

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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4 November 2020

Your contact is: **Jenny Hazell (Committee Services)**

**NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 12 NOVEMBER 2020**

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 12 November 2020 at 6.30 pm. This will be an online meeting Via Microsoft Teams. 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>
1. DECLARATIONS OF INTEREST		
2. MINUTES OF PREVIOUS MEETING		5 - 10
To confirm the minutes of the meeting held on 16 September 2020.		
3. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS		
Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.		
4. PETITIONS		

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

4 (a)	<b>Receipt of Petition - Traffic Calming Planters on Hamilton Road</b>	<b>PARK</b>	<b>11 - 14</b>
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To report the receipt of a petition requesting the installation of traffic calming planters on Hamilton Road.

5.	<b>RESULTS OF STATUTORY CONSULTATION OBJECTIONS- FUNDED BY LOCAL COMMUNITY INFRASTRUCTURE LEVY (CIL) CONTRIBUTIONS</b>	<b>BOROUGHWIDE</b>	<b>15 - 48</b>
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A report providing the Sub-Committee with feedback received as part of the legal consultations that were necessary for the development of a number of transport-related schemes, funded by local Community Infrastructure Levy (CIL) contributions.

6.	<b>CIL LOCALLY FUNDED SCHEME - REDLANDS WARD 20MPH ENHANCEMENTS</b>	<b>KATESGROVE; REDLANDS</b>	<b>49 - 64</b>
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A report asking the Sub-Committee to agree to statutory consultations being conducted regarding a range of physical measures on improving motorist compliance to the 20mph zone in Redlands Ward.

7.	<b>ON-STREET PAY AND DISPLAY (OXFORD ROAD AND WOKINGHAM ROAD LOCAL CENTRE) TARIFFS</b>	<b>ABBHEY; BATTLE; NORCOT; PARK</b>	<b>65 - 68</b>
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A report seeking the Sub-Committee's approval for an on-street pay and display tariff along the Oxford Road and Wokingham Road local centre and asking to retain current free parking and to set a number of tariff charges.

8.	<b>DEPARTMENT FOR TRANSPORT ROADS POLICING REVIEW</b>	<b>BOROUGHWIDE</b>	<b>69 - 80</b>
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A report providing the Sub-Committee with the Council's response to the Government's Department for Transport (DfT) Roads Policing Review.

9.	<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”

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| <b>10.</b> | <b>APPLICATIONS FOR DISCRETIONARY PARKING PERMITS</b> | <b>ABBHEY;<br/>BATTLE;<br/>CAVERSHAM;<br/>KATESGROVE;<br/>NORCOT;<br/>PARK;<br/>REDLANDS</b> | <b>81 - 222</b> |
|------------|---|--|-----------------|

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

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| <b>11.</b> | <b>APPLICATION FOR DISCRETIONARY PARKING PERMIT</b> | <b>BOROUGHWIDE</b> | <b>223 -<br/>232</b> |
|------------|---|--------------------|----------------------|

To consider an appeal against the refusal of an application for the issue of a discretionary parking permit.



**Present:** Councillor Debs Absolom (Vice-Chair in the Chair);  
Councillors David Absolom, Barnett-Ward, Carnell, Duveen,  
Ennis, Hacker, Page, Stanford-Beale and Whitham.

## 11. MINUTES

The Minutes of the meeting of 2 July 2020 were confirmed as a correct record.

## 12. QUESTIONS

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

Questioner	Subject
Councillor Duveen	Recreation Road, Tilehurst
Councillor Whitham	More Low Traffic Neighbourhoods for Reading

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

## 13. WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2019B AND REQUESTS FOR WAITING RESTRICTION REVIEW 2020

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received during statutory consultation that took place between 6 August 2020 and 27 August 2020 for the agreed proposals that had formed the 2019B programme. The objections, support and other comments that had been received during statutory consultation for the 2019B programme were attached to the report at Appendix 1. Those proposals that did not receive objections or other comments would be implemented as advertised. Members were asked to consider whether to implement, amend or reject the proposals.

In addition, the report provided a list of new requests for potential inclusion in the 2020A programme, as set out at Appendix 2. Members were asked to consider whether each request should, or should not, be considered in the next programme.

**Resolved -**

- (1) That the report be noted;
- (2) That the following proposals made under the waiting restriction review 2019A, as set out in Appendix 1 attached to the report, be implemented as advertised:
  - Elm Park
  - Elmleigh Court
  - Amersham Road

- Christchurch Road
  - Elgar Road South - Allotment Access
  - Oak Tree Road
  - Rydal Avenue
  - Parkhouse Lane
  - Taff Way
  - Tuns Hill Cottage
  - Walnut Way
- (3) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;
- (4) That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;
- (5) That having considered the requests made for waiting restriction changes, as set out in Appendix 2 attached to the report, the requests be investigated by officers as part of the 2020 review programme, subject to the following amendments:
- Gun Street (Abbey Ward) - Remove from the list pending further investigation by officers, in consultation with Ward Councillors, into the feasibility of the order under the Red Route scheme
  - Albert Road - Should be recorded under Thames Ward
  - Mowbray Drive - Should be recorded under Norcot Ward
- (6) That the officer recommendations, following investigation of the new requests for consideration in the 2020 programme, be shared with Ward Councillors, providing opportunity for their comments to be included in the next report to the Sub-Committee;
- (7) That should funding permit, a further report be submitted to the Sub-Committee requesting approval to conduct the Statutory Consultation on the recommended schemes for the 2020 programme.

#### 14. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

The Executive Director of Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of requests for new traffic management measures that had been raised by members of the public, other organisations/representatives and Councillors. These were measures that would not typically be addressed in other programmes, where funding was yet to be identified. The list of requests (three in total) with initial officer comments and recommendations was attached to the report at Appendix 1.

The Sub-Committee discussed the report and agreed that the proposal to install a pedestrian crossing on Pell Street/Southampton Street should be removed from the list of requests.

**Resolved -**

- (1) That the report be noted;**
- (2) That the schemes set out in Appendix 1, attached to the report, be supported for further officer investigation, subject to the removal of the proposal to install a pedestrian crossing on Pell Street/Southampton Street.**

#### **15. RESIDENT PERMIT PARKING UPDATE**

Further to Minute 55 of the meeting held on 5 March 2020, the Executive Director of Environment and Neighbourhood Services submitted 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 had been received. Attached to the report at Appendix 1 was an updated list of requests for Resident Permit Parking as at September 2020.

The report explained that since the last update report the RPP schemes in East Reading (Area 2) and additional elements in Redlands, for example Malvern Court, had been implemented. These schemes had gone live in early August 2020.

The report also explained that Officers would continue 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 became an active project.

The Sub-Committee discussed the report and agreed that the requests set out in Appendix 1 should be retained on the list and that requests 1 to 12 should be dealt with first. In respect of request 13 it was agreed that further work should be carried out by Ward Councillors.

#### **Resolved -**

- (1) That the report be noted;**
- (2) That the requests, as set out in Appendix 2 attached to the report, be retained subject to requests 1 to 12 being dealt with first and further work being carried out in respect of request 13 by Ward Councillors.**

#### **16. RE-ALLOCATION OF ROAD SPACE - READING'S ACTIVE TRAVEL PROPOSALS**

Further to Minute 4 of the previous meeting, the Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the Council's Active Travel Programme.

The report explained that on 2 July 2020 the Department for Transport (DfT) had announced the outcome of the Council's Tranche 1 application. The award had been 75% (£221,240) of the indicative allocation and the DfT stated that the reduced amount was due to not all of the proposals relocating road space for walking and cycling. Officers challenged the reduction in funding on the basis that Reading Bridge, Gosbrook Road and Sidmouth Street had met the requirement. The DfT had indicated that councils should seek to recover any reduced funding through the Tranche 2 bid with a strong focus on further ambitious active travel proposals.

The report advised that the delivery of the Tranche 1 proposal was almost complete and set out in the report was a list of the temporary schemes that had been or were in the process of being delivered in September 2020.

The report explained that at the end of August 2020, the scheme in Gosbrook Road and Westfield Road had been introduced. However, in response to concerns that had been raised by the local community and the dangerous behaviour of a minority of motorists ignoring the one-way system, the scheme had been removed. Whilst there would be some costs associated with the delivery of the scheme, the majority of materials could be reused on other scheme.

Officers would commence the review process of each temporary Tranche 1 scheme in early 2021 which would be based on traffic data, user feedback and safety records. Reports would be submitted to future meetings of the Sub-Committee and other Committees.

The report stated that the Council's Tranche 2 Active Travel bid to the DfT had been submitted on 7 August 2020. Due to the indicative funding allocated at £1.179m, the programme of improvements for pedestrians and cyclists had been made up of two 'core' schemes and three further supplementary schemes (subject to additional funding), in addition to a package of promotional activities. A list of the Council's full bid to Government was included in the report. More details on all the Tranche 2 schemes, as well as those delivered in Tranche 1, could be found on the dedicated Active Travel webpage:- [www.reading.gov.uk/activetravel](http://www.reading.gov.uk/activetravel). Currently, the DfT had not confirmed when the second Tranche funding would be released, but officers would continue to press the DfT for this information.

Cris Butler, Strategic Transportation Programme Manager, informed the Sub-Committee that the Council was likely to be informed about the second Tranche in October 2020 and that officers would continue to lobby the DfT for information.

The Sub-Committee discussed the report and Councillor Barnett-Ward addressed the Sub-Committee on the Gosbrook Road and Westfield Road scheme.

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

(Councillor Page declared an interest in relation to the segregated cycle lane on Bath Road/Castle Hill as he lived on Castle Hill)

## **17. 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 19 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.

## **18. 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 21 applicants, who had subsequently appealed against these decisions.

**Resolved -**

- (1) That with regard to applications 1, 3 and 19, a first discretionary resident permit be issued, personal to the applicant;
- (2) That with regard to application 2, a second discretionary resident permit be issued, personal to the applicant;
- (3) That with regard to application 6, a second discretionary resident permit be issued personal to the applicant, subject to adequate proofs being provided;
- (4) That with regard to application 7, a first discretionary resident permit be refused on the grounds that the applicant did not reside in the zone;
- (5) That with regard to application 9, a first discretionary resident permit be issued personal to the applicant, and two free Discretionary Visitor Books be issued, subject to adequate proofs being provided;
- (6) That with regard to applications 10 and 16, a first discretionary resident permit be issued personal to each applicant, subject to adequate proofs being provided;
- (7) That with regard to application 11, a first discretionary resident permit be issued personal to the applicant, and two free Discretionary Visitor Books be issued;
- (8) That with regard to application 14, a first discretionary resident permit be issued, personal to the applicant subject to adequate proofs being provided and the applicant be advised by officers that they may be eligible for a Blue Badge under the Blue Badge Scheme and should be encouraged to make an application.
- (9) That with regard to application 18, for a reduction in charge to £40 for a third discretionary resident permit, the application be refused;
- (10) That with regard to application 20, one discretionary Visitor Book be issued on a one-off basis only;
- (11) That a decision in respect of application 21, be deferred until the next meeting and in the interim the current 10 temporary Permits be extended to cover this period. In addition, prior to the next meeting, officers carry out further investigations with the applicant in consultation with the Vice-Chair and the Lead Councillor for Strategic Environment, Planning and Transport;

- (12) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 4, 5, 8, 12, 13, 15 and 17 be upheld.

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

(The meeting started at 6.30 pm and finished at 7.58 pm).

## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>12 NOVEMBER 2020</b>	<b>AGENDA ITEM:</b>	<b>4(a)</b>
<b>TITLE:</b>	<b>PETITION RECEIPT: REQUEST TO INSTALL TRAFFIC CALMING PLANTERS ON HAMILTON ROAD</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>PARK</b>
<b>LEAD OFFICER:</b>	<b>JIM CHEN</b>	<b>TEL:</b>	<b>0118 937 2198</b>
<b>JOB TITLE:</b>	<b>ASSISTANT ENGINEER</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@READING.GOV.UK</b>

#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition, requesting the installation of traffic calming planters on Hamilton Road and to recommend that officers investigate the proposal, bringing their findings to a future meeting.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the request is investigated, and a future report be submitted to the Sub-Committee for consideration.
- 2.3 That the lead petitioner be informed accordingly.

#### 3. POLICY CONTEXT

- 3.1 The provision of traffic calming measures and associated criteria is specified within the existing Traffic Management Policies and Standards.

#### 4. PROPOSAL

4.1 The Council has received a petition containing 44 signatures at the time of writing. The petition requests the installation of traffic calming planters on Hamilton Road.

4.2 The wording of the petition, which is hosted online, reads:

*Please install wooden planters to narrow Hamilton Road at strategic points. This will give the following advantages*

*Reduce traffic speed (pollution and safety benefits)*

*Emphasise to drivers that this is a residential area with a 20mph limit*

*Increase plant diversity and quantity on the road with benefits to insect and birdlife*

*Improved air-quality (plants are good!)*

*The planters could be long and narrow to stretch out into the road without taking up parking spaces*

*To narrow the road as much as possible but still allow wide enough access for emergency access, deliveries etc.*

*Positions TBC but probably just outside the ends of parking bays (maybe around the crescent crossroads and at the outer ends of Hamilton.*

*Only in places with no drives opposite so access not restricted*

The following image was provided:



- 4.3 It is recommended that the request raised within this petition is to be investigated by officers and a future report is to be submitted to the Sub-Committee for consideration.

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

- 5.1 There are no proposals arising from this report, which are considered to contribute to the Council's Strategic Aims.

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

- 6.1 There are no proposals arising from this report, which are considered to have any environmental or climate implications.

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

- 7.1 The lead petitioner will be informed the Committee decision, following publication of the meeting minutes.

## **8. EQUALITY IMPACT ASSESSMENT**

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

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

- 8.2 It is not considered that an Equality Impact Assessment (EIA) is relevant to the decisions arising from this report, as it is not considered that the decision will have a differential impact on any groups with protected characteristics.

## **9. LEGAL IMPLICATIONS**

- 9.1 None arising from the recommendations of this report.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 None arising from the recommendations of this report.

## **11. BACKGROUND PAPERS**

10.1 None.

## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>12 NOVEMBER 2020</b>	<b>AGENDA ITEM:</b>	<b>5</b>
<b>TITLE:</b>	<b>RESULTS OF STATUTORY CONSULTATIONS - CIL LOCALLY FUNDED SCHEMES</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR 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 This report provides the Sub-Committee with the feedback received as part of the legal consultations that were necessary for the development of a number of Transport-related schemes, funded by local Community Infrastructure Levy (CIL) contributions.
- 1.2 While all feedback has been reported, only those items that have received objections require Member decisions on the implementation, or otherwise, of the scheme as advertised. These will be clearly indicated in the report and appendix documents, but a summary of all the Transport CIL schemes has also been provided in Item 4.4.
- 1.3 Appendix 1 provides the consultation feedback of schemes that have received applicable objections - Member decisions required.
- 1.4 Appendix 2 provides the consultation feedback of schemes that have not received applicable objections - for Member information only.

#### **2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee notes the content of this report.

- 2.2 That for each scheme in Appendix 1, objections are considered and the Sub-Committee agrees to either implement, amend or reject the proposals.
- 2.3 That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public inquiry be held into the proposals.
- 2.4 That respondents to the statutory consultations be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.

### 3. POLICY CONTEXT

- 3.1 The proposals 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

- 4.1 At the November 2019 and March 2020 meetings of this Sub-Committee, officers reported the concept designs for the Transport CIL-funded schemes, which had been shared with respective Ward Councillors beforehand.

Officers received agreement, based on these concept designs, to proceed with the necessary legal consultations that were required to enable many of these schemes to proceed toward delivery.

An update on proposals to enhance compliance across the Redlands 20mph zone are being reported separately at this meeting.

- 4.2 For applicable schemes, there were three different types of consultation that applied to specific elements, as follow:

	Proposed scheme elements	Type of consultation
A	Adjusting existing / adding new parking restrictions. Altering speed limits (introducing a 20mph zone).	Full public consultation under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996
B	Introducing a new zebra / tiger crossing.	Notice is given* for the implementation of zebra/tiger crossings under Section 23 of the Road Traffic Regulation Act 1984
C	Introducing vertical traffic calming features (e.g. speed humps).	Notice is given* for the implementation of vertical traffic calming features under Section 90C of the Highways Act 1980

\*This is still a consultation, for which any organisation or person effected may object.



Where the Council has received objections applicable to these consultations, the Sub-Committee is asked to consider these and make one of the following decisions:

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

Decisions i. and iii. above will have implications on the deliverability of the scheme as designed, which will need to be considered. It is likely that the scheme will need to be reassessed from a detailed design perspective and further details reported to the Sub-Committee prior to further scheme development stages being possible. This may require further consultation works (following design amendments and further road safety audit) or could render the scheme undeliverable.

Where no objections have been received, the proposal will be implemented as advertised, as previously agreed by the Sub-Committee.

- 4.3 Appendix 1 provides the consultation feedback received for schemes that have received at least one objection. These are the schemes where the Sub-Committee is asked to make decisions about the outcomes.

Appendix 2 provides the consultation feedback received for schemes that have not received applicable objections. This feedback is for information only and the proposals will be implemented as advertised.

- 4.4 A summary of scheme development and the outcome of consultations (see table in 4.2 for reference) for each Transport CIL scheme is as follows:

Scheme	Consultation outcomes
Tiger Crossing on Gosbrook Road	<b>See Appendix 1</b> <b>A:</b> Completed. Applicable to alterations to parking restrictions. Objections received. <b>B:</b> To be conducted, pending the decision resulting from consultation A. <b>C:</b> N/A

Scheme	Consultation outcomes
Zebra crossing for access to The Ridgeway school	<b>See Appendix 2</b> <b>A:</b> Completed. Applicable to alterations to parking restrictions. <b>B:</b> Completed. Overcame initial objection, upon clarifying the scope of the scheme. <b>C:</b> N/A
Extension of 20mph zone past Reading Girls School	<b>See Appendix 1*</b> <b>A:</b> In progress, at the time of writing. Results to be reported to the Sub-Committee. <b>B:</b> N/A <b>C:</b> In progress, at the time of writing. Results to be reported to the Sub-Committee. <b>Other Notes:</b> *The results have been included in appendix 1 because the consultation will still be in progress at the time of report publication. Appendix 1 provides the comments received to date and will be updated prior to the meeting date.
Enforcement of 20mph in Redlands	Please refer to separate report to the Sub-Committee for an update on this scheme.
Signs for HGVs (Elgar Road South)	<b>A:</b> N/A <b>B:</b> N/A <b>C:</b> N/A <b>Other Notes:</b> Scheme implemented.
20mph zone on Brunswick Street and Western Road	<b>See Appendix 2</b> <b>A:</b> Completed. Applicable to proposed introduction of 20mph zone. <b>B:</b> N/A <b>C:</b> Completed. <b>Other Notes:</b> Scheme implementation has been co-ordinated with resurfacing programme and delivery has commenced.
To reduce speeding on Southcote Road and Westcote Road	<b>See Appendix 2</b> <b>A:</b> Completed. Applicable to proposed introduction of 20mph zone. <b>B:</b> N/A <b>C:</b> Completed.
Improvements to double roundabout signing, Grovelands Road	<b>A:</b> N/A <b>B:</b> N/A <b>C:</b> N/A <b>Other Notes:</b> Scheme being implemented alongside road resurfacing programme. Anticipated delivery mid-November 2020.
Pedestrian Crossings, Oxford Road and Overdown Road	<b>See Appendix</b> <b>A:</b> N/A <b>B:</b> In progress, at the time of writing. Results to be reported to the Sub-Committee. <b>C:</b> N/A <b>Other Notes:</b>

- 4.5 For schemes that have received no objections, officers are progressing with the sealing (making) of the resultant Traffic Regulation Orders and are developing a delivery programme alongside the Council's in-house Highway works delivery team and applicable external contractors/suppliers.

Subject to the agreements reached against those schemes in Appendix 1, officers will commence this same process, once the draft meeting minutes have been agreed.

Officers will update scheme development progress with respective ward Councillors and the CIL Delivery Board.

## **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 It is not anticipated that the result of the decisions arising from this report will have significant environmental implications.

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 and 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 Many of the schemes noted in this report originated from local demand/support.

7.2 Statutory consultation has been conducted in accordance with appropriate legislation. Notices were advertised in the local printed newspaper, were erected on nearby fixed street furniture (e.g. lamp columns) within the affected area and were made available on the Council's website. Supporting information, such as scheme drawings, were also made available online.

7.3 Notices of intension were given in accordance with appropriate legislation and printed copies placed on site.

## **8. LEGAL IMPLICATIONS**

- 8.1 The resultant Traffic Regulation Orders will be sealed and advertised under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 8.2 Notice must be given for the implementation of zebra crossings under Section 23 of the Road Traffic Regulation Act 1984, in consultation with the Police.
- 8.3 Notice must 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 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 The schemes in this report will be funded from Community Infrastructure Levy (CIL) contributions.
- 10.2 This funding will cover the whole project costs, including the surveys/investigation works, not just the deliverables of the resultant scheme.

- 10.3 Capital funding, including CIL and private funding contributions, do not provide additional revenue funding for operational and maintenance costs once a scheme has been delivered. These costs and budgetary risks have been considered as part of the scheme design.

## **11. BACKGROUND PAPERS**

- 11.1 Requests for New Traffic Management Measures (Traffic Management Sub-Committee - March 2020).
- 11.2 Traffic Management Measures - CIL Funded Schemes (Traffic Management Sub-Committee - November 2019).

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## Appendix 1, Gosbrook Road Tiger Crossing - Feedback to Statutory Consultations

Part a: updated 09/10/2020

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Summary	Feedback received
	<b>Summary of responses:</b> <b>Objections - 9, Support - 12</b>
1) Objection	There is already a pedestrian crossing at the location, removing parking spaces will make it even more difficult to park to access the green space.
2) Support	Whilst I wholeheartedly support the installation of a crossing here, the offsetting of the crossing to the east of the footpaths into both Christchurch Meadow and Westfield Park will severely impact the use and effectiveness of the crossing for both cyclists and pedestrians. The majority of foot and cycle traffic crossing here comes from the west (principally the park) and people will avoid the detour to the proposed crossing and maintain the current desire line. Removing the parking and siting the crossing in front of 88/93 Gosbrook Road would provide a far more convenient and properly used crossing. Closing the vehicle access to the flats 88-110 if necessary but an alternative car route is already provided. Installing a high quality crossing such as this in a poor manner will limit its effectiveness and cause problems in itself. PS any plans for sorting out the junction of Westfield Road and Prospect Street? Absolutely no pedestrian or cycling provision on any arm is a complete joke.
3) Objection	The loss of parking spaces where there is already limited parking makes no sense.
4) Objection	I cannot see the point of it. Also parking for the youth football teams who play there will be reduced.
5) Support	This seems like a good idea as a lot of people cross here. It's unlikely to cause significant traffic delays. I wonder if you need to reduce the parking so dramatically though, it's especially useful for visitors to the park.
6) Objection	I don't see a clear strategy for transport management in Caversham it is a knee jerk reaction via piecemeal ideas. The existing infrastructure is fine and removal of the few parking spaces has not been replaced a balanced approach is required.
7) Support	Excellent for supporting those of us committed to walking more and driving less - please prioritise this development.
8) Support	This would make this so much safer.
9) Support	I have lived in this area for [REMOVED] and use this route daily. It is a popular crossing point for commuters and schoolchildren, on foot or bike, and is entirely logical to put a crossing there. Unfortunately it will lead to the loss

Summary	Feedback received
	of a couple of parking spaces but I believe the wider public interest is served by this crossing. The existing crossing near the junction with Elliots Way is good, alas is out of the way for many people crossing for Westfield Park and South View Avenue direction. I would also go further and, if possible, introduce a variable 20mph limit between George St and Central Caversham, on weekdays around school drop off and pick up times.
10) Support	No comments received.
11) Support	Most cyclists/pedestrians cross here to walk to and from Reading. Currently, when travelling from Reading back to Caversham and crossing at this point your view is restricted by parked cars.
12) Support	A safe crossing is desperately needed across Gosbrook Road as the road can get very busy and with cars parked so close to the exit to the park it is often difficult to see traffic coming.
13) Support	We regularly walk or cycle with small children from Westfield road park and on through Christchurch meadows and this crossing is desperately needed. In the opposite direction it's impossible to see (due to parked cars) the traffic without standing in the road.
14) Support	I believe it's important that people are discourage to use their cars.
15) Objection	As a resident of Patrick Road we frequently have parking issues, so losing the majority of the existing parking spaces on Gosbrook road is a major concern. It gets particularly busy due to drop off/collection of kids at the 'temporary' Caversham Heights Primary school. The football sessions in Christchurch Meadows also result in cars parking everywhere, despite the permit only hours at the weekend. As it is some residents of Gosbrook road park on Patrick road because there is not enough parking for them, this scheme will make it much worse.
16) Support	But not at the expense of already limited 2 hour parking bays, line the crossing with the entrance to the Christchurch meadows, place railings if necessary to prevent pedestrians dashing out from blind spots, people cross there now with the current parking bays which do not cause issue, step the footpath out like you do with bus stops so the parking can remain without obscuring visuals with pedestrians waiting to cross , the roads is wide enough for that.
17) Support	I support the proposal on the basis that it will be a huge improvement to the safety of people crossing the road at that point, and will therefore also make it safer for drivers. It is a natural crossing point and the vast majority of people do not walk to the crossings that are further away. It is used daily by many people from Caversham who are walking to the park (often with small children and buggies etc.), and to the station to commute, as well as into town.
18) Objection	It serves no useful purpose. Pedestrian and cyclists will still attempt to cross the road where they always have, directly opposite the park entrance. Expending a considerable sum of tax/ratepayers money to install this is pointless. The loss of the current parking arrangements also indicate that insufficient thought has been put into this proposal. There is no mention of what will be done with the existing crossing opposite Wings chip shop. Do RBC REALLY think TWO crossings within 100 metres of each other is a sensible idea, given the mayhem that ensued following the stupidity of the short lived one way scheme foisted on the residents of Caversham with no



Summary	Feedback received
	consultation.
19) Objection	<p>No objection to a crossing but I object to this proposal because:  It makes no provision for the removed parking spaces. This is likely to displace parking and affect residential streets nearby, which already cope with traffic related to Caversham Heights school and the parks.  It's unlikely to make it easier for cyclists or encourage cycling. It does not link directly with existing cycle paths, so many cyclists will probably not use it. A simpler pedestrian crossing by Christchurch Meadows entrance might be more beneficial.  The limited transport funding for Caversham could be better spent; for example, on measures to slow down traffic on this stretch of Gosbrook Road. Some drivers speed dangerously outside rush hour. Also, the need for a crossing is greater at the Last Crumb crossroads. This proposal seems well intended but does not really meet local needs.</p>
20) Objection	<p>There will be 3 crossings within 150 yards. It will slow traffic causing more delays. Pedestrians have managed perfectly well without a crossing. There will be loss of parking spaces. You are pandering to cyclists when money should be spent on pavements which are a disgrace. No doubt it will go through on the nod which no real discussion. You should be providing a safe pedestrian crossing Peppard Rd/Prospect St/Henley Rd/Westfield Rd. It appears that the offset' tiger crossing will encourage cycling on the pavement which is illegal. Or will pedestrians be deprived of pavement on both sides of the crossing just to make cycling legal? This requires an answer.</p>
21) Objection	<p>I strongly object to the proposed cycle crossing on Gosbrook Road, Caversham. In particular the Schedule 2 change on Gosbrook Road, South side to reduce the existing 37.8 metres of 2hr Limited Waiting to just 15 metres (or 20 metres - the 2 official drawings are contradictory on this).</p> <p>Reasons for Objection:</p> <p>There is a complete lack of short term parking in Caversham in general, most streets being restricted to either</p> <ul style="list-style-type: none"> <li>• No Waiting/No Loading At Any Time, or</li> <li>• Residents Permit Holders Only - Monday to Sunday - 24 Hours (often with spaces during the day but prohibited for non-permit holders!)</li> </ul> <p>The only other 2hr limited waiting I know of is on Hemdean Road some distance from Caversham centre but not available on Saturdays. Chester Street car park is usually full with no spaces available.</p> <p>I am [REMOVED] years old and live on Caversham Park. Though able to walk a reasonable distance, my primary area for shopping and pleasant recreation is in Caversham either at the shopping centre or along the river with my dog. Walking into Caversham is about my limit and the return home is fairly steep uphill along Peppard Road, especially with shopping. The same problem with cycling but the uphill return is not feasible for me and impossible to take my dog along. This means that using my car to drive into Caversham is my preferred option since in the current coronavirus situation I should not use public transport.</p> <p>The current 2hr limited waiting on Gosbrook Road, South side by the entrance to Christchurch Meadows is really beneficial for me either to</p>

Summary	Feedback received
	<ul style="list-style-type: none"> <li>• Enjoy a leisurely walk along the river with my dog in a really beautiful riverside setting, or</li> <li>• A 20 minute walk into Reading centre, spend an hour or so shopping, then 20 mins walk back to my car.</li> </ul> <p>The reduction of the 2hr limited waiting from 38 metres to 15 or 20 metres will reduce the number of car parking spaces by half, and will often in future be full and require finding an alternative parking space (difficult as Hills Meadow Car Park is notably a commuter parking area with few spaces during the day).</p> <p>The proposed cycle crossing on Gosbrook Road will have no advantage for me.</p> <ol style="list-style-type: none"> <li>1. Why not place the crossing a little further east at the junction with George Street which already has traffic controls via traffic lights? And would retain the existing residents parking and 2 hr limited parking as at present. And probably save money in these stretched times for councils.</li> <li>2. Make some of the Residents Permit Holders Only parking available also as 2hr limited waiting during the day?</li> </ol>

**Part b: updated 09/10/2020**

Please note that the consultation was for changes to parking restrictions to facilitate the crossing, not the intention to install a crossing. The design and location of the crossing has previously been reported to the Sub-Committee and the below are comments we have received that are not considered as relevant to this consultation. For this reason, they have been reported as 'Comments' only and are included for information.

Summary	Feedback received
	<b>Summary of responses: Comment - 56</b>
1) Comment	This crossing is definitely required in order to make it safe to cross the road. Pedestrians already cross there without the crossing anyway and cars are often speeding excessively, especially westward, so a crossing here will force cars to slow down. I live locally with my family and when crossing the road, either way having walked through Westfield or Christchurch parks/fields, I feel unsafe and so do my two young children. Unfortunately, the crossing further down near the Fox pub doesn't naturally fit into the walking route and is inadequate on its own. Likewise, as a car driver, I have regularly seen pedestrians and cyclists crossing the road dangerously and nearly hit people as they have to poke out into the road when crossing from the Christchurch side. I am firmly in support of this new proposed crossing.
2) Comment	I support continued investment in cycling infrastructure in Reading. The redesigned crossing offers a safer route for pedestrians and cyclists, and helps rebalance priority on the road away from cars. I was disappointed by the recent u-turn in Caversham, having supported the changes to Westfield Road and Gosbrook Road to facilitate social distancing and active travel. I hope this tiger crossing is part of a continued commitment to cycle infrastructure in Reading, and will lead to a bolder position for the council on supporting active travel in the future.
3) Comment	Please make sure it lines up with the existing paths and you get in with it as quickly as possible.
4) Comment	Given the number of pedestrians wanting to cross Gosbrook Road at this location en route to or from the bridge I think this will be very useful. I do have a slight concern about the "tiger crossing" aspect as I've often found that cyclists are less likely to obey the rules and keep in lane so it's important that the crossing lines up well with the gate into Christchurch Meadows thereby reducing the need for cyclists to swerve in front of pedestrians.
5) Comment	there is no need for a crossing so close to the existing ones, but my main objection is that it is wrongly sited and it is pretty likely that cyclists will ride on the pavement on both sides of Gosbrook Road to access the cycling routes. Also what happens to the access Road that allows Elizabeth House to exit with their vehicles and the Westbound bus stop. It is quite clear to local residents that cyclists cross Gosbrook Road and use the diagonal path across the Rec to access Westfield road as a route to Emmer Green . It appears that this is designed with the idea that the most popular route is the path that goes past the heights school entrance and the Playground, this is just

	not the case no matter how many times local councillors insist it is. That path is mainly used by pedestrians.
6) Comment	Integration of cycling infrastructure to this scheme is an excellent idea and will improve safety of both commuters into and out of reading, and ensure families on bikes can safely navigate the busy road between Westfield Park and Christchurch meadows. One suggestion, if the crossing could be moved ever so slightly further west along Gosbrook road as to be right on the desire line between the bottom corner of Westfield Park and the path leading down Christchurch meadows that would probably be more effective.
7) Comment	I support that a crossing should be made from Christchurch meadows to Westfield park. However, not with where the crossing is currently proposed in these plans. The crossing should go directly from the path coming out of Christchurch meadow to path leading to Westfield park. Having the crossing where it's proposed is no better than the traffic lights which are further down near the chippy which no one uses.
8) Comment	This has been needed for a long time. I would suggest that the footpath that goes from Gosbrook rd to the river footbridge, through Christchurch meadows, also needs to be widened to allow for pedestrians and cyclists. At the moment you have to walk, or cycle, on the grass. Maybe a wider path with a line down the middle for a two way system.
9) Comment	If you stand at this spot at any point in the day you will see a lot of people crossing to get to and from Christchurch meadows. I think it's sensible to install some crossing for pedestrians and cyclists here. If people are going to cross anyway you should try and make it safe. The alternative crossing is either too far away or at the junction where you need to cross 3 pontoons to make the same journey.
10) Comment	So many people cross the road here a crossing is now essential.
11) Comment	Great to see efforts for more cycling infrastructure but it has to be practical and make sense. No one will walk or cycle 20 yards off course to use the crossing, have it aligned with the Christchurch meadows path onto Gosbrook road.
12) Comment	A great idea, need more of these. It's very difficult to cross there. Please make it raised to ensure that drivers slow down. Please make it clear that drivers need to give way to cyclists. Where does the north side of the bike crossing link up to?
13) Comment	There needs to be proof this is a safe option, some cyclist will not slow down when crossing the road to sensible speed and accidents will happen, a lights controlled version would be the solution.
14) Comment	Another crossing between the pedestrian crossing at Elliotts Way and George Street traffic lights will cause chaos. If it had traffic lights then it will probably cause gridlock in Caversham. If there are no traffic controlling lights then it will probably be risky for pedestrians and cyclists alike as some motorists will ignore or jump the lights and school children especially will cross on green not thinking to look for traffic.
15) Comment	The existing crossing at Elliotts Way seems to facilitate the requirements. Adding another crossing between Elliotts Way and the traffic lights at George Street could lead to traffic build up on the approach to this section of Gosbrook Road. This in turn may result in a higher risk of pedestrian & cycle accidents where they try to cross without waiting for priority.
16) Comment	I support in principal. The crossing is needed, however the position is somewhat, over 5m, from the entrance to

	<p>the park, and joining up with shared cycle lanes. Surely it would make more sense to put it closer to the entrance.</p> <p>I can understand the argument of putting it directly at the entrance to the park, as is the case in other parks in London and around the UK, may lead to cyclists less prone to slowing down at the crossing. However having the crossing so far away, for busy commuters, I think will lead to a large number of cyclists and pedestrians not using it at all.</p>
17) Comment	<p>Gosbrook Rd provides a significant barrier to pedestrians and cyclists crossing from the Christchurch Meadows path to Westfield Pk and the northern side of Gosbrook Rd to continue journeys from the Station/Town Centre and riverside onto the eastern parts on Caversham. The existing sitelines mean that pedestrians &amp; cyclists currently need to move onto the carriageway in a dangerous position in order to see oncoming traffic. The proposed crossing should alleviate this. One negative comment: it is not clear why the crossing is not nearer the Christchurch Meadows gate, the proposed position will encourage corner-cutting from Westfield Park and pedestrians will cut across the cycle crossing.</p>
18) Comment	<p>This is long overdue and should prove beneficial for both pedestrians and cyclists.</p>
19) Comment	<p>This is a much needed crossing, nearer where the two parks meet than the existing crossing near the fish and chip shop (however it may not make sense to retain the latter so as not to slow traffic flow unduly). It is therefore where people do actually cross in practice. On a busy road like that, the crossing will be great for both cyclists and pedestrians. However, while that caters for cyclists coming down from Emmer Green (and from the Western half of the Henley Road), it does not provide a safe route for cyclists coming down Hemdean Road, who still have to cross the hazardous Waitrose mini-roundabout (or else take a currently awkward route via the Kebab van) to get to the cyclist/pedestrian bridge over the river.</p>
20) Comment	<p>There is a constant demand for pedestrians to cross at that point and this will provide a new safety route for them. Although it is maybe 50metres from another crossing, I feel that the minor inconvenience to road users (including myself) is outweighed by the benefits.</p>
21) Comment	<p>This junction is dangerous and confusing for pedestrians and cyclists. Clarity is needed on where and when to cross.</p>
22) Comment	<p>I cross here very often, on bike and foot. It is often difficult to get across and I've seen loads of 'near misses'. This will greatly improve the connectivity of the paths through Westfield Park and through Christchurch Meadows to town.</p>
23) Comment	<p>The route is popular with both cyclists and pedestrians so for the safety and convenience of all road users the segregation and provision of a cycle crossing in addition to the pedestrian crossing is desirable.</p>
24) Comment	<p>Been needed for years.</p>
25) Comment	<p>Brilliant idea and it's really needed. Great that it is for both pedestrians &amp; cyclists.</p> <p>But why the dog leg? Cyclists and pedestrians will want to walk straight across from Christchurch Meadow to Westfield Park. It also needs a traffic island halfway or a 20mph speed limit, otherwise it will have the same problem for pedestrians as the zebra crossing in prospect st. When the traffic builds up in Prospect Street</p>

	pedestrians can't often be seen on the crossing. The path in Christchurch Meadow from Gosbrook Road to the small bridge needs widening.
26) Comment	As a commuter that walks, gets the train, and cycles I welcome any crossing that makes it easier on pedestrians and cyclists. For all my connections to Reading station and town centre I have to cross this road. In pre-covid times during rush hour pedestrian commuters would almost have to 'play chicken' with cars to cross the road, and the more aggressive motorist would not allow space for pedestrians even at a standstill. I could imagine for people walking for the school run this was very troublesome. I hope this crossing would allow for more fluid movement of people over this road. Though If I could suggest an improvement to the proposal it would to move the crossing a couple meters closer to the entrance of Christchurch meadow. If you observe people trying to cross here they are either coming from or going into Christchurch meadow placing a crossing inconveniently away from the intended pathway would not encourage people to use it (just like the current traffic light crossing on this road).
27) Comment	Although I support the fact that there should be a crossing here the proposed design is poor and may lead to pedestrian accidents. The designer needs to spend time observing and thinking about potential future problems and mitigating against them from the perspective of the pedestrian / cyclist. At peak times (certainly pre-covid) the West to East Gosbrook Road traffic is often stationary and backed up to this point of Gosbrook Road. At peak times the East to West traffic is generally free flowing and up to speed (30+mph). If the West to East traffic is stationary and a pedestrian travelling North to South steps onto the crossing there will be times when they will not be visible to East West traffic on Gosbrook road (they can be obscured from the East to West traffic by the stationary queue of West to East traffic on Gosbrook road). There are many more vans and high SUV type cars on our roads these days which obscure visibility of pedestrians. This means a pedestrian could be halfway across the road on the crossing before being spotted at the last minute by East to West traffic because the pedestrian has been obscured by stationary West to East traffic. Ideally a pedestrian needs to know that they have been spotted by traffic from both directions and can see that the traffic is slowing before stepping out. This needs a rethink. This crossing either has to be controlled by lights (with timing in favour of pedestrians such that the lights stops the traffic very quickly after a button press as per the crossing outside of the library in Church Street) to enforce traffic stopping or you have to create and guarantee a clear sight line such that the East to West traffic can always see from a considerable distance that someone is stepping out to travel North to South on the pedestrian crossing. If you want an example of the potential problems then go and observe the crossing in Prospect Street at peak times when the North to South traffic is backed up Prospect Street past the crossing (from the Church Street roundabout). You can see that people crossing East to West on the pedestrian crossing often have to pause mid way across the crossing to make sure that they have been seen by traffic travelling South to North up Prospect Street as the pedestrians on the crossing can be obscured by the stationary North to South traffic queue.
28) Comment	Common sense to put some form of pedestrian crossing here given foot flow.
29) Comment	Many people used to cross here and volumes have increased since the pedestrian bridge was built making this a

	main route to and from the station and the town centre.
30) Comment	There are already 2 crossing points close to the proposed one only approx. 150m apart , One at the crossroads with Gosbrook Road and George Street and the other on the corner of Gosbrook Road with Elliots Way. To have 3 crossings within 150m of each other is not suited to the other traffic which uses this route including public transport. What mitigation is there for cyclists to stop and look for traffic before just blindly crossing. The majority will, but the minority will cause accidents. Common sense should prevail and either traffic lights need to be installed in conjunction with the removal of one of the other crossings (would recommend the one at the corner of Gosbrook Road and Elliots Way with the rephasing of new traffic lights to coincide with the main lights at Gosbrook Road and George Street to keep the traffic flowing).
31) Comment	This crossing is along a well used cycle and pedestrian route from central Caversham and Emmer Green towards the pedestrian and cycle bridge on the river, to the station, to central Reading and beyond. I personally cross this road frequently on both foot and bicycle and have observed several near misses. Vehicular traffic along this stretch can easily reach 30mph making it a tricky crossing. There is a nearby crossing but it not near the natural flow of pedestrian traffic and is therefore rarely used when crossing for those going towards Christchurch meadows. A crossing here is long overdue and will be a welcome safety feature for pedestrians, cyclists and drivers.
32) Comment	This should replace the Elliotts way crossing.
33) Comment	My only comment is that this should replace the Elliots Way crossing as it is 2 crossings too close. This is the crossing that should have been put in years ago when Elliots Way crossing was put in too far down the road.
34) Comment	Move closer to Westfield Park path.
35) Comment	My commute to work requires me to cross Gosbrook Rd twice a day and it is a treacherous crossing for pedestrians. We also have a very young child who we take to the Park in Christchurch Meadows and crossing this road is very nerve wracking. There is a blind spot/lack of visibility of the traffic when coming out of Christchurch Meadows up towards Westfield Park. Given the proximity to two schools, two playgrounds, and the sheer number of people and children who cross this point into/from Christchurch Meadows, is staggering how a pedestrian zebra crossing has not been implemented Here already. I am absolutely in favour of a zebra/tiger crossing being implemented here. As soon as possible.
36) Comment	This will make the main cycle and walking route into reading safer. It should have been. With 2 schools also a short distance away as well. This will make many journeys for me and my family safer.
37) Comment	Gosbrook Road is a tricky road to cross as a pedestrian and cyclist so I support this idea wholeheartedly.
38) Comment	I often cycle there and cross the road in that area, so it will be an easier way to cross over.
39) Comment	This is a frequently used crossing site for bikes & pedestrians and it makes complete sense to put a proper crossing in to keep people safe.
40) Comment	I like the idea but do wonder if the location is likely to mean people ignore it and just cross directly between Westfield Road recreation ground and Christchurch Meadows as they do now. I guess you don't want people going

	directly onto it without looking for cars but I do wonder if there is another way round that that would allow it to be closer to the natural route people want to take.
41) Comment	<p>First of all can I say I'm very happy with the plan to have a cyclist crossing in that area. Currently the path on Christchurch meadows is very hard to reach from the northern side (west to east lane) so having a safe way to cross on a bicycle would be great, especially with kids. Having said that, I have a few comments suggestions:</p> <p>1) Location: The crossing should be inline with the path Christchurch meadows, as it is human nature for people to use the shortest route. If you move it further west in line with the path it will be used, otherwise it is very likely it will be ignored which is a waste of time, government money and defeats the safety aims..</p> <p>2) Are they going to be traffic lights or a way for cyclist to get priority like peds on a zebra crossing? otherwise the crossing is still fairly pointless..</p> <p>3) finally the path on Christchurch meadows itself.. This is currently a shared use path which is a very unsafe setup. Due to the difference in speed between pedestrians and cyclist it is just as unsafe as cyclists sharing carlanes..probably even more so since there are many small children and dogs without road sense on that path.. not to speak of people with earphones who don't hear what is around themselves..</p> <p>If you look at countries with advanced cycle infrastructure (Netherlands, Denmark etc) you see that there is never ever a mixed use lane as it is not safe and practical to combine movements of 5kph with those of 20-40kph. Thanks in advance for your considerations of these points. I feel that in particular point 1 is an easy fix for little/no extra cost but with major benefits. Perhaps point 3 can be funded with the covif funds that were allocated for the oneway system?</p>
42) Comment	A much needed link for commuters from caversham to reading .
43) Comment	I am pleased that the crossing will also including provision for cyclists as this is a well-used cycle route.
44) Comment	<p>The entrance on the Gosbrook Road to the footpath across Christchurch Meadow has always been well used, from early morning 'til late night. Since the opening of the footbridge in 2015 footfall has grown substantially. At the same time, traffic on the Gosbrook Road has continued at a significant level, with a 30mph limit.</p> <p>The need for a formal or controlled crossing at this point on Gosbrook Road has been clear for a long time and should be accompanied by a 20mph limit.</p>
45) Comment	The crossing could be raised by about 2" to help slow traffic. The zigzag markings should be extended to 8 dashes on the west side. Can the width of the kerb build-out on the south side be widened by about 2m on both sides. No waiting at east to match with zigzags.
46) Comment	<p>I do not think the proposed crossing should be offset as shown on the plan. I think this creates a safety issue. However I do agree with the proposal in principle.</p> <p>The link between the two footpaths should be direct. I believe users may not cross at the crossing when the lights are on stop and will instead take the direct shortcut between cars (if stationary). Also if there is not much traffic, the crossing will be ignored and people will take the direct route as they do now.</p> <p>A traffic island is another consideration and cheaper to install, bearing in mind that there are already two places to cross nearby - Elliott's Close and traffic lights at the junction of George Street.</p>



47) Comment	<p>I strongly support the principle for tiger crossing at this location, it is deeply needed as it is a dangerous crossing at the moment for commuters to the station, school kids and people enjoying the park.</p> <p>However, it must align with the Christchurch meadow path. The current design does not meet pedestrian desire lines and will not be used properly as a result!</p> <p>I understand it was offset from the path to maintain vehicle Access to the park but there are other vehicle access points to the park. This one is redundant. Please reconsider the design to meet the needs of the most vulnerable road users, not motor traffic.</p>
48) Comment	A good addition to improving safety of travel from Caversham into Reading
49) Comment	Gosbrook is a very busy road for cars, pedestrians & bikes. There is definitely a need of pedestrian crossing. But not only between westfield park & christchurch meadow, we also need one further along between St John's road & Coldicutt street.
50) Comment	I fully support the proposed new crossing. Whenever I drive through that route, there are always pedestrians crossing or attempting to cross the road. It is a logical place to link the edge of Westfield Park with the entrance to Caversham Meadows and a direct route from there to the footbridge across the Thames.
51) Comment	Why are you even considering this crossing when there is a crossing literally about 20m away already. If your goal is to mess up the roads and spend our money unnecessarily this is perfect! Instead of wasting time and money on this frankly idiotic idea consider a pedestrian crossing where Henley road meets peppard and westfield roads where it is actually needed.
52) Comment	I use the route across Christchurch Meadows often and would appreciate a safe place to cross Gosbrook Road.
53) Comment	Lots of from Henley road and south view avenue cycle to station and use this route. It would be great to introduce a crossing at the proposed place.
54) Comment	This will help pedestrians and cyclists to move safely between parts of Caversham North of Gosbrook Road and the centre of Reading via Christchurch Bridge, improving safety, health and environmental conditions. Any delay or other inconvenience to traffic on Gosbrook Road is an acceptable price.
55) Comment	<p>I cross the Gosbrook Road from Westfield Park to Christchurch Meadows every day when walking my dog. Before the lockdown, I also used to cross here on my way to Reading Station to go to work in Oxford. I was very pleased to hear that there was to be a crossing at the entrance to Christchurch Meadows as since the wonderful Christchurch Bridge was built this has become a very popular route with pedestrians and cyclists. But, the problem is that you are proposing that the crossing is installed NOT at the entrance to Christchurch Meadows or at the path into Westfield Park, but around 15metres to the east of that path. Most people will not walk the distance on each side of the road in order to cross using the tiger crossing. If cyclists were to use this crossing they would need to cycle on the pavement on each side of the road to reach it. A crossing is needed on the Gosbrook Road, but it needs to connect with the entrances to Christchurch Meadows and Westfield Park. If a tiger crossing cannot be installed where it is needed, can a more informal crossing, such as a painted road surface with an island in the middle of the road, be made there instead?</p>

56) Comment	It's a great idea. I cycle in that area and it will help in crossing over.
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## Appendix 1.2, Reading Girl School (Northumberland Avenue) - Feedback to Statutory Consultations

UPDATED: 04/11/2020

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Summary	Feedback received
	<b>Summary of responses:</b> <b>Objections - 3, Support - 1</b>
1) Objection	<p>I live at [REMOVED] Northumberland Avenue.</p> <p>May I comment on the proposal for a 20mph speed limit. Whilst I appreciate the reduction in speed, I have reservations over the siting of the speed table 25mtr from Long Barn Lane junction.</p> <p>Over the course of many years we have suffered vibrations (on record) within the house especially when the road was in poor condition, thankfully we have now lived with a relative peaceful life since the road was resurfaced. However, from my knowledge and experience dealing with road speed cushions and tables elsewhere, there will be an issue of vibration when buses or heavy vehicles exit the table and damage the existing road surface at the departure landing zone. I consequently believe the table is too close to my house to cause vibration. In addition there is a service manhole which has only recently been renewed due to noise and disturbance. Therefore the speed table does need to have sufficient gap between it and the service manhole covers.</p> <p>A repositioning or siting of the table a few metres southwards of the manhole covers may alleviate any chance of causing disturbance to both the manhole covers and my house.</p> <p>Thanking you for your time and effort.</p>
2) Objection	<p>I write in response to the proposed extension of the 20-mph zone and the associated traffic calming measures on Northumberland Avenue.</p> <p>Reading Buses operates two routes that will be impacted by these changes:</p> <ul style="list-style-type: none"><li>• The Emerald 5 service, consisting of 7 vehicles travelling 246,000 miles per year, at a 10-minute frequency in both directions along this stretch of road. This service operates 24 hours per day and last year transported 1,700,000 passengers.</li></ul>

- The Scarlet 9 service, consisting of 1 vehicle, travelling 36,500 miles per year. Last year this service transported 105,000 passengers.

As well as illustrating our services are vitally important to residents, this also highlights that Reading Buses are likely to be the single biggest and most frequent user of Northumberland Avenue. For this reason, Reading Buses are likely to be disproportionately impacted by these proposed changes.

We would like to raise the following objections, which if not addressed mean that we must oppose the proposals due to the impact it will have on our customer and employee safety, our customer's journey quality and our company's finances:

- **We would request that the proposed Raised Table is replaced by 2 split cushions. The Raised Table does not appear long enough for a full-size bus to fully ascend the table before leaving it.**

Studies show that raised speed tables and speed bumps cause significant damage to the underside of vehicles and their suspension when exposed to prolonged use of carriage wide speed calming measures. We have had first-hand experience of this where our Greenwave services repeatedly mount and descend speed tables in Green Park. This led to threatened industrial action by our employees with back conditions and expenditure by Reading Borough Council to reduce the number of speed tables in favour of speed cushions.

Rectifying issues caused by consistent travel over speed tables comes at serious expense. I therefore request that Reading Borough Council assist us in minimising the risk of this likely, unnecessary future expenditure by reviewing plans for a speed table and considering the use of split cushions in their place.

This point has also been raised in our response to the Draft Reading Transport Strategy 2036.

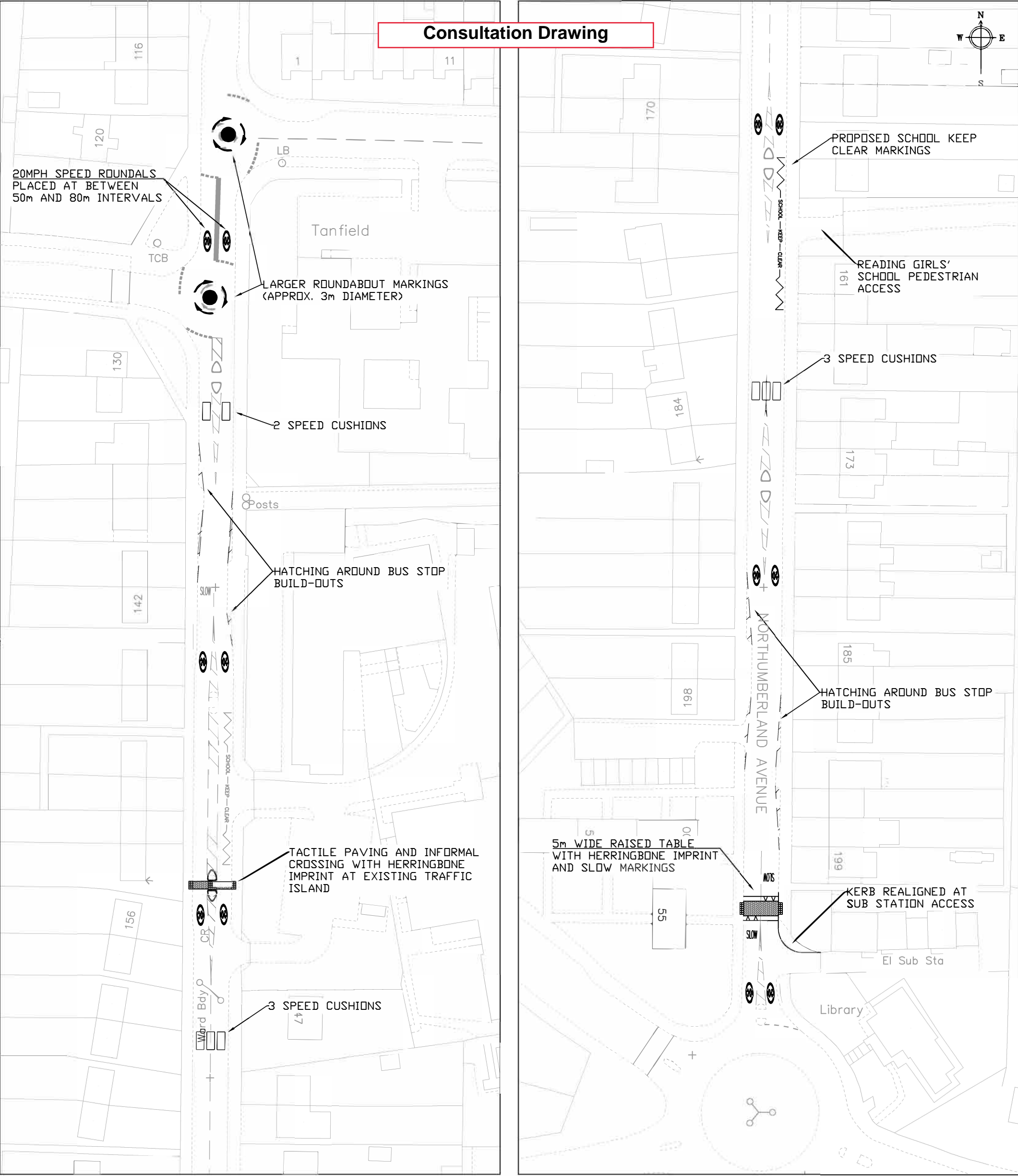
- **We would recommend the 2 x 3 split cushion to be replaced by 2 x 2 split cushions.**

This change would continue to have the desired traffic calming effect but will allow buses to straddle the cushions and pass over them, without impacting the safety of passengers on the vehicle, particularly those who may not be seated. The impact of passing over a speed cushion are significantly magnified when compared to the occupants of a private car especially when taking into account that bus passengers are not required to wear seat belts and may be standing. Meanwhile our drivers are exposed to the impact on a repeated basis, even at low speeds.

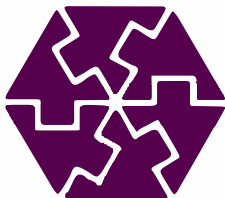
The use of 3 cushions across a carriageway is likely to force buses to mount the cushion fully or partially whilst navigating around other objects in the road. Along with the cost of rectifying mechanical issues and

	<p>body damage caused by repeated use of traffic calming measures (as referenced above) we would also ask that Reading Borough Council assist us in maintaining the quality of the customer experience and their safety when travelling.</p> <p>This point has also been raised in our response to the Draft Reading Transport Strategy 2036.</p> <ul style="list-style-type: none"> <li>• In locating the split cushions, it is very important that a full-size double-deck bus can both approach and leave a bus stop without having to go over the cushions at an angle.</li> </ul> <p>Along with the cost of rectifying body damage and mechanical issues caused by repeated use of traffic calming measures, it is important to consider that customers may be moving about the vehicle when in close proximity to a bus stop. We therefore request that you ensure the ability for buses to safely approach and leave stopping points when speed cushions are being sited.</p> <p>This point has also been raised in our response to the Draft Reading Transport Strategy 2036. Our comments above, are made not only to ensure the safety of customers travelling on our buses, many of whom are elderly and vulnerable, but also to protect the company from the unnecessary cost that will be incurred should our comments not be considered. The measures as proposed will unnecessarily make our services less attractive to use, which is contrary to the Council's current and proposed Transport Strategy which aims to encourage greater use of public transport.</p> <p>We have a GPS system installed on all of our buses that monitors speed, allowing us to investigate any concerns and take disciplinary action should we find specific employees are not adhering to the speed limit. We therefore view that the provision of physical traffic calming measures a totally unnecessary measure for local buses. The council would ideally consider the provision of a bus only gate in this area to reduce through traffic.</p> <p>Reading Buses continues to be keen to be involved in the planning stages of any current or future traffic calming schemes and work collaborative with Reading Borough Council ensuring the best outcomes for all.</p>
3) Objection	<p>Some years ago, in the Shinfield Road consultation, the council revealed that speed cushions are unnecessary in 20 mph zones. In other roads in the area, such as Whitley Wood Lane, cars often park adjacent to the speed cushions, with one wheel in the gap between the kerb and cushion, and the other on the pavement. The result is that the buses have to drive over the cushions, leading to a rough ride and bus shaking. Therefore I favour the extension to the 20 mph zone, but oppose the speed cushions.</p>

	<p><b>Officer Comment:</b>  Officers acknowledge concerns raised by the local bus company and appreciate Northumberland Avenue is a busy bus route with high frequency of bus services in both directions. To address the concerns, officers recommend that the Sub-Committee considers a modified proposal that replaces the sets of three cushions and the raised table with sets of two speed cushions. The attached drawings show the consulted and the modified proposals.</p> <p>The recommended modified proposal is still anticipated to provide effective features that will help achieve compliance with the 20mph restriction, however, it should be noted that they will result in the loss of an intended uncontrolled pedestrian crossing.</p>
4) Support	<p>improved driver behaviour  reduction in severity of injuries  safer generally for all pedestrians  less fuel pollution</p>



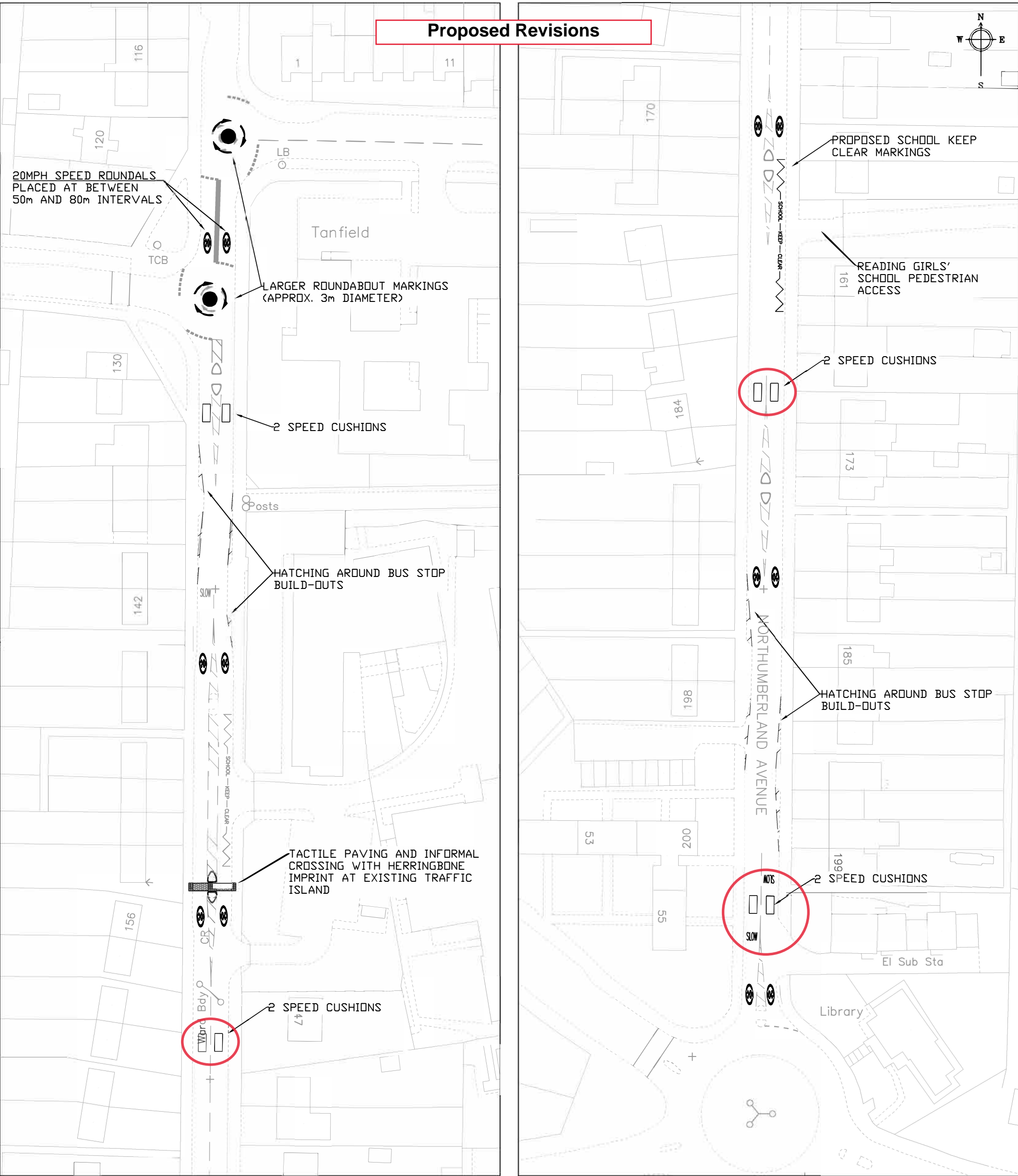
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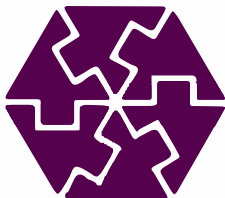
**Reading**  
Borough Council  
Working better with you

Transport  
Civic Offices  
Reading  
RG1 2LU

CAD DRAWING LOCATION:			
project			
20mph ZONES			
drawing			
NORTHUMBERLAND AVENUE PROPOSED 20MPH ZONE EXTENSION			
drawn	checked	approved	date
ED			SEPT 2019
scale	drawing no.		
N.T.S	NM/20ZONES/NORTHUMBERLAND_AVE/001		



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Borough Council  
Working better with you

Transport  
Civic Offices  
Reading  
RG1 2LU

CAD DRAWING LOCATION:			
project			
20mph ZONES			
drawing			
NORTHUMBERLAND AVENUE PROPOSED 20MPH ZONE EXTENSION			
drawn	checked	approved	date
JC			NOV 2020
scale	drawing no.		
N.T.S	NM/20ZONES/NORTHUMBERLAND_AVE/001_R1		



## Appendix 2, The Ridgeway School (Whitley Wood Road) - Feedback to Statutory Consultations

UPDATED: 09/10/2020

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Summary	Feedback received
	<b>Summary of responses:</b> <b>Objections - 0, Support - 3</b>
1) Support	keeping cars away from the crossing will help drivers to see people crossing. There are often elderly and children using that crossing.
2) Support	<p>If the surface of the crossing and the road each side remain substantially flat, then I approve the proposal for the crossing and parking restrictions.</p> <p>HOWEVER, if the implementation of the crossing includes one or more raised "tables", speed humps, speed cushions or any other deviations from a substantially flat road surface, such as those commonly used to moderate speed, THEN I WOULD OBJECT to the proposal.</p> <p>Our house, and those of our neighbours, shake enough as it is with the appalling condition of road surface in the vicinity. We certainly don't want any permanent road surface features likely to cause any banging and shaking in our homes.</p>
3) Support	Safer crossing for the parents and children. Double/Single lines to extend into Rushden Drive say as far as No 6, I should also mention that any yellow lines Double or Single should only be in effect during school times this would still give residents access to driveways. Rushden Drive is now being used as a school drop off zone, parents and children still have to cross a very busy road. Impose a 20 MPH limit around the crossing and inforce it Grass verge running up the hill to the school be made a SCHOOL DROP OFF POINT Only.

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## Appendix 2, Brunswick Street area - Feedback to Statutory Consultations

UPDATED: 21 October 2020

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Summary	Feedback received
	<b>Summary of responses:</b> <b>Objections - 0, Support - 22, Comment - 1</b>
1) Comment - Thames Valley Police	<p>Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits.</p> <p>There are two areas for which you are proposing a 20mph speed limit, Brunswick Street and Western Road, and Southcote Road, Westcote Road and Parkside Road.</p> <p><b>Brunswick Street and Western Road.</b></p> <p>There are no recorded personal injury collisions in Brunswick Street or Western Road in the last five years, so there are no casualty reduction benefits to be gained from this proposal. There was one recorded collision at the junction of Brunswick Street and Tilehurst Road which I have not counted as it is not within the boundary of the proposal.</p> <p>I have not been supplied with speed data, as requested, to show the current speed of traffic using the these roads. That said, having driven both roads I do not think that speeds are currently excessive because of the parking arrangements and width of both roads. I anticipate that the speed of traffic is already comfortably within acceptable tolerances for a 20mph limit.</p> <p>On that basis Thames Valley Police will not object to this proposal, however, if speeds are already low I would ask what this reduced limit is designed to achieve?</p> <p>In future, when consulting with Thames Valley Police in relation to reducing speed limits I will require a recent speed survey for the road in question.</p>
2) Support	We have been asking for this 20 mph for the last few years now. I Have lived on the street for over [REMOVED]

Summary	Feedback received
	and it has become a rat run for speeding drivers driving from the Tilehurst Road to the Bath Road it's a very narrow street as you know with lots of elderly and families taking the children to school in the mornings and afternoon And it's an accident waiting to happen I personally have been doing 20 miles an hour for the last two years also my house [REMOVED] and more than once I've had to jump back in my gate to avoid being run over I do hope this proposal goes ahead
3) Support	Cars speed along this road any time of day or night. This is a family street with many young and elderly alike.
4) Support	What measures will be put in place to ensure the speed is not breached?
5) Support	Cut through driver's regularly drive /race down Brunswick Street as it's a one way road linking Tilehurst Rd to Bath Rd. Many times during the day and night (waking me up)
6) Support	As a resident of Brunswick Street I regularly witness drivers speeding down our narrow one way street on a daily basis. These are drivers using it as a cut through between Tilehurst and Bath Roads. With many young children living on the street I feel it is only a matter of time before someone is hurt.
7) Support	20mph is too high a speed for such a narrow street with minimal width pavement and several yards on some stretches on one side of the street only, hampered also by the amount of vehicles which are parked on double yellow lines upon the pavements forcing many pedestrians to walk in the road. Some residents are disabled and the only safe way is to walk down the road due to the poor state of the curbs.  I propose a 10mph speed limit which would be aided with the installation of sleeping policeman type road humps which are suitable as to not cause additional road noise due to the close proximity of many bedrooms overlooking the road.  Bollards at certain locations would limit the pavement parking, particularly on the corner of Western road adjacent to the Foresters PH which would allow pedestrians to make use of the pavements, which is what they are there for.
8) Support	20mph limits are best practice for safety, noise reduction, climate, sustainability and duty of care
9) Support	On such a narrow one way street a limit of 20 mph would improve safety for cyclists, motorists and especially pedestrians as there is a section without a pavement. Some drivers using the road as a rat run onto Bath Road speed along at well over 30 mph. We even get cars going down the one way street heading towards Tilehurst Road.
10) Support	Absolutely support this - much needed to tackle dangerous speeding traffic.
11) Support	I support the proposal. A 20mph limit would improve safety and increase capacity.
12) Support	I walk and ride my kids that way all the time. It is a narrow residential street with cars. One of my children has already been hit in the area going out between parked cars, an although he suffered a minor brain injury, he survived and suffered no long term ill effects as the driver was going ~20 mph. This should not be a short cut and

Summary	Feedback received
	certainly not a high speed on where there is risk of injury/death stepping out between cars  This is even before the benefit in reduced pollution and fumes to children in the road
13) Support	To help keep residents safe all residential streets should have a 20mph speed limit
14) Support	Brunswick St is so narrow and with so much on-road parking that anything more than 20 mph poses a significant risk to pedestrians and motorists.  Furthermore as this is a residential street it is likely that children may be present in the street and hidden from motorists by parked cars, this combined with minimal street lighting presents a meaningful risk that could be easily reduced by reducing the speed limit.
15) Support	A narrow residential road with limited space, makes sense to reduce the speed limit.
16) Support	This is a narrow street with lots of cars. The pavements are narrow so pedestrians must walk on the roads. Reducing the speed limit for cars will make it safer for pedestrians and cyclists.
17) Support	I fully support this as a resident of this street. I've seen so many cars go way too fast down the road that it's just dangerous
18) Support	Given the typical usage and parking a limit of 30mph doesn't seem safe
19) Support	I'm always amazed anybody even tries to drive at more than 20mph on Brunswick Street, a narrow and heavily parked street with vestigial pavements, but they do.
20) Support	Narrow (very narrow, in places) residential street which links two busy roads. Temptation to drive too fast (>20mph) is strong.
21) Support	As residents of Glenbeigh Terrace, we support the introduction of a 20mph on Brunswick Street. However, I would state that it is often hard to drive faster than 20mph given the terrible on-street parking and narrow sections on the road (often caused by large vans) parking overnight on Brunswick Street. To reduce the on-street parking a permit scheme should be introduced as during the day the road fills up with non-residential cars who park and walk into town/Reading West station.  The pavements on Brunswick Street are in terrible condition because of the on-street parking which means that pedestrians walk in the road. Heavy vehicles like larger cars & vans parking on the kerbs have contributed to the terrible condition of pavement & kerbs. Many cyclists also cycle against the one-way street, which can be very confusing as a driver.  Reducing the speed limit to 20mph would help limit the through traffic on Brunswick Street but the biggest issue is the parking. Emergency vehicles are often unable to access Brunswick Street & as residents of Glenbeigh Terrace I have no idea how an emergency vehicle would get to us given the street parking on Western Terrace and

Summary	Feedback received
	<p>the slope that goes down into Glenbeigh Terrace. The parking makes it very difficult for us to access our house and receive deliveries etc. There are often cars parked on the corner of Western Terrace and slope of Glenbeigh Terrace which means you have to drive on the pavement which has now fallen apart.</p> <p>I think there should be a consideration for on-street electric car changing as part of this consultation, to help future proof this scheme. Especially to promote lower emissions in this residential area of RG1.</p>
22) Support	<p>I support this 20mph proposal as there has always been a problem with speeding down this road. Recently this issue has grown, so much so that my vehicle has been subjected to a hit and run <b>[REMOVED]</b>. If said restriction had been in place, it may have deterred this driver from speeding and driving so irresponsibly. I know many of my neighbours have suffered a similar situation due to speeding drivers and with the addition of a new small playground to the end of our street where parents take very young children to play, so I thoroughly support this new measure to keep everyone safe. I may even suggest adding cameras to the area as well, so we can monitor who is speeding - as sometimes a 20mph sign is not enough of a deterrent.</p>
23) Support	<p>For such a narrow, residential road this would be the safer decision to prevent accidental clips and accidents which have occurred numerous times on Brunswick and Western Road respectively.</p>

## Appendix 2, Southcote Road area - Feedback to Statutory Consultations

UPDATED: 21 October 2020

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Summary	Feedback received
	<b>Summary of responses:</b> <b>Objections - 0, Support - 2, Comment - 1</b>
1) Comment - Thames Valley Police	<p>Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits.</p> <p>There are two areas for which you are proposing a 20mph speed limit, Brunswick Street and Western Road, and Southcote Road, Westcote Road and Parkside Road.</p> <p><b>Southcote Road, Westcote Road &amp; Parkside Road.</b></p> <p>Collisions have been recorded at the junction of Southcote Road and Tilehurst Road and Southcote Road and the A4. These are not speed related or within the boundary of the scheme. there are no recorded personal injury collisions in Southcote Road or Westcote Road and only one personal injury collision on Parkside Road, a minor injury rear end shunt between two LGV's when the lead vehicle slowed to pull into the nearside.</p> <p>Again no speed data has been supplied as requested.</p> <p>Speed cushions are proposed at regular intervals along Parkside Road and Westcote Road which should regulate speed. In Southcote Road there only appears to be one set of speed cushions at the junction with Tilehurst Road and the existing road hump at the junction of the A4.</p> <p>I am concerned that speeds in Southcote Road may not be comply with DfT guidance for the setting of 20mph speed limits, it's difficult to judge without speed data. It is for the Highway Authority to ensure speeds are appropriate as speed enforcement should not be used as a tool to reduce speed on a road with an unrealistic speed limit.</p>

Summary	Feedback received
	<p>Thames Valley Police will not object to this proposal, however, I must advise you that should there be complaints of speeding on any of the roads where the speed limit is being reduced, enforcement activity will be a very low priority for Thames Valley Police.</p> <p>In future, when consulting with Thames Valley Police in relation to reducing speed limits I will require a recent speed survey for the road in question.</p>
2) Support	<p>Firstly, I would like to thank you for introducing these measures: we have asked for them several times over the years but at last, they are being implemented.</p> <p>We regularly get cars and motorcycles speeding along Parkside Road and Westcote Road not only as the rat run towards the town centre, but also in the other direction towards the Bath Road. I have spoken to local residents and they all agree that it would be preferable to have a continuous road bump rather than the two cushions system because the latter does not deter motorcycles from speeding; they just go between the cushions. If this was not the intention, would you reconsider the design to make the bumps continuous?</p> <p>Also, the Bath Road between Liebenrood Road and Berkeley Avenue and between Liebenrood Road and Burghfield Road are regularly used as drag-racing strips (other than at peak times when traffic is very heavy).</p> <p>Traffic turning into the Bath Road from Liebenrood Road frequently goes through red lights. (amber appears to be a signal to accelerate). Can anything be done about that? There have already been injuries there.</p> <p>When responding to your enquiries, it would be much quicker, simpler, cheaper and less wasteful of paper and envelopes, if we could still do so by e-mail. I think that the majority of people have access to electronic means of communication. Those that do not could still use Royal Mail. One has been able to communicate with the Planning Department for years by email.</p>
3) Support	<p>As a motorist, cyclist and resident of Westcote Road, I in general support the proposal of reducing the speed limit to 20mph, especially on Southcote Road where visibility is poor. However, I have concerns regarding the effectiveness / safety of the proposed traffic calming measures (i.e. positioning of the speed cushions), which I will detail under the relevant consultation.</p>



## READING BOROUGH COUNCIL

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 NOVEMBER 2020	AGENDA ITEM: 6	
TITLE:	CIL LOCALLY FUNDED SCHEME - REDLANDS 20MPH ENHANCEMENTS		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	REDLANDS, KATESGROVE
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 9372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

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

- 1.1 A number of Transport-related schemes have received funding from local Community Infrastructure Levy (CIL) contributions. One such scheme focussed on improving motorist compliance to the 20mph zone in Redlands Ward, noting that Kendrick Road is also partially in Katesgrove Ward.
- 1.2 Members and officers have been considering the most effective application for this funding and this report recommends a range of physical measures be implemented. Many such measures require statutory consultation, so the Sub-Committee is asked to agree to these consultations being conducted.
- 1.3 Appendix 1 provides an overview map of the area for context.
- 1.4 Appendix 2 provides drawings to show the range of physical measures proposed and a photograph to show, indicatively, the proposed parking bay islands for Kendrick Road.

#### 2. RECOMMENDED ACTIONS

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the scheme as proposed in Item 4.6 and Appendix 2 is agreed for this local CIL funding allocation.

- 2.3 That That the Assistant Director of Legal and Democratic Services be authorised to undertake the statutory advertisement processes for the applicable traffic calming features in Appendix 2.
- 2.4 That the Network & Parking Services Manager, in consultation with the Lead Councillor for Strategic Planning, Environment and Transport, be authorised to make minor changes to the proposals.
- 2.5 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to seal the applicable Traffic Regulation Orders and Officers proceed to scheme implementation.
- 2.6 That any objection(s) received following the statutory advertisements be reported to a future meeting of the Sub-Committee.
- 2.7 That no public inquiry be held into the proposals.

### **3. POLICY CONTEXT**

- 3.1 The proposals 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**

- 4.1 In 2016 a wide-area 20mph zone was introduced in east Reading, which covered an area broadly bounded by London Road, Christchurch Road, Elmhurst Road, Wokingham Road and Kendrick Road.

The area contained some existing vertical traffic calming features consisting of speed humps, cushions and tables. Features were added to this zone to ensure regulatory compliance with its 20mph zone designation, including gateway (entrance and exit) signs and regular '20' painted roundels on the carriageway surface.

However, it is acknowledged that some motorists willingly exceed the speed limit and regular Police enforcement cannot be expected.

It is disappointing that this non-compliance is occurring, but it has resulted in a Council desire for additional funding to be realised so that further measures can be introduced to facilitate improvements.

- 4.2 Non-compliance is affecting some roads more than others and the Council recently introduced additional parking bays on Kendrick Road to increase on-street parking capacity and to create situations that emulated pinch-points and chicanes using these parked vehicles. It was intended that these

would visually, and physically, narrow this otherwise long, straight and well-sighted road.

- 4.3 Funding from Community Infrastructure Levy (CIL) contributions for local schemes has been allocated to the delivery of a scheme that will enforce, or improve, motorist compliance with this 20mph zone in the Redlands Ward area. The allocated funding is £100k, to include the full project costs.
- 4.4 Members and officers have been considering how this funding can be utilised to deliver the best possible improvement in motorist speed compliance across the zone in Redlands Ward.

Discussions have taken place with Thames Valley Police regarding the potential for receiving local speed enforcement powers, or through additional Police enforcement tools/activities.

Technologies have been investigated, such as the deployment of speed activated signs that could capture vehicle details for use by the Police in issuing warning notices - much like the manned community SpeedWatch initiatives.

Although there were some positive outcomes from these explorations, it was agreed that they didn't provide wide/long enough reach for the funding that would be required.

- 4.5 It has been agreed that introducing a range of physical traffic calming features across a relatively wide area of the zone is expected to bring the greatest improvement in motorist speed compliance. Such features provide a long-term solution that are also not significantly burdensome on the Council's revenue-based maintenance budgets.

### Proposals

- 4.6 Appendix 2 provides plans to show the range of measures proposed and the area map in Appendix 1 can be used for context.

The proposed measures focus on some of the primary through-routes in the zone, where issues of non-compliance are considered to be greatest. The range of measures includes:

#### Humps/Cushions

The proposals include speed humps, which are one of the most effective measures for reducing vehicle speeds. They also include speed cushions, where it would be inappropriate for full humps due to the streets being on scheduled bus routes.

The humps and cushions are proposed to be installed to a height that is appropriate to the low 20mph speed limit (88mm ± 12mm).

#### Priority-Flow Traffic Islands (Redlands Road)

These features are designed to slow motorists by breaking the traffic flow, requiring motorists to look ahead and slow, or even stop, to let opposing traffic pass. The proposals intentionally provide two such features with opposing priorities.

These features are located away from major junctions and are not expected to significantly increase journey times across the surrounding network.

#### Junction Island (Allcroft Road)

At the junction of Allcroft Road and Kendrick Road (see the Appendix 2 drawing for Kendrick Road), it was observed that motorists were cutting across this junction. It is a wide junction and as such, the ability to cut across it did not encourage motorists on Kendrick Road to slow significantly before undertaking the manoeuvre.

By placing a relatively small island in this junction, it will force approaching motorists to turn at a steeper angle, which will necessitate them slowing on approach.

#### 'Rubber Kerbing' Build-Outs (Kendrick Road)

Item 4.2 references the additional on-street parking bays that were implemented to act like build-out's and pinch-points would in encouraging compliance with the lower 20mph speed limit. The locations of these bays are still considered as appropriate in achieving this, but the effect is reliant on there being vehicles parked in them.

Recent observations have shown that there are many vacant spaces at any given time, for which the implications of the COVID-19 pandemic is likely to be partially responsible.

It is proposed that a number of small build-outs be introduced in appropriate locations where traffic is approaching these parking bays. While the build-outs will be within the bay, they are narrow, so will not remove a significant length of available parking.

When implemented, it is intended that these build-outs will have a similar effect on approaching traffic as a parked car - the motorist will have to drive around, not through, the beginning of the bay.

Appendix 1 contains drawings to show the locations and the hatched road markings that will be installed on approach and a photograph to indicate how the features will look.

It is intended that the cycle lane segregation products from the recently removed temporary active travel scheme on Gosbrook Road are utilised in creating these build-out features. Supplemented by a reflective bollard

and hatched road markings on approach, it is expected that these features, while being visible to oncoming traffic, will be aesthetically low-impact in the area. They are also cost effective and are all products intended for permanent deployment on the Highway.

It is possible that future parking levels will increase and these features can be removed, with the products being redeployed to other schemes. It is also possible that future funding could provide opportunities for the installation of alternative feature designs.

#### Pinch-point (Redlands Road)

This proposed feature still leaves sufficient carriageway width for the two-way passing of traffic, however, narrowing the road will make this feel less 'comfortable' to do at speed. This feature is also intended to deter speeding and generally lower vehicle speeds.

#### 20mph Repeater Signs

To visually reinforce the 20mph speed limit at a relatively low cost, it is proposed that repeater signs are erected on existing street furniture (e.g. existing posts and lamp columns), primarily focussing on the following roads:

- Addington Road
- Alexandra Road
- Allcroft Road
- Craven Road
- Eastern Avenue
- Eldon Road
- Elmhurst Road
- Erleigh Road
- Kendrick Road
- Morgan Road
- Redlands Road
- Upper Redlands Road

#### Refreshing '20' Roundels (subject to funding)

It is expected that the aforementioned features will likely fully spend the allocated £100k project costs. If there is any remaining budget, it is proposed that this will be used to refresh the painted '20' roundels on the carriageway.

The priority will be those streets in Appendix 2, where new features are being introduced, and then the streets listed above.

#### Recommendation

- 4.7 It is recommended that the Sub-Committee agrees to the proposals in Item 4.6 and Appendix 2 and that it agrees for officers to proceed with the

statutory consultations that are required for many of the physical traffic calming measures (e.g. speed humps).

An independent road safety audit will be conducted, so it is recommended that, in consultation with the Lead Councillor for Strategic Planning, Environment and Transport, officers be authorised to make minor changes to the proposals in the event that this is necessary.

It is intended that the statutory consultations will commence from November 2020. Should any objections be received, it is intended that these will be reported to the Sub-Committee for consideration in January 2021.

Should there be no objections received, it is intended that the scheme will be implemented as advertised. However, if any other comments are received, Officers will still report these to the Sub-Committee in January 2021 for information.

- 4.8 It is recommended that all features are delivered together as part of a cohesive scheme delivery, whether or not they require statutory consultation. A delivery programme will be developed once the results of the statutory consultation is known, but will be dependent on the decision of the Sub-Committee if objections are received.

#### Future Proposals

- 4.9 The proposals in this report deliver a range of features across a wide area, but it is relatively costly to implement physical traffic calming features and the budget is limited. It is recognised that there are other areas of the zone that are also seeing a level of speeding and would benefit from some enhancements to the speed calming features.
- 4.10 As part of this project, officers have reviewed other streets within the Redlands Ward area of the 20mph zone to assess existing traffic calming features.

While there are a range of features, such as humps, cushions and tables, these were implemented when the area was still subject to a higher speed limit. It is considered that speed limit compliance could be improved by raising the height of these features in line with the proposals in Item 4.6.

This work will require funding to be identified, following which a further report to the Sub-Committee would need to seek approval to conduct the necessary statutory consultation to enable the adjustment.

Officers are reviewing potential funding opportunities to enable this further work to be 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 It is not anticipated that the result of the decisions arising from this report will have significant environmental implications.

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

Speed calming, such as humps and cushions, within a low-speed zone (i.e. 20mph) are intended to encourage motorists to remain at a consistently low speed. Driven thus, these vehicles should be emitting no more pollutants - potentially fewer - than without the measures.

## **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 on lamp columns within the affected area.

## **8. LEGAL IMPLICATIONS**

8.1 Notice must 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 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 The recommended proposals in this report will be funded from Community Infrastructure Levy (CIL) local scheme contributions. The allocated budget is £100k.

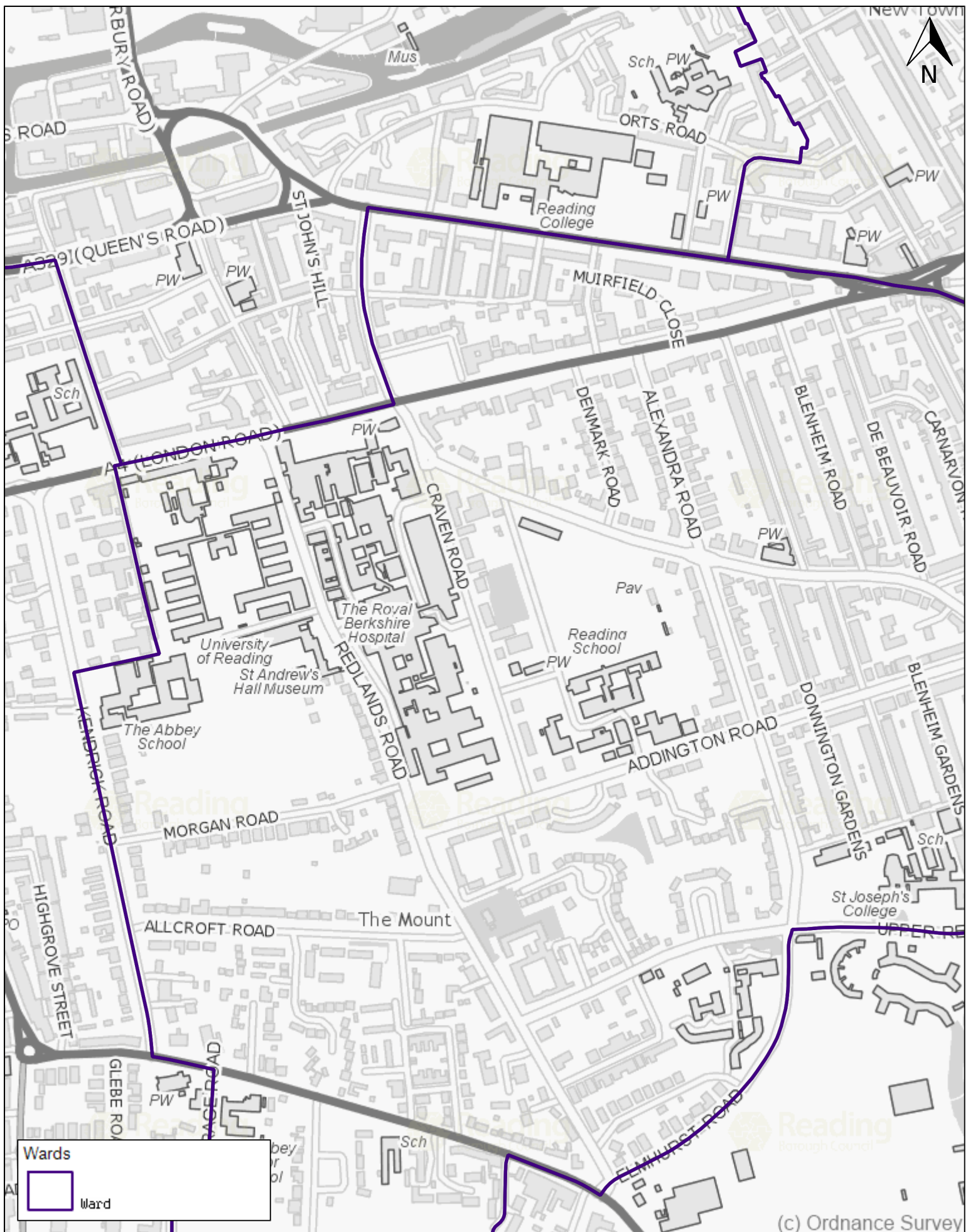
10.2 This funding will need to cover the whole project costs, including the surveys/investigation works, not just the deliverables of the resultant scheme.

10.3 Capital funding, including CIL and private funding contributions, do not provide additional revenue funding for operational and maintenance costs once a scheme has been delivered. These costs and budgetary risks have been considered as part of the scheme design.

## **11. BACKGROUND PAPERS**

11.1 Traffic Management Measures - CIL Funded Schemes (Traffic Management Sub-Committee - November 2019).



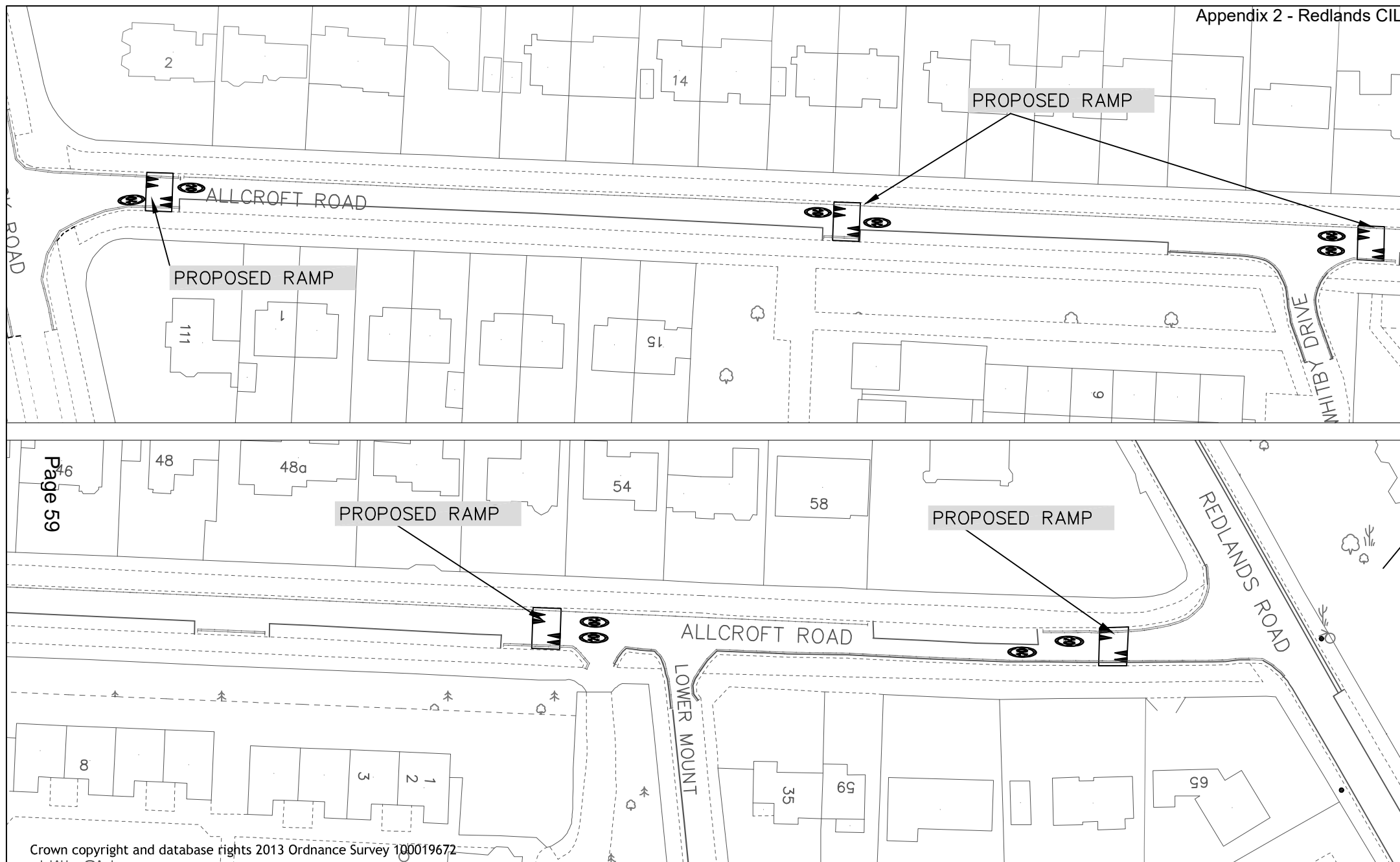


## Appendix 1: Redlands CIL - Overview Map

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Project

2020 CIL 20MPH Redlands

Drawing

Allcroft Road

Scale

N.T.S

Date  
Oct 20

Drawn JT

Checked JP

Approved JP

Drawing No.

Allcroft Road

# KEY

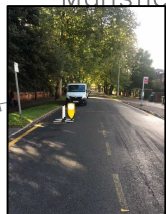
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London Road

Appendix 2 - Redlands CIL

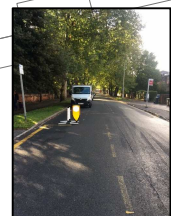
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PROPOSED SPEED CUSHIONS



PROPOSED RUBBER KERBING WITH TMP BOLLARDS AND TAPER ACTING AS TRAFFIC CALMING FEATURES

PROPOSED SPEED CUSHIONS



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PROPOSED SPEED CUSHIONS



PROPOSED RUBBER KERBING WITH TMP BOLLARDS AND TAPER ACTING AS TRAFFIC CALMING FEATURES

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PROPOSED RUBBER KERBING WITH TMP BOLLARDS AND TAPER ACTING AS TRAFFIC CALMING FEATURES

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PROJECT: 2020 CIL 20MPH Redlands

DRAWING: Kendrick Road page 1 of 2

DRAWN: JT

CHECKED: JP

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DATE: Sept 2020

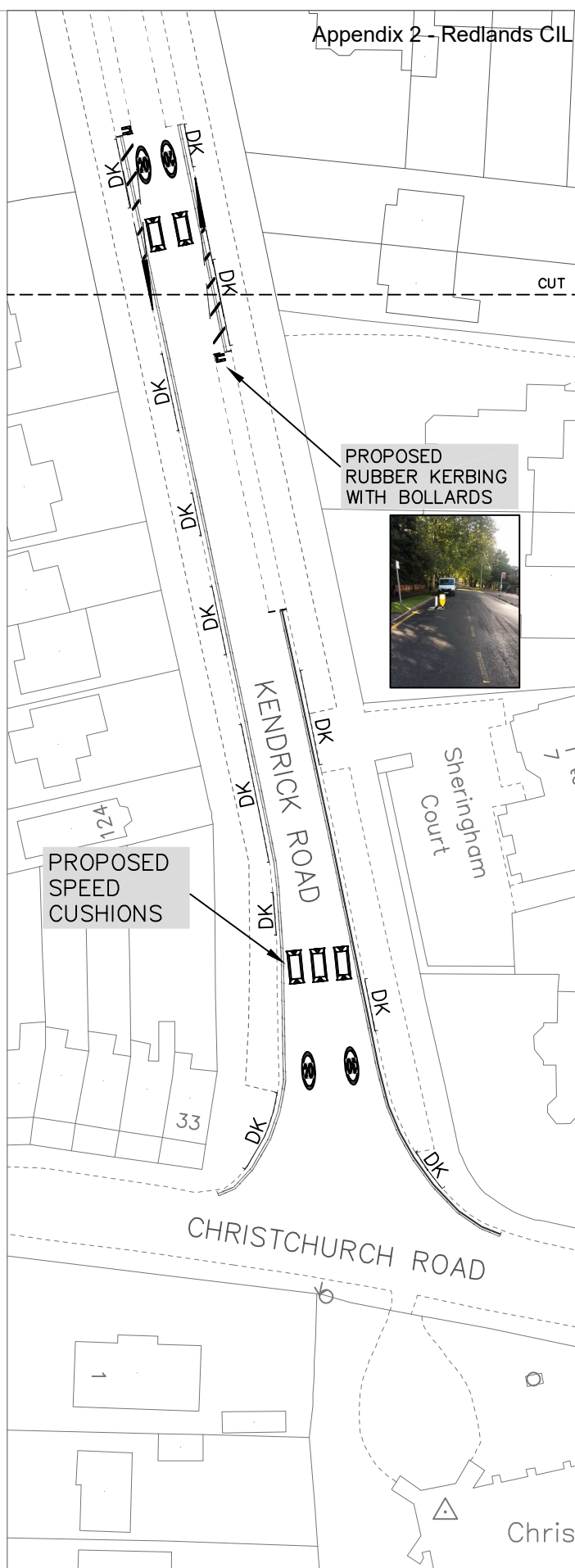
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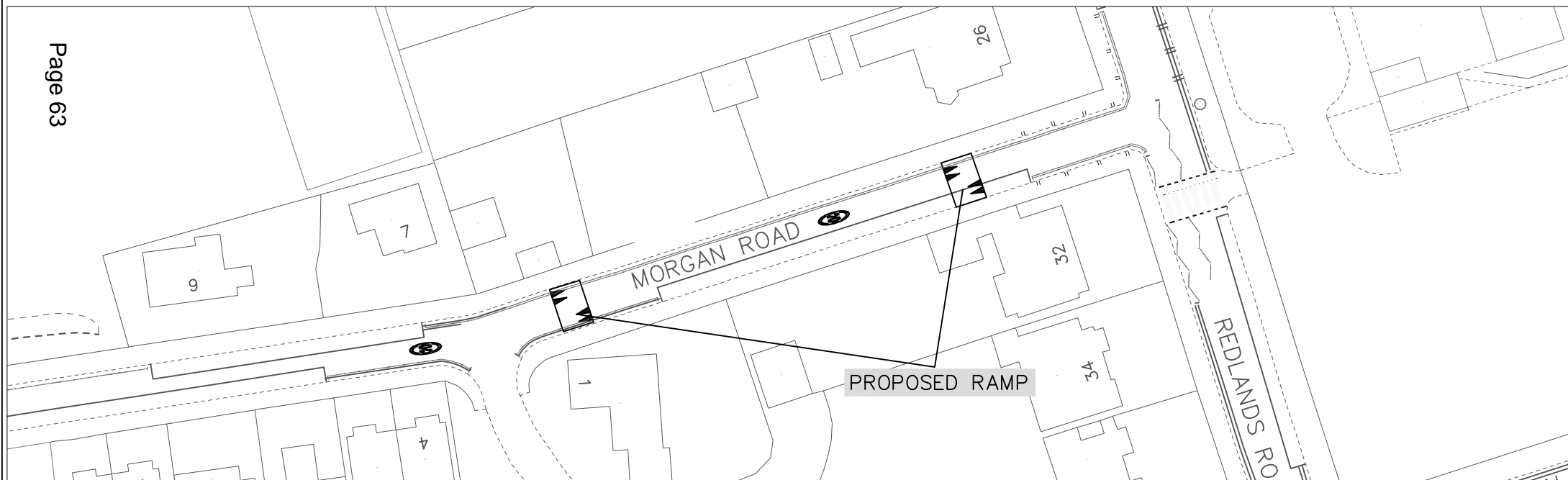
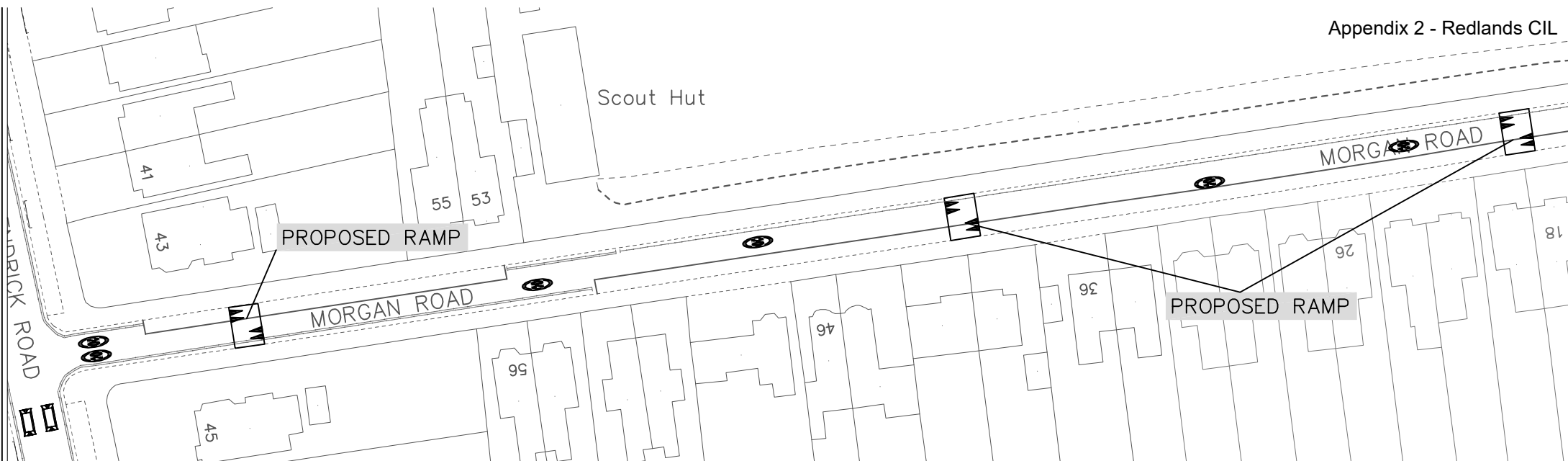


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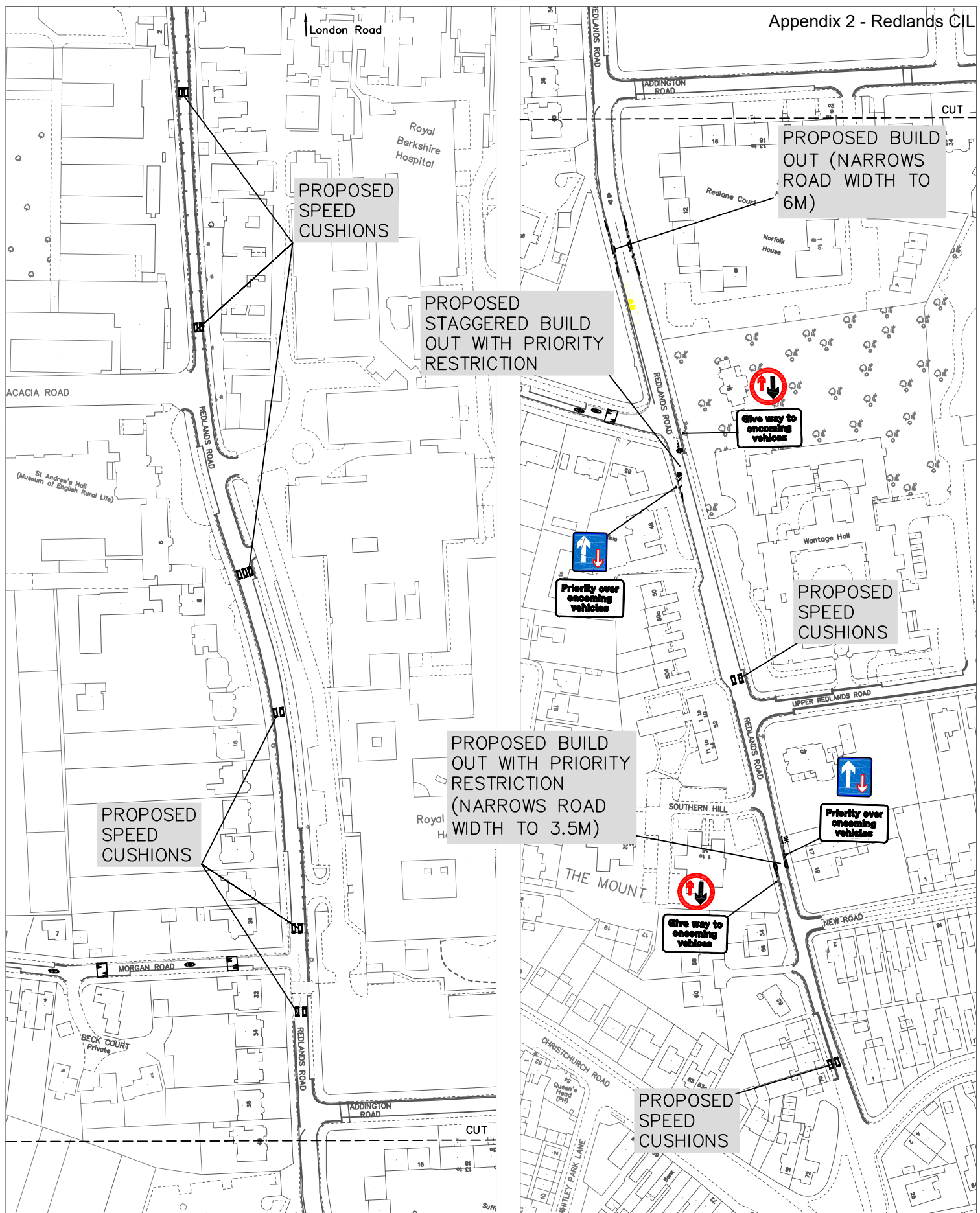


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## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>12<sup>th</sup> NOVEMBER 2020</b>	<b>AGENDA ITEM:</b>	<b>7</b>
<b>TITLE:</b>	<b>ON-STREET PAY AND DISPLAY (OXFORD ROAD AND WOKINGHAM ROAD LOCAL CENTRE) TARIFFS</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING &amp; TRANSPORT</b>
<b>SERVICE:</b>	<b>PLANNING, TRANSPORT AND REGULATORY SERVICES</b>	<b>WARDS:</b>	<b>NORCOT, BATTLE, ABBEY, PARK</b>
<b>LEAD OFFICER:</b>	<b>SIMON BEASLEY</b>	<b>TEL:</b>	<b>0118 937 2228</b>
<b>JOB TITLE:</b>	<b>NETWORK AND PARKING MANAGER</b>	<b>E-MAIL:</b>	<a href="mailto:simon.beasley@reading.gov.uk">simon.beasley@reading.gov.uk</a>

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

- 1.1 To seek approval for an on-street pay and display tariff along the Oxford Road (two sections) and Wokingham Road local centre.
- 1.2 To retain the current 30-minute free parking within the Oxford Road local centre (Bedford Road to Grovelands Road) and set a tariff of charges between 8am to 8pm up to a maximum stay of 2 hours.
- 1.3 To retain the current 30-minute free parking within the Wokingham Road local centre and set a tariff of charges between 8am and 8pm up to a maximum stay of 2 hours.
- 1.4 To set a tariff of charges on the Oxford Road between the town centre and Bedford Road between 8am to 8pm
- 1.5 The tariffs for each section are set out in 5.5.

#### 2 RECOMMENDED ACTION

- 2.1 That members of the Sub-Committee note this report.
- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to undertake the statutory advertisement processes for the tariffs set out in 5.5.

### **3. POLICY CONTEXT**

- 3.1 The proposals 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.
- 3.2 Increasing the maximum stay time from the current 30 minutes to 2 hours provides greater opportunity for people to visit local businesses for longer and support the local economy.
- 3.3 The management of parking is a duty placed on the council under the provisions of the Traffic Management Act 2004.

### **4. BACKGROUND**

- 4.1 The current on-street parking along the Oxford Road and Wokingham Road local centres only allows 30 minutes maximum stay (with no return within 1 hour). This 30-minute parking period is difficult to enforce as a Civil Enforcement Officer is required to return after 30 minutes of the initial observation then allow a 10-minute mandatory grace period before enforcement action. Consequently, the 30-minute parking on the Oxford Road results in significant abuse with cars parked longer than the restriction allows thus reducing access to the businesses and services being offered.

### **5. PROPOSAL**

- 5.1 In determining the changes to the waiting restrictions within the Oxford Road and Wokingham Road local centres it is clear the current 30-minutes parking is not long enough for most of the activities that take place. For example, there are many beauty shops and hair salons along the Oxford road and 30-minute parking is not long enough to allow customers to use these services. Consequently, there is much abuse of the waiting restrictions which are also difficult to enforce. This abuse makes it very difficult to find a space on-street at times which will be having a negative impact on trade, particularly passing trade. Despite these challenges there is a thriving economy within these two local centres and improved management of the on-street parking, with an extended parking time, will improve access to kerbside space and increase business.
- 5.2 This proposal extends the maximum length of stay in both the Oxford Road and Wokingham Road local centres from 30 minutes to 2 hours. For the section of Oxford Road from the town centre to Russell Street it is proposed to adopt the town centre charging model but with a cheaper initial 20 minutes of 50 pence. This promotes the local businesses whilst avoiding the additional time just being an extension of parking for the town centre. The remainder of the Oxford Road (local centre) and Wokingham Road local centre the initial 30 minutes remains free as it is now with the increased 2 hours maximum period charged. This strikes a balance in promoting local business whilst encouraging more sustainable localised travel for longer stays thus helping the Council achieve its climate emergency objectives.

- 5.3 In the development of this scheme consideration was given to the local parking needs and how other on-street parking schemes had performed. As already highlighted these local centres only allow for 30-minutes parking. But, within the Oxford Road in particular, there is also a mix of loading bays, goods only loading bays and disabled parking bays. These are free and remain free as a result of this proposal. In addition, free parking is provided at Tesco with the large car park accessible from Portman Road and the smaller car park on the Oxford Road. The free parking as a part of the resident permit scheme within the side streets will remain as it was before so there is no change. Furthermore, disabled drivers can park in the P&D bays without paying as long as they display their blue badge.
- 5.4 The pay and display scheme for both Oxford Road and Wokingham Road local centres have already gained approval and the statutory processes are complete. The purpose of this report is to agree the tariff for the extended parking period.

5.5 The proposed tariffs are:

Oxford Road

- Section 1: Town Centre to Bedford Rd - Tariff to reflect town centre structure and tariff but with a reduced charge of 50p for the initial 20 minutes.
  - up to 20mins 50p
  - up to 40 mins £1.20
  - up to 1 hour £1.60
  - up to 1 hour 20 mins £2.20
  - up to 1 hour 40 mins £2.70
  - up to 2 hours £3.20
- Section 2: Local Centre - Bedford Road to Grovelands Road first 30mins free - remainder of the tariff in 30- minute segments up to a maximum stay of 2 hours:
  - up to 30mins free
  - up to 1 hour £1.60
  - up to 1 ½ hour £2.50
  - up to 2 hours £3.20

Wokingham Road local centre

- up to 30mins free
- up to 1 hour £1.60
- up to 1 ½ hour £2.50
- up to 2 hours £3.20

## 6. FINANCIAL IMPLICATIONS

- 6.1 None from this report as the principles of on-street charging for both the Oxford Road and Wokingham Road local centre has already been established and agreed. The income generated from on-street parking charges is used to support the transport services offered by the council.

## 7. CONTRIBUTION TO STRATEGIC AIMS

7.1 On-street parking charges support 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

## **8. COMMUNITY ENGAGEMENT AND INFORMATION**

8.1 Statutory consultation of on-street parking charges for both the Oxford Road and Wokingham Road local centre has already been advertised and objections considered by the Traffic Management Sub-committee. Setting of the tariff requires a public notice within the local media.

## **9. EQUALITY IMPACT ASSESSMENT**

9.1 Under the Equality Act 2010, Section 149 the Council must, in the exercise of its functions, have due regard to the need to:

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

9.2 Setting a parking tariff has no direct impact on any groups with protected characteristics.

## **10. LEGAL IMPLICATIONS**

10.1 A 'Notice of Variation of Charges of On Street Parking Places' will be made and locally advertised in accordance with the Road Traffic Regulation Act 1984.

## **11. ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS**

11.1 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the draft Climate Emergency Strategy this figure is lower in Reading with transport accounting for around 20% of carbon emissions, however significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.

## **12. BACKGROUND PAPERS**

12.1 Traffic Management Sub-committee reports.

## READING BOROUGH COUNCIL

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 <sup>th</sup> NOVEMBER 2020	AGENDA ITEM: 8	
TITLE:	DEPARTMENT FOR TRANSPORT ROADS POLICING REVIEW		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	PLANNING, TRANSPORT AND REGULATORY SERVICES	WARDS:	ALL
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK AND PARKING MANAGER	E-MAIL:	<a href="mailto:simon.beasley@reading.gov.uk">simon.beasley@reading.gov.uk</a>

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

- 1.1 To inform members of the sub-committee of our response to the Government's (Department for Transport (DfT)) roads policing review.
- 1.2 Appendix 1 - Our submitted response to the roads policing review.

#### 2 RECOMMENDED ACTION

- 2.1 That members of the Sub-Committee note this report and the response to the Department for Transport (DfT) Roads Policing Review.

#### 3. POLICY CONTEXT

- 3.1 The response to the roads policing review align with the principles of the Council's Local Transport Plan (LTP) in making our roads safer and to meet the objectives of the Local Cycling, Walking and Infrastructure Plan (LCWIP) and the priorities set out in the Council's Corporate Plan.

#### 4. BACKGROUND

- 4.1 Since 2010 there has been a plateauing in the number of people killed and seriously injured on our roads nationally after years of steadily declining numbers. In response the Department for Transport (DfT) has instituted a roads policing review working with the Home Office, the National Police Chiefs'

Council and other agencies. As part of this review the Government is exploring how we can better use intelligence to target dangerous behaviours, how technology can assist in enforcing road traffic law now and in the future and also how to better understand the value of enforcement in influencing road user behaviour and the current enforcement capability. The review seeks to identify what makes a difference and how the capability and capacity of enforcement services can be enhanced.

4.2 Nationally there is an average of 5 fatalities and 68 serious injuries every day on Britain's Roads. Since 2010 this has remained relatively constant.

4.3 The police are the primary enforcement agency but the wider policing landscape has become much more complex in the last ten years. Roads policing in England and Wales is provided by the 43 geographically based police forces each led by a Chief Constable and answerable to a locally elected Police and Crime Commissioner (PCC). Roads policing is shaped and targeted according to local priorities. Local authorities have also adopted a role in enforcement which, rather than safety, primarily relates to managing traffic flow through enforcement of bus lanes, parking and, in London, other moving traffic offences such as box junctions.

## **5. OUR SUBMITTED RESPONSE**

5.1 Our full response to the roads policing review is shown as Appendix 1

## **6. FINANCIAL IMPLICATIONS**

6.1 None from the work in responding to the Roads Policing Review. However, our response highlights the reinvestment opportunity from local highway authority involvement in wider enforcement activities.

## **7. CONTRIBUTION TO STRATEGIC AIMS**

7.1 Our response 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

## **8. COMMUNITY ENGAGEMENT AND INFORMATION**

8.1 None from the work in responding to the Roads Policing Review. However, our response to the review is made public for information as particularly speeding within residential streets is of real concern for many.

## **9. EQUALITY IMPACT ASSESSMENT**

9.1 Under the Equality Act 2010, Section 149 the Council must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act.

- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9.2 Our submission to the Roads Policing Review has no direct impact on any groups with protected characteristics.

## **10. LEGAL IMPLICATIONS**

10.1 None from the work in responding to the Roads Policing Review. Moving traffic offence enforcement and for local authorities to be more involved in speed enforcement requires a change in national legislation.

## **11. ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS**

11.1 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the draft Climate Emergency Strategy this figure is lower in Reading with transport accounting for around 20% of carbon emissions, however significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.

11.2 Wider responsibilities for moving traffic offences and speed enforcement will support a step-change in transport infrastructure and services and a shift towards sustainable and clean modes of transport as attractive alternatives to private vehicles.

## **12. BACKGROUND PAPERS**

12.1 None.

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**DfT Roads Policing Review, October 2020****Submission by Reading Borough Council****Question 1****Why do you think road casualties have remained fairly constant?**

The fall in road casualties achieved prior to 2010 reflect the casualty reduction targets, investment and resources achieved by previous government policy. For example, the money generated through speed cameras was reinvested through local government and partnership arrangements with their respective police service. These resources were then invested in casualty reduction initiatives with clear targets.

The Safer Roads Partnerships brought together local highway authorities and police with a common focus on partnership working to reduce road casualties. Disbanding the Safer Roads Partnerships in 2010 and the lack of any clear road safety policy (with targets) set by central government has stalled the reduction in road casualties. We believe road casualties have remained fairly constant due to advances in car safety and the protection offered to drivers and passengers. This has been at the expense of other, more vulnerable, road users who previously benefitted from the investment made by local highway authority and police resources. The casualty data speaks for itself in that pedestrian and cycle casualties have increased within in urban areas with serious injuries increasing overall.

**Question 2****what does the evidence suggest has the most impact on reducing deaths on the road?**

The evidence suggests any lack of clear government policy with inadequate resources. This limits the effectiveness of what local highway authorities and police can achieve independently. The overall reduction in public funding has led to a fragmented approach to road safety. For issues such as speeding the evidence prior to 2010 indicates that a partnership approach between local highway authorities was effective in reducing casualties. This is seen particularly within the urban environment where speed management through effective traffic management and enforcement has the most significant impact on reducing road deaths. The evidence is obvious where urban areas have a greater mix of users than the rural environment. This leads to a greater risk to the most vulnerable of road users. Casualty statistics show that the urban environment is high risk to the most vulnerable road users. The impact of COVID, resulting in less traffic and increased speed, has led to more serious injury particularly in the urban environment. Complaints, particularly of speeding, have also risen with reduced traffic and quieter roads.

### **Question 3**

**what evidence led initiatives demonstrate what could be done to help reduce road traffic casualties.**

The evidence of improved road safety up to 2010, and lack of progress since then, demonstrates the value of funding and partnership working. Influencing behavioural change can be achieved through consistent enforcement. Compliance with traffic law and traffic regulations, resulting in behavioural change, will have the greatest impact on reducing traffic casualties. Ultimately this will be achieved through technology and advances in driverless cars. But in the meantime, the use of technologies such as CCTV increases the chances of being caught and this will improve behaviour. Longer term, with the vehicle programmed to comply with traffic restrictions and speed limits, human error and bad behaviour can be much reduced if not entirely eradicated.

### **Question 4**

**can you provide examples or empirical evidence demonstrating a relationship between road traffic law enforcement and compliance with road traffic law?**

Bus lane enforcement using CCTV with Automatic Number Plate Recognition (ANPR) is a good example of how compliance and behavioural change can be achieved. Reading Borough Council's latest published report:

<https://images.reading.gov.uk/2020/01/Parking-Services-Annual-Report-2018-2019.pdf> shows a steady decrease in bus lane contraventions of 25% from the previous year. This a pattern that we have seen year on year within established bus lanes with CCTV enforcement. Newly introduced bus lanes with CCTV enforcement does see an initial high point in contraventions that falls significantly after the first year.

We also have very specific example of CCTV enforcement of a school keep clear marking. This shows how behaviour of regular users can be influenced very quickly by enforcement action resulting in very high compliance in a short time period.

It is also quite evident that the Highways Agency secures considerable compliance with reduced motorway speed limits through the use of average speed camera enforcement.

### **Question 5**

**can you provide any examples or empirical evidence identifying the causal relationship between enforcement and road collision casualty numbers?**

As a local highway authority, we are not able to evidence this today. This was one of the advantages of the properly funded safer road partnerships where the sharing of data led to evidence-based initiatives that made a difference.

### **Question 6**

**can you provide any evidence or examples that road traffic enforcement can disrupt or detect other non-motoring criminality?**

As a local highway authority, we are not party to the information to show such linkages. However, we believe ANPR and barrier managed car parks significantly reduces vehicle crime within car parks.

### **Question 7**

**what else alongside enforcement such as education or examples of use of technology and signage has been evidenced to increase compliance?**

Signing of average speed camera enforcement at motorway road works is a good example of creating a situation where drivers are uncertain as to where enforcement is active. Due to the distance of average speed enforcement the only certainty for the driver is to not exceed the speed limit to avoid any enforcement action. There is a well-documented case of road works on the M4 at Reading where average speed enforcement infrastructure and signing existed but without the use of cameras. Despite the lack of enforcement, driver behaviour was influenced by the presence of the signing and camera infrastructure. During this time compliance with the temporary speed limit was similar to that expected if cameras had been installed and used. Fixed point speed camera housings which are highly recognisable have the same effect on driver behaviour where there is no way of knowing if a camera is installed.

The educational courses offered as a result of speeding helps individual drivers understand and appreciate the impact of their behaviour and what may happen as a result. These courses are largely seen as being positive but there appears to be a lack of evidence to support any long-term behaviour change.

There is much evidence that physical traffic calming features improves driver compliance with speed limits. However the highest impacting traffic management measures (such as full width road humps) are also the least popular and limited in where they can be used. This is due to their impact on public transport vehicles and emergency services.

Physical width restrictions are effective in preventing oversized vehicles from reaching restricted areas. However, the effectiveness of some of these measures is lost with larger cars with improved safety features and comfort. For example, speed cushions are less effective today in deterring drivers in large family vehicles, such as SUVs.

Width restrictions can also be of limited effectiveness against the most determined of drivers. Additional measures, including protecting footpaths and verges, are often needed today to ensure width restrictions are not abused.

### **Question 8**

**how have improvements in design and technology of vehicles such as collision avoidance systems impacted upon road safety?**

The casualty statistics show how safer vehicles have reduced casualty rates. Side impact protection systems and airbags have resulted in fewer driver and passenger road deaths and less serious injury. Many cars have improved information systems through technology but this can be ignored or disabled by drivers.

### **Question 9**

**in respect of commercial vehicles can you provide any evidence or examples that current levels of enforcement by police and or DVSA\* and the sanctions that follow are an effective deterrent to encourage compliance?**

As a local highway authority we are not party to this information.

\* The Driver & Vehicle Standards Agency (DVSA) also cover MOT tests, driving & operator licences, vehicle recalls - therefore they have a significant role to play in enforcement activities.

### **Question 10**

**If not can you provide any evidence or examples of how enforcement or sanctions could be changed to achieve improved compliance.**

Enforcement of many HGV restrictions should become a moving traffic offence enforceable by the local highway authority. Initial penalties should be the responsibility of the driver and should not be picked up by the operator. More serious offences should remain with the police and DVSA but with the ability of sharing information and data with the local highway authority in partnership.

### **Question 11**

**can you provide evidence or examples of where enforcement of road traffic law can benefit congestion management and air quality?**

The ability of London authorities to enforce against moving traffic offences has shown improved traffic flow and less congestion. Enforcement of yellow box markings is an obvious example. There are many situations where junctions become blocked resulting in increased congestion. This will knock on to road based public transport resulting in it becoming a less attractive travel choice. If public transport is left to sit in the same congestion as all other road users, there is little point in leaving the car at home and getting on the bus. An effective public transport service can and will improve both congestion and air quality.

We warmly welcome the confirmation by the DfT in 'Gear Change' (Sept 2020, p30) that "we will commence the remaining elements of the Traffic Management Act 2004, allowing local authorities, rather than the police, to enforce against moving traffic offences....."

**It is urgent and essential that these powers are commenced as soon as possible.**

Chargeable congestion and low emission zones, backed up by effective enforcement, can be a major factor in reducing congestion and improving air quality. However, without an effective national policy towards road charging schemes there is a real risk that ad hoc schemes will undermine local economies.

#### **Question 12**

**is there evidence to show how prosecutions contribute to road safety?**

As a local highway authority, we are not party to this information.

#### **Question 13**

**can you provide evidence or examples in particular the use of technology of what could be done to better enable and equip those charged with enforcing traffic laws?**

Moving traffic offence enforcement in London is an example of what can be achieved if local highway authorities were able to do the same in the rest of England. We reiterate that we warmly welcome the confirmation by the DfT in 'Gear Change' (Sept 2020, p30) that "we will commence the remaining elements of the Traffic Management Act 2004, allowing local authorities, rather than the police, to enforce against moving traffic offences....."

**It is urgent and essential that these powers are commenced as soon as possible.**

Bus Lane enforcement is a good example of how consistent enforcement can change driver behaviour.

The use of CCTV/ANPR technology for parking offences prior to 2010 also improved compliance when used responsibly. Areas that generate a large turnover of vehicle through deliveries and customers saw improvements with CCTV enforcement, for example, reducing abuse of loading restrictions.

Average speed enforcement should be developed for use in more complex road networks as managed by local highway authorities. Any enforcement must be consistent, or for drivers to believe there is a very real risk of being penalized, for it to be fully effective in influencing behaviour.

Due to the more complex nature of the local road network average speed camera technology may be more difficult to achieve. But, average speed camera technology does have a role within the local road network to help meet local concerns where speeding occurs.

Thames Valley Police do not prioritise 20mph enforcement as 20mph is expected to be self-enforcing. Unfortunately, even with traffic calming where it exists, driving in excess of 20mph is commonplace. The local road network could benefit from extensive average speed enforcement which would have a positive impact on other and more vulnerable road users. Speed enforcement technology (and many other speeding initiatives) benefitted significantly through hypothecation of speed

camera fines. Further benefits could be achieved with a similar model where technology has moved on significantly in the last 10 years.

Moving traffic offence enforcement in London by local highway authorities have achieved higher levels of enforcement than police resources could achieve. The obvious use of technology is CCTV and ANPR technologies. This is already widely used in London for moving traffic offences, and across the rest of England for bus lane enforcement. Red route enforcement can also be done using CCTV.

What CCTV/ANPR enforcement succeeds in doing is providing a total and consistent approach where there is a strong likelihood of being caught in contravention of the restriction. Where there is a real risk of being caught drivers will comply and behaviour is changed. Parking enforcement through civil enforcement officers is more ad hoc and leads to continued abuse where resources are limited. Within this context the use of CCTV/ANPR enforcement is far fairer where there is a higher likelihood of being caught than the ad-hoc civil enforcement officer approach. The local highway authority should have a role to play enforcing traffic order contraventions and through technology this will be effective.

#### **Question 14**

**can you provide evidence of existing approaches to enforcement or available technologies that could inform the future shape of road traffic enforcement by police and other agencies?**

Speed enforcement technology (and many other speeding initiatives) benefitted significantly through hypothecation of speed camera fines prior to 2010. Involving local highway authorities in speed enforcement, particularly for urban speed limits, could achieve results such as those delivered through bus lane enforcement.

Moving traffic offence enforcement in London, by local highway authorities, has achieved higher levels of enforcement than police resources can deliver.

Local highway authorities such as Reading could play a much more active role in speed enforcement, particularly in enforcing 20 mph speed limit zones.

Local authorities, like Reading, are under continuing and understandable public pressure to extend the number of 20mph zones. We wish to do this but it obviously results in increased need for effective and regular enforcement.

However, it is clear that Thames Valley Police has a declared policy of not supporting 20mph speed enforcement. This may be justified by the police in terms of reduced resources and the need to focus on higher policing priorities, but it leaves an entirely unacceptable situation for locally elected representatives. We need therefore to have the powers to devise more effective methods for enforcing 20mph zones.

Whilst we are not calling for a total decriminalisation of speed enforcement we believe that there is considerable scope to enable local highway authorities to enforce contravention of speed limits up to a certain threshold, e.g. 40mph.

With improved technology and the availability of average speed enforcement through ANPR technology we would wish to take forward initiatives within Reading.

We believe that local authorities such as Reading that are willing and keen to pilot local speed enforcement should be allowed to bring forward such measures. As part of this we would require the fines to be reinvested in further enforcement and environmental measures, as is currently required from bus lane penalties and parking contraventions.

By enabling local highway authorities to become more involved in speed enforcement the police are released to pursue more serious crimes.

Reading Borough Council therefore calls on the Department for Transport, Home Office, Thames Valley Police and the Police and Crime Commissioner for the Thames Valley to work with us to take forward such speed enforcement initiatives in Reading.

**5<sup>th</sup> October 2020**

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