

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

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

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 13 JANUARY 2022

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 13 January 2022 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 - 12
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.	WAITING RESTRICTION REVIEW - 2021B PROPOSALS FOR STATUTORY CONSULTATION	BOROUGH WIDE	13 - 78
	A report seeking approval for officers to carry out statutory consultation for recommended new/alternation to waiting restrictions. These proposals aim to address the issues raised in the initial list of requests which were agreed for investigation at the meeting on 15 September 2021.		
6.	ACTIVE TRAVEL FUND TRANCHE 2 - SHINFIELD ROAD - PROPOSALS FOR STATUTORY CONSULTATION	CHURCH	79 - 90
	A report seeking approval from the Sub-Committee to carry out necessary statutory consultation/notice processes to progress the Active Travel Fund Tranche 2 Shinfield Road Scheme.		
7.	CYCLE FORUM NOTES - 18 NOVEMBER 2021	BOROUGH WIDE	91 - 98
	A report informing the Sub-Committee of the discussions and actions from the Cycle Forum held on 18 November 2021.		
8.	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”		
9.	APPLICATIONS FOR DISCRETIONARY PARKING PERMITS	ABBAY; BATTLE; CAVERSHAM; KATESGROVE; MINSTER; PARK	99 - 192
	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 27), Hacker (Vice Chair in the Chair for item 27), Barnett-Ward, Carnell, Ennis, Gittings, Leng, Mitchell, Page, R Singh, Terry and Whitham.

Apologies: Councillor Duveen.

24. DECLARATIONS OF INTEREST

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

25. MINUTES

The Minutes of the meeting of 15 September 2021 were confirmed as a correct record and signed by the Chair.

26. QUESTIONS

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

Questioner	Subject
George Mathew	Kendrick Road
Councillor Whitham	Church Road Pedestrian Crossing
Councillor Whitham	Electric Car Charging

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

27. READING STATION SOUTH-EAST TAXI RANKING: RESULTS OF STATUTORY CONSULTATION

Further to Minute 16 of the previous meeting, the Executive Director for Economic Growth and Neighbourhood Services submitted a report that provided the Sub-Committee with the results of the 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. Anonymised feedback that had been received during the statutory consultation was attached to the report at Appendix 1 and a plan to show the proposed alterations was attached to the report at Appendix 2.

The report proposed that the TRO being sealed should be agreed and the proposal should be implemented as advertised. This would reduce the theoretic feeder ranking capacity on Garrard Street, it would inevitably continue to be the case through temporary restrictions that would be needed to be implemented throughout the Station Hill area development works. Once the development was complete, consideration could be made for on-street

restrictions that would accommodate the needs of the area and the results of the development might make alternative options more desirable. The proposal was therefore intended as a 'temporary' measure.

In response to the request by Mr Rashid, Chairman of the Reading Taxi Association, for CCTV, the bus gate restriction that restricted unauthorised vehicles from exiting Garrard Street onto Station Road was already enforced by CCTV and would continue to be so. Enforcement of the taxi rank waiting restrictions was not currently permissible by CCTV but, would 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, were £25k plus the cost of the electrical connections, which would potentially double this cost, and ongoing electrical usage and maintenance costs. This compared with the renewed low power indicator devices that had been purchased for £5k already, which provided a newer version of the system the taxi trade had been using for many years and used the existing electrical supplies. The request for CCTV had not been budgeted and was not considered to be appropriate and did not represented value for money for the temporary nature of the scheme. There were also public safety and privacy concerns regarding the public display of live CCTV footage at an alternative nearby location. Therefore, the report did not recommend that this proposal should be pursued.

Resolved -

- (1) That the report be noted;**
- (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;**
- (3) That the scheme be implemented with the renewed bay indicator device as set out in paragraph 4.6 of the report;**
- (4) That respondents to the statutory consultation be informed of the decision of the Sub-Committee, following publication of the agreed meeting minutes;**
- (5) That no public inquiry be held into the proposals.**

(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)

28. CIL LOCALLY FUNDED SCHEMES 2021: RESULTS OF STATUTORY CONSULTATIONS

The Executive Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received during the statutory consultation for the agreed proposals for zebra crossings on Addington Road, Church End Lane and Norcot Road and for amendments to the 'school keep clear' markings on Church End Lane, which would be needed if the zebra crossing was approved for implementation at that location. The report also asked that the objections were considered and the outcome of the proposals concluded and for approval of a new statutory consultation for amendments

to the Norcot Road Red Route restriction, should it be necessary for the implementation of the scheme. The following appendices were attached to the report:

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

The report explained that consultations for the proposed zebra crossings on Addington Road, Church End Lane and Norcot Road had taken place between 7 and 28 October 2021 and a separate consultation had taken place for the proposed changes to the 'school keep clear' restriction on Church End Lane between 14 October and 4 November 2021 because of the different legal process involved. For the zebra crossing proposed on Addington Road 41 comments of support, one comment and two objections had been received. Many mentioned the need for a crossing as it was felt this was a dangerous and difficult location to cross, there were comments about speeding and concern about the impact of the crossing on residents' driveways and access. The thought was that the crossing could lead to some reduction in this latter perceived issue, as approaching motorists would need to be prepared to stop and take notice of the environment around them. The funding that had been allocated to this proposal was specific for a crossing to be considered on Addington Road, not Easter Avenue. Officers were satisfied there was no other location for the crossing within the remit of the original request and the design standards for installing controlled crossings also required a good level of visibility between approaching motorists and the crossing, which would not be achieved by locating it at the roundabouts. An independent road safety audit had been commissioned and an item had been raised about unknown vehicle speeds and its potential to impact on visibility distance requirements. A speed survey had also been commissioned but the results had yet to be received. However, officers were confident that only minor alterations would be necessary to meet these requirements and they would not involve moving the location of the pedestrian crossing.

Only one comment and no objections had been received to the zebra crossing proposals on Church End Lane and the statutory consultation for the alterations to the 'School Keep Clear' markings had to be conducted under different regulations and was ongoing. An independent road safety audit had been commissioned for this scheme and no significant items had been raised.

For the zebra crossing proposal on Norcot Road two objections had been received. The objections did not relate to the proposal for the crossing but, did raise concerns about the proposed relocation of the bus stop which was necessary to accommodate the crossing and to maintain visibility for pedestrians and motorists. An independent road safety audit for the scheme had been commissioned and an item had been raised regarding unknown vehicle speeds and its potential to impact on visibility distance requirements. A speed survey had also been commissioned but, the results had not yet been received. Officers believed that it might become necessary to relocate the eastbound bus stop further to the east of the crossing. If necessary, this would result in the nearest viable location being outside property number 105 and would involve the removal of two and a half parking spaces. As this

alternation would require a change to the Red Route TRO it would require a separate statutory consultation to be carried out. It was proposed that the statutory consultation should be carried out if the results of the speed survey necessitated this further work.

The report stated that with regard to zebra crossing proposals in general it had been acknowledged that they would be positioned outside residential properties, which had been a cause for objection. Within the limitations of what was possible, equipment would be chosen that minimised light from the beacons being directed toward nearby properties and any additional lighting would be shielded.

Resolved -

- (1) That the report be noted;
- (2) That having considered the consultation feedback, set out in Appendix 1 attached to the report, the proposals for zebra crossings on Addington Road, Church End Lane and Norcot Road and the amendments to the 'school keep clear' markings on Church End Lane be implemented;
- (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;
- (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;
- (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, as set out in paragraph 4.4 of the report 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;
- (6) That subject to no objections being received for the proposal, as set out in paragraph 4.4 of the report, the scheme on Norcot Road be agreed for implementation and scheme delivery planning commence;
- (7) That should objection(s) be received during the statutory consultation period, that these be submitted to a future meeting for consideration and decision regarding scheme delivery;
- (8) That no public inquiry be held into the proposals.

29. CAVERSHAM PRIMARY SCHOOL ZEBRA CROSSING - RESULTS OF STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report asking the Sub-Committee for a decision on the outcome of a statutory consultation for the proposed implementation 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. Anonymised feedback that had been received during the statutory consultation was attached to the report at Appendix 1 and a drawing showing the location and detail of the proposed zebra crossing was attached to the report at Appendix 2.

The report explained that the school was currently supported by a crossing patroller located on Kidmore Road, to the southern side of its junction with Oakley Road. This location was a desired line for school travel and did not require children to cross Oakley Road further on, but it was a challenging location for the installation of a zebra crossing. There were several nearby driveway accesses and relatively narrow footways on either side. Officers had developed a proposal that placed the crossing as close to the desired line as possible and had commissioned an independent road safety audit for the design. Increasing the width of the footway, and therefore narrowing the road, was one of the expected proposals of the audit, as the existing footway was not considered sufficiently wide to accommodate numerous pedestrians. No other significant issues had been raised in the audit.

The report explained that a statutory consultation had been carried out between 19 August and 8 September 2021. 63 responses had been received, 15 objections, 47 in support and one comment. The proposed location for the crossing was on the most desirable crossing line, which was currently used by many children attending Caversham Primary School. It was likely to be at its busiest during journeys to and from school but, it would also be a useful facility to benefit the wider community and would promote walking in the area.

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

The Sub-Committee discussed the report and Councillor Barnett-Ward stated that the implementation of the new zebra crossing would make the need for a crossing on Oakley Road all the more important and officers suggested that this could be added to the list of Traffic Management Measures following discussion with Ward Councillors.

Resolved -

- (1) That the report be noted;**
- (2) That having considered the feedback, as set out in Appendix 1 attached to the report, the proposal for a new zebra crossing be implemented;**
- (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;**
- (4) That officers progress the delivery of the zebra crossing, if agreed for implementation.**

30. RED ROUTE WEST: NORCOT ROAD & OXFORD ROAD BAYS

Further to Minute 7 of the meeting held on 7 July 2020, the Executive Director for Economic Growth and Neighbourhood Services submitted a report on the Red Route West, Norcot and

Oxford Road Bays. A plan showing the current location of the bays on Norcot Road, with the minor adjustments that had been recommended, was attached to the report at Appendix 1 and the feedback that had been received originally to the statutory consultation on the proposal to implement the additional parking bays on Norcot Road, was attached to the report at Appendix 2.

The report explained that both the Oxford Road and Norcot Road bays had been consulted as part of a single TRO and that the TRO could not be sealed until a decision had been taken on all elements. Further comments had been received from Norcot Road residents and there had been reports of vehicles being damaged by traffic passing the bays and some difficulties had been caused when accessing private driveways. Access protection markings were in place to deter vehicles parking over driveway access points in the bays by highlighting further the dropped footway crossings. Although the reports of vehicle damage were regretful, it was not considered that the bays inhibited visibility for motorists using Norcot Road.

The report proposed that the implementation of an amended proposal for the Norcot Road bays should be agreed, which could result in the sealing of the TRO. The proposed amendment reduced the bay near to Lawrence Road and overcame a commented concern that had been raised during the consultation, regarding driveway access. The Red Route restriction applied to the extent of the adopted Highway, which included footways and verges. The bays had been installed to accommodate additional resident parking on the road, which was an area that was constructed to accommodate this use, over that which had been provided by residents' private off-street parking areas.

Parking on footways and verges caused damage as they were not constructed to support vehicle use. This could extend to damage risks for utility services and other street furniture that was installed and could cause mud to be dragged across footways, which was a hazard to pedestrians. Parking on footways could 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 would improve visibility for motorists at the location. 'Selective non-enforcement' was not an option as this could lead to claims of discrimination and could undermine enforcement of the Red Route and other parking restrictions across the Borough. The report therefore did not recommend the facilitation of any verge/footway parking at this location, as had been previously requested.

Resolved -

- (1) That the report be noted;**
- (2) That the bays on Norcot Road be retained;**
- (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;**
- (4) That no public inquiry be held into the proposals.**

31. 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 32 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.

32. 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 eleven applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to applications 3 and 7 a first discretionary permit be issued, personal to the applicants and charged at the first permit fee subject to the applicants submitting the required proofs;
- (2) That, with regard to application 6, personal discretionary visitor books be issued, subject to the standard scheme limits for the number of books that can be issued each year;
- (3) That, with regard to applications 9 and 10 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;
- (4) That application 11 be deferred to the next meeting to allow Officers to provide a report providing the reasoning for the exclusion of specified properties, and potential implications of including these properties in the Residents Permits Scheme Zone;
- (5) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 2, 4, 5 and 8 be upheld.

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

(The meeting started at 6.30 pm and finished at 7.24 pm).

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 JANUARY 2022	AGENDA ITEM:	
TITLE:	WAITING RESTRICTION REVIEW - 2021B PROPOSALS FOR STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	MIRIAM FUERTES	TEL:	0118 937 3923
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report seeks approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions. These proposals aim to address the issues raised in the initial list of requests, which were reported to and agreed for investigation by the Sub-Committee at their meeting in September 2021.
- 1.2 The recommendations within this report have been shared with Ward Councillors and an opportunity provided for their comment within this report.
- 1.3 Appendix 1 - Recommendations and drawings, by Council Ward.

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 undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 1.
- 2.3 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

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| <p>2.4 That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.</p> <p>2.5 That no public inquiry be held into the proposals.</p> |
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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 Waiting Restriction Review programme also compliments the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by addressing local parking issues that can impact on traffic flow, perceived safety and accessibility. The resulting improvements can support improved traffic flow (including public transport) with reduced emissions and the removal barriers to the greater use of sustainable, healthy transport options.

4. THE PROPOSAL

Current Position

- 4.1 The Waiting Restriction Review programme is intended for relatively small-scale alterations to waiting restrictions, to limit costs and resources required for development and ensure that the programme can be progressed within the expected timescales.

Requests for larger area schemes will be added to the 'Requests for Traffic Management Measures' list for development when funding becomes available from local CIL allocations, or other sources.

Requests for new Resident Permit Parking areas will be reported within the associated reports to this committee and will not form part of this review programme. Minor alterations to relatively small areas of existing Resident Permit Parking restrictions may be considered appropriate for inclusion within this programme.

- 4.2 Approval was given by the Sub-Committee in September 2021 to carry out investigations at various locations across the borough, based on the reported list of requests that the Council had received for new or amended waiting restrictions.

Officers have investigated the issues that were raised and have considered appropriate measures that could be implemented to address each issue.

- 4.3 In accordance with the report to the Sub-Committee in September 2021, Officers shared their recommended proposals with Ward Councillors between 1 and 26 November 2021. This period provided Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in Appendix 1 of this report.

Options Proposed

- 4.4 This report seeks approval by the Sub-Committee to conduct statutory consultation on the recommended schemes in Appendix 1, taking into consideration any Ward Councillor comments that have been received.

The schemes will form part of a single proposed new Traffic Regulation Order and the feedback is intended to be reported to the Sub-Committee in March 2022.

- 4.5 Due to the timing constraints between this meeting and the Sub-Committee meeting in March 2022, there is no opportunity for further investigation or redevelopment of the proposals. The proposal in question may either be removed from this programme and moved into a future review programme, allowing the remaining proposals to continue, or this programme development and that of subsequent programmes will need to be delayed in their entirety to accommodate this further work.

Other Options Considered

- 4.6 None at this time.

5. CONTRIBUTION TO STRATEGIC AIMS

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

Healthy Environment

Waiting restrictions can assist in preventing obstructive, hazardous or other nuisance parking. In some situations, inconsiderate parking can compromise safety or result in difficulties for residents and businesses. Many parking issues can create delays or accessibility obstructions for users of the network such as pedestrians, cyclists, domestic vehicles, delivery vehicles, emergency services and public transport.

Proposals promoted through the Waiting Restriction Review programme can help to reduce some of these parking issues. They can lead to more efficient traffic flow, clearer footways, improvements to perceived Highway safety and greater containment. These can lead to lower vehicle emissions, the removal of barriers toward the greater use of sustainable and healthy transport modes and the greater appeal for local communities to consider Play Street initiatives. The proposals will contribute to the Council's goal of making the town carbon neutral by 2030.

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

Together - The Waiting Restriction Review programme develops schemes based on community engagement throughout the development process, regarding local parking issues.

Efficiency - This programme develops various proposals in an efficient and cost-effective way (see Section 10).

Ambitious - As per section 5.1, Waiting Restrictions support the Council's goal of making Reading a carbon neutral town by 2030 by aiming to improve traffic flow and remove barriers to the greater adoption of healthy and sustainable transport options.

Make a Difference - As per the above.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

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

6.2 A climate impact assessment has been conducted for the recommendations of this report.

There has been some minor negative impact for investigation and design, through travel and energy usage. Travel impacts have been partly mitigated through preferred use of the Council's electric pool cars and through walking and cycling to site wherever possible. Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of schemes currently requires burning of fossil fuels for the specialist machinery and some road marking application/removal techniques.

The making of this permanent TRO will require (by regulation) advertisement of the legal Notice in the local printed newspaper, which will have a negligible, one-off impact in terms of likely additional printing and paper usage.

However, it is expected that these relatively minor negative impacts over a short period of time will be more than overcome by the benefits of scheme implementation. The proposals cover perceived local safety, accessibility and traffic flow issues that, once resolved, should improve traffic flow (lower emissions, improved flow for public transport) and remove some barriers toward increased use of sustainable and healthy transport options.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Persons requesting waiting restrictions have been informed that their request will form part of the waiting restriction review programme and are advertised of the timescales of this programme.

7.2 Ward Councillors have been provided with the recommended proposals prior to the creation of this report to the Sub-Committee. This has provided an opportunity for a level of informal consultation and local consideration in order to provide initial feedback to officers.

Ward Councillors will also be made aware of the commencement dates for statutory consultation, so that there is an opportunity for them to encourage community feedback in this process.

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'). Notices will be advertised in the local printed newspaper and will be erected, typically on lamp columns, as close as possible to affected area.

- 7.4 Where this report contains petitions that have not been separately reported, the lead petitioner(s) will be informed of the decision of the Sub-Committee, following publication of the agreed meeting minutes.

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

- 8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics. A statutory consultation will be conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals. Waiting Restrictions can have a positive impact whereby the roads are made safer for all users as locally problematic parking issues are reduced.

9. LEGAL IMPLICATIONS

- 9.1 The Order for the 2021B programme of restrictions will be drafted 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.

10. FINANCIAL IMPLICATIONS

The cost of developing and implementing the 2021B programme will be dependent on a number of factors, including the number proposals that are agreed for implementation and the extent/complexity of these schemes. Lining-only schemes, such as double-yellow-line restrictions will be considerably less costly to implement, compared with restrictions that require signing.

Section 4.1 outlines the remit of this review programme, which helps to mitigate financial and resource risks.

- 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 table is typical of the expected revenue implications for the implementation of a Waiting Restriction Review programme, 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 programme is of compliance with the signed restrictions.

Staff costs are capitalised.

10.2 Capital Implications

Capital Programme	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	£5	£15	NIL
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Capital integrated transport block (ITB) grant funding	Capital integrated transport block (ITB) grant funding	N/A
Total Funding	£5	£15	NIL

The above table is representative of the expected / average full project costs for delivery of a typical bi-annual Waiting Restriction Review programme.

10.3 Value for Money (VFM)

The programme provides value for money by collating requests and developing and delivering schemes as a single project. In comparison to an alternative of addressing requests on a more ad-hoc basis, this provides the benefit of resourcing efficiency and financial economies of scale. For example, the restrictions are included in a single Traffic Regulation Order, minimising advertising costs and the lining implementation is commissioned as a single project.

All aspects of the programme that can be delivered using Reading Borough Council's own resources will be delivered internally and not outsourced. This includes investigation and designing of the schemes, drafting creation of the Traffic Regulation Orders and the delivery of many engineering elements on street.

10.4 Risk Assessment

The primary risk with the 2021B programme is any deferral of a decision regarding the elements of the programme to be agreed (or otherwise) for delivery of the next stage. The Waiting Restriction Review programmes are developed on the basis of a short-turnaround for each stage and a deferral will result in crossover of resource-intensive elements for multiple programmes. With resources shared across numerous workstreams, this will result in slippage to other schemes, which could have financial implications as well as impacting on the delivery expectations of these other schemes.

The financial risks against the 2021B programme should be mitigated by the Sub-Committee and Ward Councillors taking note of the remit of this programme, as outlined in Section 4.1. The costs of the programme, both in terms of deliverables and resource costs, will directly correlate to the scale and complexity of the resultant schemes.

11. BACKGROUND PAPERS

- 11.1 Waiting Restrictions Review - Requests for new programme Waiting Restriction Review 2021B (Traffic Management Sub-Committee, September 2021).

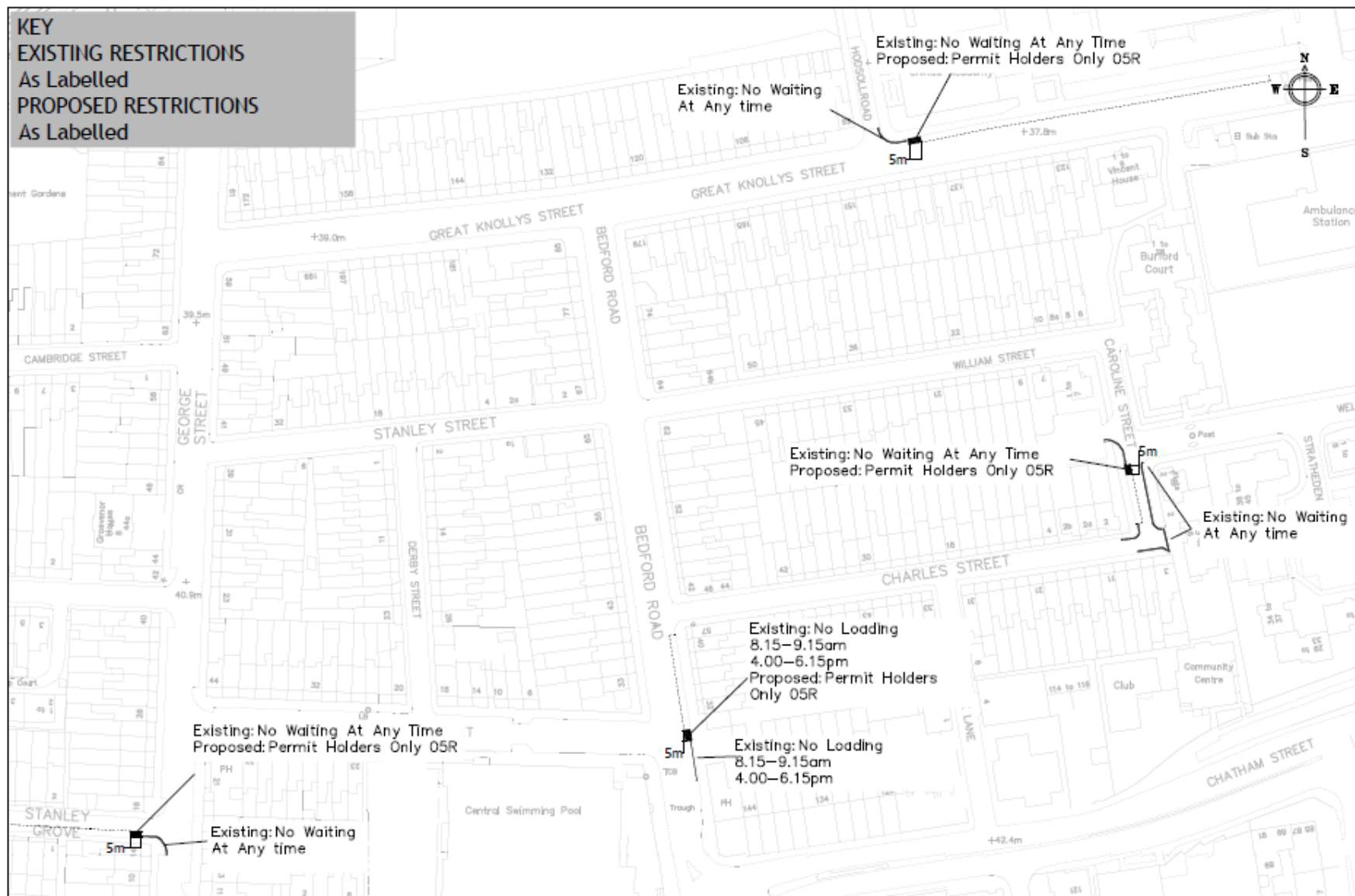
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WAITING RESTRICTION REVIEW PROGRAMME, APPENDIX 2

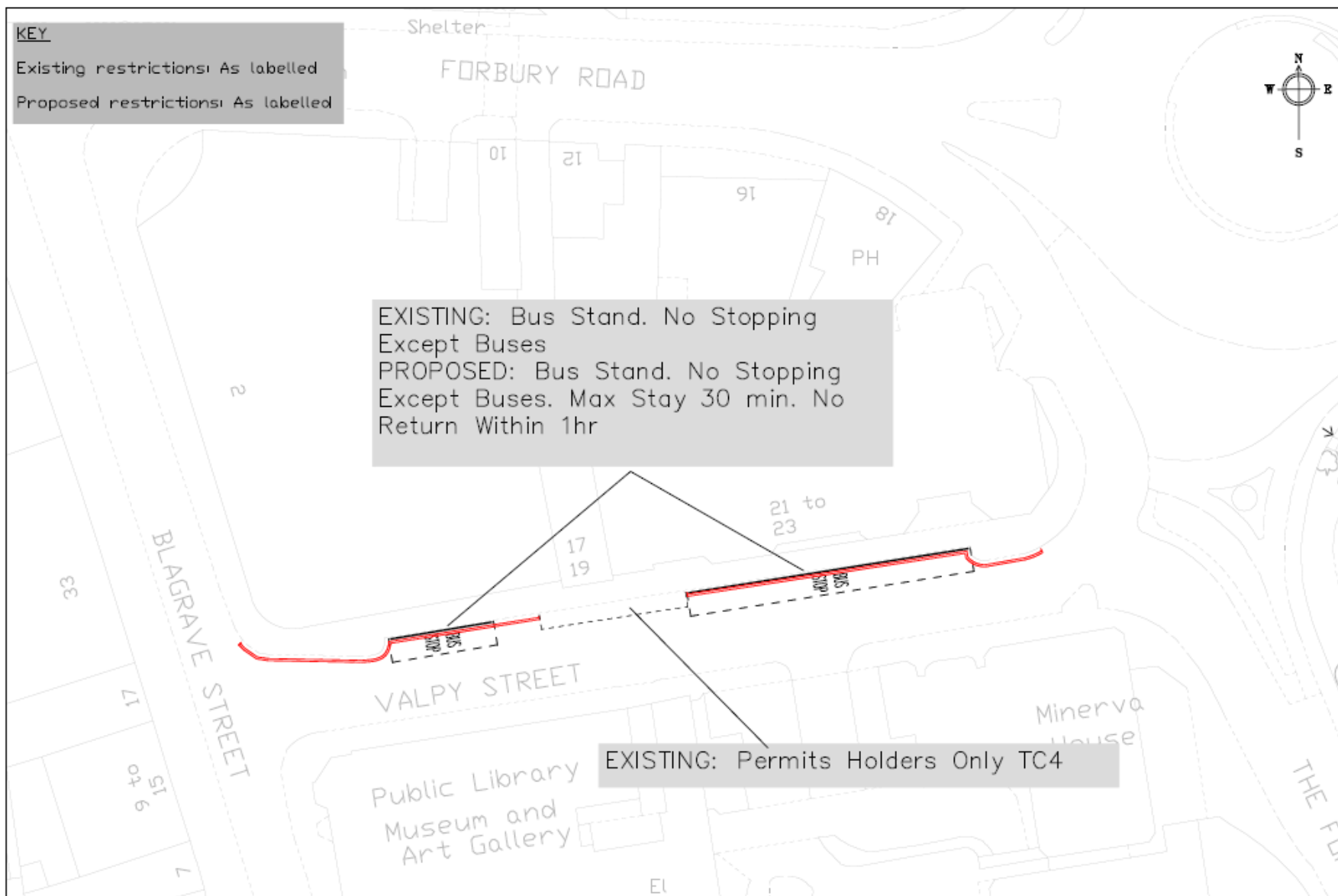
Recommendations for statutory consultation as part of the 2021B programme.

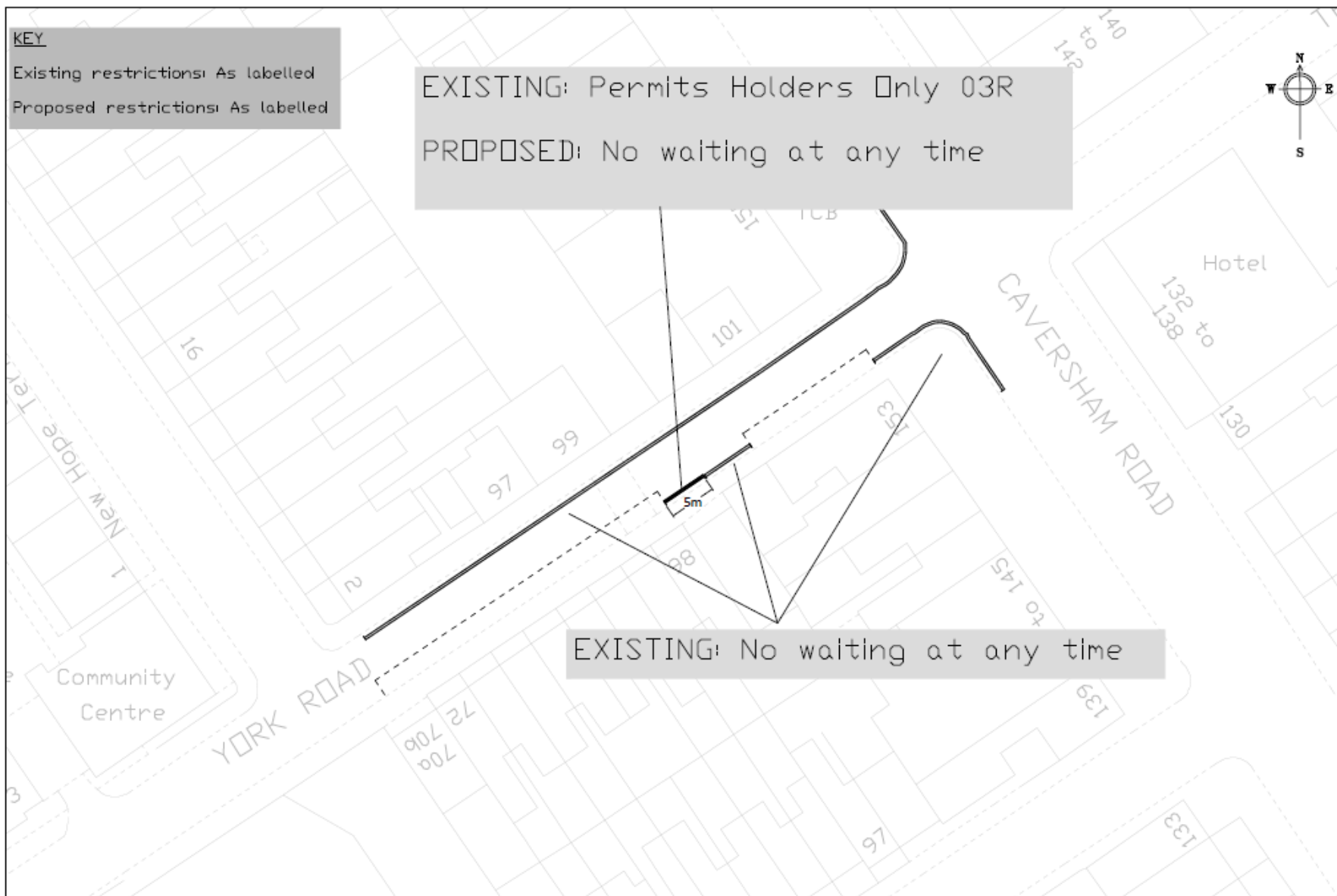
Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Abbey	Hosier Street	Request to reduce the Red Route restrictions in Hosier Street due to its impact on deliveries to the market.	Officers consider that the application of these Red Route restrictions is appropriate in order to provide clear visibility around the busy junction with St Marys Butts and to remove obstructions between the junction and the Pay & Display parking. There are sections of double-yellow-lining within the street, which allow for loading and unloading. Officers therefore recommend removing this request from the programme.
2) Abbey	Great Knollys Street area	Request to review the existing waiting restrictions in this area in order to see if any additional permit parking bays can be installed or existing ones extended.	Officers have visited the streets in this area and propose to reduce a few lengths of double yellow lines as shown in drawing AB1_Great Knollys Street. The majority of the existing yellow lines are around 10m long or less. As the highway code prohibits parking within 10m of a junction, Officers do not recommend that additional lining is reduced to further increase spaces in the area. Having checked the current permit levels in the area, there is an 87% saturation level for the 05R zone.
3) Abbey	Ross Road	Request to reduce the existing permit bay near its junction with Addison Road by 1-2 car lengths to improve access and use of the width restriction at this location.	Following feedback from local ward Councillors, there is a concern that reducing the bay will encourage speeding along this road. Officers therefore recommend that the request is removed from the programme.
4) Abbey	Valpy Street	Request for a 30min time limit on use of the Bus Stands on the north-eastern side of Valpy Street, as it could help to reduce the long-term parking that is taking place which prevents the stands from being used as intended and puts pressure on other town centre stops and the network in general.	We recommend a 30 min time limit on use of the bus stands on the north-eastern side of Valpy Street as seen in drawing AB3_Valpy Street.

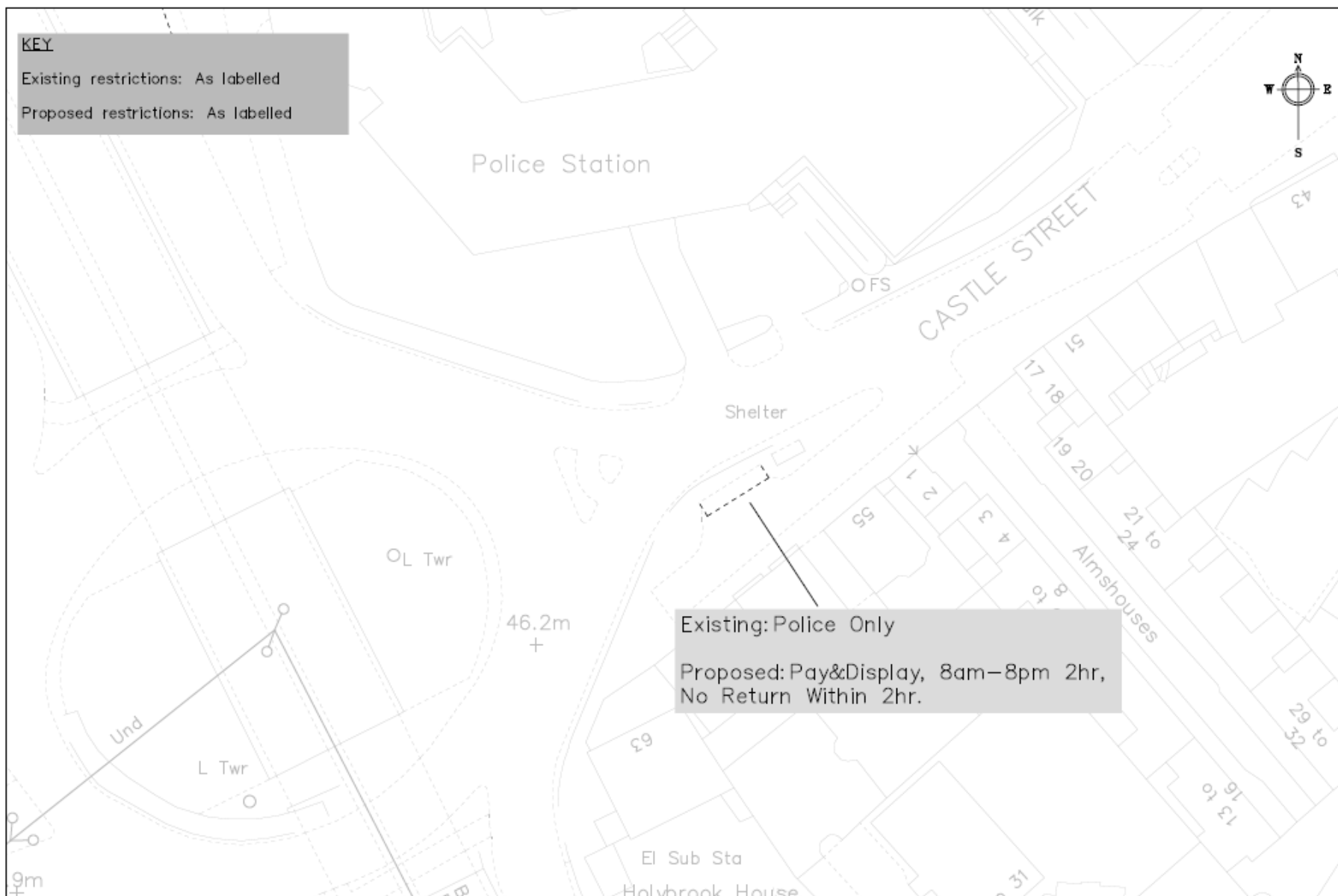
5) Abbey	York Road	Request to reduce one of the 'permit only' parking bays on York Road by one car length in order to allow access for deliveries.	<p>Following planning permission being granted for a new dwelling in this area, the parking bay on York Road was extended in 2014. No objections were received to this proposal at the time.</p> <p>A new request has since been made to reduce the bay to allow access. Having visited the site, Officers have observed a number of vehicles parking over this area and blocking access. Officers therefore recommend reducing the parking bay by 1 car length on the south side of the road and replacing with double yellow lines as seen in drawing AB4_York Road.</p> <p>The saturation of the permit zone in this area is at 91%.</p>
6) Abbey	Castle Street	Request to reassign the Police only parking bay to be used as public parking consistent with the town centre P&D	<p>Following feedback from local ward Councillors, officers recommend that the existing parking bay be converted into a pay and display bay, consistent with the other town centre arrangements as shown in drawing AB5_Castle Street. The bay is currently being used by the police but this will end with the relocation of the station next year.</p>



Project	WAITING RESTRICTION REVIEW 2021B		Scale	N.T.S	Drawn	MF
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Drawing					Approved	JT
	GREAT KNOLLYS STREET		Drawing No.		AB1_Great Knollys Street	





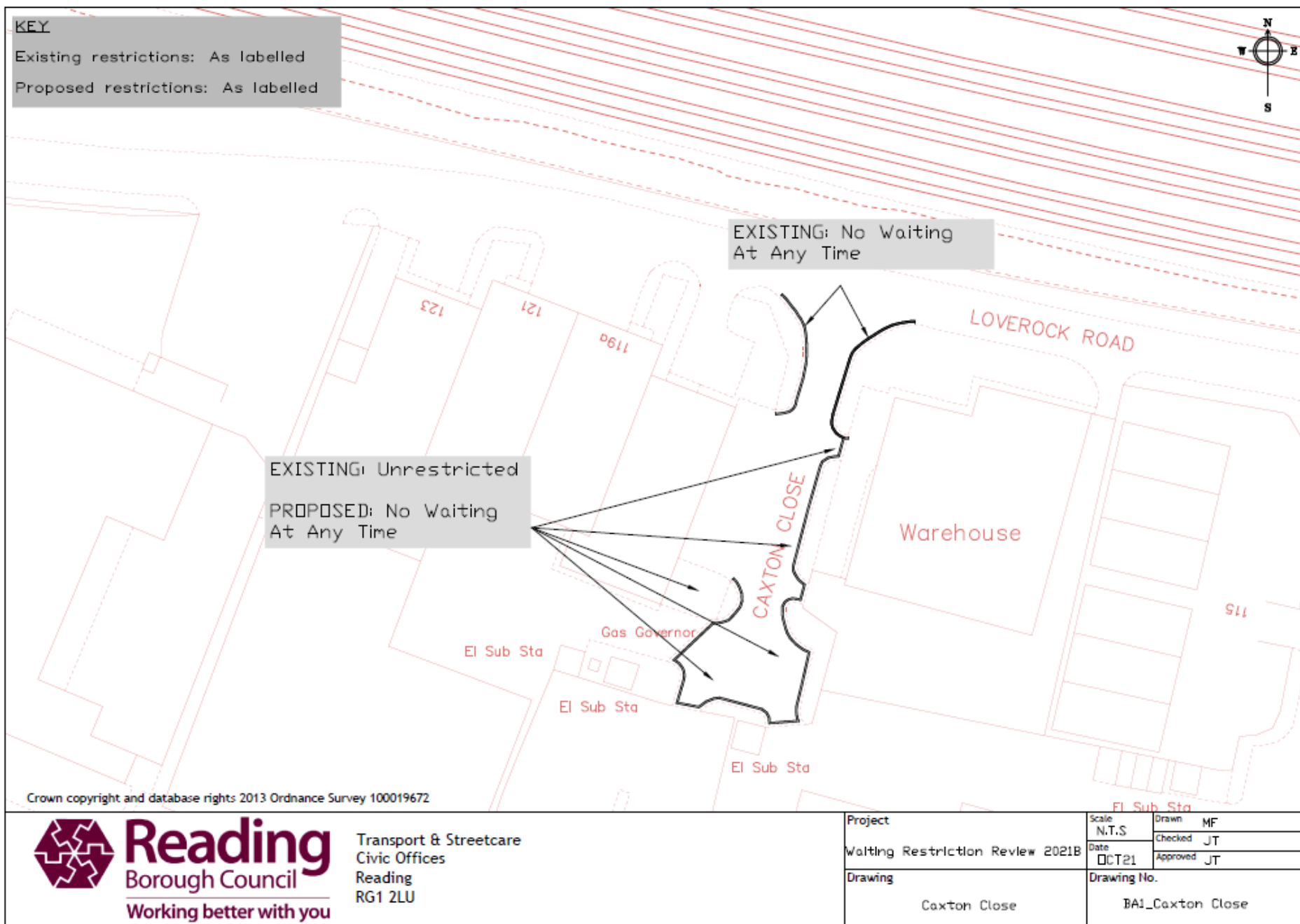


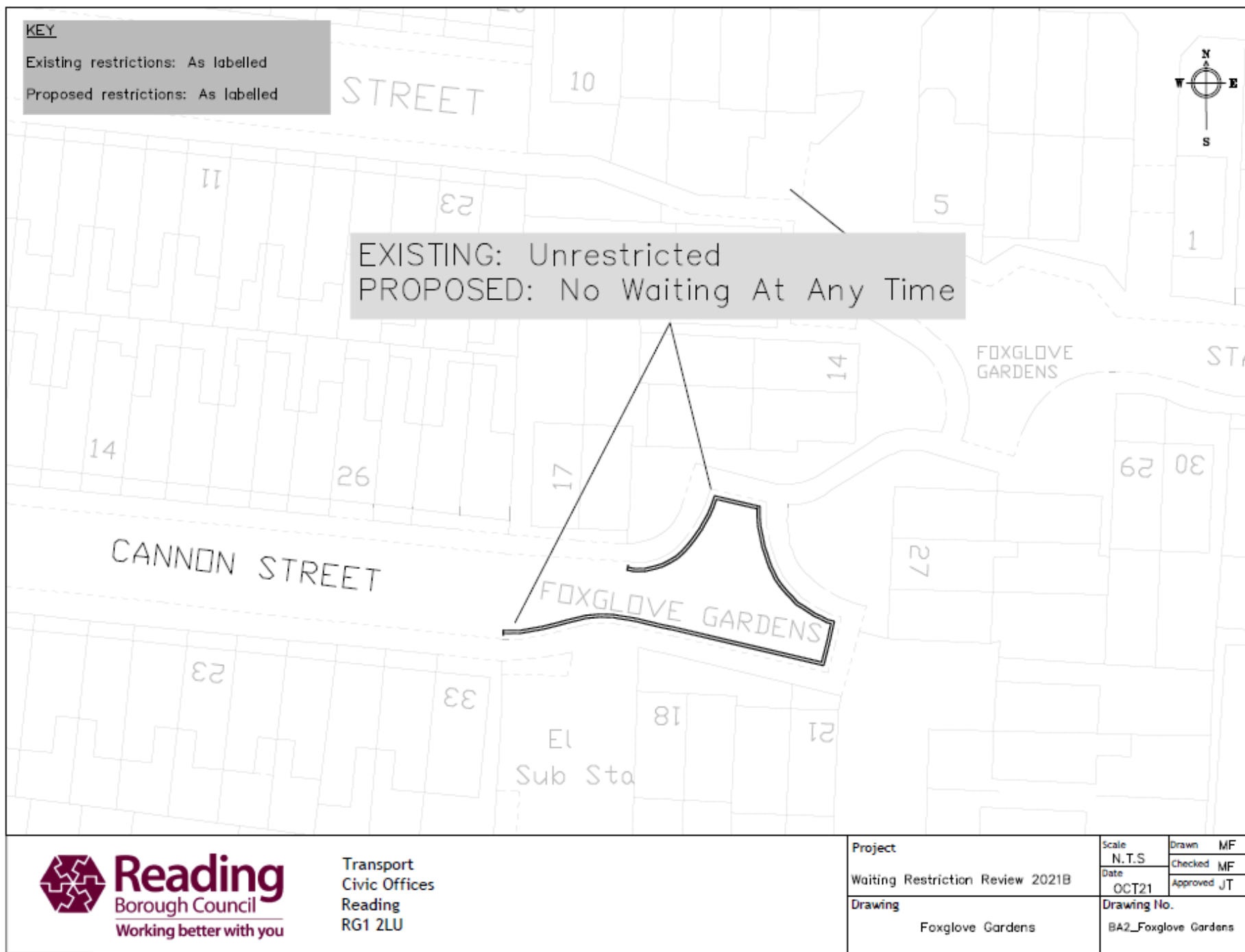
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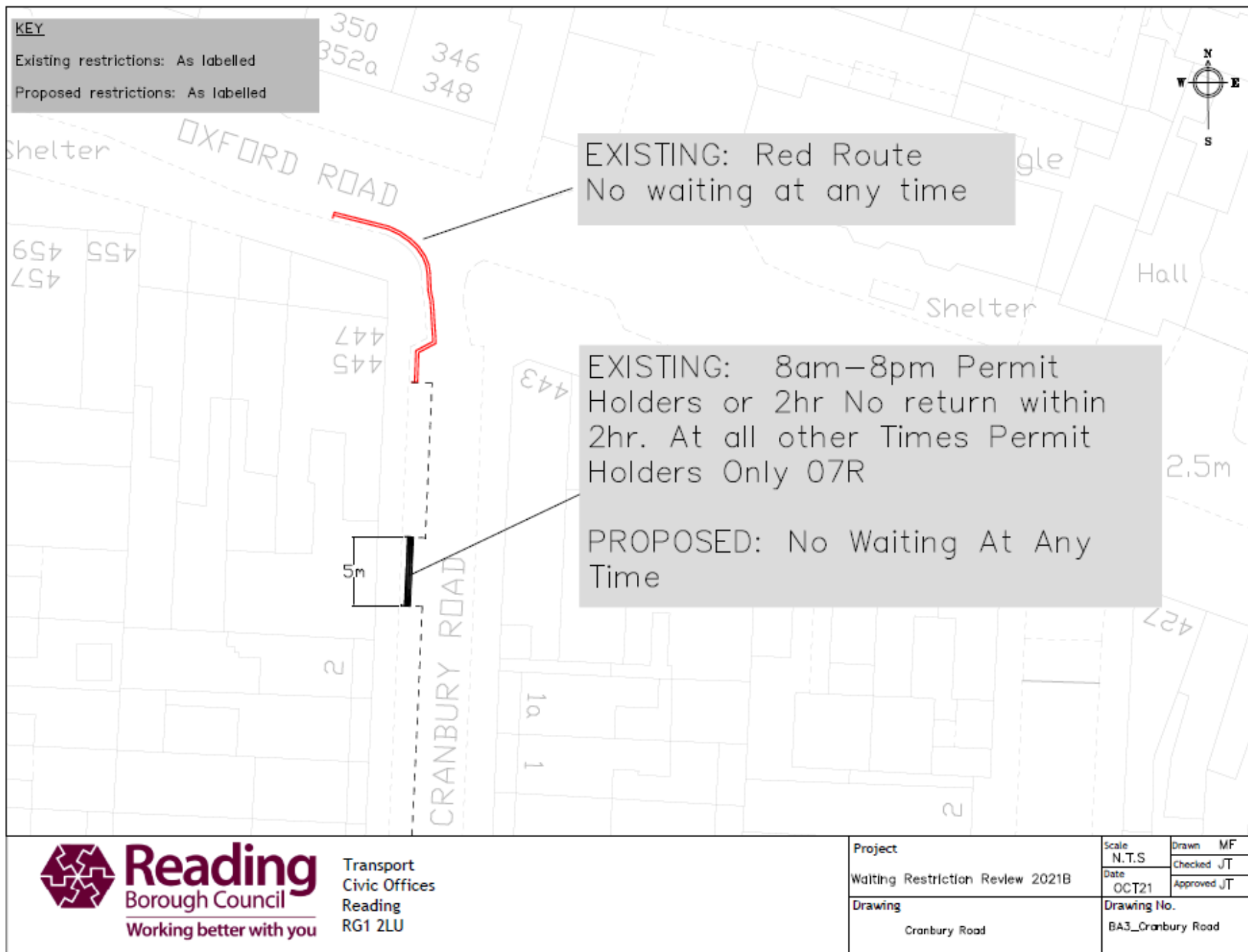
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Project	Scale	Drawn	MF
Waiting Restriction Review 2021B	N.T.S.	Checked	JT
	Date	Approved	JT
	NOV 21		
Drawing	Drawing No.		
Castle Street	AB5_Castle Street		

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Battle	Caxton Close	Request for restrictions on Caxton Close due to the number of vehicles parked on the verge, making it difficult for larger vehicles to make deliveries to this site.	We recommend introducing double yellow lines as seen in drawing BA1_Caxton Close. This restriction will enable enforcement against any waiting/parking in these areas to the benefit of the large vehicles manoeuvring in this street.
2) Battle	Foxglove Gardens	Request for double yellow lines on the unrestricted sections of Foxglove Gardens to prevent parking in this area that causes issues for pedestrians with pushchairs and wheelchair users. Vehicles parked in this area have also been described as causing access/turning issues for larger vehicles such as ambulances.	We recommend installing double yellow lines as shown in drawing BA2_Foxglove Gardens. This will improve access/turning issues for larger vehicles such as ambulances.
3) Battle	Cranbury Road	Request for waiting restrictions such as double yellow lines on the west side of the road, close to its junction with Oxford Road in order to address access issues	We recommend breaking up the bay and installing double yellow lines to protect the entrance as shown in drawing BA3_Cranbury Road.

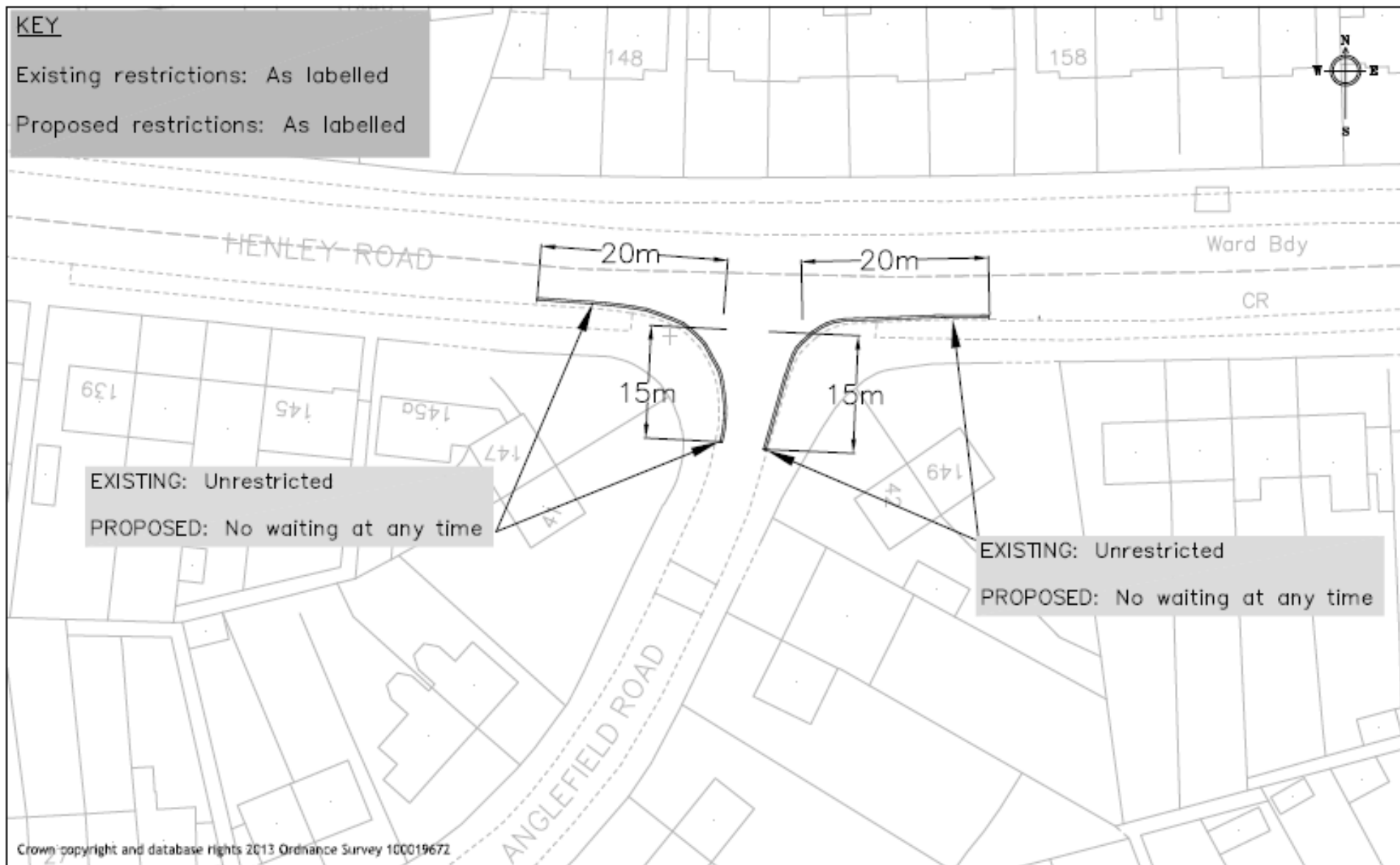


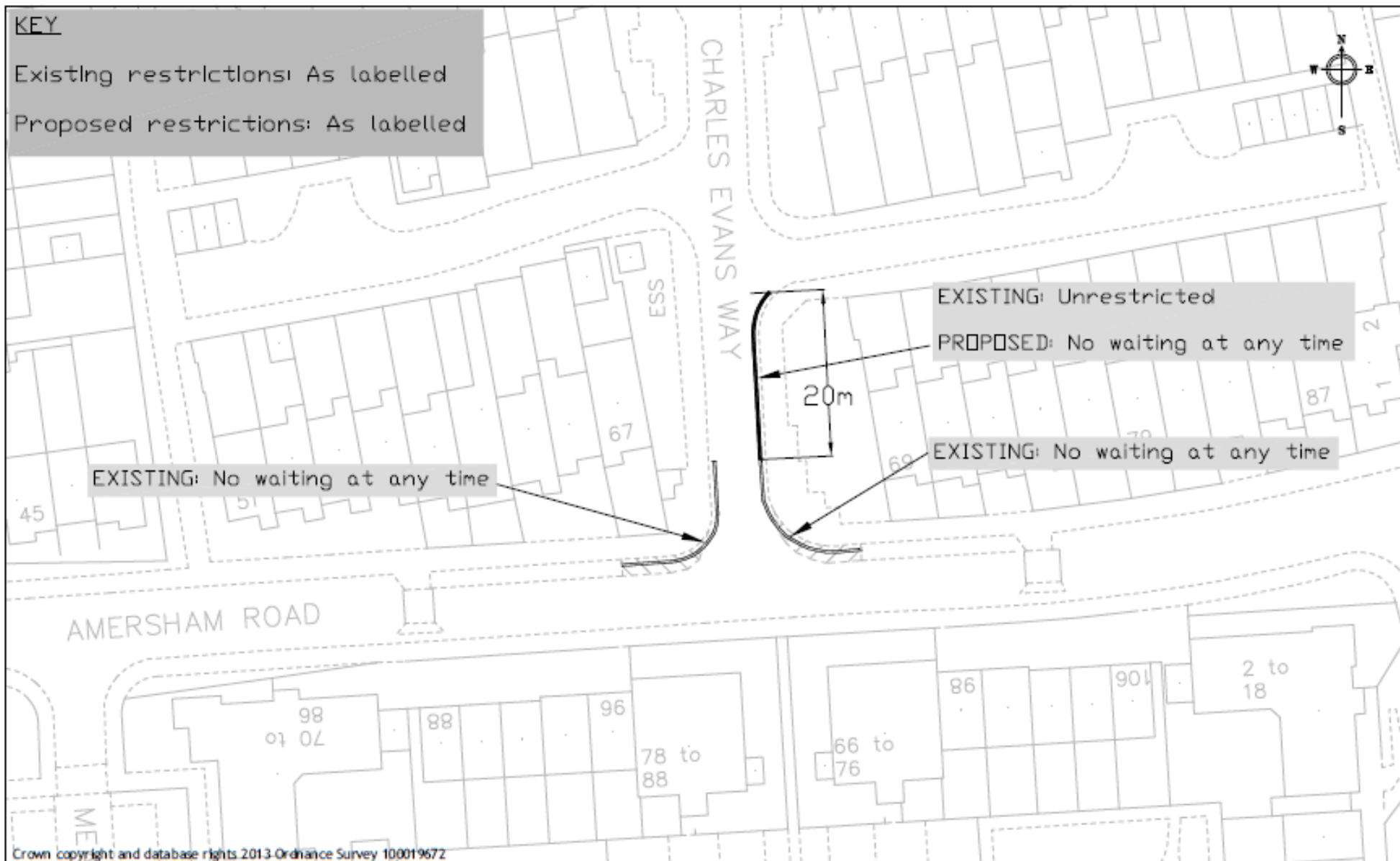




Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Caversham	Anglefield Road	Request for double yellow lines at the junction with Henley Road due to dangerous parking at the junction, which causes issues for pedestrians and motorists as they cannot see oncoming traffic.	Officers recommend installing double yellow lines around the junction as shown in drawing CA1_Anglefield Road. This will improve visibility for all road users when entering and exiting Anglefield Road on to Henley Road.
2) Caversham	Charles Evans Way	Request to introduce waiting restrictions near its junction with Amersham Road to address safety/access issues caused by parked cars at this location.	<p>Double yellow lines have recently been installed around the junction on Charles Evans Way as part of the 2020 programme.</p> <p>Due to vehicles parking on the verge, Officers recommend extending the existing double yellow line restriction on the east side of the road further back into Charles Evans Way as shown in drawing CA2_Charles Evans Way. This will improve visibility and safety for all road users.</p>
3) Caversham	Heron Island	Request for waiting restrictions to be installed from the corner of Mill Green and also extending the existing lines on the bridge, to address safety and access issues for waste collection services, emergency services and other large vehicles caused by parked vehicles.	Officers recommend installing new double yellow lines on the eastern side of the carriageway from Mill Green. Officers also recommend extending the existing double yellow line restriction on the western side of the carriageway shown in drawing CA3_Heron Island. Both changes will increase visibility and allow sufficient road space for emergency service, refuge and delivery vehicles to safely turn around if required.
4) Caversham	Rufus Isaacs Road	Request to reduce the length of double yellow lines approved under the 2019B programme, on the south side of Rufus Isaacs Road, due to access concerns.	<p>As part of the 2019B programme, a request was made for waiting restrictions to maintain access for emergency vehicles in this area. Officers consulted on a proposal for double yellow lines on both sides of the road, and this was approved for implementation.</p> <p>However, due to issues with driveway access a request has since been made to reduce the double yellow line restriction on the south side of the road. In order to tackle the issues raised by the original request, Officers still recommend a short length of yellow lines on the south side of Rufus Isaacs Road as shown in drawing CA4_Rufus Isaacs Road. This is intended to prevent vehicles parking at the narrowest point, maintaining access for emergency vehicles whilst still allowing full access for private driveways.</p>

5) Caversham	Star Road	Request for additional double yellow lines on Star Road, south of its junction with Douglas Road, to address issues caused by vehicles partially parking on the narrow pavement.	As shown in drawing CA5_Star Road, officers recommend extending the existing double yellow lines in a southern direction up to the point where the footpath becomes wider. This will prevent vehicles partially parking on the footway, making it easier for pedestrians to use.
6) Caversham	Talbot Close	Request to introduce waiting restrictions on the roundabout to address access issues caused by vehicles parked in the area.	The person who originally requested this change has since contacted Officers and confirmed that the situation on Talbot Close has improved following discussions with residents. Officers therefore recommend removing it from the programme at this time. Should the issue reappear, it can be addressed in a later programme.





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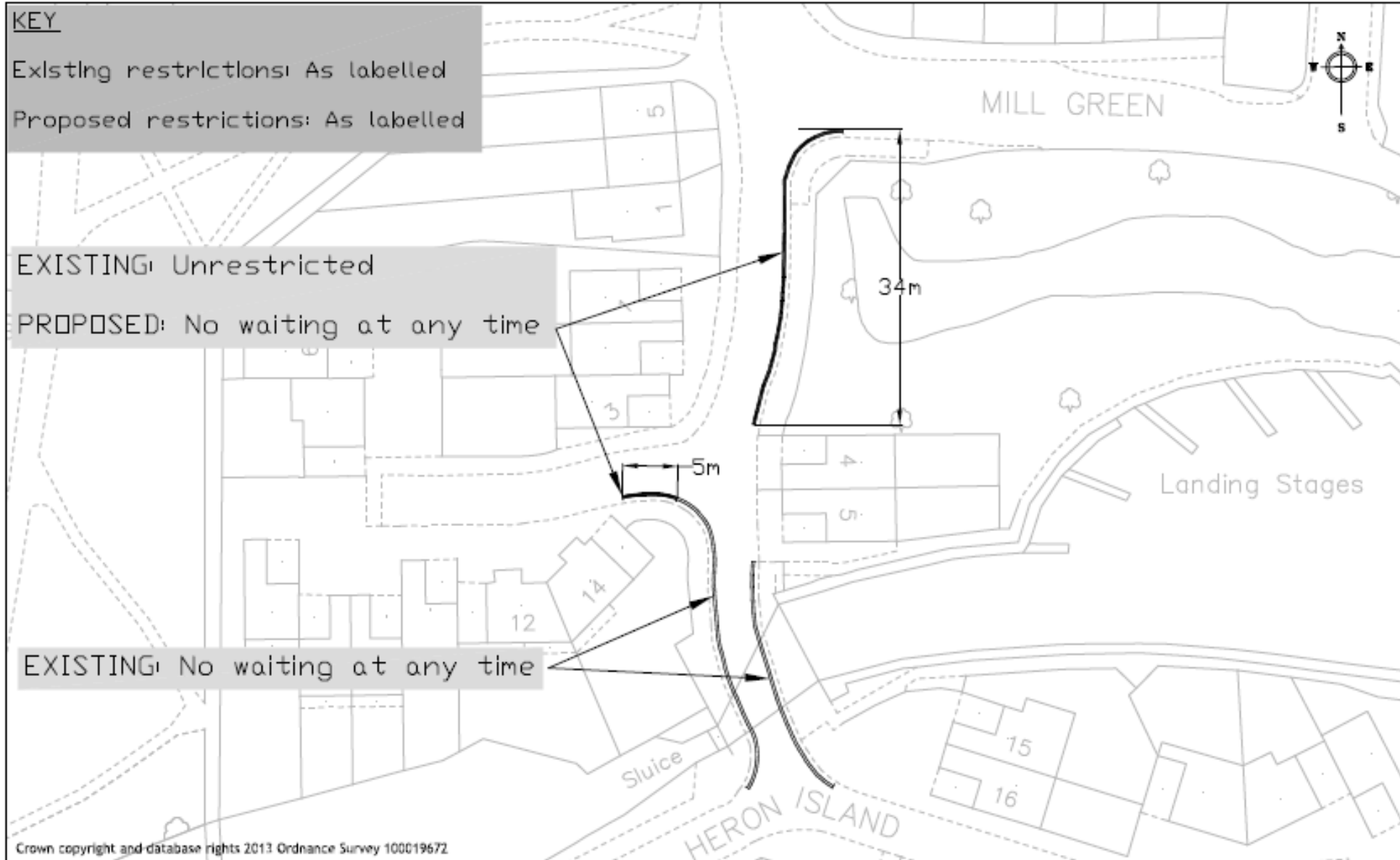
Project
 Waiting Restriction Review 2021B

Drawing
 Charles Evans Way

Scale
 N.T.S.
 Date
 OCT 21

Drawn
 GM
 Checked
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 Approved
 JP

Drawing No.
 CA2_Charles Evans Way



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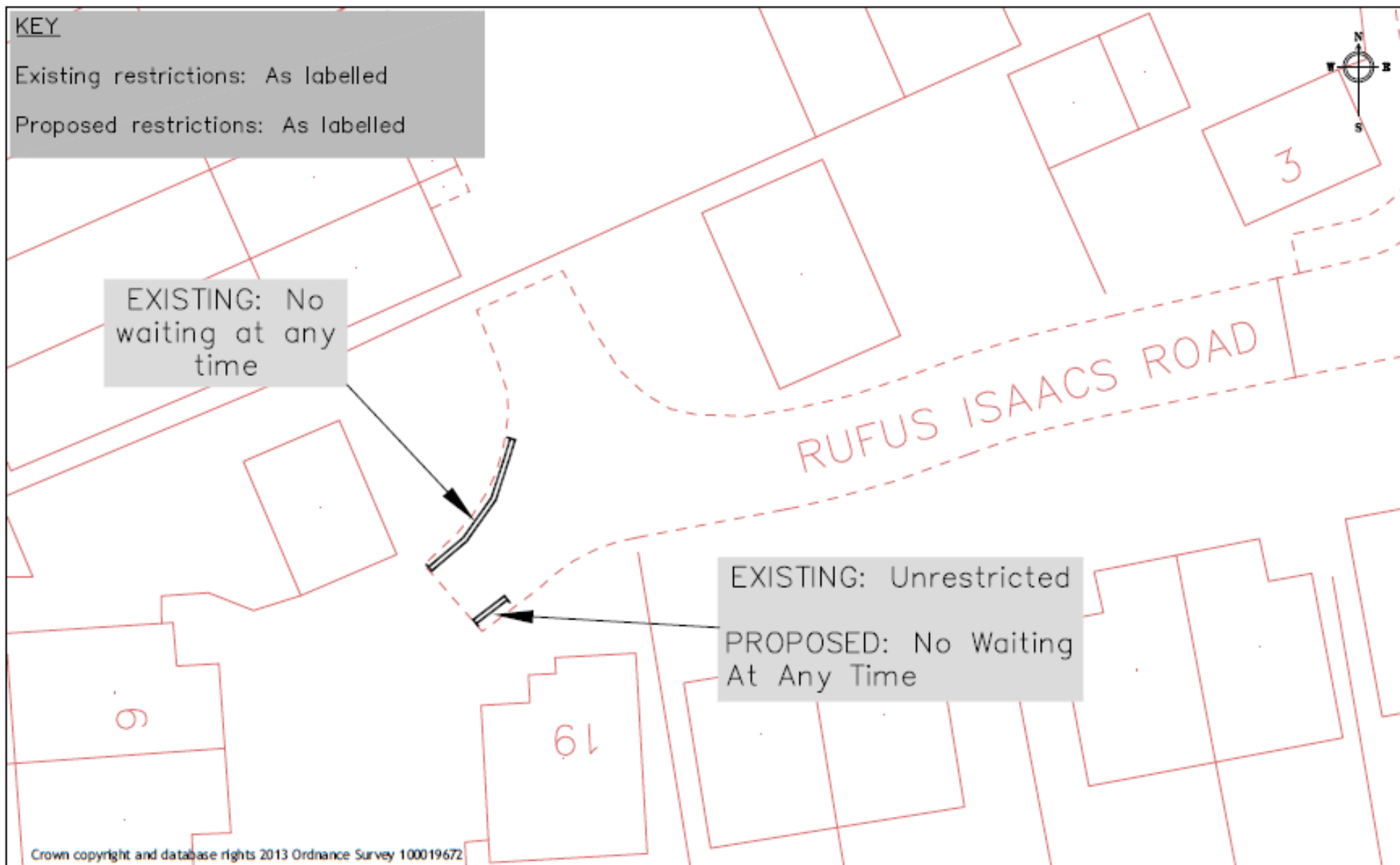
Project
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Drawing
 Heron Island

Scale
 N.T.S.
 Date
 OCT 21

Drawn
 GM
 Checked
 JT
 Approved
 JP

Drawing No.
 CA3_Heron Island



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Project
 Waiting Restriction Review 2021B

Drawing
 Rufus Isaacs Road

Scale
 N.T.S.
 Date
 OCT 21

Drawn
 GM
 Checked
 JT
 Approved
 JP

Drawing No.
 CA4_Rufus Isaacs Road

KEY

Existing restrictions: As labelled

Proposed restrictions: As labelled



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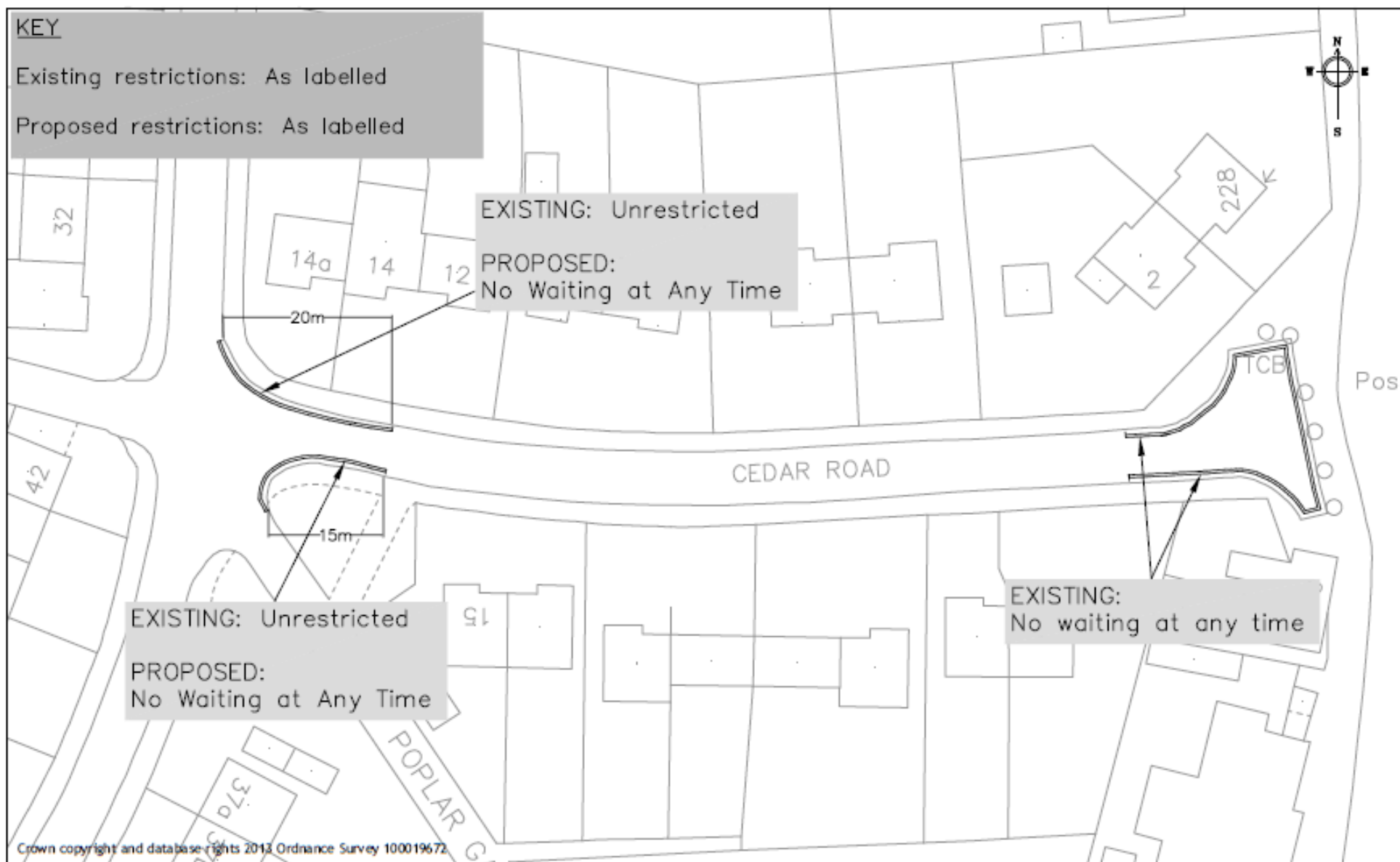
Drawing
Star Road

Scale
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Date
OCT 21

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Drawing No.
CA5_Star Road

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Church	Cedar Road	Request for restrictions along Cedar Road to improve access. Vehicles parked on both sides of the road have caused issues for waste collection services and there is a concern that emergency vehicles would also struggle to access the road.	Cedar Road is a short road with many properties, some of which have off-street parking. Officers did not observe vehicles parking on both sides of the road when visiting the site, however, Officers recommend installing double yellow lines to protect the junction as shown in drawing CH1_Cedar Road. This will enable easier access for larger vehicles such as refuge, delivery and emergency service vehicles, without removing too many spaces for residents.
2) Church	Staverton Road	Request to introduce waiting restrictions around its junction with Salcombe Road (on the northern end of Salcombe Road) due to high number of vehicles parked in the area.	Officers recommend installing double yellow lines around the junction to deter parking, improve visibility, accessibility and aid pedestrian crossing, as shown in drawing CH2_Staverton Road.
3) Church	Wentworth Avenue	Request for double yellow lines on the junction of Wentworth Ave and Whitley Wood Road, to address visibility/access issues caused by parked cars.	Officers recommend installing double yellow lines around the junction to deter parking near to the junction with Whitley Wood Road, as shown in drawing CH3_Wentworth Avenue. This is intended to improve visibility, accessibility and aid pedestrian crossing.
4) Church	Winton Road	Request to investigate adding waiting restrictions on the north east end of Winton Road (on the bend) due to parked vehicles causing access issues for vehicles using this area.	As shown in drawing CH4_Winton Road, Officers recommend installing double yellow lines on the internal kerb of the corner to provide motorists with greater inter-visibility 'through' the bend. The double yellow lines will go up to but not over dropped kerbs and driveways.



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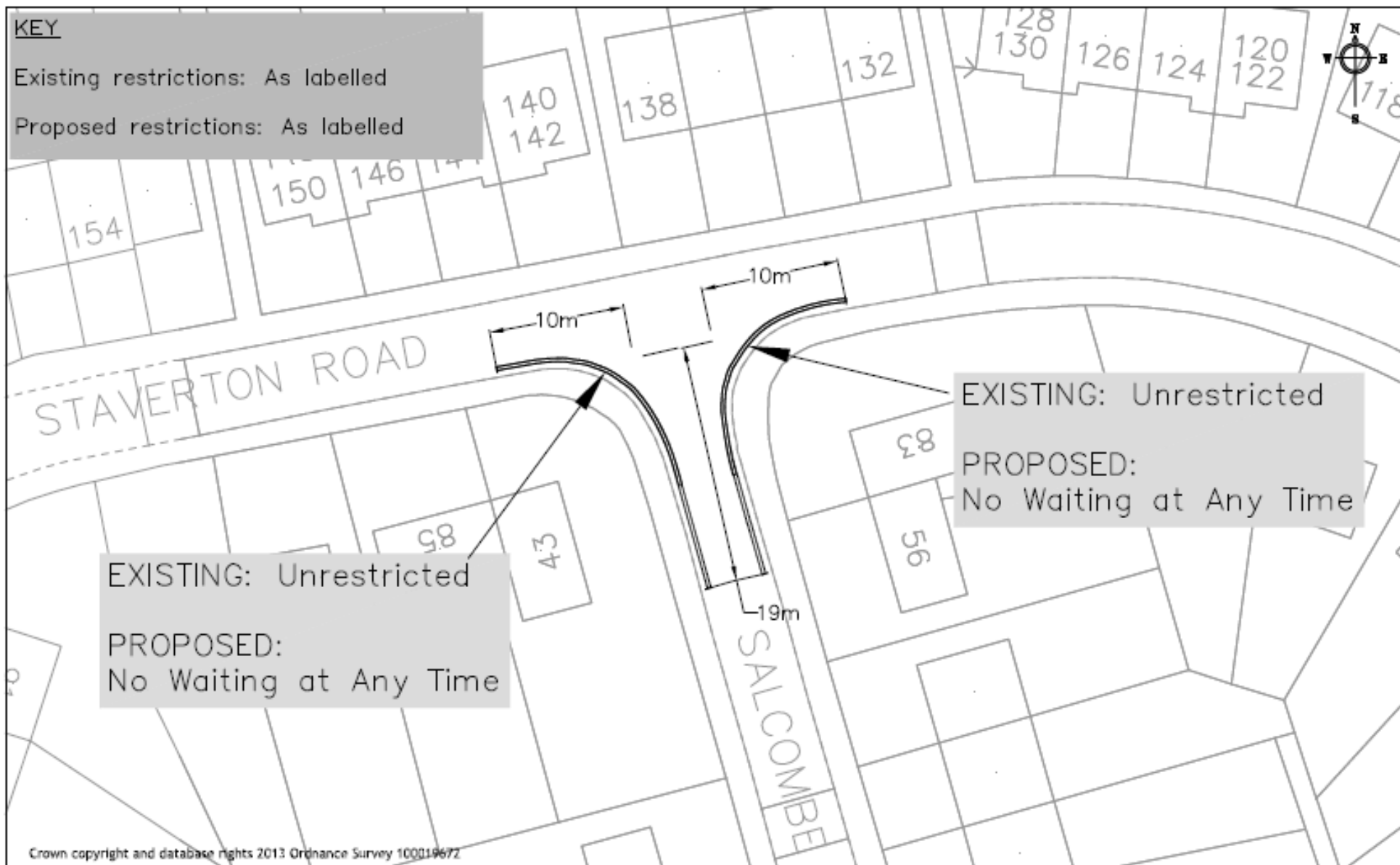
Drawing
 Cedar Road

Scale
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 Date
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Drawing No.

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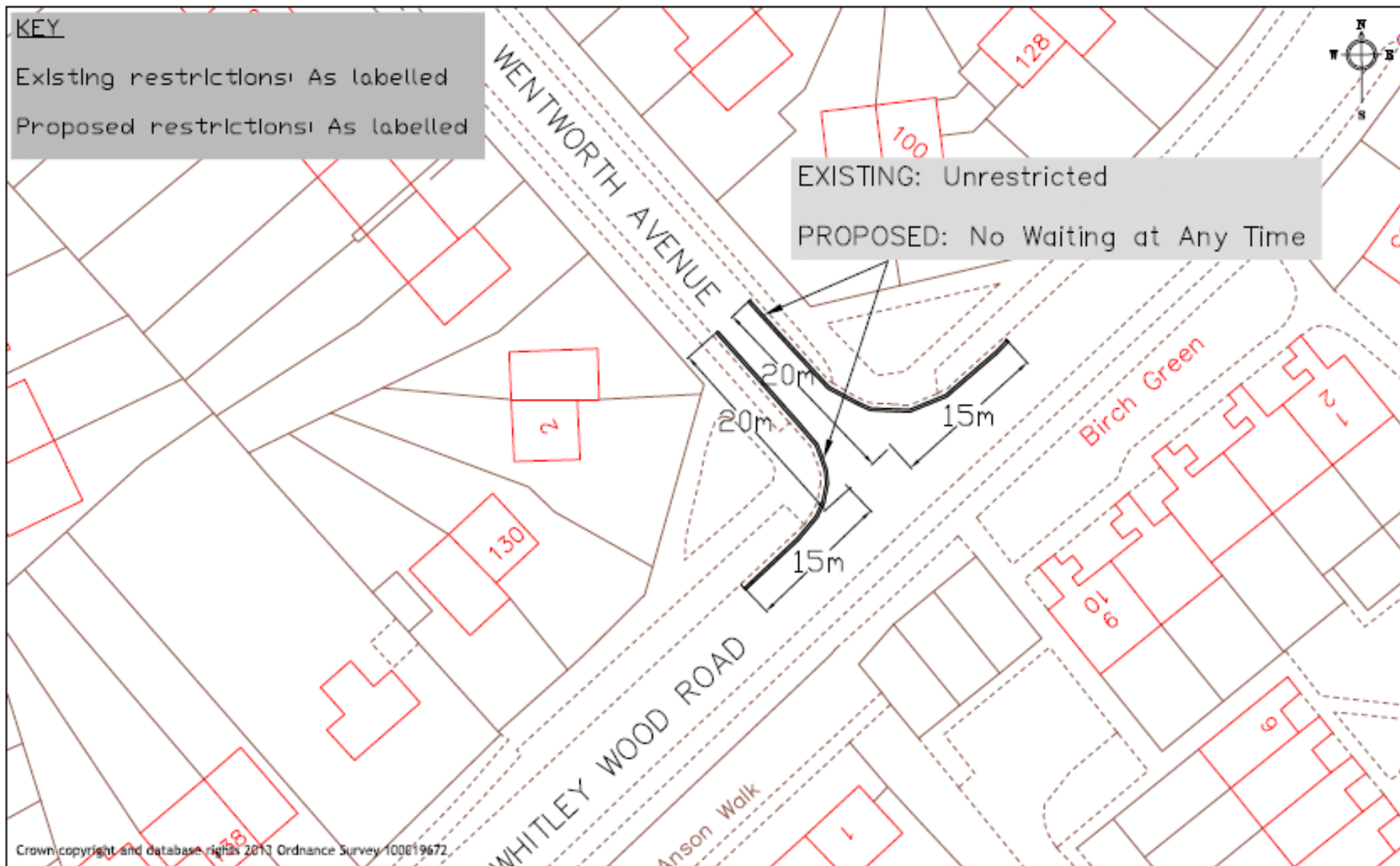
CH1_Cedar Road



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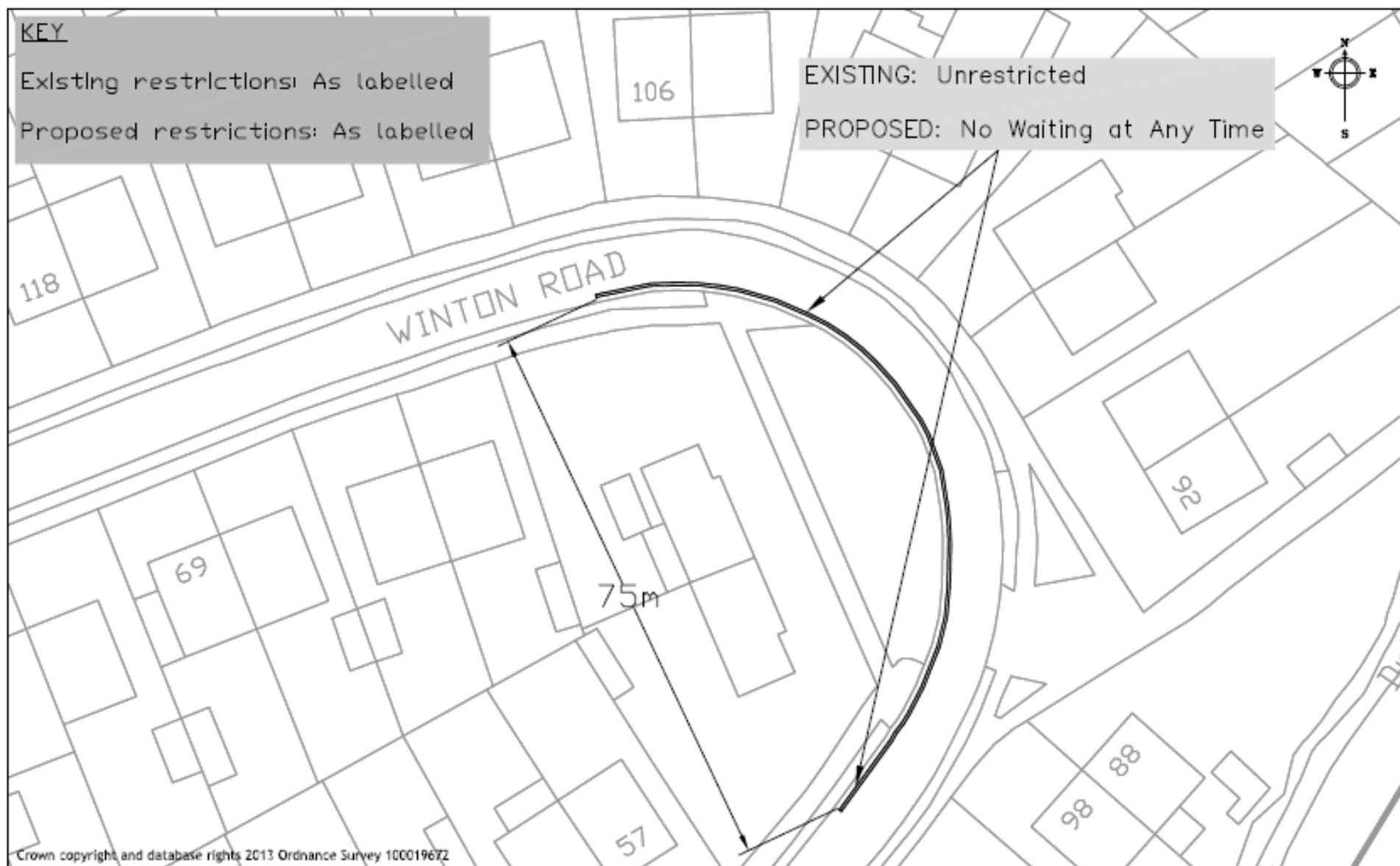
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	JP	
Staverton Road		Drawing No.
		CH2_Staverton Road



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Drawing		Drawing No.	
Wentworth Avenue		CH3_Wentworth Avenue	



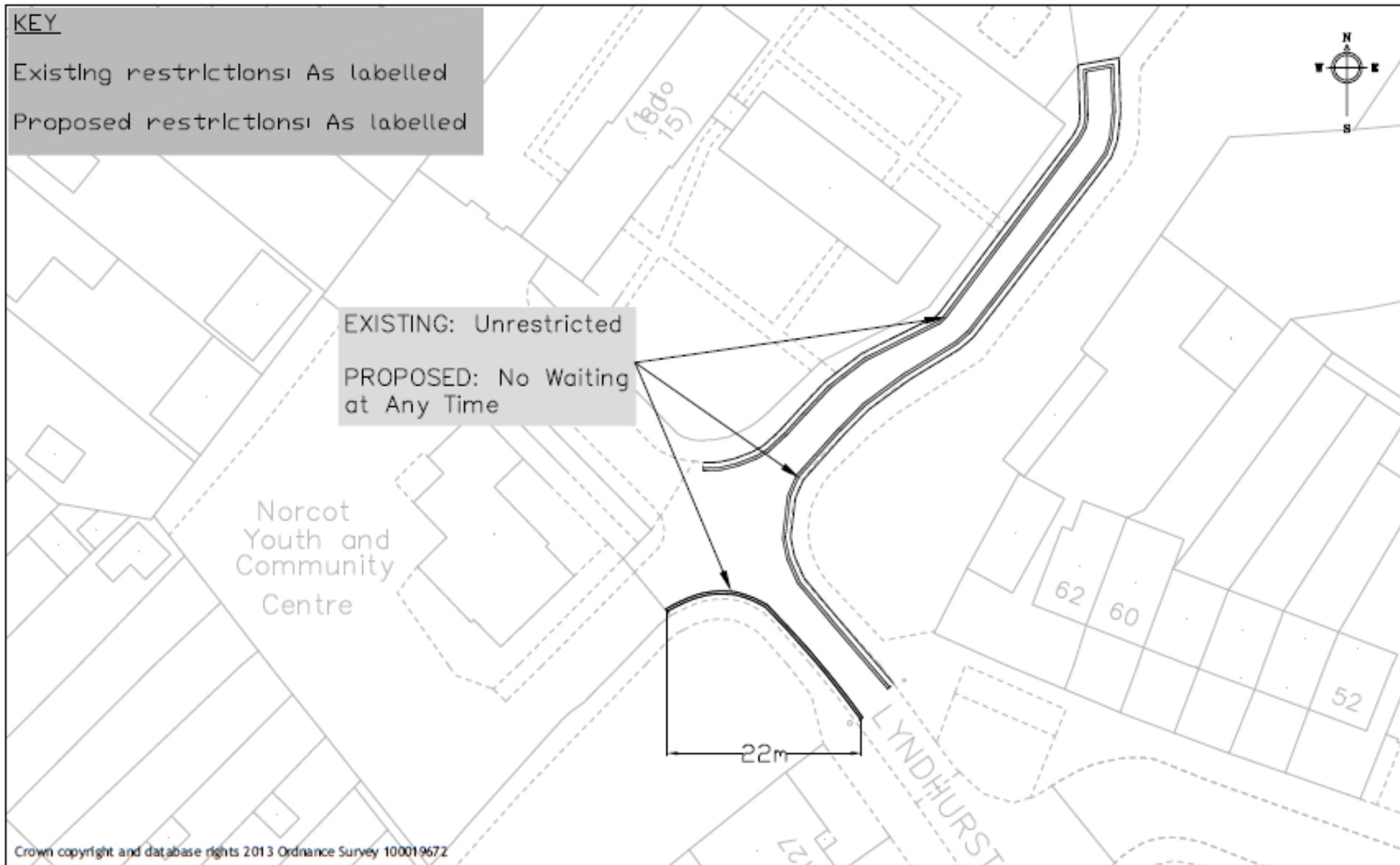
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Project	Scale	Drawn	GM
Waiting Restriction Review 2021B	N.T.S	Checked	JT
	Date	Approved	JP
OCT 21			
Drawing	Drawing No.		
Winton Road	CH4_Winton Road		

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Katesgrove	Chesterman Street	Request to review the parking bay on the south side of the street close to its junction with Hill Street and change it into a standard 8am-8pm shared use bay.	Chesterman Street is a narrow road, and the existing waiting restriction on south side works to facilitate the regular refuse collection in the morning and to allow for any future changes in scheduling of that service. Officers believe that this would be compromised should the bay be changed to allow full time parking and we therefore recommend removing it from the programme.

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Kentwood	Lyndhurst Road	<p>Reports of multiple vehicles parked on the pavement near Norcot Early Years Centre and Community Centre causing issues for pedestrians. Request for parking restrictions to improve access.</p> <p>This review will also include nearby roads such as Ripley Rd and Bramshaw Rd to make sure we reduce any problems that could be caused by displacement parking in the immediate area.</p>	<p>Officers recommend installing double yellow lines around the junction and up to the entrance of the Norcot Early Years Centre as shown in drawing KE1_Lyndhurst Road. This will improve sightlines and access for pedestrians and other road users attending the Norcot Early Years Centre and the new development of flats and Community Centre.</p> <p>These yellow lines will remove a number of on street parking spaces around the junction and along a very narrow section of road. Whilst this may cause some displacement to occur, we cannot anticipate where these vehicles may be moved to. Officers recommend that this area be reviewed in a future programme to tackle any issues which are reported, should this restriction be implemented.</p>



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Drawing
 Lyndhurst Road

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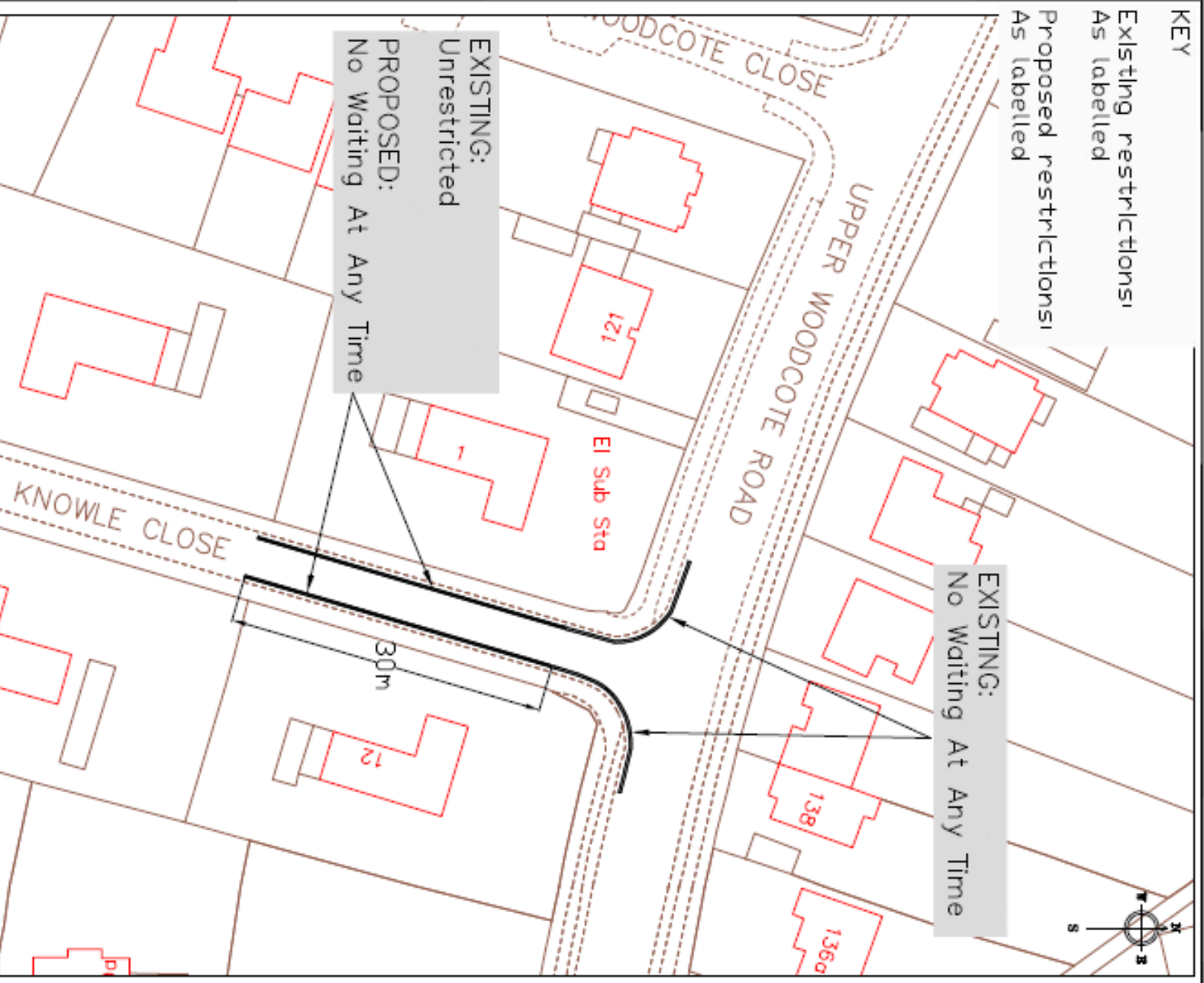
Drawing No.
 KE1_Lyndhurst Road

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Mapledurham	Hewett Avenue	Request to investigate the suitability of waiting restrictions in relation to grass verge parking occurring on the east side of the street, next to the Mapledurham Playing Fields.	Following a number of site visits at different times of the day including the morning drop off and afternoon pick up times, officers found no evidence of significant on street parking in relation to the new school or the playing fields. Officers therefore recommend removing this request from the programme.
2) Mapledurham	Knowle Close	A petition has been received with 21 signatures from the residents of Knowle Close. The petition requests an extension of double yellow lines down into Knowle Close by a further 30m on each side, a hatched box on nearside at the junction of Knowle Close and Upper Woodcote Road and to designate Knowle Close as residents only parking or school street with restricted parking 2hrs AM & PM.	<p>Knowle Close is a small and narrow no through road. The concerns raised in the petition, regarding sightlines toward the junction/into the close are valid and would be significantly worsened with carriageway parking in the vicinity. As per drawing MA1_Knowle Close Officers recommend extending the existing double yellow lines in a southerly direction to deter parking in the vicinity of junction, improving sightlines and ensuring that traffic approaching the junction with Upper Woodcote Road are not navigating around parked vehicles can approach on the correct side of the road.</p> <p>It is recommended that Knowle Close be added to the list of requests for resident permit parking scheme development only if parking becomes a problem, following experience gained over the coming months, following the recent opening of the school. As per the officer comments at Hewitt Avenue, officers are not currently seeing significant parking challenges in the vicinity. The request for a school street <i>could</i> be considered in the future on a similar basis, but it should be noted that the request would need to be made by the school, as this initiative relies on schools resourcing management of the closures.</p>

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Existing restrictions:
As labelled

Proposed restrictions:
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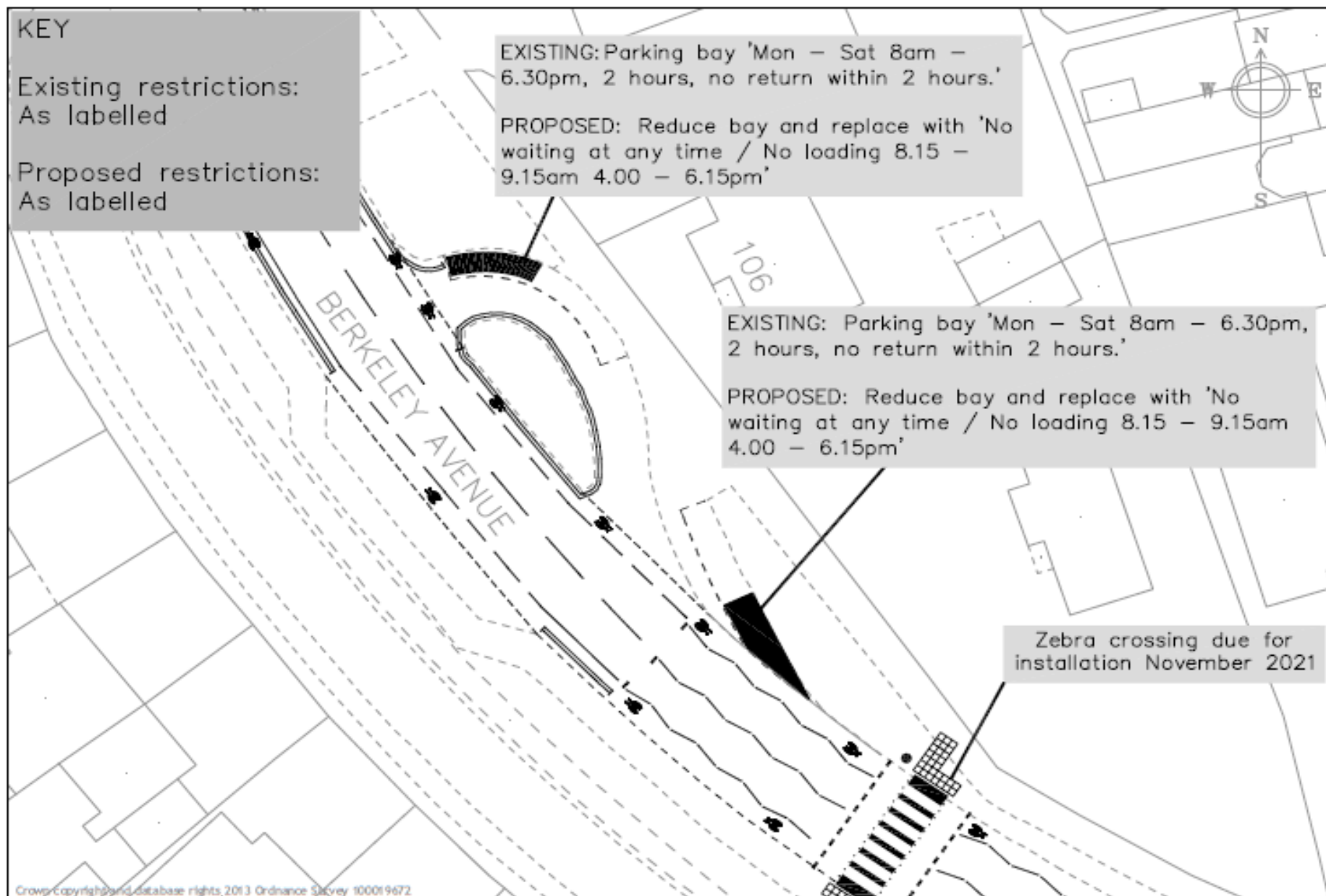
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drawing Knowle Close

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scale NTS drawing no. MA1_Knowle Close

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Minster	Berkeley Avenue	Request to reduce some of the existing parking bays in the vicinity of the new zebra crossing to further enhance the visibility on approach to the crossing site.	Officers have visited the site and recommend reducing two of the parking bays near the crossing to further enhance the visibility of the crossing as shown in drawing M11_Berkeley Avenue. Officers have not observed many vehicles using the parking bays and do not believe that it will negatively affect residents of the area as there are other parking bays available nearby that offer 2 hours free parking.
2) Minster	Brownlow Road	Request to investigate additional waiting restrictions on this road to help keep the new informal crossing clear for pedestrians and visible to motorists.	<p>Officers recommend installing additional double yellow lines over the new informal crossing point as shown in drawing M12_Brownlow Road, along with an additional stretch of 'school keep clear' restrictions.</p> <p>Officers have witnessed vehicles parking over the new informal crossing, which prevents pedestrians from using it safely and reduces the visibility of oncoming traffic. The additional 'school keep clear' restriction will also protect the entrance to All Saints Junior School on the west side of the road.</p>
3) Minster	St Saviours Road	Request for double yellow lines at the top of St Saviours Road near its junction with Wensley Road to address visibility/access issues caused by parked vehicles in this area.	In order to prevent obstructive parking at this junction, Officers recommend installing double yellow lines as shown in drawing M13_St Saviours Road. The road is narrow so double yellow lines will improve visibility around the junction for all users.



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Project:
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Drawing:
Berkeley Avenue

Scale: NTS

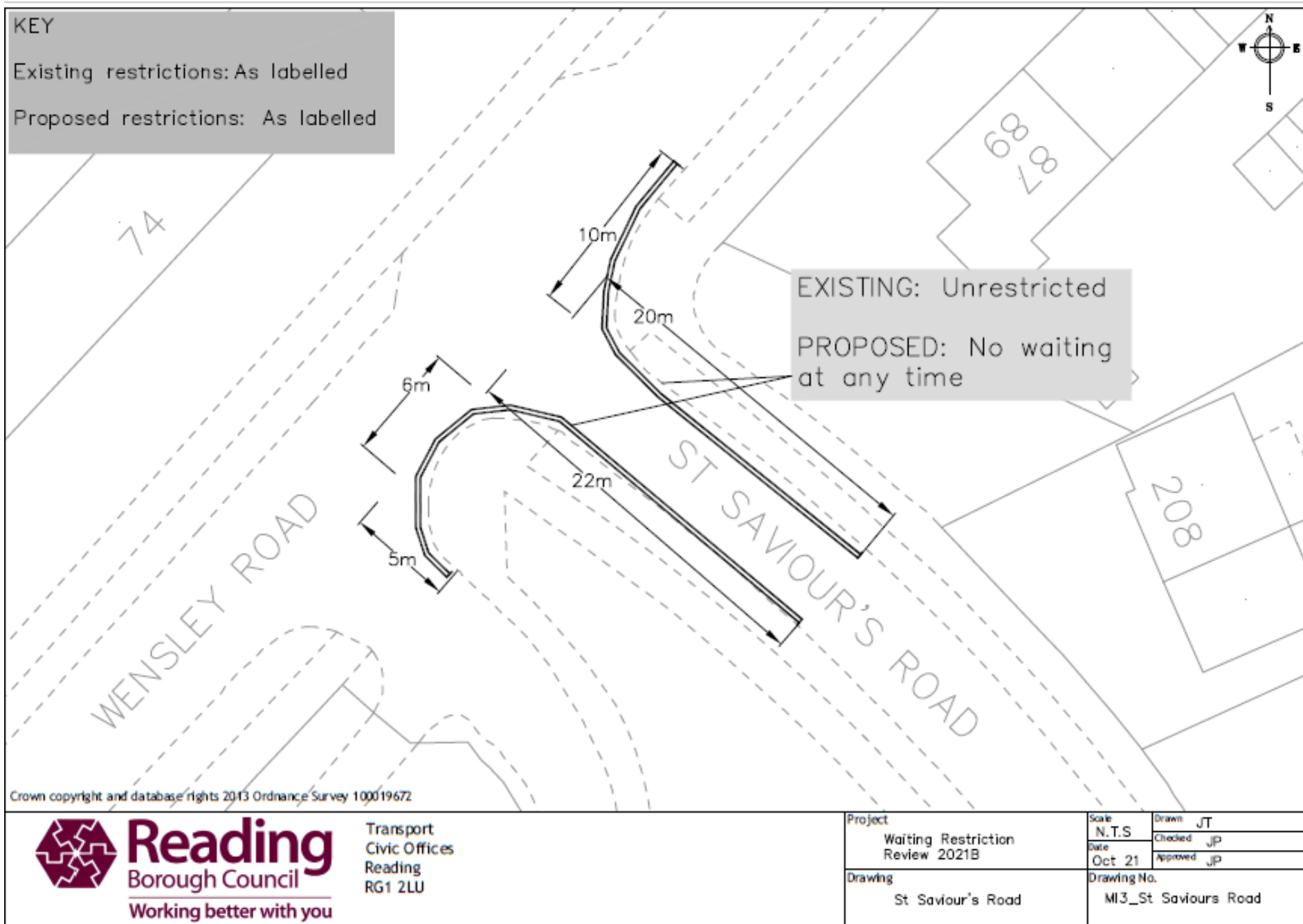
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Drawing no:
MI1_Berkeley Avenue

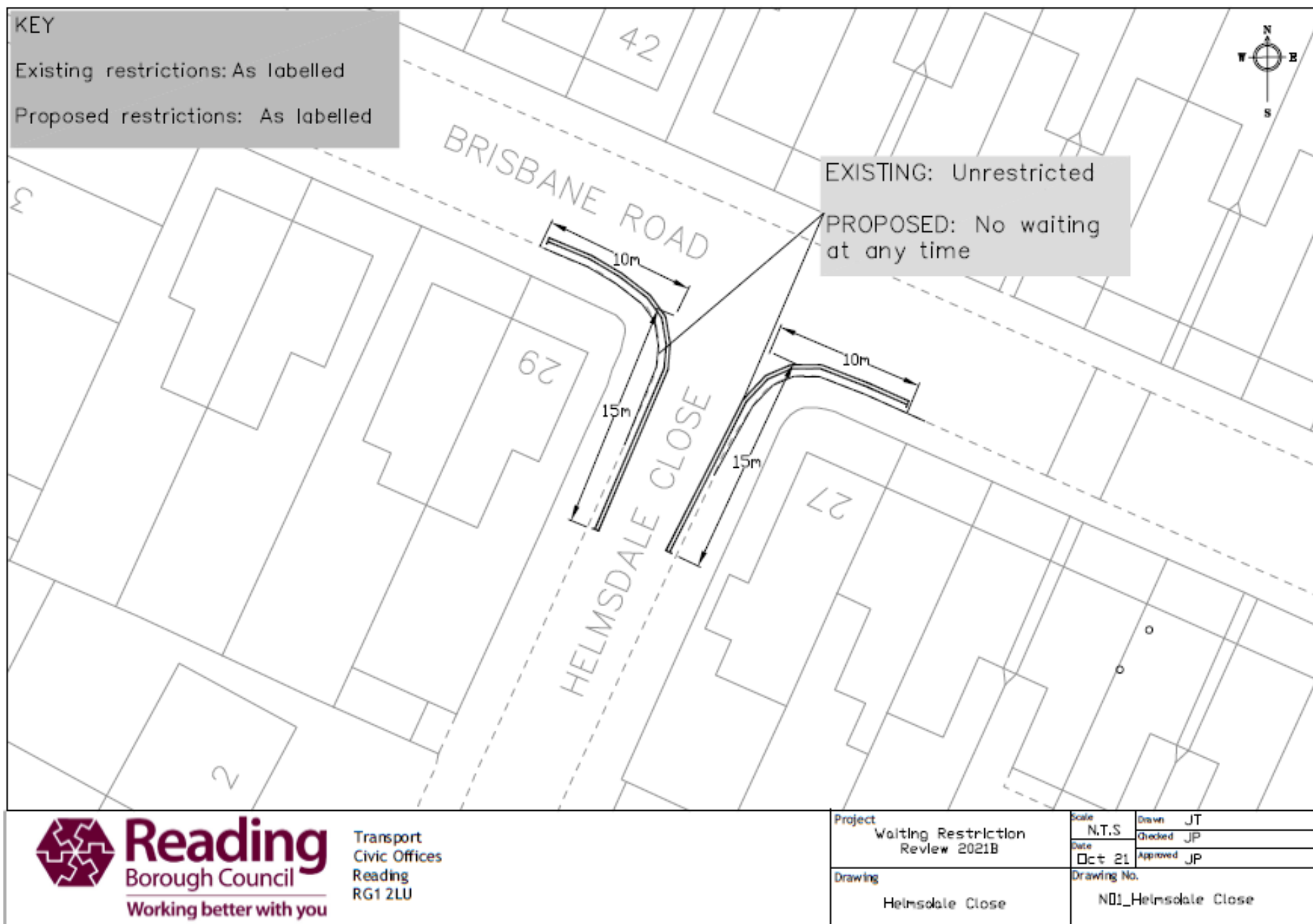
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Checked: JP

Approved: JP



Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Norcot	Helmsdale Close	Request to investigate parking issues occurring from school drop offs.	In order to prevent obstructive parking at this junction, Officers recommend installing double yellow lines as shown in drawing NO1_Helmsdale Close. There are many cars parked in this area and additional restrictions here will make it easier to manoeuvre around the junction.
2) Norcot	Water Road	Request for waiting restrictions along the road to prevent vehicles parking dangerously.	<p>Following feedback from local ward Councillors, there is a concern that additional restrictions along this road might also encourage speeding, which is an issue raised by residents of the area.</p> <p>We are aware that ward Councillors have petitioned for a new 20mph zone in this area and that Water Road is considered as one of the priority locations within the zone. We understand that there is potential for local CIL funding opportunities to contribute to scheme development.</p> <p>Officers therefore recommend that this proposal be removed from the waiting restriction review programme.</p>

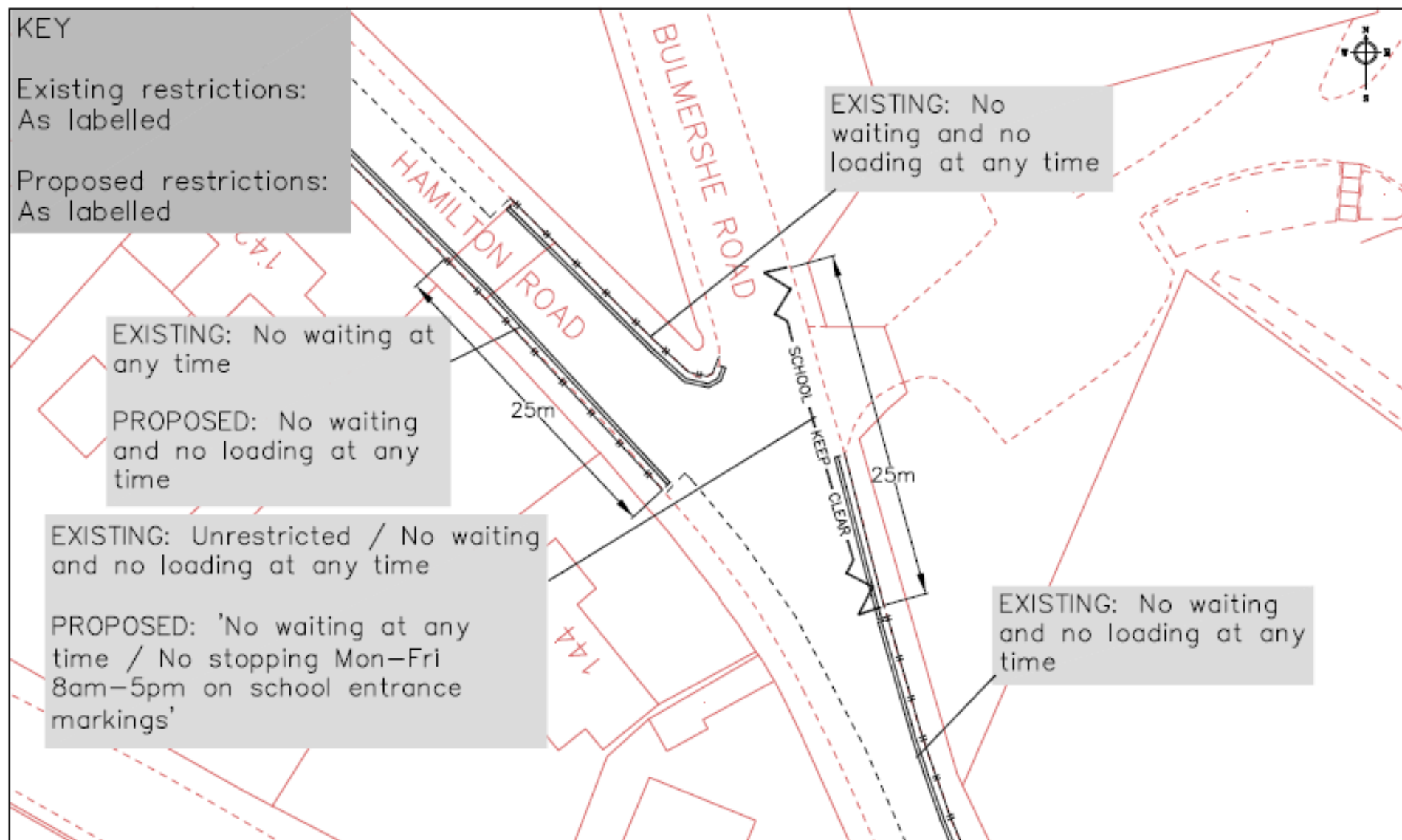


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Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Park	Bulmershe Road	Request for restrictions to protect the entrance to the school on Bulmershe Road near its junction with Hamilton Road.	The area around the school entrance can be busy at school times, with vehicles parking all around the entrance. Officers recommend installing a full time loading ban on some sections of the road, and a 'school keep clear' restriction on the entrance to the school as shown in drawing PA1_Bulmershe Road. The 'school keep clear' restriction is very clear to motorists and the full time loading ban on nearby sections of the road will allow additional enforcement to take place, with the intention of encouraging motorists who drive here to use the designated parking bays.
2) Park	Crescent Road	Request to consider additional waiting restrictions in this road such as loading bans on areas of existing double yellow lines, to address parking problems/road safety issues occurring during school pick up/drop off times, despite the School Street initiative being in place. It is also proposed that measures should be considered for the junction with Hamilton Road, which is immediately outside of the planned school street closure point.	Whilst the introduction of the school street initiative has been temporarily delayed, Officers propose that stretches of existing single and double yellow lines along Crescent Road be upgraded to include a full time loading ban as shown in the two drawings PA2_Crescent Road 1 and 2. Increasing the restrictions here will encourage those who drive to the school to use the existing parking bays in the area when parking, or to consider active travel options instead.
3) Park	St Peters Road	Request for a loading ban on the Wokingham Road end of St Peters Road where there are existing double yellow lines to address access issues caused by vehicles parked at this location.	Officers have visited the site and witnessed some vans and other vehicles parking in the area. We therefore recommend installing a loading ban near the junction with Wokingham Road as shown in drawing PA3_St Peters Road. This will restrict parking near the junction and encourage drivers to use the parking bays nearby, or other double yellow lines to load or unload (as appropriate) when necessary.

4) Park	Palmer Park Avenue	From the petition requesting a change from shared use to permit holders only for the entire road. Please see petition and report for more info.	As many residents of the road have requested a change to the restrictions, Officers recommend changing the existing shared use permit bays to 'permit holders only' as shown in drawing PA4_Palmer Park Avenue. Whilst this will remove the current flexibility of non-permitted visitor parking in the street, for which there is limited availability of this restriction in the surrounding area, it will mean that the bays prioritise resident permit holders only for the 14R zone and hopefully increase the number of available spaces for nearby residents throughout the day and night.
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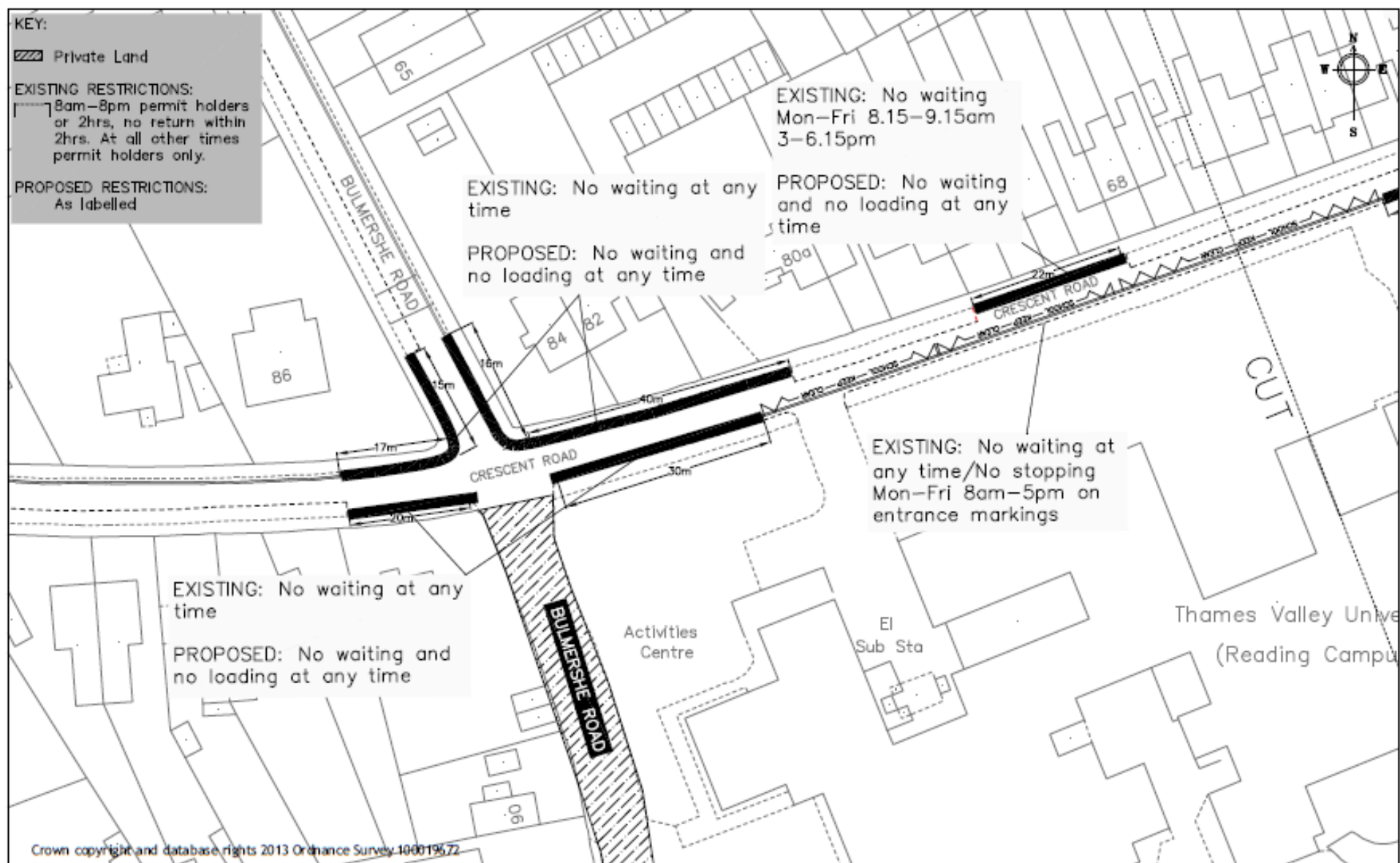
project
Waiting Restriction Review 2021B

drawing
Bulmershe Road

CAD Drawing Location:

scale	drawn JT	checked JP
N.T.S	approved JP	
	date OCT 21	

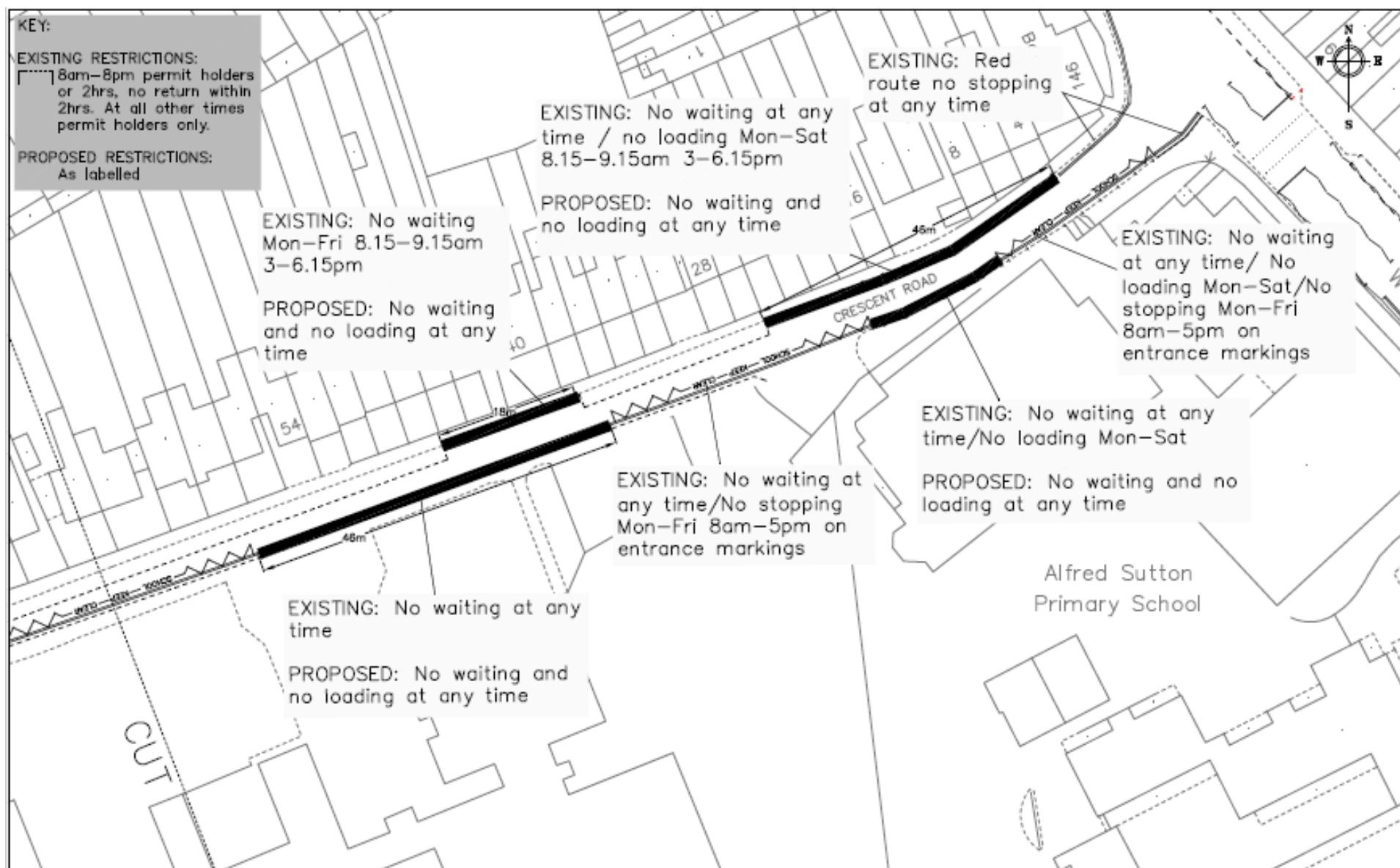
drawing no.
PA1_Bulmershe Road



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Project	WAITING RESTRICTION REVIEW 2021B	Scale	Drawn JT
		N.T.S	Checked JP
		Date	Approved JP
		OCT 21	
Drawing		Drawing No.	
	CRESCENT ROAD	PA2_Crescent Road 1 of 2	



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 REVIEW 2021B

Drawing

CRESCENT ROAD

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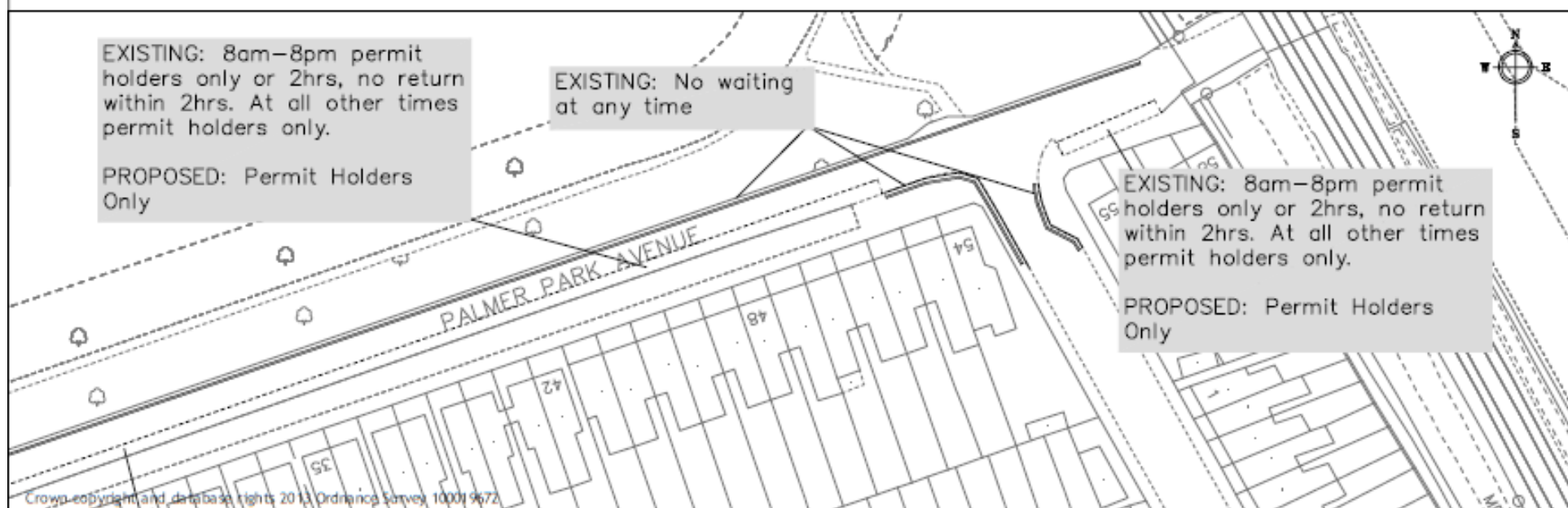
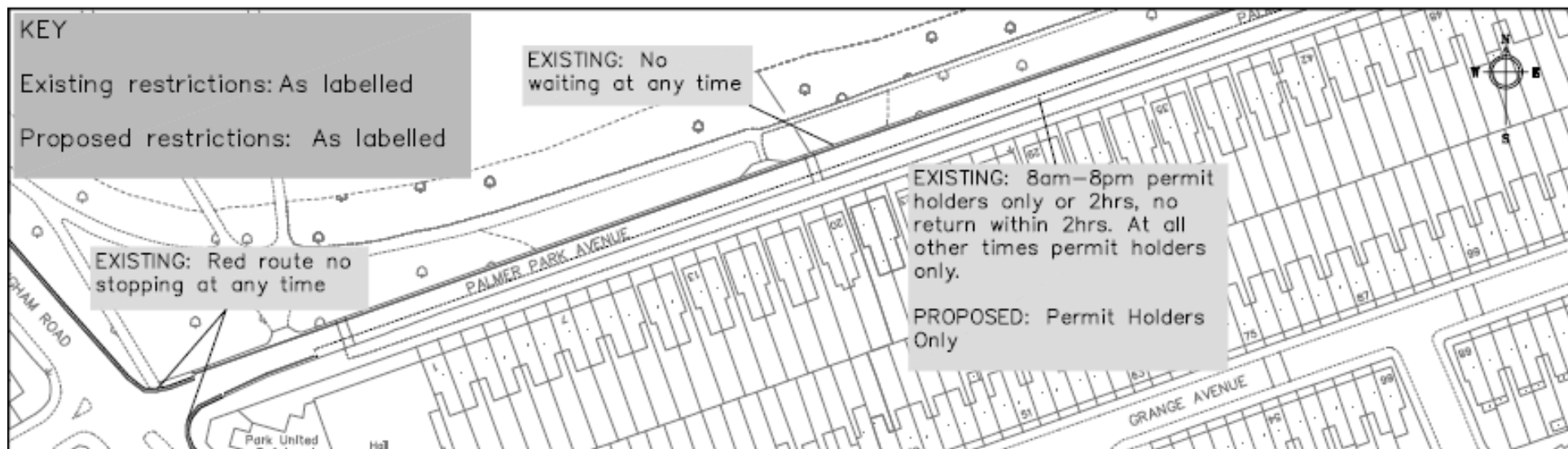
PA2_Crescent Road 2 of 2

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Checked JP

Approved JP





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Waiting Restriction Review
 2021B

Drawing

Palmer Park Avenue

N.T.S

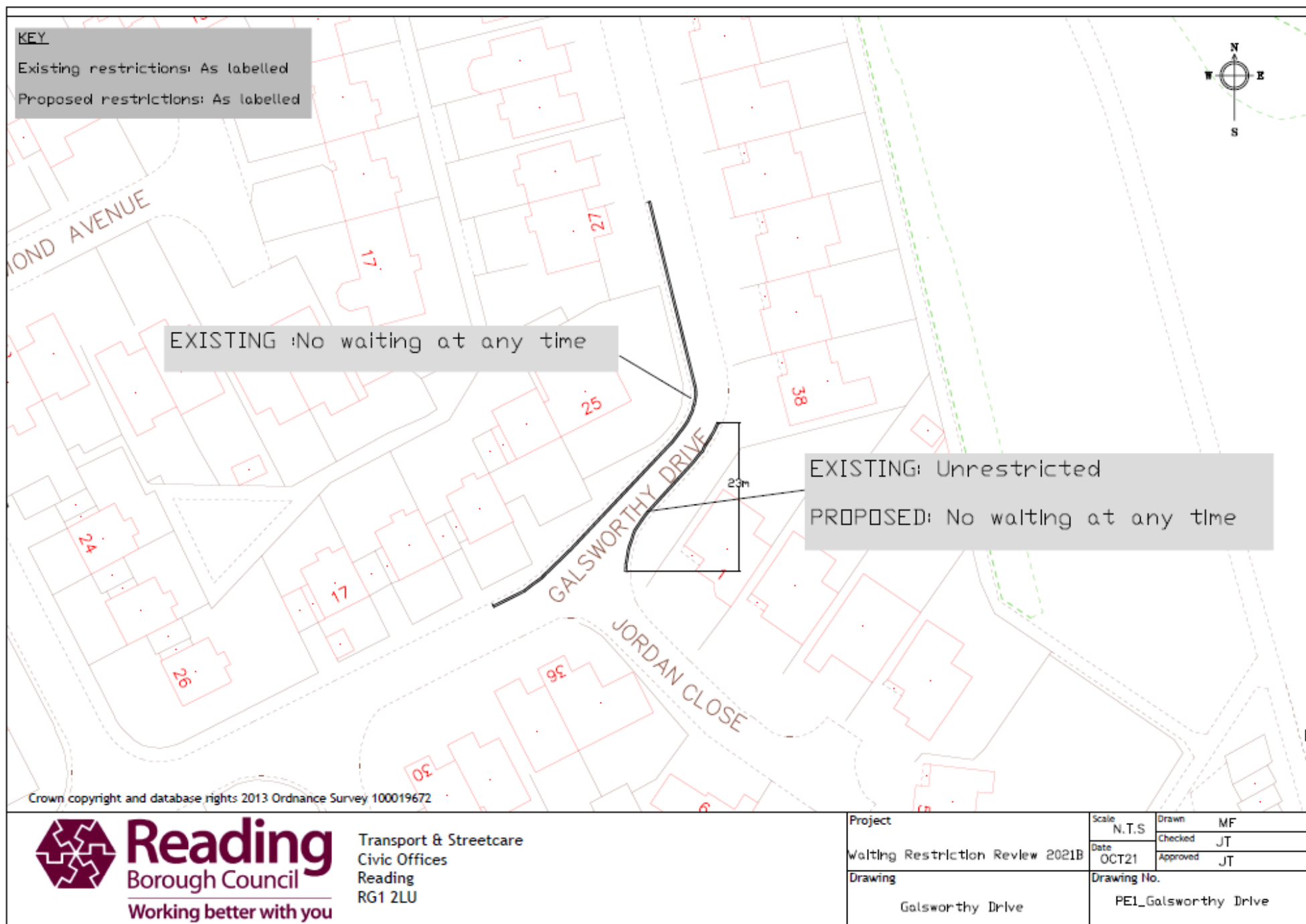
Date
 Oct 21

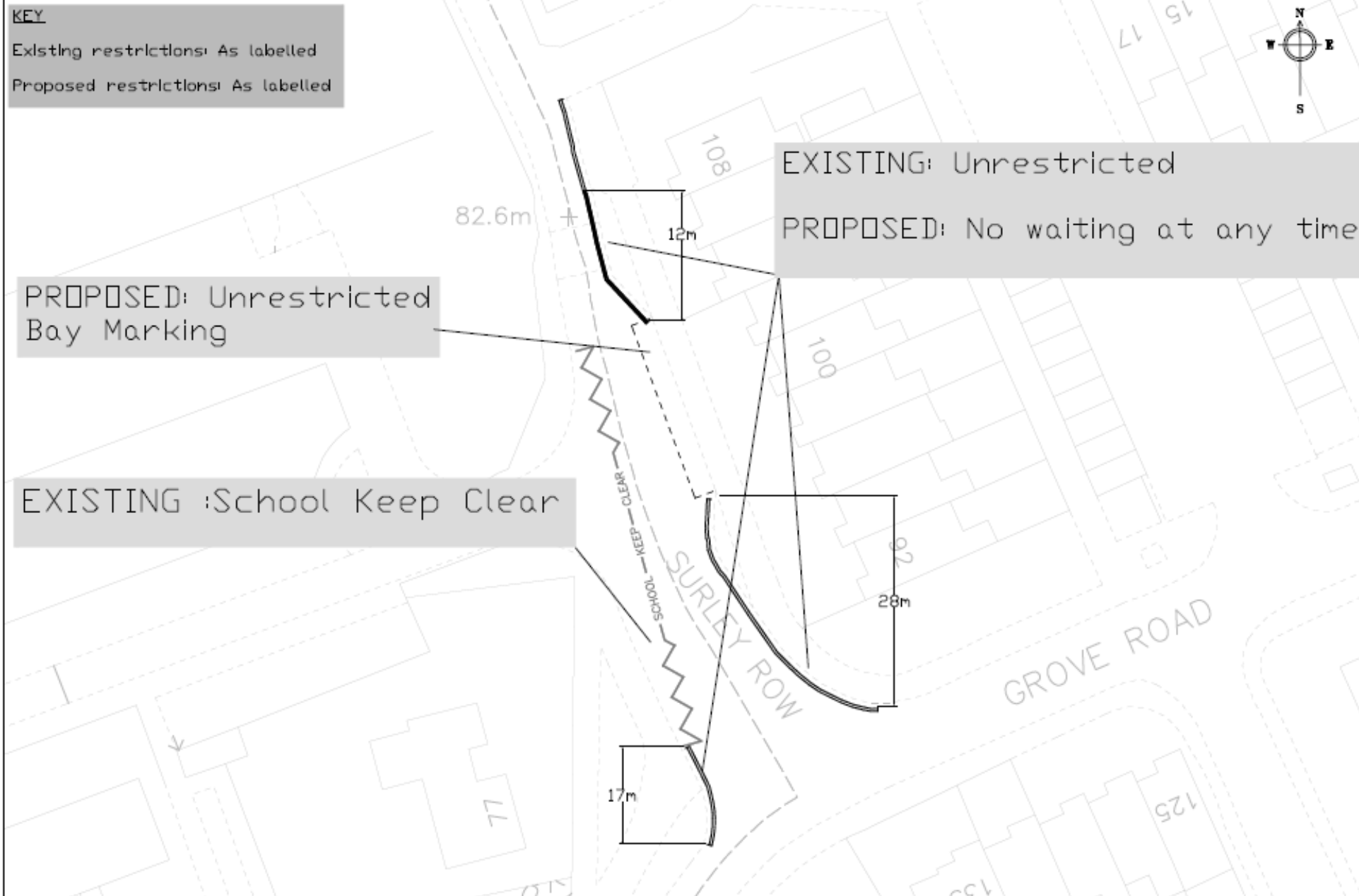
Drawn JT
 Checked JP
 Approved JP

Drawing No.

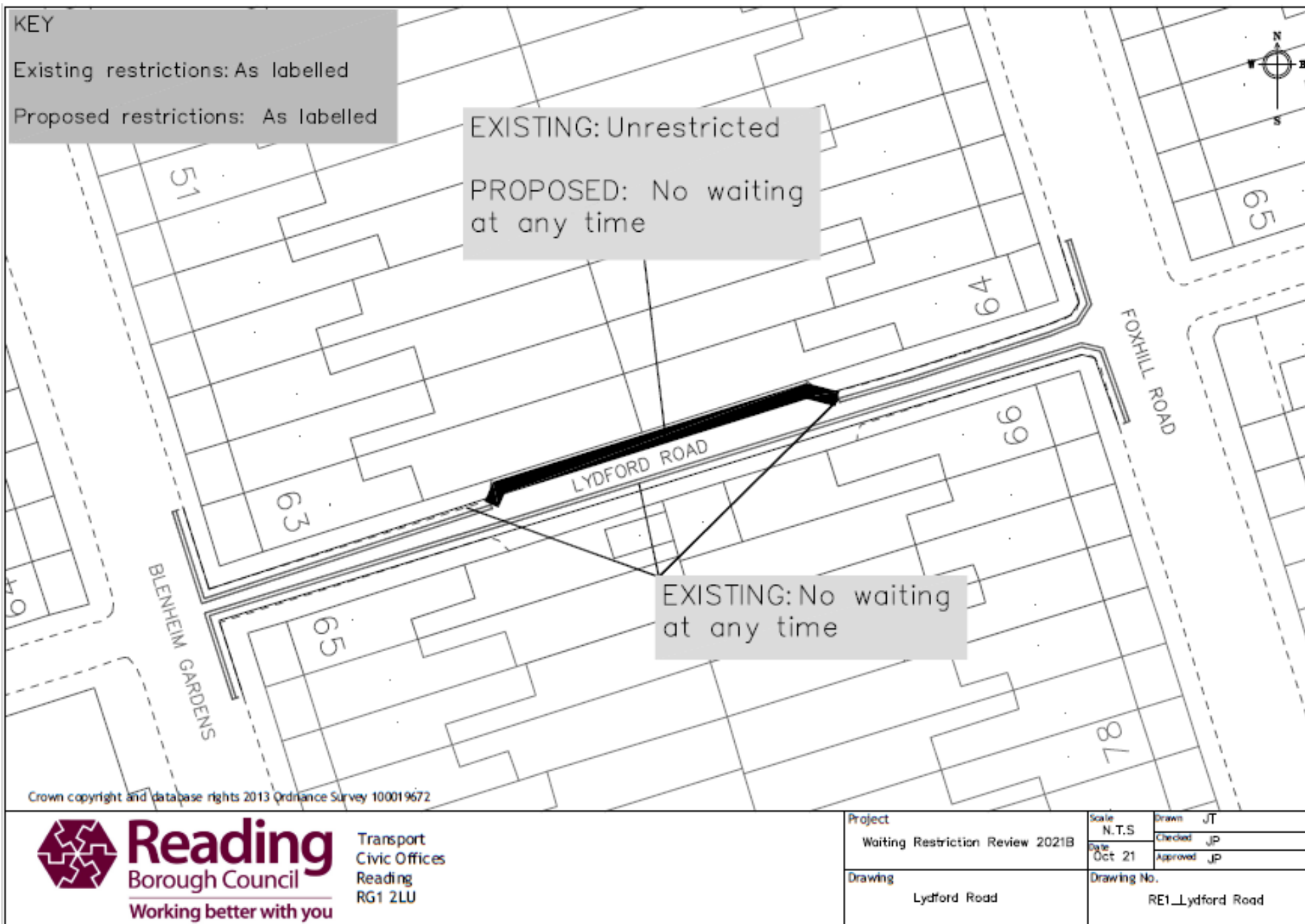
PA4_Palmer Park Avenue

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Peppard	Galsworthy Drive	Request for additional double yellow lines on the bend near the junction of Jordan Close to address visibility issues.	We recommend installing double yellow lines as shown in drawing PE1_Galsworthy Drive. This will improve road safety and provide better visibility on this bend.
2) Peppard	Micklands Road	Request for double yellow lines on Micklands Road to prevent parking near its junctions with Copse Ave / Hawthorne Road.	Officers have visited the site and do not perceive that the parking here constitutes a road safety concern. The existing double yellow lines sufficiently protect the junctions. Further waiting restrictions would also reduce on-street parking availability for residents. Officers therefore recommend removing this request from the programme.
3) Peppard (Also included in Thames Ward)	Surley Row	Complaint received about the vehicles parking in the bay between 96 - 108 Surley Row as they are parking at an angle and overhanging into the road near the school. Concern that this could cause an accident.	We recommend installing double yellow lines as shown in drawing PE2/TH3_Surley Road. Restricting parking around the school will improve access and a marked (unrestricted) parking bay will encourage residents to park parallel to the kerb and improve road safety.





Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Redlands	Lydford Road	Request for replacing the existing single yellow for a double yellow line waiting to address access issues to residents' garages, caused by parked vehicles in this area.	Officers have witnessed vehicles parking in this area, which is very narrow and difficult to manoeuvre. We therefore recommend installing additional double yellow lines as shown in drawing E1_Lydford Road to prevent vehicles from parking here. The yellow lines will continue to allow vehicles to stop to load and unload where appropriate.
2) Redlands	The Mount and Sutton Walk	<p>A petition was presented to the Sub-Committee in September 2021, requesting a change to the existing restrictions in the Mount and Sutton Walk.</p> <p>The petition provided details of two polls done in May and July, showing 10 support and 2 objections in May and 21 support and 2 objections in July.</p> <p>The petition results suggest support for changes to the restrictions in the area to 'Mon-Sun 8am-8pm resident permit holders only or 2hrs, no return within 2hrs. At all other times permit holders only' due to a high volume of non-resident parking affecting residents as they can struggle to park close to their homes especially in the evening and on weekends.</p>	<p>Officers have visited this site a number of times and observed that the bays are busy during the day, there are still a few spaces available in the area overall.</p> <p>As requested by the petition, and agreed for development by the Sub-Committee in September 2021, it is therefore recommend that the current shared-use Mon-Fri 10am-4pm permit restrictions be replaced by shared-use Mon-Sun 8am-8pm restrictions, as shown in drawing RE2_The Mount.</p>



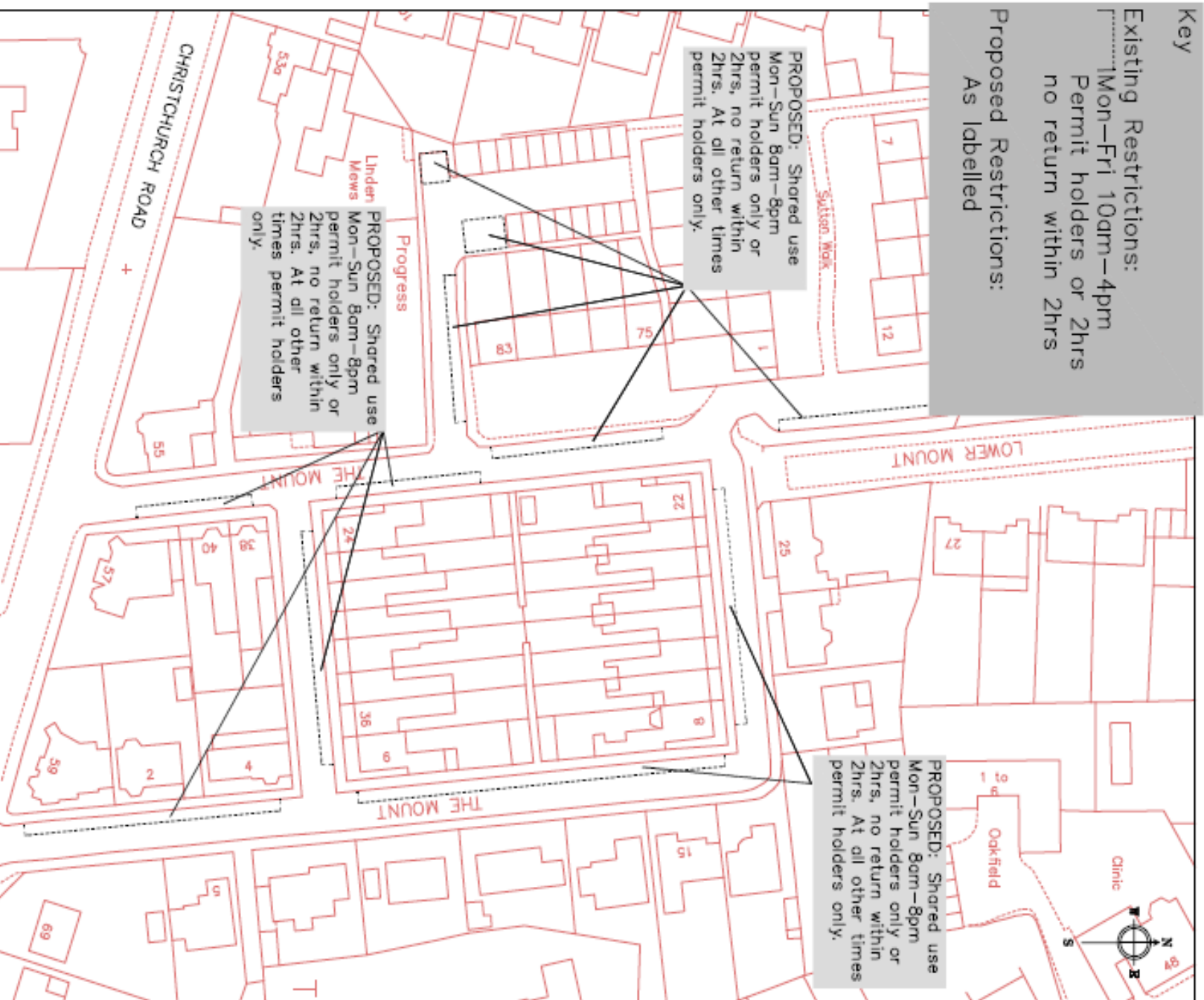
Key

Existing Restrictions:

Mon–Fri 10am–4pm
Permit holders or 2hrs
no return within 2hrs

Proposed Restrictions:

As labelled



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CAD DRAWING LOCATION

project waiting Restriction Review 2021B

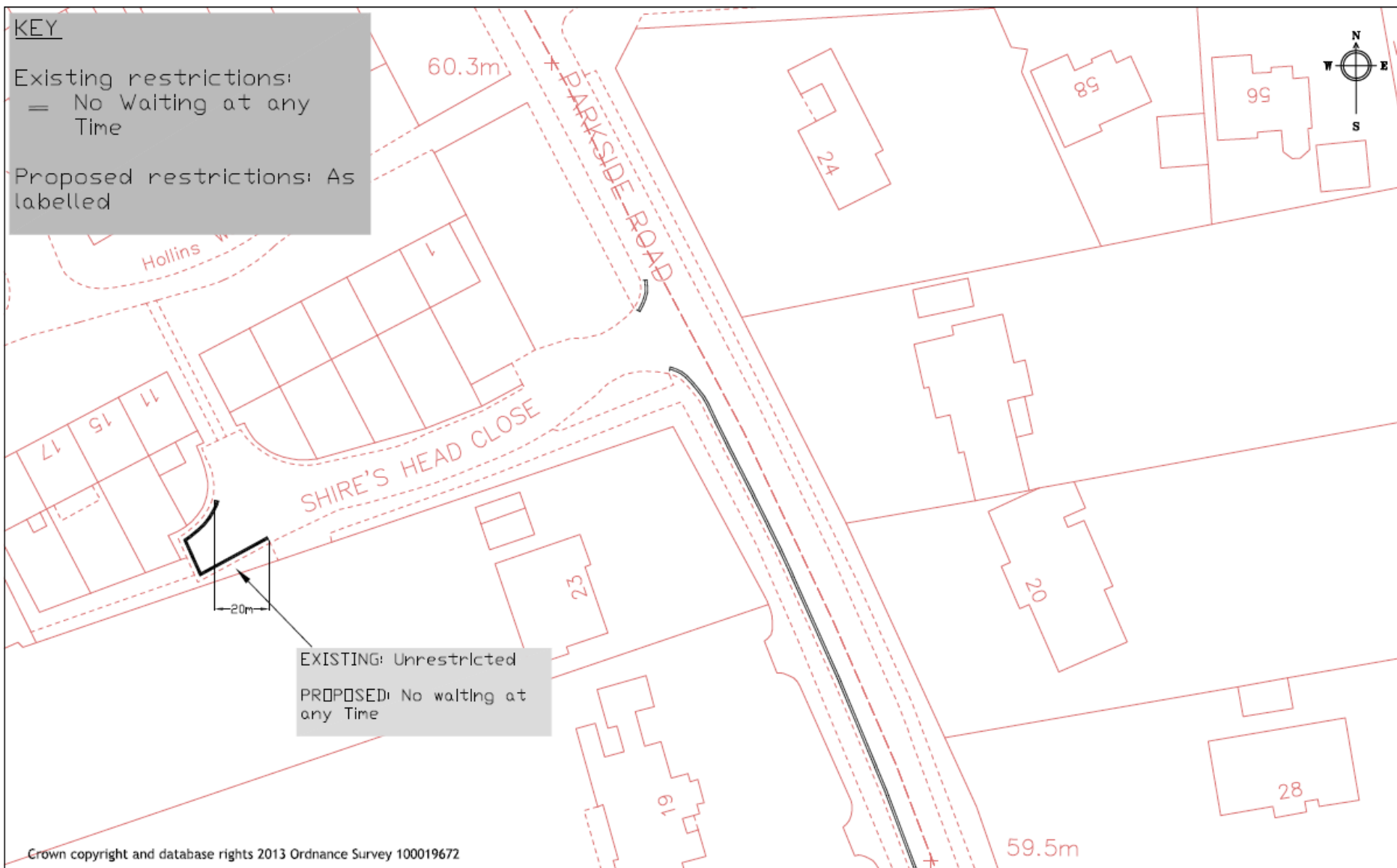
drawing The Mount & Sutton Walk



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Civic Offices
Reading
RG1 2LU

drawn	checked	approved	date
JT	JP	JP	OCT 21
scale	drawing no.		
N.T.S	RE2_The Mount		

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Southcote	Bath Road	Request to review the restrictions on the south side of Bath Road (between its junctions with Burghfield Rd and Granville Road) due to issues caused by large vehicles often parking on the pavement.	Officers have visited site and didn't find any evidence of large vehicles parking on the pavement. Therefore, we recommend removing this request for the programme.
2) Southcote	Glennon Close	Request for double yellow on Glennon close junction with Hatford Road, to address visibility/access issues at this junction caused by parked cars.	We have recently installed double yellow lines at this junction as part of the 2020 Waiting Restriction Review programme, therefore we recommend removing this from the programme to let the new restrictions settle and possibly resolve the issue raised as part of this programme.
3) Southcote	Shire's head Close	Request for restrictions at the western end of Shire's head Close to address access/safety issues caused by cars parked in the area.	We recommend installing double yellow lines as shown in drawing SO1_Shire's head Close to address and maintain access to the development at the western end of Shire's Head Close.

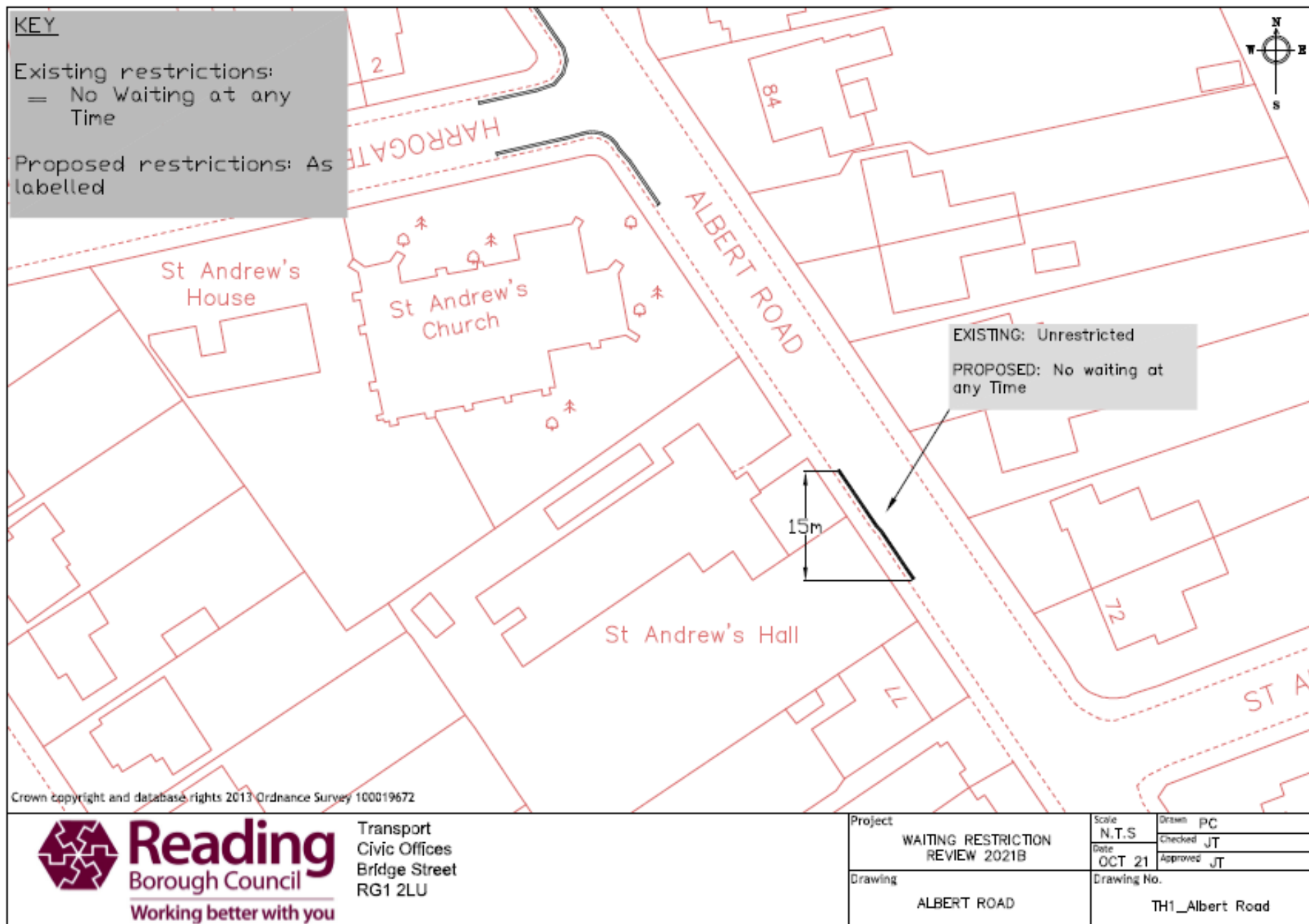


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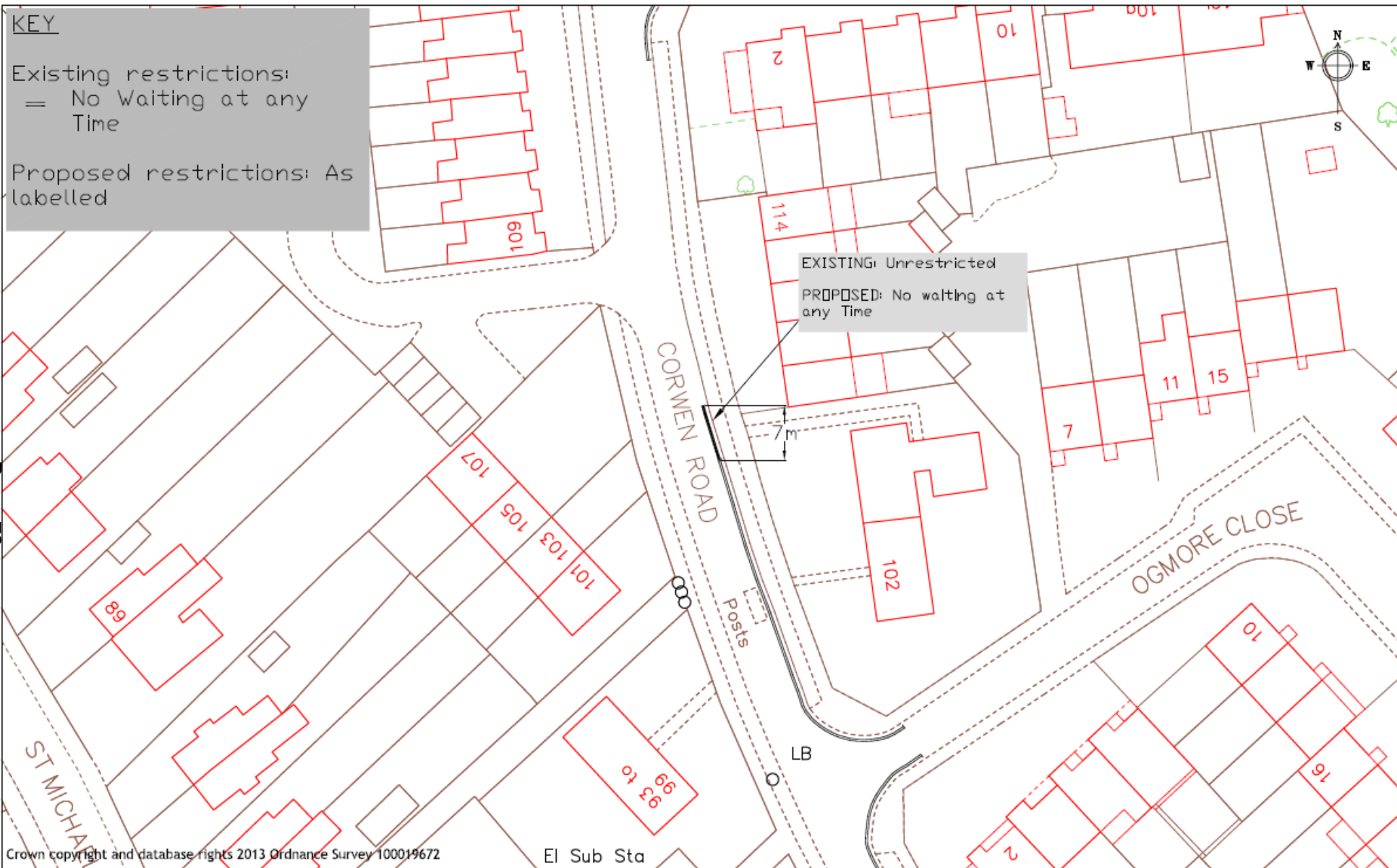
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RG1 2LU

Project	Scale N.T.S.		Drawn PC	
	WAITING RESTRICTION REVIEW 2021B		Checked JT	
Drawing	Date SEPT 21		Approved JT	
	SHIRE'S HEAD CLOSE		Drawing No. S01_Shire's Head Close	

Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Thames	Albert Road	Request for double yellow lines to improve visibility near the Church car park.	Officers recommend installing a short length of double yellow lines at this location, to improve access and visibility as shown in drawing TH1_Albert Road.
2) Thames	St Peters Avenue	Request for extension of double yellow lines on the south east side of the road on St Peters Avenue between its junctions with Wychcotes and Kelmscott Close, to address access issues caused by parked cars at this location.	Officers have visited site and found some vehicles parked on street near the junction with Wychcotes, however, we don't perceive there to be any access or visibility issues at this location. Double yellow lines were installed around the Wychcotes junction in a previous programme. Installing any additional waiting restrictions would reduce on street parking for residents and their visitors, also vehicles parked on street here can act as a natural traffic calming measure. Therefore, we recommend removing this request from the programme.
3) Thames (Also included in Peppard Ward)	Surley Row	Complaint received about the vehicles parking in the bay between 96 - 108 Surley Row as they are parking at an angle and overhanging into the road near the school. Concern that this could cause an accident.	We recommend installing double yellow lines as shown in drawing PE2/TH3_Surley Road. Restricting parking around the school will improve access and a marked (unrestricted) parking bay will encourage residents to park parallel to the kerb and improve road safety.



Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Tilehurst	Corwen Road	Request to investigate waiting restrictions on Corwen Road between its junctions with Bran Close and Ogmore Close to address visibility/access issues caused by parked cars.	We recommend extending the existing double yellow lines as shown in drawing T11_Corwen Road, to improve the visibility of oncoming traffic on Corwen Road due to parked cars.
2) Tilehurst	Logan Close	Request for double yellow lines at the junction with Warnford Road to address visibility issues/road safety concerns in this area caused by parked cars close to the junction.	Officers have attended the site at different times of the day and found a number of vehicles parked on street. However, we perceive that it doesn't block access into the close or hinder pavement traffic. There is concern that by proposing waiting restrictions within the close it would displace some of these vehicles elsewhere, which could cause unintended issues. Therefore, we recommend removing this request from the programme.
3) Tilehurst	Hardwick Road	Request for double yellow lines to be installed, due to reports of dangerous parking on Hardwick Road, opposite the shop in Harvaston Parade.	Officers have attended site at different times of the day and haven't found any evidence of potentially-dangerous or obstructive parking. By proposing waiting restrictions, we would likely displace vehicles elsewhere, which could cause unintended issues. Therefore, we recommend removing this request from the programme.



Ward	Street	Summary of Original Request	Officer Recommendation, including any Ward Councillor Comments
1) Whitley	Callington Road	Request for school keep clear markings to be installed on the north side of Callington Road between its junctions with Merton Rd North and Redruth Gardens.	We recommend installing a school keep clear marking as shown is WH1_Callington Road, to protect the access to Whitley Park Primary and Nursery school.
2) Whitley	Chagford Road	Request for waiting restrictions to address visibility and access issues caused by parked cars.	We recommend installing double yellow lines as shown in drawing WH2_Chagford Road, this is to protect and improve visibility issues on the bend caused by parked cars.
3) Whitley	Copenhagen Close	Request for extending existing double yellow lines at the junction with Swallowfield Road, down to just after the Community Centre car park entrance to prevent obstructive parking and improve visibility.	We recommend installing double yellow lines as shown in drawing WH3_Copenhagen Close, this is to maintain access and clear visibility entering and exiting the close.
4) Whitley	Forest Dean	Request for double yellow lines at the junction with Whitley Wood Lane to address visibility/safety issues caused by cars parked in the area.	We recommend installing double yellow lines as shown in drawing WH4_Forest Dean, to improve visibility and safety issues due to vehicles parked on this junction.
5) Whitley	Long Barn Lane	Request for double yellow lines at the junction with Yelverton Road to address visibility/safety access issues caused by parked cars.	We recommend installing double yellow lines as shown in drawing WH5_Long Barn lane. This is to improve the visibility and safety at this wide junction.

KEY

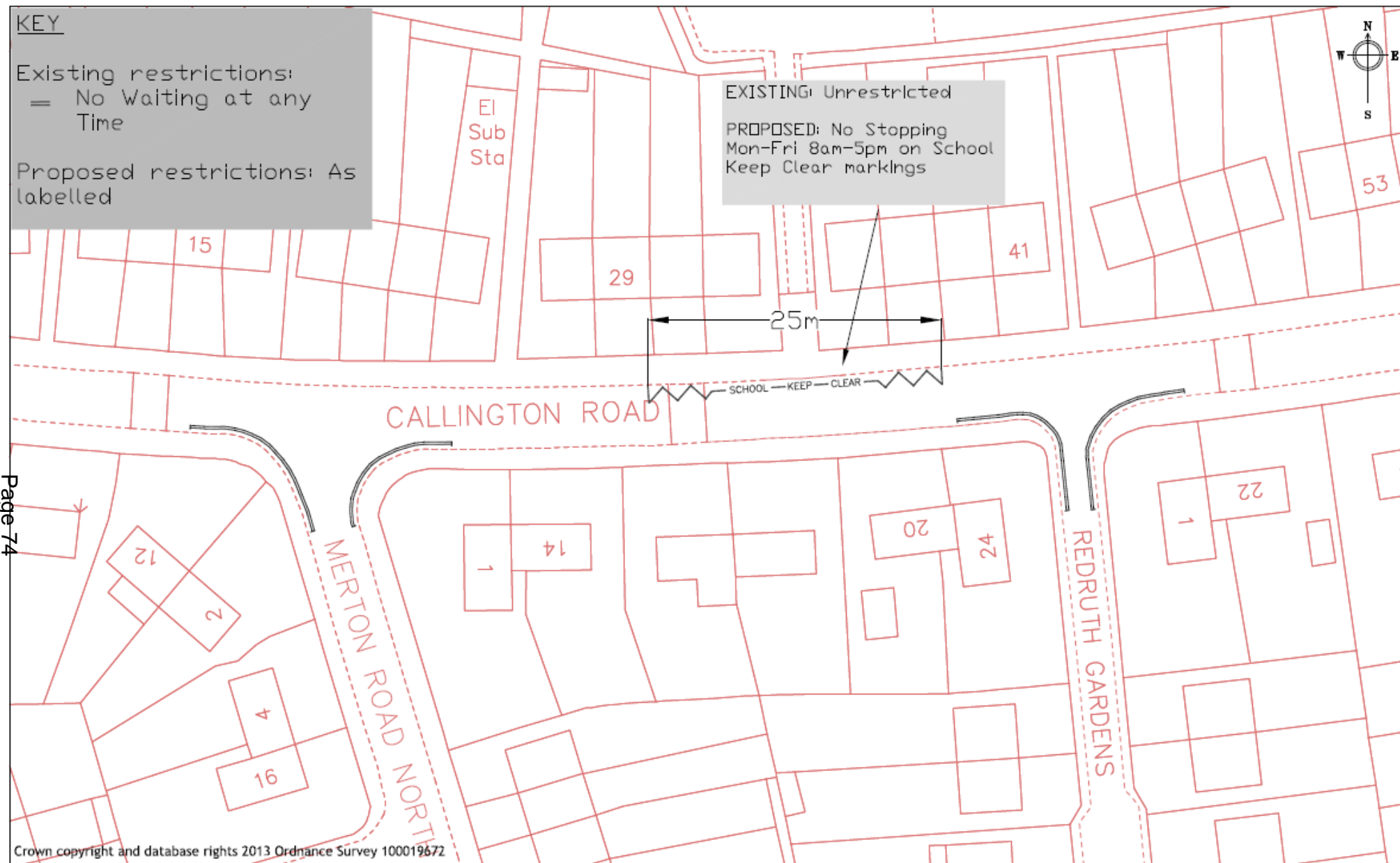
Existing restrictions:
= No Waiting at any Time

Proposed restrictions: As labelled



EXISTING: Unrestricted

PROPOSED: No Stopping
Mon-Fri 8am-5pm on School
Keep Clear markings



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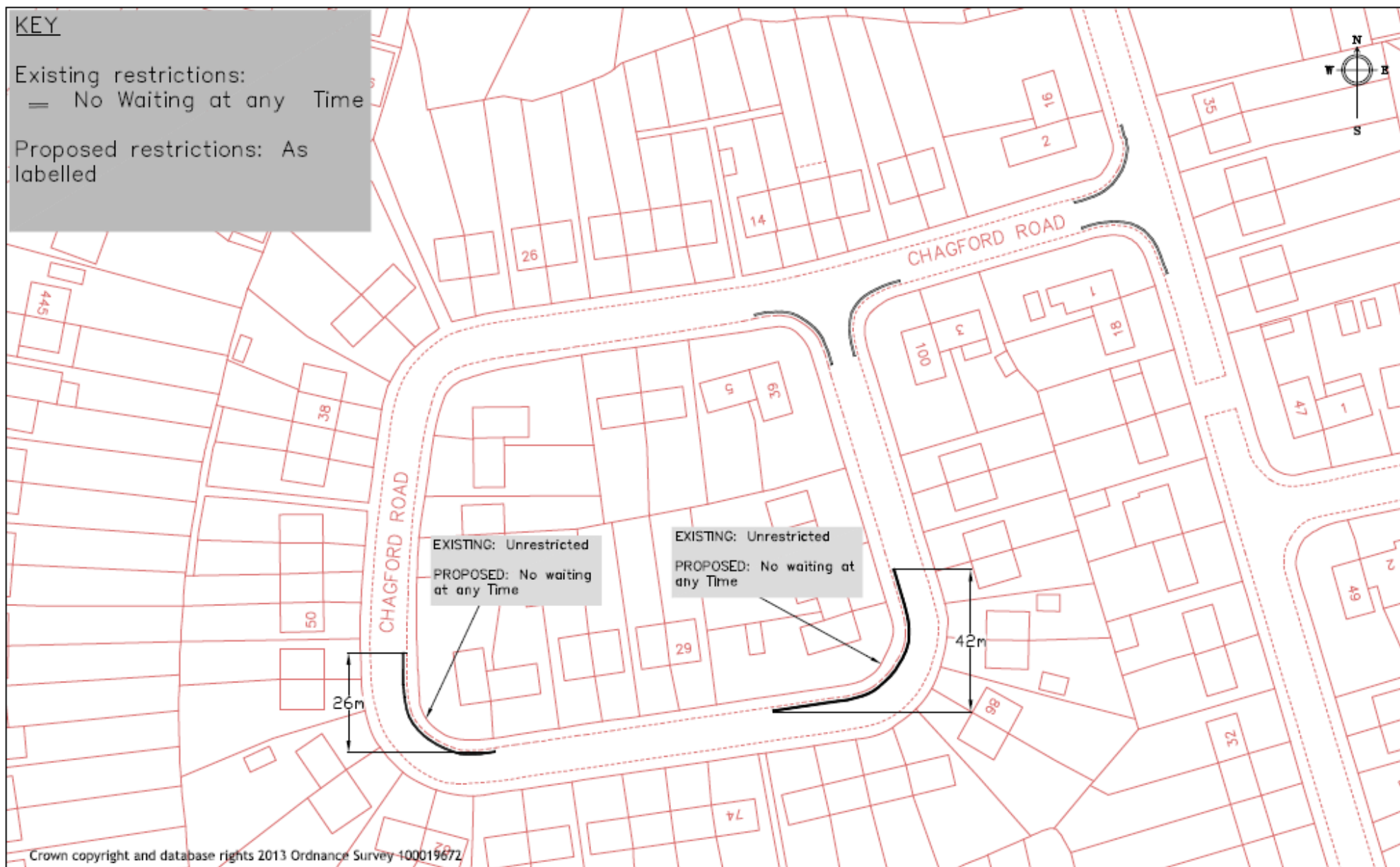
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Civic Centre
Reading
RG1 2LU

Project	WAITING RESTRICTION REVIEW 2021B		Scale N.T.S	Drawn PC
			Date OCT 21	Checked JT
Drawing			Approved JT	
	CALLINGTON ROAD		Drawing No. WHL_Callington Road	

KEY

Existing restrictions:
= No Waiting at any Time

Proposed restrictions: As labelled



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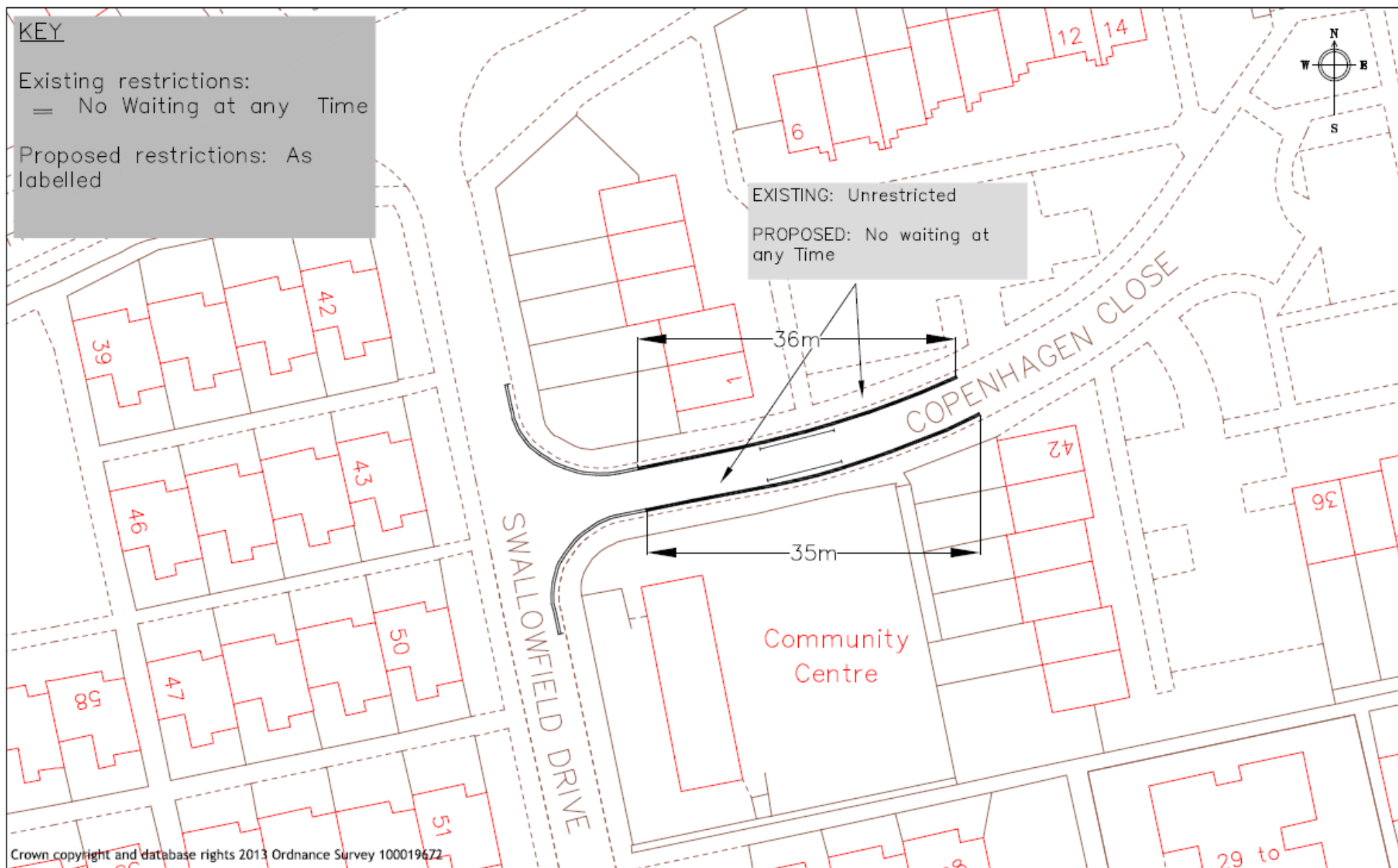
Project
WAITING RESTRICTION REVIEW
2021B

Drawing
CHAGFORD ROAD

Scale
N.T.S.
Date
OCT 21

Drawn PC
Checked JT
Approved JT

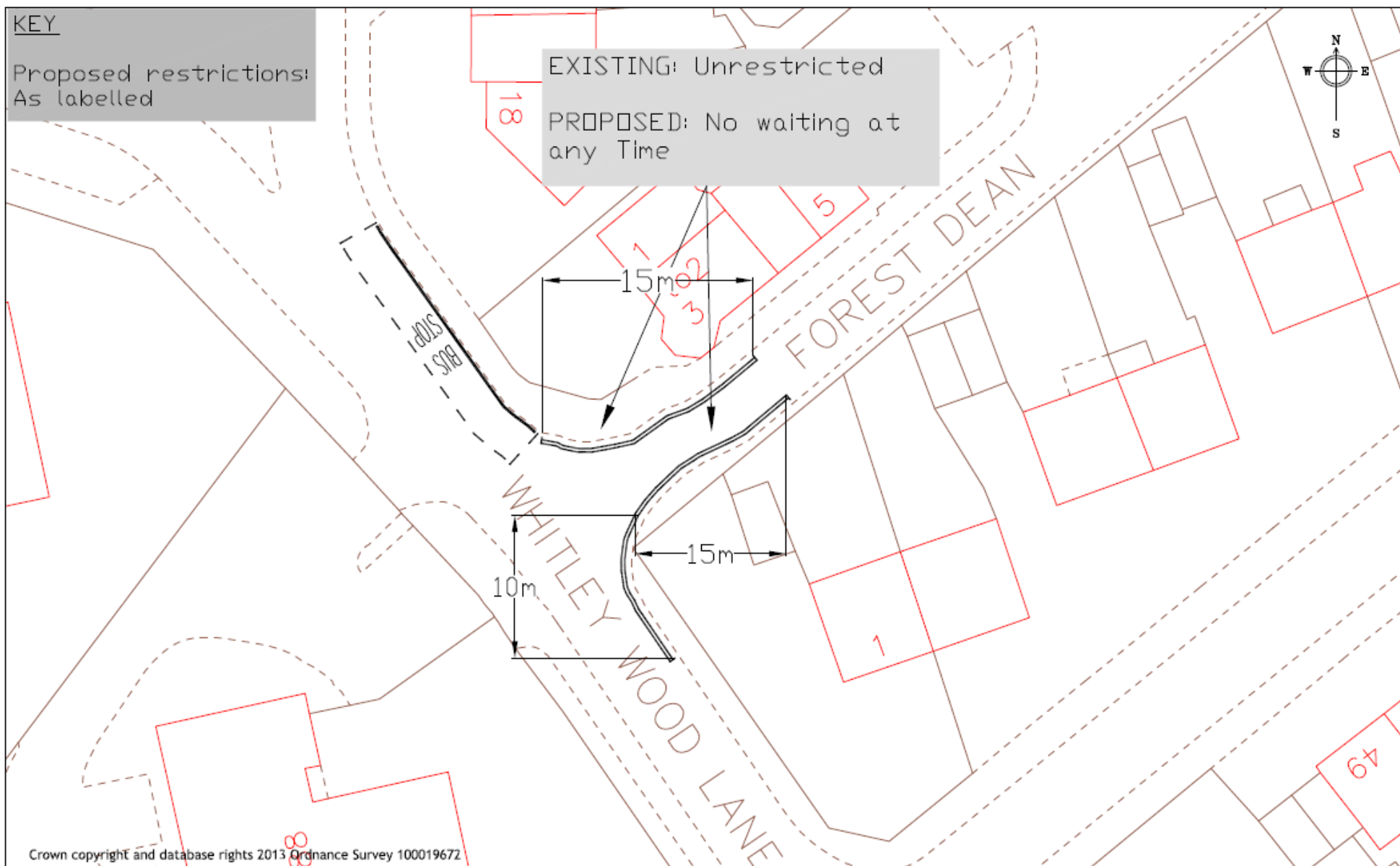
Drawing No.
WH2_Chagford Road



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Reading
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Project	WAITING RESTRICTION REVIEW 2021B	Scale	Drawn
		N.T.S.	PC
		Date	Checked
Drawing	COPENHAGEN CLOSE	OCT 21	JT
		Approved	JT
Drawing		Drawing No.	
COPENHAGEN CLOSE		WH3_Copenhagen Close	



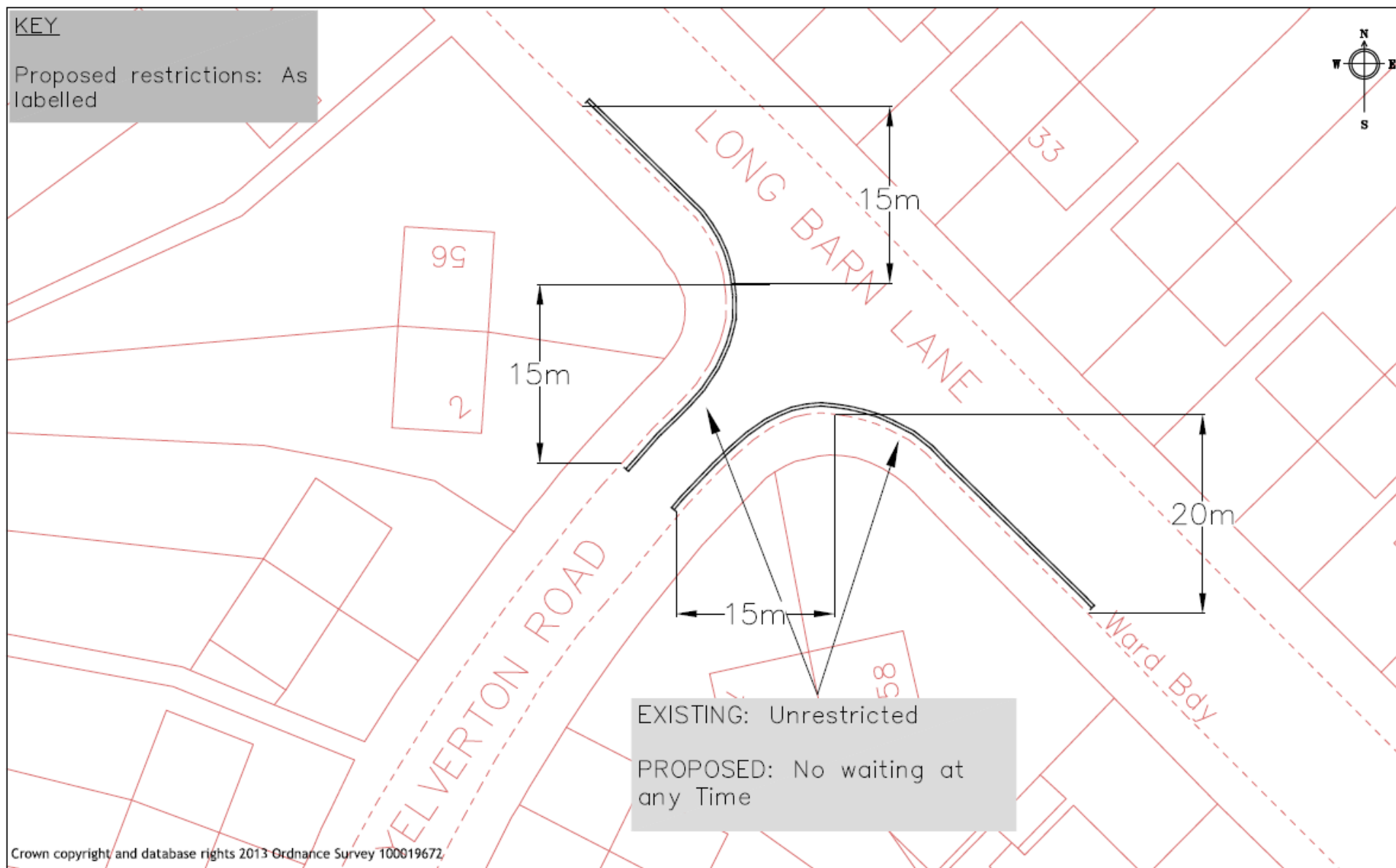
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Project WAITING RESTRICTION REVIEW 2021B	Scale N.T.S	Drawn PC
	Date OCT 21	Checked JT
		Approved JT
Drawing FOREST DEAN	Drawing No. WH4_Forest Dean	

KEY

Proposed restrictions: As labelled



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Project

WAITING RESTRICTION
REVIEW 2021B

Scale

N.T.S

Drawn

PC

Checked

JT

Date

SEPT 21

Approved

JT

Drawing

LONG BARN LANE

Drawing No.

WH5_Long Barn Lane

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 JANUARY 2022	AGENDA ITEM:	
TITLE:	ACTIVE TRAVEL FUND TRANCHE 2 - SHINFIELD ROAD - PROPOSALS FOR STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	STRATEGIC TRANSPORT	WARDS:	CHURCH
LEAD OFFICER:	LUCY PRISMALL/ STEPHEN WISE	TEL:	0118 937 3787
JOB TITLE:	TRANSPORT PLANNER/ SENIOR TRANSPORT PLANNER	E-MAIL:	TRANSPORT@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to seek approval from the Sub-Committee to undertake necessary statutory consultations/notice processes to progress the Active Travel Fund Tranche 2 Shinfield Road scheme. Approval relates specifically to the installation of a new signalised pedestrian crossing near the junction with Cressingham Road and the implementation of traffic restrictions in the form of double yellow lines along the entire length of the scheme (Christchurch Green to Shinfield Rise). This report also informs the Sub-Committee of the intention to make Temporary Traffic Regulation Orders where necessary to temporarily control vehicle or pedestrian activities throughout the construction phase of this scheme.
- 1.2 Appendix 1 - Active Travel Fund Tranche 2: Shinfield Road Detailed Designs

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes for the proposed signalised pedestrian crossing designs and double yellow line restrictions on Shinfield Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- | | |
|-----|--|
| 2.3 | That the Strategic Transport Manager, in agreement with the Lead Councillor for Strategic Environment, Planning and Transport, be able to make minor alterations to the agreed proposals. |
| 2.4 | That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order and proposed works will commence. |
| 2.5 | That should any 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. |
| 2.6 | 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 signalised 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

- 4.1 In November 2020, the Department for Transport announced the award of £1.179m to Reading for the Active Travel Fund Tranche 2. This award was on the basis of a detailed, high quality and ambitious bid submitted by the Council, resulting in Reading being awarded 100% of the indicative allocation available.
- 4.2 A two-stage engagement and consultation approach was undertaken for this scheme. An initial engagement exercise ran from 24th February to 23rd April 2021 (8-weeks) whereby 928 responses were received from residents, businesses and organisations. The outcome of this exercise identified the Shinfield Road scheme was the best supported and least opposed scheme.
- 4.3 A further consultation on the Shinfield Road scheme was undertaken on 26th October to 6th December 2021 (6-weeks). Officers are currently analysing responses received and will update final designs accordingly.
- 4.4 The indicative timeline for the Tranche 2 programme is set out below:
- Initial consultation - February to April 2021 - Completed
 - Initial consultation results review and recommendation for scheme(s) to be taken forward - May to June 2021 - Completed
 - Committee approval to undertake statutory consultation - June 2021 - Completed
 - Detailed design - Summer/Autumn 2021 - Completed
 - Statutory consultation - Autumn 2021 - Completed
 - Statutory consultation results review and update scheme design - Winter 2021/22
 - Statutory consultation on Traffic Regulation Orders - Winter 2021/22
 - Scheme delivery - from Spring 2022 onwards

- 4.5 In order to progress this scheme, officers seek authority to undertake statutory consultation/notification processes for the proposed installation of a new signalised pedestrian crossing north of the junction with Cressingham Road and double yellow line restrictions on Shinfield Road between Christchurch Green and Shinfield Rise, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 4.6 Should the Council receive objections during these statutory consultation periods, officers will report these back to the Sub-Committee at a future meeting (expected March 2022), where they can be considered, and a decision made regarding potential scheme implementation. Should this not be the case, it is intended that officers progress these proposals to delivery.

5. CONTRIBUTION TO STRATEGIC AIMS

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

- **Healthy environment**

Waiting restrictions can assist in preventing obstructive, hazardous or nuisance parking. In some situations, inconsiderate parking can compromise safety or result in difficulties for residents and businesses. Many parking issues can create delays or accessibility obstructions for users of the network such as pedestrians, cyclists, domestic vehicles, delivery vehicles, emergency services and public transport.

The installation of signalised pedestrian crossings aims to improve the experience for pedestrians in the area. Pedestrians will be more visible to motorists and vehicles will be required to stop for pedestrians to cross.

Proposals for this Shinfield Road scheme can help to reduce some of these parking issues. They can lead to more efficient traffic flow, clearer footways, improvements to perceived Highway safety and greater containment. These can lead to lower vehicle emissions, and removal of barriers to active travel. The overall scheme will contribute to the Council's goal of making the town carbon neutral by 2030.

- 5.2 Full details of the Council's [Corporate Plan](#) are available on the website and include information on the projects which will deliver these priorities.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 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 signalised pedestrian crossing is likely to be the most impactful elements of the report recommendations, as these require a level of civil engineering work to be undertaken and the installation of electrically-

powered traffic signals. The recommendations for Shinfield Road double yellow line restrictions is a lining only schemes.

This will have a minor negative impact during installation and a very minor ongoing negative impact due to the continued energy use by the traffic signals. 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 Church Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport were provided with some early concept proposals for the Shinfield Road scheme. This has provided an opportunity for comment and local informal consultation. Further consultation was held with the public and stakeholders as discussed in section 4.3.
- 7.2 Statutory notifications/consultation required for both the proposed signalised pedestrian crossing and double yellow line restrictions will be conducted in accordance with appropriate legislation. Notices of intention will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area. The Police are a statutory consultee and will be directly notified. The consultation will be hosted on the Council's website (the 'Consultation Hub'), where details and plans will be 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 will be 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 New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations.
- 9.2 Notice will be given for the implementation of signalised pedestrian crossings under Section 23 of the Road Traffic Regulation Act 1984.
- 9.3 This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake these processes.
- 9.4 There are no foreseen legal implications relating to either proposals.

10. FINANCIAL IMPLICATIONS

- 10.1 The Shinfield Road scheme is included in the Council's Capital Programme.
- 10.2 Funding for the Shinfield Road scheme is set out within this report has been allocated from the Department for Transport's Active Travel Fund and Integrated Transport Block grant funding allocations as set out in the table below:

Capital Implications

	2020/21 £000	2021/22 £000	2022/23 £000
Proposed Capital Expenditure: Active Travel Fund - Tranche 2	25	985	500
Funded by			
Grant (Active Travel Fund Tranche 2)	25	985	169
Grant (Integrated Transport Block)	0	0	331
Total Funding	25	985	500

Value for Money (VFM)

The proposed Shinfield Road scheme has been signed off by Reading Borough Councils Section 151 officer as providing Value for Money.

11. BACKGROUND PAPERS

- 11.1 Active Travel Programme Report, Policy Committee - 18th May 2020
- 11.2 Active Travel Programme and School Streets Update Report, Strategic Environment, Planning and Transport Committee - from July 2020 onwards

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KEY

PROPOSED FOOTWAY

PROPOSED CARRIAGEWAY

PROPOSED CYCLE LANE. MATERIAL TO BE
CONFIRMED (ASPHALT RECOMMENDED)

PROPOSED SHARED USE

PROPOSED SEGREGATED LANE

EXISTING VERGE TO REMAIN

EXISTING VERGE TO BE EXCAVATED FOR
FOOTWAY PREPARATION

PROPOSED TACTILE PAVING

PROPOSED CORDUROY PAVING

150mm WIDE CONCRETE KERB WITH LOW
UPSTAND

CHAMFERED KERB WITH LOW UPSTAND

PROPOSED KERB

PROPOSED CONCRETE EDGING 50mm WIDE

PROPOSED FLUSH KERB WITH DROPPERS

EXISTING KERB TO REMAIN

PROPOSED RAMP

PROPOSED GULLY

EXISTING GULLY

PROPOSED LAMP COLUMN

EXISTING LAMP COLUMN

PROPOSED TRAFFIC SIGNAL

PROPOSED SIGN AND POST

PROPOSED BUS FLAG STOP

PROPOSED ILLUMINATED BOLLARD

PROPOSED FENCE

PROPOSED ROAD MARKING

PROPOSED PRIMROSE YELLOW LINE
MARKING

CHAMBER TO BE RAISED/LOWERED TO SUIT
NEW LEVELS

CHAMBER TO BE CONSTRUCTED TO
CARRIAGEWAY SPECIFICATIONS

CHAMBER TO BE RELOCATED

NOTES

1. DESIGN UNDERTAKEN IN TOPOGRAPHICAL SURVEY.
HIGHWAYS BOUNDARY IS NOT DELINEATED
THEREFORE MEASUREMENTS ARE ESTIMATED

2. DESIGN YET TO BE MODELED FOR THE IMPACT ON
TRAFFIC

3. WHERE IT IS POSSIBLE, THE ROADS WILL HAVE
RAISED ENTRY TREATMENTS TO IMPROVE
PEDESTRIAN MOVEMENTS AND ALSO SAFETY FOR
CYCLISTS

4. CYCLE TRACK WIDTHS COMPLY WITH LTN1120 AND
NATIONAL CYCLE STANDARDS

5. ADVANCED STOP LINES AT ALL JUNCTIONS

S1-P01

07.10.2021

JM

FIRST ISSUE

JCH

DV

REV

DATE

BY

DESCRIPTION

CHK

APD

DRAWING STATUS

FEASIBILITY DESIGN

CLIENT

WSP

25 Mandala Way, London, SE1 5SZ
www.fmcconway.co.uk www.wsp.com

PROJECT

RBC ACTIVE TRAVEL DFT GRANT
SHINFIELD ROAD

TITLE

SHINFIELD ROAD
PROPOSAL
SHEET 1 OF 3

SCALE @ A1

1:500

DATE

07.10.2021

DESIGN/DRAWN

JM

CHECKED

JCH

APPROVED

DV

SHEET

A1

WSP PROJECT NO.

70074500

PROJECT NO.

CLIENT NO.

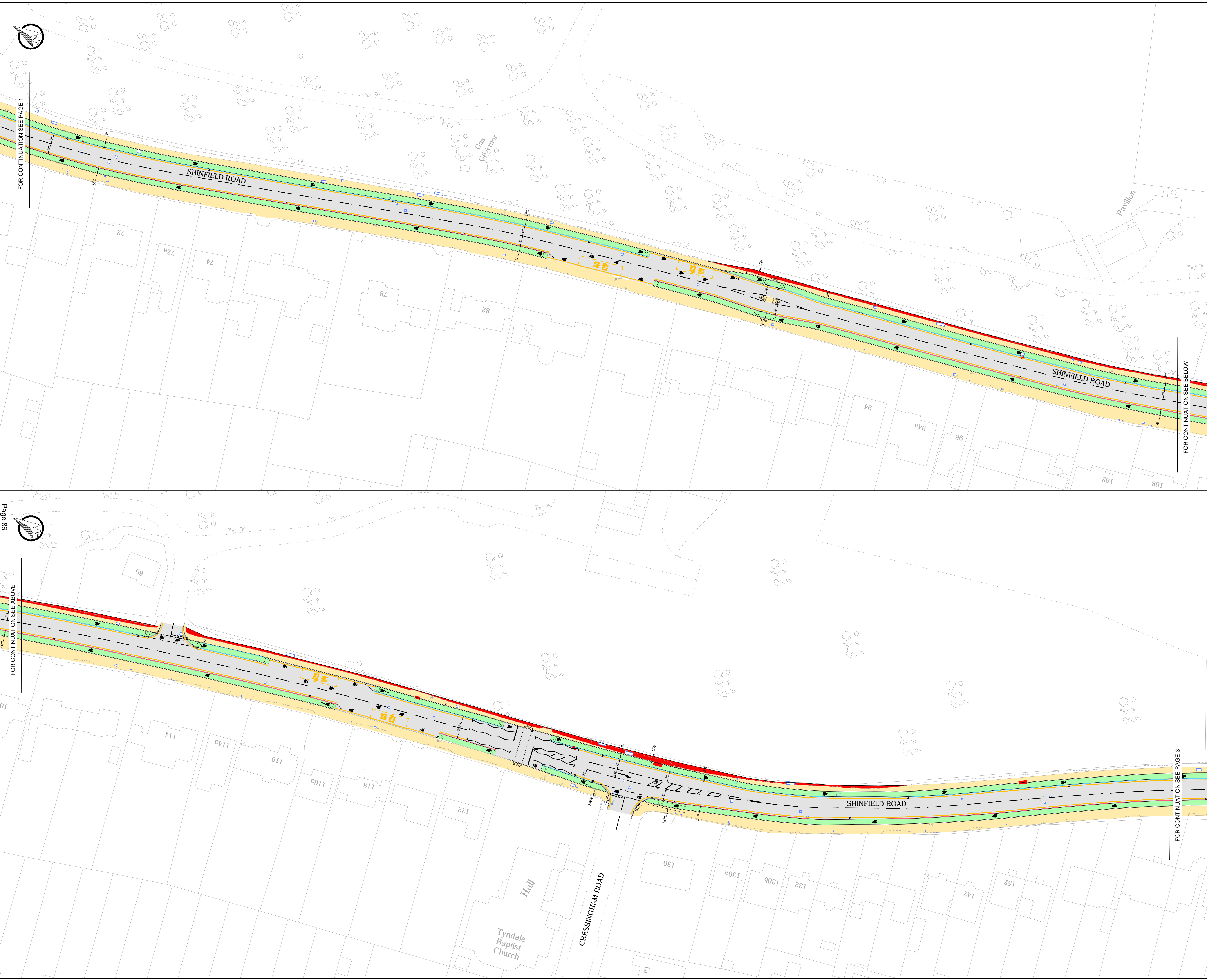
DRAWING NO.

70080223-WSP-X-DR-HI-0100

REV

S1-P01

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KEY

PROPOSED FOOTWAY

PROPOSED CARRIAGEWAY

PROPOSED CYCLE LANE. MATERIAL TO BE CONFIRMED (ASPHALT RECOMMENDED)

PROPOSED SHARED USE

PROPOSED SEGREGATED LANE

EXISTING VERGE TO REMAIN

EXISTING VERGE TO BE EXCAVATED FOR FOOTWAY PREPARATION

PROPOSED TACTILE PAVING

PROPOSED CORDUROY PAVING

150mm WIDE CONCRETE KERB WITH LOW UPSTAND

CHAMFERED KERB WITH LOW UPSTAND

PROPOSED KERB

PROPOSED CONCRETE EDGING 50mm WIDE

PROPOSED FLUSH KERB WITH DROPPERS

EXISTING KERB TO REMAIN

PROPOSED RAMP

PROPOSED GULLY

EXISTING GULLY

LC

LC

TS

SP

BS

BP

EXISTING FENCE

PROPOSED ROAD MARKING

PROPOSED PRIMROSE YELLOW LINE MARKING

CHAMBER TO BE RAISED/LOWERED TO SUIT NEW LEVELS

CHAMBER TO BE CONSTRUCTED TO CARRIAGEWAY SPECIFICATIONS

CHAMBER TO BE RELOCATED

NOTES

1. DESIGN UNDERTAKEN IN TOPOGRAPHICAL SURVEY. HIGHWAYS BOUNDARY IS NOT DELINEATED THEREFORE MEASUREMENTS ARE ESTIMATED

2. DESIGN YET TO BE MODELED FOR THE IMPACT ON TRAFFIC

3. WHERE IT IS POSSIBLE, THE ROADS WILL HAVE RAISED ENTRY TREATMENTS TO IMPROVE PEDESTRIAN MOVEMENTS AND ALSO SAFETY FOR CYCLISTS

4. CYCLE TRACK WIDTHS COMPLY WITH LTN1/20 AND NATIONAL CYCLE STANDARDS

5. ADVANCED STOP LINES AT ALL JUNCTIONS

SD P01

07.10.2021

LB

INITIAL ISSUE

JCH

DV

REV

DATE

BY

DESCRIPTION

CHK

APD

DRAWING STATUS

FEASIBILITY DESIGN

CLIENT

wsp

25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wsp.com

PROJECT

RBC ACTIVE TRAVEL DFT GRANT
SHINFIELD ROAD

TITLE

SHINFIELD ROAD
CONCEPT PROPOSAL
SHEET 2 OF 3

SCALE @ A1

DATE

DESIGN/DRAWN

CHECKED

APPROVED

SHEET

1:500

07.10.2021

JM

JCH

DV

A1

WSP PROJECT No.

PROJECT No.

CLIENT No.

70074500

DRAWING No.

REV

70080223-WSP-X-DR-HI-0100

S0-P01

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KEY

PROPOSED FOOTWAY

PROPOSED CARRIAGEWAY

PROPOSED CYCLE LANE. MATERIAL TO BE
CONFIRMED (ASPHALT RECOMMENDED)

PROPOSED SHARED USE

PROPOSED SEGREGATED LANE

EXISTING VERGE TO REMAIN

EXISTING VERGE TO BE EXCAVATED FOR
FOOTWAY PREPARATION

PROPOSED TACTILE PAVING

PROPOSED CORDUROY PAVING

150mm WIDE CONCRETE KERB WITH LOW
UPSTAND

CHAMFERED KERB WITH LOW UPSTAND

PROPOSED KERB

PROPOSED CONCRETE EDGING 50mm WIDE

PROPOSED FLUSH KERB WITH DROPPERS

EXISTING KERB TO REMAIN

PROPOSED RAMP

PROPOSED GULLY

EXISTING GULLY

PROPOSED LAMP COLUMN

EXISTING LAMP COLUMN

PROPOSED TRAFFIC SIGNAL

PROPOSED SIGN AND POST

PROPOSED BUS FLAG STOP

PROPOSED ILLUMINATED BOLLARD

PROPOSED FENCE

PROPOSED ROAD MARKING

PROPOSED PRIMROSE YELLOW LINE

CHAMBER TO BE RAISED/LOWERED TO SUIT
NEW LEVELS

CHAMBER TO BE CONSTRUCTED TO
CARRIAGEWAY SPECIFICATIONS

CHAMBER TO BE RELOCATED

NOTES

1. DESIGN UNDERTAKEN IN TOPOGRAPHICAL SURVEY.
HIGHWAYS BOUNDARY IS NOT DELINEATED
THEREFORE MEASUREMENTS ARE ESTIMATED

2. DESIGN YET TO BE MODELED FOR THE IMPACT ON
TRAFFIC

3. WHERE IT IS POSSIBLE, THE ROADS WILL HAVE
RAISED ENTRY TREATMENTS TO IMPROVE
PEDESTRIAN MOVEMENTS AND ALSO SAFETY FOR
CYCLISTS

4. CYCLE TRACK WIDTHS COMPLY WITH LTN1/20 AND
NATIONAL CYCLE STANDARDS

5. ADVANCED STOP LINES AT ALL JUNCTIONS

SD-P01

07.10.2021

LB

INITIAL ISSUE

JCH

DV

REV

DATE

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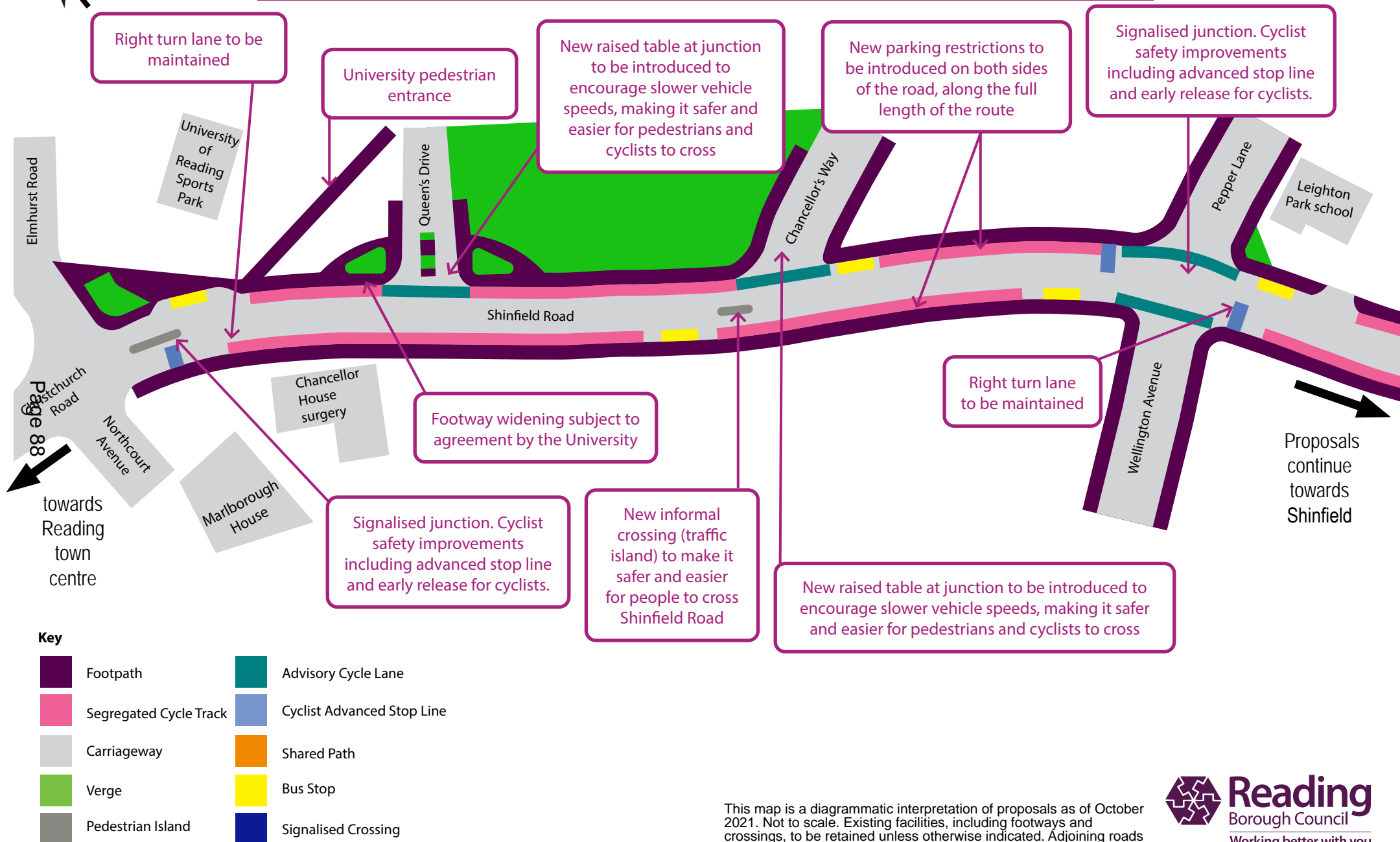
70080223-WSP-X-DR-HI-0100

S0-P01

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Shinfield Road Walking and Cycling Proposed Improvements

Christchurch Green - Pepper Lane/Wellington Avenue



This map is a diagrammatic interpretation of proposals as of October 2021. Not to scale. Existing facilities, including footways and crossings, to be retained unless otherwise indicated. Adjoining roads only indicated as points of reference. Road markings not included.

Shinfield Road Walking and Cycling Proposed Improvements

Pepper Lane/Wellington Avenue - Cressingham Road



Leighton
Park School

Entrance to West
Lodge Leighton
Park School

New signalised
crossing to make
it safer and
easier for people
to cross the road

Widened
footpath

Proposals
continue
towards
Shinfield

Proposals continue
towards Reading
town centre

Page 89











New parking restrictions
to be introduced on both
sides of the road, along
the full length of the route

Shinfield Road

Tyndale
Baptist
Church

Cressingham Road

Key

	Footpath		Advisory Cycle Lane
	Segregated Cycle Track		Cyclist Advanced Stop Line
	Carriageway		Shared Path
	Verge		Bus Stop
	Pedestrian Island		Signalised Crossing

This map is a diagrammatic interpretation of proposals as of October 2021. Not to scale. Existing facilities, including footways and crossings, to be retained unless otherwise indicated. Adjoining roads only indicated as points of reference. Road markings not included.



Reading
Borough Council
Working better with you

Shinfield Road Walking and Cycling Proposed Improvements

Cressingham Avenue - Shinfield Rise



New raised table at junction to be introduced to encourage slower vehicle speeds, making it safer and easier for pedestrians and cyclists to cross

Signalised junction. Cyclist safety improvements including advanced stop line and early release for cyclists. Removal of left turn pocket lane into Elm Road.

proposals to continue towards Reading town centre











New parking restrictions to be introduced on both sides of the road, along the full length of the route

New raised table at junction to be introduced to encourage slower vehicle speeds, making it safer and easier for pedestrians and cyclists to cross

New shared space for pedestrians and cyclists

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Key

	Footpath		Advisory Cycle Lane
	Segregated Cycle Track		Cyclist Advanced Stop Line
	Carriageway		Shared Path
	Verge		Bus Stop
	Pedestrian Island		Signalised Crossing

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 JANUARY 2022	AGENDA ITEM:	
TITLE:	CYCLE FORUM - NOTES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT BOROUGHWIDE
SERVICE:	PLANNING, TRANSPORT & REGULATORY SERVICES	WARDS:	
LEAD OFFICER:	LUCY PRISMALL	TEL:	0118 937 3787
JOB TITLE:	TRANSPORT PLANNER	E-MAIL:	TRANSPORT@READING.GO V.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to inform Members of the discussions and actions from the Cycle Forum held in November 2021.
- 1.2 The Cycle Forum meeting note from 18 November 2021 is appended.

2. RECOMMENDED ACTION

- 2.1 That the Sub Committee notes the attached minutes from the Cycle Forum held on 18 November 2021.

3. POLICY CONTEXT

- 3.1 The Council's Corporate Plan supports the delivery of new transport infrastructure in order to manage levels of congestion, improve air quality and reduce carbon emissions, whilst enabling the economic recovery and planned levels of growth in the borough and wider urban area. The Council's approved Capital Programme provides capital funding of over £40m for the projects listed in this report. Funding is provided from grants received from the Local Enterprise Partnership (LEP) and Central Government, developer contributions (Section 106 and Community Infrastructure Levy (CIL) contributions), investment from Network Rail and GWR, and Council borrowing.

- 3.2 The Council's current Local Transport Plan (LTP) sets out its transport strategy for Reading up to 2026. Consultation on a new LTP was undertaken from 4th May to 30th August 2020. The new strategy is being developed to help achieve wider objectives including the Reading 2050 Vision, the Climate Emergency and improved air quality, and to be aligned with other Council strategies including the new Local Plan and Health & Wellbeing Strategy. However, given the impacts arising from Covid-19 and the potential for significant changes in travel patterns which will require at least a year to understand, further monitoring is currently being undertaken to understand these changes to ensure the new LTP is updated with the latest information before being finalised.
- 3.3 Whilst the LTP sets the context and overarching vision for future transport provision in Reading, sub-strategies provide more detailed implementation plans for specific topics. These form the basis for preparing funding proposals to deliver key elements of each sub-strategy, including the Local Cycling & Walking Infrastructure Plan, Bus Service Improvement Plan and emerging Public Rights of Way Improvement Plan and Electric Vehicle Strategy.

4. THE PROPOSAL

- 4.1 The meeting of the Cycle Forum held on 18 November 2021 was chaired by Councillor Paul Gittings and attended by Councillor Barnett-Ward, Cllr Whitham, Reading Borough Council officers and representatives of various local groups and stakeholders. The notes of the meeting are attached.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the schemes outlined in this report will help to deliver the following priorities in the Council's Corporate Plan 2021/22:
- Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 5.2 Full details of the Council's Corporate Plan are available on the website and include information on the projects which will deliver these priorities.
- 5.3 The Cycle Forum notes are a record of ongoing discussions between the Council and local user groups that record progress in delivering the Local Transport Plan and improvements set out in the Local Cycling and Walking Infrastructure Plan. This forum also offers the opportunity to address issues raised by local representatives.

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 There is no environmental or climate implications arising from the decision in this committee report, however the Cycle Forum minutes cover schemes that will offer benefits associated to the environment and climate. Such benefits are related to encouraging people to cycle and walk more, reduction in speed limits, reduction in motor traffic, improved air quality, enhanced public realm, and provision of new trees (where possible).

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The Cycle Forum offers councillors, stakeholders and community groups direct access to officers. The forum typically involves updating members on current projects and gives members the opportunity to raise issues and ask questions.

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 for this committee report. However, the schemes discussed within the minutes are not deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. Statutory consultation processes will be 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 There are no legal implications considered in relation to this committee report.

10. FINANCIAL IMPLICATIONS

- 10.1 There are no financial implications considered in relation to this committee report.

11. BACKGROUND PAPERS

- 11.1 *Cycle Forum - Meeting Note, Traffic Management Sub-Committee reports from January 2016 onwards.*

READING CYCLE FORUM - MEETING NOTE

18th November 2021 - Microsoft Teams

Attendees

Apologies - Cllr Ricky Durveen

Cllr Paul Gittings (Chair, RBC)

Cllr Adele Barnett-Ward (RBC)

Cllr Jamie Whitham (RBC)

Greg Woodford

Joe Edwards

Brian Morley

John Lee

Karen Robertson

Brian Oatway

Adrian Lawson

Martin Weller

Ian Germer

James Penman (RBC)

Lucy Prismall (RBC)

Chris Maddocks (RBC)

David Vazquez (WSP)

1. Welcome

Cllr Gittings welcomed attendees to the meeting and introductions were made.

2. Active Travel Fund Update

WSP presented detailed drawings of the proposed Shinfield Road scheme which is currently out to public consultation. LP presented on the consultation responses to date and set out the timescales for the remainder of the scheme development.

Key actions resulting from the discussion include:

- RBC/WSP (DV, LP, CM) to investigate the correct legal status of the cycle track/cycle lane
- RBC/WSP (DV, LP, CM) to ensure the designs includes sufficient signage to make it clear the cycle route is one-way (with flow).
- RBC/WSP (DV, LP, CM) to ensure that the design of the stepped cycle track allows for access on to driveways.
- RBC/WSP (DV, LP, CM) to consider priority at junctions for pedestrians and cyclists
- RBC/WSP (DV, LP, CM) to consider including coloured surfacing across side roads to highlight the continuation of the route for cyclists.
- RBC (LP, CM) to investigate with University of Reading, opportunities to provide access for cyclists through the university via Elmhurst Road point of access.

3. Capability Fund and Cycle Hub Update

LP presented on the latest plans for the Capability Fund, with updates on progress including: recruitment of an active travel officer, provision of cycle training and maintenance training and updates to the Local Cycling and Walking Infrastructure Plan to ensure compliance with Local Transport Note 1/20.

Further updates were given with regard to the cycle hub element of this fund, this included: confirmation of costs associated with rent, fit out, as well as a proposed layout for one unit.

Key actions resulting from the discussion include:

- RBC (LP, CM) to identify security costs
- RBC (LP, CM) to obtain proposed layout for a second unit
- RBC (LP, CM) to progress legal agreement with selected unit
- RBC (LP, CM) to ensure accessibility to the cycle hub is clearly signed to reduce potential conflicts between cyclists and pedestrians

4. Traffic Management Requested Schemes List

JP presented the latest Traffic Management Requested Schemes List which was agreed by the last Traffic Management Sub-Committee meeting in September 2021. JP noted that all schemes on the list are currently unfunded, however RBC continue to seek funding opportunities to ensure more schemes are progressed.

Key actions resulting from the discussion include:

- RBC (JP/SS) to review historic lists of schemes requested by the cycle forum, to ensure they are captured on the latest Traffic Management Requested Schemes List.
- RBC (JP/SS) to add investigation of 20mph scheme for the Shinfield Road area to the latest Traffic Management Requested Schemes List.
- ALL to provide details of any historic scheme request that are not included on the latest list
- RBC (JP/SS) to review information previously provided by the forum regarding amendments needed to town centre signage, and action accordingly.

5. AOB - All

- Redlands Road - it was requested that RBC (JP/SS) review the provision of traffic calming measures on Redlands Road to ensure suitability for cyclists
- RBC (SS) to clarify the latest dimensions for pothole interventions

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of the Local Government Act 1972.

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