

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

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3 November 2021

Your contact is: Richard Woodford - Committee Services

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 11 NOVEMBER 2021

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 11 November 2021 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

<u>ACTION</u>	<u>WARDS AFFECTED</u>	<u>Page No</u>
1. DECLARATIONS OF INTEREST		
2. MINUTES OF PREVIOUS MEETING		5 - 16
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		
	To receive petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.	

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5. READING STATION SOUTH EAST TAXI RANKING: RESULTS OF STATUTORY CONSULTATION **ABBEY** **17 - 24**

A report proposing that the Sub-Committee give officers authorisatin to seal the Traffic Regulation Order and proceed to implement the waiting restriction changes reported to the previous meeting and asking that the responses that had been received following the statutory consultation that was carried out between 14 October and 4 November 2021 is considered.

6. CIL LOCALLY-FUNDED SCHEMES 2021 - RESULTS OF STATUTORY CONSULTATION **KENTWOOD; REDLANDS; TILEHURST** **25 - 48**

A report informing the Sub-Committee of objections received during the statutory consultations for the agreed proposals and asking that the objections are considered and the outcome of the proposals concluded. The report also asks the Sub-Committee to approve a new statutory consultation for amendments to the Norcot Road Red Route restriction should it be necessary for the implementation of the scheme.

7. CAVERSHAM PRIMARY SCHOOL ZEBRA CROSSING - RESULTS OF STATUTORY CONSULTATION **THAMES** **49 - 64**

A report asking the Sub-Committee for a decision on the outcome of a statutory consultation for the proposed implemenation of a new zebra crossing intended to support active travel to and from Caversham Primary School and asking for the feedback that had been received during the statutory consultation to be considered.

8. RED ROUTE WEST: NORCOT ROAD AND OXFORD ROAD BAYS **BATTLE; KENTWOOD; NORCOT** **65 - 78**

A report on the Red Route West, Norcot and Oxford Road Bays.

9. EXCLUSION OF PRESS AND PUBLIC

The following motion will be moved by the Chair:

“That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the following item on the agenda, as it is likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act”

10. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

**ABBEY; 79 - 156
BATTLE;
CAVERSHAM;
KATESGROVE
; MINSTER;
PARK**

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

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Present: Councillors Ayub (Chair for all items except item 16), Hacker (Vice Chair in the Chair for item 16 and present for items 11 to 16) Barnett-Ward, Duveen, Ennis, Gittings, Leng, Mitchell, Page, R Singh, Terry and Whitham.

Apologies: Councillor Stanford-Beale.

11. DECLARATIONS OF INTEREST

Councillor Ayub declared an interest in item 16 on the grounds that he owned a hackney carriage.

12. MINUTES

The Minutes of the meeting of 16 June 2021 were confirmed as a correct record and signed by the Chair.

13. QUESTIONS

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

Questioner	Subject
Councillor Whitham	Tackling Congestion and Tackling Air Quality with new Powers

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

14. PETITIONS

(a) Petition request for Parking for Permit Holders Only in Palmer Park Avenue

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of a petition requesting the Council that the Resident Permit Parking restrictions on Palmer Park Avenue be changed to Resident Permit Parking only. This would be in place of the current restrictions that allowed visitor (non-permitted) parking for up to two hours between 8.00 am and 8.00 pm.

The petition read as follows:

"We the undersigned are concerned about our ability to park near our homes due to the existing residents parking scheme in operation in our road. As a narrow one-way road parking is only permitted on one side of the road and our problem is that we can return home only to find there is nowhere for us to park. This can be particularly difficult for families with small children, elderly or infirm residents and others returning home with the weeks shopping.

The existing arrangement which has been in place for several years allows non-residents to park for up to 2 hours which we believe is the cause of our difficulties.

We would like to see the scheme altered to remove this 2 hour option for non-residents, so it becomes a 'resident only' scheme.

We would ask that the scheme could be reviewed to help alleviate our situation."

The report stated that the petition contained 72 signatures and explained that the restrictions in Palmer Park Avenue had been in place for many years and permitted up to two hours of parking, free of charge and without the need to display a permit, between 8.00 am and 8.00 pm daily. At all other times the vehicle had to have a valid zone 14R parking permit. Palmer Park sat within the same parking zone as its surrounding streets, which were introduced as part of the East Reading Resident permit parking scheme. This scheme had been introduced with a combination of restrictions, which included permit parking only in some streets and others enabling daytime limited parking. This combination had been intended to be a good compromise between maximising capacity, while balancing parking flexibility for visitors. A restriction that implemented Resident Permit Parking only would require every parked vehicle to have a valid parking permit. Residents would need to arrange visitor permits for friends and family and tradesperson permits (or similar) in advance should they require any maintenance work on their properties.

At the invitation of the Chair, lead petitioner Amjad Tarar attended the meeting and addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That the request be investigated and developed as part of the 2021B Waiting Restriction Review programme;
- (3) That the lead petitioner be informed accordingly.

15. PETITION RESPONSE: IS 20 PLENTY IN THE RESIDENTIAL STREETS OFF THE OXFORD ROAD

Further to Minute 44 of the meeting held on 4 March 2021, the Executive Director for Economic Growth and Neighbourhood Services submitted a report proposing that the request for a 20mph zone to be implemented across a number of residential streets off the Oxford Road should be added to the Requests for Traffic Management Measures list. An overview of traffic calming considerations for 20mph zones was attached to the report at Appendix 1.

The report also proposed that the development of the scheme should be considered for implementation as part of the Oxford Road Corridor Study, should there be remaining funding available for this purpose, following delivery of the core scheme elements and that representative speed surveys should be conducted as these would be required prior to development of any new 20mph schemes and could help inform the measures required to improve compliance.

At the invitation of the Chair, Councillor Lovelock, Norcot Ward Councillor, attended the meeting remotely and addressed the Sub-Committee in support of the proposals and suggested that local CIL funding could be used to deliver the scheme.

The Sub-Committee discussed the report and Councillor Hacker proposed that traffic calming and speed enforcement measures for a 20mph zone should be noted as an estimated £100k bid for future local CIL funding.

Councillor Page reported the CIL funding had been used for Traffic Management Measures around the hospital and that in this case although the measures that would be proposed were not known at this stage, £100k was an appropriate bid. Any final decision would be made collectively by Councillors and further reports would be produced by officers.

Resolved -

- (1) That the report be noted;
- (2) That the request for a 20mph zone, as outlined in the petition received at the previous meeting, be added to the Requests for Traffic Management Measures list;
- (3) That officers conduct representative speed surveys within the proposed 20mph zone area and share the results with Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport;
- (4) That the lead petitioner be informed accordingly, following publication of the agreed minutes;
- (5) That traffic calming and speed enforcement measures for a 20mph zone across a number of residential streets off the Oxford Road be noted as an estimated £100k bid for future local CIL funding.

16. READING STATION SOUTH-EAST TAXI RANKING PROPOSALS FOR STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval for officers to carry out statutory consultation on a proposal that would maintain taxi-ranking at the Reading Station ‘horseshoe’ rank, while considering the needs of the Station Hill development construction and the competition for kerb space and access with the town centre. A plan showing the proposal for statutory consultation was attached to the report at Appendix 1.

The report stated that it had been confirmed that Garrard Street, the taxi feeder route for the horseshoe rank, would remain as adopted public Highway and could remain open following the completion of the Station Hill redevelopment. The report therefore proposed that in seeking viable taxi feeder options for the rank, that Garrard Street should remain a linking route with the existing enforced ‘gate’ restriction at the Station Road link to remain in place. It was also proposed that the existing small taxi feeder bay at the eastern end of Garrard Street should be retained as this would enable a small number of taxis to wait and feed the horseshoe rank with line-of-sight, as they currently did. Due to the long term development works it was proposed that parking restrictions were placed along the remainder of Garrard Street to prevent parking. This would inevitably become a request of Temporary Traffic Regulation Orders but, the ‘permanent’ implementation would provide a clear and consistent approach. These parking restrictions would also replace the Pay and Display bay to the east of Merchants Place, which had been proposed initially as the

temporary taxi feeder rank facility. This had generated local noise complaints and was not considered a suitable location for such a facility. Although this would reduce the feeder ranking capacity on Garrard Street, it would be the case through temporary restrictions that would need to be in place throughout the development works. Once the development was complete, consideration could be made for on-street restrictions that would accommodate the needs of the area. This would create a very short route for taxis to travel, compared to other options, and the indicator device for the taxi feed from the south-west interchange would be placed on the short taxi ranking bay that would be retained at the eastern end of Garrard Street.

At the invitation of the Chair, Asif Rashid, Chairman of Reading Taxi Association, was present at the meeting and addressed the Sub-Committee in support of the proposals and suggested that a camera should be placed on Garrard Street so that drivers could see when to move onto the rank, he also asked for a camera to be positioned on the rank for enforcement.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultations for the restrictions proposed in Appendix 1, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That, subject to no objections received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order and scheme delivery planning will commence;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That no public inquiry be held into the proposals;
- (6) That officers investigate the suggestion that cameras be positioned on Garrard Street and the horseshoe rank.

(Councillor Ayub declared an interest in the above item on the grounds that he owned a hackney carriage. He left the room and took no part in the discussion or decision making)

17. WAITING RESTRICTIONS REVIEW PROGRAMME

The Executive Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received during statutory consultation for the agreed proposals that formed the 2021A Waiting Restrictions Review Programme. The report also provided the Sub-Committee with the list of new requests for potential inclusion in the 2021B programme.

The following appendices were attached to the report:

Appendix 1 - Feedback received during statutory consultation for the 2021A programme and the advertised drawings for those proposals.

Appendix 2 - New requests for consideration in the 2021B programme.

At the invitation of the Chair, Derek Murphy and Michael Howse attended the meeting and addressed the Sub-Committee in respect of Knowle Close/Upper Woodcote Road, as set out in Appendix 2.

At the invitation of the Chair, Niki Haywood attended the meeting and addressed the Sub-Committee in respect of The Mount and Sutton Walk, as set out in Appendix 2.

At the invitation of the Chair, Councillor David Absolom attended the meeting and also addressed the Sub-Committee in respect of The Mount and Sutton Walk, as set out in Appendix 2.

Resolved -

- (1) That the report be noted;
- (2) That the objections set out in Appendix 1 with the appropriate recommendation to either: implement, amend or reject the proposals be noted;
- (3) That the following proposals made under the waiting restriction review 2021A, as set out in Appendix 1, be implemented, amended or removed from the programme as follows:
 - Chatham Place - Implement as advertised;
 - Star Road/Douglas Road - Implement as advertised;
 - Ella Garrett Close - Implement as advertised;
 - Romany Close - Implement as advertised;
 - Edenham Crescent - Implement as advertised;
 - Longridge Close - Implement as advertised;
- (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 2021B review programme, subject to the following amendments:
 - Great Knollys Street - Reference should be made to the Great Knollys Street 'area';
 - Northumberland Avenue - Remove from the programme;
 - Copenhagen Close - Yellow lines to go beyond the entrance to the Community Centre Car Park;
- (6) That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for local

consultation (informal) and 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 2021B programme.

18. RESIDENT PREMIT PARKING: RESULTS OF STATUTORY CONSULTATIONS (GRANVILLE ROAD AND KATESGROVE AREA) AND UPDATE ON REQUESTS FOR NEW SCHEMES

Further to Minute 5 of the previous meeting, the Executive Director for Economic Growth and Neighbourhood Services submitted a report asking the Sub-Committee to consider the feedback from the consultations on resident permit parking (RPP) proposals for Granville Road and the Katesgrove area and to conclude the outcome of these proposed schemes. The report also provided an update on requests that had been received for the introduction of new RPP schemes, including the progress of developing schemes. A copy of the consultation feedback for the Granville Road RPP proposal and the advertised scheme drawing was attached to the report at Appendix 1, the consultation feedback for the Katesgrove area RPP proposal and advertised scheme drawing was attached at Appendix 2 and the updated list of request for RPP new scheme was attached to the report at Appendix 3.

The report stated that the Granville Road statutory consultation had taken place between 1 and 21 July 2021. 41 responses were received, 34 were objections and six were comments in support. Supporters of the proposals had raised concerns about emergency vehicle access in the area, due to the high volume of vehicles parked on Granville Road and the objectors had raised a number of concerns, such as financial pressures that would be caused by the cost of permits and possible displacement parking on nearby streets. Some felt that there was no issue with the parking in the area and others believed the Council should create additional parking spaces as there were not enough spaces for the high volume of properties in the area.

The Katesgrove area statutory consultation had been carried out between 15 July and 4 August 2021. 117 responses had been received, 99 were objections, there had been 17 comments in support and one general comment. Feedback had been received from the whole area, but, Bourne Avenue, Collis Street/Mount Street, Elgar Road South and Shenstone Road appeared to have generated a high number of objections. There were also a number of comments that did not make reference to specific roads and others that referred to the area scheme as a whole. There had also been a number of comments from different residents in Basingstoke Road. Many residents had objected to the charges that accompanied a permit scheme and the restriction on the number of vehicles, as well as the fact that a number of flats would only be able to apply for discretionary permits which were not guaranteed. Many residents did not believe that a permit scheme would improve the parking in the area and there was also concern that the restrictions wold reduce the number of on-street parking spaces or push the problem elsewhere. There had also been a number of comments asking when residents would be consulted and other comments suggested that commercial vehicles, non-residents and properties with multiple flats (and no parking spaces) caused parking issues in these areas but there were also comments from commercial vehicle owners and residents in the flats who felt that they should be allowed permits as it would be detrimental to them not to be able park on-street.

Councillor Ennis, Southcote Ward Councillor, addressed the Sub-Committee on proposed scheme for Granville Road, he stated that the outcome of the consultation and views of the residents should be accepted and suggested that investigations took place for measures at end of Granville Road to stop businesses using it and that officers look at other measures that could help residents.

Councillor Page, on behalf of Katesgrove Ward Councillors, also addressed the Sub-Committee on the result of the Katesgrove area consultation and stated that it was felt that there was not sufficient support to take the proposals forward and that further discussions should take place about alternative options.

Resolved -

- (1) That the report be noted;
- (2) That having considered the objections set out in Appendix 1 and 2, attached to the report, the proposed schemes for both Granville Road and the Katesgrove area be rejected;
- (3) That investigations be carried out by officers on alternative options for Granville Road and the Katesgrove area and a report on the outcomes submitted to a future meeting;
- (4) That the 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 the requests set out in Appendix 3, attached to the report, be retained for future development.

19. RED ROUTE - ROUTE 17 (CENTRAL SECTION)

The Executive Director for Economic Growth and Neighbourhood Services submitted a report proposing that the central section (town centre) of the Red Route, which was currently in place with an 'experimental' Traffic Regulation Order, was made a permanent Order. The experimental Order would end in January 2022. Plans showing the amendments that had been made to the Red Route during the 'experimental' period were attached to the report at Appendix 1 and objections and other feedback to the Red Route experimental Traffic Regulation Order were attached to the report at Appendix 2.

The report stated that within the first six months of implementation, the Council had received feedback primarily from town centre businesses with concerns about loading difficulties. Officers had met with representative from the town centre businesses and Reading UK CIC to discuss and understand the concerns and to then consider options to overcome some of the challenges that they were facing. Minor modifications to the experimental scheme were implemented in January 2021 and primarily consisted of additional loading facilities being made available in addition to other elements to 'tidy' the restrictions on street and contained within the experimental TRO. Since implementing the minor modifications the Council had received no further objections. The further six month minimum period of further consultation had ended in July 2021 and the experimental TRO would expire in January 2022.

The report explained that making the experimental TRO for the central section of the Red Route into a permanent TRO would retain the range of restrictions that were currently in place, which had overcome initial objections and concerns and the benefits that the enhanced enforcement opportunities brought in terms of the local area and to current revenue income. There was no further opportunity for alteration to the experimental TRO and a deferral to this decision would risk insufficient time being available to carry out the necessary processes to make the TRO permanent, prior to it expiring in January 2022. Once the experimental order was made permanent, future alterations to this section of the Red Route restrictions might be considered in the Waiting Restriction Review programme, following a six week embargo on any statutory consultations, following the making of the TRO, this would enable any legal challenges to be received.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to carry out the necessary legislative and regulatory processes to make the experimental Red Route Traffic Regulation Order into a permanent Order;
- (3) That no public enquiry be held into the proposals.

20. CIL LOCALLY FUNDED SCHEMES 2021: PROPOSALS FOR STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval from the Sub-Committee for officers to carry out necessary statutory consultation/notice processes to progress three scheme designs for zebra crossings on Norcot Road, Church End Lane and Addington Road. The report also sought agreement to implement lining schemes on Morpeth Close and provided notification of the lining alterations to the roundabout at The Meadows/St Michael's Road, which did not require statutory consultation. The following appendices were attached to the report:

Appendix 1	The proposal for a new zebra crossing on Norcot Road
Appendix 2	The proposal for a new zebra crossing on Addington Road
Appendix 3	The proposal for a new zebra crossing on Church End Lane
Appendix 4	The proposal for marked parking bays on Morpeth Close
Appendix 5	The lining alterations for The Meadway

The report stated that at Policy Committee on 14 June 2021 (Minute 7 refers) it had been resolved to allocate local CIL funding to enable the development and intended delivery of initiatives across many Council service areas. Within these allocations were a number of traffic management schemes, the majority of which had originated from the Requests for Traffic Management Measure report that was submitted to the Sub-Committee twice a year. These schemes were specific and allowed little scope for alteration to the deliverables. The schemes were as follows:

- Pedestrian crossing on Norcot Road; close to number 91 - £50k allocated;
- Pedestrian crossing on Addington Road, between the junctions with Erleigh Road and Easter Avenue - £50k allocated;

- Pedestrian crossing on Church End Lane, in the vicinity of Moorlands Primary School - £50k allocated;
- Road marking on Morpeth Close, involving parking bay markings - £5k allocated;
- Lining alterations on the Meadoway at the roundabout with St Michael's Road - £10k allocated.

Officers had carried out initial investigation works, had obtained indicative quotations and had provided Ward Councillors with recommended concept designs that they felt should be deliverable, within the allocated budgets. Officers had also considered any feedback that had been received from the sharing of these initial scheme designs. The report provided information on each of the proposals.

With regard to the pedestrian crossing proposals, it was acknowledged that they would be positioned outside residential properties, which might be a cause for some objection. Within the limitation of what was possible, equipment would be chosen that would minimise light from beacons being directed toward nearby properties and any additional lighting would also be shielded.

Officers confirmed that not all of the £10k allocated for lining alterations on the Meadoway at the roundabout with St Michael's Road would be used because, following vehicle trials, it had become clear that there was insufficient space for traffic islands as had been proposed.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes for the proposed zebra crossing designs on Norcot Road, Church End Lane and Addington Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the Network & Parking Services Manager, in agreement with the Lead Councillor for Strategic Environment, Planning and Transport, be able to make minor alterations to the agreed proposals;
- (4) That subject to no objections being received for a scheme, the scheme(s) be considered as agreed for implementation and scheme delivery planning will commence;
- (5) That should a scheme receive objection(s) during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and decision regarding scheme delivery;
- (6) That the proposals for Morpeth Close be agreed for delivery and scheme delivery planning will commence;
- (7) That no public inquiry be held into the proposals.

21. REQUESTS FOR 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 new requests, and/or those that had been submitted to the Sub-Committee previously where amendments had been proposed, with initial officer comments and recommendations was attached to the report at Appendix 1 and the principle list of requests, which had been updated following submission of the previous report to the Sub-Committee in March 2021, was attached to the report at Appendix 2.

At the invitation of the Chair, Laura Haleem attended the meeting and addressed the Sub-Committee in respect of speeding on Elmhurst Road.

The Sub-Committee discussed the report and agreed that Marlborough Avenue should be included, and treated in a similar way, with Elmhurst Road.

Resolved -

- (1) That the report be noted;
- (2) That having considered the officer recommendations for each request as set out in Appendix 1, attached to the report, the entries be retained on the primary list of requests (Appendix 2), subject to:
 - Marlborough Avenue being included with Elmhurst Road;
- (3) That the items previously submitted to the Sub-Committee, as set out in Appendix 2, attached to the report, be agreed.

22. 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 23 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.

23. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report giving details of the background to the decisions to refuse applications for Discretionary Parking Permits from twenty-seven applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That applications 1 and 2 be deferred for Officers to consult with Park Ward Councillors about possible extension of the Residents Permits Scheme Zone

- and for a report to be brought back to the next Sub-Committee meeting to review the permit data and capacity of the zone;
- (2) That, with regard to application 6, a third discretionary permit be issued, personal to the applicant and charged at the third permit fee subject to the applicant submitting the required proofs;
 - (3) That, with regard to application 7, discretionary visitor books be issued, subject to the standard scheme limits for the number of books that can be issued each year;
 - (4) That, with regard to applications 3, 8, 9, 10, 11, 12, 14, 15, 16, 19, 22, 25 and 26 a first discretionary permit be issued, personal to the applicants and charged at the first permit fee subject to the applicants submitting all the required proofs;
 - (5) That with regard to application 23 the applicant be informed that they would be able to apply for a permit at the first permit fee when confirmation was received that the previous tenants had left the property;
 - (6) That, with regard to application 24 a second discretionary permit be issued, personal to the applicants and charged at the second permit fee subject to the applicants submitting all the required proofs;
 - (7) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 17 be upheld and the applicant be provided with advice on the processes to check potential blue badge eligibility for the family member;
 - (9) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 20 be upheld and the applicant informed that they would be able to apply for a permit at the first permit fee when the first permit holder had moved as permits were issued to properties on a first-come basis;
 - (10) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 4, 5, 13, 18, 21 and 27 be upheld;
 - (11) That with regard to application 18 permits and visitor permits be granted for Zone 02R;
 - (12) That permit staff be authorised to apply discretion to offer one discretionary permit and a standard allocation of visitor permits to odd numbered properties on Westfield Road, subject to any permits offered being issued to residents for Zone 02R instead of 01R.

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

(The meeting started at 6.30 pm and finished at 8.33 pm).

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Agenda Item 5

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 NOVEMBER 2021		AGENDA ITEM:
TITLE:	READING STATION SOUTH-EAST TAXI RANKING: RESULTS OF STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	ABBEY
LEAD OFFICERS:	JAMES PENMAN	TEL:	01189 372202
JOB TITLES:	ASSISTANT NETWORK MANAGER	E-MAIL:	Network.Management@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report recommends that officers be authorised to seal the Traffic Regulation Order (TRO) and proceed to implement the waiting restriction changes reported to the September 2021 Sub-Committee meeting. The Sub-Committee is asked to consider the responses received following the statutory consultation that was conducted between 14 October and 4 November 2021, when making their decision.
- 1.2 The proposal maintains taxi ranking at the Reading Railway Station ‘horseshoe’ rank, while considering the needs of the Station Hill development construction and the competition for kerb-space and access within Reading Town Centre. It follows meetings with Reading Buses and Reading Taxi Association, the exploration of potential alternative options and the receipt of further detail about the impacting elements of the Station Hill development during construction.
- 1.3 Appendix 1 - Anonymised feedback received during the statutory consultation.
Appendix 2 - Plan to show the proposed alterations.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to make (seal) the Traffic Regulation Order, as advertised, and that the resultant notice be advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That the scheme be implemented with the renewed bay indicator device as per Item 4.6.

- 2.4 That respondents to the statutory consultation be informed of the decision of the Sub-Committee, following publication of the agreed meeting minutes.**
- 2.5 That no public inquiry be held into the proposals.**

3. POLICY CONTEXT

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

4. THE PROPOSAL

Current Position

- 4.1 There is a 4-space taxi rank to the south-east of Reading Railway Station, referred to as the ‘horseshoe’ rank. This has been fed from taxi feeder ranking along Garrard Street, which exits onto Station Road and has a sightline to the horseshoe rank. Taxis have accessed Garrard Street from the south-west interchange using an indicator device that has linked to the bays on Garrard Street and indicates when there is capacity available.**
- 4.2 In seeking viable taxi feeder options for the horseshoe rank during the redevelopment of the Station Hill site, Officers recommended the placement of parking restrictions along Garrard Street that were reported to the Sub-Committee in September 2021. Appendix 2 provides the plan for these proposed restrictions.**

It was proposed that Garrard Street remains a linking route to Station Road and that the existing bus ‘gate’ restriction remains in place and continues to be camera-enforced to prevent abuse by non-authorised vehicles.

Due to the long-term development works in the Station Hill area, it was recommended that parking restrictions be placed along Garrard Street to prevent parking, with the exception of the existing taxi feeder rank at the eastern end of the street - this provides a line-of-sight to the Horseshoe rank.

- 4.3 The recommendations were agreed for statutory consultation, which was conducted between 14th October and 4th November 2021.**

Officers confirmed to the Sub-Committee that a new indicator system was ready for installation, once a scheme is agreed for delivery. The device detects when there is availability at the feeder rank and triggers an illuminated indicator at the main feeder location (the South-West Interchange).

Mr Rashid, Chairman of Reading Taxi Association, who spoke on this report item also asked whether a CCTV system could be installed so that drivers could see when there was availability at the bay and an additional camera for enforcement purposes at the rank.

- 4.4 The Sub-Committee is asked to consider the feedback received during the consultation in Appendix 1 and decide whether or not the proposed restrictions should be implemented.**

Options Proposed

- 4.5 Officers recommend that the Sub-Committee agrees to the TRO being sealed and the proposal being implemented as advertised.

While this recommendation reduces the theoretic feeder ranking capacity on Garrard Street, this will inevitably continue to be the case through temporary restrictions that will need to be implemented throughout the Station Hill area development works. Once the development is complete, consideration can be made for on-street restrictions that accommodate the needs of the area and the results of the development may make alternative options more desirable. This proposal is, therefore, intended as a ‘temporary’ measure.

- 4.6 In response to Mr Rashid’s request for CCTV, Officers can firstly report that the bus gate restriction that restricts unauthorised vehicles from exiting Garrard Street onto Station Road is already enforced by CCTV and will continue to be so. Enforcement of the taxi rank waiting restriction is not currently permissible by CCTV, but will continue to be enforced by foot patrol as part of the Council’s Parking Civil Enforcement contract.

Indicative costings for installing a CCTV and display screen system for taxi drivers at the South-West Interchange, wishing to view the proposed taxi feeder rank on Garrard Street, are £25k plus the cost of the electrical connections (potentially doubling this cost) and ongoing electrical usage and maintenance costs. This compares with the renewed low-power indicator devices that have been purchased for £5k already, providing a newer version of the system that the taxi trade has been using for many years and using the existing electrical supplies.

The request for CCTV is not budgeted and is not considered to be appropriate nor representing value for money for the temporary nature of this scheme. There are also public safety and privacy concerns regarding the public display of live CCTV footage at an alternative nearby location. It is not recommended that this proposal be pursued.

Other Options Considered

- 4.7 The report to September 2021’s Sub-Committee outlined the options that had been considered and dismissed during engagement with Reading Taxi Association and other town centre stakeholders.

It is considered that the recommendation of this report is currently the only viable option for retaining the Horseshoe rank.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal contributes to the Council’s Corporate Plan Themes, as set out below:

Healthy environment

The recommended proposal will retain the quick and efficient access to the horseshoe rank that taxis currently have. It avoids extended journeys through signalised junctions and along other town centre streets where there are higher traffic volumes and footfall and avoids multiple feeder-ranks, which were risks of

the other options explored. As a result, this proposal is not expected to increase vehicle emissions.

The proposal does not impact on bus infrastructure and bus stop availability, so will not have a detrimental impact to these services. This retains the attractiveness of using these mass transit services and removes the potential risks of people switching to less sustainable transport modes that other options may have introduced.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 A climate impact assessment has been conducted for the recommendations of this report. The assessment shows a net minor negative impact.

Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of the alterations will require some lining removal and new lining installation, which will necessitate some burning of fossil fuels for the specialist contractor machinery.

However, the proposal doesn't require significant alteration to the existing restrictions, does not require additional signing to be manufactured and is over a relatively small area. These minor negative impacts will be over a short period of time will be partially mitigated through the anticipated reduction of Temporary Traffic Regulation Orders required to facilitate the Station Hill redevelopment phases - these would require the posting and maintenance.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 A 21-day public statutory consultation has been undertaken and all objections reported to the Sub-Committee for consideration before a decision is made on whether to implement the proposed changes.
- 7.2 The consultation was advertised with local notices on street and in the local printed newspaper, hosted on the Council's website (the 'Consultation Hub') and Reading Taxi Association were notified directly.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
 - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. A statutory consultation has been

conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

9. LEGAL IMPLICATIONS

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

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake this process.

- 9.2 Following the making of this Order, the public must be afforded a period of six weeks to raise any legal challenge, prior to any alterations to the restrictions within being proposed through statutory consultation.

10. FINANCIAL IMPLICATIONS

The following information is based on agreement to the recommended actions of this report.

- 10.1 Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
Expenditure	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

While the above reflects the expected revenue implications for the implementation of the recommended proposal, it should be noted that there is potential for an increase in revenue through the civil enforcement of the restrictions that are delivered. This, however, cannot be guaranteed and the expectation upon delivery of the proposal is of compliance with the restrictions.

Staff costs will be capitalised.

- 10.2 Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Page 21	NIL	NIL	NIL

Proposed Capital Expenditure			
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Capital integrated transport block (ITB) grant funding.	N/A	N/A
Total Funding	£10	NIL	NIL

This expenditure covers staff time, advertising of the Traffic Regulation Order (proposed and sealed), delivery of the lining alterations and implementation of the indicator device system.

10.3 Value for Money (VFM)

Officers consider that the recommendation of this report is the only viable option for retaining the horseshoe rank. As per Section 4, other options have been explored, which would have required more substantial (and costly) alterations within the town centre.

The recommended proposal requires relatively little change and will result in a scheme that requires little ongoing maintenance, beyond lining refreshment and the replacement of battery-powered carriageway sensors over time (anticipated 5-year life).

10.4 Risk Assessment

There are no foreseen financial risks associated with the recommendation of this report. The sensors have been sourced and the lining will be provided by existing suppliers.

11. BACKGROUND PAPERS

- 11.1 Reading Station South-East Taxi Ranking: Proposals for Statutory Consultation (Traffic Management Sub-Committee, September 2021).

OBJECTIONS TO TRAFFIC REGULATION ORDER

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

UPDATED: 03/11/2021

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

Street/Summary	Objections/support/comments received.
Garrard Street	<p>Summary of responses: Objections 0, Support 2, Comment 1, Mixed Response 0.</p>
1. Support	No comments provided
2. Support	<p>We at the Reading Taxi Association are in support of these changes.</p> <p>However due to past experiences there needs to be effective enforcement to prevent illegal parking on Garrard Street as well the abuse of the bus gateway at the top.</p> <p>As previously requested, we would like to have a camera at the top of Garrard Street linked to a screen at the South West Interchange so that drivers know when to move towards Garrard Street.</p>
3. Comment from Thames Valley Police	<p>Thank you for the consultation documents relating to Garrard Street - No Waiting at Any Time and Parking Restrictions.</p> <p>Parking restrictions and the enforcement of these restrictions is the responsibility of the Local Authority. Thames Valley Police need to be able to park in all areas for both emergency and routine aspects of police work. Our staff will usually use marked and unmarked police vehicles for patrol work and enquires, but there are times when their own personal vehicles are used. I would therefore request that this eventuality should be written into the TRO as an exemption to ensure that any vehicle used in connection with police or emergency services work is covered.</p> <p>Thames Valley Police have no objections to these restrictions.</p>

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Agenda Item 6

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 NOVEMBER 2021	AGENDA ITEM:	
TITLE:	CIL LOCALLY FUNDED SCHEMES 2021: RESULTS OF STATUTORY CONSULTATIONS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	KENTWOOD, TILEHURST, REDLANDS
LEAD OFFICER:	JEMMA THOMAS	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Community Infrastructure Levy (CIL) contributions have enabled development of several local Transport-related schemes, following allocations this year. In September 2021, the Sub-Committee approved proposals for zebra crossings on Addington Road, Church End Lane and Norcot Road to progress to statutory consultation. A separate consultation was also approved for amendments to the ‘school keep clear’ markings on Church End Lane, which would be needed if the zebra crossing is approved for implementation at that location.
- 1.2 This report informs the Sub-Committee of objections received during the statutory consultations for the agreed proposals. Members are asked to consider these objections and conclude the outcome of the proposals.
- 1.3 Members are also asked to approve a new statutory consultation for amendments to the Norcot Road Red Route restriction as described in 4.4, should it be necessary for the implementation of this scheme.
- 1.4 Appendix 1: Feedback received to the four statutory consultations.
Appendix 2: Drawing showing the proposal for a new zebra crossing on Addington Road.
Appendix 3: Drawing showing the proposal for a new zebra crossing and lining amendments on Church End Lane.
Appendix 4: Drawing showing the proposal for a new zebra crossing on Norcot Road.
Appendix 5: Drawing showing the proposal for amendments to the Red Route on Norcot Road, to facilitate the new bus stop location.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.**
- 2.2 That consultation feedback in Appendix 1 is considered and the Sub-Committee agrees to either implement, amend or reject each proposal.**
- 2.3 That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order for the amendments to the ‘school keep clear’ restrictions on Church End Lane 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.**
- 2.5 That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation processes for the proposed amendment to the Red Route on Norcot Road (Item 4.4 and shown in Appendix 5) in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, should this be necessary to facilitate the scheme delivery.**
- 2.6 That subject to no objections being received for the proposal in item 4.4, the scheme on Norcot Road be considered as agreed for implementation and scheme delivery planning will commence.**
- 2.7 That should objection(s) be received during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and decision regarding scheme delivery.**
- 2.8 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). The zebra crossing proposals will complement the Council’s Climate Emergency Strategy and Health and Wellbeing Strategy by removing barriers to the greater use of sustainable, healthy transport options.**

4. THE PROPOSAL

Current Position

- 4.1 Consultations for the proposed zebra crossings on Addington Road, Church End Lane and Norcot Road took place between 7th and 28th October 2021. A separate consultation took place for the proposed changes to the ‘school keep clear’ restrictions on Church End Lane between 14th October - 4th November 2021, due to the different legal process involved.**

- 4.2 For the zebra crossing proposal on Addington Road (appendix 2), we have received 41 comments of support, 1 comment and 2 objections. Many have mentioned that there is a need for a crossing over the double roundabout on the Eastern Avenue junction, as it is felt that this is a dangerous and difficult location to cross. There are comments about speeding in the area, and the fact that cars do not slow down despite the 20mph zone that is in place. There is also a concern on the impact of the crossing on resident driveways and access. Officers believe that the placement of a zebra crossing could lead to some reduction in this perceived issue, as approaching motorists will need to be prepared to stop and take notice of the environment around them.

The funding allocated to this proposal was specific for a crossing to be considered on Addington Road, not Eastern Avenue. Having carried out detailed investigations on site, Officers are satisfied that there are no other locations that the crossing could be installed, within the remit of the original request. The design standards for installing controlled crossings also require a good level of visibility between approaching motorists and the crossing facility, which would not be achieved with placement at the roundabouts.

The existing speed table at this location will require removal before the zebra crossing can be installed.

Officers commissioned the undertaking of an independent road safety audit for this scheme. An item has been raised regarding unknown vehicle speeds and its potential impact on visibility distance requirements. A speed survey has been commissioned but the results which have not yet been received. Officers are confident that only minor alterations, at most, will be necessary to meet these requirements, and these would not involve moving the location of the pedestrian crossing.

- 4.3 Only 1 comment and no objections have been received to the zebra crossing proposals on Church End Lane (appendix 3).

The statutory consultation for the alteration to the ‘School Keep Clear’ markings had to be conducted under different regulations. As such, the consultation was ongoing at the time of writing. Should objections have been received, an update to this will be circulated and any necessary officer response updated verbally at the Sub-Committee meeting.

Officers commissioned the undertaking of an independent road safety audit for this scheme. No significant items were raised for the proposals on Church End Lane.

- 4.4 For the zebra crossing proposal on Norcot Road, we have received 2 objections. The objections are not related to the proposal for the crossing; however, they do raise concerns relating to the proposed relocation of the bus stop as shown in the drawing (see appendix 4), which is necessary for accommodating the crossing facility.

The relocation of the bus stop has been proposed to maintain the visibility of the crossing for pedestrians and motorists. Should the bus stop remain in its current position and the crossing be installed, this will cause inter-visibility issues for vehicles approaching the crossing from the west whilst a bus is waiting.

Vehicles are likely to overtake the bus and not notice the crossing is there, which is a safety risk. Pedestrians will also not be able to clearly see approaching vehicles.

Officers commissioned the undertaking of an independent road safety audit for this scheme. An item has been raised regarding unknown vehicle speeds and its potential impact on visibility distance requirements. A speed survey has been commissioned, however, the results have not yet been received. Officers believe that it *may* become necessary to relocate the eastbound bus stop further to the east of the crossing than was initially anticipated. If necessary, this would result in the nearest viable location being outside property no.105 and involving the removal of 2.5 parking spaces outside these properties. As this alteration would require a change to the Red Route Traffic Regulation Order, it would require a separate statutory consultation to be carried out.

Officers therefore recommend that the Sub-Committee agrees to the undertaking of this statutory consultation if the results of the speed survey necessitate this further work. Officers will communicate the findings of the speed survey to the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors.

- 4.5 Regarding the zebra crossing proposals in general, it is acknowledged that they would be positioned outside residential properties, which has been a cause of some objection. Within the limitations of what is possible, equipment will be chosen that minimises light from the beacons being directed toward nearby properties and any additional lighting will also be shielded.
- 4.6 Following September's report to this Sub-Committee, Officers have delivered the lining alterations at the roundabout with The Meadway and St Michaels Road and are planning the delivery of the Morpeth Close parking bay markings following the implementation of the 2020 Waiting Restriction Review programme - ward Councillors will be informed of the proposed implementation date. These two schemes were also funded from the 2021 allocation of local CIL contributions.

Options Proposed

- 4.7 The Sub-committee is asked to consider the consultation feedback received against the zebra crossing and 'school keep clear' proposals and can make the following decisions:
 - Agree with objections - the recommended proposal will not be implemented
 - Overrule objections - the recommended proposal will be implemented, as advertised.
 - Amend a proposal - an amended proposal will be implemented, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order. The detail of that amendment will need to be agreed by the Sub-Committee and officer representatives at this meeting.

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

Other Options Considered

- 4.8 None at this time. The schemes have been proposed based on the limitations of use for the local CIL funding allocations and following site investigation.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal contributes to the Council's Corporate Plan Themes, as set out below:

Healthy environment

The installation of zebra crossings will hopefully improve the experience of pedestrians in the area. Pedestrians will be more visible to motorists and vehicles will be required to stop for as long as is necessary for pedestrians to cross, without the use of traffic lights.

In complement to other Council initiatives, zebra crossings will contribute to encouraging people to make healthy transport choices through the removal of barriers toward doing so. This will contribute toward the Council's goal of making the town carbon neutral by 2030, through reducing emissions by private vehicle use.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 A Climate Impact Assessment has been conducted, which considers a net 'NIL' impact as a result of the Sub-Committee agreeing to the recommendations of this report.

The implementation of the zebra crossings are likely to be the most impactive elements of the report recommendations, as these require a level of civil engineering work to be undertaken and the installation of electrically-powered beacons.

These will have a minor negative impact during installation and a very minor ongoing negative impact due to the continued energy use by the low-energy LED beacons. They will, however, be long-standing facilities and it is expected that the installation of these crossings will remove barriers that many people will have to walking, which will offset these impacts by a likely reduction in private vehicle journeys. This is particularly so with these proposed schemes, as they are on good links to/from school routes and/or shopping areas, so should encourage good footfall. While it is difficult to quantify, it is expected that the benefits will outweigh the impacts over time.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport were provided with some early concept proposals for the zebra crossings. This has provided an opportunity for comment and local informal consultation.

- 7.2 Statutory notifications/consultation required for the zebra crossing proposals have been conducted in accordance with appropriate legislation. Notices of intention were advertised in the local printed newspaper and erected on lamp columns within the affected area. The Police are a statutory consultee and have been directly notified. The consultation was also hosted on the Council's website (the 'Consultation Hub'), where details and plans are available.
- 7.3 Policy Committee and Traffic Management Sub-Committee are public meetings. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. Statutory consultation processes have been conducted, where applicable, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

9. LEGAL IMPLICATIONS

- 9.1 The Order for the proposals to amend the 'school keep clear' restrictions in Church End Lane will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake this process.

- 9.2 Following the making of this Order, the public must be afforded a period of six weeks to raise any legal challenge, prior to any alterations to the restrictions within being proposed through statutory consultation.
- 9.3 There are no foreseen legal implications relating to the proposals for the zebra crossings.
- 9.4 For the proposal to make amendments to the Red Route on Norcot Road, changes to existing Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations.

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake this process.

10. FINANCIAL IMPLICATIONS

The financial implications arising from the proposals set out in this report are set out below:-

10.1. Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
Expenditure	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

10.2. Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	£165	NIL	NIL
Funded by			
Grant (specify)	Local CIL funding allocation - 2021	N/A	N/A
Section 106 (specify)			
Other services			
Capital Receipts/Borrowing			
Total Funding	£165	NIL	NIL

The transport projects referenced in this report and September's report were funded from local CIL funding allocations agreed in June 2021. These contributions are to cover the whole project costs, including surveys and investigation works, not just the deliverables and the above figure is the total allocation for delivery of the schemes. The split of this allocation was reported in September as follows: £50k each for the zebra crossing proposals at Addington Road, Church End Lane and Norcot Road, £10k for lining alterations at the roundabout on The Meadway/St Michaels Road and £5k for the parking bay marking on Morpeth Close.

3. Value for Money (VFM)

Officers consider that the recommended proposals within this report offer the best outcomes based on the funding available and the purpose to which it has been allocated. It is not considered that additional funding would deliver schemes that offer significantly greater benefits against the purposes to which the funding has been allocated.

The schemes have been investigated and designed by officers of Reading Borough Council and all civil engineering work will be undertaken by the Council's in-house delivery team. The exceptions will be specialisms that currently lay outside of the Council's resources, such as lining implementation, sign creation and the supply, installation and electrical connection of the zebra crossing beacons. However, these will be appointed through existing contracts and using contractors that conduct these works to a scale that provides value for money through their chargeable rates.

Road Safety Audits have been outsourced to a contractor with these specialisms, but also provide an independent perspective on the zebra crossing scheme designs, which can assist in defending potential challenges.

4. Risk Assessment.

There will always be an element of financial risk regarding more complex works that require excavation and adjustment to the Highway layout. These risks should be minimised pre-excavation, as officer investigations have included colleagues from the delivery team. However, there is always a risk of unforeseen engineering challenges, even following the receipt of utility plans. It is beneficial that the majority of the civil engineering work is being conducted by Reading Borough Council, as this ensures close communication and true joint working throughout delivery.

11. BACKGROUND PAPERS

- 11.1 CIL Locally Funded Schemes 2021: Proposals for Statutory Consultation (Traffic Management Sub-Committee, September 2021).
- 11.2 Allocation of The Community Infrastructure Levy 15% Local Contribution (Policy Committee, June 2021).
- 11.3 Requests for new traffic management measures (Traffic Management Sub-Committee, March 2021).
- 11.4 CIL Locally funded schemes 2021: proposals for statutory consultation (Traffic Management Sub-Committee, September 2021).

OBJECTIONS TO TRAFFIC REGULATION ORDER

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

UPDATED: 29/10/2021

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

Street/Summary	Objections/support/comments received.
Addington Road: zebra crossing proposal	Summary of responses: Objections 2, Support 41, Comment 1, Mixed Response 0.
1. Support	<p>I support additional crossing but I believe it is not located in the correct location. Most school children walk along the south side of Addington road and have to cross Eastern Avenue at a dangerous junction just south of the double roundabout.</p> <p>Car drivers with right of way heading from Addington Road up Eastern avenue have no where to stop to pedestrians here. This is where a crossing is required for school children.</p>
2. Support	<p>Support the proposal as the only other zebra crossing is quite far down Erleigh road.</p> <p>There are many families with children who go to the local school and allowing children to cross safely is essential. With the net zero pledge we want to encourage people to stop using cars and increase walking and cycling therefore, roads must be safer</p>
3. Support	<p>I definitely support the pedestrian crossing because I live very near and can see daily students, children and families struggling to cross the road with cars going past. The problem remains as to the other streets on the roundabout nearby, that is Crescent Road and Eastern Avenue.</p>
4. Support	<p>The pavements around the junction and the roundabout are very small and narrow, and slanted which makes it hard to work with a stroller or small children, cars driving way too fast, trees are overgrowing onto the pavement meaning we have to walk onto the road.</p> <p>The scheme should continue all the way to Wokingham Road with high-speed bumps.</p>
5. Support	<p>This crossing will help pedestrians heading up to the University but does very little to help children in the area walking to and from the three schools along Crescent Road. Crossing the double roundabouts at the junction of Addington Road, Eastern Avenue and Crescent Road is dangerous as visibility is very poor, and traffic calming measures are not proving to be effective at slowing drivers. This proposed single crossing is not ambitious enough. Have zebra crossings on each approach to the roundabouts, like those seen in the Netherlands and other European countries, been considered?</p>

6. Support	NO COMMENTS PROVIDED
7. Support	I support this as I regularly take my child to pre school by foot on this route and find the crossing dangerous and difficult to manoeuvre.
8. Support	It's very important to provide a safe crossing in that location given the high number of pedestrians using that road.
9. Support	Delighted that this proposal supports a safer route to cross the roads. This has been very much needed for many years - particularly for children, teenagers and the elderly in the neighbourhood.
10. Support	I wrote to the council back in July or August regarding this proposal as I am one of a parent of a student who goes to Maiden Erlegh in Reading. I felt that its safe to have a crossing as me myself find the roundabouts confusing when crossing on the first week when I dropped my son to school this way. I felt that it's important to have a safe crossing as a peace of mind for parents and walkers too.
11. Support	My children walk and cycle to school and a crossing here would make my children feel safer.
12. Support	NO COMMENTS PROVIDED
13. Support	Parent of a student in Maiden Erlegh Reading. I believe this will help our children to their safety back and forth their school and home
14. Support	children walk to school with no place to cross. I support more crossing points
15. Support	NO COMMENTS PROVIDED
16. Support	For children to be able to cross the road safely
17. Support	It will be safe for pedestrians specially school children that use that road
18. Support	I support the safety of our residents and promoting of walking or cycling where possible. This crossing is challenging for adults let alone children who walk with parents or on their own. With several schools on its doorstep I see it necessary to provide correct safety when travelling on foot to and from the settings.
19. Support	My child crosses this road and I would welcome the addition of a zebra crossing
20. Support	NO COMMENTS PROVIDED
21. Support	I completely agree a crossing is needed. I walk my children to school every day and crossing at Eastern avenue is horrifically dangerous. I don't think the planned placement for the crossing is where it is needed though- the mini roundabout on Eastern avenue is the most unsafe place to cross for the whole route! That corner is completely blind for cars turning and we have nearly been knocked over repeatedly on the walk to school. A crossing is needed to cross Eastern avenue not Addington road
22. Object	It needs to be on eastern avenue at the bottom near the round about this the worst and most dangerous place to cross! The speed round the corner and of both mini roundabouts without even slowing down!
23. Support	NO COMMENTS PROVIDED

24. Support	Long overdue. There are minimal safe crossing points along the road and it's a busy road for pedestrians and cars.
25. Support	This would really help children crossing for school I fully support this proposal
26. Support	There are roundabout that school going children need to cross and are not safe...
27. Support	It's necessary to be a zebra crossing there .
28. Support	We have experienced an increase in speeding showing off drivers plus inevitable rises in use of this route post lockdown winter approaching and other roads being resurfaced. We must encourage walking to local schools rather than the current short distance driving which clogs local narrow roads and is disastrous for the environment.
29. Support	A zebra crossing is badly needed in this area for the safety of the pedestrians which are mostly students from secondary school nearby as it gets busy especially during hometime.
30. Support	Support as this is a busy road close to schools and a number of students of all ages live in this area. This road can get extremely busy at peak times making it hard and unsafe to cross. Cars can also drive very fast along this road and a crossing may encourage them to slow down.
31. Support	Would improve.safety
32. Support	While I support the crossing, I think a "bigger picture" solution is required to address the volume of traffic around those junctions to make them safer for pedestrians (e.g one way system)
33. Support	Children should have a safe route to walk to schools. It is wrong to prioritise vehicular traffic (and parking).
34. Support	NO COMMENTS PROVIDED
35. Support	A Zebra crossing here is absolutely necessary as crossing further up at the island is confusing and dangerous, with cars coming from several directions. It can get very busy at peak times and the bend in the road opp the island/ Chemist makes crossing extremely challenging because of the busy parking bays there. There are many children in this area, walking to Redlands Primary and to the schools in Crescent Road and beyond. They especially need a safe place to cross. People sometimes try and cross before the Island but behind the tree at the bottom of Cardigan Road, which is also dangerous as the tree obscures the view for drivers of people stepping out. The proposed crossing, used properly, should eliminate all of these problems.
36. Support	NO COMMENTS PROVIDED
37. Support	Very busy area in the mornings, with a lot of school children. The zebra crossing will be very welcomed 😊
38. Support	The junction is rather dangerous and no matter how many speed signs that are up, very few cars travel at 20 mph. Maybe the police could put a speed camera in the area. I presume a residence on either side of the road will have the access to their properties impeded to some extent?
39. Support	NO COMMENTS PROVIDED
40. Support	NO COMMENTS PROVIDED

41. Support	It's a good idea!
42. Support	Enhanced safety.
43. Object	We object to this and have done in the past. We sent a signed a partition 2 years ago in regards to not having a zebra at this particular part of the road. [REDACTED]. Having a zebra crossing on the road in not the problem is where it your planning to situate it. As a homeowner we should be able to have a say. This is very inconsiderate for residents who have driveways and will make it difficult to leave the driveway with a zebra crossing right there. I am not happy about this at all and don't think it's fair to place this in front of property's with no consideration of the impact it will have. Not to mention it is dangerous as there will be more pedestrian's crossing at a odd place in the road.
44. Comment from Thames Valley Police	<p>Thank you for the consultation documents relating to the proposed zebra crossing in Addington Road, Reading.</p> <p>I have found 3 personal injury collisions within 250 metres of the location of the proposed crossing, two involving collisions between pedal cycles and cars and a pedestrian who was hit by a car whilst crossing Cardigan Road at the junction of Addington Road.</p> <p>I have visited the location and note that Addington Road is a street lit residential road that forms part of a wider 20mph speed limit zone, there is a raised flat topped hump at the location of the proposed zebra crossing. The road carries low to moderate traffic flows throughout the day and high pedestrian flows at school entry/egress times. The proposed location has good views in both directions from the new zebra crossing.</p> <p>TSRGD Chapter 6 states 15.8.11. The controlled area for crossings on major roads may extend across the mouth of a side road but it should never stop between the two projected kerb lines of the minor road. If this would otherwise occur, the zig zag lines should be extended to the projection of the far kerb line of the side road.</p> <p>May I question the design of the zig zags lines at the junction with Addington/Erleigh Road. Should the lines be shorter on the western side of the crossing?</p> <p>It is for the highway authority to ensure that the proposed crossing conforms to all current DfT guidance for the siting, lighting and lining of zebra crossings. My only other comment is about the state of the white triangular road hump markings which are worn. I presume these will be repainted during these works?</p> <p>Thames Valley Police have no further comment.</p>
Church End Lane: zebra crossing	Summary of responses: Objections 0, Support 0, Comment 1, Mixed Response 0.

proposal	
1. Comment from Thames Valley Police	<p>Thank you for the consultation documents relating to the proposed zebra crossing in Church End Lane, Tilehurst, Reading.</p> <p>I have found no personal injury collisions in Church End Lane.</p> <p>I have visited the location and note that the road is street lit and is a 20mph zone with traffic calming features, road humps along the length of the road (white triangular markings are worn and need to be refreshed).</p> <p>It is for the highway authority to ensure that the proposed crossing conforms to all current DfT guidance for the siting, lighting and lining of zebra crossings</p> <p>Thames Valley Police have no further comment.</p>
Church End Lane: proposal to move existing 'school keep clear' markings	<p>Summary of responses:</p> <p>Objections 0, Support 0, Comment 1, Mixed Response 0.</p>
1. Comment by Thames Valley Police	<p>Thank you for the consultation documents relating to Church End Lane - School Keep Clear Restrictions.</p> <p>The enforcement of school keep clear markings is devolved to the local authority. The markings are only legally enforceable when they are co-located with an upright sign and supported by a Traffic Regulation Order (TRO). The plan supplied for the consultation does not show if the markings are supported by the necessary signs and TRO. Can you clarify this please?</p> <p>Thames Valley Police have no further comment.</p>
Norcot Road: zebra crossing proposal	<p>Summary of responses:</p> <p>Objections 2, Support 0, Comment 1, Mixed Response 0.</p>
1. Object	<p>I strongly object to the Bus Stop being moved from its existing site as it is drawn on the plans [REDACTED] for the following reasons:-</p> <p>I will find it challenging and unsafe to get out of my drive onto Norcot Rd as I will have to pull half way out because there are cars and vans parked [REDACTED]. If the Bus Stop is moved it will make it more challenging and unsafe to get out of my drive with Buses arriving every 7 mins 24 hrs day which will inevitably</p>

cause an accident. There is an alley road that runs [REDACTED] which is used a lot for cars getting to their garages and parking up there (which they shouldn't do but have always done) so another safety concern.

I live [REDACTED] and it will cause me stress to have people waiting outside my house as they will stand there at the bus stop. They will be able to [REDACTED] which is a privacy issue. The extra noise and purple light of the No. 17 buses plus people getting on and off night and day will have an impact on my sleep and on my day to day living. It will also affect the look, value of my house and put people off purchasing. I have lived here [REDACTED] and object to this proposal as I bought my house without a bus stop outside.

I don't understand the need to move the bus stop from its' existing site which has been convenient to all and will save the Council money by not moving it.

The website gives no mention of moving the bus stop in the writing which makes it unclear and misleading for everyone as it only mentions the zebra crossing. I have spoken to several of my neighbours and they all have the same concerns as me.

Please forward this email to [REDACTED] as I would like an acknowledgement and also a response as soon as possible. I also emailed highway.objections@reading.gov.uk and it came back undeliverable???

Please take my concerns seriously and thank you for you for taking the time to read my objections.

OFFICER COMMENT: Another submission has been sent to us from the same person, please see below:

I strongly object to the Bus Stop being moved from where it's located to where it's drawn on the plan to site it on [REDACTED] because of the following reasons:-

I find it challenging getting out of my drive onto Norcot Road since the new parking bays were introduced as Vans and cars are parked to [REDACTED]. I have to pull out half way onto Norcot Rd to see if it is safe as I struggle to see vehicles coming up and down the road. If the bus stop is moved it will make it even more challenging and unsafe to get out onto Norcot Road because Buses arrive every 7 mins for 24 hrs which will inevitably cause an accident sooner or later. There is an alley road at [REDACTED] where a lot of cars and vans pull into the alley/road to get to their garages and park up the alley which is also going to raise a safety concern driving in from Norcot Rd and out again.

I live [REDACTED] and it will be cause me stress to have people waiting outside my house at the bus stop. They will be able to [REDACTED] which is a privacy issue. The extra noise and purple light of the No 17 bus stopping plus people alighting and talking as they get on and off 24 hrs night and day will have an impact on

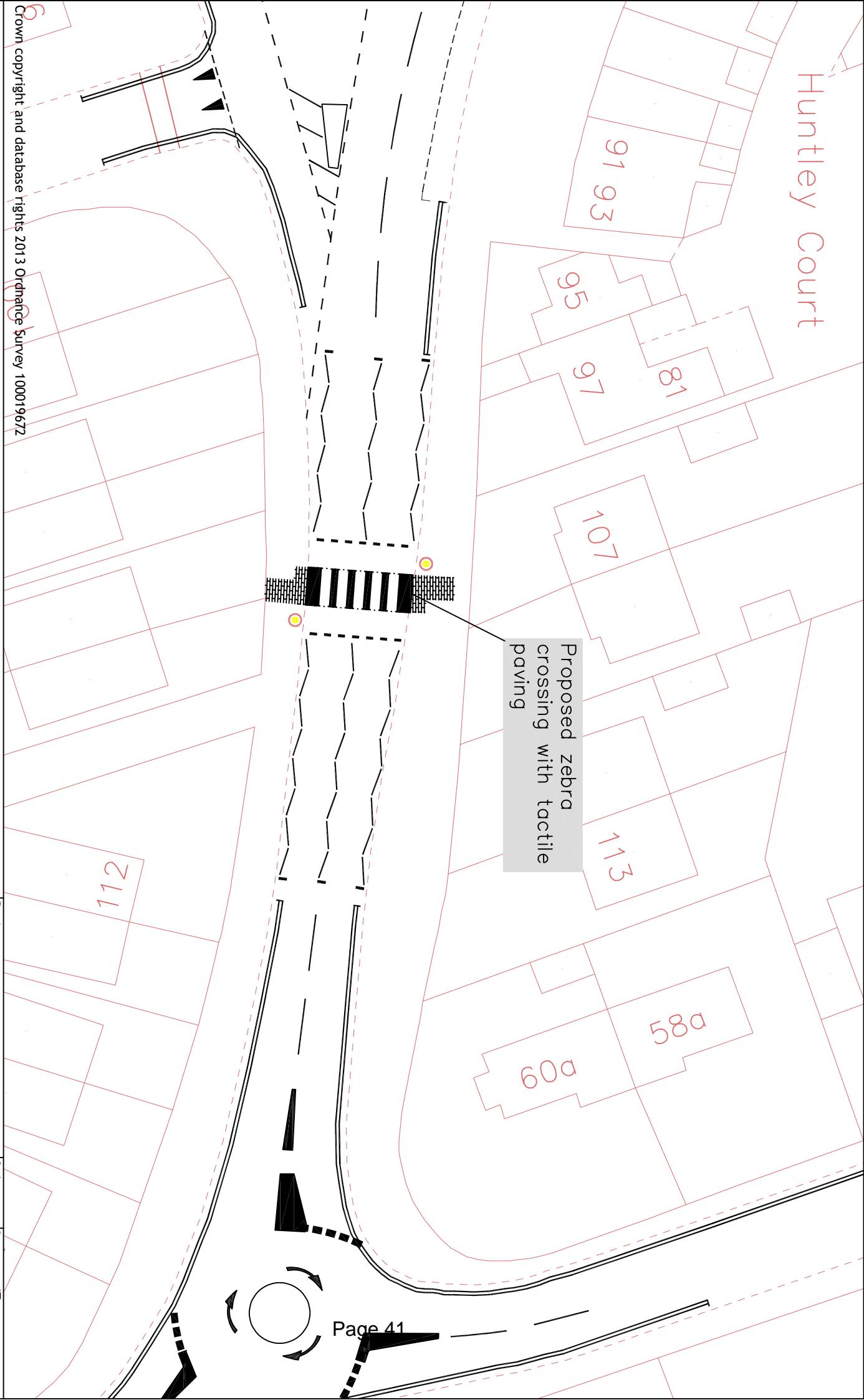
	<p>my sleep [REDACTED] and my day to day living. It will also effect the look, the value of my house, and put off people purchasing it in the future. I have lived here [REDACTED] and object to this proposal.</p> <p>I don't understand why you want to move the bus stop from it's existing site which is convenient to all and serves its' purpose and will save the Council money by leaving it in it's existing site. I agree that a zebra crossing would be a good idea to make it safer to cross Norcot Road but as you are putting it where the other crossing is I don't see that there is a need to move the bus stop.</p> <p>The website page gives no mention of moving the bus stop in the writing which isn't clear and is misleading to everyone as it only mentions the zebra crossing. I have spoken to several of my neighbours and they all have the same concerns but most of them didn't receive information about it.</p> <p>Please take my concerns seriously and I appreciate your time.</p> <p>Please forward this email is passed to [REDACTED] as I would like an acknowledgement and also a response as soon as possible.</p> <p>I look forward to hearing from you.</p>
2. Object	<p>I live at [REDACTED] and would like to object to the proposal of bus stop repositioning to [REDACTED] Norcot Road. The alleyway which runs alongside [REDACTED] is on private land and I am concerned that more bus users will use this alleyway and will litter the area. This is of particular concern as the plants along the alleyway [REDACTED]. In addition I am also very concerned that those people sat on the top deck when the bus is in a stationary position (at the bus stop) will invade [REDACTED] privacy as the bus will directly stop in font of [REDACTED]. The noise of the buses stopping and starting would be very disturbing [REDACTED] as these buses operate all through the night. These factors are going to adversely impact the value of [REDACTED] properties as this new bus stop location would be an considered an undesirable feature for any potential buyer. I would like the council to consider these points very carefully and ask then why we should be faced with this new daily disruption? Please note that those residents who are currently impacted by the location of the existing bus stop have been familiar with this situation for may years and therefore should not be a new problem for them.</p>
3. Comment by Thames Valley Police	<p>Thank you for the consultation documents relating to a proposed zebra crossing in Norcot Road, Tilehurst, Reading.</p> <p>I have found two injury collisions recorded in the last five year period within 250 metres of the proposed location, a car that collided with [REDACTED] pedestrian who was crossing Norcot Road in foggy conditions and a [REDACTED] driver who collided with an oncoming vehicle.</p>

	<p>I have visited the location and note that Norcot Road is a street lit residential road with a 30mph speed limit carrying moderate to high traffic flows throughout the day. There is an existing uncontrolled crossing at the proposed location and there is a good view in both directions from the new zebra crossing.</p> <p>The new design requires an existing bus stop to be relocated to the east of the zebra crossing, within the extent of the zig zag lines; this is permitted in TSRGD Chapter 6. There is an exemption for bus drivers to stop on zig zag lines, however I would question how this would be perceived by other motorists who may have been prosecuted for stopping within the confines of a zebra crossing, often in vehicles much smaller than the double decker buses used by Reading Buses on this route. I suspect that bus drivers are not aware of that exemption and may be apprehensive about stopping in that location.</p> <p>Pedestrian/driver indivisibility will be compromised when travelling west by buses stationary at the new bus stop in this scenario.</p> <p>I am uneasy about the bus stop within the extent of the zig zag lines but ultimately it is for the highway authority to ensure that the proposed crossing is safe and conforms to all current DfT guidance for the siting, lighting and lining of zebra crossings, and in this case, the siting of bus stops.</p> <p>Thames Valley Police have no further comment.</p>
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Huntley Court

Proposed zebra crossing with tactile paving

Page 41



Project

CLL: Addington Rd zebra crossing

Scale
N.T.S

Drawn
JT

Checked
JC

Date
JULY 21

Approved
JP

Drawing
Addington Rd zebra crossing
proposal

Drawing No.
Addington Rd zebra crossing
proposal



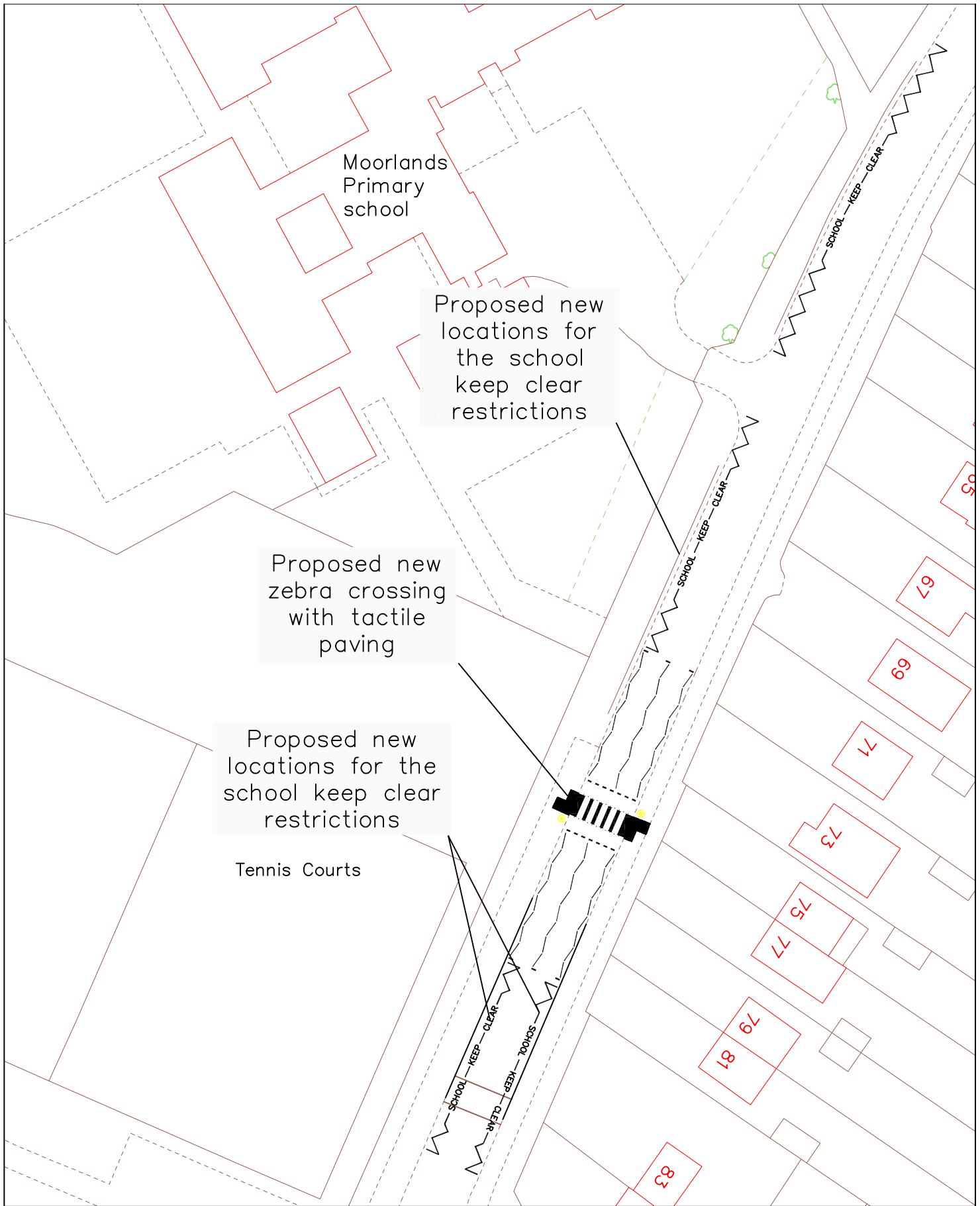
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Borough Council

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Civic Centre
Reading
RG1 2LU

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CAD DRAWING LOCATION:

project	CIL: Church End Lane zebra crossing		
drawing	Church End Lane zebra crossing proposal		
drawn JT	checked JC	approved JP	date July 2021
Page 43 State NTS	drawing no. Church End Lane zebra crossing proposal		



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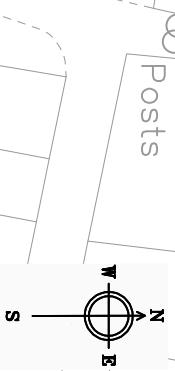
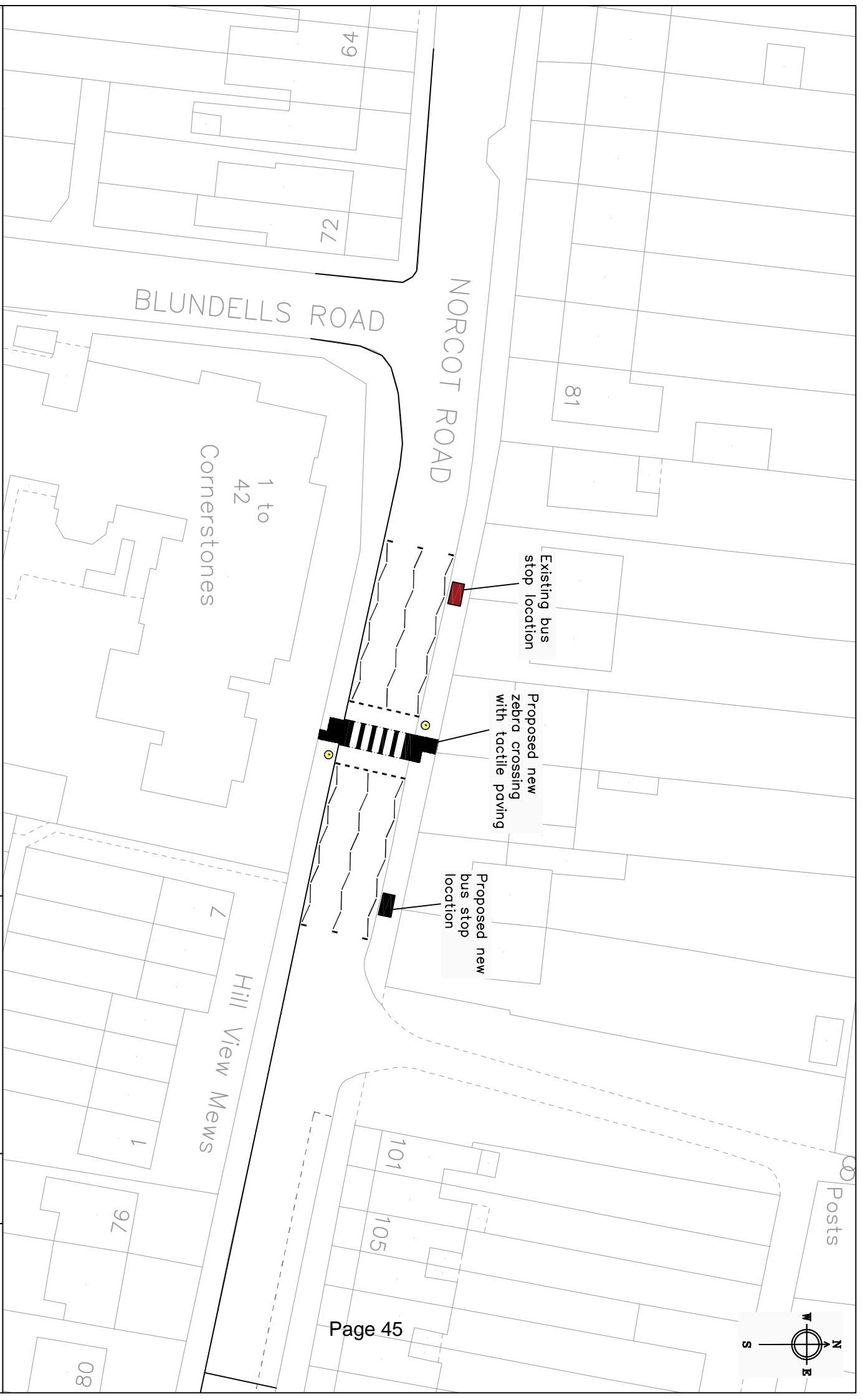
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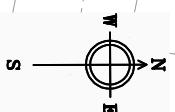
KEY

Existing restrictions:

**Red Route no
stopping at
any time**

Proposed restrictions:
As labelled

location

Proposed new bus
stop location

NORCOT ROAD

BLUNDELLS ROAD

95

101

115

BLUNDELLS ROAD

1 to
Proposed new zebra
crossing with tactile
paving

Hill View Mews

Existing: Red Route no
stopping except parking
at any time.

Proposed: Red Route no
stopping at any time

8b

Page 47

Transport

Civic Centre
Bridge StreetReading
Borough Council

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Project

CLL: Norcot Road zebra
crossing

Drawing

Norcot Road: Red Route amendment

Scale

NTS

Drawing No.

Drawn

JT

Drawing No.

Checked

JC

Drawing No.

Date

NOV21

Drawing No.

Approved

JP

Drawing No.

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Agenda Item 7

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 NOVEMBER 2021		AGENDA ITEM:
TITLE:	CAVERSHAM PRIMARY SCHOOL ZEBRA CROSSING - RESULTS OF STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	THAMES
LEAD OFFICER:	JEMMA THOMAS	TEL:	0118 937 2101
JOB TITLE:	ASSISTANT ENGINEER	E-MAIL:	Network.management@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report seeks a Sub-Committee decision on the outcome of a statutory consultation for the proposed implementation of a new zebra crossing, intended to support active travel to/from Caversham Primary School.
- 1.2 The Sub-Committee is asked to consider the feedback received during the statutory consultation when making their decision.
- 1.3 Appendix 1 - Anonymised feedback received during the statutory consultation.
- 1.4 Appendix 2 - Drawing showing the location and detail of the proposed zebra crossing.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers the feedback in Appendix 1 and agrees to either implement, amend or reject the proposal.
- 2.3 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.
- 2.4 That officers progress the delivery of the zebra crossing, if agreed for implementation.

3. POLICY CONTEXT

- 3.1 The proposals align with the principles of the Council's Local Transport Plan (LTP) and Local Cycling, Walking and Infrastructure Plan (LCWIP). The zebra crossing proposal will complement the Council's Climate Emergency Strategy and Health and Wellbeing Strategy by removing barriers to the greater use of sustainable, healthy transport options.

4. THE PROPOSAL

Current Position

- 4.1 In 2018, the Council's Policy Committee agreed to a saving against the school crossing patroller budget but committed to reviewing crossing facilities at the borough's schools. While this saving has since been revised, it was identified that Caversham Primary School could benefit from the implementation of a controlled crossing (zebra).

The school is currently supported by a crossing patroller located on Kidmore Road, to the southern side of its junction with Oakley Road. This location is clearly a desire-line for school travel and does not require children to cross Oakley Road further on, but it is a challenging location for the installation of a zebra crossing. There are several nearby driveway accesses and relatively narrow footways on either side.

- 4.2 Officers developed a proposal that places the crossing as close to the desire-line as possible and commissioned an independent road safety audit for this design. Increasing the width of the footway (and therefore narrowing the road) was one of the expected recommendations of this audit, as the existing footway was not considered sufficiently wide to accommodate numerous pedestrians. No other significant issues were raised in the audit.

Officers have, therefore, developed a final design proposal for the crossing, as shown in Appendix 2.

- 4.3 A legal statutory consultation was carried out between the 19th August - 8th September 2021. 63 responses were received. 15 objections, 47 support and 1 comment. This anonymised feedback is contained in the Appendix 1 table.

- 4.4 Objectors to the proposal have made comments including concerns about the placement of the crossing and its proximity to the nearby junction, as well as the proposal to narrow the road at the crossing point. Some have said that the existing manned crossing is adequate for this location and that a zebra crossing would not be required outside the school hours. Others have suggested that other locations would be more suitable for a crossing and some are concerned about driveway access and light pollution into nearby houses.

Options Proposed

- 4.5 The proposed crossing location is on the most desirable crossing line, which is currently used by many children attending Caversham primary school. While it would likely be at its busiest during journeys to and from school, it would also be a useful facility to benefit the wider community and promote walking in the area.

Within the limitations of what is possible, equipment will be chosen that minimises light from the beacons being directed toward nearby properties and any necessary additional lighting will also be shielded.

4.6 The Sub-committee is asked to consider the feedback received against the proposal in Appendix 1 and can make the following decisions:

- Agree with objections - the recommended proposal will not be implemented
- Overrule objections - the recommended proposal will be implemented, as advertised.
- Amend a proposal - an amended proposal will be implemented, provided such proposed modifications do not compromise the legality of the consultation process. The detail of that amendment will need to be agreed by the Sub-Committee and officer representatives at this, or at a future, meeting.

4.7 Should the proposal be approved for implementation, it is expected that delivery will commence early next financial year and no materials will be ordered until after the decision has been made. A further independent road safety audit will be commissioned after the crossing has been fully installed.

Other Options Considered

4.8 Officers do not believe that there is another appropriate location for this crossing, where it would likely be used for the purpose intended - the further away it is positioned from the proposed location, the less likely pedestrians would be to make the detour to use it.

Placement of the crossing to the north of the junction with Oakley Road would necessitate the later crossing of Oakley Road to reach the school, so is also undesirable.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal contributes to the Council's Corporate Plan Themes, as set out below:

Healthy environment

The installation of zebra crossings is intended to improve the experience and perceived safety for pedestrians. Pedestrians will be more visible to motorists and vehicles will be required to stop for as long as is necessary for pedestrians to cross, without the use of traffic lights.

In complement to other Council initiatives, zebra crossings will contribute to encouraging people to make healthy transport choices through the removal of barriers toward doing so. This will contribute toward the Council's goal of making the town carbon neutral by 2030, through reducing emissions by private vehicle use.

The specific proposal in this report is primarily aimed to promote the greater uptake of active and healthy travel for school pupils.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 A Climate Impact Assessment has been conducted, which considers a net ‘NIL’ impact as a result of the Sub-Committee agreeing to the recommendations of this report.

The implementation of a zebra crossing does require a level of civil engineering work to be undertaken and the installation of electrically-powered beacons.

These will have a minor negative impact during installation and a very minor ongoing negative impact due to the continued energy use by the low-energy LED beacons. They will, however, be long-standing facilities and it is expected that the installation of these crossings will remove barriers that many people may have to walking, which will offset these impacts by a likely reduction in private vehicle journeys. This is particularly so with this proposed scheme, as it is on a journey desire-line to/from Caversham Primary School. While it is difficult to quantify, it is expected that the benefits will outweigh the impacts over time.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Statutory notification/consultation required for the zebra crossing proposal has been conducted in accordance with appropriate legislation. Notices of intention were advertised in the local printed newspaper and erected on lamp columns within the affected area. The Police are a statutory consultee and have also been directly notified. The consultation was hosted on the Council’s website (the ‘Consultation Hub’), where details and plans are also available.
- 7.2 Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council’s website.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
 - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics and statutory consultations provide an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

9. LEGAL IMPLICATIONS

- 9.1 Notice has been given for the implementation of a zebra crossing under Section 23 of the Road Traffic Regulation Act 1984.

10. FINANCIAL IMPLICATIONS

- 10.1 The financial implications arising from the proposals set out in this report are set out below:-
- 10.3 Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
Expenditure	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

10.4 Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	£2	£48	NIL
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Section 106 - Traffic Management Schools	Section 106 - Traffic Management Schools	N/A
Total Funding	£2	£48	NIL

10.5 Value for Money (VFM)

The scheme has been investigated and designed by officers of Reading Borough Council and all civil engineering work will be undertaken by the Council's in-house delivery team. The exceptions will be specialisms that currently lay outside of the Council's resources, such as lining implementation, sign creation and the supply, installation and electrical connection of the zebra crossing beacons. However, these will be appointed through existing contracts and using

contractors that conduct these works to a scale that provides value for money through their chargeable rates.

A Road Safety Audit has been outsourced to a contractor with these specialisms, but also providing an independent perspective on the zebra crossing scheme designs, which can assist in defending potential challenges.

10.6 Risk Assessment

There will always be an element of financial risk regarding more complex works that require excavation and adjustment to the Highway layout. These risks should be minimised pre-excavation, as officer investigations have included colleagues from the delivery team. However, there is always a risk of unforeseen engineering challenges, even following the receipt of utility plans. It is beneficial that most of the civil engineering work is being conducted by Reading Borough Council, as this ensures close communication and true joint working throughout delivery.

11. BACKGROUND PAPERS

- 11.1 School Crossing Facility Upgrades (Traffic Management Sub-Committee, June 2019).

Caversham Primary School Zebra Crossing: Results of Statutory Consultation, Appendix 1

UPDATED: 25/10/2021

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

Objections/support/comments received.	
	Summary of responses: Objections - 15, Support - 47, Comment - 1
1) Support	No comments provided
2) Support	Great. Difficult place to cross the road. Would Make it better. Please also consider one to cross Oakley Road.
3) Object	<p>1. Has a pedestrian count been done along with likely future projected numbers, given that the Caversham Primary school catchment area for this corner of Caversham Heights will include the new site of The Heights Primary in the opposite direction at MPF?</p> <p>2. How many Highdown students currently use this exact spot to cross Kidmore Rd?</p> <p>3. Given that the narrow pavement on the western side of Kidmore Road between Highmoor Rd and number 55 Kidmore Rd is barely useable safely, most people would be likely to use the eastern side pavement and consequently wouldn't need the proposed crossing at this exact spot unless crossing into Oakley Road.</p> <p>4. As this point was previously controlled with a "lollipop person", how has that experience contributed to the location decision?</p> <p>5. Has the option of siting the crossing between the northern pavements of Kidmore Road, where the wider eastern pavement is used by parked cars and visibility is better?</p>
4) Support	Easier and safer for people crossing the road
5) Support	<p>This is a dangerous crossing, especially for children on route to school, and needs more than a lollipop lady at certain times of day/days of the week/school times only.</p> <p>The proposal looks good, but why does right turn down Oakley road hill need to be removed? We live on Oakley road (top half), and to go down the hill part of Oakley road, frequently drive around the block, emerging onto Kidmore Road from Higmoor road, in order to turn right down Oakley road hill. This avoids having to pull out of Oakley road directly and cross Kidmore road, which is a difficult junction in a car. With the changes proposed, we would have to revert to driving directly out of Oakley road, across Kidmore road, which is more dangerous</p>
6) Support	No comments provided
7) Support	This junction is dangerous. Lot of vehicles use both Kidmore Road and Oakley Road going straight on and turning from one to the other. A zebra crossing might slow traffic. It might also allow the Oakley Riad traffic to exit that

	road more easily.
8) Object	Stick with lollipop for school times. As for motorist the general sighting at junction isn't great if kids think they can just cross. Plus already a bit of courtesy goes on at junction as to who is going to cross first. Zebra crossing on Woodcote Road for the Heights school would be a better road if this is council's stated principles.
9) Object	Stick with lollipop assisted crossing. Be very careful messing with roads north of rivet. Slightest change and very visible impact. When traffic lights near Shepherds Lane a while ago very noticeable "rat running" down Albert Rd & Kidmore Rd rather than wait and stick to main A road. If you think drivers won't swap to Albert / Conisbro Road then you are mistaken!
10) Object	Crossing at the junction of Oakley Road and Hemdean road at the bottom of the hill would be more beneficial. Access fro Oakeley Road to Kidmore Road is difficult with the additional hazard of crossing at this junction.
11) Support	This junction has always been dangerous and has prevented me letting my children go out alone if they need to cross this junction.
12) Support	This junction has always been dangerous and has prevented me letting my children go out alone if they need to cross this junction.
13) Support	The crossing at kidmore and Oakley is a four way junction and can be very difficult to cross. This road is on one of the main walking routes to Caversham primary and a safe crossing would benefit those on the school run as well as the general public.
14) Support	This is needed desperately. Cars go so fast and the junction is very bad to navigate in the morning for the school run. Additional traffic calming is needed on this street as traffic is now being diverted from Woodcote road making Kidmore road even busier
15) Support	This will be a valuable addition to the road landscape, particularly for children crossing outside of the times when the lollipop lady is on duty. This is likely to benefit children walking to Hightown, as well as Caversham Primary and also other local routes, including other school buses. Trying to cross this road, without the support of the lollipop lady is challenging and this has been particularly so during the times that she has had to isolate over the last year and when children are walking back later eg after after school club
16) Object	No comments provided
17) Support	Great positive step. Unaccompanied children's parents will be very pleased. Thank you RBC from a parent.
18) Support	Very much needed. We live locally and it's life-threatening to attempt crossing Kidmore Rd there. What's even more needed is the same on Rotherfield Way - literally hundreds of Hightown pupils risk life and limb daily trying to reach school.
19) Support	This is a great idea and welcomed by parents of both the primary and secondary schools.
20) Support	Children use this route to walk to school
21) Support	That road is horrendous to cross at the moment as there is traffic coming from 4 directions - it usually requires a kind person to stop and let us across. It is the biggest reason I get nervous about my [REDACTED] year old going to the park on his own. I would strongly support a crossing there to make it safer for everyone.

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22) Support	This is a busy junction and awkward to cross, especially for children. Sight lines are not always clear due to parked cars. I think a zebra crossing g would make it much safer for pedestrians walking to and from school as well as at other times during the day.
23) Support	I often cross Kidmore Re at that junction with my young child and a zebra crossing would definitely make things easier and safer.
24) Support	This has always been a difficult junction so I fully support
25) Support	I used to live at number [REDACTED] Oakley road and we had Extreme difficulty crossing Kidmore Road to take our three children to school. We support the zebra crossing as many of our friends said that the reason they drove their children to school was that it was dangerous for the children to cross Kidmore Road Oakley Road junction. We believe it is important to provide controlled crossings to help support children walking to school for healthy active lifestyle and to get cars off the road to improve air quality and reduce congestion and risk of collisions and serious accidents. With the pandemic we have seen many children have stayed in the house and not had any exercise and become deconditioned as a result therefore to promote a crossing like this where children can independently walk to school or parents can walk with them and feel safe is very important to promote a healthy healthy and active lifestyle. Please approve this crossing.
26) Support	This should have been done long ago. And an additional zebra crossing is needed near the junction Kidmore Road/Richmond Road fir families to cross the road and access Albert Road Park
27) Support	The crossing gets very crowded at school times. It's also a dangerous junction and cars will hopefully take more care if there's a zebra crossing
28) Support	Families with young kids cross this junction every day to access school, pre-school, play groups etc. which also happens to be during the rush hours. This junction is very busy and challenging to cross even for adults alone. The zebra crossing will add awareness to drivers to give way to children crossing the junction.
29) Support	Will enable safer crossing for children walking to school. And also slow drivers down who use it as a rat run.
30) Support	This will help children and adults to safely cross the roads as unfortunately cars are often speeding.
31) Support	support: this junction is dangerous to cross, especially when you have young children. a crossing would make it safer
32) Object	The route to Caversham Primary is adequately covered by the presence of a lollipop lady at key times. Other than the route to school, there's no need for a crossing, given the relatively low level of traffic and of pedestrians. Given the council's limited resources, a new zebra crossing should be placed elsewhere, perhaps on Rotherfield Way for routes to Highdown School.
33) Support	Common sense.
34) Support	There normally are some vehicles in this vicinity whose owners thinks it's okay to park on and block the pavement. This causes issues if you want to walk along, sometimes forcing you to walk on the road. Hopefully the zebra crossing markings will now prevent this illegal driving on to the pavement? This issue needs to be considered possibly using barriers to stop pavement driving?
35) Object	That junction is so very dangerous it needs a manned system or traffic lights. Not Zebra crossing that some drivers

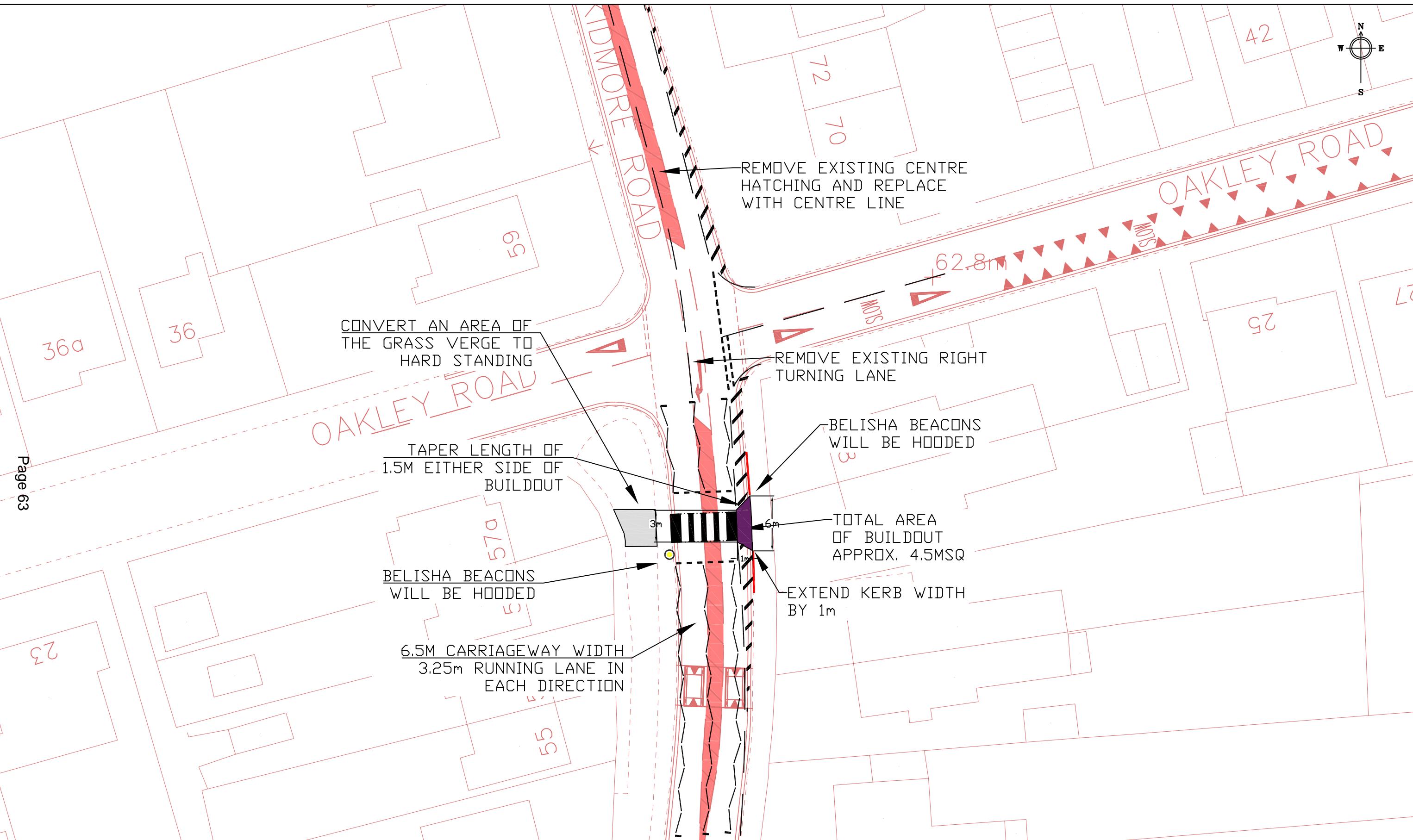
	will ignore as they already ignore the lollipop lady.
36) Support	In addition, the Kidmore Rd/Oakley Rd crossroads should be Give Way for Kidmore Rd drivers. Just like the Albert Rd/Highmoor Rd crossroads. Also, there should be another Zebra crossing in Oakley Rd going east, because nearly everyone walking south along Kidmore Rd are on its east side and will cross Oakley Rd to carry on along Kidmore Rd or go east down Oakley Rd, where they will cross it lower down. Crossing Oakley Rd is difficult and dangerous at that junction, because there are always cars queuing to get on to Kidmore Rd. Also, many cars going south along Kidmore Rd turn left into Oakley Rd, because it is a busy rat run, which avoids St Peters Hill and Caversham centre. In spite of the Highway Code rules, few drivers give way to pedestrians at junctions they are turning into.
37) Support	Child safety at a busy and hazardous junction. The road needs to be crossed every day by many children who attend Caversham Primary.
38) Support	Very busy road, kids(and Adults) struggle to cross it especially during school term.
39) Object	I support the provision of a crossing BUT object to the narrowing of the road lanes at that point in Kidmore Road. The road is already narrow and further narrowing will result in higher risk of vehicle accidents. The addition of cross hatching is of uncertain value as, IF observed will result in tradesmen parking further down the road causing obstruction nearer to the junction with Highmoor Road. I would propose the build out of the kerb is replaced by Treef kerbs (with a lowered area at the crossing) to provide some protection to pedestrians waiting on the east side of Kidmore Road. Further the compulsory removal of trees and shrubs overhanging the pavement for 50 metres along all branches of the junction to improve line of sight to motorists and pedestrians waiting to cross.
40) Object	Whilst in principle I am in support of the zebra crossing in order to make it safer for children at the local primary and secondary schools to cross the road, I do have an objection. The zebra crossing is [REDACTED] and I'm concerned about the light pollution. I understand that the lights on a zebra crossing have to be on 24 hours a day. I appreciate they'll be hooded, but that still means that the one on the opposite side of the road will be flashing [REDACTED]. If there's any way that the lights can just be operational up to 11pm, that would be preferable as there are unlikely to be people using the zebra crossing during the night.
41) Support	No comments provided
42) Object	The junction is extremely busy and if it is as close as planned to the junction (it should be atleast 18metres away from it according to the highways agency guidance) large traffic jams will be caused throughout the day. This could seriously impact the air quality which is opposite to the aim of the crossing, to keep young children safe. I believe a solution is necessary and think that a zebra crossing is a good idea, but surely it should be further away from the junction in order to keep people safe as well as avoid excessively impacting motorists .
43) Support	[REDACTED], finds this a very stressful and difficult crossing during [REDACTED] walk to and from school with [REDACTED]. I would prefer traffic light control with crossing areas personally since this is a difficult junction to negotiate as a driver but, this is better than nothing. I once watched a car drive straight over the junction at speed which was very scary.
44) Support	I fully support the proposal and wholeheartedly endorse its aims of enabling better use of the area by pedestrians.

	This is important not just for road safety, but for Reading's climate goals.
45) Object	<p>I live in [REDACTED] Kidmore Road, which is the house [REDACTED]. The crossing buildout starts next to [REDACTED] and extends down the length of [REDACTED]. Although I support the idea of a crossing in principle, I have a couple of reservations about the proposal.</p> <p>1. Access to our drive: [REDACTED] However, with the proposed buildout of the crossing where it is, that would become physically impossible. Even without the build out, we would need to pull up on the zebra crossing, which would be dangerous and illegal. [REDACTED]. However, with the proposed zig zags covering this area, again this would become dangerous and illegal. In a situation where [REDACTED] while someone then crossed on the zebra, and an accident occurred, we would be liable. Therefore, with the proposed position, it seems to make it impossible to use our drive safely or legally.</p> <p>2. Light pollution: The proposed location means that the belisha beacons will be directly outside [REDACTED]. As the beacons on a zebra crossing have to be on 24 hours a day, this will mean flashing light pollution [REDACTED] all night. I understand the beacons will be hooded, but looking at the standard design of hood, this is not going to stop all of the light from escaping. Considering that the main purpose of the new crossing is to replace the lollipop lady on the school run, it seems unnecessary to have 24hr flashing lights. The existing lollipop crossing has flashing lights that are turned on and off during the school run, which seems to be much more appropriate.</p>
46) Support	<p>As a resident of Kidmore Road, not far from the Oakley Road junction, I support this proposal. Much of the traffic on Kidmore Road travels well in excess of the 30mph speed limit at all times of day. There are no speed cameras on Kidmore Road and the narrow speed bumps are straddled by most modern cars, so there is no deterrent to prevent speeding which endangers pedestrians in a residential area. As well as providing a crossing point to aid walking to Caversham Primary School, the proposal will hopefully deter speeding (although it is not enough and more needs to be done such as the installation of a speed camera or changes to the road layout). In addition, if this proposal is not approved, traffic travelling to/from Reading is likely to divert from the A4074 Woodcote Way to avoid the new crossing (for the Heights Primary School) and speed cameras. The addition of a crossing on Kidmore Road might maintain the current balance of traffic between the two roads.</p>
47) Support	<p>A good addition but frankly window dressing to the fact that the heights residential area contains far too much traffic and should be an LTN. Rotherfield Way/Oakley Road and Kidmore Road should not be through routes and filtered.</p>
48) Support	<p>All school children living in catchment area of their local school should have a safe route to walk to school and all major and most minor roads should have a safe crossing point that they can cross.</p>
49) Support	No comments provided
50) Object	<p>It will become impossible for cars to drive along during school drop off and pickup times. The lollipop person is best, as they allow the children to cross safely, forcing cars to stop and also make the pedestrians wait in groups so that the traffic doesn't build up too much.</p>

51) Support	No comments provided
52) Support	I would support this. The road can be very busy around school times and a permanent crossing is much needed.
53) Object	This is only really applicable during term time and the lollipop person is adequate who is currently there. The junction is difficult enough arriving up the hill without the distraction of a zebra crossing. Also the houses oversite the crossing will be subject to flashing amber lights at all times and this will also be a hazard at night for the crossroads. Accident waiting to happen if you install here. You would be better installing this at the junction with kidmore rd and highmoor road and sort out the corner which you also can't see around which would then have a positive impact for both the zebra crossing and vehicles exiting this junction.
54) Support	Currently the Junction is a dangerous place to cross the road. The proposal may improve things though one assumes it will replace existing costing patrol at school times A better solution would be to fully signal the junction with a pedestrian phase.
55) Support	No comments provided
56) Support	We support the proposal put forward, however are somewhat concerned that with where it's proposed to be positioned and the volume of traffic that has increased since the start of the Covid pandemic and the speed that a majority of the traffic that are using Kidmore Road as a 'Rat Run' and void of any speed cameras that there is a potential accident waiting to happen.
57) Support	I think this is needed. I frequently see people having difficulty crossing Kidmore Road. Secondary school children also need to cross there, and not necessarily at times when the Lollipop Lady is there. If it goes ahead, I hope she does not lose her job - can she be found another role.
58) Support	My support is on the basis that the lollipop lady is retained. It would be more dangerous for schoolchildren if she were to be simply replaced by the zebra crossing. Also, there should be more traffic calming measures - e.g. 20 mph zone - I live on Kidmore Rd and would be personally affected, but people drive too fast on this road (the speed bumps are largely ineffective).
59) Support	No comments provided
60) Support	This road has become overused by Oxfordshire rat runners and the speeds along the road are excessive. This crossing will help to reduce speeds, and make it safer for pedestrians to cross. My observation is that there needs to be a second crossing across Oakley Road, east of Kidmore Road, to facilitate foot traffic coming from along the northern stretch of Kidmore Road. Oakley Road crossroads is very dangerous to cross when walking south along Kidmore road east side.
61) Object	I believe that the proposed location of the zebra crossing is too close to the junction of Oakley and Kidmore Roads and should be moved further away from the junction. 1. The top of Oakley Road hill where it meets the junction with Kidmore Road is where buses to schools (Gillots, Blue Coats and others) stop to pick-up and drop off children. The buses can be stationary for a couple of minutes. This backs up traffic on Kidmore and having a zebra crossing so close to the junction will cause significant congestion and not be safe for Caversham Primary children when they are going to and from school. 2. The Oakley/Kidmore junction is not safe at the best of times. Every day there are near misses and normally

	<p>collisions of cars every month or so. Drivers turning off of Oakley Road (east and west) tend to accelerate out onto Kidmore Road to ensure they keep their distance from cars travelling on Kidmore. Having a zebra crossing so close to that junction will mean that drivers focussing on accelerating onto Kidmore Road will not be focussed on the zebra crossing as early as they would if it was further from the junction.</p> <p>Hence we would strongly recommend that the zebra crossing is relocated to between [REDACTED] Kidmore Road or further south if possible.</p> <p>We would also ask if it possible for the flashing lights on the zebra crossing to be turned off overnight. I recognise that they will be shrouded however the reality is that flashing lights will still disturb sleep for nearby residents.</p>
62) Object	<p>I would like to register my objections to the proposed zebra crossing at the junction of Kidmore Road/Oakley Road. Firstly the position of this crossing, traffic from Oakley Road making a left turn onto Kidmore Rd, will turn a blind corner to find themselves immediately on top of the crossing. Even with traffic moving at a slow speed this is extremely dangerous and considering the speed which many cars, vans and increasingly H.G.V.S make this turn it is nothing short of suicidal. Add to this the traffic speeding down Kidmore Road it creates an unnecessary hazard.</p> <p>Secondly, householders on the even no's side of Kidmore Road keep their cars off the road and would like to get back onto the road without taking our lives into our hands each times, as well as the lives of the crossing users.</p> <p>Please could you keep us in informed of any further developments and decisions made in this matter.</p>
63) Comment from TVP	<p>Thank you for the consultation documents relating to the proposed zebra crossing in Kidmore Road, Caversham, 18m south of its junction with Oakley Road.</p> <p>I have visited the proposed location and note that there appears to be a good view in both directions from the proposed crossing however, foliage from [REDACTED] Kidmore Road, a residential property [REDACTED] has grown over the highway boundary which will restrict pedestrian movement from the junction to the crossing. This is the same on the south eastern side of Oakley Road on the approach to the junction with Kidmore Road. I presume that Reading Borough Council have plans to ensure foliage is cleared along these lengths of footway to ensure that pedestrians who walk to and from the crossing are not forced to step into the carriageway to pass each other on any arm of the junction?</p> <p>I also noticed that road safety messaging is covered by foliage both in Kidmore Road on the northern side of the junction and the eastern section of Oakley Road. Both signs appear to be Kill Your Speed signs which are important road safety signs. Can these also be cleared of vegetation please.</p> <p>It is for the highway authority to ensure that the proposed crossing meets all current DfT guidance for the positioning and design of zebra crossings. Thames Valley Police will not object to this proposal.</p>

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Reading
Borough Council
Working better with you

Transport & Streetcare
Civic Offices
Reading
RG1 2LU

project
KIDMORE ROAD/OAKLEY ROAD
PEDESTRIAN CROSSING

drawing
KIDMORE ROAD PROPOSED PEDESTRIAN
CROSSING SCHEME OPTION 1 BUILDOUT

CAD Drawing Location:		
scale	drawn PC	checked JC
NTS	approved JP	
		date MAY 2021
drawing no.		NM/PC/CAVERSHAM_PRIMARY_SCHOOL/ KIDMORE_RD/Option 1

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Agenda Item 8

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 NOVEMBER 2021	AGENDA ITEM:	
TITLE:	RED ROUTE WEST: NORCOT ROAD & OXFORD ROAD BAYS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BATTLE, KENTWOOD AND NORCOT
LEAD OFFICERS:	JEMMA THOMAS	TEL:	01189 372101
JOB TITLES:	ASSISTANT ENGINEER	E-MAIL:	Network.Management@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Additional bay-marked restrictions were installed on the West Reading Red Route on Oxford Road (loading bay) and Norcot Road (parking bay) in 2018 and 2019, following initial feedback that was received about additional requirements that needed to be accommodated. Statutory consultations were carried out on these restrictions and the results were reported to the Sub-Committee in July 2020.
- 1.2 A decision was made to implement the restrictions, subject to a further review of the Norcot Road parking bays. As all proposals were consulted in a single Traffic Regulation Order (TRO), a decision needs to be taken on all elements before the TRO can be sealed/made.
- 1.3 Officers have reviewed the bays on Norcot Road and recommend that the Sub-Committee agree to keep the bays, with one minor adjustment to be made to the bay outside property no. 273 Norcot Road so that the bay does not partially cover the driveway. This will enable the sealing of the TRO and retention of the marked restrictions.
- 1.4 Appendix 1 shows the current location of the bays on Norcot Road, with the minor adjustment recommended.

Appendix 2 provides the feedback originally received to the statutory consultation on the proposal to implement the additional parking bays on Norcot Road.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

- 2.2 That the Sub-Committee agrees to either retain the bays on Norcot Road, adjust them as recommended, or remove them.**
- 2.3 That the Assistant Director of Legal and Democratic Services be authorised to undertake the necessary legislative and regulatory processes to seal the resultant Traffic Regulation Order.**
- 2.4 That no public inquiry be held into the proposals.**

3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.**
- 3.2 The Red Route also complements the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by supporting public transport and removing barriers to the greater use of sustainable, healthy transport options.**

4. BACKGROUND AND PROPOSALS

Current Position

- 4.1 Following the introduction of the experimental red route on the west side of Reading in the summer of 2018 a request for an additional loading bay on Oxford Road was received from a local business and installed later in October 2018.**

A petition from residents of 275 - 291 Norcot Road was submitted to the Traffic Management Sub-Committee in January 2019. Residents had been parking on the Highway verge and tarmacked areas and were receiving Penalty Charge Notices (PCNs) for doing so with the Red Route being in place. To assist residents and provide additional on-street parking, additional parking bays were installed on Norcot Road in July 2019.

The Traffic Management Sub-Committee agreed to make the west Reading red route order permanent and officers recommended that these additional bays be progressed through statutory consultation, for completeness of process. Officers were approved to carry out the statutory consultation for these bays at the Sub-Committee meeting in September 2019.

- 4.2 The statutory consultation took place between 5th - 26th March 2020. The objections reported to the Sub-Committee in July 2020 included 1 objection, 1 support and 2 comments on the Norcot Road bays (see Appendix 2). There were concerns raised about the safety of the bays, their impact on driveways and residents stated they would prefer to park on the verge as they had done in the past before the Red Route was installed.**

The Sub-Committee agreed that the Oxford Road loading bay be implemented, but that the decision on regarding the proposals for Norcot Road be deferred pending further review.

- 4.3 Both the Oxford Road and Norcot Road bays were consulted as part of a single TRO, which is common practice for providing best value for money in terms of officer resource and the necessary advertising costs. As such, the TRO cannot be sealed until a decision is taken on all elements.
- 4.4 Officers have since received further comments from Norcot Road residents. There have been reports of vehicles being damaged by traffic passing the bays, and some difficulties caused when accessing private driveways.

Access protection markings are in place to deter vehicles parking over driveway access points in the bays by further highlighting the dropped footway crossings. Although the reports of vehicle damage are regretful, it is not considered that the bays inhibit visibility for motorists using Norcot Road.

Options Proposed

- 4.5 Officers recommend that the Sub-Committee agrees to the implementation of an amended proposal for the Norcot Road bays, which can result in the sealing of the TRO. The proposed amendment reduces the bay near to Lawrence Road, as per Appendix 1, overcoming a commented concern that was raised during the consultation, regarding driveway access.
- 4.6 The Red Route restriction applies to the extent of the adopted Highway, which includes footways and verges. The bays have been installed to accommodate additional resident parking on the road, which is an area that is constructed to accommodate this use, over that provided by residents' private off-street parking areas.

Parking on footways and verges causes damage as they are not constructed to support vehicle use. This could extend to damage risks for utility services and other street furniture that is installed and can cause mud to be dragged across footways, which is a hazard to pedestrians. Parking on footways can cause accessibility issues and act as a deterrent to greater adoption of active and sustainable transport modes. The placement of Red Route parking bays on the outside of the bend and the clearance of former verge/footway parking on the inside of the bend improve motorist visibility at this location.

'Selective non-enforcement' is not an option as this can lead to claims of discrimination and could undermine enforcement of the Red Route and other parking restrictions across the borough.

It is, therefore, not recommended to facilitate any verge/footway parking at this location, as has been previously requested.

Other Options Considered

- 4.7 A second option is to retain the bays as presented on street and to seal the TRO as it was advertised. While officers remain satisfied with the proposal as advertised, the primary option (Item 4.5) provides an opportunity to overcome a concern that has been raised, so remains the officer recommendation.

- 4.8 A third option is to seal the TRO without the inclusion of the Norcot Road bays and that these bays must subsequently be removed - this will revert to the underlaying restriction (No Stopping Mon - Sat, 7am - 7pm).

This option will require nearby residents to park their vehicles wholly on their own private land, or at an alternative location that is not contravening parking restrictions, when the Red Route No Stopping restrictions apply. It is for this reason that this option is not recommended by officers.

- 4.9 The proximity of the Lawrence Road junction, bus stop and traffic island prevent the bays from being moved. There is also a need to ensure the bays are close to the properties where they are needed.
- 4.10 The Sub-Committee is asked to note that the resultant TRO must be sealed before March 2022, otherwise the TRO process will expire and a new consultation would need to be conducted for these facilities on Oxford Road and Norcot Road. The Council would need to remove the Oxford Road and Norcot Road bays in the interim.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal contributes to the Council's Corporate Plan Themes, as set out below:

Healthy environment

Reading's first Red Route was implemented in three sections primarily to improve the consistency of journey times for the Number 17 Reading Buses service and help to further enhance the appeal of using of public transport services in Reading. The restrictions enable improved enforcement against the ad-hoc stopping activities that were being conducted along its route, in contravention of the prior restrictions.

The benefits of the Red Route to bus services were also expected to benefit cyclists along the route, who would have a clearer route and would see greater containment of on-street parking (stopping) to permitted bays only. Furthermore, the Red Route provides greater enforceability against footway encroachment by parked/stopped vehicles, through the enhanced enforcement opportunities that the restriction brings. These improvements were intended to remove barriers that may have existed toward the greater adoption of active and healthy transport modes.

- 5.2 This proposal contributes to the TEAM Reading Values, as set out below:

Together - The addition of the bays noted in this report were proposed following feedback that the Council received to the original Red Route restrictions.

Efficiency - The recommendation of the report retains the existing infrastructure (with minor adjustment to lining) that would otherwise require costly removal.

Ambitious - The Red Route supports the Council's goal of making Reading a carbon neutral town by 2030.

Make a Difference - The Red Route makes a positive difference across transport modes.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers) and an Environmental Impact Assessment has been conducted on the recommended option.
- 6.2 The recommendation of this report is to proceed with the primary option - a minor amendment to a bay marking. This will require a contractor visit and some lining adjustment that will have a very small negative impact in terms of fossil fuel use during implementation (powering the bespoke contractor vehicle, heating the paint, removal of the existing markings).

Option 2 proposes no change, so the impact is expected to be nil.

Option 3 would require more significant contractor work to remove larger areas of road markings and remove signs, leading to wastage of materials and greater use of fossil fuels during implementation of the change.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The project to create Reading's first Red Route scheme commenced with a 6-week informal public consultation, during which time all properties fronting the route received letters and information, alongside press releases, and local drop-in sessions were held to seek feedback on the initial concept proposals and to inform the detail of the scheme.
- 7.2 The Council created a page on its website dedicated to Red Route information, which has contained the detailed plans and legal Notices associated with each section of the Red Route, while it was experimental. Press releases preceded the implementation of each section. It should be noted, however, that Red Route restrictions have been a relatively long-standing feature within the Highway Code.

The Council continues to operate an application process where dispensation requests can be considered for one-off events where there is no alternative nearby stopping facility. There have been relatively few applications across the entire Red Route and they have been typically accommodating house-moves, setting up scaffolding for property maintenance and other similar short-term activities. This process has allowed officers to work with residents/property owners to accommodate specific activities at no cost to them, while also enabling timing and location conditions to be added in order to minimise the impact of the activity on traffic flow.

- 7.3 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website (the 'Consultation Hub').
- 7.4 Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics. The recommendation of this report is to fundamentally retain the on-street parking bays, which would not alter the existing arrangements that have been in place since 2019.

9. LEGAL IMPLICATIONS

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

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake this process.

- 9.2 Following the making of this Order, the public must be afforded a period of six weeks to raise any legal challenge, prior to any alterations to the restrictions within being proposed through statutory consultation.

10. FINANCIAL IMPLICATIONS

The following information is based on agreement to the recommended actions of this report, namely to retain the existing bays on Norcot Road with a minor alteration. A cost will be involved in the advertising of the order, when it is sealed.

- 10.1 Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
Expenditure	NIL	NIL	NIL

Income from: Fees and charges Grant funding Other income	NIL	NIL	NIL
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

10.2 Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	1.5	NIL	NIL
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Capital integrated transport block (ITB) grant funding	N/A	N/A
Total Funding	1.5	NIL	NIL

10.3 Value for Money (VFM)

The scheme has been investigated and designed by officers of Reading Borough Council and all civil engineering work will be undertaken by the Council's in-house delivery team. The exceptions will be specialisms that currently lay outside of the Council's resources, such as lining implementation and sign creation. However, these will be appointed through existing contracts and using contractors that conduct these works to a scale that provides value for money through their chargeable rates.

The recommendation of this report will necessitate sealing the resultant TRO, which will attract costs for advertisement, and to the minor adjustment of on-street lining, which represent minimal works at a low cost.

Sub-Committee agreement to Option 2 would provide best value for money initially, as it will only require advertisement of the resultant TRO and no physical changes on-street. However, this could impact on revenue through the Council having to address complaints that could have been partially overcome by introducing the amendments proposed in the primary recommendation.

10.4 Risk Assessment

There are no foreseen financial risks associated with the recommendation of this report.

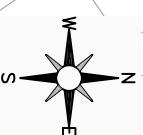
Should the Sub-Committee agree to Option 3, or should the Sub-Committee not reach a decision in time for the resultant TRO to be sealed, this would attract greater costs to the Council. The Norcot Road bays and, potentially, the Oxford Road bay would need to be removed, inclusive of all signing and lining. Any amendments/replacement would necessitate restarting the statutory consultation process.

11. BACKGROUND PAPERS

- 11.1 Results of Statutory Consultation: Red Route Bays on Oxford Road and Norcot Road (Traffic Management Sub-Committee, July 2020).
- 11.2 Red Route - Route 17 (Traffic Management Sub-Committee, September 2019).
- 11.3 Red Route - Route 17 (Traffic Management Sub-Committee, March 2019)
- 11.4 Red Route - Route 17 (Traffic Management Sub-Committee, September 2017)
- 11.5 Red Route - Route 17 (Traffic Management Sub-Committee, March 2017)
- 11.6 Proposed Service Offers and Budget Proposals 2016-2019 to Narrow the Budget Gap (Policy Committee, July 2015)

KEY:

NO STOPPING
MON-SAT 7AM-7PM



PROPOSED:
REDUCTION IN BAY
ON NORTH SIDE

NORCOT ROAD

NO STOPPING EXCEPT PARKING
AT ANY TIME

Shelter

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LAWRENCE ROAD

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Red Route West: Norcot Road & Oxford Road Bays, Appendix 2

Feedback to Traffic Regulation Order (Norcot Road only), Updated 06/04/20.

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.

Street/Summary	Objections/support/comments received.
Norcot Road	<p>Summary of responses: Objections - 1, Support - 1, Comment - 2, Mixed Response - 0.</p>
1) Resident, Comment	<p>The survey attached to the consultation is very poorly worded and completely unclear. It is impossible to answer the way it is written. I am being asked if I support or object to...what? Do I support the red route? Absolutely not. But the council was not interested in resident objections. And we have already been sent two frivolous PCNs for literally parking in our own driveway. Will the council fix potholes to make cycling safer? No. Their money is being spent to maintain an unnecessary and pointless red route and to send unwarranted fines to residents who must protest their innocence over something that an incompetent council put in place. I'm guessing this red route is someone's vanity or income generating project rather than a scheme to make the lives of Reading citizens better. Do I support the parking bays? As we are now forbidden the parking places we have used for decades, then yes, I am forced to support them as there is no other option. Are the parking bays logical? No. But then, neither is the red route. I am at a loss to understand the thinking behind being told to park directly on the road versus on the driveway crossing that does not obstruct the walkway or the road. How is that possibly better? But I would take the bays over no parking places at all, obviously. Please do not remove the parking bays. They are the only parking places we are allowed now. Since the survey is useless, accept this email as my response to the consultation.</p>
2) Resident, Object	<p>Norcot Road, schedule 799.</p> <p>Currently on the south side there is a parking bay 58m southwest from the junction of Links Drive on the opposite side to the houses. Outside the houses they have slopes outside which are large enough to park a car on and have two wheel chairs pass at the same time without a problem, however they can no longer be used. Even when driving in an out of the property's drives residents are being ticketed. This is ludicrous , unnecessary and a waste of time for both the council and residents as parking on these slopes will not impede the busses. It would be better if the parking bay was extended to cover from 277 to 285 on the opposite side (North side). The view around the shallow bend would not be unsafe, I can't see a problem (Institute of</p>

	Advanced Motorists member since 1978). When you compare the parking bay further up the hill above the school it is on the inside of the bend that is tighter with less view than my proposed amendment therefore the argument of "its on the inside of the bend therefore its unsafe" is moot as the precedent has already been set by yourselves.
3) Resident, Support	We like having the parking on Norcot Road on the sides they are. It enables an over flow for visitors.
4) Resident, Comment	Thanks for the clarification - it's a pity your website and survey design were not better implemented to avoid the confusion. If you are going to retain the red route on Norcot road, then the parking bays are absolutely essential. However, the effect of introducing the red route and parking bays has actually introduced traffic hold-up where previously there were none. The red route is a pointless waste of money that has no effect - it's just more council virtue signalling. The route should be scrapped and the council CO2-emitting spy-cam cars decommissioned. I have now received 2 invalid fines for simply driving on to my driveway. Parking on driveway crossings (which there are many on Norcot Road) should be allowed - i.e. the boundary-to-boundary rule should not be enforced. Instead of red routes, the council should focus its efforts and expenditure on properly maintaining the roads. Although I am a motorist, I exclusively commute by bicycle (32 miles/day) and I can categorically state that potholes are a serious safety issue for cyclists.
5) Resident, Comment (post-consultation)	<p>Our concerns with the red route is that it obstructs our driveway and makes leaving/ entering our driveway almost impossible. This is because our driveway is only partially dropped (front the previous occupant of the address where we suspect they had the driveway extended).</p> <p>When we moved in around September 2018, the was no red route surrounding our house.</p> <p>In August 2019 (when the red route was extended to across our driveway) we immediate raised our concerns [see email trail].</p> <p>The concerns we had are quoted below:</p> <ul style="list-style-type: none"> • It is impossible to reverse onto my driveway when travelling south/ up the hill • I cannot safely reverse off my driveway when I wish to travel north/ down the hill - I have to block both sides of the busy road to leave • When we have visitors, visiting vehicles cannot leave our driveway without having to remove another vehicle first • The parking spots are stopping the flow of traffic when buses need to pass • When turning onto the driveway when travelling north/ from the top of the hill when using my work van, I cannot access my driveway due to the extremely tight turning circle. I need to pass my house, do a U-turn at Links Drive, and go back up the hill. • The above point is also applicable when leaving the driveway for if I wish to travel south/ up the hill. I need to go north/ down the hill and do a U-turn at Links Drive."

	<p>To extend upon the above points, we are increasingly getting people parking outside of the allocated space which is making it impossible to get on or off of our driveway. I have attached a photo taken 10 minutes ago to clearly demonstrate how we now cannot use the driveway.</p> <p>Officer Comments:</p> <p>It is the view of Officers that the dropped kerb access, which is the legitimate footway crossing, is not obstructed by the location of the parking bay. The dropped kerb has an access protection marking across it also.</p> <p>Officers appreciate the point that the respondent is making about access to their drive but although the front of the property is paved, the dropped kerb does not cover the whole area of paving. It has been suggested that it may be best for the respondent to apply for an extension of the dropped kerb to cover the whole of the paved area. This would clarify for everyone what needs to be kept clear and enable legal enforcement if the dropped kerb is encroached. It would also enable better maneuverability of their vehicles onto and from the wide paved area.</p>
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Agenda Item 10

By virtue of paragraph(s) 1 of Part 1 of Schedule 12A
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