	0	0	1
Park View	1	33	2	67	1	33	2	67	2	67	0	0	1	33	5
Rowley Road	7	70	3	30	7	70	3	30	2	40	0	0	3	60	18
Shenstone Road	4	27	11	73	3	20	12	80	1	11	4	44	4	44	40
Spring Terrace	2	100	0	0	2	100	0	0	1	50	0	0	1	50	2
St Giles Close	3	75	1	25	1	33	2	67	1	25	2	50	1	25	4
Waterloo Rise	0	0	8	100	0	0	8	100	1	33	2	67	0	0	9
Waterloo Road	2	18	9	82	1	9	10	91	2	29	3	43	2	29	17
Road unknown	3	43	4	57	3	43	4	57	2	33	3	50	1	17	11
Total:	75	51	71	49	63	43	82	57	26	25	38	36	41	39	220

Response Rate (No. of responses/No. of properties)		
No. of responses	No. of properties	%
0	32	0
6	98	6
1	11	9
28	42	67
2	0	-
1	11	9
6	15	40
19	58	33
5	44	11
2	46	4
13	44	30
0	12	0
2	12	17
1	5	20
3	41	7
10	25	40
15	20	75
2	29	7
4	45	9
8	64	13
11	26	42
7	-	-

Total responses	Total properties	% of total properties
146	680	21

# KEY

- 61% - 100% of respondents in favour of a permit scheme
- 40% - 60% of respondents in favour of a permit scheme
- 0% - 39% of respondents in favour of a permit scheme
- No responses



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Project	Scale	Drawn
RESIDENT PERMIT SCHEMES - INFORMAL CONSULTATION	N.T.S	RC
Drawing	Date	Checked
KATESGROVE AREA HEAT MAP	OCT 19	Approved
Drawing No.		
NM/RP/KATESGROVE/KATESGROVE_ AREA/HEATMAP		

Kentwood Hill responses

Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
Street Name	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	-
Kentwood Hill	25	61	16	39	20	49	21	51	6	19	21	68	4	13	52

Total:	25	61	16	39	20	49	21	51	6	19	21	68	4	13	52
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Response Rate (No. of responses/No. of properties)		
No. of responses	No. of properties	%
41	108	38



# KEY

- 61% - 100% of respondents in favour of a permit scheme
- 40% - 60% of respondents in favour of a permit scheme
- 0% - 39% of respondents in favour of a permit scheme



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Project  
RESIDENT PERMIT SCHEMES -  
INFORMAL CONSULTATION

Drawing  
KENTWOOD HILL HEAT MAP

Scale  
N.T.S.  
Date  
OCT 19

Drawn RC  
Checked  
Approved

Drawing No.  
NM/RP/KENTWOOD/KENTWOOD\_HILL  
/HEATMAP

Tidmarsh Street Area responses

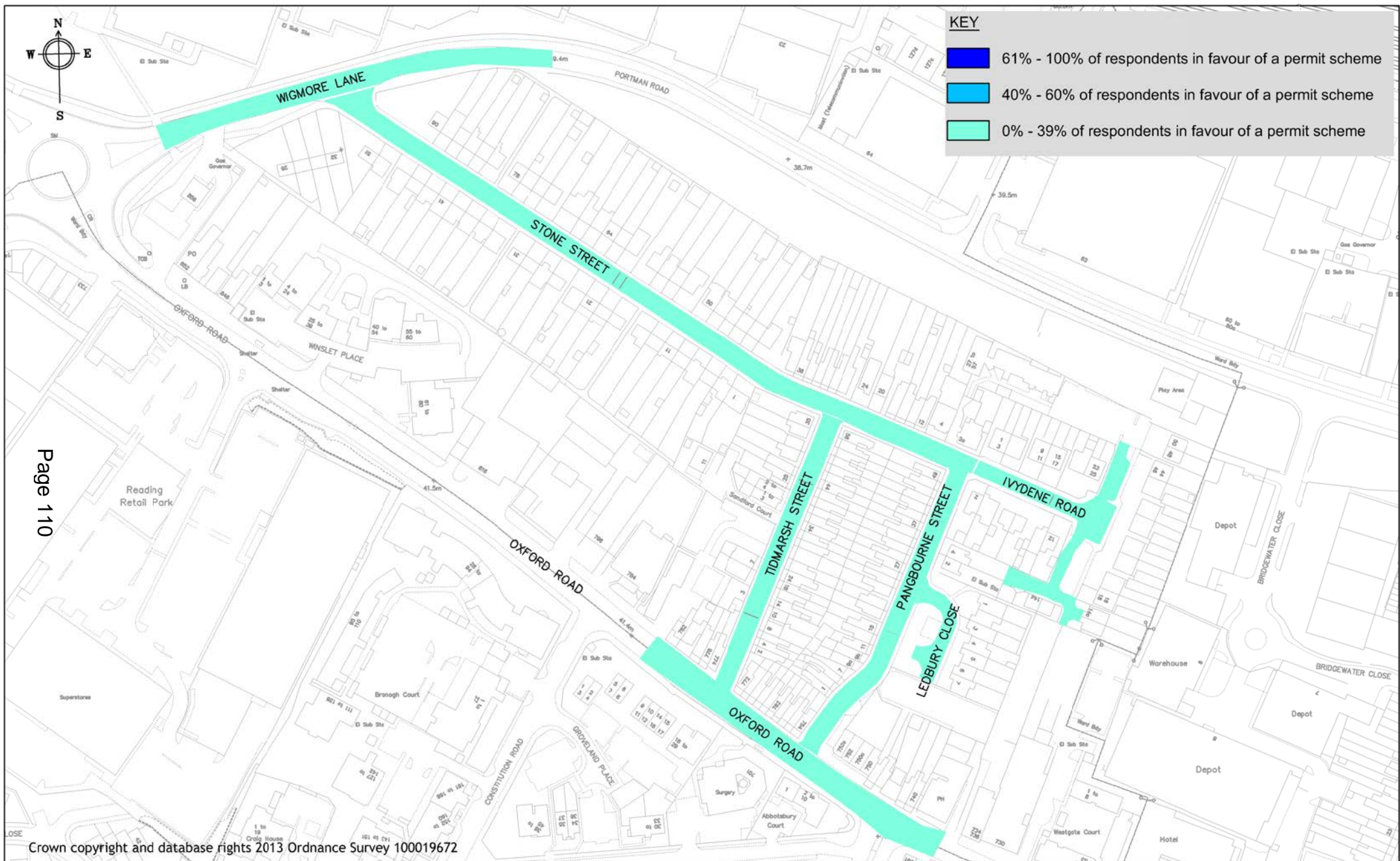
Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
Street Name	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	-
Ivydene Road	11	61	7	39	1	6	17	94	2	25	5	63	1	13	24
Oxford Road	0	0	3	100	1	33	2	67	1	33	1	33	1	33	3
Ledbury Close	1	100	0	0	0	0	1	100	1	100	0	0	0	0	1
Pangbourne Street	3	38	5	63	3	38	5	63	1	25	2	50	1	25	13
Stone Street	9	24	29	76	4	11	34	89	2	13	7	47	6	40	57
Tidmarsh Street	6	46	7	54	1	8	12	92	0	0	3	60	2	40	21
Wigmore Lane	1	100	0	0	0	0	1	100	0	0	1	100	0	0	0
Road unknown	4	44	5	56	4	44	5	56	4	80	0	0	1	20	9

Total:	35	38	56	62	14	15	77	85	11	26	19	45	12	29	128
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Response Rate (No. of responses/No. of properties)		
No. of responses	No. of properties	%
18	56	32
3	21	14
1	7	14
8	31	26
38	69	55
13	44	30
1	4	25
9	-	-

Total responses	Total properties	% of total properties
91	232	39





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Project  
RESIDENT PERMIT SCHEMES -  
INFORMAL CONSULTATION

Drawing  
TIDMARSH STREET AREA  
HEAT MAP

Scale  
N.T.S.  
Date  
OCT 19

Drawn RC  
Checked  
Approved

Drawing No.  
NM/RP/KENTWOOD/TIDMARSH\_  
STREET\_AREA/HEATMAP

### Minster Area responses

Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
Street Name	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	-
Ashley Road	1	14	6	86	1	14	6	86	0	0	3	100	0	0	4
Barrington Way	1	6	17	94	0	0	18	100	1	17	2	33	3	50	12
Baydon Drive	4	18	18	82	2	9	20	91	1	9	4	36	6	55	11
Benyon Mews	0	0	1	100	0	0	1	100	0	0	0	0	0	0	0
Benyon Court	4	25	12	75	4	25	12	75	1	13	1	13	6	75	16
Berkeley Avenue	3	33	6	67	3	33	6	67	0	0	2	33	4	67	4
Caroline Court	1	33	2	67	1	33	2	67	0	0	1	33	2	67	4
Coley Avenue	5	63	3	38	4	50	4	50	4	80	1	20	0	0	15
Edenham Crescent	2	4	52	96	1	2	53	98	0	0	7	70	3	30	41
Epsom Court	4	33	8	67	4	33	8	67	0	0	2	25	6	75	13
Froxfield Avenue	5	56	4	44	2	22	7	78	2	50	1	25	1	25	3
Greenidge Close	0	0	8	100	0	0	8	100	0	0	1	50	1	50	4
Hungerford Drive	0	0	23	100	1	4	22	96	3	30	4	40	3	30	11
Kimberley Close	0	0	2	100	0	0	2	100	1	100	0	0	0	0	0
Littlecote Drive	0	0	18	100	0	0	18	100	0	0	3	38	5	63	6
Marlborough Court	4	57	3	43	4	57	3	43	1	20	3	60	1	20	5
Portway Close	17	53	15	47	13	41	19	59	2	8	14	54	10	38	48
Tazewell Court	0	0	3	100	0	0	3	100	0	0	0	0	0	0	3
Upavon Drive	0	0	13	100	0	0	13	100	0	0	0	0	5	100	22
Upcross Gardens	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Valerie Court	1	25	3	75	1	25	3	75	0	0	1	33	2	67	2
Road unknown	7	28	18	72	4	16	21	84	2	17	3	25	7	58	19

Total:	59	20	235	80	45	15	249	85	18	13	53	39	65	48	243
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Response Rate (No. of responses/No. of properties)		
No. of responses	No. of properties	%
7	14	50
18	30	60
22	32	69
1	11	9
16	38	42
9	33	27
3	48	6
8	39	21
54	71	76
12	19	63
9	16	56
8	10	80
23	34	68
2	10	20
18	20	90
7	11	64
32	39	82
3	19	16
13	13	100
0	38	0
4	45	9
25	-	-

Total responses	Total properties	% of total properties
294	590	50



# KEY

- 61% - 100% of respondents in favour of a permit scheme
- 40% - 60% of respondents in favour of a permit scheme
- 0% - 39% of respondents in favour of a permit scheme
- No Responses



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Drawing  
MINSTER AREA HEAT MAP

Scale N.T.S.	Drawn RC
Date OCT 19	Checked Approved
Drawing No. NM/RP/MINSTER/MINSTER_AREA /HEATMAP	

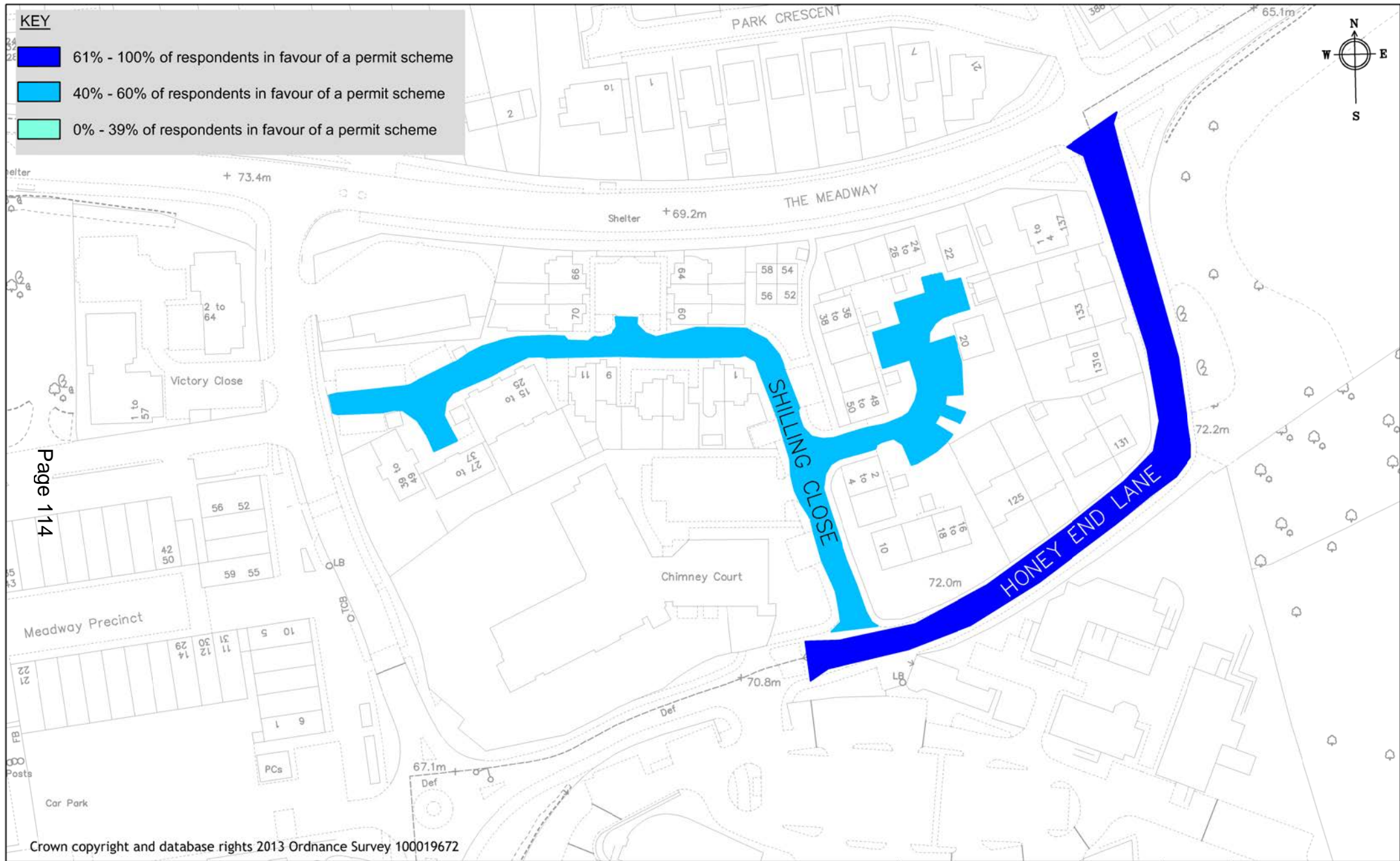


Shilling Close Area responses

Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
Street Name	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	-
Shilling Close	9	75	3	25	7	58	5	42	4	40	2	20	4	40	7
Honey End Lane	2	100	0	0	2	100	0	0	0	0	2	100	0	0	1
Road unknown	2	67	1	33	2	100	0	0	0	0	0	0	2	100	2
Total:	13	76	4	24	11	69	5	31	4	29	4	29	6	43	10

Response Rate (No. of responses/No. of properties)		
No. of responses	No. of properties	%
12	59	20
2	11	18
3	-	-

Total responses	Total properties	% of total properties
17	70	24



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RESIDENT PERMIT SCHEMES -  
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Drawing

SHILLING CLOSE AREA HEAT MAP

Scale

N.T.S

Date  
OCT 19

Drawn RC

Checked

Approved

Drawing No.

NM/RP/NORCOT/SHILLING\_CLOSE\_  
AREA/HEATMAP

Cintra Close responses

Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
Street Name	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	-
Cintra Close	10	83	2	17	9	75	3	25	2	18	4	36	5	45	9
Christchurch Road	1	100	0	0	1	100	0	0	1	100	0	0	0	0	0
Whitley Park Lane	1	100	0	0	0	0	1	100	0	0	0	0	0	0	0
Road unknown	1	50	1	50	1	50	1	50	0	0	2	100	0	0	1

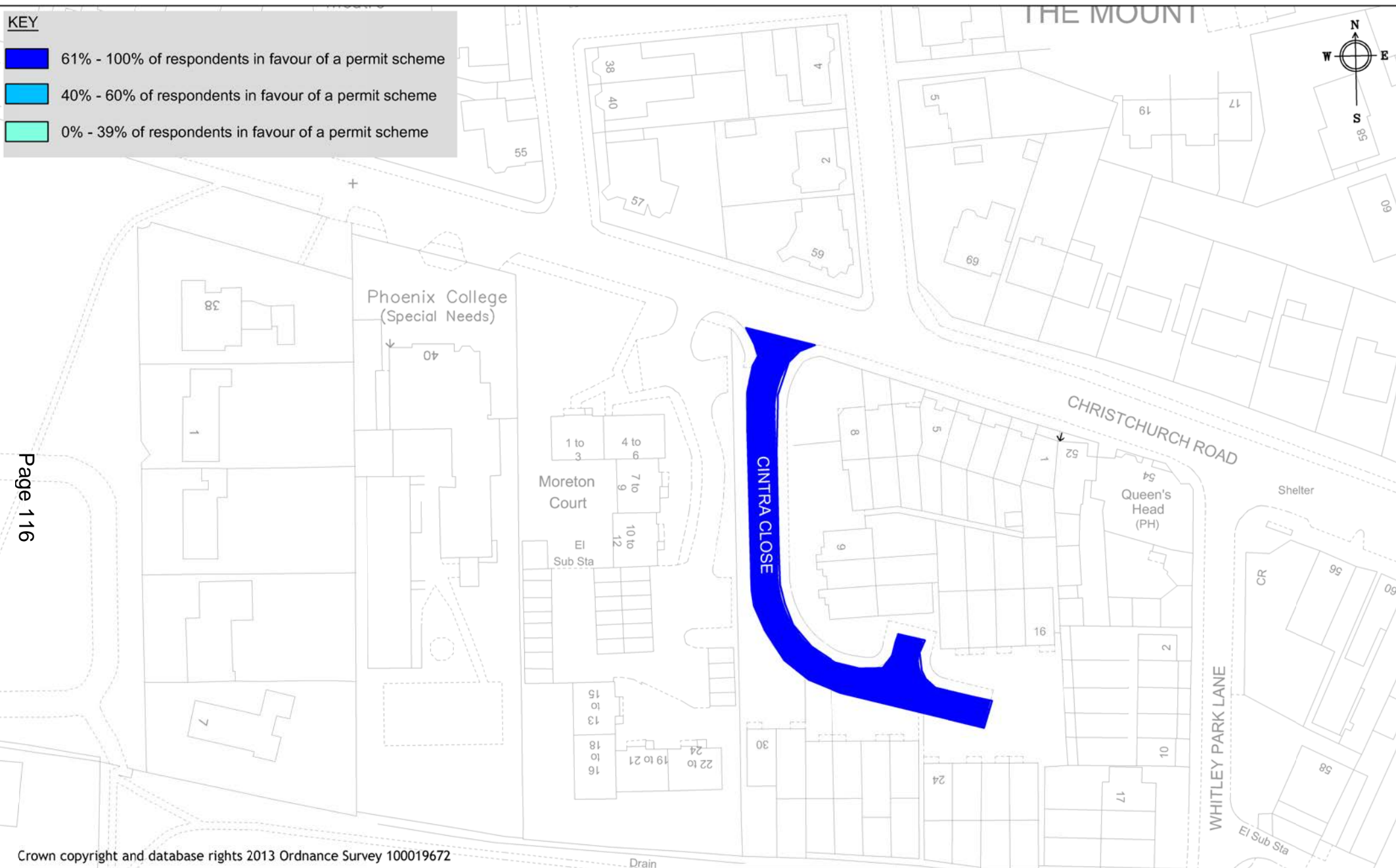
Total:	13	81	3	19	11	69	5	31	3	21	6	43	5	36	10
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Response Rate (No. of responses/No. of properties)		
No. of responses	No. of properties	%
12	25	48
1	2	50
1	Not sent letter	
2	-	-

Total responses	Total properties	% of total properties
16	27	59

# KEY

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- 40% - 60% of respondents in favour of a permit scheme
- 0% - 39% of respondents in favour of a permit scheme



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Drawing  
CINTRA CLOSE HEAT MAP

Scale  
N.T.S  
Date  
OCT 19

Drawn RC  
Checked  
Approved

Drawing No.  
NM/RP/REDLANDS/CINTRA\_CLOSE  
/HEATMAP

Hexham Road Area responses

Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
Street Name	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	-
Bamburgh Close	2	100	0	0	2	100	0	0	1	50	0	0	1	50	5
Bede Walk	2	100	0	0	2	100	0	0	1	50	0	0	1	50	2
Clayton Walk	3	75	1	25	2	67	1	33	2	67	0	0	1	33	7
Corbridge Road	3	100	0	0	1	33	2	67	1	100	0	0	0	0	1
Hadrian Walk East	1	50	1	50	0	0	2	100	0	0	1	100	0	0	2
Hadrian Walk West	0	0	1	100	0	0	1	100	0	0	1	100	0	0	2
Hexham Road	8	44	10	56	6	33	12	67	3	38	3	38	2	25	22
Morpeth Close	0	0	6	100	0	0	6	100	1	20	3	60	1	20	5
Newcastle Road	13	57	10	43	10	43	13	57	6	32	5	26	8	42	24
Road unknown	6	43	8	57	4	29	10	71	2	20	6	60	2	20	13
Total:	38	51	37	49	27	36	47	64	17	33	19	37	16	31	83

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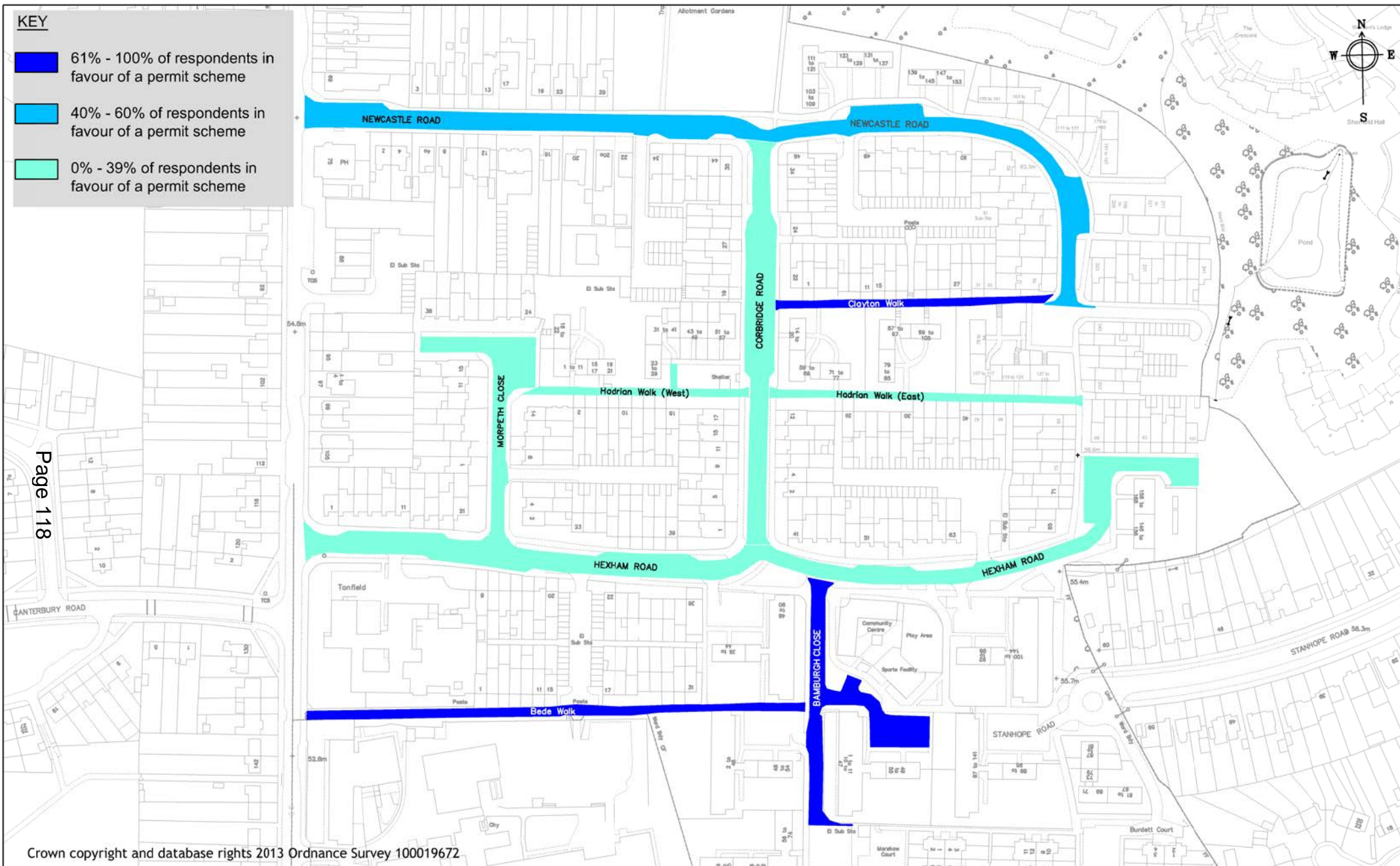
Response Rate (No. of responses/No. of properties)		
No. of responses	No. of properties	%
2	83	2
2	15	13
4	16	25
3	34	9
2	52	4
1	37	3
18	132	14
6	26	23
23	134	17
14	-	-

Total responses	Total properties	% of total properties
75	529	14



# KEY

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



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Drawing  
HEXHAM ROAD AREA HEAT MAP

Scale N.T.S.	Drawn RC
Date OCT 19	Checked
	Approved
Drawing No. NM/RP/REDLANDS/HEXHAM_ROAD _AREA/HEATMAP	

Granville Road Area responses

Question:	Do you consider there to be on-street parking problems in your area?				Do you consider that a Resident Permit Parking scheme would improve parking in your area?				Which Resident Permit Parking model would you consider best suited to your street?						How many vehicles registered to your address would need to park on street?
Street Name	Yes	%	No	%	Yes	%	No	%	Bay - RP	%	Bay - SU	%	PPP	%	-
Bute Street	0	0	1	100	0	0	1	100	0	0	0	0	1	100	1
Coronation Square	1	14	6	86	1	14	6	86	1	25	3	75	0	0	11
Courage Court	0	0	1	100	0	0	1	100	0	0	1	100	0	0	2
Florian Gardens	1	100	0	0	1	100	0	0	1	100	0	0	0	0	2
Gainsborough Road	9	36	16	64	6	24	19	76	4	29	6	43	4	29	27
Granville Road	14	70	6	30	10	50	10	50	9	45	8	40	3	15	26
Maker Close	0	0	1	100	0	0	1	100	0	0	1	100	0	0	1
Virginia Way	7	50	7	50	4	29	10	71	3	33	2	22	4	44	17
Wycester Close	4	36	7	64	3	27	8	73	2	25	2	25	4	50	7
Road unknown	2	7	26	93	2	7	26	93	3	17	13	72	2	11	34

Total:	38	35	71	65	27	25	82	75	23	30	36	47	18	23	128
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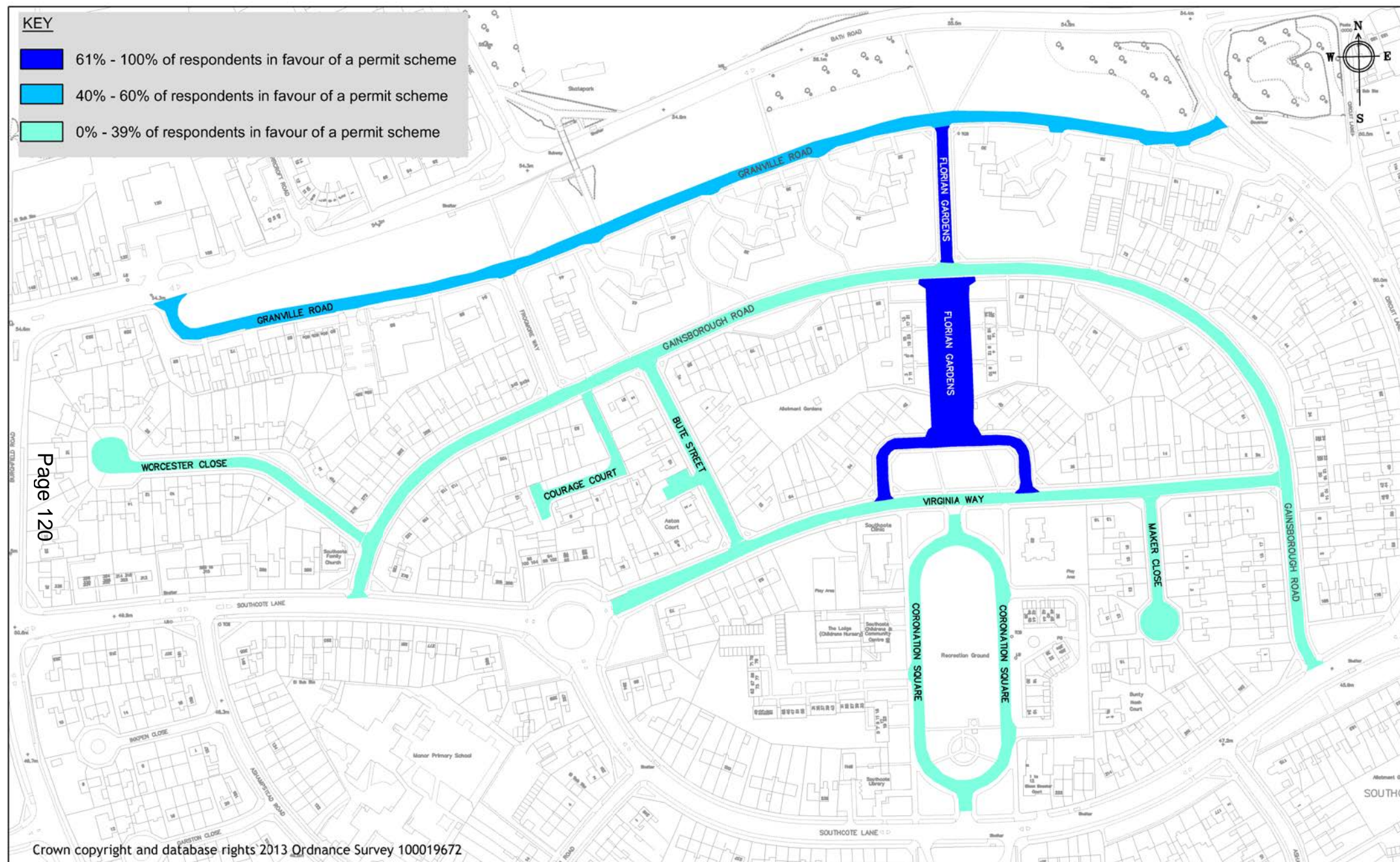
Response Rate (No. of responses/No. of properties)		
No. of responses	No. of properties	%
1	24	4
7	99	7
1	12	8
1	24	4
25	117	21
20	300	7
1	16	6
14	70	20
11	39	28
28	-	-

Total responses	Total properties	% of total properties
109	701	16



# KEY

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



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Project RESIDENT PERMIT SCHEMES - INFORMAL CONSULTATION	Scale N.T.S	Drawn RC
	Date OCT 19	Checked Approved
Drawing GRANVILLE ROAD AREA HEAT MAP	Drawing No. NM/RP/SOUTHCOTE/GRANVILLE_ ROAD_AREA/HEATMAP	



## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>5 MARCH 2020</b>	<b>AGENDA ITEM:</b>	<b>11</b>
<b>TITLE:</b>	<b>REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES</b> <b>a. UPDATED LIST</b> <b>b. SCHEMES PROPOSED FOR CONSULTATION</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICER:</b>	<b>JAMES PENMAN</b>	<b>TEL:</b>	<b>0118 9372202</b>
<b>JOB TITLE:</b>	<b>ASSISTANT NETWORK MANAGER</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@READING.GOV.UK</b>

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

- 1.1 'Part a' of 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 For this part, the Sub-Committee is asked to consider the Officer recommended action for each new item, which relate to whether a scheme should remain on the list for future investigation (subject to funding availability) or removed from the list. Item 4.8 summarises those items on the list that are recommended for removal and Members may wish to consider whether any previously reported items can now be removed.
- 1.3 'Part b' of this report provides concept designs for requested traffic management schemes that have received funding from local Community Infrastructure Levy (CIL), or private contributions.
- 1.4 This part of the report recommends that the Sub-Committee agrees to Officers progressing with the necessary statutory processes that will enable development of these schemes.

- 1.5 Appendix 1 provides the list of schemes/proposals for 'Part a', with initial Officer comments and recommendations.
- 1.6 Appendix 2 provides the concept drawings for the 'Part b' proposals.

## **2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the Sub-Committee considers the entries recommended for removal on Appendix 1 (summarised in Item 4.8) and takes a decision on whether to remove or retain these entries.
- 2.3 That the Sub-Committee may wish to consider whether any previously reported items can now be agreed for removal from the list in Appendix 1.
- 2.4 That the Assistant Director of Legal and Democratic Services be authorised to undertake the statutory advertisement processes for each scheme, as per Item 4.12.
- 2.5 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to seal any resultant Traffic Regulation Orders.
- 2.6 That any objection(s) received following the statutory advertisements be reported to a future meeting of the Sub-Committee.
- 2.7 That the Head of Transport (or appropriate Officer), in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals.
- 2.8 That no public enquiry be held into the proposals.

## **3. POLICY CONTEXT**

- 3.1 Any proposals in Part a would need to be considered alongside the Borough Council's Traffic Management Policies and Standards, Council Priorities and the Local Transport Plan.
- 3.2 The proposals in Part b align with the principles of the Council's Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP) and the priorities set out in the Council's Corporate Plan

## **4. BACKGROUND AND RECOMMENDATIONS**

## Part a (List of Requested Measures)

- 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. However, with 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 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.

The following line numbers are new requests that have been added since the last update:

- 27 - Church Ward
  - 31 - Katesgrove Ward
  - 37 - Kentwood Ward
  - 45 & 46 - Minster Ward
  - 57 - Multiple Wards (Mapledurham and Thames)
  - 62 - Norcot Ward
  - 64, 65 & 72 - Park Ward
  - 78 - Redlands Ward
  - 81 - Thames Ward
  - 86 & 89 - Tilehurst Ward
  - 93 & 94 - Whitley Ward
- 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, in some cases, 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 typically provides a high-level

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 There can be many legislative and physical aspects that can influence the feasibility of a scheme and 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 and Members are asked to note that no item on this list is guaranteed as being deliverable.

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 active Area Study.

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

The Sub-Committee is asked to note that the following lines are recommended for removal:

Line	Ward	Street
31	Katesgrove	Alpine Street
69	Park	Liverpool Road area
73	Park	Wokingham Road
78	Redlands	Northumberland Avenue

#### Part b (Schemes Proposed for Consultation)

4.9 The Council has allocated CIL funding to enable the delivery of a number of traffic management schemes, the majority of which originated from the main part of this regular report (Part a). Private/third-party funding has also been received, or indicated, for some entries.

4.10 Officers have conducted initial investigation works, obtained indicative quotations and have provided Ward Councillors with

recommended concept designs that they feel should be deliverable, within the allocated budgets.

A number of these concept schemes were reported to the Sub-Committee in November 2019, with officers seeking approvals to conduct the necessary legal undertakings to develop the proposals toward implementation.

- 4.11 This report provides concept proposals for a further CIL and privately-funded scheme. Officers intend to progress these schemes to a detailed feasibility and design stage, which will necessitate external road safety audits, speed surveys and possible ground investigation works to be conducted. These processes will necessitate the use of the CIL/third-party contributions.

These schemes will also require statutory consultation or notification to be conducted. This report seeks to obtain the necessary approvals from the Sub-Committee, to enable officers to progress with the necessary processes that can lead to the delivery of the schemes.

Sub-Committee members are asked to note that this report does not guarantee the implementation of these schemes exactly as shown in the concept drawings. Should any significant alterations be necessary, or objections to the consultations received, officers will bring further reports back to the Sub-Committee. Should this not be the case, it is intended that officers progress the schemes to delivery.

- 4.12 Appendix 2 provides the concept drawings for the schemes and the following provides the decisions that officers are seeking:

a. 20mph zone and width restriction, Brunswick St and Western Rd (£50k)

Agreements: 1) Statutory consultation for the proposed 20mph zone restriction; and 2) Issuing notice of intension to install vertical traffic calming features (speed cushions/humps and raised table).

Notes: The scheme proposes a number of physical, signing and lining measures to complement and encourage motorists to obey the lower speed limit. Officers recommended against the placement of a width restriction/prohibition, as new parking restrictions were introduced since the request (a petition) was received for this feature, which appear to have removed/reduces the issues that previously existed. A width restriction would also affect the ability for residents to receive deliveries and could impact on other services, such as refuse collection. Furthermore, the restriction could only currently be enforced by the Police.

It is hoped that the speed reduction and traffic calming features will

make the street less appealing as a rat-run.  
The recommendation was discussed with Ward Councillors during a recent site visit and the scheme has therefore been proposed as a 20mph zone only.

Members should note that the Ward Councillors wish to investigate the potential of carriageway resurfacing with the Highway Maintenance department, prior to the implementation of the scheme.

#### **b. Zebra crossing, Pepper Lane (privately-funded)**

Agreements: Issuing notice of intension to install new zebra crossing.

Notes: The scheme proposes the installation of a new zebra crossing, which will necessitate a shortening of the right-turn filter lane and the movement of a bus stop slightly further south. This has been a challenging location in which to design such a feature, with limited potential locations due to banked verges.

The Council has gratefully received funding from one of the partner organisations (50% of the total) and will seek the remaining funding to allow the scheme to be further developed.

## **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. ENVIRONMENTAL IMPLICATIONS**

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

6.2 None arising from 'Part a' of this report.

6.3 The placement of speed reduction measures on the unclassified road network in residential areas can make these streets less appealing as short-cut/rat-run routes. This should improve noise and air-quality in the areas, but also increase the perception of road safety, potentially removing barriers that some may have toward walking and cycling.

The placement of controlled crossings, particularly near to education establishments, should have a similar effect to the perception of safety. These features could have a positive impact on chosen transport modes, with a hoped increase in walking and reduced car journeys around student arrival and departure times.

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

- 7.1 Requests received from members of the public, or their representatives, can be added to the list of issues.
- 7.2 Requests that are progressed into active schemes may require statutory consultation and/or public notification.
- 7.3 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.
- 7.4 Notices of intension will be given in accordance with appropriate legislation and printed copies will be placed on site. The Police are the statutory consultee.

## **8. LEGAL IMPLICATIONS**

- 8.1 None arising from 'Part a' of this report.
- 8.2 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. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations.
- 8.3 Notice will be given for the implementation of zebra crossings under Section 23 of the Road Traffic Regulation Act 1984, in consultation with the Police.
- 8.4 Notice will be given for the implementation of vertical traffic calming features under Section 90C of the Highways Act 1980, in consultation with the Police.

## **9. EQUALITY IMPACT ASSESSMENT**

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

- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.2 An Equality Impact scoping exercise will be considered as part of any detailed scheme design, prior to implementation.
- 9.3 The Council does not consider that the proposals will be discriminatory to any groups with protected characteristics. Statutory consultations provide opportunities for objections/support/concerns to be raised and considered prior to a decision being made on whether to implement a scheme.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 None arising from 'Part a' of this report. Funding will need to be identified prior to the resourcing of investigation, progression and development of requests/schemes.
- 10.2 The CIL and private funding contributions do not provide additional revenue funding, so the maintenance cost implications of any measure will need to be carefully considered.
- 10.3 These schemes in 'Part b' of this report will be funded from the allocated local CIL contributions and private funding. These contributions are to cover the whole project costs, including surveys and some investigation works, not just the deliverables. It may, therefore, be necessary to adjust (scale-down) the resultant schemes to ensure that they do not overspend the allocations.

## **11. BACKGROUND PAPERS**

- 11.1 Traffic Management Measures - CIL Funded Schemes (Traffic Management Sub-Committee - November 2019).
- 11.2 Requests for New Traffic Management Measures (Traffic Management Sub-Committee - September 2019).



# APPENDIX 1 - REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

## TRAFFIC MANAGEMENT SUB-COMMITTEE (MARCH 2020)

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"> <li>• <b>General:</b> A review could be conducted to investigate signing/lining that could discourage this (and similar) movement.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Likely improvement in compliance/reduction in confusion.</li> <li>• <b>Anticipated Costs:</b> Low - High, depending on signing and illumination requirements.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
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"> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> Anticipated reduction in lane-switching on the roundabout and reduced risk of collisions as a result.</li> <li>• <b>Anticipated Costs:</b> Medium (traffic management costs will be relatively high).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
3	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> Improved facilities for cyclists crossing at this location.</li> <li>• <b>Anticipated Costs:</b> High - very high.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
4	Abbey	Cycle Access	Cheapside	Cheapside/Friar Street	Allow right turn from Cheapside onto Friar Street	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> Provides additional access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> Medium (TRO and signing changes).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
5	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
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 TMSC referred to this request and an indicated funding contribution by the business community.	<ul style="list-style-type: none"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> 1 slight injury in latest 3 year period (up to June 2017) involving pedestrian crossing the road between stationary traffic.</li> <li>• <b>Benefits/Impact:</b> Improved crossing facilities for pedestrians and cyclists, but any assisted/controlled crossing will have a detrimental effect on traffic flow.</li> <li>• <b>Anticipated Costs:</b> High to very high, depending on the solution.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
7	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Improved cycle facilities and encouragement of cycling.</li> <li>• <b>Anticipated Costs:</b> This will depend on the scope and extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
8	Abbey	Cycle access	Kings Road	Junction with Watlington Street	Provide advance stop line at bus lane on Kings Road / Watlington Street.	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum. This will likely require alterations to traffic signal detection equipment and configuration.</li> <li>• <b>Casualty Data:</b> During the latest 3 year period of data (up to Nov 18) there were no recorded injuries at this location.</li> <li>• <b>Benefits/Impact:</b> Provides dedicated facility for cyclists waiting at this busy junction.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
9	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> Provides additional access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme and any physical Highway adjustments may be required.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
10	Abbey	Cycle Access	Minster Street	Minster Street/Yield Hall Place	Improved access from Minster Street to Oracle Riverside	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> Provides additional access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> No reported accidents in the latest 3 year period (up to April 2018).</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> High, but will depend on the chosen feature.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
12	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li>• <b>Benefits/Impact:</b> Provides improved access to existing facilities.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
13	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> Provides improved access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme and any physical changes made to the Highway.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
14	Abbey	Cycle Signing	Various	Town centre	Review town centre signing and update to ensure compliance with TSRGD. Locations include: Queen Victoria Street Market Place Town Hall Square	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Improved directional signing, which could encourage cycling and expedite journeys.</li> <li>• <b>Anticipated Costs:</b> Low (per sign).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
15	Abbey	Cycle Signing	Various	Town centre	Improved clarity of cycle routes in town centre	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Improved directional signing, which could encourage cycling and expedite journeys.</li> <li>• <b>Anticipated Costs:</b> Low (per sign).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
16	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Encourage cycling through the security and convenience that parking facilities provide.</li> <li>• <b>Anticipated Costs:</b> Medium - High (per facility) depending on the type of facility to be used.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
17	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li>• <b>Benefits/Impact:</b> Provides improved access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
18	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> Provides additional access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> Medium (advertising TRO and signing alterations).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
19	Abbey	Cycle Facilities	Watlington Street & Forbury Road	Watlington Street & Forbury Road	Reallocate road space to pedestrians and cyclists through provision of segregated facilities, potentially kerb segregated. This would link Reading Station with NCN 422, and the new development site near Kenavon Drive. A high quality, strategic cycle route could be developed here. Induction loops at toucan crossings along Forbury Road and Watlington Street could be installed if not already in place.	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> New dedicated cycle facility linking to Reading Station and joining up with existing NCN routes.</li> <li>• <b>Anticipated Costs:</b> Very high</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
20	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"> <li>• <b>General:</b> This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> This work would improve accessibility around the junction and enhance the street scene.</li> <li>• <b>Anticipated Costs:</b> Medium, depending on extent of works.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
21	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: Low - High, depending on chosen solution(s).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
22	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> <li>• <b>General:</b> The petition update report at Jan 2018 TMSC noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise.</li> <li>• <b>Casualty Data:</b> One slight accident reported in the latest 3-year period involving a pedestrian crossing the junction (up to September 2017).</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> Modelling, design and safety audit - Medium. Implementation - High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
23	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to June 2017), which can be attributed to this issue/concern.</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> High - Very High. Footway widening will involve reconstruction works, drainage and utility adjustments.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
24	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"> <li>• <b>General:</b> This scheme has received CIL funding to enable it to progress to detailed design and implementation. Necessary adjustments to on-street parking bays will need to be formally consulted.</li> <li>• <b>Casualty Data:</b> Previously reported to TMSC.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Estimated £50,000</li> <li>• <b>Recommended Action:</b> Retain (funding allocated).</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
25	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to November 2018),</li> <li>• <b>Benefits/Impact:</b> Improved crossing facilities and increased perception of pedestrian safety. Potential reduction in vehicle speeds, depending on the agreed solution.</li> <li>• <b>Anticipated Costs:</b> Medium - very high. Influences will be civils works (build-outs, raised crossing, islands), any electrical works (zebra beacons, traffic signals and control equipment).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
26	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> This will be investigated, alongside surveys, as the scope of the scheme is developed.</li> <li>• <b>Benefits/Impact:</b> Reduced speeds around this busy area of Caversham.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
27 (NEW)	Church	Speed reduction measures	Northcourt Avenue	Entire road	Concerns raised about vehicle speeds and request for speed reduction measures.	<ul style="list-style-type: none"> <li>• <b>General:</b> There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign).</li> <li>• <b>Casualty Data:</b> 3 'slight' incidents in the latest 3 year period of data (up to July 2019), but none attributed to speeding.</li> <li>• <b>Benefits/Impact:</b> The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> High - very high, depending on type and extent of measures to be installed.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
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"> <li>• <b>General:</b> Private funding has been made available for this scheme.</li> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: Low - High, depending on chosen solution(s).</li> <li>• <b>Recommended Action:</b> Retain (privately funded).</li> </ul>
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"> <li>• <b>General:</b> CIL funding has been allocated to this scheme.</li> <li>• <b>Casualty Data:</b> 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).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</li> <li>• <b>Anticipated Costs:</b> Estimated £20,000 (June 2016)</li> <li>• <b>Recommended Action:</b> Retain (funding allocated).</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
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"> <li>• <b>General:</b> This would be a low cost measure that could benefit residents and traffic flow on the main road.</li> <li>• <b>Casualty Data:</b> There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to Feb 2018).</li> <li>• <b>Benefits/Impact:</b> Could prevent the hindrance of traffic flow on Whitley Wood Road.</li> <li>• <b>Anticipated Costs:</b> Low</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
31 (NEW)	Katesgrove	One way	Alpine street	Between Edgehill St and Sailcloth Cl	Request to make a section of the road one way as with cars parked on both sides there is not enough space for two way traffic. Resident contacted us to share their concerns about the safety of the two bends with cars having to break suddenly.	<ul style="list-style-type: none"> <li>• <b>General:</b> Considering the nature of the street, it would not be the recommendation of officers to have a partial one-way street, as this would open the narrow, parked street to difficult turning manoeuvres or potential abuse of the restriction. While we understand the difficulties in narrow, streets with on-street parking, making the street one-way will be inconvenient (and, therefore, objectionable) for many and will likely lead to an increase in vehicle speeds, as motorists will not be expecting any oncoming traffic. For these reasons, it is not recommended that this request be retained.</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> The benefit will be that the passage along the street should be easier. This, however, is expected to increase vehicle speeds and cause inconvenience to many residents with a lengthy diversion for access/egress. A partial one-way restriction could lead to a reduction in road safety, through turning movements or abuse of the restrictions, irrespective of the advance warning signs that would be in place.</li> <li>• <b>Anticipated Costs:</b> Medium - high, depending on signing and deterrent requirements.</li> <li>• <b>Recommended Action:</b> Remove.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
32	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"> <li>• <b>General:</b> CIL funding has been allocated to this scheme. A signing review can be conducted to investigate signing/lining that could discourage this movement.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern.</li> <li>• <b>Benefits/Impact:</b> Anticipated reduction in problematic vehicle movements and reduction in risks of traffic collisions/third-party damages.</li> <li>• <b>Anticipated Costs:</b> Low - Medium.</li> <li>• <b>Recommended Action:</b> Retain (funding allocated).</li> </ul>
33	Katesgrove	20mph	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> Between 2008-2018 there was 1 slight accident reported (in 2013), however, speeding was not a causation factor.</li> <li>• <b>Benefits/Impact:</b> Reduce perceived speeding</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
34	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"> <li>• <b>General:</b></li> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> Statutory consultation low, implementation medium-high, depending on the closure method.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
35	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
36	Kentwood	20mph	Armour Hill	Dudley Close Larissa Close area	Requested reduction of speed limit from 30mph to 20mph due to the lack of visibility and perceived speeding in the area. Additional measures could also be investigated to improve visibility of junctions.	<ul style="list-style-type: none"> <li>• <b>General:</b> It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties recorded in the latest 5 year period (up to Feb 19).</li> <li>• <b>Benefits/Impact:</b> 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).</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
37 (NEW)	Kentwood	Speed reduction measures	Oak Tree Road	Whole length	Request received for speed calming measures to address the perception of speeding traffic and rat-running.	<ul style="list-style-type: none"> <li>• <b>General:</b> There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign).</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> High - very high, depending on type and extent of measures to be installed.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
38	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"> <li>• <b>General:</b> Assistance could be provided with KEEP CLEAR and other minor lining works.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017) at these locations.</li> <li>• <b>Benefits/Impact:</b> Potential reduction in cycleway blocking, although this isn't enforceable, and greater clarity of the cycleway crossing upon exit of the car wash.</li> <li>• <b>Anticipated Costs:</b> Low (lining only).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
39	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"> <li>• <b>General:</b> CIL funding has been allocated to this scheme.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Low - High, depending on type and number of facility/facilities chosen.</li> <li>• <b>Recommended Action:</b> Retain (funding has been allocated).</li> </ul>
40	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"> <li>• <b>General:</b> 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 controlled crossings (e.g. zebra crossings)</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Low - High, depending on type and number of facility/facilities chosen.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
41	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"> <li>• <b>General:</b> There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign).</li> <li>• <b>Casualty Data:</b> Between 2015-2018 there was 1 slight accident reported (in 2017), however, speeding was not a causation factor.</li> <li>• <b>Benefits/Impact:</b> The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> High - very high, depending on type and extent of measures to be installed.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
42	Minster	Keep Clear markings	Berkeley Avenue	Junction with its service road	Request from resident via Councillor to install a keep clear marking to stop the junction from being blocked by queueing vehicles.	<ul style="list-style-type: none"> <li>• <b>General:</b> The correct application of these markings is to reduce delays on the primary road, caused by right-turn traffic not being able to enter the side road due to queueing traffic. If this is the intended application, and not the perception of aiding traffic turning out of the side road, the recommendation is to retain this item on the list.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> If applied correctly, there should be a benefit to westbound traffic flow during busier times of the day.</li> <li>• <b>Anticipated Costs:</b> Low</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
43	Minster	20mph & width restriction	Brunswick Street and Western Road	Whole length	Petition received at September 2017 TMSC. The petition requested the implementation of a 20mph zone and a 6ft'6 width restriction installed, due to the narrowing at the junction of these two streets and the damage being caused to vehicles.	<ul style="list-style-type: none"> <li>• <b>General:</b> CIL funding has been allocated to this scheme.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017).</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> High.</li> <li>• <b>Recommended Action:</b> Retain (funding has been allocated).</li> </ul>
44	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"> <li>• <b>General:</b> CIL funding has been allocated to this scheme. It is recommended that Parkside Road be included in the zone, to create a cohesive zone area, subject to funding limitations.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor.</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> Implementation: Medium - High, but will depend on the scope of the scheme and number of physical measures required (e.g. humps).</li> <li>• <b>Recommended Action:</b> Retain (funding has been allocated).</li> </ul>



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
45 (NEW)	Minster	Resurfacing, adoption and illuminating footpath	Wensley Road	Links Wensley Road (near North Lodge Mews) with Coley Avenue South (to the south of Froxfield Avenue).	<p>It has been a long-standing desire of the West Reading Area Study to bring this footpath up to adoptable standards, to adopt it as part of the Highway network and to provide street lighting. This will increase the appeal to use it, improving accessibility through the area.</p> <p>The majority of the CIL-funded West Reading Area Study deliverables have been implemented, but there will be a shortfall in the funding available to deliver this item.</p>	<ul style="list-style-type: none"> <li>• <b>General:</b> This entry has been made to cover the shortfall in WRS CIL funding to deliver this item</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> Improved accessibility and an anticipated reduction in anti-social behaviour.</li> <li>• <b>Anticipated Costs:</b> Estimated costs (October 2019) £180k total. Estimated shortfall from area study funding £</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
46 (NEW) Page 145	Minster	Zebra Crossing Upgrade	Wensley Road	Outside shopping area, east of St Saviours Road	There has been a request made, via ward Councillors, for an upgrade of the beacons at the existing zebra crossing to a 'brighter' LED type.	<ul style="list-style-type: none"> <li>• <b>General:</b> This is a long standing crossing, but requests have been received to upgrade the type of beacon that is in place to a modern LED type, to enhance the visibility.</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> Perceived improvement to the safety of the crossing through increased advance visibility to a modern LED beacon. There should be a marginal reduction in operational and maintenance costs.</li> <li>• <b>Anticipated Costs:</b> Estimated costs (December 2019) £2.5k - £3k</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
47	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> There have been no recorded speed-related incidents involving casualties in the latest 3 year period (up to April 2018).</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise).</li> <li>• <b>Anticipated Costs:</b> Survey: Low Implementation: Medium</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
48	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li>• <b>Benefits/Impact:</b> Provides improved access for cyclists to existing facilities.</li> <li>• <b>Anticipated Costs:</b> Medium (per dropped kerb).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
49	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to increased access.</li> <li>• <b>Benefits/Impact:</b> Encourage cycling by providing a pleasant, non-trafficked routes across the town.</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
50	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li>• <b>Benefits/Impact:</b> Provides improved access for cyclists and parking facilities to encourage cycling in this area.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
51	Multiple: Borough-wide	Signing	Borough-wide	Borough-wide	Sign de-cluttering and consolidation. Following report to Sept 2013 TMS and release of the Traffic Signs, Regulations and General Directions in April 2016, removal of unnecessary/non-compliant signing, consolidation of existing, including posts. Benefits will be an improvement to the street scene, improved clarity of signing, reduced maintenance costs and reduced electrical costs for illuminated signs.	<ul style="list-style-type: none"> <li>• <b>General:</b> This is strongly encouraged by national Highway signing regulations.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> Per sign/post cost - Low.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
52	Multiple: Borough-wide	20mph scheme	Borough-wide	Borough-wide	Roll out 20mph where appropriate to reduce road accidents and encourage cycling	<ul style="list-style-type: none"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this would need to be considered per area/street.</li> <li>• <b>Benefits/Impact:</b> Improved perception of safety for all Highway users.</li> <li>• <b>Anticipated Costs:</b> This will depend on the size of the scheme and the traffic calming features that may be required in the area.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
53	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> One slight vehicle accident reported in the latest 3 year period (up to September 2017).</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> Modelling, design and safety audit - Medium. Implementation - High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
54	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"> <li>• <b>General:</b> 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. Crossing options 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.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor.</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain (funding for 20mph expansion has been allocated).</li> </ul>
55	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"> <li>• <b>General:</b> A signing review can be conducted to investigate signing alterations that can be used to better direct HGVs around this weight limit.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern.</li> <li>• <b>Benefits/Impact:</b> Anticipated reduction in problematic vehicle movements.</li> <li>• <b>Anticipated Costs:</b> Medium - the works will likely require replacement of large strategic directional signs.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
56	Multiple: Mapledurham / Thames	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	<ul style="list-style-type: none"> <li>• <b>Casualty Data:</b> The only recorded injury incident on our database was in 1995.</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> Low. This work, as requested, will not require consultation. Signs will not require illumination.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
57 (NEW)	Multiple: Maple-durham / Thames	Signing/Lining	Upper Woodcote Road	The bend near Richmond Road	Resident has concerns about the safety of the bend near the junction with Richmond Road, stating that the police have told residents there is an adverse camber. Additional signs and refreshing existing lining could help highlight the bend.	<ul style="list-style-type: none"> <li>• <b>General:</b> This location has a bend in the road and a junction with a right-turn filter lane. It is a wide section of road and is not significantly cambered, but is slightly barrelled across its profile. This is not a location with an evidenced road safety issue and is not a high speed road. It is most likely that any incidents at this location are caused by motorists miss-judging their approach speed, the weather/road conditions or by intentions to cut the corner when the filter lane is being occupied. A review and potential improvement of the local warning signs and lining may be beneficial and of a relatively low cost.</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> Potential enhancement of advance warning to motorists.</li> <li>• <b>Anticipated Costs:</b> Low.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
58	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: High.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
59	Multiple: Tilehurst / Kentwood	20mph	Westwood Road	Whole length	Request received for a reduced speed limit and traffic calming measures to be installed.	<ul style="list-style-type: none"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor.</li> <li>• <b>Benefits/Impact:</b> 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).</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
60	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise).</li> <li>• <b>Anticipated Costs:</b> Survey: Low Implementation: Medium</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
61	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A</li> <li>• <b>Benefits/Impact:</b> Clarifies the shared-use designation for all users.</li> <li>• <b>Anticipated Costs:</b> Low - medium (per site).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
62 (NEW)	Norcot	Road Closure	Craig Ave	At its junction with Grovelands Rd	Complaint from a resident stating that vehicles exiting Craig Ave cause unnecessary delays when they head eastbound down the Oxford Road.	<ul style="list-style-type: none"> <li>• <b>General:</b> While officers understand the concerns raised, we are not aware of significant demand for this change. If the proposal is developed, it would require statutory consultation, which would provide opportunity for objection (and support), but an initial, simple informal consultation may be beneficial (and cost-effective) in the first instance.</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> There could be a reduction in congestion for the northbound Grovelands Road approach to the junction with Oxford Road. There would be additional traffic using Constitution Road as an alternative route, with right-turning traffic likely causing delays to Oxford Road as they edge out, or increasing traffic around the Norcot Road roundabout if motorists use this as a means of travelling east.</li> <li>• <b>Anticipated Costs:</b> Medium to High, depending on the closure feature.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
63	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"> <li>• <b>General:</b> CIL funding has been allocated to this scheme.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Potential improvement in the compliance of the give-ways at the roundabout and a reduction in vehicle speeds on approach.</li> <li>• <b>Anticipated Costs:</b> Low - High, depending on signing and illumination requirements.</li> <li>• <b>Recommended Action:</b> Retain (funding has been allocated).</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
64 (NEW)	Park	Remove /reduce rat-run	Crescent Road	Particularly between Wokingham Road and Bulmershe Road	<p>Concerns have been raised about the volume of traffic that can rat-run across east Reading using Crescent Road. Discussions have taken place at TMSC and with the East Reading Area Study Steering Group, but an agreeable solution is yet to be found.</p> <p>Proposed solutions have included reviewing streets to the east of Wokingham Road, which can also facilitate this cut-through movement.</p>	<ul style="list-style-type: none"> <li>• <b>General:</b> An agreeable solution needs to be found and funded. It will not be possible to cost or fully analyse the potential benefits/impact at this stage.</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> Unknown at this time, however, there will be perceived safety and environmental benefits noticed for Crescent Road, owing to a reduction in traffic volumes. This will be particularly noticeable during school drop-off/pick-up times.</li> <li>• <b>Anticipated Costs:</b> Unknown at this time.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
65 (NEW)	Park	Bollard	Green Road	At the closure point	Request received to install additional bollard, or redistribute existing bollards at the closure point, as vehicles are reportedly using the dropped pedestrian kerb to negotiate the closure.	<ul style="list-style-type: none"> <li>• <b>General:</b> It may be possible to reduce the gap(s) to prevent cars and vans from being able to squeeze past the closure, but the feature needs to remain accessible for mobility aids and pushchairs etc., so could still be open to potential abuse by smaller motorised vehicles. We also need to ensure that any proposal doesn't create additional obstacles for those with impaired vision.</li> <li>• <b>Casualty Data:</b> 1 'serious' incident recorded nearby in the latest 3 years of data (up to July 2019), but not related to the issue raised in this request.</li> <li>• <b>Benefits/Impact:</b> Reduced number of vehicles unlawfully driving across a footway, through a closure point. Potential to create difficulties for legitimate users of the footway.</li> <li>• <b>Anticipated Costs:</b> Low - medium, depending on resultant measures.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
66	Park	Road Closure	Heath Road	One end	Councillor request to close off one end of Heath Road to prevent speeding and rat running	<ul style="list-style-type: none"> <li>• <b>General:</b> This would require statutory consultation and may receive objections from residents, who may have significant diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. There will not necessarily be a reduction in speeds, but this would prevent rat-running, which would then likely be pushed to neighbouring streets - this may also generate objections.</li> <li>• <b>Casualty Data:</b> There have been no recorded incidents involving casualties recorded in the latest 5 year period of data (up to Feb 2019).</li> <li>• <b>Benefits/Impact:</b> As above.</li> <li>• <b>Anticipated Costs:</b> High, depending on closure method and civil engineering requirements.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
67	Park	One way plug	Holmes Road	One end	Councillor request to use a plug to make Holmes Road one way following petition from residents.	<ul style="list-style-type: none"> <li>• <b>General:</b> This would require statutory consultation and may receive objections from residents, who may have significant/difficult diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. Any closure would also need to consider turning movements for larger vehicles (e.g. delivery or service vehicles) serving residents.</li> <li>• <b>Casualty Data:</b> There have been no recorded incidents involving casualties recorded in the latest 5 year period of data (up to Feb 2019).</li> <li>• <b>Benefits/Impact:</b> As above. There will likely be additional safety risks if large vehicles cannot turn around in the road and need to reverse onto Wokingham Road or Whiteknights Road.</li> <li>• <b>Anticipated Costs:</b> High, depending on closure method and civil engineering requirements.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
68	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"> <li>• <b>General:</b> A survey could be conducted to ascertain how many vehicles are turning right from this junction.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to November 2018),</li> <li>• <b>Benefits/Impact:</b> Could reduce waiting times for traffic entering London Road, but this restriction is currently only enforceable by the Police.</li> <li>• <b>Anticipated Costs:</b> Low - high depending on signing and illumination requirements.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
69	Park	20 Zone roundels	Liverpool Road area	And surrounding roads within the 20 zone.	Councillor request for 20 zone roundel markings in the Liverpool Road area 20 zone.	<ul style="list-style-type: none"> <li>• <b>General:</b> This is a correctly presented 20mph zone, which contains traffic calming features (speed humps) and signing. The level of on-street parking and the relatively narrow streets will also have a speed calming effect.</li> <li>• <b>Casualty Data:</b> There are no recorded incidents involving casualties, which have been attributed to vehicle speeds, recorded in the latest 5 year period of data (up to February 2019).</li> <li>• <b>Benefits/Impact:</b> Speed humps have been demonstrated to be the most effective speed reduction measures. The zone contains such measures, so it is not anticipated that the road markings will result in a significant reduction in vehicle speeds, verses the cost of installation and future maintenance.</li> <li>• <b>Anticipated Costs:</b> Medium, but dependant on the area and number of markings applied. There will be an ongoing maintenance cost for these markings, which will be relatively high, due to them being in the wheel track of vehicles.</li> <li>• <b>Recommended Action:</b> Remove.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
70	Park	Pedestrian crossing	St Bartholomews Road	At the junction of St Bartholomews with London Road going east/west along London Road	Councillor request to introduce a pedestrian crossing.	<ul style="list-style-type: none"> <li>• <b>General:</b> To be on the likely desire line for pedestrians, this would need to be incorporated into the signalised junction. This will require upgrades, additions and reconfiguring of the junction and to the regional traffic flow management system (SCOOT) by specialist contractors.</li> <li>• <b>Casualty Data:</b> No recorded incidents involving casualties in the latest 5 year period of data (up to Feb 2019) at this crossing point.</li> <li>• <b>Benefits/Impact:</b> This would provide a controlled crossing for pedestrians, but the necessary traffic signal adjustments to accommodate this controlled movement will add additional delays to all approaches.</li> <li>• <b>Anticipated Costs:</b> High - very high</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
71	Park	Traffic calming	St Bartholomews Road	Entire road	Councillor request to introduce traffic calming to St Bartholomews Road which is in a 20 zone.	<ul style="list-style-type: none"> <li>• <b>General:</b> Depending on the measure(s), there may need to be some loss of parking.</li> <li>• <b>Casualty Data:</b> No recorded incidents in the latest 5 year period of data (up to February 2019) that can be attributed to speeding.</li> <li>• <b>Benefits/Impact:</b> There may be a reduction in vehicle speeds, but there could be an impact to emergency service vehicles and residents (noise and potential reduction in parking space) depending on the measures to be implemented.</li> <li>• <b>Anticipated Costs:</b> High.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
72 (NEW)	Park	Pedestrian crossing enhancements	Whiteknights Road	Roundabout with Upper Redlands Road	Concern has been raised with Councillor regarding pedestrians crossing the road from the University campus. Request made for enhancements at this difficult location.	<ul style="list-style-type: none"> <li>• <b>General:</b> Officers have initially suggested consideration of pedestrian refuge islands (subject to feasibility) at the roundabout exits. These would slow traffic by removing opportunities to cut across hatched areas and allow pedestrians to cross in two parts. Potential re-profiling of the campus exit could also encourage pedestrians to cross further back from the roundabout to improve visibility. These will be relatively costly civils works, for which there would also need to be some vehicle tracking conducted, to ensure that longer vehicles could safely navigate a 'tightened' roundabout. Unfortunately, the exit and desire line are currently too close to the roundabout to place a controlled crossing facility.</li> <li>• <b>Casualty Data:</b> 1 'slight' incident recorded in the latest 3 year period of data (up to July 2019). This incident did involve a collision between a vehicle and a pedestrian.</li> <li>• <b>Benefits/Impact:</b> There may be a reduction in vehicle speeds and, with the addition of islands, this should help enhance the perception of safety when crossing at this roundabout.</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
73	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"> <li>• <b>General:</b> Investigation would need to be conducted to ensure that the footway is sufficiently wide in this location.</li> <li>• <b>Casualty Data:</b> No incidents in the latest 3 year period of data (up to November 2018),</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Remove.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
74	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
75	Redlands	Pedestrian Crossing	Addington Road	Between Addington/Erleigh Rd and Addington/Eastern Ave jcn	Request via NAG for a controlled crossing at this location.	<ul style="list-style-type: none"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017).</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: Low - High, depending on type of facility chosen, if appropriate.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
76	Redlands	Road Closure	Lydford Road	Between its junctions with Alexandra Road and Donnington Gardens	Request to install bollards to prevent traffic from going through Donnington Gardens to get to Lydford Road - there have been complaints about people accessing the school to pick/up drop off here and there is a perceived speeding issue.	<ul style="list-style-type: none"> <li>• <b>General:</b> This will require statutory consultation.</li> <li>• <b>Casualty Data:</b> There has been 1 ('slight') recorded casualty incident that may be attributable to vehicles being able to use this route.</li> <li>• <b>Benefits/Impact:</b> There is the potential for objections to the proposal for those persons that use this route to reach their properties.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
77	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"> <li>• <b>General:</b> This will be addressed as part of the potential resident permit parking scheme that is planned for the area. 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 considerably.</li> <li>• <b>Casualty Data:</b> No incidents involving casualties in the latest 3 year period (up to September 2017).</li> <li>• <b>Benefits/Impact:</b> Potential improvement in parking management, but could reduce the parking capacity at times, when compared with the current unmanaged area.</li> <li>• <b>Anticipated Costs:</b> Low (lining only).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
78 (NEW)  Page 158	Redlands	Upgrade to crossing	Northumberland Avenue	Crossing next to no 75	Request to add a hump to the crossing to improve safety. Reports that vehicles are not slowing down or stopping when people are waiting to cross; edging onto the crossing whilst pedestrians were using it and generally not respecting the crossing	<ul style="list-style-type: none"> <li>• <b>General:</b> The crossing is within a 20mph zone and sits on a large raised table with red blockwork surface. This table is nearly at footway level, with the remaining gap to the top of the kerbs necessary to channel surface water. We are not going to be able to raise this crossing, as it would sit above the level of the footway, which raises safety and drainage issues. At the time of writing, the road markings were being reviewed for refreshing, however, it is a clearly visible and marked facility and any abuse of this facility is likely wilful and an enforcement/education issue, rather than an engineering issue.</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> Please see above text.</li> <li>• <b>Anticipated Costs:</b> N/A</li> <li>• <b>Recommended Action:</b> Remove.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
79	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"> <li>• <b>General:</b> Fundraising has raised some private local funding contribution for developing the proposal. 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.</li> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> Medium (uncontrolled) to very high (signalised).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
80	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"> <li>• <b>General:</b> This has arisen from the Cycle Forum.</li> <li>• <b>Casualty Data:</b> N/A - this request relates to improved access.</li> <li>• <b>Benefits/Impact:</b> Provides additional and improved access options for cyclists.</li> <li>• <b>Anticipated Costs:</b> This will depend on the extent of the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
81 (NEW)	Thames	Pedestrian Crossing	Oakley Road	Close to junction with Hemdean/Rotherfield	Concerns have been raised to Ward Councillor and officers about the number of pedestrians that cross on the Rotherfield Way and Oakley Road sides of this roundabout and controlled facilities have been requested.	<ul style="list-style-type: none"> <li>• <b>General:</b> For safety, controlled crossings require good (and specified) advance visibility and to be away from junctions. Either side will be challenging, as there are dropped kerbs for driveway accesses, junctions nearby and bus stops that would need to be relocated. While detailed investigation would be required, it may be the case that a controlled crossing is not achievable near to the desire lines but that some other enhancements/informal features may help.</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> Enhance the perception of safety crossing the road at this location and potentially remove some of the barriers to walking to local education establishments.</li> <li>• <b>Anticipated Costs:</b> Very high, based on two controlled crossings.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
82	Thames	Banned Vehicle Movement	Peppard Road	Junction with Derby Road	<p>Councillor has reported resident concerns about the volume of traffic entering Derby Road (a private Road), particularly around school drop-off/pick-up times, then conducting turns in the road to then leave.</p> <p>They feel that a 'no-left-turn' restriction on Peppard Road, with appropriate exemptions for residents, would reduce these occurrences.</p>	<ul style="list-style-type: none"> <li>• <b>General:</b> Such restrictions require a Traffic Regulation Order to have been formally, publically, consulted and implemented. The allowable exemption sign would state 'Except authorised vehicles', with no reference to residents being permissible. The authorised vehicles would be defined in the TRO (e.g. vehicles belonging to residents and their visitors).</li> <li>The restriction would typically be used to benefit traffic flow on the main road, which it would not likely achieve in this application.</li> <li>This restriction would not be enforceable, by any means, by Reading Borough Council thereafter and is not likely to be an enforcement priority of the Police.</li> <li>It is considered by Officers, that this restriction would not likely result in an improvement to the reported concerns on this private street.</li> <li>The sign(s) would require illuminating.</li> <li>• <b>Casualty Data:</b> There have been no recorded incidents involving injury in the latest 5 year period of data (up to Feb 2019) near to the junction with Peppard Road.</li> <li>• <b>Benefits/Impact:</b> As above.</li> <li>• <b>Anticipated Costs:</b> Estimated at £1500 advertising costs for TRO and £5000 per illuminated sign + officer time and ongoing maintenance costs (including electrical).</li> <li>• <b>Recommended Action:</b> Retain (agreed by TMSD Sept 2019).</li> </ul>
83	Thames	Pedestrian Crossing	Rotherfield Way	South-west of its junction with Surley Row	<p>A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMSD. An update report went to March 2016 TMSD. A further update report (with an outline zebra crossing design) was reported to June 2016 TMSD.</p>	<ul style="list-style-type: none"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> Previously reported to TMSD.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
84	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"> <li>• <b>General:</b> 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 imprinting could be considered - this could compliment the separate request for traffic calming along the street.</li> <li>• <b>Casualty Data:</b> No recorded incidents within the latest 3 year period (up to April 2018).</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
85	Tilehurst	Pedestrian Crossing	Church End Lane	In the vicinity of Moorlands Primary School	Petition received at November 2017 TMSO for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> <li>• <b>General:</b> The petition update report at Jan 2018 TMSO 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.</li> <li>• <b>Casualty Data:</b> One slight vehicle accident reported in the latest 3 year period (up to September 2017). No pedestrians involved.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities.</li> <li>• <b>Anticipated Costs:</b> Medium to High, depending on the type of facility. It is hoped that this could be funded from proposed development works at the school.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

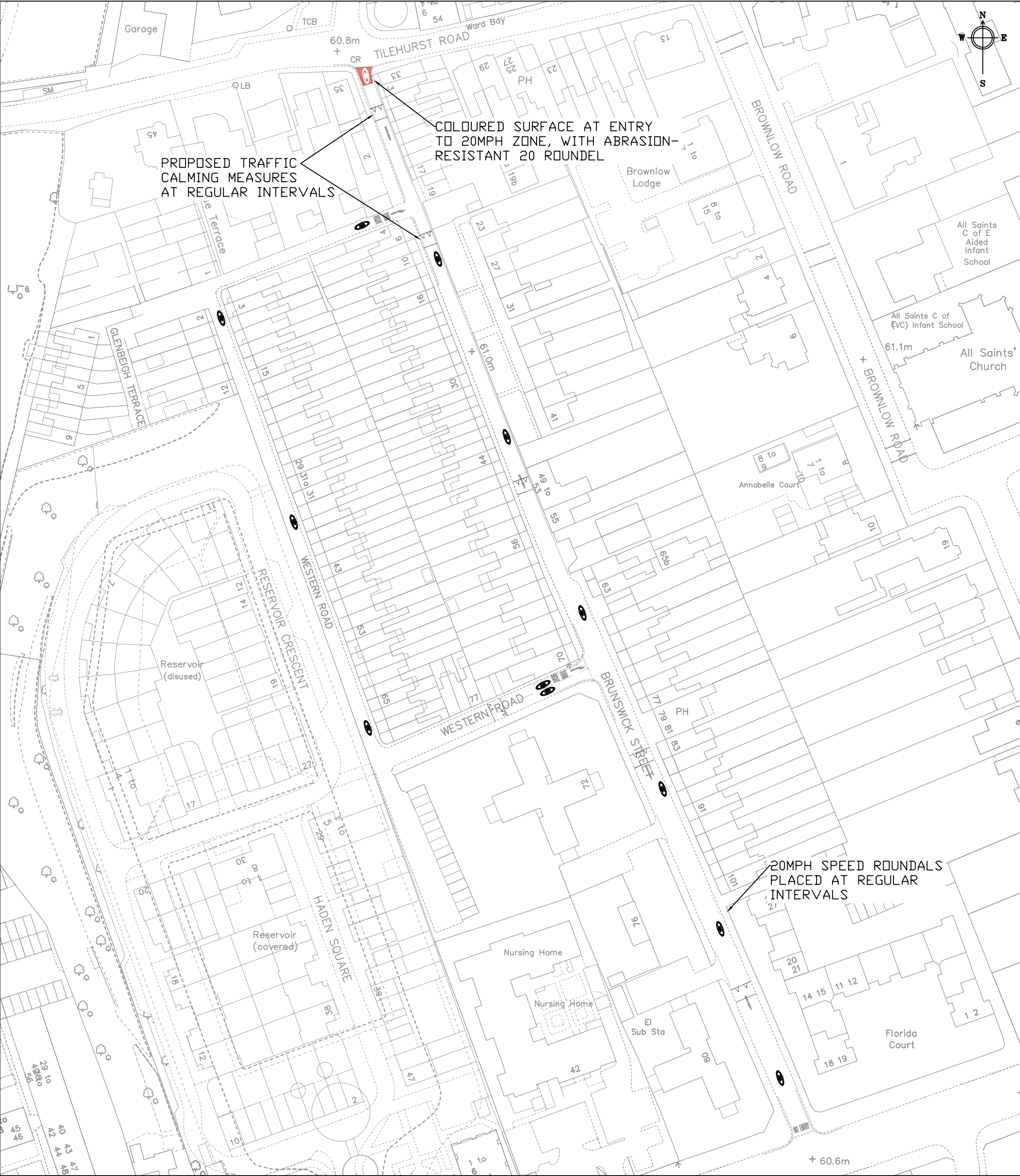
Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
86 (NEW)	Tilehurst	Road closure	Gratwicke Road	Junction with Corwen Road	Request received for the closure of the road at the junction with Corwen Road to prevent the alleged rat-running of traffic trying to bypass the Norcot Road/Armour Road/Kentwood Hill/School Road junction.	<ul style="list-style-type: none"> <li>• <b>General:</b> The proposal would limit access to the street, by severing access via Tilehurst Road. This request raises similar issues to that for Recreation Road. It would be advisable that an informal consultation be conducted with residents prior to developing any proposals, should it appear that funding is likely to be forthcoming.</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> Reduction in through-traffic, but could cause inconvenience to many residents with a lengthy diversion for access/egress.</li> <li>• <b>Anticipated Costs:</b> Medium - high, depending on signing and closure measures.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
87	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Benefits/Impact:</b> Reduced traffic volumes and reduced vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: Medium - High, depending on proposals for the scheme.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
88	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"> <li>• <b>General:</b> Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing).</li> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> Improved pedestrian crossing facilities, particularly beneficial at school drop-off/pick-up times. Potential reduction in vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Survey: Low. Implementation: High.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
89 (NEW)	Tilehurst	20mph Zone	St Michaels Road	Whole length	Request for a reduced speed limit along this street.	<ul style="list-style-type: none"> <li>• <b>General:</b> A speed survey will be necessary to consider suitability and in supporting the consultation with the Police.</li> <li>• <b>Casualty Data:</b> 1 'serious' and 1 'slight' incident recorded in latest 3 year period of data (up to July 2019), but neither has been recorded with speeding as a factor.</li> <li>• <b>Benefits/Impact:</b> The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> High - very high, depending on type and extent of measures to be installed.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
90	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"> <li>• <b>General:</b> 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.</li> <li>• <b>Casualty Data:</b> 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.</li> <li>• <b>Benefits/Impact:</b> Improved driver behaviour and compliance at the roundabout.</li> <li>• <b>Anticipated Costs:</b> Low - Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
91	Tilehurst	Prevent one way contraventions	The Triangle and Walnut Way	Junction with St Michaels Road	Councillor request for investigation into measures to discourage motorists from contravening the one way restriction at this location.	<ul style="list-style-type: none"> <li>• <b>General:</b> There is a correctly signed no-entry restriction at the junction with St Michaels Road. These restriction types are not currently within the Council's powers of enforcement - this is police-enforceable only. Any measures will likely be lining-based, to act as deterrents, but are ultimately unlikely to deter those who are determined to willingly disobey the restriction.</li> <li>• <b>Casualty Data:</b> No recorded incidents involving casualties within the latest 5 year period (up to Feb 2019), which can be attributed to this issue.</li> <li>• <b>Benefits/Impact:</b> Possible additional deterrent to abuse of the restriction.</li> <li>• <b>Anticipated Costs:</b> Low-medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>
92	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"> <li>• <b>General:</b> 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 imprinting could be considered - this could compliment the separate request for traffic calming along the street.</li> <li>• <b>Casualty Data:</b> No incidents involving pedestrian casualties in the latest 3 year period (up to March 2018).</li> <li>• <b>Benefits/Impact:</b> 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.</li> <li>• <b>Anticipated Costs:</b> Medium (uncontrolled) to very high (signalised).</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
93 (NEW)	Whitley	Pedestrian Crossing	Imperial Way	Close to the new development Tidman Rd	Request for safe crossing for residents of the new development.	<ul style="list-style-type: none"> <li>• <b>General:</b> There is a significant increase in costs for installation and maintenance between a signalised crossing and a zebra crossing. It is recommended that a zebra crossing is the preferred facility.</li> <li>• <b>Casualty Data:</b> No incidents recorded in the latest 3 year period of data (up to July 2019).</li> <li>• <b>Benefits/Impact:</b> The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking.</li> <li>• <b>Anticipated Costs:</b> High</li> <li>• <b>Recommended Action:</b> Retain</li> </ul>
94 (NEW)	Whitley	20mph	Whitley Wood Lane	Whole length	Request for speed limit to be reduced to 20mph.	<ul style="list-style-type: none"> <li>• <b>General:</b> The street has traffic calming (speed cushions), so changes would be the TRO, signing and installation of repeater markings.</li> <li>• <b>Casualty Data:</b> 6 'slight' incidents recorded over the latest 3 year period of data, with a variety of causation factors, but not attributed to speeding.</li> <li>• <b>Benefits/Impact:</b> The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds.</li> <li>• <b>Anticipated Costs:</b> Medium.</li> <li>• <b>Recommended Action:</b> Retain.</li> </ul>

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



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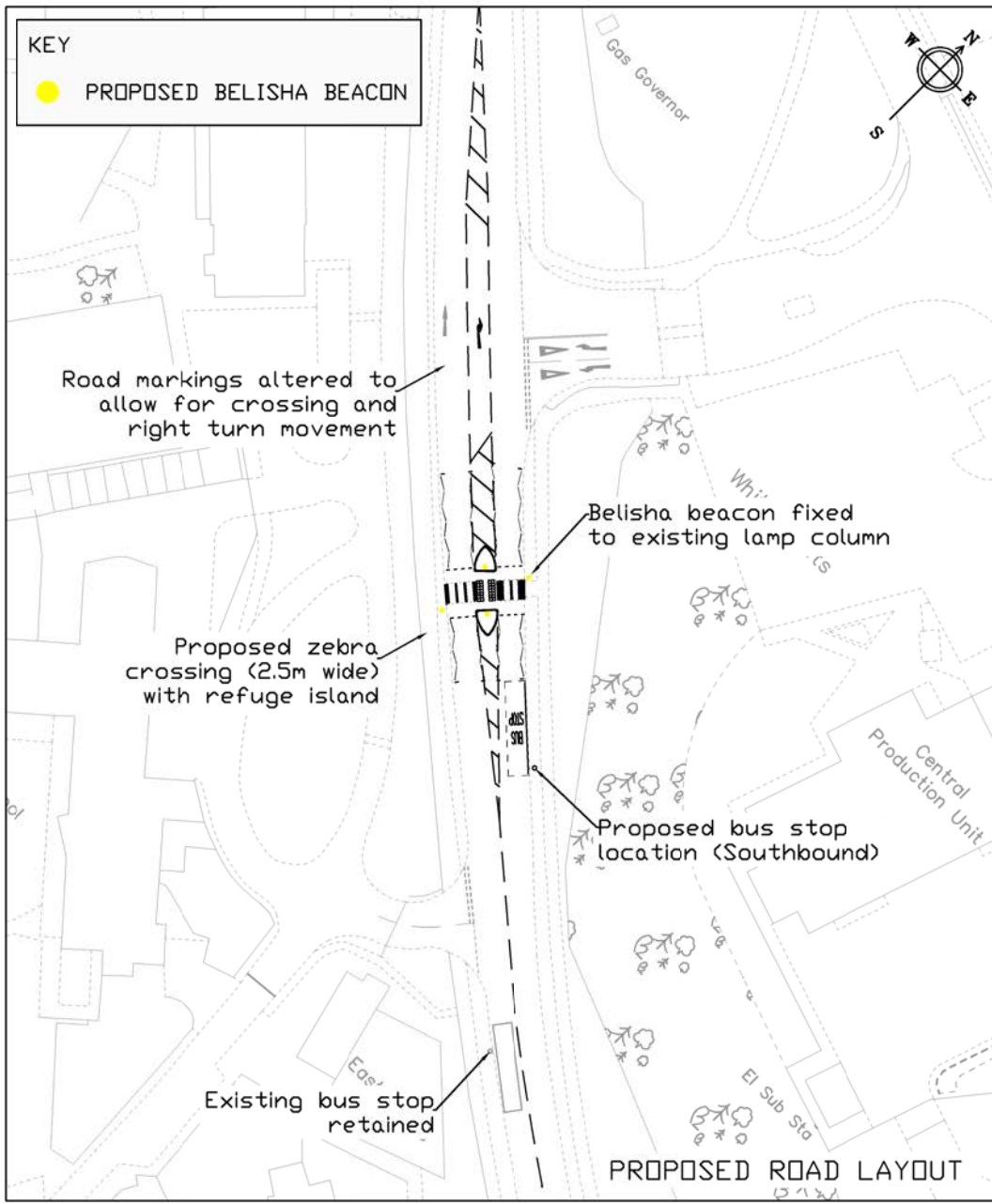
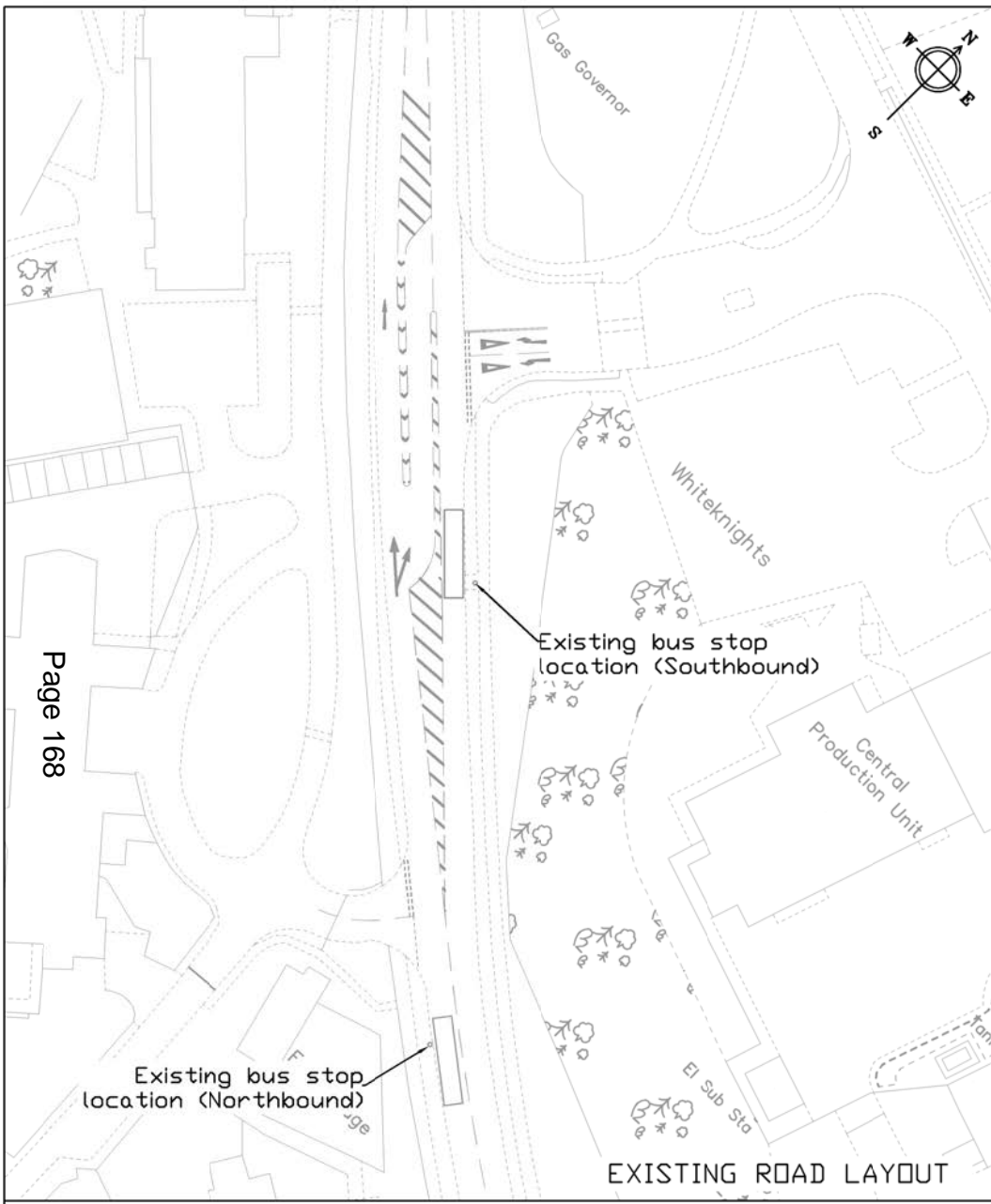


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SCHEME

Scale  
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Date  
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