

To: Councillor Ayub (Chair)  
Councillors Yeo, Barnett-Ward, Carnell,  
Ennis, Gittings, Hacker, Hornsby-Smith,  
Hoskin, Keeping, Leng, Mitchell, Moore,  
Page and White

Direct: ☎ 0118 937 2332  
e-mail:  
richard.woodford@reading.gov.uk

2 November 2022

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

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 10 NOVEMBER 2022

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 10 November 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 - 16
3. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS		

Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.

4. PETITIONS

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

4 (a) <b>Petition - Controlled Pedestrian Crossing at Henley Road/Prospect Street/Westfield Road</b>	<b>CAVERSHAM</b>	<b>17 - 60</b>
<p>To report to the Sub-Committee the receipt of a petition requesting the Council to install pedestrian crossing facilities at the locally named 'Last Crumb' junction (the junction of Henley Road, Prospect Street, Peppard Road and Westfield Road).</p>		
4 (b) <b>Petition - Request to Urgently Review Safety at Henley Road/Caversham Lakes Access Road Junction</b>	<b>EMMER GREEN</b>	<b>61 - 66</b>
<p>To report to the Sub-Committee the receipt of a petition requesting the Council to undertake a safety review and to take immediate steps to improve the safety at the junction of Henley Road, Caversham Park Road and 'Caversham Lakes' access road.</p>		
<b>5. PETITION UPDATE - KENDRICK COURT INCLUSION IN RESIDENT PERMIT PARKING SCHEME</b>	<b>KATESGROVE; REDLANDS</b>	<b>67 - 74</b>
<p>A report providing the Sub-Committee with an update to the petition reported submitted to the September 2022 Traffic Management Sub-Committee, following the receipt of further information from the lead petitioner.</p>		
<b>6. PETITION UPDATE - PRIVATE HIRE ACCESS TO KINGS ROAD &amp; DUKE STREET BUS LANES</b>	<b>ABBEY; KATESGROVE; PARK; REDLANDS; THAMES</b>	<b>75 - 80</b>
<p>A report providing the Sub-Committee with an update to the petition presented at the September 2022 Traffic Management Sub-Committee, following the receipt of further information from the lead petitioner.</p>		
<b>7. REQUESTS FOR TRAFFIC MANAGEMENT MEASURES</b>	<b>BOROUGHWIDE</b>	<b>81 - 138</b>
<p>A report informing the Sub-Committee of requests for Traffic Management Measures that have been raised by members of the public, other organisations/representatives and elected Members of the Borough Council.</p>		
<b>8. EVALUATION OF LOCAL 15% CIL SCHEME - REDLANDS TRAFFIC CALMING</b>	<b>KATESGROVE; REDLANDS</b>	<b>139 - 158</b>

A report providing the Sub-Committee with a summary of the findings following the delivery of the measures in 2021 to improve motorist compliance with the 20mph zone restrictions in specific locations within Redlands Ward and Katesgrove Ward and the undertaking of comparative speed surveys and independent Road Safety Audit.

**9. CYCLE FORUM MINUTES**

**BOROUGHWIDE**

**159 -  
166**

A report informing the Sub-Committee of the discussions and actions from the Cycle Forum held on 2 August 2022.

**10. 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”

**11. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS**

**BOROUGHWIDE**

**167 -  
332**

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

## WEBCASTING NOTICE

Please note that this meeting may be filmed for live and/or subsequent broadcast via the Council's website. At the start of the meeting the Chair will confirm if all or part of the meeting is being filmed. You should be aware that the Council is a Data Controller under the Data Protection Act. Data collected during a webcast will be retained in accordance with the Council's published policy.

Members of the public seated in the public gallery will not ordinarily be filmed by the automated camera system. However, please be aware that by moving forward of the pillar, or in the unlikely event of a technical malfunction or other unforeseen circumstances, your image may be captured. **Therefore, by entering the meeting room, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.**

**Present:** Councillors Ayub (Chair for all items except item 15(a)), Yeo (Vice Chair in the Chair for item 15(a)), Barnett-Ward, Carnell, Ennis, Gittings, Hacker, Hornsby-Smith, Hoskin, Keeping, Leng, Mitchell, Moore Page and White.

## 12. CHAIR'S ANNOUNCEMENTS

The Chair asked the Sub-Committee to stand and observe a minute's silence in memory of Her Majesty the Queen who had passed away on 8 September 2022.

## 13. DECLARATIONS OF INTEREST

Councillor Ayub declared an interest in item 15(a) on the grounds that he owned a hackney carriage.

Councillor Leng declared an interest in item 18 on the grounds that he lived in one of the roads listed in the 2022B programme.

## 14. MINUTES

The Minutes of the meeting of 15 June 2022 were confirmed as a correct record and signed by the Chair.

## 15. QUESTIONS

Questions on the following matters were submitted, and answered by the Lead Councillor for Climate Strategy and Transport on behalf of the Chair:

Questioner	Subject
Councillor White	Electric Vehicle Charging Trial
Councillor White	Engine Idling and Pollution

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

## 16. PETITIONS

(a) Petition for Private Hire Vehicle use of Kings Road and Duke Street Bus Lanes

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of a petition, asking the Council to allow private hire vehicles access to the Kings Road outbound bus lane and the Duke Street Bus gate to access London Street.

The petition contained 187 indications of support and read as follows:

*“Application for usage of the Bus Lane (KINGS ROAD, READING - OUTBOUND) and (DUKE STREET TO ACCESS LONDON STREET, INBOUND/OUTBOUND) READING.*

*I am writing this to request kindly the usage of the following bus lanes as stated above. I myself and likewise most of the PRIVATE HIRE DRIVERS in Reading have been driving Private Hire for many years.*

*Over the years the traffic situation in Reading has got from bad to worse. Day by day it is making our job very difficult and challenging. Especially in the Peak times the roads are so busy that we often get very late in dropping our passengers to their designated destinations.*

*On several occasions taking a V.I.P client to the airport in the mornings/afternoons we always get stranded on the A329 KINGS ROAD OUTBOUND. If we were granted access to use this bus lane it would help us in a logistical way, as you have been very kind to grant us the inbound usage of the same bus lane with barely any complaints of abusive use. As the same goes for the Duke Street bus lane access to London Street inbound/outbound, when we are trying to escort passengers to their destinations, it would be a major help, saving a great amount of time, meeting our customers' demands and needs and most of all reducing the amount of congestion and pollution."*

At the invitation of the Chair the petition organiser, Kamran Saddiq, addressed the Sub-Committee on behalf of the petitioners. Mr Saddiq informed the Sub-Committee that he had carried out research into trial periods other Councils had been running allowing private hire vehicles to use bus lanes and the Sub-Committee asked that the results of the research be sent to officers so that it could be included when the request set out in the petition was considered.

**Resolved -**

- (1) That the report be noted;**
- (2) That officers consider the request in the context of wider transport and climate strategies and their recommendations be submitted to a future meeting;**
- (3) That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting;**
- (4) 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.)

**(b) Petition for Resident Parking Permit Eligibility for Kendrick Court**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of a petition from residents, asking the Council that residents of Kendrick Court, Kendrick Road, became eligible for Resident Parking Permits to enable on-street parking along Kendrick Road (Parking Zone 10R).

The petition contained 38 indications of support and read as follows:

*"Petition for the Right to Kerbside Parking Permits in Kendrick Road*

*We, the undersigned, request that Reading Borough Council allow residents of Kendrick Court, Kendrick Road, RG1 5DS, the right to Parking Permits to park in kerb-side parking spaces on Kendrick Road.*

*The other blocks of flats in Kendrick Road all have plenty of garages and parking. Kendrick Court pre-dates these other blocks by decades, having been*

*developed when private car ownership was the exception. It has 42 bedrooms but was designed to accommodate just 11 small cars.*

*Currently only people who live in houses on Kendrick Road can apply for permits. This seems discriminatory and irrational as these households often have*

*driveways and don't need additional parking, whereas residents of Kendrick Court have so few spaces. There is currently plenty of kerbside parking space available in Kendrick Road."*

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

The Sub-Committee discussed the petition and Councillor Page proposed that any decision in response to the petition be deferred to the next meeting to allow time for further consideration of a number of points that Mr Hammond had made in an email that he had sent to the Sub-Committee following publication of the report.

**Resolved -**

- (1) That the report be noted;**
  - (2) That a decision be deferred to the next meeting to allow for consideration of the points that had been raised by the petitioner in his email to the Sub-Committee;**
  - (3) That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting;**
  - (4) That no public inquiry be held into the proposals.**
- (c) Petition for the 54 Households Represented were informed of, and consulted, on any discussions that might result in action taking place on Kidmore Road and requesting a mechanism to put forward proposals

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of a petition from residents, asking the Council that the 54 households represented were informed of, and consulted, on any discussions that might result in action taking place on Kidmore Road and requesting a mechanism to put forward proposals.

The petition indicated that it represented the views of 54 households and read as follows:

*“We are writing as a group of Kidmore Road residents, residing at the southernmost end of the road, from the Oakley Road crossroads to the junction with The Mount.*

*We represent the residents of 54 households.*

*We are aware of discussions and activities involving RBC, regarding both the trees on our section of Kidmore Road, and various traffic issues including volume of traffic, speeding, and unreported accidents.*

*We are also aware of course of Matt Rodda’s consultation regarding traffic on Kidmore Road.*

*We as residents would like to ensure that we are informed of, and consulted on, any discussions regarding Kidmore Road, particularly any discussions which might result in some action taking place which affects our neighbourhood.*

*We would also like some mechanism to put forward proposals of our own, and would welcome a discussion with yourself, Matt, and/or RBC as to how best to go about this.*

*As a group of residents we are united in the below concerns:*

- We are strongly in favour of retaining the trees.*
- We are concerned about the volume of traffic (rat running).*
- We are concerned about the manner of driving (speeding and unreported accidents).*
- We are concerned about the state of the single pavement.”*

A letter from Matt Rodda MP had also been sent to the Sub-Committee about a “Speeding in your Area” consultation he had been carrying out with the residents in Caversham Heights having been contacted about dangerous driving in the area and had shown that Kidmore Road caused most concern amongst local residents.

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

**Resolved -**

- (1) That the report be noted;**
- (2) That officers and Ward Councillors agree on an appropriate mechanism to receive and consider proposals from the households indicated in the petition;**
- (3) That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting;**
- (4) That no public inquiry be held into the proposals.**

## 17. DIGITAL PARKING PERMITS TRIAL

Further to Minute 9 of the previous meeting, the Executive Director of Economic Growth and Neighbourhood Services submitted a report on the findings of the statutory consultation that had been carried out between 4 August and 25 August 2022 on the proposed amendment to the Lower Caversham Traffic Regulation Order and sought approval for officers to carry out a pilot project which would enable the issue of Digital Permits which would not need to be displayed in vehicles. Feedback that had been received to the statutory consultation was attached to the report at Appendix 1.

The report explained that the pilot project would include Residents and Visitor parking permits within the chosen area of Lower Caversham, Zone 02R, including the new ward boundaries and that in summary the changes proposed would mean that :

- Permits were not printed and posted (residents and resident visitor permits);
- The scheme would no longer require a permit to be displayed in the vehicle (residents and resident visitor permits);
- Each household would be entitled to purchase in blocks of hours not books, also known as scratchcards (resident visitor permits);
- Residents would not be asked to allow up to 14 days for these permits to be issued.

Procurement of a new Parking Services contract might lead to a change of supplier within the next 12 months and, if Digital Permits were to go live boroughwide prior to this, a transition plan from the existing system would need to be in place and this would form part of any full rollout plan.

The report stated that during the consultation period 75 returns had been received via the Council's website and five emails had been received and had been responded to. The Police were a statutory consultee and had been notified directly and the Traffic Management Officer from the Hampshire Constabulary and Thames Valley Police Joint Operations Unit had confirmed there were no concerns from them. From the consultation hub responses, 39 had supported the idea of Digital Permits, 11 neither objected nor supported and 25 objected. The analysis had shown that the main reasons for objecting were:

- Concerns about IT access and literacy;
- Perceived lack of enforcement action;
- Data concerns.

From the consultation 39 responses had supported the implementation of a pilot project, 31 responses of these had said it was a good idea and/or an easier system and five responses had supported, but had given no reason for the support. General feedback had acknowledged that residents would not be subject to postal delays, paperless permits were better for the environment and the resident did not have to worry about the paper permit falling off resulting in enforcement action. From the 75 responses there were 19 that had included a question, the answers to these questions could be found in the Frequently Asked Questions or via the website and from 29 July to 30 August there had been 681 visits to the website.

The report explained that should the pilot go ahead the actions that would be taken to alleviate residents' concerns were as follows:

- Enforcement activity would be maintained in the pilot area;
- The enforcement request page would be highlighted;
- Communications in and outside of the pilot area before and during go live would be increased;
- Communications such as leaflet drops and a social media presence would be targeted;
- The Frequently Asked Questions (FAQs) would be updated to reflect the feedback.

During the pilot officers would ensure additional feedback was gathered such as resident's feedback regarding ease of use and benefits of the pilot. The results would be submitted to a meeting in 2023 along with a high-level business case for a proposed boroughwide rollout of digital permits for all permit types.

In answer to a number of questions, Helen Taverner, Parking Services Manager, explained the calculation in respect of visitor permit hours, in particular the overnight provision, and that although the present system had not been set up to provide residents with a renewal reminder this could be included in the procurement specification for the new Parking Services Contract. Helen also reported that following the previous meeting, when it had been suggested that the facility to enter a vehicle's registration number on the Council's website to check if it had a permit should be investigated, General Data Protection Regulations (GDPR) would not allow this, but an explanation would be added to the list of FAQs; the consultation had also shown that residents were concerned about such a facility being provided.

### **Resolved -**

- (1) That the consultation feedback, set out in Appendix 1 attached to the report, be noted;**
- (2) That the proposed pilot project be implemented and the Assistant Director of Legal and Democratic Services authorised to make the Traffic Regulation Order;**
- (3) 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;**
- (4) That no public inquiry be held into the proposal.**

### **18. WAITING RESTRICTIONS REVIEW**

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received during statutory consultation for the agreed proposal that had formed the 2022A programme and providing the list of new requests, for potential inclusion in the 2022B programme. The following appendices were attached to the report:

Appendix 1 - Feedback received during statutory consultation for the 2022A programme and the advertised drawings for those proposals;

Appendix 2 - New requests for consideration in the 2022B programme

Appendix 3 - Battle Ward informal survey results for potential alterations to RPP restrictions on Belmont Road and Connaught Road.

The Sub-Committee considered the 2022A and 2022B programmes and Councillor Leng reported that with regard to Foxhays Road, the issue appeared to be about footway parking particularly to the north and east of the road.

**Resolved -**

- (1) That the report be noted;**
- (2) That the objections set out in Appendix 1 with the appropriate recommendation to either: implement, amend or reject the proposals be noted;**
- (3) That the following proposals made under the waiting restriction review 2022A, as set out in Appendix 1, be implemented, amended or removed from the programme as follows:**
  - **Bridge Street - Implement as advertised;**
  - **Kelmscott Close - Implement as advertised;**
  - **Pinewood Drive - Implement as advertised;**
  - **Bigbury Gardens - Implement as advertised;**
  - **Poplar Gardens - Implement as advertised;**
  - **Tenby Avenue - Implement as advertised;**
  - **Dee Road - Implement as advertised;**
  - **Shaftesbury Road - Implement as advertised;**
  - **Upper Redlands Road - Implement as advertised;**
  - **Hogarth Avenue - Implement as advertised;**
  - **Dunstall Close - Implement as advertised;**
  - **Poole Close - Implement as advertised;**
  - **Amersham Road - Implement as advertised;**
  - **Briants Avenue - Implement as advertised;**
  - **Chiltern Road - Remove from the programme;**
  - **Priory Avenue - Implement as advertised;**
  - **Portway Close - Implement as advertised;**
  - **Pendennis Avenue - Implement as advertised;**
  - **Rosendale Road - Implement as advertised;**
  - **Boulton Road - Implement as advertised;**
  - **Bourne Avenue - Implement as advertised;**
  - **Armour Road - Implement as advertised;**
  - **Stoneham Close - Implement as advertised;**
  - **Alexandra Road - Implement as advertised;**
  - **Cadugan Place - Implement as advertised;**
  - **Carnarvon Road, De Beauvoir Road, Junction Road - Implement as advertised;**
  - **Circuit Lane - Remove from the programme;**

- Silchester Road - Implement as advertised subject to the existing double yellow lines being reduced back to, and including, the driveway to number two Silchester Road;
  - Durham Close - Implement as advertised;
  - Shirley Avenue - Implement as advertised;
- (4) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order for the 2021B programme and no public inquiry be held into the proposals;
- (5) 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;
- (6) That having considered the requests made for waiting restriction changes, set out in Appendix 2 attached to the report, the requests be investigated by officers as part of the 2022B review programme, subject to the following amendments to the programme:
- (i) Belmont Road and Connaught Road locality - Councillor Hacker to meet with officers to discuss a number of traffic related matters in the area and how they could be progressed;
- (7) That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for local consultation (informal) and for their comments to be included in the next report submitted to the Sub-Committee;
- (8) That, should funding permit, a further report be submitted to the Sub-Committee seeking agreement to conduct the Statutory Consultation on the recommended schemes for the 2022B programme.

(Councillor Leng declared an interest in the above item on the grounds that he lived in one of the roads listed in the 2022B programme)

#### **19. SIDMOUTH STREET CYCLE LANE - RESULTS OF STATUTORY CONSULTATION**

Further to Minute 8 of the previous meeting, the Executive Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections and other feedback that had been received during the statutory consultation about the temporary active travel scheme on Sidmouth Street that had sought public feedback on whether it should become permanent. A drawing illustrating the existing scheme on Sidmouth Street was attached to the report at Appendix 1 and feedback that had been received to the statutory consultation was attached to the report at Appendix 2.

The report summarised the responses that had been received as follows:

- Around 273 comments had referred to the perceived low use of the cycle lane by cyclists;

- Around 199 comments had referred to additional disruption that might be caused to traffic, congestion and pollution on Sidmouth Street and the impact on surrounding roads;
- Around 54 comments each referred to a) the perceived poor connection of the facility to the surrounding cycle network; and b) the preference for Watlington Street;
- Around 41 comments had been received regarding perceived safety concerns, for motorists and cyclists using the cycle lane;
- Around 27 comments had been received where people were looking forward to there being better connections to the network in the future;
- Around 20 comments stating that they would like the segregation and wanted more dedicated cycle lanes in Reading;
- Around 18 comments had raised concerns about emergency services trying to get down the road and being unable to drive down the cycle lane.

The report stated that the main themes of the responses had been as expected and there had been no themes nor individual response that would currently lead officers to recommend that the cycle scheme should not be implemented permanently and some of the constructive suggestion for improvements had echoed some of the high level thoughts that officers had been considering.

### **Resolved -**

- (1) That the report be noted;**
- (2) That having considered the consultation feedback set out in Appendix 2 attached to the report the scheme be implemented permanently;**
- (3) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;**
- (4) That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.**

## **20. RAILWAY STATION SUBWAY - PROPOSAL TO REVOKE PROHIBITION OF CYCLING**

The Director of Environment and Neighbourhood Services submitted a report that sought approval for officers to carry out statutory consultation on the proposal to revoke the cycling prohibition on the route that linked the north and south sides of Reading Railway Station creating a shared use (pedestrian/cyclist) facility. An extract from the 2013 Traffic Regulation Order, that showed the location of the subway was attached to the report at Appendix 1.

The report explained that in 2013, following the redevelopment of Reading Railway Station and its interchanges, the subway that linked the north and south interchanges had been dedicated as a Highway under a deed of variation between Network Rail Infrastructure Limited and the Council. Responsibility for the overhead concrete/rail structure had remained with Network Rail while the internal subway and ceiling were the responsibility of

the Council's Highway and Traffic Services Team. The subway construction had included a suspended ceiling, lower than that of engineering constraints of the surrounding structure and was a potential safety risk to cyclists and as such, a Traffic Regulation Order had been put in place implementing a prohibition of cycling along the subway. The public had a right of access through the subway on foot and cycling was not currently permitted, as the width and height clearances were substandard. It had been a long-standing desire of the Council and cycling groups to find a solution that would enable safe cycling along the subway, as the prohibition and the surrounding rail infrastructure and strategic road network were significant cycling barriers between the north and south sides of the station and beyond.

The Council had commissioned a feasibility report on allowing cycling as part of a scheme to remove the lowest ceiling panels using Section 106 funding specifically for this scheme. The solution would see the removal of the low sections of ceiling panels, a tidy up of the existing concrete ceiling and protection of Network Rail services. There would be an improved head room clearance, which although below national guidelines, would enable the Council to accept the position and allow cycling through the subway following the necessary consultation process and revoking of the Cycling Prohibition Order. There was also a separate proposal to replace the lighting with LED equivalent lanterns to reduce energy consumption and enable remote monitoring and control of the lighting units.

The report stated that should objections be received during the statutory consultation period they would be submitted to a future meeting so that they might be considered prior to a decision being made on the outcome of the proposal.

The Sub-Committee discussed the report and it was acknowledged that it would need to be made clear that it was a shared space, with may be speed restrictions for cyclists and clear signage, and possibly safe segregation of cyclists and pedestrians.

**Resolved -**

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation processes for the proposed revocation of the Traffic Regulation Order that implemented the subway cycling prohibition in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;**
- (4) 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 the outcome of the proposal;**
- (5) That no public inquiry be held into the proposal.**

## **21. 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 22 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.

## 22 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 21 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to application 1, a first discretionary permit be issued, personal to the applicant, valid until February 2023;
- (2) That, with regard to application 11, a first discretionary permit be issued, personal to the applicant;
- (3) That, with regard to applications 7, 8 and 10, discretionary visitor permit books be issued, personal to the applicants, subject to the standard scheme limits for the number of books that can be issued each year;
- (4) That a decision in respect of application 5 be deferred to the next meeting to allow officers to prepare a report in response to the petition that was received by the Sub-Committee asking for Kendrick Court, Kendrick Road to be included in eligibility to parking Zone 10R (Minute 16(c) refers);
- (5) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 2 be upheld and that officers contact the applicant providing information about applying for a Blue Badge;
- (6) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 6 be upheld, but that the applicant be offered first refusal of the first or second permit should either be returned by the holders, subject to the applicant supplying the correct documentation;
- (7) That the Executive Director for Economic Growth and Neighbourhood Services' decision to not waive or reduce the fee for issuing a third discretionary resident permit in respect of application 16 be upheld;
- (8) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 19 be upheld and that officers also contact the applicant highlighting the availability of business permits for which they had not yet applied;
- (9) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 3, 4, 9, 12, 13, 14, 15, 17, 18, 20 and 21 be upheld.

## TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 14 SEPTEMBER 2022

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

(The meeting started at 6.30 pm and finished at 9.00 pm).

## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>10 NOVEMBER 2022</b>	<b>AGENDA ITEM:</b>	
<b>TITLE:</b>	<b>PETITION - REQUEST FOR CONTROLLED PEDESTRIAN CROSSINGS AT JUNCTION OF HENLEY ROAD/PEPPARD ROAD/WESTFIELD ROAD/PROSPECT STREET</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>CLIMATE STRATEGY AND TRANSPORT</b>
<b>SERVICE:</b>	<b>HIGHWAYS &amp; TRAFFIC SERVICES</b>	<b>WARDS:</b>	<b>CAVERSHAM</b>
<b>LEAD OFFICER:</b>	<b>JIM CHEN</b>	<b>TEL:</b>	<b>0118 937 2198</b>
<b>JOB TITLE:</b>	<b>ASSISTANT ENGINEER</b>	<b>E-MAIL:</b>	<a href="mailto:NETWORK.MANAGEMENT@READING.GOV.UK"><u>NETWORK.MANAGEMENT@READING.GOV.UK</u></a>

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

- 1.1 To report to the Sub-Committee the receipt of a petition requesting the Council to install pedestrian crossing facilities at the locally named 'Last Crumb' junction (the junction of Henley Road, Prospect Street, Peppard Road and Westfield Road). The petition contained the results of a survey with 1341 responses.
- 1.2 A request for controlled crossing facilities at this junction is already contained within the 'Requests for Traffic Management Measures' that is regularly reported to this Sub-Committee. This report recommends the entry on this list is updated to reflect the receipt of this petition and of recent officer correspondence on this request.
- 1.3 Appendix 1 - Officer summary of the survey results.  
Appendix 2 - Comments received in the survey.  
Appendix 3 - Indicative potential location for a pedestrian refuge island, as has been suggested.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the petition request remains within the 'Requests for Traffic Management Measures' report, but is updated to reflect the receipt of this petition and additional options raised during officer correspondence.

- 2.4 That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.
- 2.4 That no public inquiry be held into the proposals.

### 3. POLICY CONTEXT

- 3.1 Requests for new measures would need to be considered alongside the Borough Council's Traffic Management Policies and Standards and Strategic Aims, the Local Transport Plan (LTP), and Local Cycling, Walking and Infrastructure Plan (LCWIP). Removing potential barriers to walking will support the Council's Climate Emergency Strategy and Health and Wellbeing Strategy.

### 4. THE PROPOSAL

#### Current Position

- 4.1 On 13<sup>th</sup> October 2022, a petition was submitted to the Council containing results of a survey conducted by MP Matt Rodda with 1341 responses from residents and which followed meetings with Ward Councillors and residents. The petition stated the following:

*Please accept this email as a formal petition to the Council to install a pedestrian crossing at the Last Crumb junction. Matt Rodda will be emailing you the results of the recently completed survey which I understand can be accepted instead of signature.*

- 4.2 Appendix 1 provides a summary of the responses, with Appendix 2 providing the written comments that were submitted. A total of 1244 respondents expressed that they are in favour of a pedestrian crossing at the 'Last Crumb' junction.
- 4.3 The Council has previously received a petition requesting the installation of controlled pedestrian crossing facilities at the 'Last Crumb' junction. The petition was reported to the Traffic Management Sub-Committee in November 2017 and a subsequent update report to the Sub-Committee in January 2018.

At the time of the update report in 2018, the Sub-Committee agreed to add the request of pedestrian crossing facilities to Council's regularly reported 'Requests for Traffic Management Measures' list. This report informs the Sub-Committee of requests for traffic management measures that have been raised, where there is no identified funding for scheme development.

This report is a useful source for the Council when considering options for funding allocation through, for example, local 15% Community Infrastructure Levy (CIL) funds. Many schemes that originated from this list have been delivered and continue to be developed following funding allocations.

- 4.4 It was acknowledged that the 'Last Crumb' junction is a very traffic sensitive junction, and the implementation of pedestrian facility within a traffic signal-controlled junction will reduce traffic flow and potential capacity, depending on the eventual solution. While this should not necessarily be a barrier to the delivery of such a change, given the benefits that the change would bring, it

will be important to understand the potential impact and that this is a consideration - there are comments in the survey results that suggest a level of local concern about this impact. Officers recommended that traffic impact modelling should be a part of the scheme development, once funding is identified.

- 4.5 The most challenging aspect of this request is the funding that would be required. There is currently no identified funding to develop and deliver pedestrian enhancements at this junction.

In addition to the professional survey, modelling and design work required, it is very likely that the junction would require a complete technology and hardware refresh for the traffic signal equipment and much of the cable ducting will likely need to be excavated and replaced. Factoring in the other civils works, professional programming of the traffic signal control equipment and the temporary traffic management that will be required for the work, it is expected that the costs would be in excess of £250,000. Unfortunately, this is very indicative, as the true extent of the works won't be fully known until the initial survey work is conducted.

The above assumes that the crossing facilities would be deliverable with the current layout, the narrow footways being an initial concern to officers. There could be additional engineering works necessary to alter the layout of the junction in order to provide these facilities.

- 4.6 Officers have received an increased level of correspondence regarding this junction in recent months and some alternative/interim suggestions have been put forward.

4.6.1 There has been suggestion of installing controlled crossings away from the main junction, to reduce the traffic impact.

The main cause of additional traffic impact will be the necessity of a relatively lengthy 'all-red' phase that will be required to enable pedestrians to cross, which will be demand-based and activated by pedestrian push-buttons. Unless the pedestrian facility was set a significant distance away from the junction, there would remain a necessity for it to be linked to the junction in some way and will still have an impact on traffic flow. It may also add to the costs of the work, due to the extended ducting and cabling required, although the use instead of zebra crossing facilities could mitigate this element.

There are feasibility issues on Peppard Road, as the eastern footway is raised significantly from carriageway level and sits behind a retaining structure until close to the junction.

Ultimately, however, the pedestrian desire-lines for crossing the road will inevitably be at the junction and any facilities that are provided a reasonable distance away (for example, 20m) will see significantly less use.

4.6.2 There has been suggestion of installing a pedestrian refuge island on the Henley Road approach.

It seems feasible that such an island could be installed at this location, however it would be in place of the existing right turning lane. This would provide pedestrians an opportunity to cross this relatively wide approach in two parts.

For ease of reference, Appendix 3 indicates the potential location of this facility.

The removal of the right turning lane will cause some traffic delays for the westbound (Henley Road) approach, as the junction capacity will be reduced and all traffic will be using a single lane. At busier times of the day, this will mean that those wishing to turn right onto Peppard Road will be mixed with those heading to/through Caversham Centre.

While the development and delivery of this proposal would be at a lower cost relative to the addition of controlled facilities across the junction, it would deliver a relatively small benefit overall. It would provide no controlled facilities and would not improve pedestrian crossings on the other approaches. It could be considered as a potential interim solution (subject to funding being identified) and could also become part of the eventual junction redesign.

- 4.7 Through this petition and officer correspondence, references have been made to the safety of the junction. While it is acknowledged and accepted that users may have safety concerns, Highway safety is based on casualty evidence. The Police supply confidential data to the Council regarding incidents that occur on the Highway involving casualties. This summarised data provides the initial findings and suspected causes of such incidents, which can be useful in identifying any patterns that could be ‘treated’ by reasonable engineering solutions.

The aforementioned ‘Requests for Traffic Management Measures’ report contains high-level summary of this data for each entry on the list. The report shows two incidents involving casualties in the latest three-year period (up to August 2021). Reviewing this further, there are two incidents within the latest 60-month period (up to June 2022).

#### Options Proposed

- 4.8 There is currently no allocated funding for the development and delivery of the requested changes. However, it is acknowledged and understandable that there is a high demand for controlled pedestrian facilities at the junction.

It is recommended that the content of this report is summarised within the ‘Requests for Traffic Management Measures’ entry that already exists for this element. The entry will therefore reflect this additional petition and reference the additional ideas that have been put forward to officers since receipt of the original petition.

#### Other Options Considered

- 4.9 None at this time, as there is regrettably no identified funding to develop or deliver pedestrian crossing enhancements at this junction.

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

- 5.1 The recommendation of this report does not directly delivery changes. However, the addition of controlled pedestrian crossing facilities at this junction would contribute to the following Corporate Plan Theme:

### **Healthy environment**

The implementation of controlled pedestrian crossing facilities would remove barriers to walking, encouraging people to make more healthy and sustainable transport choices. This will contribute toward the Council's goal of making the town carbon neutral by 2030, through reducing emissions by private vehicle use.

- 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 The proposals contained in this report proposes no change, so a Climate Impact Assessment has not been considered necessary. Once funding is available to deliver enhancements at this junction, an Impact Assessment will be undertaken.

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

- 7.1 The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.
- 7.2 Officers have considered feedback received in the petition, and arising from correspondence, which has formed a basis of the report recommendation.
- 7.3 Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website ([www.reading.gov.uk](http://www.reading.gov.uk)).

## **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 at this time as the report recommendation does not directly lead to any physical change. Assessment will be considered once funding for development and delivery of a scheme is identified.

## **9. LEGAL IMPLICATIONS**

- 9.1 There are no foreseen legal implications relating to the recommendation of this report.

## **10. FINANCIAL IMPLICATIONS**

None arising from the recommendations of this report.

## **11. BACKGROUND PAPERS**

- 11.1 Requests for Traffic Management Measures (last updated at Traffic Management Sub-Committee, March 2022)
- 11.2 Pedestrian crossing petitions update (Traffic Management Sub-Committee, January 2018)

# Appendix 1

How often do you cross this junction

Daily	391
Weekly	633
Monthly	290
Never	24
Total	1338

Do you cross this junction as a pedestrian, a cyclist or both

Pedestrian	940
Cyclist	31
Both	343
Total	1314

Do you feel safe while crossing the junction

Yes	65
No	1252
Total	1317

Do you ever avoid crossing at this junction

Yes	986
No	326
Total	1312

Are you in favour of a pedestrain crossing at this junction

Yes	1244
No	83
Total	1327

This page is intentionally left blank

## Appendix 2

### Do you have any suggestions for improving this junction?

A pedestrian crossing!
Make it safer for both pedestrians and cyclists /drivers
An island halfway across would help. The pavement is plenty wide enough to incorporate this. Turn right filter from Henley road up the Peppard Road. Reduce size of junction.
Queen Annes school is used a lot by the local community for swimming and music lessons. There really should be a safe route to walk as the alternative is people using cars unnecessarily for a short trip.
rephrase the lights to allow a crossing period
Enforce the yellow box. Review phasing of the lights so that the queue up Peppard Road is not so long, especially at end of school day it is often nearly back to Buckingham Drive.
Build a pedestrian bridge or underpass , definitely no zebra or tiger crossing. Pedestrian lights at a push.
A pedestrian crossing is desperately needed.
Having some kind of crossing on all the roads at that junction to make it safer to cross.
Pedestrian crossings on each road at the junction, as well as a bike lane/facility to help bikes cross. It is currently extremely dangerous to cross with (and without) kids and we see families struggling to cross in all direction each day.
No ideas as I don't drive but with my child due to start highdown and needing to cross it twice a day I'm a little worried to say the least
Pedestrian crossing
Cars jump red a lot so you never get a chance in the gap in traffic you should have. Cats trying to turn right from Henley road have tge same issue. It would all work if nobody went through red.
a pedestrian cycle to the lights would be useful. However the down side is that it will cause more traffic problems.
I appreciate its a very busy junction, so holding up traffic for longer could be an issue, but having to cross the road, even on a Sunday morning with my children feels like I'm taking their lives in my hands on some occasions!!!
Footpath is same level as road and narrow
Pedestrian crossing - it is dangerous with children and for anyone who cannot run fast to avoid speeding cars
As a driver as well I would put in filter traffic lights which would mean people crossing are more aware of which direction traffic is coming from.
Thank you for this survey. Cycling I feel safe. As part of the traffic there is a phase of the lights for me. There need to be phases for pedestrians to cross all the roads, without having to go out of your way, looking after the most vulnerable first.
A pedestrian crossing in front of the Chiltern nursery so that children and parents can safely cross Peppard Road
I don't think this is the ideal solution, but an improvement with minimal impact on traffic would be to stop right-turns from the top of Westfield Rd, and then synchronise a pedestrian crossing on Henley Road with the Westfield Rd green light.
Two zebra crossings at both entrances to queen Anne's school

Is there potential for a scramble crossing here?
There needs to be more drop kerbs for people with buggies and wheelchairs. A pedestrian crossing needs to be put in a sensible place otherwise people will still try and cross in unsafe places.
a crossing
If there was just one phase of the lights where all traffic was stopped for pedestrians.
more road markings, solid white lines, cameras
The cycle lane entering this junction from the north fades to nothing as the road narrows. Could have a properly instated cycle lane. Advanced cycle boxes would reduce the danger to cyclists, particularly approaching from Westfield road direction
Zebra crossing on Henley road at very least a green man lights to allow safe crossing. I've seen so many near misses here...so dangerous with kids and buggies lots of kids walk cross here to school
A right turn signal for people coming along Henley road and turning right up Peppard road would help enormously.
Traffic lights for pedestrians.
Please do something, I was nearly knocked over with my daughter last week.
As a (competent) driver I opt to head into Emmer Green for my commute everyday in order to avoid this junction. Partly due to the traffic that often builds up but more so because it's awful for drivers (especially so from Henly road onto Peppard road).g
Cameras to police the yellow box?
Need specific time for pedestrians to cross between lights opening. Currently have to know the sequence of lights well to know when the "safest" time to go is.
Put a zebra or pelican crossing by the speed camera on peppard road just by the speed camera. That is a key school route for many and needs a crossing. If there was one there and the one I prospect st already that should help.
Instead of a crossing right on the junction a crossing down Westfield and another on Henley road would be better. There is already a crossing on prospect street and you can cross at the top of peppers road.
All lights to be red and all pedestrians can cross anyway. All lights are red after each round of 3 lights
The cars need to stop at some point, even if just 2mins for all the cars at the same time. Very dangerous with the children, we have to run when we cross
Can anything be done to stop cars jumping the lights? It's bad enough gauging the light transitions, but made even more dangerous when cars don't stop when the lights go red.
I will soon live on Peppard Road and will be cycling to Reading train station on a daily basis. A safer crossing would be very important to me. Thanks
Cars often jump the red light from prospect street which means if travelling by car from Henley road onto peppard road the cars in box are having to wait until after that light has turned red to move. I think this needs to be staggered more.
The junction works fine. There is always a gap in the traffic on each light change.
Put buttons for pedestrians to push to stop the traffic so that they can cross. I will always cross further up Peppard Road where it's safer. The junction is too unsafe.
Install a pedestrian crossing

Cameras to prevent motorists driving through red lights. The obvious problem with a pedestrian crossing is the additional congestion it would cause. I live on Westfield Road. We cannot open our windows during busy times due the proximity of queuing traffi
Yes, also have No Idling signs along the 4 approach roads to the junction. The air quality must be very bad with all the stationary vehicles.lity
Pedestrian traffic lights
Traffic takes turns to go on the green light. There just needs to be a green light for pedestrians.
A green light filter for cars turning right going from Henley road North onto Peppard. And a pedestrian crossing
Add a pedestrian crossing
Its always a rush, and dangerous, to cross so a pedestrian crossing allowed would be the ideal solution
Pedestrian traffic lights
Traffic reduction / calming. Enforcement of red lights and speeds (cameras for both please, with fines for contravention). Safe pedestrian phasing allowing ability to cross. Barrier / increase height of pavement on Peppard Rd on left handside up the hill.
It doesnâ€™t need a separate zebra crossing, but just alter the traffic lights to allow pedestrians to cross
It is easy enough to cross elsewhere, such as further up by the speed camera, or further down Prospect Street by the Zebra Crossing.
Pedestrian crossing
There simply needs to be a safe crossing point for pedestrians, especially families with children.
Extend the bike lane down Peppard Road to a bike box at the front. It currently stops where it is dangerous to merge with traffic.
Pelican crossing across the junction (4 ways). Usually you have to try to judge the lights and run for it!
Pedestrian crossing. I often see parents with children trying to cross too, it is not safe at all currently
Make it a roundabout and add an actual crossing.
If a crossing is put in- I believe it should be working with the existing lights. An additional crossing in Caveraham would cause even more traffic bottlenecks on the Peppard Rd and through Caversham. Thank you
Clear times between the lights when pedestrians can cross safely. Currently there's always at least one direction on green so you have to judge and chance it.
a better filter system from turning from Henley Road to Peppard Road - rather than waiting in the middle of the road whilst other cars are trying to turn from Prospect Street to Westfield Road
Yes, don't just make it safe for pedestrians also make it safer for other road users like ny changing how it is filtered
Filters on the traffic lights please. If youâ€™re coming from Henley direction and want to turn up Peppard road it USA nightmare
Pedestrian crossing on Peppard road and/or Prospect street and definitely another on the Henley Road. Alternatively zebra crossing on Henley road (away from main junction) and still keep pedestrian crossing on Peppard and/or Prospect

All lights to be at red at times to allow pedestrians/cyclists to cross safely. Especially for children and the elderly, like me.
A sign at bottom of Peppard Road that says "Narrow lane, do not overtake cyclists" until the cycle lane. We also need to make cycling and walking the norm, hence minimising the wait time for crossing is key - cars should not have priority.
Because it is so complicated to cross I think there needs to be a pause when all motor traffic is stopped.
A pedestrians crossing.
It's dangerous for pedestrians but also cars turning right from Henley road into peppard road. It's not the answer but perhaps a buggy/wheel chair route from Balmore park to hemdean road might help.
Any way a pedestrian could get across safely would be incredible. We've been known to walk into Caversham and back up the hill just so we can cross our children safely here. It's also a gamble at time trying to turn right on this road when you're in a car
All red for cars while pedestrians cross. Impossible to safely get across otherwise if your mobility is impaired
Traffic cameras to cut down on the number of vehicles going through on red lights.
Pedestrian cross walks need to be installed at each crossing
Traffic light pedestrian crossing button
Have an enforceable speed limit along the Henley road. There is nothing at present to remind motorists that it's a 30mph road.
A crossing is vital! I have seen a VERY near accident when a car ran a red light and nearly hit the person crossing. There is no right of way to cross the road/junction which is only meters from a dog walking park.
Make all the traffic wait, whilst pedestrians get their turn. Paint stripes on the road to indicate where people should cross.
Put in a pedestrian crossing
A pedestrian crossing signal triggered by a traffic light button ideally allowing safe regulated by lights crossing. If no budget for that then a basic zebra crossing is better than nothing.
Make it so that traffic leaving the top of Westfield Road cannot turn right. The period of time in the sequence in which traffic comes out of Westfield Road then becomes the time that pedestrians can safely cross Henley Road with a green man.
This needs a proper pedestrian crossing. The light sequence for cars also needs addressing as turning right is impossible and drivers get impatient and just the lights.
Push button light system with red stop green safe to cross
Not sure how, but something to reduce the speed of cars passing through lights, especially when leaving Prospect street. V common for them to accelerate towards the lights, typically going very fast as they cross junction.
A pedestrian crossing would make the junction much safer, I often avoid it when I have children with me as there isn't enough time to safely cross
Erecting a safety fence running from The last Crumb pub along a distance of Peppard Road and/or widening the footpath here by cutting back the overgrown hedging and shrubs.
Lights for pedestrians to cross. Zebra crossing. Wider pavements as the cars are so close and fast

Pedestrians: Clear road markings for pedestrian footways should be sufficient. A light controlled pedestrian crossing may be OTT. Cyclists: Clear lane marking when coming out of Prospect Street for turning right onto Henley Road (very important).
Pedestrian traffic light should make everyone safe
Lights for pedestrian crossing
A pedestrian crossing is well overdue. I really worry about all the children trying to cross there.
Pedestrian crossing. So many children cross this road on their way to and from schools
Pedestrian access/ lights etc.
Along with the junction of A4155 and A4074 on Caversham high street, it is astonishing that safe crossing facilities have not already been installed here.
There really must be consideration given for pedestrians at this junction. I use it as a runner and am happy to run across but I see people with babies in pushchairs, school children and the elderly to name a few that take their chance daily.
Please make a proper traffic light controlled crossing or at least a zebra crossing. As a driver and pedestrian I have witnessed many near misses and never feel safe crossing in this area.
A safe crossing for pedestrians is definitely required on this junction. It's very unsafe if you're trying to cross at any part of the junction.
It's the obvious direct route down the Henley Road into Caversham centre. It is an accident waiting to happen and apparently that is how the council approach it and the numerous requests for a pedestrian crossing. Waiting for someone to be killed.
Install pedestrian crossing
Some sort of safe crossing from The Last Crumb side across Peppard Road is absolutely essential, that's the worst bit. The other roads are safer to cross
Pedestrian Crossing with lights for both pedestrians and cyclists.
I have a pram and will be crossing this junction daily to get to the nursery and it's dangerous so definitely needs a set of lights/pedestrian crossing.
A pedestrian crossing with a countdown so drivers and pedestrians know how long they have to wait to cross or go. These countdowns are common in London and across the USA.
Pedestrian crossing
A pedestrian cycle on the lights.
A crossing definitely
Also for drivers turning right from Henley Road, a short filter light is required. Drivers coming from prospect street often rush through an amber (or red!) light and I have seen several near misses for those turning right.
Maybe an option to push a button and all traffic waits at one point in the rotation, so it's only needed when pushed and only once during a cycle.
A pedestrian crossing will certainly help at the peppard junction
The light sequence is ridiculous for vehicles as well as pedestrians and cyclists. If you are coming along Henley road towards the last crumb and turning right up peppard road, you necessarily have to wait in the yellow box and usually have to turn on amb
Moving the stop areas back
Stop cars speeding, turning when the light is red and not indicating! A pedestrian crossing is a must.
Improve turning right from Henley Rd into Peppard Rd too

Install a crossing please. I am already concerned about my children crossing there on their own when they are older.
Cameras to catch car drivers going through red lights which happens every time I cross, with fines for those drivers breaking the law
There needs to be a red man/green man crossing here for pedestrians heading up from Westfield road to Balmore Park/Last Crumb. There's no nearby safe place to cross and the light changes aren't safe enough to get across when cars run the amber
Filter light also needed to turn right onto peppard road (if coming towards Caversham on the Henley road).
Put a pedestrian crossing that works with the lights not a zebra crossing.
A pedestrian crossing is absolutely necessary. People are constantly taking their chances as there is no safe way to cross
Pedestrian crossing
A pelican crossing on all four exits of the junction
Pedestrian crossing
Many... It is a massive bottleneck for starters for traffic coming from Emmer Green towards Caversham in the morning. Pedestrian crossings plus widening the whole road would be great. So left turn/straight on traffic don't get stuck in Prospect St queue
Light signalling is out. Also many motorists jump the lights so cameras would be helpful.
A few years ago, I used the junction twice a day escorting a grandchild to St Anne's school. I have also used it regularly to walk to the station. Some sort of pedestrian crossing is essential, and would hugely increase the numbers of people walking their
For pedestrians, a pedestrian crossing, not a zebra crossing.
There needs to be a pedestrian crossing. Many cars run the red lights here so the whole junction needs a review. So many children cross here going to Highdown and dog walkers to Balmore.
Needs a pedestrian crossing - zebra crossing
Need to have a pedestrian crossing and a Filter for turning right.
Speed cameras
Cameras to atop people jumping red lights, travelling North on Prospect Street.
Pushbutton pedestrian crossing between the Crumb and Westfield Rd
A diagonal crossing between Balmore Walk and the corner of Westfield.Road please
Light's need sorting out
Pedestrian lights on the traffic lights. It's very difficult to choose a safe time to cross when there is traffic coming from each direction
Speed bumps and speed cameras in prospect street to avoid the cars speeding when they see they traffic light is green, it's the speeding in this road which causes most of these issues
Definitely needs a pedestrian crossing as you need eyes in the back of your head ! Even more tricky when crossing with a pram & children !
Maybe a point where all cars are held to allow pedestrians to cross. And some half way islands to assist with crossing
Widening the pathway and giving more 'red' light time would make a dramatic improvement. Concern a pedestrian crossing if sequenced poorly could add to congestion
Traffic lights for pedestrians
The traffic lights could be phased differently to allow pedestrians time to cross.

This junction is awful for pedestrians and is used by schoolchildren. The real issue is that there is no safe pedestrian crossing cycle. The traffic lights are frequently jumped on both the amber and red cycles by cars which cuts pedestrian crossing times
Pedestrian crossing at bottom of peppard road just at bottom of steps to balmore park as there are 4 sets of lights to navigate otherwise
Pedestrian crossing in sync with traffic lights
Pedestrian crossing needed!!!
Not a crossing on every road otherwise it would slow down the junction too much
a crossing for pedestrians
Pedestrian crossing.
Just allowing a short time when all lights are red to get across even ten seconds. They changed immediately and its impossible to cross.
A pedestrian crossing. It's not rocket science.
Sorry no suggestions but very glad of survey as it is very difficult especially with a pushchair and young children
A 5 way light system like in Shinjuku in Japan where for a designated time (45 secs) all car lights are red and pedestrians are free to cross in any of the 4 directions they need to
Pedestrian crossings on each roads coming to this junction
Pedestrian crossing, 20mph
Requires a red light camera for traffic coming from Caversham town centre, frequently see cars passing through light on red. When it was temporarily trialled as part of a one way system the phase could have been available for pedestrians.
Traffic light controlled crossing
Pedestrians need to be able to cross safely without delaying traffic too much!
Place a camera on the junction. Often see cars racing up to the junction on Amber light, making crossing even more dangerous and further limits the window for pedestrian to cross. Maybe also 20 mph zone in this area to reflect the pedestrians in this area
A crossing! I take my life in my hands everything I cross...I literacy take my chances and run!!
All the lights should have pedestrian crossing at that junction.
Traffic light system to include pedestrian crossing
Pedestrian crossing needed
I would suggest a better phased traffic light system that would give pedestrians an opportunity to cross. The only trouble is many drivers jump the lights
Just a zebra crossing to help all who need to cross. Encourage drivers to switch engines off whilst waiting at lights maybe (this junction causes a lot of pollution)
Pedestrian crossing with countdown till cars can travel again
Longer light sequence coming down Peppard road too, as the queue is enormous. Then people would be less likely to speed/chance the lights
Adding safe pedestrian crossing with adequate time to cross (I often have to do this pushing a pram and it is very difficult to find a safe gap)
It's currently impossible to cross safely, especially with young children. You come out of beautiful Balmore Park and then are hit by the monster road junction. ðŸ˜±
The phasing of the lights was never returned to normal after the abortive one way system was stopped. The peppard road direction does not get enough time. I predict the queues will get beyond budgens when the developments are built.

Pedestrian crossing where it goes green for all crossing points at once to avoid creating even more traffic congestion by having multiple crossing points.
The volume of traffic passing through the junction needs to be reduced somehow. This probably requires a third bridge across the Thames. Then the litigate can be set up to pause all traffic for pedestrians.
Pedestrian crossing would be amazing
Just some way to keep it safer for pedestrians! I am pregnant and terrified of having to cross at this crossing with a new born in a pram. I live just up peppard road and would love a safe crossing to go down Westfield to go towards river. It causes anxie
pedestrian crossing, 20mph speed limit, red light cameras (to see when cars run the red lights, sit in the box junction). This surely could pay for itself? speed cameras, cyclist advance stop lines
Pedestrian crossing needed, particularly with the school nearby
A walk signal at lights
It would be helpful for pedestrians to have a traffic light to allow to cross Henley Road towards Westfiled road -to cross that street so dangerous and there is not really an better option to cross safe. I`m surprised there wasnt a serious accident yet.
The junction is incapable of coping with current usage and this is rising. Problems are made worse when vehicles are unable to clear the junction heading towards Caversham centre. Proposed rephrasing of the lights wonâ€™t solve this problem.
This is a crossing that prioritizes transport traffic over anything else. It is understandable that is a complex issue to resolve, but if adding time for pedestrians to cross east-west and north- South is absolutely necessary.
Improve dropped curbs, especially difficult with a pram
Needs multiple Pelican crossings to be useful, and perhaps wider
When my children were younger, I was terrified crossing with 1 walking & 1 in the buggy. It is a main walking route for children going to primary & secondary school & it is an accident waiting to happen.
It's tricky for motorists and pedestrians. Make a no right turn coming up respect St and down Westfield road
More time between lights changing to allow people to cross
Pedestrian crossing
I do feel what with the traffic already surrounding that junction it is a big risk changing anything!
Adding pedestrian crossing options here would be hugely beneficial, especially given how critical a crossing it is for school children heading to both Queen Anne's, Highdown, Thameside, The Hill Primary and many other schools in the area.
Pedestrian right of way on request0
Ensure the timing of the lights is such that it always gives sufficient time to cross the road.
Ideally there would be a crossing at the junction near the top of Westfield Road going across Henley Road, plus another across Peppard Road near Balmore Park. I cross both when taking my daughter to nursery and it is very treacherous with a buggy!
Put all lights on red for 30 seconds during each sequence
It'll just feel safer, especially for mums like me with 2 x toddlers crossing.

I have almost been hit by vehicles jumping red lights here. I worry schoolchildren using this junction could be involved in a serious accident. The area needs a total rethink. There should be cameras there, to monitor this area.
At this junction I have cyclists being hit by cars, very close shaves for parents with prams, I have seen pedestrians get by cars. It is a miracle that we have not seen a fatality. A pedestrian crossings is long overdue. A pedestrian crossing particularly
Needs pedestrian lights
Short periods of all the traffic lights being red so that there are more safe times to cross.
It's also a nightmare when trying to turn right coming from Henley Rd.
Something which doesn't further delay traffic coming down Peppard road where the traffic already backs up quickly.
A pedestrian crossing
A roundabout with zebra crossings. Or pedestrian crossings . Something needs to be done.
It's not obvious when you can cross the road. You have to know the traffic light sequence and then run for it.
Pelican crossing, stopping all four routes similar to the junction at all hallows road/Henley road
Anything please, it's terrible.
Pedestrian crossing
A pedestrian crossing at the bottom of Peppard Road and one across henley road
Pedestrian-enabled crossings would make me feel much safer re the school children having to cross all the time, as would lights enabling bikes to start off before cars
Yes, installing a pedestrian crossing
Either introducing a traffic light or build a pedestrian bridge
It needs a total overhaul. I don't know what the answer is, but it needs fixing.
A pedestrian crossing
All lights red at same time for a period to give pedestrians more time to cross
As driver who uses the junction from all directions, pedestrian crossing there is not realistic. Yes we need one but not ON the junction. The traffic light causes jam already, with added element of crossing will make it so worse
I would highly recommend a crossing put in , trying to cross with or without children is very dangerous.
It needs a pedestrian phase on the lights, stopping the traffic in all directions. Pedestrians could then cross diagonally, or just cross one road. Driving through a red light is common, especially for cars coming up Prospect Street. Camera?
Pedestrian lights.
Just need one safe point to cross. Currently with a buggy I have to cross Henley road and then dip down a side road and run between traffic to get into caversham. A crossing on leopard or Westfield road would help. Don't need all roads
Pedestrian crossing
The least dangerous way to cross at the moment is to cross prospect Street when vehicles are travelling north out of Westfield road as they don't usually turn left as they would have gone into Caversham instead. So at a minimum a crossing is needed here.
Anything for pedestrians! I find it really hard to cross as an adult but lots of school children use it, and that really worries me
Not a zebra crossing but a space in the cycle of lights for pedestrians

Change the filter to allow westbound traffic from Henley road to turn right and go up peppard road. Currently only 2 or 3 vehicles get through each time.
I crossed yesterday and FOUR cars jumped the red light. When they do this it leaves no time at all for pedestrians to cross. There was my dog and I, a couple and another couple with a baby in a pram trying to negotiate the slight pauses in traffic.
No, but this survey should state explicitly which junction it refers to and if possible where you are suggesting the crossing. My main problem is as a cyclist tuning from Prospect St to Henley Rd where it is hard to avoid obstructing cars going up which
A pedestrian crossing is desperately needed here. Filter lights are also needed for cars turning right from Henley Road up the hill on Peppard Road.
leave it be, get rid of all speed humps, build a third bridge!
Pedestrian controlled crossing or a better timed/delayed traffic lights to allow time for pedestrians, who include a lot of children, to cross. A delayed arrow for cars turning right from Henley onto Peppard Rd is also desperately needed!!
Include pedestrian crossing its incredibly dangerous
If people need to cross here, perhaps some signage to get people onto the right side of the road in Prospect street and a crossing place at the gate on Peppard Road. perhaps a sort of shared space as we have at the Prospect Street/Church Street junction
In addition to a pedestrian crossing it would be extremely beneficial to have cameras on the lights as cars regularly jump red lights here. With limited visibility, often cars will come from behind without warning from Peppard,Westfield,Prospect,Henley Rd
Hold the lights on red for longer people can cross - there is an extremely small window of opportunity to cross the Henley road, this could be lengthened without need for a crossing, though cars seem to be increasingly jumping the lights so crossing safer
There must be a safe way for pedestrians and cyclists to cross at this junction. I've seen so many people take a risk between vehicles and fear there will be more nasty accidents if action is not taken.
An actual delay between light cycles to enable crossing on foot and a crack down on red light jumpers as this makes it even harder to cross.
STOP motorists speeding through on amber and red lights. Enforce "no ticking over engines" for queuing vehicles to improve air quality. Bring the Westfield Road stop line further up the hill. Install pedestrian crossings so people can cross safely.
Cars frequently come through the lights from South Prospect street after red making it dangerous for the unsighted drivers on Westfield Rd. Cars coming that fast make it dangerous for pedestrians.Usually have to run across the junction.
Well coming down the hill the cycle lane just disappears and the bank and fence give no room for cyclists when they're cut off.ppear
The lights could have a pedestrian box so you know it is safe to cross rather than running with your fingers crossed
I think some of the pavements opposite the crumb need to be bigger. It is a real struggle for anyone with a push chair and kids not to mention people with disabilities. There is barely enough room and it is very unsafe!
The road user signage needs to be clearer to indicate that it is a 4 way junction, dedicated pedestrian crossing time needs to be allowed.
Pedestrian crossing is a necessity as this junction is so dangerous to cross

Priority to pedestrians and cyclists, safe crossing and more lighting, traffic calming to discourage high vehicle speeds and increase safety perception, wider footways (particularly by The Last Crumb where pedestrians have to go on the road sometimes)
The pedestrian pathway leading up Peppard Road from Prospect Street is dangerously close interaction between pedestrians and motor vehicles. It is only a matter of time before someone is seriously injured or killed along this stretch.
Simple pedestrian lights would be safe. The 4-way traffic means you have to dash across worrying someone will turn on a green so it is very unsafe as never sure when it's safe to cross and nowhere alternative nearby.
Barriers on the Last Crumb side, from the start of the pub up to the entrance onto Peppard Road service Road (past steps up to Balmore Park, as not everyone can use the steps). Traffic coming up from Prospect St. can be fast and disconcerting
Pedestrian lights for whole junction
A pedestrian crossing and more space for bikes coming down the hill would be beneficial
Seriously, this is the most dangerous crossing in the county. Genuinely awful. Needs a pedestrian crossing, desperately.
The pedestrian crossings at the junction need to be synced with the traffic lights there already do as not to create even worse congestion with
There should be a pelican/puffin crossing put on each junction that only gets activated between light changes if the button is pushed.
This junction is being used by my two daughters, my wife and myself on a daily basis as it is on the way from our home to Caversham Primary School. So it is for many other students. We also use it to go to Caversham town centre. It is extremely unsafe.
Add a rotation on the lights for pedestrians eg all traffic stops in all directions
2 pedestrian crossings.needed. one at the bottom of Peppard road and one across Henley road
Bike boxes at the traffic lights and extend the cycle lane along Peppard road to the light so I don't get squeezed against the barrier when the cycle lane suddenly ends
This is a very dangerous crossing, especially with children. It is also an important crossing as it links balmore park with Westfield park and there are no safe way to cross the road. Cycling there is also extremely dangerous when going up peppard road
Essential to have pedestrian crossings - and ideally cameras to stop people driving through on the yellow-red light transition.
It needs a pedestrian crossing. It's horrific trying to cross with young children
Having a button for pedestrians is ideal. People often skip red lights here making it dangerous and often impossible for pedestrians to cross.
It need a safe crossing for pedestrians
Traffic lights and pelican crossing.
The lights should be able to easily accommodate a crossing? It's necessary
Crossing lights
I can see that a pedestrian crossing will slow traffic down, but I've had near misses here. Even if the pedestrians could all cross once after all lanes have gone that would be great. American style countdown, rather than "on demand" pedestrian crossing
traffic is bad enough going from emmer green into caversham on that road. A crossing would make it worse. Instead controlled lights with a green man would be better a bit lower down just past the last crumb.

My son can't bike to school because if this junction - it's not safe and it's the only point in his journey that prevents me from allowing him to cycle. I think a set of lights for each road in the junction is needed.
Pedestrian crossings either side of the last crumb
Not a suggestion but think it's a great idea, especially for this with buggies. It's terrifying!!
Add cycling infrastructure
A pedestrian crossing
It needs pedestrian crossings across each of the roads. I won't let my son cycle that junction
Lights controlled crossing
Give the traffic turning right from Henley road up peppard road time to make the turning. This is the main problem I have found for pedestrians so many cars turning right jump the red light.
Zebra crossing
Also difficult for cars turning right at the traffic lights to go up Peppard Road for cars coming from Prospect street often skip the lights- needs a deterrent such as a camera
Make the light so a pedestrian can push a button and trigger it so stop all the traffic
Get crossings for people ASAP
A round about with pelican lights would be ideal for this junction
A pedestrian crossing is needed. At the very least increasing the time interval between light changes would help.
Pedestrian lights
Surely a roundabout is the solution?
To be honest the traffic management does not look as if it would allow a crossing as there are so many manoeuvres the traffic can make. So without changing the whole junction think a crossing would just hinder/delay traffic even more than it is in Carver
Perhaps a longer gap between the red lights for traffic in each direction to allow pedestrians the opportunity to cross with mount risking their life each time
Pedestrian crossing on all 4 sides or a pedestrian bridge.
Having a green man for pedestrians to cross.
We can't avoid crossing at this junction on our route to from Balmore Park. Suggestions include 20mph, traffic enforcement. Pedestrian cross
For cars: Stop treating Peppard Road as a minor tributary. An extra 3 seconds per flow would reduce the over-long queues we have (when all the other roads to this junction are cleared in one green light)./New line/ For pedestrians: a push-to-request light
Change the phasing of the lights, so pedestrians have a time slot to cross the road. A green man system is all that is needed.
It would have to be a three way crossing? Bottom of Peppard/bottom of Henley/across Westfield. The latter is my chosen point to cross at the moment!
There could be a point at which all traffic is on red to allow pedestrians to cross. At the moment there is never a break in the flow if traffic. Crossing it here is dangerous at the best of times but with a pushchair it is potentially fatal.
It's a crossing between a school and a park. It's insane that it's not phased for pedestrians. It should also have cameras to catch the red light jumpers.
Incorporate a pedestrian crossing phase to the existing traffic signals and add cameras to deter the red light jumpers of which there are many.

A pedestrian crossing
Anything to stop a pedestrian being killed
My daughter and other school kids cross it. I would put a pedestrian crossing outside last crumb and at Henley / Weatherfield
Lights or a crossing
Pedestrian crossing at at Henley road
Pedestrian crossing location - it would depend which road it was put on. Do not want it creating greater traffic jams coming down the hill. For a survey - there should be the option of dont know/sometimes as a reponse
There are already traffic lights there, so why not include the pedestrian crossing as part of the lights
Some sort of 4 way pedestrian bridge. Underpass.
In favour of a crossing if it doesn't delay traffic greatly... Especially as the crazy approval of the unwanted housing development will make this junction worse.
pedestrian traffic lights
Stopping all traffic so pedestrians can cross in all directions. Red light cameras to stop the vehicles that jump the lights.
Junction needs to be made safer, however the surrounding roads which are already used as cut throughs should not experience an increase in traffic as a by product of this intervention
I think the junction should have a do not enter box because cars from Henley Road pull in front of the traffic from Prospect Street.
Add a pedestrian phase with all lights on red, and have Oxford Street style 6-way crossing. 4-way would obviously work fine and people would make the diagonal crossing, but 6-way has a great statement to it
Add a crossing
Delay in the existing traffic lights to allow pedestrians to cross.
Proper crossing so that not dodging between lights. Want to walk son to school but dread this part of the walk.
There has to be provision for pedestrian crossing for each road. Please don't wait for a fatality to do something like we usually have to. I suggest a single time when all roads are on red and then resume the usual traffic flow sequence.
Pedestrian crossing or at the very least traffic cameras as people jumping the red lights make it even more dangerous. I cross every day with my child on the school run.
Camera to catch those who jump the lights driving from Prospect Street to Peppard Road
At least one pedestrian crossing is essential
Zebra crossing or pelican crossing would be useful here
The traffic regularly continues after the lights are red, especially from Caversham town centre. Traffic turning right jump the lights when going up Peppard road as there is no filter. Both of these issues make the junction dangerous for people crossing
Pedestrian crossing
A one-way system down Westfield road and Prospect street would reduce the traffic flowing in both directions giving the lights adequate time to provide safe crossing for pedestrians and still enable traffic to flow.
Pedestrian crossing. It's so dangerous. We cross there to walk the dogs in the park. There's no time at which it's safe to cross. My kids will cross there for school and I'm so worried about it

Speed down to 20 miles an hour up Prospect Street. Cars race through the lights making it impossible to cross. I emailed RBC about this junction in 2010, they told me until there was a fatality they wouldn't do anything
Pedestrian lights should be added, these only need to go green once every cycle which would not be much of a disruption. Also there should be cycle boxes to protect cyclists wanting to get away from the lights.
Pedestrian crossing would help
Better traffic control to allow safe crossings from all roads leading to the intersection. Pelican crossing needed.
I'd prefer a roundabout to the existing 3-way lights. Either way, would still need a pedestrian crossing as walking across is currently taking your life in your hands.
2 mini roundabouts, just like the ones in Caversham and zebra crossings at every edge of each road
Just a specific pedestrian crossing which stops cars using the road when pedestrians are crossing
To have a push button crossing to allow time. I also use the junction in the car so don't want to disrupt the flow of traffic as it can get busy at that junction
arrange for a four-way stoppage for traffic so pedestrians have ample time to cross
Provide a signalized crossing or an island to assist pedestrians or a zebra crossing - anything walking and cycling is apparently a priority for the council it is junctions like this that discourage active travel
New phase of lights to allow pedestrians to cross, or zebra crossings up/down Westfield and Peppard Rds
Change the phasing of the lights. Giving vehicles turning up Peppard Rd from Henley direction sole right of way. Incorporating a green Man for pedestrians.
The light need a pedestrian crossing phase - not a specific pedestrian crossing. Very busy junction for traffic so this needs to be short and efficient. Once a 3 way traffic phase has completed give pedestrians 15 seconds to cross (and lights to see)
Not sure but it's very dangerous especially for school kids crossing on their way to Highdown School either on foot on or on their bikes.
Large zebra crossing like the one at Oxford St and Regent St in London
Reduce the speed limit of this pedestrianised area to 20mph. Separate phase for right turning vehicles. Do something about the delivery trucks parking on the junction on a weekly basis.
Dangerous red light jumping biggest issue. Perhaps some of the £m council bung for accepting EG golf club re-development could put enforcement cameras.
Pedestrian phase on the lights
Pedestrian crossings at the lights on Henley and Peppard Road beginnings. I worry about my grandsons walking home to Southview Avenue from my house, having to cross two busy roads with traffic coming from all directions.
Traffic light for pedestrians, allowing people to cross with green man
I can thankfully run across this junction however people less able to move will almost certainly struggle in the state it is now.
Add pedestrian lights, and a cycle lane. It is very dangerous when a car tries to turn left and overtake you when you are cycling.

Having a clear route for pedestrians is key, particularly with many of the children at Queen Anne's School needing to cross one or more of the roads at the junction
Just make all crossings safer for pedestrians
Suggest upgrade the lights to provide a pedestrian crossing phase for the 4 roads. Looking at the bigger picture i think that the whole length of Prospect Street and Church street should be traffic calmed with pedestrian priority and a 10mph speed
Phased filtered lights
Clear area to stand either side at a designated crossing.
Red light cameras - lots of cars going through on amber or just as lights turn red
Put a crossing in
This junction terrifies me - especially crossing with children!
Pedestrian crossing absolutely essential. I am always fearful when crossing from Westfield road with my son in the buggy on the way to Chiltern nursery. You have to try and time it between lights, run and hope for the best - incredibly dangerous.
A couple of pedestrian crossings put in on Peppard Rd and Henley rd
A pedestrian crossing needs to be implemented asap - it is a highly dangerous crossing currently where drivers drive far too fast and often run the red lights.
Pedestrian crossing
Pavement build outs outside the pub to slow traffic speeding up Peppard and Henley Rd, same on the other side. Add trees to these and on St Ann's corners. Or pedestrianise Prospect and Church Street and divert traffic down Westfield and over reading brigd
Put an overpass or diagonal crossing
Pedestrian crossing are essential here for safety.
place a cycling stop area at the top where Westfield Rd meets prospect street, so we don't have to start from a dead stop in traffic. put cycle boxes on all stop lines and add cycle lights with priority . also cut the bushes back a little after the crumb
Barriers on peppard road, as the road is the same height as the pavement. Extremely dangerous walking with the pram.
Install cameras and issue penalties to every single car that runs a red automatically and those who illegally block the junction. It's poor driver behaviour that is the biggest problem. Address the key problem first and go from there.
It's very dangerous and we need a crossing
Improve traffic light timings with green man to show when ok to cross.
Time allowed for those turning right from Henley Road into Peppard Road as cars come up Prospect Street too fast and visibility is not far enough.
Light-controlled pedestrian crossing.
There is a need for a safe zebra crossing at this site
Needs a pedestrian crossing to be safe
A crossing!
The problem occurs because of vehicles jumping the lights, which is down to frustration caused by congestion. If Cyclists were to approach the junction in accordance with the the highway code, they would be able to navigate the junction safely.
I am not sure of how to improve, but as a pedestrian there isn't the gap in the lights to cross safely, especially with elderly or young children.
I cannot suggest or think what the best solution is. If we have a four way traffic light system that is obviously going to slow the movement of traffic at the junction.

This is a complex 4 way junction. To make pedestrian crossing worthwhile you would need more than one. Introduce a one way system, Westfield Gosbrook and Prospect st.
Pedestrian crossing, red light cameras for cars
I think clearer road markings might be helpful as well as a pedestrian crossing
Camera to stop cars jumping the lights and maybe a filter for cars coming towards Caversham centre but turning right at this junction.
Pedestrian controlled lights and improving the pavement safety from the Last Crumb along Peppard Road
Road should be narrowed to reduce speeds and improve pavements especially at top of Westfield Rd and outside the Last Crumb. Light controlled pedestrian crossings.
It would make a the triangle of Prospect St, Westfield Rd and Gosbrook Rd one way clockwise, which would simplify this junction considerably. There desperately need to be pedestrian routes across Prospect st and Peppard Road near to the junction.
Clamp down on ASB cyclists
Red light cameras
Pedestrian crossings and wider pavements
see my email with further details
It's not just the pedestrian danger. Turning right into Peppard Road or right into Westfield Road is unsafe. Build a roundabout, buy land from the school.
Leave it as is we don't need more anti car initiatives
Move the stop line a little up Peppard Road to mean that oncoming traffic comes less close to the traffic waiting at the junction.
This junction is a pinch point for cars more so than a danger for pedestrians. Any solution cannot reduce the flow of traffic from Peppard Road into Caversham.
Needs pedestrian crossing.
A pedestrian crossing would help
It is fine as it is
Give non motorised users priority.
I believe adding 2 crossings at this crossroads would be sufficient. These 2 crossings should both be placed on Henley Road - one opposite The Last Crumb and the other near Queen Anne's School. The other roads are easier to cross without a set point.
It should be a roundabout, with a physical barrier at the end of Peppard Rd facing the junction, with light controlled pedestrian crossing. There is no safe way of crossing it which is a disgrace as there are 2 schools and a nursery within a few hundred M
Put a bike box there. I have been left hooked by cars going up the Peppard Rd as I go down the Henley Rd on a bike so many times. One even parked in the right hand lane as I was waiting for the lights ie on the wrong side of the road to try an overtake me
marked pedestrian crossing. Put in graded ramp down from Balmore walk for cyclists pushchair and wheelchair users.
Extend traffic light time for cars turning from Henley road uphill peppard road. Short time contributes to last second rush and increase accident risk factor. Pedestrian crossing at last crumb is a wise decision.
Short delay in phasing of lights to allow opportunity for pedestrians to cross. Or crossings close to, but not at junction. e.g. top of Prospect St or towards St Anne's school entrance.
Go for an Oxford Circus style crossing, enabling pedestrians to cross in all directions with synchronised red traffic lights

Change junction to a double lane roundabout (improve traffic flow) with pedestrian crossing points on the 3 main roads
Make the lower part of Peppard Road leading to the junction straighter so while crossing the higher part of Peppard Road towards Henley Road, it is easier to see any cars coming from that direction
Crossing Peppard Road and/or Henley Road is nerve-wracking (especially with small kids in tow) due to heavy traffic - it involves trying to gauge (via obstructed traffic lights) when to hurry across in between lights changing. It's extremely dangerous.
A traffic light phase allowing pedestrians to cross. When I say I never avoid this junction, it's because I have no choice but to cross there and it's dangerous.
Rethink the current traffic light system. Maybe add islands for pedestrians
Slightly longer phasing on the lights would help a little...
Install pelican crossings at this junction.
The timing of the lights is off. The down peppard road and up Westfield needs more time.
Pedestrian crossing required across both Peppard Road and Henley Road
There should be a pedestrian crossing at the junction
Please instal an Oxford Circus type "X" crossing
Oxford Circus style junction
Put a traffic light pedestrian crossing
Traffic lights with pedestrian crossings
All roadway crossings are difficult as one can never determine which direction vehicles may approach from.
Ideally a crossing from Henley road over to the last crumb. I have to cross this road with my child in a pushchair and itâ€™s really scary! The other side of the road is easier to cross but the pavement on that side of the road is too narrow for a pushchair
Pedestrian crossings with lights
Pedestrian crossing!
it is just too unsafe right now
I think having a traffic light system with an explicit right tuen from Henley road to Peppard road would be very beneficial as most cars end up turning when when lights are red.
A controlled crossing for pedestrians is desperately needed. This is frequently used by families like mine and itâ€™s extremely dangerous with only about 1 second of safe crossing time between the traffic light changes!
There absolutely needs to be some form of safe crossing for pedestrians at this junction. This junction has so much footfall, especially children and young families and there is no easy alternative.
time delay on the lights between Westfield road and Peppard road would allow pedestrians more time to cross safety without holding up traffic unduly it would also give traffic from Henley road to clear the junction before the traffic from Peppard road jo
Put a subway under the road.
Sort out cars turning from Henley Rd into peppard. They are often unable to turn due to oncoming cars meaning they turn after the lights change. You take your life in your hands trying to cross as cars come from all directions regardless of the ligh
Cycling lane on path (road very narrow). Pedestrian filter for crossing from Henley Road to Last Crumb. For car drivers, right turn filter from Henley Road.
Zebra crossing PLEASE - unsafe for children and adults alike

Pedestrian crossing is essential because as well as being a multiple junction, visibility is poor.
The traffic lights at Peppard Junction make crossing from Peppard Road across Henley Road to Westleigh Road difficult because the sequencing of lights give pedestrians very little time to cross. I would suggest rephasing the lights
Add a traffic light for pedestrians or a zebra crossing near the junctions
Give pedestrians their own phase to cross in multiple directions. Traffic turning right from Henley Road into Peppard Road should have a phase. Cameras could be placed to catch traffic jumping the lights.
Without adding in different signals to turn right from Henley Road into Peppard Road and delay the traffic further, it is hard to see how to improve such a busy junction. Speed / enforcement cameras may slow drivers coming up Prospect Street.
A short interval for green man
Change sequence of lights for turning right HR into PR .it would be very confusing for 4way crossings.
Make Westfield road one-way only (south) making it a 3-way junction and the put a pedestrian crossing over henley road and maybe another over peppard with the time save reducing from a 4 way.
Also sort out the traffic lights for cars!
More flowers.
Pedestrian crossing with timed countdown for pedestrians,, have seen this working successfully on busy junctions in Greater London, it's long overdue in Reading
I regularly have to cross with a pushchair to and from nursery so a pedestrian crossing would be wonderful. I always feel I'm risking my life, and that of my child, when trying to cross at this junction!
I have often thought that a pedestrian crossing should be at this junction and I often have to walk a longer way round to avoid crossing here.
needs a junction like Oxford Circus with dedicated pedestrian phase so people can cross in any direction and not have to wait for two changes of lights
It really needs a safe crossing for pedestrians. Several times there have been close misses with cars when pedestrians don't time the crossing right as you are never sure which way traffic is coming from
puffin crossing across Henley Road for easy access to Westfield road from Peppard road only.
Set up some pedestrian crossings
All lights should be red when someone presses the walk button lasting 1 minute. That should be possible
Agree with adding a pedestrian crossing
This area is in desperate need of a crossing, its so unsafe and with so many / school children It's only a matter of time before someone is knocked down here
Roundabout
A pelican crossing is needed for pedestrians. Currently, it is incredibly difficult, as a pedestrian, to know when it is safe to cross the road.
Ask a professional transport modeller to assess the whole area and recommend as ideally traffic flow and congestion increase risk needs to be mitigated
100% needs a crossing, many schoolchildren, dog walkers and normal pedestrians cross at the junction

Just a short break in the traffic would suffice so you can be confident you are not going to be hit. I cross with 3 young children and a pushchair
Minimum zebra crossings, preferably pelican crossing and traffic lights.
This junction desperately needs a pedestrian crossing! I think the kind of crossing where traffic stops in all directions and pedestrians all cross at the same time (like Shibuya in Japan) could work well here.
A simple solution might be to have a pedestrian phase on the existing lights, with pedestrian signals. This doesn't solve the problem for cyclists - a nice idea would be a cyclists phase just for going up Prospect St.
Change the traffic light phasing slightly so for a brief time all lights are red to allow pedestrians to cross safely
I think just adding a pedestrian crossing is going to negatively impact the overall situation (more congestion). Need a redesign for the junction overall.
Traffic lights for pedestrians and cyclists. Widening Peppard road just off the junction to give more space for cyclists going up the hill
Putting in pedestrian crossings will improve the safety.
This junction is also dangerous for drivers and near-on impossible sometimes to turn from Henley Rd to Peppard Rd, therefore a filter system at the lights would be safer.
A proper pedestrian crossing at this junction has been needed for years. This junction is difficult to cross for all pedestrians but especially for parents with young children.
Create a footbridge. Many people have to cross more than one road. Anything less will massively increase traffic standing on Peppard Rd and Prospect St++++
Compulsory purchase order on Queen Anne's land which is like a triangular wedge between Peppard Road and, turning left, the Henley Road. That way we could have more of a crossing of crossroads with a roundabout, to keep the traffic flowing. And yes, pedes
Cameras to stop drivers driving through red lights this also makes it incredibly dangerous to cross.
Just a pedestrian lights to added
Staggered traffic lights to allow crossing
Print a cruising as part of the existing traffic lights on peppard road
Doesn't need to be a zebra pedestrian crossing - just a green light to indicate when to cross
A refuge on Henley Road would help. A proper pedestrian phase on the lights might help. A crossing in Peppard Road will cause further congestion and could be dangerous.
Although there are traffic lights, cars from four directions drive into that junction, leaving no time for pedestrians. At least ten second must be made for pedestrians and programmed into the traffic lights.
reduce vehicle speeds
More pedestrian crossings will make queues into Caversham even longer especially at peak periods. Need a right filter from Henley Rd to Peppard Rd for motorists.
Filter for cars turning right from Hnly to Pppard Rd. To turn mostly have to run red light - dangerous for pedestrians at Ppprd Rd. Alter phasing of lights so pedestrians cross whilst traffic flows Prsect to Hnley Rd & add filter left Prpct to Pppd Rd.
As a cyclist, I would find a cycle path on the pavement more useful than the current road markings which funnel cyclists into danger.
Why is this weird junction not a roundabout? Seems like a light controlled roundabout with pedestrian crossing is what it needs to be.

Approve all roads in Reading town
Camera to stop motorists going through red lights, which happens frequently
I think adding a pedestrian crossing here would cause more traffic problems at a junction that can already have considerable tailbacks. Crossing as a pedestrian isn't difficult, you just have to watch the traffic lights.
Staggered lights
This has always been dangerous, I'm surprised there haven't been more accidents. It's akin to running the gauntlet. Completely unsafe.
shrink the junction by bringing all the stop line forward, add in pedestrian phase to the lights, widen the footway in front of the pub and up the hill and add segregated cycle lane up to the Peppard road side road.
The visibility is poor due to the hill and slightly off square layout. I hate having to cross here so a proper crossing would be brilliant. I am a runner so often end up running further down the road to cross where I deem to be safer.
Traffic lights that pedestrians can use & feel safe to cross when the "green man" lights up
There should be a live camera there. The other day I witnessed a boy racer hurtle up Westfield Rd, swerve round a car already stopped at the red light, and execute an almost 180 degree turn into Prospect St. Any pedestrian would have been killed.
Just have more time between the light changes. I'm a fit and active person in their 30's - I can pretty easily get over but not much time spare before the lights change. Is much more difficult with kids / pram, or if mobility issue
this junction is in vicinity of schools and nurseries, it's quite frightening to see children and parents trying to find a safe second to cross the junction. a simple Puffin crossing could make it so much easier for all of us to cross.
A footbridge
Time between the lights changing for pedestrians to cross
Could the traffic lights all go to red for a short time to enable pedestrians to cross. Make the yellow box much clearer as drivers should not enter the box until their exit is clear.
"yes" to needing a crossing really covers it. Crossing from Westfield road to get to Balmore Walk or the Last Crumb is the worst due to the curve of Prospect St. but it's all bad.
4 way crossing lights
To me it seems worst crossing Prospect St/Henley Rd, and drivers jump the lights, so a crossing/island/etc in that direction would help
Any pedestrian crossing ought to work in line with efficient traffic signals for cars. I suspect any pedestrian crossing on the Peppard road would cause even worse traffic. Railings along the last crumb pavement, I'm amazed a serious accident hasn't occ
A pelican crossing on each road of the junction
Pelican crossing for pedestrians and cyclists
When coming down the Henley road to the junction it is very unsafe when cars want to turn right as they often cut up cars coming from the centre of Caversham or are too far on the right hand side that cars coming from Caversham side have so turn left
Pedestrian crossings
Sort the lights out so that cars have time to turn right from Henley road and not have to risk it

Pedestrian crossing, particularly for the large number of school children crossing from East Caversham to Highdown school. Also road markings to make it easier for bikes to go either straight to Westfield Rd or right to Peppard Road from north of the junc
A pedestrian crossing on Henley Road, as close to the junction as safety allows. Crossing at this point is particularly difficult because traffic turning left from Peppard Road into Henley Road does so at an acute angle, reducing its visibility.
The footpath at the top right hand side of prospect street is extremely narrow and unsafe for buggies or wheelchair users. A delay in traffic lights turning red for the Henley road heading into caversham would mean fewer cars risking running a red light.
Make it safe
I would stop having both directions of the A4155 going at the same time and install pedestrian crossings that are timed with the lights in order to improve pedestrian safety and maintain motorist flow too.
I am a driver that regularly drives through this junction. It is not at all pedestrian friendly. Pedestrians must walk a significant distance to get across using crossings. Many don't, and I am always fearful on their behalf due to cars coming many direc
Pedestrian lights
A pedestrian crossing at the moment I walk the long way to avoid this junction
A pelican crossing with traffic lights for pedestrians would be good with all cars stopped.
The lights for a crossing across the top of prospect street could be synchronised with a right turn filter for traffic turning from Henley rd into peppard rd.
Pedestrian crossings
Pedestrian crossing to allow safe crossing from Westfield Road across to Balmore Park steps.
A cycle route to take the steep hill with traffic pressing to get past out of the equation.
Some drivers through a red light from Prospect St to Henley Rd.
Signalised pedestrian crossing would be really helpful. I personally think a zebra crossing would be terrible and negatively impact traffic but a signal crossing would be a huge benefit for pedestrians without impacting motorists.
It's too large, too wide, too many cars going fast and not aware of what they are doing.
Yes, a temporary and simple solution would be to hold all traffic signals on red for a safe period of time ever cycle to allow pedestrians to cross. This something that I'd discussed with the traffic department at RBC many years ago
Put press buttons on traffic lights to stop them. Not a pedestrian crossing. More traffic coming down due to golf course development. Don't want to hold traffic up even more
Longer time between traffic light changes and proper crossings
At least two pedestrian crossings with lights so cars have to stop. It's really close to nurseries and schools (I go with my daughter).
Pedestrian crossing combined with traffic lights. A request push button.
Pedestrian crossing or change the light sequence so adequate time to cross
I don't feel it is a very dengerous junction, but if we can have pedestrian cossing, it would make us much safer.
Please have a safe pedestrian crossing I am scared for my baby when pushing pram here
Pedestrian crossing
Pedestrian crossing with traffic lights
Pedestrian crossing at lights or further down road. It's so dangerous crossing with children.

Never understood why the lights don't allow for pedestrians to cross as part of the changing sequence
At least one opportunity for pedestrians to cross when all of the traffic has been stopped.
Diagonal pedestrian crossing
Ways to link existing paths for commuting cyclists and pedestrians on a school run with young children is needed. The fact that all are funnelled to the junction where there is no pedestrian crossing and hurried traffic is frankly absurd. Happy to chat.
Pedestrian crossing or just an amount of time for us to cross the road
This crossing is regularly used by school classes who swim at St Anne's school (Hemdean house walk weekly). Also people taking their children to swim clubs at St Anne's at the weekend are regularly use this crossing. It should be a pelican crossing
Give pedestrian priority phasing on the light to give pedestrians more time to cross cycle way
Pedestrian crossing at each set of lights
Pedestrian crossing would be extremely beneficial
A red light camera (or any other method for stopping cars running the red) would be a massive improvement for pedestrians even without a crossing. Pedestrians could share a crossing phase with turning traffic that has to give way to them.
Maybe a zebra crossing
There needs to be a pedestrian crossing, I can't see another way to make it safe for people to cross.
Signal controlled pedestrian crossing. Or at least islands, so you can cross half at a time
No further delays to the traffic. I don't cross the road right at the junction, just walk a few meters on where it's less wide.
Pedestrian crossing, button automated lights
No, my only comment would be, there are traffic lights why not have a pelican crossing...
Also, Travel north on Westfield Rd late at night on a bike the traffic light don't detect you are waiting.
Proper crossing and enough time with the lights to cross as currently it's very quick
Traffic lights. My daughter goes to school in Hemdean Road. I would like to walk to school but too scared she will get hit by a car
Couldn't answer the questions correctly as I mainly drive from Westfield rd to peppard road. Each time, without fail, the lights are on green for such a short time, I see cars jumping the lights on amber/red. No time for pedestrians to cross.
When the traffic lights change is when you have to make a dash for it. Increasingly, drivers jump the red light. This needs a pedestrian controlled crossing integrated with the traffic light sequence.
a crossing is 100% needed for school children and dog walkers using Balmore Park. I am always alert and watching the traffic lights and road and still have nearly been ran over twice.
Traffic lights which allow pedestrians to cross the four roads here. I've brought a walking group up westfield and it was really hard for 15 people to cross into Balmore Park. Visibility when coming down the Henley road heading into the park is poor too
Issue is that while the lights are changing there is never a time that all lights are red so you can cross safely. Both ways cars will drive quickly to make the lights and go round a blind corner.
Cameras to stop traffic (Inc cycles) jumping the lights would make things easier for pedestrians.
Camera and fines for those running the red lights. Addition of a Pelican crossing

Ideally something which makes it easier to cross but does not further delay traffic getting through the junction.
Zebra crossing from Balmore walk side of Peppard Road to Queen Anne's side. Can be slightly further up hill to avoid traffic conflict at junction. Then pedestrian crossing from Queen Anne's to Westfield Road. Balmore to Westfield is currently the issue.
X pedestrian crossing so you can cross pedestrian in all directions once per lights cycle. Also put cameras on lights as many cars run red lights especially coming out of Westfield road and down Peppard St if busy (dangerously so)
Pedestrian crossing
Pedestrian crossing lights timed with the traffic lights. This would be good for me as I use a mobility scooter. It would also be useful for pushchairs.
There should be a traffic light controlling the traffic turning right heading towards Reading, and a traffic light controlled pedestrian crossing there to allow people to cross the road there when required.
Often cars traveling up Westfield Rd often try to sprint through traffic lights, crossing them on red, reducing the time available to cross safely from the Henley Rd to the park entrance at the bottom of Peppard Rd
Pedestrian traffic lights, kerb drop for cyclists and buggies to access pavement, designated cycle lane northbound on Peppard road, Ramp access from junction to Balmore park for buggies and bikes
Vehicles keep going after lights have changed, which means very little time for pedestrians to cross safely. If pedestrian phases can't be brought in, perhaps the red phases of the vehicle lights could at least be lengthened?
It is a 3 way junction anyway so a pedestrian crossing would interfere with the traffic even more. I have no problem crossing at all.
3rd bridge over the Thames...obviously not an immediate solution, tricky as the newly approved housing developments will only increase traffic through this junction. RED LIGHT/YELLOW BOX transgress cameras would help quickly while plans are developed.
A pedestrian crossing on Westfield road
This junction is no worse than Gosbroke Rd George St and the Church Rd Church St ones and I feel far more in danger walking either side of the river or through Christchurch meadows
As a pedestrian I move more to cross this junction and don't ever do in one crossing - but movement is good you so I don't have any problems with this crossing
Speed cameras are needed, drivers clearly do over 40mph and it's incredibly dangerous. I walk my daughter to Chiltern nursery (as to many parents using the Junction) and it makes me incredibly anxious.
Pedestrian crossing
This is not a crossing designed for pedestrians. It would be dangerous to make it so given the narrow pavement and steps from Balmore park. A crossing further down at the lights on Prospect Street would be a more sensible place.
Pedestrian light crossing
Pedestrian crossing
I am a car driver as well as a pedestrian using this junction and feel very unsafe especially using the right hand turn from Henley Road to Peppard Road. Last week I saw a man and his small son crossing and a motorcyclist nearly hit the little boy. I de
Crossings on Peppard Road, Henley Road and Westfield

Create a dedicated time specifically for vehicles and cyclists on Henley Rd to turn right onto Peppard Rd. This is the single thing that will make everything safer for everyone, including pedestrians. A pedestrian crossing is unnecessary and obstructive.
Pedestrian traffic lights needed to aid safe crossing, especially for children who are crossing to go to school/park and do not have the experience of age/time on their side to be more road safe savvy
Pedestrian bridge
It's a hugely busy junction for cars and traffic (which will only get worse with new developments in Emmer Green and on Henley Road), so a crossing needs to be unobtrusive. Just synching the traffic lights better would do it.
This is a junction designed purely for cars with zero consideration given to other road users. This is a mindset that needs to change for all roads.
Addition of a safe stopping area for cyclists ahead of cars so as to avoid them driving alongside at pinch points,
Thank you for this initiative. Since moving into the area two years ago, I have always wanted this improvement.
Paedestrian push button operation
Pedestrian crossing is desperately needed
Make it a round about
Traffic lights at this junction need to be filtered better as Emmer Green grows so the traffic grows with it. I feel one day there will a bad accident at this junction.
putting pedestrian crossings on all traffic lights that are synchronised, giving enough time for pedestrians,all lights would have to stop at the same time for safety's sake
Pedestrian crossings, widened at the bottom of Peppard Road to provide more pavement with the pub on you right. Raise the kerb going up Peppard rd, bike laneThere needs to be a filter from the Henley Road turning right to avoid them crossing against cars.
Pedestrian crossing
A red light camera here would raise sufficient revenue to solve the budget deficit...
Pedestrian crossing light
Lane need to be clearer with cycle space at the traffic light. Proper signal for pedestrians
Widen or protect path in prospect street immediately opposite last crumb
Pedestrian crossing - I often cross at the lower one. Would rather complete pedestrianisation of caversham (brilliant!) also need crossing at the junction at caversham gardens cafe and the Griffin.
The lights could be changed just slightly to allow pedestrian more time to cross.. This would therefore not impede the flow of traffic as a pedestrian crossing might do. This field is too small to provide proper suggestions! I have some very valid ones!!
The light phasing could be changed so on each change pedestrians get right of way for at least 30 seconds/ a minute.
Pedestrian crossing. This junction is an accident waiting to happen and you take your own live into your hands when you cross this road. Its a horrible junction.
Whilst I consider the current crossing dangerous for pedestrians I would be concerned that adding a crossing would lead to massive traffic congestion where there is already heavy raffia given the 4 way lights. I think that would need to b addressed first
It's so simple!! A pedestrian crossing. I have been told by labour ward cllrs before that this wasnt possible but I fail to see how

It's really difficult to cross here with young kids. Our journey is usually from Queen Anne's to Balmore Park steps and I feel adding pedestrian lights here would make a huge difference.
Add in a pedestrian crossing phase on the lights. I understand this has been proposed before but dismissed as it would cause delay to vehicles. But I do not agree with this & think being able to cross safely as a pedestrian is more important
Remove the right turn lane on Henley Road to reduce the distance needed to cross. Maybe ban right turns here?
There should be also traffic light for pedestrians. Currently traffic lights are only for the vehicles.
This is a very busy junction for traffic; for any pedestrian who is slightly disabled it is potentially dangerous. There needs to be a marked crossing that is responsive only when needed.
Lights for pedestrians, footbridge
A very busy junction, pedestrian crossing would be great.
Providing a proper 'Green man' pedestrian crossing. At the moment I have learned the order in which the lights change so I wait for the right moment and dash across, but if I were not able to run or not able to see the lights, crossing would be difficult.
A pedestrian crossing (with traffic lights if possible) would make this a lot safer
Need a filter light when turning right into Peppard Road from Henley Road
In need of a crossing there. Definitely also need one at junction of Caversham Bridge (near Spice Oven/Griffin), it's a nightmare crossing there!
The problem is vehicles jumping the lights coming up from Caversham
Clearer road markings for drivers
Turn right light for traffic coming off of the Henley Road. It would help stop traffic rushing to beat the lights.
Just adding pedestrian crossing would make this hugely safer
If no crossing, a roundabout to regulate traffic.
Penalties for drivers running red lights, which is a very regular occurrence, making it even more dangerous.
A pedestrian crossing is very important, this dangerous junction is right outside a school!
Resurface it - the holes are appalling
It needs pedestrian crossing on all of the 4 roads. I answered No to 'Do you ever avoid crossing this junction?' but mainly because there are no alternatives as far as I can see - we live on the Queen Anne's Campus.
Pedestrian crossing is very needed. I for once nearly got ran over.
A pedestrian crossing would make all the difference. At the moment you take your life in your hands. And many school children need to cross there.
adding crossings would be perfect, especially where the park entrance is
A pedestrian crossing PLEASE
That crossing is very dangerous. To instore traffic lights for walking.
Put in a proper pedestrian crossing. This is a traffic only junction pedestrians are an after thought. There are no lights to indicate when it is safe to cross.
Push button light with intelligent timer eg (not every time it's pressed if it within a 2min interval)
When driving, turning right from Henley Road into peppard Road is also a problematic.

Dedicated crossings.
it really needs a pedestrian on all roads
put a pedestrian crossing on all 4 roads
Camera for those breaking red lights
pedestrian crossing
Put in Chinese style diagonal crossing, now used at Oxford circus, with count down timer and allow both pedestrians and cyclists to use it
Green man light operated crossing.
This junction desperately needs a safe way for pedestrians to cross eg pelican crossing
It's also difficult and dangerous to turn right up Peppard Road from Henley Road.
There should be pedestrian traffic lights, and a lights sequencing that stops all traffic simultaneously; with enough time for pedestrians to cross between the West side of Prospect St/Peppard Rd to the East side of Washington Road.
Pedestrian traffic lights, in conjunction with the present traffic lights would greatly help pedestrians and cyclists and mobility vehicles get across a very busy junction. As it is you take your life in your hands trying to cross.
Make Prospect Street, Westfield Road and the adjoining part of Gosbrook Road a clockwise one way system. This would vastly improve traffic flow through Caversham along with making crossing by pedestrians much safer. Cycle paths could also be installed.
Pedestrian crossing at junction with Peppard Road and Henley Road (x2)
Enforcement of traffic lights with cameras
I am concerned that even with a pedestrian crossing the risks to pedestrians is high as people jump the lights here constantly.
Pedestrian crossing and dedicated right-hand turn light from Henley Road
Not a Zebra Crossing. At the same time I require the Reading Council to re-phase the traffic lights to prevent the frequent queues of traffic down Peppard Rd of half a mile or more back up to Buckingham Drive, whilst the Henley Road is devoid of traffic.
Add a pedestrian crossing at the bottom of Peppard Road
Traffic lights could be phased to allow time for pedestrians and cyclists to cross.
Cut all of the foliage back to widen footpath
A pedestrian crossing would inevitably add to the congestion at the junction, particularly for traffic coming south on Peppard Road. An alternative would be to make Westfield Road one way southbound and reduce the phasing on the lights as a consequence
Cycle bays in front of traffic, as beside is too narrow for stopping, and turning right is dangerous. Walking across this junction has to be at a trot and you have to know the light sequence. Dangerous for the novice or less mobile..
Existing tailbacks will increase as a result of aggressive development approval by a majority labour-controlled council who have utter disregard for Emmer Green and Caversham. Traffic chaos/carbon emissions. RBC have failed North Reading
Roundabout and crossing lights
Pelican crossing. I'd also like to say that I'd walk across this junction more often if there was a proper crossing in place
Placing a pelican crossing at the entrance to Peppard Road from Prospect Street, adjacent to the steps up to Balmore Walk as there is no crossing into Caversham. Otherwise, a zebra crossing on Westfield Road as there is no crossing for the school kids.

The traffic already builds up a lot at this junction so I worry a pedestrian crossing is going to make this worse. I think pedestrians should be encouraged to cross elsewhere. I've very rarely felt the need to cross there.
20 mph speed limit
Pedestrian crossing, as a resident right across saw some nearly fatal issues
Pedestrian crossings
Install a pedestrian crossing
This junction is a very popular route to access Balmore park and is extremely dangerous, I am fit and have to run across, there is no way the elderly, disabled and children can cross it. Suggestion is to implement a traffic light pedestrian crossing
It's just common sense as the junction is extremely dangerous. I reported this to the council years and they clearly were not interested. Considering the amount of people that use it and the schools nearby something clearly needs to be done. Thanks.
Pedestrian crossing
Red light cameras. 50% of the danger here is due to drivers accelerating to jump the red lights. Also, light on Henley road to allow dedicated right turn onto Peppard Road rather than running the gauntlet of crossing the junction...see point about jumpi
provide pedestrian crossing at the traffic light junction
Pelican crossing
Turning arrows for cars so they don't have to run red lights and speed to get across
For pedestrians, a phase in the traffic lights system just for them to cross. For cyclists, bike boxes. Particularly important outside The Last Crumb, where cyclists are at great risk from fast-moving traffic going left up Peppard Rd.
Pelican crossings at all four roads, that all trigger at the same time in between the traffic lights changing, similar to the ones in Twyford.
More time between light changes to allow pedestrians to cross
Add some time to the traffic light sequence that blocks all cars to allow pedestrians to cross in all directions
It would be great if there were a crossing there. Very inconvenient to walk down to the zebra crossing and sometimes confusing judging when to cross as traffic coming from 3 directions. I always run across; not everyone can do this, though!
add a pause between light changes on all roads at the junction.
This crossing is incredibly dangerous with blind corners and significant pedestrian traffic. Lights are required before someone is killed.
Red lights all at same time to give pedestrian crossing time
V diff for a cyclist like me to cross from Westfield Rd to Peppard Rd before the lights change and in the eves the lights do not respond to cyclists so have to cross on red
only to put a pedestrian cross
Impose a blanket 20mph limit on urban areas
A longer delay between traffic sequence allowing for people to cross. A - 4 way Controlled pedestrian crossing would also work. Other crossing points further up each road could work. Enforcement cameras for running the Red light
A zebra crossing definitely not a pelican crossing as it is likely people will misuse this and cause further traffic congestion issues.
Controlled crossing points/lights and additional islands for allowing staggered crossing

Difficult, the traffic must keep flowing or it'll cause chaos. I think a cool modern small bridge would address it.
both traffic lights for motorists and pedestrians should be properly synchronized to allow seamless flow for all type of road users
Improved facilities for cyclists - advanced stoplines and lead-in cycle lanes
As a cyclist, travelling away from town / Caversham centre is hardest and feels less safe due to the incline. Allowing cyclists a head start would help. I am opposed to anything that causes more traffic congestion.
Pedestrian lights on each of the sets of traffic lights would give confidence to pedestrians.
Lights to stay red longer so people can cross
I'm in favour of a crossing here as I worry about my children crossing here if I'm not around
Cars always jump the red lights, I know of road car accidents because two or three cars jump the lights this always puts other road users at risk . There is cause that this is a H&S matter
All of Caversham is spoilt by dangerous traffic and a lack of crossings. Caversham, and Reading, need Dutch-standard cycle lanes.
One way Westbrook/Gosbrook/Prospect?
There needs to be a pedestrian crossing. Often cars coming down Peppard Road jump the lights as they are turning red, leaving hardly any time for pedestrians to cross. I regularly cross this road with small children and it can be quite dangerous
I think it's fine. As long as you look at the lights.
It needs a pedestrian phase. Dangerous where motorists jump the lights, which they do because of the steep slope of the roads. Those who do not use it regularly to know the sequence struggle to cross safely.
Pedestrian crossing. As a driver, I am nervous when I see pedestrians waiting to cross here.
Matt, As you know I am a traffic engineer with over 40 years experience. I would welcome a face-to-face discussion about cost effective solutions to the problems at this junction... Paul
Difficult to improve as so many roads intersect. However as a pedestrian it is a very dangerous place to cross as there is always traffic flowing with no break.
I think a crossing would slow the traffic generally. I am curious as to whether there are other measures that could be applied-lower speed restrictions, speed cameras on lights etc. it is not just how busy in terms of volume of traffic the crossing is
Right hand filter light for those turning right to go up Peppard Road, so the oncoming traffic is stopped?
Light controlled crossing that allows pedestrians to cross safely would be best. Is there a way to have a diagonal crossing to allow users to change sides of roads in one movement?
As well as a pedestrian crossing, it may help to have an area at the front of each of the 4 roads feeding into this junction where cyclists can wait whilst the lights are red.
A pedestrian crossing should be sited down Prospect Street, nearer Oxford Street. Another pedestrian crossing could be opposite Queen Anne school gatesA crossing synchronised with the junction traffic lights would cause even bigger queues for vehicles.
Both pedestrian and cycling green crossing lights built into current traffic lights.
Prospect Street should be pedestrianised to allow shops and cafes to prosper again. Such bold transformations should not be dismissed and have been successful elsewhere, notably old Walthamstow. Reading is behind in giving traffic priority.

The main issue with the junction is that despite the timings allowing pedestrians to cross regularly cars run the red lights making it incredibly dangerous. Many local schools drop students from buses in the local area all of which have to cross here.
Just that more thought needs to be given to pedestrians/cyclists as too many cars run the red lights meaning no time for crossing safely. Pedestrian crossing needed.
Widen the pavements and make the layout more like that of a conventional junction. Going from Prospect St into Henley Rd on a cycle does not feel safe.
A big part of the danger is caused by cars making a dash across the junction when trying to turn right from the Henley Road onto Peppard Road going up the hill. There are no lights for them so they end up making a last minute sprint up the hill .
Create a period where all traffic stops to allow pedestrians cross in all directions
a) pedestrian markings or control b) widen pavement opposite Last Crumb pub
Adjust the timings to efficiently add a crossing phase, perhaps diagonally
I think pedestrian bridge over the crossing would be the most beneficial way of improving safety and avoiding further traffic blocking
Pelican crossings at junction of Henley Road/Peppard Road and Prospect Street would make a huge difference.
Add provision for cyclists.
The phase needs to allow for a total stop to all traffic so that pedestrians can cross safely
Needs pedestrian crossings on each road. Also, the queues up to Emmer Green seem massively long when theres often noone at all on the other junctions waiting. It lets 3 cars through often. Creating a massive jam for no reason, a lot of extra pollution.
Pedestrian crossing
A red light for all traffic, so that pedestrians can cross in all directions.
Clearer marking at the recessed pavement. Possibly a zebra crossing (would also be useful for the local schools)
Dedicated pedestrian/cyclist phases on the lights. At present there are no gaps between traffic oriented phases and pedestrians have to make a dash across the road if they can. I have had to stop traffic to help elderly/wheelchair users in the past!
There should be a pause in the traffic to enable pedestrians to cross. There is traffic crossing constantly from all directions and the added hazard of a blind corner at the Peppard/Henley Road junction
A crossing is essential. As someone with a visual impairment I cannot cross unaccompanied . Once across this junction I can walk safely into Central Reading as there are pedestrian crossings the rest of the journey.
Altering which lights go first so as to give more time to traffic going right from Henley road towards Emmer Green - these cars often jump amber or red lights as they find it hardest to go.
Pedestrian crossing
A roundabout perhaps?
Some sort of timed pedestrian crossing which is sequenced so that it doesn't cause too much extra traffic. It often feels like drivers race towards you when you try and cross at any point. I often walk out of my way to cross safely with my baby.
Any form of clear system for crossing. How can a road this busy have no crossing.
There needs to be at least some time when all the cars are stopped. It's impossible to cross without running for fear you're going to get run over.
A crossing with lights on needed desperately!

Definitely needs a crossing - I drive across the junction & walk and try to give way to pedestrians as often as possible but crossing definitely frightening. My daughters cross at least once or twice a week between queen Anne's school & Caversham which wo
Make it a zebra crossing
A pedestrian crossing would be brilliant but it would need to be traffic light-controlled - the pelican crossing on Prospect Street (which I use several times a day as I also work on prospect Street) is very regularly ignored by drivers.
Pedestrian crossing and widening pavement near entrance to Balmore park.
a mirror on the corner of queen annes school, so pedestrians can see the traffic coming up prospect street
A clear crossing point (lights rather than zebra crossing) due to numerous people - predominantly children crossing at busy times of the day.
At least one interval of lights allowing pedestrians to cross
Pelican Pedestrian crossing
A button-triggered pedestrian crossing as part of the traffic lights would definitely help pedestrians & less-confident cyclists
This junction is SO dangerous as a pedestrian. Short term PLEASE change the timing of the lights so that the pedestrians have some hope of getting across before being mowed down
Pedestrian Crossing to be installed
A pedestrian crossing at some point at this junction will make it safer; it is not always clear WHERE or WHEN to cross, even though there are lights for the vehicles. There does not appear to be time enough for pedestrians to cross at the change of lighs
Timed pedestrian crossing/zebra crossing. Railings put up along pathway leading up Peppard road from this junction as cars speed up through the traffic lights up Peppard road.
As a Housemistress at Queen Anne's School with responsibility for 50 girls in my house I have always been extremely concerned about the dangers of this crossing with a school right next to it. A pedestrian crossing?
Have a red light camera
A regulated pedestrian crossing would make this much safer for the pupils and staff of neighbouring Queen Anne's School, where I work, as well as for local residents.
Pedestrian crossing would be massively helpful in improving safety
This is complex to resolve. As traffic needs to flow. So my suggestion would be to have a bridge from Balmore walk (park) to Henley road. Have a pedestrian and cycle crossing further up the Henley road away from . Allow bike path down Cromwell.
Right hand turn light for cars turning right from Henley road onto Peppard Road
It doesn't have to be a pedesteian crossing, it could be traffic lights that allow pedestrians to request crossing. Something is needed.
Put a school children sign so people know that school kids cross their
difficult junction with v poor sightlines; the crossing, wherever it is placed, will need to be push button so that the traffic can be controlled. Any system which does not do that w/b limited in safety but appreciate that impacts traffic flow.
Traffic light system for pedestrians. It's so dangerous because it seems like the cars never stop.
Pedestrian crossing.
It really does need a crossing !

In addition to a Pedestrian phase at this junction a Red Light camera is required, as vehicles approaching these lights from Prospect St often drive through these lights after they have turned red causing frequent near misses.
Either pelican / puffin crossing to be added to the junction to make it safer for pedestrians trying to cross.
If you have a crossing across Peppard Road you need to have others enabling pedestrians to cross Westfield Road, Prospect Street and the Henley Road. I'm never going to suggesting motorists should supersede pedestrians or cyclists, however!
A crossing is essential!
Yes. Four crossings should be installed at the junction (one on each road) with lights that automatically and simultaneously go green for pedestrians and cyclists once during each cycle of the traffic lights.
It's need More clear traffic lights
Pedestrian crossing is necessary since it connects schools, park, center of Caversham
Build a crossing closer to any bus stops on the road
A pedestrian cross regulated with traffic lights and enough time to cross is urgent.
The surface breaks up every time repairs are done - the junction needs to have a deep repair, rather than patching. This route supports way too much traffic and an alternate route via a new bridge over the Thames can be the only viable solution.
A four way crossing is needed (traffic light). Only safe way to currently cross is a local knowledge of the traffic light cycle and then involves crossing at speed
Turn Westfield Rd into a one way.
Ensuring there are low level pavement areas for crossing safely with a pram
Reducing car volume. Potential ways to achieve this: improved public transport services, a new river bridge, stop building additional houses to the north.
Traffic enforcement cameras for the junction, including 'Yellow Box' violations!
Install effective cameras to catch and penalise the increasing numbers of cars jumping the lights, from all directions.
The cars turning across the oncoming traffic. I'm a car driver. It is very difficult junction for pedestrians. It's quite a complex staggered crossroad.
A pedestrian crossing. However, I believe that a third Thames road bridge crossing would make a positive impact to reducing traffic in Caversham overall
57 Kidmore End Road
Maintain current traffic levels. This will be impossible with proposed developments at golf course and caversham park
Whatever plans are put in place need to give pedestrians a safe route across Peppard Road and across the Henley Road
Completely impractical to install pedestrian crossing as junction so busy most of the days with long tailbacks towards Emmer Green. Is a zebra crossing further up the road & a crossing-point halfway up peppard hill, although impractical for pram/wheelchai
I have no idea how to improve it. But it just feels really unsafe. Something needs to be done before something bad happens.
Although I don't live in the area I often use this junction when taking my grandchildren to Westfield Park. It is very difficult to navigate with 3 children in my care so I often take a longer route to avoid it. A pedestrian crossing would help greatly

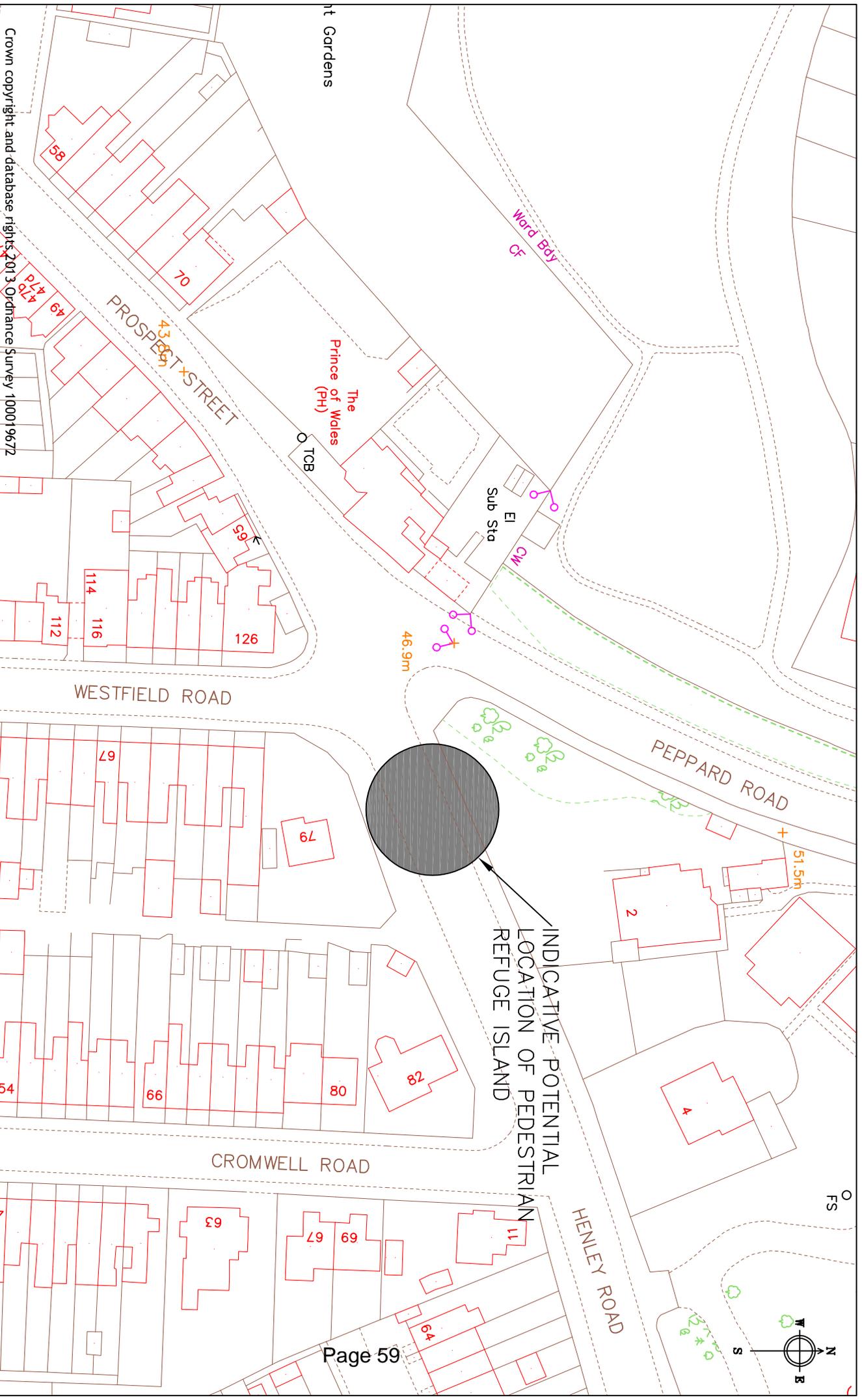
Given that it is unlikely SODC will ever agree to a 3rd Tames Crossing, construct a tunnel connecting the Peppard and Henley roads to Vastern Road. Traffic coming from the A4074 could use Caversham Bridge exclusively and Church Street pedestrianised
For cyclists an advance stop zone coming uphill from caversham is needed as the road splits. A short (10m?) cycle lane side marking on the uphill approach to the lights would also encourage drivers to leave space for cyclists to reach advance stop zone.
This can be a very difficult junction and a pedestrian crossing would make life easier for everyone.
The light phasing could be improved as you don't have much time to cross.
The most dangerous point is crossing to or from the steps at the corner of Balmore walk due to timing and lack of visibility. Enforcing lower speeds through this part of Caversham would help.
Could it be a round about?
Stagger the timing for changing the lights to allow time to actually get across particularly in view of slower crossers
For traffic turning right from henley road into peppard road, a Traffic light filter to make it safer for Pedestrians and motorists
It is dangerous even for the cars coming from the direction of Henley and turning right towards Emmer Green. There is no time for this turn to be done safely.
Pedestrian lights
A pedestrian crossing at this junction would be very helpful
Pedestrian lights for each road crossed - all together?
Pedestrian phase on traffic signals. Higher stop line for cyclists on Westfield Road at traffic signals. Thus they can have easier get away when lights fo green and longer to cross the junction.
I am in favour of putting a crossing in, however not if it will be disruptive to traffic for any length of time. The roadworks that have closed both bridges recently caused chaos and I would not be in favour of anything that would cause that again.
I often come up Westfield rd late at night on my way home from the station on my bicycle. The way the lights are setup, I will often have to wait several pha for a car to trip the wire loop in the road for the lights to turn green as bikes don't register.
Timed pedestrian lights as well as timed turning lights for cars would ensure safety for the elderly and disabled and hopefully lessen the number of cars which are waiting in the filter right lane and continue to drive after the light has turned red.
A pedestrian crossing would improve safety. The pavement on the left as you walk up from The Crumb pub is very narrow and overgrown. It's a fast road. Also as a driver turning out from Newlands Avenue you can't see.
None needed, it's safe, haven't seen any problems at all
A pedestrian phase in the traffic lights. Crossing the road at Bridge Street and Church Road can also be problematic as there is no pedestrian phase in the traffic lights here either.
Going into Caversham is less of a problem, as I can cross Peppard Road earlier and walk through the park. Heading in to Reading via the parks and footbridge is more difficult, the nearest safe crossing point is outside AW Cycles!
Incredibly dangerous, especially for students on their way to school. A pedestrian crossing is needed.
Make it pedestrian friendly

Having a filter for traffic turning right into Peppard Road from Henley Road even though this will add time for motorists. At the moment traffic in all directions goes through red lights due to having to wait but especially those who can't turn due to tra

Include the pedestrian crossing with the existing signals as all four of the intersecting roads are difficult to cross.

The pedestrian crossing has to be a proper one (not a zebra crossing), with a red man and green man on the traffic lights. If it's just a zebra crossing it will still be too dangerous as there's traffic coming from several directions.

This page is intentionally left blank



Crown copyright and database rights 2013 Ordnance Survey 100019672

Project		Scale	
TRAFFIC MANAGEMENT SUB COMMITTEE		N.T.S	
Drawing		Date	Drawn
PETITION REPORT REQUEST FOR CONTROLLED PEDESTRIAN CROSSINGS AT THE LAST CRUMB JUNCTION		OCT 22	JC
Drawing No.		Checked	Approved
APPENDIX 3		JP	JP

This page is intentionally left blank

## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>10 NOVEMBER 2022</b>	<b>AGENDA ITEM:</b>	
<b>TITLE:</b>	<b>PETITION - REQUEST TO URGENTLY REVIEW SAFETY AT HENLEY ROAD/CAVERSHAM LAKES ACCESS ROAD JUNCTION</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>CLIMATE STRATEGY AND TRANSPORT</b>
<b>SERVICE:</b>	<b>HIGHWAYS &amp; TRAFFIC SERVICES</b>	<b>WARDS:</b>	<b>EMMER GREEN</b>
<b>LEAD OFFICER:</b>	<b>JAMES PENMAN</b>	<b>TEL:</b>	<b>0118 937 2202</b>
<b>JOB TITLE:</b>	<b>NETWORK SERVICES MANAGER</b>	<b>E-MAIL:</b>	<a href="mailto:NETWORK.MANAGEMENT@READING.GOV.UK"><u>NETWORK.MANAGEMENT@READING.GOV.UK</u></a>

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

- 1.1 To report to the Sub-Committee the receipt of a petition requesting the Council to undertake a safety review and to take immediate steps to improve the safety at the junction of Henley Road, Caversham Park Road and 'Caversham Lakes' access road.
- 1.2 The report provides background on the Caversham Lakes development planning application, Police-supplied casualty data and recommends continued monitoring of planning appeals/re-submissions and casualty data.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That relevant officers continue to engage with South Oxfordshire District Council in response to any future planning application developments for this site and continue to monitor Police supplied casualty data for any emerging patterns.
- 2.4 That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.
- 2.4 That no public inquiry be held into the proposals.

### 3. POLICY CONTEXT

- 3.1 The Government expects Local Authorities to implement road safety schemes to address sites with a history of personal injury incidents, and where possible link these with the promotion of sustainable travel.
- 3.2 Under the 1988 Road Traffic Act, the Highway Authority has a duty to take steps to both reduce and prevent collisions on the road network. In addition, under the Traffic Management Act 2004 the authority has a duty to maintain and manage the road network and secure the safe and expeditious movement of traffic. (Traffic is defined to include pedestrians).

### 4. THE PROPOSAL

#### Current Position

- 4.1 On 1<sup>st</sup> November 2022, an online petition was submitted to the Council that, at the time of writing, contained 475 signatures. The petition stated the following:

*As residents in the area, we regularly see accidents and near misses at the very dangerous junction of the access road to Caversham Lakes with Henley Road. This has been a hot spot for many years, even before the opening of the leisure facilities at Caversham Lakes. Turning on to the A4155, Henley Road, is particularly dangerous, with poor sight lines and a confusing staggered junction close to traffic lights to Caversham Park Village. Oxfordshire County Council have recorded concerns regarding the the Access Road/ Henley Road/ Caversham Park Road junction. Eye and Dunsden Parish Council report numerous accidents in the area, including a fatality. The confusing boundary issues must not prevent action being taken.*

*It is clear that the formal accident data substantially under records the number and the nature of accidents at this junction. We urge the Council to take immediate steps to improve safety at the junction.*

- 4.2 Reading Borough Council and Thames Valley Police have a close working relationship regarding incidents on the highway involving any casualties. Where serious incidents occur, or those involving fatalities, Council officers are often involved in aspects of the Police investigation process. The Council also receives monthly Police data in arrears, on incidents involving casualties, which is analysed and may be referred to in some committee reports.

The Council will review the results of this Police supplied data to consider whether there are any patterns, or specific factors/causes, that could be addressed by reasonable engineering solutions or highway alterations.

It would not be appropriate, nor permissible, for the Council to share or comment on details and causations of any incidents in a public forum, due to the sensitive information that is involved and the potential for upset that could be caused to relatives and friends of those persons involved. However, upon reviewing the latest 3-year period of data supplied (up to the end of June 2022), there has been 1 incident recorded at this junction, which was recorded with a severity of 'slight' - the severity levels are recorded as slight, serious or fatal.

- 4.3 Reading Borough Council Planning Officers provided comments to South Oxfordshire District Council (SODC) in relation to the retrospective planning application that was submitted for the Caversham Lakes development. These comments included a recommendation of an objection to SODC on Highway safety grounds given the insufficient information that had been provided by the applicant. The level of detail provided has not allowed Highway Officers to be able to fully assess the application to identify the exact increase in vehicular movements and the peak hours demand to establish what impact the use has had on the Henley Road / Caversham Park Road / site access signalised junction.

No alterations had been identified at the junction to date given that there was insufficient information supplied with the application to ascertain whether the junction would in fact be in excess of its actual capacity.

It should also be stressed that the accident data that accompanied the planning application incorporated the latest set of data available with the assessment undertaken by the applicant and subsequently corroborated by officers identifying that no additional accidents have occurred as a result of the Caversham Lakes operation above the historic accidents levels in the vicinity of the site.

- 4.4 South Oxfordshire District Council has refused planning permission and Reading Borough Council planning officers will continue to engage in response to any future appeals or resubmissions.

#### Options Proposed

- 4.5 At this time, the evidential Police-supplied casualty data does not reflect the situation proposed in the petition. There is no identified funding to make alterations to the junction and it would be costly to do so.

Developments creating a material change in expected use of the area (e.g. significant increase in vehicle movements) would be required to make/contribute to changes on the Highway to mitigate the impact of those changes on the area. These changes/contributions would be secured as part of the wider planning application process. Clearly, this hasn't been allowed to happen to date, as the planning application was submitted retrospectively and has been refused.

- 4.6 It is recommended that relevant officers continue to engage with South Oxfordshire District Council in response to any future planning application developments for this site, accepting that it is not yet possible to anticipate the eventual outcome of this process.

It is also recommended that relevant officers continue to monitor Police supplied casualty data for any emerging patterns.

#### Other Options Considered

- 4.7 None at this time.

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

- 5.1 The recommendation of this report does not recommend any changes at this time.
- 5.2 Full details of the Council's Corporate plan are available on the Council's website and includes 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 The proposals contained in this report proposes no change, so a Climate Impact Assessment has not been considered necessary.

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

- 7.1 The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.
- 7.2 Officers have considered the content of the petition, and that arising from other correspondence, which has formed a basis of the report recommendation.
- 7.3 Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website ([www.reading.gov.uk](http://www.reading.gov.uk)).

## **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 at this time as the report does not recommend any physical changes and the petition does not raise concerns about issues that are having a greater impact on groups with protected characteristics.

## **9. LEGAL IMPLICATIONS**

- 9.1 There are no foreseen legal implications relating to the recommendation of this report.

**10. FINANCIAL IMPLICATIONS**

None arising from the recommendations of this report.

**11. BACKGROUND PAPERS**

11.1 None.

This page is intentionally left blank

## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>10 NOVEMBER 2022</b>	<b>AGENDA ITEM:</b>	
<b>TITLE:</b>	<b>PETITION UPDATE - RESIDENT PARKING PERMIT ELIGIBILITY FOR KENDRICK COURT</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>CLIMATE STRATEGY AND TRANSPORT</b>
<b>SERVICE:</b>	<b>HIGHWAYS &amp; TRAFFIC SERVICES</b>	<b>WARDS:</b>	<b>KATESGROVE, REDLANDS</b>
<b>LEAD OFFICER:</b>	<b>JAMES PENMAN</b>	<b>TEL:</b>	<b>0118 937 2202</b>
<b>JOB TITLE:</b>	<b>NETWORK SERVICES MANAGER</b>	<b>E-MAIL:</b>	<a href="mailto:NETWORK.MANAGEMENT@READING.GOV.UK" style="color: blue; text-decoration: underline;">NETWORK.MANAGEMENT@READING.GOV.UK</a>

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

- 1.1 To provide an update to the petition reported at September 2022 Traffic Management Sub-Committee, following the receipt of further information from the lead petitioner. The petition requested that residents of Kendrick Court, Kendrick Road, become eligible for Resident Parking Permits (RPP) to enable on-street parking along Kendrick Road (parking Zone 10R). The petition contained 38 indications of support.
- 1.2 The report sets out the rationale for the current exclusion of Kendrick Court from the full permit eligibility within the zone, sets out how a change to the eligibility could be made, refers to further information that has been received, and recommends against making this change.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the current address eligibility for the full allocation of resident parking permits remains unchanged.
- 2.3 That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting and that residents be advised to apply for discretionary parking permits.
- 2.4 That no public inquiry be held into the proposals.

### 3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within the existing Traffic Management Policies and Standards.
- 3.2 The Council's Resident Permit Parking scheme rules are available on the website [www.reading.gov.uk](http://www.reading.gov.uk) > Vehicles, Roads and transport > Parking permits > Permit management rules and definitions.
- 3.3 At Traffic Management Sub-Committee in March 2021, as part of the 'East Reading Resident Permit Parking Scheme - Update' report, Members agreed to a recommendation that any granted discretionary resident parking permit will renew automatically upon application. This follows the same process as 'standard' resident parking permits and is subject to terms and conditions, including that the agreed permit is personal to the applicant.

### 4. THE PROPOSAL

#### Current Position

- 4.1 As reported to the September 2022 meeting of this Sub-Committee, on 14<sup>th</sup> August 2022, a petition was submitted to the Council containing 38 indications of support. The petition stated the following:

#### *Petition for the Right to Kerbside Parking Permits in Kendrick Road*

*We, the undersigned, request that Reading Borough Council allow residents of Kendrick Court, Kendrick Road, RG1 5DS, the right to Parking Permits to park in kerb-side parking spaces on Kendrick Road.*

*The other blocks of flats in Kendrick Road all have plenty of garages and parking. Kendrick Court pre-dates these other blocks by decades, having been developed when private car ownership was the exception. It has 42 bedrooms but was designed to accommodate just 11 small cars.*

*Currently only people who live in houses on Kendrick Road can apply for permits. This seems discriminatory and irrational as these households often have driveways and don't need additional parking, whereas residents of Kendrick Court have so few spaces. There is currently plenty of kerbside parking space available in Kendrick Road.*

- 4.2 Resident Permit Parking (RPP) schemes do not guarantee nor allocate individual parking spaces for a specific property or street, they are typically delivered as area schemes. This approach enables flexibility of parking across the specified parking zone area for those with a valid permit. The Resident Permit Parking (RPP) area for Kendrick Road is for Zone 10R. It is a large scheme area spanning from the town centre ring road as far south as Rose Kiln Lane and a permit 'saturation' level of 88% was reported.
- 4.3 It is typical that properties containing flats/multiple addresses will not be eligible for the full entitlement of parking permits (up to 2 permits per address and an initial visitor permit allocation, upon application) in the Traffic Regulation Order of a new permit parking scheme in Reading. This approach is

taken to minimise the risks of oversaturating on-street parking levels in a new permit parking scheme and was the approach adopted in the development of the scheme that includes Kendrick Road.

The legal Traffic Regulation Order, which legitimises the on-street restrictions, captures those properties that are eligible for the entitlement of permits within the scheme area. Residents of properties that are excluded from the scheme are entitled to apply for discretionary parking permits under the scheme rules, so still have an opportunity to receive a parking permit and to legitimately park on street.

- 4.4 The discretionary parking permits application process is in place to consider the merits of individual cases, also taking into account the ‘saturation’ level of the area parking zone. If granted, they are typically personal to the applicant and enable a level of ongoing management of on-street parking levels. There is an established application and appeals process for applications.

In March 2021, as part of a Traffic Management Sub-Committee report on the recently introduced Zone 14R East Reading Resident Permit Parking scheme, officers made recommendations regarding a petition for the inclusion of Oaklands in the scheme.

At the time, discretionary parking permits expired annually and required re-application. It was acknowledged that this process created resident concern about the longer-term certainty of having on-street parking available.

To provide this certainty and clarity to those residents who were successful in their application for a personal discretionary parking permit, the Sub-Committee agreed to the officer recommendation that these should automatically renew upon application, as per ‘standard’ parking permits. This is on the basis that, should the resident move, the new resident will have to restart the process.

- 4.5 In the report to September’s Sub-Committee meeting, Officers recommended against adding Kendrick Court to the full permit allocation eligibility and set out the reasons for this. The Sub-Committee acknowledged receipt of further information that had been received from the lead petitioner and decided to defer the decision so that this could be considered.
- 4.6 Officers have considered the further information and feedback that has been received from the lead petitioner. The following themes were raised:

*4.6.1 Zone 10R is large, has 12% uncommitted parking capacity, little on-street parking takes place on Kendrick Road, Kendrick Court residents would unlikely significantly reduce zone capacity, disagreement with the proposal that Kendrick Court could not be considered in isolation of other similar properties within the zone.*

Officer Comments:

Resident permit parking zones are implemented in zone areas and provide flexibility of parking within, and across, that area. Specifically, Kendrick Road is available for parking by other Zone 10R permit holders, just as Kendrick Road residents with a Zone 10R permit could park in other areas of the 10R zone.

It is, therefore, appropriate to consider the potential implications of eligibility changes across the zone, both in terms of the impact to Kendrick Road and the wider zone. It is also appropriate to consider the likely impact that a decision on eligibility acceptance for one multiple-address site could have in terms of other 'excluded' sites in the area, regardless of the relative ages of the properties.

*4.6.2 The stance treats all multiple-address properties the same, regardless of the level of off-street parking they may have. Each should be considered on its merits.*

Officer Comments:

Experience has shown that it is often challenging to identify the owner(s) of different elements of private property and there have been examples where the off-street parking has appeared to be privately and separately managed, with apparent off-street parking not always being available to residents. The level of off-street parking can also change over time, if for example landscaping changes, older (smaller) garages are removed/replaced or dwellings are extended.

In terms of fairness, the approach referenced in item 4.3 and offering cases to be considered on their merits through the discretionary permit application process enables any nuances of the property to be put forward and fairly considered.

*4.6.3 Concerns suggesting that applying for a discretionary parking permit is a '...near certainty...' that it would be rejected.*

Officer Comments:

There is an initial officer review and an appeal process that is undertaken as a 'Part 2' item of the Traffic Management Sub-Committee. Residents are advised to make their application and it will help if the correct and full documentation is supplied and that a thorough case is made. This case can reference the points that have been raised by the lead petitioner.

*4.6.4 There is no parking space for trades or visitors.*

Officer Comments:

Residents may apply for discretionary visitor permits and trade operators can apply for trade permits if residents do not have/wish to offer a visitor permit for their visit.

## Options Proposed

- 4.7 It remains the recommendation that Kenrick Court is not included for full RPP eligibility, meaning that the eligibility for the full permit entitlement in the Traffic Regulation Order would not be changed.

As previously reported, and expanded earlier in this report, it would not be reasonable to consider Kendrick Court in isolation of other properties that are in the same position. To include all such properties would have significant and unmanageable risks on the saturation level of on-street parking within this zone area thereafter.

Residents of Kendrick Court continue to have the option of applying for discretionary parking permits. Points raised in the petition and thereafter could be included in their applications to help strengthen their case. As per the discretionary permit process alteration referred earlier in this report, there is now greater assurance of having a parking permit upon successful application, while also enabling a level of monitoring and management over the parking zone saturation levels, which is a standard consideration of new discretionary parking permit applications.

### Other Options Considered

- 4.8 It could be agreed that Kendrick Court should be included for eligibility to the full resident permit parking entitlement as part of Zone 10R. This would require an alteration to the underlying Traffic Regulation Order and, as such, would require statutory consultation and the required advertising of the proposed alterations in the local printed newspaper.

As there is an established programme for addressing alterations to parking-based Traffic Regulation Orders - the Waiting Restriction Review Programme - such a proposal, if agreed, should be included in this. This would reduce the cost, both literal and with staffing resource, in relation to pursuing this change as a separate workstream.

It is not recommended that this option is agreed, as it would introduce disparity between Kendrick Court and other similar developments across the borough. This would likely lead to similar requests being made by these developments and risks of significant increases in on-street parking saturation within these respective parking zones.

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

- 5.1 The proposal contained in this report proposes no change to the existing Resident Permit Parking (RPP) eligibility and, therefore, no further contribution to the strategic aims of the Council. The report highlights other processes whereby applicants in properties that are not eligible for full entitlement of RPP may apply for discretionary parking permits.

## **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 The proposal contained in this report proposes no change, so a Climate Impact Assessment has not been considered necessary.
- 6.3 Should the Sub-Committee not agree to the officer recommendation and instead agree to the option described in Item 4.8, there is expected to be a Net Minor-Negative impact. The change will require the addition of the proposal as part of a statutory consultation process, necessitating inclusion in the public notices that printed in the local newspaper and erected on-street - there will be material usage and travel to the street on multiple occasions.

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

- 7.1 The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.
- 7.2 Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website ([www.reading.gov.uk](http://www.reading.gov.uk)).

## **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 proposal is not deemed to be discriminatory to persons with protected characteristics. Statutory consultation processes have previously been conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

## **9. LEGAL IMPLICATIONS**

- 9.1 There are no foreseen legal implications relating to the recommendation of this report.
- 9.2 Should the Sub-Committee not agree to the officer recommendation and instead agree to the option described in Item 4.8, the alteration to the Traffic Regulation Order(s) will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order would need to be sealed in accordance with the same regulations.

## **10. FINANCIAL IMPLICATIONS**

The financial implications arising from the recommendations of this report are set out below:-

## 10.1 Revenue Implications

	2022/23 £000	2023/24 £000	2024/25 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
<b>Expenditure</b>	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
<b>Total Income</b>	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

## 10.2 Capital Implications

Capital Programme reference from budget book:	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure	NIL	NIL	NIL
Funded by N/A	NIL	NIL	NIL
<b>Total Funding</b>	NIL	NIL	NIL

## 10.3 Value for Money (VFM)

The recommendation of this report is not to implement a change, while highlighting the current alternative facility that is available to those residents wishing to apply for a resident permit parking. On this basis, the recommendation of Item 4.7 does provide the best value for money.

## 10.4 Risk Assessment.

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

## 11. BACKGROUND PAPERS

11.1 Petition - Resident Parking Permit Eligibility for Kendrick Court (Traffic Management Sub-Committee, September 2022)

11.2 East Reading Resident Permit Parking Scheme - Update (Traffic Management Sub-Committee, March 2021)

This page is intentionally left blank

## READING BOROUGH COUNCIL

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

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	10 NOVEMBER 2022	<b>AGENDA ITEM:</b>	
<b>TITLE:</b>	PETITION UPDATE - PRIVATE HIRE VEHICLE USE OF KINGS ROAD & DUKE STREET BUS LANES		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	CLIMATE STRATEGY AND TRANSPORT
<b>SERVICE:</b>	HIGHWAYS & TRAFFIC SERVICES	<b>WARDS:</b>	ABBEY, KATESGROVE, PARK, REDLANDS, THAMES
<b>LEAD OFFICER:</b>	JAMES PENMAN	<b>TEL:</b>	0118 937 2202
<b>JOB TITLE:</b>	NETWORK SERVICES MANAGER	<b>E-MAIL:</b>	<a href="mailto:NETWORK.MANAGEMENT@READING.GOV.UK">NETWORK.MANAGEMENT@READING.GOV.UK</a>

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

- 1.1 To provide an update to the petition reported at September 2022 Traffic Management Sub-Committee, following the receipt of further information from the lead petitioner. The petition requested private hire vehicle access to the Kings Road (outbound) bus lane and the Duke Street bus gate to access London Street. The petition contained 187 indications of support.
- 1.2 The report recommends against pursuing this change to the access exemptions in these bus lanes at this time and sets out the reasons for this. It recommends that consideration of bus lane access be undertaken as part of a future strategic (holistic) evaluation, in the context of local and national strategic priorities and policy, including the Local Transport Plan, Bus Service Improvement Plan and Local Cycling and Walking Infrastructure Plans.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the requested alterations to increase access to the bus lanes are not pursued at this time.
- 2.3 That a future strategic piece of work is undertaken to consider current and potential alterations across the bus lane network within Reading. While not yet programmed, this would likely be reported initially through Strategic Environment Planning & Transport Committee and/or Policy Committee.

- 2.3 That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.
- 2.4 That no public inquiry be held into the proposals.

### 3. POLICY CONTEXT

- 3.1 The request needs to be considered in the context of the Council's Local Transport Plan (LTP), Bus Service Improvement Plan (BSIP), Local Cycling and Walking Infrastructure Plan (LCWIP), Climate Emergency Strategy and Health and Wellbeing Strategy by removing barriers to the greater use of sustainable, healthy transport options.

### 4. THE PROPOSAL

#### Current Position

- 4.1 As reported to September 2022 Traffic Management Sub-Committee, on 1<sup>st</sup> July 2022 a petition was submitted to the Council containing 187 indications of support. The petition stated the following:

*Application for usage of the Bus Lane (KINGS ROAD, READING - OUTBOUND) and (DUKE STREET TO ACCESS LONDON STREET, INBOUND/OUTBOUND) READING.*

*I am writing this to request kindly the usage of the following bus lanes as stated above. I myself and likewise most of the PRIVATE HIRE DRIVERS in Reading have been driving Private Hire for many years.*

*Over the years the traffic situation in Reading has got from bad to worse. Day by day it is making our job very difficult and challenging. Especially in the Peak times the roads are so busy that we often get very late in dropping our passengers to their designated destinations.*

*On several occasions taking a V.I.P client to the airport in the mornings/afternoons we always get stranded on the A329 KINGS ROAD OUTBOUND. If we were granted access to use this bus lane it would help us in a logistical way, as you have been very kind to grant us the inbound usage of the same bus lane with barely any complaints of abusive use. As the same goes for the Duke Street bus lane access to London Street inbound/outbound, when we are trying to escort passengers to their destinations, it would be a major help, saving a great amount of time, meeting our customers' demands and needs and most of all reducing the amount of congestion and pollution.*

*Many thanks for taking the time to consider our request.*

- 4.2 Following Septembers' Sub-Committee meeting, the Lead Petitioner provided further information to the Council, reporting the local challenges that exist regarding the challenges with educational establishments recruiting school transport drivers.

In addition to the lengthy application process, it is proposed that potential drivers are finding it unappealing to apply for the limited work that this

provides, particularly when these vehicles (in the context of them being private hire vehicles) are having to use general traffic lanes and contend with the traffic contained therein. It is suggested that allowing private hire access to these bus lanes will contribute to expedited journeys for school transport providers and make this work more appealing, thus improving the level of service.

It is further proposed that many bus lanes in the Borough are being used by Oxfordshire plated vehicles that have been licenced as Hackney Carriages, but are mostly undertaking executive industry work.

- 4.3 Buses play a key role in the efficient movement of people to, from and across the urban borough. They have been nationally identified as playing an important role in providing a more sustainable transport mode, managing congestion and improving air quality, compared with low-occupancy private vehicle use.

Bus lanes are important facilities in influencing a greater shift toward the use of this cleaner, more efficient transport mode by expediting bus journey times and improving journey time reliability.

Most of Reading's bus lanes additionally provide expedited and lower-trafficked routes that cyclists can use, should they choose to do so. This is not only a sustainable, clean and efficient mode of transport, but also has health benefits through exercise.

- 4.4 Some of Reading's bus lanes permit access by other vehicle types, such as motorcycles and taxis (including private-hire vehicles) and we are separately aware of requests for wider access by these vehicle types. Enabling a wider range of vehicle access to this infrastructure will increase the volumes of traffic using it and will inevitably have an impact on the effectiveness of the facility for its core purpose - expediting bus journey times. This also risks creating barriers to cycling by adding to the level of traffic.

It is important, therefore, that such recommendations for change are made holistically, appropriately and in line with local and national policies and strategies. It is an additional concern of officers that adding vehicles to the Kings Road outbound bus lane *may* risk additional contribution to casualty incidents along this street, as there will be a speed differential against general traffic lanes at busier times and the vehicles will be lower in profile compared to buses.

While relatively recent changes to the Kings Road inbound bus lane access have been referenced by the petitioner, it should be noted that the outcome of the changes was a reduction in access over the previous restriction.

- 4.5 Changes to access will require a change to the Traffic Regulation Order that underlays each restriction. This change would require a statutory consultation to be undertaken on the new draft order, advertising of the sealed Order thereafter and changes to the statutory signing. Back-office changes to the enforcement software would be required. These changes would require funding and resourcing.

### Options Proposed

- 4.6 At this time, officers cannot recommend pursuing processes that could lead to the introduction of additional vehicles into these bus lanes, due to the impact that they will have on the effectiveness of the features.

It is recommended that bus lane access be holistically considered as part of future strategy work related to the LTP, BSIP and other policies of the Council. The outcomes will be reported to an appropriate Committee(s), such as Policy or SEPTc and may have outputs that will be reported back through Traffic Management Sub-Committee.

#### Other Options Considered

- 4.7 It could be agreed that the change of access to these bus lanes be pursued. The processes outlined in Item 4.5 would need to be followed.

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

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

#### **Healthy environment**

The recommendations of this report will enable consideration of the potential risks that increased traffic in these bus lanes will have on a desirable increase in active and public mass rapid transport modes and the health and environmental benefits that this shift can realise.

### **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 The proposal contained in this report proposes no change at this time, so a Climate Impact Assessment has not been considered necessary.

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

- 7.1 The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.

The lead petitioner will be informed of the Committee details where the officer recommendations will be reported in advance of that meeting taking place, to provide an opportunity for representation.

- 7.2 Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website ([www.reading.gov.uk](http://www.reading.gov.uk)).

### **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 The proposal contained in this report recommends no changes at this time and it is not considered that an Equality Impact Assessment is relevant as this proposal is not deemed to be discriminatory to persons with protected characteristics.

## 9. LEGAL IMPLICATIONS

9.1 There are no foreseen legal implications relating to the recommendation of this report.

## 10. FINANCIAL IMPLICATIONS

The financial implications arising from the recommendations of this report are set out below:-

### 10.1 Revenue Implications

	2022/23 £000	2023/24 £000	2024/25 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
<b>Expenditure</b>	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
<b>Total Income</b>	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

### 10.2 Capital Implications

Capital Programme reference from budget book:	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure	NIL	NIL	NIL
Funded by N/A	NIL	NIL	NIL
<b>Total Funding</b>	NIL	NIL	NIL

**10.3 Value for Money (VFM)**

Not applicable.

**10.4 Risk Assessment.**

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

**11. BACKGROUND PAPERS**

**11.1 Petition Update - Private Hire Vehicle Use of Kings Road & Duke Street Bus Lanes**

## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>10 NOVEMBER 2022</b>	<b>AGENDA ITEM:</b>	
<b>TITLE:</b>	<b>REQUESTS FOR TRAFFIC MANAGEMENT MEASURES</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>CLIMATE STRATEGY AND TRANSPORT</b>
<b>SERVICE:</b>	<b>HIGHWAYS &amp; TRAFFIC SERVICES</b>	<b>WARDS:</b>	<b>ALL</b>
<b>LEAD OFFICER:</b>	<b>JEMMA THOMAS</b>	<b>TEL:</b>	<b>01189 372101</b>
<b>JOB TITLES:</b>	<b>ASSISTANT ENGINEER</b>	<b>E-MAIL:</b>	<a href="mailto:Network.Management@Reading.gov.uk">Network.Management@Reading.gov.uk</a>

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

- 1.1 This report informs the Sub-Committee of requests for traffic management measures that have been raised by members of the public, other organisations/representatives and elected Members of the Borough Council. These are measures that have either been previously reported, or those that would not typically be addressed in other programmes, where funding is yet to be identified.
- 1.2 The Sub-Committee is asked to consider the Officer recommended action for each item in Appendix 1 and Appendix 2. Appendix 3 is for information only - this is the principal list of requests. Appendix 4 provides the results of a Councillor survey, supporting an amendment request in Appendix 2.
- 1.3 Appendix 1 - Provides the list of requests that are new to this update report with initial Officer comments and recommendations.  
Appendix 2 - Provides the list of requests that have been previously-reported, where significant amendments are proposed, with Officer comments and recommendations.  
Appendix 3 - For information. Provides the principal list of requests, as updated following the previous report to the Sub-Committee in March 2022. It also contains the prioritised list of cycling and walking measures from the LCWIP.  
Appendix 4 - The results of a survey carried out by Ward Councillors in the Amersham Road area, supporting the amendment request in Appendix 2.

## **2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee notes the content of this report.**
- 2.2 That the Sub-Committee considers the officer recommendation for each request in Appendix 1 and takes a decision on whether to remove or retain these entries on the primary list of requests (Appendix 3).**
- 2.3 That the Sub-Committee considers the officer recommendation for amendments to each request in Appendix 2 and takes a decision on whether to remove or retain these amended entries on the primary list of requests (Appendix 3).**
- 2.4 That the Sub-Committee may wish to consider whether any previously reported items in Appendix 3 can be agreed for removal.**

## **3. POLICY CONTEXT**

- 3.1 Requests for new measures would need to be considered alongside the Borough Council's Traffic Management Policies and Standards and Strategic Aims, the Local Transport Plan (LTP), and Local Cycling, Walking and Infrastructure Plan (LCWIP). Many of the proposals will complement the Council's Climate Emergency Strategy and Health and Wellbeing Strategy by removing barriers to the greater use of sustainable, healthy transport options.**

## **4. THE PROPOSAL**

### Current Position

- 4.1 The Council receives many requests for new traffic management measures across the borough and has several programmes in which they may be addressed. Such programmes include the Waiting Restriction Review, Resident Permit Parking and Road Safety. However, monies for addressing desirable general traffic management measures is harder to secure.**
- 4.2 This report does not necessarily affect major strategic transport and cycling schemes that are funded as a part of any major scheme project award from central Government and/or the Local Enterprise Partnership. It does, however, include requests that are received by several Council departments and includes requests made by the Cycle Forum.**
- 4.3 Appendix 3 provides the primary list of requested schemes and requests for measures, which is currently held by Officers.**

It is likely that the primary sources of funding for these schemes will be local CIL contributions and other third-party contributions. If funding has been allocated to a scheme, the entry will be removed from this list and added to Appendix 2, seeking agreement for its removal from this report. Appendix 3 is one of several Council documents that may be used for seeking contributions for specific schemes (for example, during the planning process for a new development).

- 4.4 All appendix documents contain some categorised commentary around each scheme/request, providing some contextual background information such as high-level feasibility and casualty data and, in some cases, indicative costs.

Until a scheme is fully investigated, designed and quotes have been received from appropriate contractors, it is not possible to provide detailed cost estimates, but those contained in the report reflect officer experience and a desktop review, unless otherwise stated.

There can be many legislative and physical aspects that can influence the feasibility of a scheme and the resources required to investigate requests and develop designs will incur costs. For this reason, it is not intended that any request is investigated further until funding has been identified and the Sub-Committee is asked to note that no item on this list is guaranteed as being deliverable.

### Options Proposed

- 4.5 Appendix 1 provides the list of requests that are new to this update report.

Members are asked to consider the recommended action for each scheme and agree the outcome as follows:

- Retain - These items will be added to the principal list (Appendix 3), awaiting funding for further investigation and development.
- Remove - These items will be removed from the list and will not be retained for further investigation and development. The reason for this recommendation will be given.

- 4.6 Appendix 2 provides a list of requests that have formerly been part of the principal list (Appendix 3), but where Officers are making an amended recommendation. The recommendation and reason will be given.

This Appendix will also be used where a scheme has received funding for development, where a recommendation will be made for the scheme's removal from future update reports - scheme development will be reported separately.

- 4.7 Appendix 4 provides the result of a survey in the Amersham Road area that was undertaken by ward Councillors and relates to the requested amendment in Appendix 2. This recommended amendment separates this area from the previously-reported 'Lower Caversham' 20mph scheme request. The survey suggests that there is a high level of support in the Amersham Road area for a 20mph scheme.

The existing request for a 20mph scheme in Lower Caversham covers a very large area and was first reported in 2016. No funding has yet been identified for this scheme, for which the cost delivery would be very high. It seems pragmatic, therefore, to consider smaller-scale options within that may attract funding, or potentially be deliverable at a lower cost relative to other sections of the wider area.

Officers recommend that Amersham Road be reported separately to the Lower Caversham scheme. Amersham Road already has a level of traffic calming features in place, so would be part-way toward being a compliant 20mph subject to the regulatory Traffic Regulation Order, signs and some additional traffic calming features being installed. It could be delivered at a significantly lower cost relative to a similar area that did not already contain such features.

#### Other Options Considered

4.8 None at this time.

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

5.1 The recommendations of this report support the recording of a range of requests for new traffic management measures and do not directly deliver changes. Many of the requests will contribute to the Strategic Aims of the Council and, once funding becomes available, they can be developed and separately reported in greater detail.

### **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 The recommendation of this report doesn't introduce any physical changes at this time. As a result, an Environmental Impact Assessment has been conducted, which shows a net 'NIL' impact as a result of the Sub-Committee agreeing to the recommendation of this report.

Further assessments will be conducted when funding for scheme development and delivery is identified.

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

7.1 This report records requests for traffic management measures that have been received through engagement between the Council and the community.

7.2 When funding becomes available for the delivery of schemes on this report, officers will engage with ward Councillors, who will also have an active role in community engagement.

7.3 Development of many of these requests will require statutory consultation and/or public notification. Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.

### **8. 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 at this time as the report does not recommend any physical change. Assessment will be considered once funding for development and delivery of this scheme is identified.

## **9. LEGAL IMPLICATIONS**

9.1 None arising from the recommendations of this report.

## **10. FINANCIAL IMPLICATIONS**

10.1 None arising from the recommendations of this report.

## **11. BACKGROUND PAPERS**

11.1 Requests for Traffic Management Measures (Traffic Management Sub-Committee, March 2022).

This page is intentionally left blank

## REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 1

New requests for potential entry onto the principal list, following last reported update (March 2022)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Pedestrian crossings	Bridge Street	Outside the Civic Offices	Request from resident to upgrade the existing traffic island with imprint to a full zebra crossing due to concerns about pedestrian safety.	<ul style="list-style-type: none"> <li>• Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing at this location, as it is not likely that a crossing can be installed anywhere else in this area.</li> <li>• Casualty Data: 2 slight incidents reported in the latest 3 year period (up to end May 2022), involving vehicles turning out of Fobney Street. Pedestrians were not involved in either of these incidents.</li> <li>• Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.</li> <li>• Recommended action: Retain</li> </ul>
	Battle	One way plug	Connaught Road	At its junction with Oxford Road	Request from residents to make this road one way due to issues caused by motorists refusing to give way.	<ul style="list-style-type: none"> <li>• Comment: A detailed investigation will be required to determine the full impact of changes to this area and the feasibility of any physical measures that would be installed to prevent traffic from turning left into Connaught Road from Oxford Road.</li> <li>• Casualty Data: 2 slight incidents reported in the latest 3 year period (up to end May 2022) involving a vehicle turning out of Connaught Road and another where a vehicle reversed into Connaught Road from Oxford Road. No pedestrians were involved in these incidents.</li> <li>• Anticipated Costs: A detailed investigation would be required for the preferred solution before costs can be estimated.</li> <li>• Recommended action: Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
3	Caversham	Lining alterations	Church Street	At its junction with Hemdean Road	Request to review the lining on Church St to help reduce traffic build up caused by vehicles trying to turn right into Hemdean Road. A right turn filter lane was suggested.	<ul style="list-style-type: none"> <li>• Comment: A detailed investigation will be required to determine what type of changes could be made to this junction. It is possible that this will not be feasible, given the width of road available.</li> <li>• Casualty Data: 1 slight incident reported in the latest 3 year period (up to end May 2022) involving a pedestrian crossing near the garage.</li> <li>• Anticipated Costs: A full investigation will need to be made to determine whether or not any lining changes can be made to improve traffic at this location.</li> <li>• Recommended action: Retain</li> </ul>
4	Caversham	Zebra crossing	Hemdean Road	Near Caversham Primary School	From Councillors on behalf of resident and school. More children are coming to the school through Balmore Park and there are concerns about safety risks when crossing Hemdean Road to access the school.	<ul style="list-style-type: none"> <li>• Comment: Some feasibility concerns at this location. The bus stop would need to move, which could be challenging in terms of avoiding visibility issues at the crossing. Speed cushions would likely need to be removed, but potential to locate new ones nearby. The parking outside the school needs to be removed (being considered as part of a Waiting Restriction Review Programme). There are two desire-lines for different aged pupils, so precise positioning will need to be considered.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022) between its junctions with Hemdean Hill and Grove Hill.</li> <li>• Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £100,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.</li> <li>• Recommended action: Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
5	Caversham Heights	Traffic calming, pedestrian crossing and footway improvements	Kidmore Road (northern section)	Between its junctions with Richmond Road and Shepherds Lane	Request to install traffic calming features along this road and to make improvements to the footway to prevent pedestrians from having to walk in the road or cross. A crossing (formal or informal) would also be beneficial close to the Richmond Road junction. These would improve access and safety for pedestrians, including school children who walk through the area.	<ul style="list-style-type: none"> <li>• Comment: A detailed investigation will be required to determine the scope of the footway work and feasibility of a crossing at the requested location. Traffic calming in a 30mph area would also require costly illuminated signs.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> <li>• Recommended action: Retain</li> </ul>
6	Multiple: Church / Redlands	20mph	Shinfield Road / Christchurch Road	Entire length	<p>Request made by the Cycle Forum at their meeting in November 2021 for a scheme that introduces 20mph, to compliment the active travel scheme.</p> <p>Officers have included Christchurch Road, reflecting the officer comment on this item.</p>	<ul style="list-style-type: none"> <li>• Comment: Officers consider that there could be beneficial and appropriate application of 20mph restrictions at certain locations on the road, particularly around the parade of shops on Christchurch Road and enhancements around the Shinfield Rise shops. This is due to the increased footfall expected at these 'destination' locations. However, it is not necessarily considered appropriate for the entire length of Shinfield Road.</li> <li>• Casualty Data: 8 slight and 3 serious incidents reported along all of Shinfield Road in the latest 3 year period (up to end May 2022). 5 incidents involved pedal cycles and 1 incident noted speeding as a contributing factor.</li> <li>• Anticipated Costs: Depending on the measures installed, an estimate for enhancing traffic calming features around the Shinfield Rise shopping area and adding a small zone around the Christchurch Road shops is £80,000. A zone covering the entirety of Shinfield Road is expected to exceed £150,000.</li> <li>• Recommended Action: Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
7	Multiple: Norcot / Southcote	20mph zone	Shilling Close / Honey End Lane	Whole of Shilling Close and section of Honey End Lane between The Meadway and Shilling Close	Request for a 20mph zone due to concerns regarding safety, due to vehicle speeds. This was raised alongside concerns about parking (including footway parking) on Shilling Close and a request to place restrictions throughout - parking likely to be contributing to the risks and will be considered in the Waiting Restriction Review Programme.	<ul style="list-style-type: none"> <li>• Comment: Due to the severance of Honey End Lane at Shilling Close, this would be an appropriate and cohesive scheme. Physical traffic calming features (speed humps) would be required to make the scheme compliant, which may generate a level of local objection - they are indiscriminate features affecting all. It should be noted that this would apply only to areas of adopted Highway - there are sections of unadopted carriageway within the close.</li> <li>• Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022).</li> <li>• Anticipated Costs: A very high level estimate would be around £70,000.</li> <li>• Recommended action: Retain</li> </ul>
8	Multiple: Norcot / Tilehurst	Pedestrian crossings	Usk Road	Near the school	Request for a zebra crossing near the school due to concerns about the safety of school children.	<ul style="list-style-type: none"> <li>• Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing at this location, as it is not likely that a crossing can be installed anywhere else in this area.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022).</li> <li>• Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.</li> <li>• Recommended action: Retain</li> </ul>
9	Norcot	20mph zone	Cockney Hill	Close to Prospect School	Request to install a 20mph zone around the school due to concerns about the safety of school children in the area.	<ul style="list-style-type: none"> <li>• Comment: There are existing traffic calming features in the area so a 20mph zone could be installed at a relatively low cost with signs and road markings. Consideration should be made as to whether or not other roads in the area should be included in the zone.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022).</li> <li>• Anticipated Costs: Costs can be estimated once it is decided how many roads should be included in the scheme. The estimate for Cockney Hill alone would be around £10,000 if no additional humps are installed, but there may be a compliance requirement for additional features.</li> <li>• Recommended action: Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
10	Redlands	Pedestrian crossings	Craven Road	Near no.19	Request to upgrade the existing informal crossing outside the nursery at no.19 to a zebra crossing.	<ul style="list-style-type: none"> <li>• Comment: A detailed investigation will be required to ensure that a crossing can be installed at this location, including a full road safety audit.</li> <li>• Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022) involving pedestrians.</li> <li>• Anticipated Costs: A very high level estimate would be around £90,000, if a zebra crossing could be installed, taking into account island alterations and electrical works.</li> <li>• Recommended action: Retain</li> </ul>
11	Redlands	Pedestrian crossings	Craven Road	Junction with London Road	Request made by Councillor for the addition of a pedestrian phase to the existing signalised junction - this approach is currently uncontrolled for pedestrians. This has been raised by parents in the context of walking to/from school.	<ul style="list-style-type: none"> <li>• Comment: This will require significant traffic signal alteration works and potential complete technical upgrade of the junction, in addition to reconfiguration of regional control software. It should also be noted that it will provide another opportunity for a junction 'all-red' to be triggered, which will impact on vehicular traffic flow during busier times. It is acknowledged that this alteration will bring greater confidence to those using the junction and could lead to encourage more walking for school travel.</li> <li>• Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022) involving pedestrians.</li> <li>• Anticipated Costs: Unknown at this time. Specialists would need to be commissioned to review the junction, ducting condition and provide anticipated upgrade costs.</li> <li>• Recommended Action: Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
12	Redlands	Traffic calming	Erleigh road	Entire length	Request to increase the height of the existing traffic calming measures on Erleigh Road, and to install additional ones where possible. This is due to concerns that motorists can speed over the existing humps and the area is busy with pedestrians and school children.	<ul style="list-style-type: none"> <li>• Comment: Speed surveys should be carried out to assess vehicle speeds to determine if the entire road could benefit from additional calming measures. There is scope to alter existing and to install additional measures such as humps and repeater signs to improve speed compliance, although it should be noted that these will likely not eradicate the issues raised for those who are already wilfully driving inconsiderately.</li> <li>• Casualty Data: 1 serious and 2 slight incidents reported in the latest 3 year period of data (up to end May 2022). No pedestrians were involved and speeding was not considered a contributing factor in any of the incidents.</li> <li>• Anticipated Costs: A very high level estimate would be £55,000 but could increase significantly depending on the number of traffic calming features installed.</li> <li>• Recommended Action: Retain.</li> </ul>
13	Thames	Pedestrian crossing	Gosbrook Road	Near its junction with St Johns Road.	A resident has asked for a pedestrian crossing near the junction with St Johns Road as it is used by many pedestrians and visibility towards Briants Ave is poor. The nearby traffic island is not very convenient and a new crossing at this location would be welcomed.	<ul style="list-style-type: none"> <li>• Comment: There are some feasibility concerns at this location due to the number of off-street parking places on both approaches to this junction. We will need to visit the site to see if there are any spaces available to install a formal crossing.</li> <li>• Casualty Data: No incidents reported in the last 3 years (up to end May 2022).</li> <li>• Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.</li> <li>• Recommended action: Retain</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
14	Tilehurst	Pedestrian crossing	Church End Lane	Close to the junction with Norcot Road.	Request for a crossing at this junction due to concerns about pedestrian safety. The junction is busy and there is also a school nearby.	<ul style="list-style-type: none"> <li>• Comment: Due to the number of off street parking places and the proximity of the Chichester Road junction, it is not likely that a zebra crossing can be installed at the desire line. Installing a crossing further south may result in it not being used. Officers will need to investigate this further to establish what measures could be installed to help pedestrians cross this junction. A traffic island may be possible, for example.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022).</li> <li>• Anticipated Costs: Costs can be estimated once a detailed investigation is made to determine what features could be installed here.</li> <li>• Recommended action: Retain</li> </ul>
15	Tilehurst	Pedestrian crossings	Park Lane	Near City Road	Via MP and ward Councillor. Request for crossing, or even refuge island, to support children from Burlington Road attending Little Heath School.	<ul style="list-style-type: none"> <li>• Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing or refuge island at this location. It may not be possible to install these features due to the proximity of bus stops (visibility), numerous driveway accesses (vehicle movements), speed camera monitoring area impact and road width (for island).</li> <li>• Casualty Data: 1 slight incident involving a pedestrian reported in the latest 3 year period (up to end May 2022).</li> <li>• Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.</li> <li>• Recommended action: Retain</li> </ul>
16	Tilehurst	Refuge Island	Walnut Lane	Junction with Corwen Road	Request via Ward Councillor for a raised island to be installed, in place of the white-painted area at the junction.	<ul style="list-style-type: none"> <li>• Comment: It is expected that the installation of an island at this location, particularly of the dimensions required for a pedestrian refuge, will cause vehicle tracking issues for those wishing to turn right. The turn is constricted normally, due to the priority-flow and build-out feature on Corwen Road.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022).</li> <li>• Anticipated Costs: Feasibility would need to be determined first, as wider engineering may be required if it is potentially deliverable.</li> <li>• Recommended action: Retain</li> </ul>

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

This page is intentionally left blank

## REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 2

Proposed amendments to requests from the principal list, since last reported update (March 2022)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Caversham	20mph	Various	Amersham Road area	<p>A report to Sept 2016 TMSC proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.</p> <p>At the request of Ward Councillors, this amendment for November 2022 separates out the Amersham Road area from the remainder of the proposal.</p>	<ul style="list-style-type: none"> <li>• Comment: It has been requested that the Amersham Road area be separated from the wider Lower Caversham area for reporting. Speed surveys would be beneficial to see if the area could benefit from additional traffic calming measures, or to amend existing ones which are already in place.</li> <li>• Casualty Data: 1 slight incident reported in the latest 3 year period (up to end May 2022) on Amersham Road but speeding was not considered a contributing factor.</li> <li>• Anticipated Costs: Provided that there is no desire to amend the existing traffic calming features in the area, the installation of signs, lines and calming features on Ian Mikardo Way and Charles Evans Way would be estimated at around £30,000. The costs would increase significantly should there be a desire to amend any existing features.</li> </ul> <p>• Recommended Action: Retain</p>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
2	Caversham Heights	Speed Calming	Upper Woodcote Road and Woodcote Road	General	Request from residents for measures to be put in place to prevent speeding, such as a speed indicator device. Woodcote Road added, following additional complaints about speeding.	<ul style="list-style-type: none"> <li>• Comment: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign). The types of traffic calming features would also be restricted as this is a nationally-classified 'A' road, with other feasibility challenges around the number of dropped vehicular crossings (driveway accesses) along the street. Following additional correspondence, Officers also recommend that Woodcote Road be considered as part of this request.</li> <li>• Casualty Data: 4 slight and 1 serious incidents reported in the latest 3 year period (up to end May 2022). Of these, the serious incident listed speeding as a likely causation factor (Upper Woodcote Road, close to Shepherd's lane). 1 slight incident was on Woodcote Road.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.</li> <li>• <b>Recommended Action: Retain</b></li> </ul>
3	Coley	Traffic calming	Shaw Road	Entire Road	Request for traffic calming to be considered on Shaw Road which is part of an existing 20mph zone. This is recommended for removal as funding has now been allocated to develop the scheme.	<ul style="list-style-type: none"> <li>• Comment: To minimise the potential for loss of on-street parking, speed humps/cushions could be considered and it is recommended that Boston Avenue be included also.</li> <li>• Casualty Data: 3 slight accidents at the junction with Berkeley Avenue and 1 serious accident reported on Shaw Road in the latest 3 year period (up to August 2021). Some of these incidents were prior to the 20mph zone implementation, none referenced speeding as a cause.</li> <li>• Anticipated Costs: A very high level estimate would be around £50k, including both Shaw Road and Boston Avenue.</li> <li>• <b>Recommended Action: Remove - This request has now received funding for development through local 15% CIL allocation.</b></li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
4	Katesgrove	20mph with traffic calming	Alpine Street, Francis Street and Edgehill Street	Entire Roads	Request for a 20mph zone with traffic calming such as speed humps in order to reduce vehicle speeds. Francis Street added, following complaints of speeding and parked vehicle damage.	<ul style="list-style-type: none"> <li>• Comment: Officers recommend that Edgehill Street also be included as part of the original Alpine Street request. This is developing into a wider area scheme that could incorporate the streets between Elgar Road, Pell Street and Southampton Street. Speed surveys should also be carried out to assess vehicle speeds before determining what type of traffic calming features would be appropriate.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). - check and update</li> <li>• Anticipated Costs: A very high level estimate would be around £70,000.</li> <li>• <b>Recommended Action: Retain</b></li> </ul>
5	Multiple: Abbey / Thames	Cycle Access	Reading Station Subway	Subway	Request to allow cycling along the station subway. This is recommended for removal as funding has now been allocated to develop the scheme.	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum and an action to capture requests made by the forum that are not already on the main list of requests.</li> <li>• Casualty Data: N/A - relates to improved access.</li> <li>• Anticipated Costs: Proposals are being developed.</li> <li>• <b>Recommended Action: Remove - This request has now received funding for development.</b></li> </ul>
6	Multiple: Caversham / Thames	20mph	Various	Lower Caversham	<p>A report to Sept 2016 TMSC proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.</p> <p>At the request of Ward Councillors, this amendment for November 2022 separates out the Amersham Road area from the remainder of the proposal.</p>	<ul style="list-style-type: none"> <li>• Comment: This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation. The outline area in the original report is very large, but this could be split into prioritised phases and it has been requested to separate the Amersham Road area from this wider area for reporting.</li> <li>• Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.</li> <li>• <b>Recommended Action: Retain</b></li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
7	Multiple: Church / Redlands	Traffic calming	Northcourt Avenue	Entire road	Concerns raised about vehicle speeds and request for speed reduction measures. This is recommended for removal as funding has now been allocated to develop the scheme.	<ul style="list-style-type: none"> <li>• Comment: A 20mph zone could be introduced with physical traffic calming, signing and some lining to reinforce this. As a minimum, it is recommended that Wellington Avenue be included, which already creates a scheme that spans over 1200m. There could be further expansion opportunities to Ennerdale Road and beyond, subject to funding availability.</li> <li>• Casualty Data: 3 slight and one serious incidents reported in the latest 3 year period (up to August 2021). The serious incident listed speeding as a causation factor.</li> <li>• Anticipated Costs: It is estimated that the TRO work, signing, lining and physical traffic calming (and associated costs) for a 20mph zone on Northcourt Avenue and Wellington Avenue would total £200k.</li> <li>• Recommended Action: Remove - This request has now received funding for development through local 15% CIL allocation.</li> </ul>
Page 98	Multiple: Norcot / Battle	20mph	Residential roads off Oxford Road	Entire streets	In January 2021, Labour Councillors from Battle, Kentwood and Norcot wards conducted a community survey to assess support for the introduction of a new 20mph zone in the area. Of the 219 respondents, more than 80% indicated in favour of introducing this restriction. This is recommended for removal as funding has now been allocated to develop the scheme.	<ul style="list-style-type: none"> <li>• Comment: If this proposal is developed, there would need to be supplementary traffic calming features added. It would be possible to implement this large area in phases, but each phase would need to be a compliant, cohesive, standalone zone that could be expanded with further funding at a later date. While there is a recommendation to remove this request as it is funded, it is acknowledged that the funding level will not deliver the entirety of the desired scheme area. A revised entry may be added, if necessary, once the funded scheme area is defined.</li> <li>• Casualty Data: 3 serious and 11 slight accidents reported in the latest 3 year period (up to August 2021). 8 on Water Rd/Grovelands Rd and 2 of these listed speeding as likely causation factors.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated for phasing the works, as it would depend on the number of streets and features included in the area. A very high-level estimate of at least £300k+ has been reported to the Sub-Committee for the entire area.</li> <li>• Recommended Action: Remove - This request has now received funding for development through local 15% CIL allocation.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
9	Tilehurst	Pedestrian Crossing / Traffic Calming	Chapel Hill	Near to junction with Normanstead Road and also between its junctions with Westwood Glen and Clements Mead	<p>Request for a pedestrian crossing facility to assist with walking to/from Birch Copse primary school in the vicinity of Normanstead Road, with traffic calming measures.</p> <p>A separate request has also been received for a crossing between its junctions with Westwood Glen and Clements Mead due to concerns about pedestrian safety.</p>	<ul style="list-style-type: none"> <li>• Comment: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table could be considered - this could compliment the separate request for traffic calming along the street. Officers recommend that additional features near Westwood Glen also be considered as part of this request. It is not likely that a controlled crossing can be installed there, but Officers could investigate this further to establish if an island or dropped kerb could be installed to help pedestrians cross in this area as well.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to end May 2022).</li> <li>• Anticipated Costs: A high level estimate for a zebra crossing here would be £80,000. Measures such as humps could increase the cost significantly in addition, or could form an informal facility on their own at a lower cost.</li> <li>• <b>Recommended Action: Retain</b></li> </ul>
10	Whitley	Pedestrian Crossing	Imperial Way	Close to the new development Tidman Rd	Request for safe crossing for residents of the new development. This is recommended for removal as funding has now been allocated to develop the scheme.	<ul style="list-style-type: none"> <li>• Comment: It is recommended that a zebra crossing is the preferred facility. There will be a feasible location for this requested crossing, but this will need to be investigated for feasibility against desire lines and intervisibility, with speed surveys conducted and road safety audit on the concept design(s) when funding is available. It is likely that the Basingstoke Road/Imperial Way roundabout is a desirable crossing location, however, utilising the upgraded informal crossing facilities is likely to make the crossing too close to the roundabout.</li> <li>• Casualty Data: 1 serious incident reported in the latest 3 year period (up to August 2021) which did not involve a pedestrian but did list speeding as a causation factor.</li> <li>• Anticipated Costs: Considering the width of the road and the likely requirements to adjust traffic islands and existing footway approaches, a very high-level estimate of costs would be Imperial Way -£80k.</li> <li>• <b>Recommended Action: Remove - This request has now received funding for development through local 15% CIL allocation.</b></li> </ul>

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

This page is intentionally left blank

## REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 3

Principal list of requests, as updated following the previous report to the Sub-Committee in March 2022.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Signing	Abbey Square	Entire road	Complaint from resident. Cars coming out the back of the Forbury Hotel often turn left out of the driveway and go the wrong way.	<ul style="list-style-type: none"> <li>• Comment: Built-out alterations and/or signing and lining adjustments may reduce these instances.</li> <li>• Casualty Data: No incidents in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be £8,000 for minor changes to lines and signs, but build-out/kerbing alterations will be considerable additional costs, depending on the application.</li> </ul>
2	Abbey	Cycle Access	Cheapside	Cheapside/Friar Street	Allow right turn from Cheapside onto Friar Street	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. This would require a TRO change, lining and signing (including de-illumination) alterations. However, alterations to the pedestrian island are also recommended for consideration, to change the shallow angle that traffic turning right onto Cheapside is currently taking and to reduce the risks to cyclists (and other vehicles) waiting to turn right onto Friar Street. Visibility checks and a road safety audit would be necessary.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A high level estimate would be around £8,000 + any necessary alterations to the island.</li> </ul>
3	Abbey	Cycle Access	Friar Street East	Between Queen Victoria Street & Station Approach, including Blagrove Street	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. The pressure on kerb space within the town centre (including bus, taxi, loading facilities), significant pedestrian flows and the bend in the road make this a challenging proposal to deliver.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
4	Abbey	Cycle access	Great Knollys Street	Entire street	Advance stop line for Great Knollys Street junction	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>
5	Abbey	Cycle access	Kings Road	Junction with Watlington Street	Provide advance stop line at bus lane on Kings Road / Watlington Street.	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. This will likely require alterations to traffic signal detection equipment and configuration.</li> <li>• Casualty Data: 1 serious and 2 slight accidents reported in this area in the latest 3 year period (up to August 2021). 1 slight incident involving a pedal cycle.</li> <li>• Anticipated Costs: A high level estimate would be around £10,000 if alterations are needed to the detection.</li> </ul>
6	Abbey	Cycle Access	Market Place	Between Kings Road and Town Hall Square	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed given the narrow width of Market Place and the pedestrian flows/cafe usage along Butter Market.</li> </ul>
7	Abbey	Cycle Access	Minster Street	Minster Street/Yield Hall Place	Improved access from Minster Street to Oracle Riverside	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>
8	Abbey	Cycle Access	Oxford Road	Oxford Road linking to Hosier Street via Queens Walk	Improved access to shared-use facilities via dropped kerb as full height kerb currently in place	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A high level estimate would be around £3000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
9	Abbey	Cycle Access	Southern Interchange	Garrard Street / Stanshawe Road / Southern Interchange	Improved access and signing to/from Garrard Street and Stanshawe Road junctions to Southern Interchange	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. It is anticipated that local redevelopment will lead to the delivery of cycle infrastructure on Greyfriars Road and Garrard Street. This request will remain on the list until this is confirmed/delivered.</li> <li>• Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but not involving a pedal cycle.</li> <li>• Anticipated Costs: This is expected to be delivered as part of local development works.</li> </ul>
10	Abbey	Cycle Signing	Various	Town centre	Review town centre signing and update to ensure compliance with TSRGD. Locations include: Queen Victoria Street Market Place Town Hall Square	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A high level estimate would be around £3000.</li> </ul>
11	Abbey	Cycle Signing	Various	Town centre	Improved clarity of cycle routes in town centre	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A high level estimate would be around £3000.</li> </ul>
12	Abbey	Cycle Parking	Various	Various	Additional cycle parking at key points in the town centre. For example: St Mary's Butts, Station Road, Cross Street and Hosier Street.	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>
13	Abbey	Cycle access	Various linked to Abbey Quarter Development		Improve cycling facilities into/from/through Abbey Quarter development site	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
14	Battle	Pedestrian Crossings	Portman Road	East of Tesco and also near Bridgewater Close	Request for pedestrian crossings as traffic levels have increased on this road in 2020, making it harder for pedestrians to cross to access the industrial estate.	<ul style="list-style-type: none"> <li>• Comment: There is likely to be some funding contribution toward measures through Section 106 contributions. The area will need to be reviewed to determine the best location for a crossing. This is particularly the case to find a good and suitable crossing link near to Bridgewater Close.</li> <li>• Casualty Data: One serious accident at the junction with Little John's Lane in the latest 3 year period (up to August 2021). No pedestrians involved. No accidents reported in the immediate area around Tesco or Bridgewater Close.</li> <li>• Anticipated Costs: A very high level estimate would be around £70-80k for one zebra crossing, due to the additional footway links that will be required across the verges. This could be significantly higher near Bridgewater Close, depending footway links on the southern side of the road.</li> </ul>
15	Caversham	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue.	<ul style="list-style-type: none"> <li>• Comment: A detailed investigation would be needed to ascertain what features can be installed. It is not at all likely that a zebra crossing can be installed in this area due to the visibility issues caused at the bend in the road, the number of dropped kerbs, junctions and the bus stop and it would also require the removal of a number of parking spaces. This would move the crossing further down the road, away from this desire line and would still require some parking removal.</li> <li>• Casualty Data: 1 slight and 1 serious incidents reported in the latest 3 year period (up to August 2021). These were at the southern end of Briants Ave but the serious incident involved a pedestrian crossing the road.</li> <li>• Anticipated Costs: Survey: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed. If a suitable and likely useful position can be found, a typical zebra crossing could cost around £60k-80k depending on the location and the level of works required.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
16	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	Petition received at November 2017 TMS for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> <li>• Comment: The petition update report at Jan 2018 TMS noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise.</li> <li>• Casualty Data: 4 slight incidents reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed.</li> </ul>
17	Caversham	20mph & speed calming	Chiltern Road	Whole length, but officers would recommend inclusion of streets linked from Chiltern Road, to achieve a cohesive scheme.	Request for 20mph and speed calming due to reported vehicle damage caused by vehicles driving inappropriately fast.	<ul style="list-style-type: none"> <li>• Comment: It would be advisable to consider the wider area and not just this road in isolation. Speed surveys should be carried out to assess vehicle speeds before deciding where traffic calming features should be used.</li> <li>• Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be £60,000.</li> </ul>
18	Caversham	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	Petition received at November 2017 TMS for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> <li>• Comment: The petition update report at Jan 2018 TMS noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise.</li> <li>• Casualty Data: 1 slight and 1 serious incidents involving pedestrians crossing in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
19	Caversham	Banned Vehicle Movement	Peppard Road	Junction with Derby Road	Councillor has reported resident concerns about the volume of traffic entering Derby Road (a private Road), particularly around school drop-off/pick-up times, then conducting turns in the road to then leave. They feel that a 'no-left-turn' restriction on Peppard Road, with appropriate exemptions for residents, would reduce these occurrences.	<ul style="list-style-type: none"> <li>• Comment: This entry was agreed for retention by TMSC (Sept 2019). Such restrictions require a Traffic Regulation Order to have been formally, publicly, consulted and implemented. The allowable exemption sign would state 'Except authorised vehicles', with no reference to residents being permissible. The authorised vehicles would be defined in the TRO (e.g. vehicles belonging to residents and their visitors). The sign(s) would require illuminating. The restriction would typically be used to benefit traffic flow on the main road, which it would not likely achieve in this application. Enforcement of this restriction is likely to be the primary deterrent. It is expected that Civil Enforcement powers will be provided to local authorities from summer 2022, until which time only the Police can enforce the restriction. Camera enforcement will be very costly, however.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £15,000 for the restriction, assuming 2 illuminated signs but not for enforcement.</li> </ul>
20	Caversham Heights	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	<ul style="list-style-type: none"> <li>• Comment: Signs can be installed without illumination.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £1500.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
21	Caversham Heights	20mph zone	Tokers Green Lane	Entire Road	A request for a 20mph zone on this road, which would be a jointly managed scheme between Reading Borough Council and South Oxfordshire District Council.	<ul style="list-style-type: none"> <li>• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. Feasibility risks around drainage and risks of ponding around any physical traffic calming features. Would require support, funding and a joined-up approach with Oxfordshire County Council, as the road spans local authority boundaries.</li> <li>• Casualty Data: No incidents in the latest 3 year period (up to August 2021, within the Borough of Reading).</li> <li>• Anticipated Costs: A very high level estimate would be around £20,000, based on a contribution to Reading's section only.</li> </ul>
22	Caversham Heights	Signing/Lining	Upper Woodcote Road	The bend near Richmond Road	Resident has concerns about the safety of the bend near the junction with Richmond Road, stating that the police have told residents there is an adverse camber. Additional signs and refreshing existing lining could help highlight the bend.	<ul style="list-style-type: none"> <li>• Comment: This location has a bend in the road and a junction with a right-turn filter lane. It is a wide section of road and is not significantly cambered, but is slightly barrelled across its profile. This is not a location with an evidenced road safety (casualty) issue and is not a high speed road. It is most likely that any incidents at this location are caused by motorists miss-judging their approach speed, the weather/road conditions or by intentions to cut the corner when the filter lane is being occupied. A review and potential improvement of the local warning signs and lining may be beneficial and of a relatively low cost. Lining condition is regularly inspected and will be refreshed as necessary.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £2000</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
23	Caversham Heights	Pedestrian Crossing	Upper Woodcote Road (and Woodcote Road)	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	<ul style="list-style-type: none"> <li>• Comment: A crossing has been installed close to its junction with Knowle Close, however, there would be benefit in considering some of the other areas that attract a higher footfall and providing appropriate facilities to assist pedestrians, expanding to Woodcote Road also. Facilities could range from informal, to controlled crossings (e.g. zebra crossings)</li> <li>• Casualty Data: 1 serious and 1 slight incidents reported in the latest 3 year period (up to August 2021). Of these, the serious incident listed speeding as a likely causation factor (close to Shepherd's lane).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.</li> </ul>
24	Church	Traffic calming	Buckland Road	Entire road	Request for traffic calming such as speed humps in order to reduce vehicle speeds, especially on approach to the traffic lights at its junction with Basingstoke Road.	<ul style="list-style-type: none"> <li>• Comment: On a 30mph street there would need to be (costly) illuminated warning signs, which also carry ongoing revenue costs. Consideration should be made for making this a 20mph street instead, which would need a range of features and signing within.</li> <li>• Casualty Data: 6 slight and 3 serious accidents in the latest 3 year period of data (up to August 2021), with a variety of causation factors. One incident involving a pedestrian where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: A very high level estimate would be around £60,000 for a 20mph zone with some traffic calming features.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
25	Church	Traffic calming	Northumberland Avenue	Close to the junction with Stockton Road	Request for traffic calming to be considered or else remove the mini roundabout and revert it to a standard junction. Complaints received about drivers travelling too fast when approaching and manoeuvring around the junction.	<ul style="list-style-type: none"> <li>• Comment: The issue of motorists choosing to drive at inappropriate speeds and driving across mini-roundabouts is challenging to address with physical measures, particularly considering the space constrictions, that it is a bus route and with the pedestrian facilities in this area. It is possible that an extension of the existing 20mph restriction further to the north along Northumberland Avenue could provide some benefits, with supporting traffic calming. The types of measures will need careful consideration, as this is a key public transport corridor and likely to be a useful emergency service route - simply installing lots of speed humps will not be appropriate.</li> <li>• Casualty Data: No incidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for the extension of the 20 zone down to Hartland Road with cushions would be £75,000 though this could increase depending on the area covered.</li> </ul>
26	Church	Lining - Keep Clear	Whitley Wood Road	Junction with Tamarisk Avenue	Request received to place a keep clear marking on Whitley Wood Road to facilitate the right-turn onto Tamarisk Avenue and avoid occasional queuing back into Shinfield Road junction.	<ul style="list-style-type: none"> <li>• Comment: This would be a low cost measure that could benefit residents and traffic flow on the main road.</li> <li>• Casualty Data: There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £1000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
27	Coley	Pedestrian crossing	Bath Road	Close to its junction with Harrow Court	Request to upgrade the historic islands neat the hospital to a formal crossing to either a pelican or puffin crossing, due to concerns about safety and vehicle speeds.	<ul style="list-style-type: none"> <li>• Comment: For safety, controlled crossings require good (and specified) advance visibility and to be away from junctions. Either side will be challenging, as there are dropped kerbs for driveway accesses, junctions close to a bus stop that may need to be relocated. While detailed investigation would be required, it may be the case that a controlled crossing is not achievable near to the desire lines but that some other enhancements or informal features may help. Additional feasibility concerns around the available carriageway width in which to alter lining and islands to create a compliant 'split' crossing.</li> <li>• Casualty Data: 1 slight incident near this location in the latest 3 year period (up to August 2021) where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: A very high level estimate would be around £90,000, if a zebra crossing could be installed, taking into account island alterations and electrical works.</li> </ul>
28	Coley	Keep Clear markings	Berkeley Avenue	Junction with its service road	Request from resident via Councillor to install a keep clear marking to stop the junction from being blocked by queueing vehicles.	<ul style="list-style-type: none"> <li>• Comment: The correct application of these markings is to reduce delays on the primary road, caused by right-turn traffic not being able to enter the side road due to queueing traffic. If this is the intended application, and not the perception of aiding traffic turning out of the side road, the recommendation is to retain this item on the list.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A high level estimate would be £1000.</li> </ul>
29	Coley	Kerbing/ re-profiling	Berkeley Avenue	Cul-de-sac section	Request from resident, via Councillor, to re-profile the kerb line to better facilitate access for larger vehicles, that are otherwise mounting and damaging the corner of the verge.	<ul style="list-style-type: none"> <li>• Comment: There would need to be funding available for detailed investigation of the make-up (and buried services, tree roots etc.) that may lay within this area. It would need to be reconstructed to take vehicular traffic, so this work will determine what is necessary (and at what cost) to make this alteration.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
30	Coley	Restriction Enforcement (Potential)	Lower Field Road	Closure point, near to the junction with Garnet Hill	Residents have reported to Councillor considerable daily contravention of the road closure restriction by motorcyclists, using this as a rat-run between Berkeley Avenue and Castle Hill/Bath Road.	<ul style="list-style-type: none"> <li>• Comment: It is going to be challenging to find an engineering solution that enables the legitimate access, but prevents access for these smaller motorised vehicles. This could be a potential site for future civil enforcement of moving traffic offences, subject to enforcement of this restriction being allowable in the regulations and subject to the vehicles being registered and registration plates being displayed.</li> <li>• Casualty Data: No accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: Unable to estimate at this time, as it is dependent on a wider piece of work and the types of technology that will be adopted.</li> </ul>
31	Coley	Resurfacing, adoption and illuminating footpath	Wensley Road	Links Wensley Road (near North Lodge Mews) with Coley Avenue South (to the south of Froxfield Avenue).	<p>It has been a long-standing desire of the West Reading Area Study to bring this footpath up to adoptable standards, to adopt it as part of the Highway network and to provide street lighting. This will increase the appeal to use it, improving accessibility through the area.</p> <p>The majority of the CIL-funded West Reading Area Study deliverables have been implemented, but there was insufficient funding available to deliver this item.</p>	<ul style="list-style-type: none"> <li>• Comment: This entry was agreed for inclusion as it was a desirable element of the West Reading Study, for which the associated funding was unable to cover.</li> <li>• Casualty Data: 1 serious and 1 slight incident reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: Estimated costs (October 2019) £180k total.</li> </ul>
32	Coley	Zebra Crossing Upgrade	Wensley Road	Outside shopping area, east of St Saviours Road	There has been a request made, via ward Councillors, for an upgrade of the beacons at the existing zebra crossing to a 'brighter' LED type.	<ul style="list-style-type: none"> <li>• Comment: This is a long standing crossing, but requests have been received to upgrade the type of beacon that is in place to a modern LED type, to further enhance the visibility.</li> <li>• Casualty Data: 1 serious and 1 slight incident reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: Estimated costs (December 2019) £5k.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
33	Emmer Green	Zebra Crossing	Caversham Park Road	In place of the uncontrolled crossing between Littlestead Close and the bus stop opposite.	Resident concern about difficulties in crossing the road, particularly for the elderly and for parents with young children. Resident would like a controlled crossing to be installed at this location to improve pedestrian safety.	<ul style="list-style-type: none"> <li>• Comment: Officers have measured the visibility from the crossing, which meets design guidelines. The implementation of a controlled crossing will require movement of the bus stop and hard-standing on the verge and a re-profiling of the footway on the western side.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £80,000.</li> </ul>
34	Emmer Green	One way	Grove Road	The section between no 59-87 Grove Rd	Request to make this section one way, due to issues caused by vehicles entering both ends of Grove Road and forcing vehicles to reverse.	<ul style="list-style-type: none"> <li>• Comment: This would require statutory consultation and may receive objections from residents.</li> <li>• Casualty Data: 1 slight accident in the latest 3 year period (up to August 2021) involving a pedestrian crossing the road.</li> <li>• Anticipated Costs: A very high level estimate would be around £20,000.</li> </ul>
35	Emmer Green	Speed Calming	Knights Way	Entire Length	Request via MP for speed calming	<ul style="list-style-type: none"> <li>• Comment: Speed surveys should be carried out to assess vehicle speeds. Officers recommend a 20mph scheme with the addition of signs and road markings, as well as traffic calming features such as road humps.</li> <li>• Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be around £40,000 for a 20mph scheme with features.</li> </ul>
36	Emmer Green	Pedestrian crossing and 20mph zone	Lowfield Road	Near the junction with Farnham Drive	Residents have raised concerns about speeding in this area, and have noted that there are now more children crossing the road since the new housing was built on 37-91 Lowfield Road. There have been requests to reduce the speed limit and install a pedestrian crossing.	<ul style="list-style-type: none"> <li>• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. The area will need to be reviewed to determine the best location for a crossing (considering visibility and desire lines) and the area to be covered by the lower speed limit and traffic calming. A suggestion could be between Galsworthy Drive and Earlsfield Close to cover the bends in the road and the requested crossing location.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £65,000 for the crossing and minimum of £40,000 for a 20mph zone in a small area with calming.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
37	Katesgrove	Restriction Enforcement (Potential)	Elgar Road	At the road closure point, between Elgar Road and Elgar Road South.	The road is closed to vehicles and has a TRO in place for this, but allows cyclists and pedestrians through the closure. There is also a footway on either side for pedestrian access. The closure is being abused by users of motorcycles and quadbikes, who are managing to squeeze through the gaps between the bollards, left for legitimate access. Ward Councillors have raised this issue and would like a solution to prevent this.	<ul style="list-style-type: none"> <li>• Comment: It is going to be challenging to find an engineering solution that enables the legitimate access, but prevents access for these smaller motorised vehicles. The bollard gaps are only marginally wider than the minimum guidance given to facilitate cyclist movements. This could be a potential site for future civil enforcement of moving traffic offences, subject to enforcement of this restriction being allowable in the regulations and subject to the vehicles being registered and registration plates being displayed.</li> <li>• Casualty Data: One slight accident at the Elgar Rd/Waterloo Rd junction in the latest 3 year period (up to August 2021) where a driver lost control and hit a bollard.</li> <li>• Anticipated Costs: Unable to estimate at this time, as it is dependant on a wider piece of work and the types of technology that will be adopted.</li> </ul>
38	Katesgrove	Weight Restriction	Highgrove Street	Entire road	Request from resident for a weight restriction on this road to restrict HGVs from using this road. Reports of vehicles being damaged on several occasions from large vehicles moving through this area.	<ul style="list-style-type: none"> <li>• Comment: A weight restriction will also restrict some vehicles needing to load/unload on behalf of residents, so could prove to be unpopular overall.</li> <li>• Casualty Data: One slight accident in the latest 3 year period (up to August 2021) not related to HGV traffic.</li> <li>• Anticipated Costs: A very high level estimate would be around £5,000 for the installation of the restriction (the TRO).</li> </ul>
39	Katesgrove	20mph	Highgrove Street	Entire road	Complaint about speeding traffic in Highgrove Street by cars using the road as a short cut and because of this a request for a 20mph limit.	<ul style="list-style-type: none"> <li>• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly.</li> <li>• Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but speeding was not a contributing factor.</li> <li>• Anticipated Costs: A high level estimate would be £40,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
40	Katesgrove	Traffic calming / road closure	Home Farm Close	Entire Street affected, closure point to be determined	Councillor request to stop speeding/joy-riding by permanently closing the road, potentially mid-way.	<ul style="list-style-type: none"> <li>• Comment: While this proposal will have a speed-calming impact across the street overall, it still leaves potential on either side, albeit that this would unlikely be as a result of non-resident (and their visitors) traffic. Officers recommend that a 20mph scheme with physical traffic calming measures also be considered. Both options would require statutory consultation for a new TRO.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated costs: A high level estimate would be £35,000 for a 20mph scheme. A closure would cost more and would depend on the features installed.</li> </ul>
41	Katesgrove	Cycle Facilities	Silver Street & Southampt on Street	Silver Street & Southampton Street	Reallocation of road space to accommodate on-carriageway cycle facilities	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. Cycle facilities have been added as part of the Tranche 1 Active Travel initiative, funded by government emergency funding during the pandemic. It will remain on this list until this currently-temporary scheme has been agreed for permanent implementation.</li> <li>• Casualty Data: 5 slight and 3 serious incidents reported in the latest 3 year period (up to August 2021). 4 incidents involved cycles and two of these were caused by vehicles entering the bus lane.</li> <li>• Anticipated Costs: Minimal costs to retain existing measures as a 'permanent' scheme.</li> </ul>
42	Kentwood	20mph	Armour Hill	Dudley Close Larissa Close area	Requested reduction of speed limit from 30mph to 20mph due to the lack of visibility and perceived speeding in the area. Additional measures could also be investigated to improve visibility of junctions.	<ul style="list-style-type: none"> <li>• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. The area to which the zone covers needs consideration and could feasibly include the entire street and those no-through roads off of Armour Hill. This would, however, increase the costs of the scheme, with upward of 1km of carriageway to be covered by traffic calming features.</li> <li>• Casualty Data: No incidents involving casualties recorded in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £120,000 for the abovementioned area.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
43	Kentwood	Traffic calming	Kentwood Hill	Request related broadly to the section between Armour Hill and Armour Road.	Concerns about speeding, despite the speed camera, and a request for traffic calming.	<ul style="list-style-type: none"> <li>• Comment: Due to this being a bus route, it is likely that speed cushions would be the highest 'impact' measures that could be introduced. On a 30mph street there would need to be (costly) illuminated warning signs, which also attract ongoing revenue costs. Consideration should be made for making this a 20mph street instead, which would need a range of features and signing within.</li> <li>• Casualty Data: No accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate for a 20mph with traffic calming would be around £50k for this section of Kentwood Hill. This would increase if other roads were included, or if a greater length of the street were to be included.</li> </ul>
44	Kentwood	Traffic calming	Oak Tree Road	Whole length	Request received for speed calming measures to address the perception of speeding traffic and rat-running.	<ul style="list-style-type: none"> <li>• Comment: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £6k per sign). Officers recommend that a 20 zone with side roads be considered. There is another request on this list for a 20mph scheme on Westwood Rd which could be considered with this one.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for a 20mph scheme with side roads would be around £100,000.</li> </ul>
45	Multiple: Abbey, Battle, Norcot, Kentwood	Cycle Access	Oxford Road	Entire Road	Request for improved cycle facilities along the Oxford Road corridor	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum and an action to capture requests made by the forum that are not already on the main list of requests. It is expected that the Oxford Road Corridor Study will incorporate some improvements. Elements such as the Red Route and Active Travel Tranche 1 (if agreed to be made permanent) were intended to partially address this request.</li> <li>• Casualty Data: N/A - relates to improved access.</li> <li>• Anticipated Costs: To be confirmed, but will form part of a wider scope of works.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
46	Multiple: Abbey / Battle / Kentwood	Walking/Cycling Improvements	Thames Path	Thames Path, Tilehurst to Town Centre	Convert the footpath to shared-use and undertaken improvements as detailed in risk assessment, including surface upgrade, speed reduction measures and signing.	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
47	Multiple: Abbey / Caversham / Thames	Cycle Improvements	NCN 5	Caversham	Improve cycle facilities along route 5, or alter route, as part of redevelopment of St Martin's Precinct, including improved signing (i.e. between Abbotsmead Place and Hemdean Road) and additional cycle parking. Diversion of route would need to be agreed with Sustrans.	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
48	Multiple: Abbey / Katesgrove	Road Marking	Bridge Street	The 'Oracle' roundabout with Southampton Street	Design and implement 'spiral markings' on the roundabout to assist with lane discipline. Reported to March 2014 TMS.	<ul style="list-style-type: none"> <li>• Comment: A more detailed investigation is needed to ascertain feasibility due to the traffic lights. Potential alterations to yellow-box junctions, as part of forthcoming civil enforcement of moving traffic offences, may be necessary and these may be complimentary works funded by capital investment.</li> <li>• Casualty Data: 6 slight incidents reported on the roundabout in the latest 3 year period (up to August 2021) however, 4 of these incidents can be attributed to lane-changing.</li> <li>• Anticipated Costs: A high level estimate would be around £30,000 due to the level of traffic management required.</li> </ul>
49	Multiple: Abbey / Thames	Walking/Cycling Improvements	Caversham Road	South of Northfield Road	Cyclists are unable to turn right out of Northfield Road towards town - they have to navigate Caversham Road roundabout. Upgrade existing pedestrian crossings on Caversham Road (by Northfield Road) to toucan crossings.	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. This upgrade is hoped to be delivered, or at least funded, by development in this area but will remain on this list until this is confirmed.</li> <li>• Casualty Data: 7 slight and 1 serious accidents reported on the Caversham Rd roundabout in the latest 3 year period (up to August 2021). 4 of these incidents involved pedal cycles.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated, but it is hoped that this will be funded/delivered by development works in the vicinity.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
50	Multiple: Abbey / Thames	Cycle Facilities	Watlington Street & Forbury Road	Watlington Street & Forbury Road, providing linking to Christchurch Bridge via Kings Meadow	Reallocate road space to pedestrians and cyclists through provision of segregated facilities, potentially kerb segregated. This would link Reading Station with NCN 422, and the new development site near Kenavon Drive. A high quality, strategic cycle route could be developed here. Induction loops at toucan crossings along Forbury Road and Watlington Street could be installed if not already in place.	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>
51	Multiple: Abbey / Thames	Junction improvement (pedestrians)	Watlington Street/Kings Road	Crossings at the meeting of Watlington Street/Forbury Road and Kings Road	Area Neighbourhood Officer has raised concerns regarding the inconsistency of tactile paving at the sites of the older traffic signal controlled pedestrian crossings.	<ul style="list-style-type: none"> <li>• Comment: This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving. This may be covered by future capital investment bids.</li> <li>• Casualty Data: 2 slight and 1 serious incident reported in this area in the latest 3 year period (up to August 2021). None involved pedestrians.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the work needed.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
52	Multiple: Caversham / Thames	Footway and Junction improvements (vehicles & pedestrians)	Gosbrook Road	Jcn Westfield Road	Resident has reported the issue with long vehicles turning left onto Westfield Road causing damage to wall of No.4, due to poor driving. Resident has asked for alteration to island or no-left-turn etc. to prevent this occurring. General concerns have been raised regarding the narrow footway width along Gosbrook Road.	<ul style="list-style-type: none"> <li>• Comment: The size of the island was reduced when the traffic signals were removed from this junction. It reinforces the no-right-turn onto Gosbrook Road and houses illuminated signs. It also acts as an informal refuge island for pedestrians. These factors need to be taken into account if any alterations are being considered. Footway widening may be technically possible and will be of widespread benefit to pedestrians, but will be costly.</li> <li>• Casualty Data: 3 slight incidents reported near the junction in the latest 3 year period (up to August 2021). 1 vehicle failed to give way, one was distracted and one failed to indicate left.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed and what underground services may be impacted by the necessary civil engineering works.</li> </ul>
53	Multiple: Caversham / Thames	Pedestrian Crossing	Gosbrook Road	Between George Street and Briants Avenue	Request, via Councillor, to consider a crossing facility along this stretch of road.	<ul style="list-style-type: none"> <li>• Comment: Investigation would be required to ascertain desire-lines (popular 'destinations') and feasibility (junctions, dropped kerbs, parking etc.). The type of facility (informal or controlled) can then be considered.</li> <li>• Casualty Data: 2 slight incidents in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: A crossing could cost around £60k-80k depending on the location and the level of works required.</li> </ul>
54	Multiple: Caversham / Thames	Walking/Cycling Improvements	Promenade Road & Caversham Road Roundabout	Promenade Road & Caversham Road Roundabout south of Caversham Bridge	Installation of dropped kerbs to aid access to Abbotsmead Place and Thames Path	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the number of features installed.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
55	Multiple: Caversham / Thames	Vehicle restriction	School Lane	Entire road	Request to prevent vehicles from using School Lane by installing bollards at each end. It is a single lane road with no pavements and is used regularly by cyclists and pedestrians. Concerns that the development of the New Directions site could increase the number of vehicles using this lane and risk pedestrian and cyclist safety.	<ul style="list-style-type: none"> <li>• Comment: Bollards would prevent cars entering the road, however, the features need to remain accessible for mobility aids and pushchairs etc., so could still be open to potential abuse by smaller motorised vehicles. We also need to ensure that any proposal doesn't create additional obstacles for those with impaired vision. This will likely require a TRO motor vehicle prohibition to be consulted and implemented.</li> <li>• Casualty Data: No accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be £6k.</li> </ul>
56	Multiple: Caversham Heights / Caversham	Pedestrian Crossing	Oakley Road	Close to junction with Hemdean/Rother field	Concerns have been raised to Ward Councillor and officers about the number of pedestrians that cross on the Rotherfield Way and Oakley Road sides of this roundabout and controlled facilities have been requested.	<ul style="list-style-type: none"> <li>• Comment: For safety, controlled crossings require good (and specified) advance visibility and to be away from junctions. Either side will be challenging, as there are dropped kerbs for driveway accesses, junctions nearby and bus stops that would need to be relocated. While detailed investigation would be required, it may be the case that a controlled crossing is not achievable near to the desire lines but that some other enhancements/informal features may help.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for a 'standard' zebra crossing at this location would be £80,000, factoring in the strong likelihood that kerbing works, parking restrictions and bus stop/infrastructure movement would be required.</li> </ul>
57	Multiple: Caversham Heights / Emmer Green	Pedestrian Crossing	Rotherfield Way	South-west of its junction with Surley Row	A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMSC. An update report went to March 2016 TMSC. A further update report (with an outline zebra crossing design) was reported to June 2016 TMSC.	<ul style="list-style-type: none"> <li>• Comment: A concept scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £80,000 for a zebra crossing.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
58	Multiple Caversham Heights / Emmer Green	20mph	St Barnabas Road	Extension of existing scheme, northbound, to Surley Row.	Request received for an extension of the existing 20mph zone in a northbound direction to the junction with Surley Row, including a request for speed calming measures along this section.	<ul style="list-style-type: none"> <li>• Comment: There have been complaints about safety, stating that vehicles get dangerously close to pedestrians especially at school drop off times. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures.</li> <li>• Casualty Data: There have been no recorded incidents in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £35,000 to extend the exiting 20 zone along St Barnabas Rd only (not side streets).</li> </ul>
59	Multiple: Church / Whitley	20mph	Hartland Road & Whitley Wood Road	From Basingstoke Road to Shinfield Road	Request, via Councillor, for 20mph speed reduction to improve the environment for residents, reduce the appeal as a cut through and to reduce safety risks in consideration of the nearby schools	<ul style="list-style-type: none"> <li>• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend a 20mph zone for this type of residential street as it would add a range of supporting physical measures to improve compliance. These will need careful consideration in the context of the types of vehicles using the street (e.g. buses) and around drainage/ponding risks along the Whitley Wood Road hill.</li> <li>• Casualty Data: 5 slight accidents on Hartland Road and 3 slight accidents reported on Whitley Wood Rd in the latest 3 year period (up to August 2021). No accidents where speeding was considered a contributing factor. Most of the accidents relate to junction collisions.</li> <li>• Anticipated Costs: A high level estimate would be £200,000 for Hartland Rd and Whitley Wood Road though side roads should also be considered and would increase the costs further.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
60	Multiple: Tilehurst / Kentwood	20mph	Westwood Road	Whole length	Request received for a reduced speed limit and traffic calming measures to be installed.	<ul style="list-style-type: none"> <li>• Comment: If this proposal is developed, there would need to be supplementary traffic calming features added. There would need to be careful consideration of the type of measure, as this is a bus route and will be a key emergency service vehicle route for parts of Tilehurst and beyond. Side roads should also be considered for inclusion. There is a separate request on this list for traffic calming on Oak Tree Road which could be considered with this one and would slightly reduce the overall combined costs, versus implementing them separately.</li> <li>• Casualty Data: 1 slight incident at the School Road junction reported in the latest 3 year period (up to August 2021) but it did not list speeding as a causation factor or involve pedestrians.</li> <li>• Anticipated Costs: A high level estimate would be £100,000 but this would increase if additional roads are included in the zone.</li> </ul>
	Multiple: Tilehurst / Norcot	20mph	Elvaston Way & wider Tilehurst area	From Stanham Road to Taff Way	Raised by ward Councillor.	<ul style="list-style-type: none"> <li>• Comment: Dee Road is already included in a 20mph zone but we could expand the zone to include Stanham Rd, Combe Rd, Elvaston Way, Tern Close and Taff Way. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. There is some traffic calming in the area, but some illuminated signage (not required for 20mph) would need to be removing and there remains quite a significant overall length of carriageway that would require treatment.</li> <li>• Casualty Data: 2 slight incidents reported in the area in the latest 3 year period (up to August 2021). None where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: Survey: A high level estimate would be around £120,000 for the roads listed here.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
62	Multiple: Park / Redlands	Traffic calming	Eastern Ave	Entire Rd	Request for traffic calming such as speed humps in order to reduce vehicle speeds.	<ul style="list-style-type: none"> <li>• Comment: This is in an existing 20mph zone and there are some existing calming features on the south end of the road which could be amended, though that section is used by buses.</li> <li>• Casualty Data: 2 slight and 1 serious incidents reported in the latest 3 year period (up to August 2021). Two were at junctions and the other was on the roundabout. Speeding was not a contributing factor in any of the incidents.</li> <li>• Anticipated Costs: A very high level estimate would be around £55,000.</li> <li>• Recommended Action: Retain</li> </ul>
63	Multiple: Park / Redlands	Pedestrian crossing enhancements	Whiteknights Road	Roundabout with Upper Redlands Road	Concern has been raised with Councillor regarding pedestrians crossing the road from the University campus. Request made for enhancements at this difficult location.	<ul style="list-style-type: none"> <li>• Comment: Officers have initially suggested consideration of pedestrian refuge islands (subject to feasibility) at the roundabout exits. These would slow traffic by removing opportunities to cut across hatched areas and allow pedestrians to cross in two parts. Potential re-profiling of the campus exit could also encourage pedestrians to cross further back from the roundabout to improve visibility. These will be relatively costly civils works, for which there would also need to be some vehicle tracking conducted, to ensure that longer vehicles could safely navigate a 'tightened' roundabout. Unfortunately, the exit and desire line are currently too close to the roundabout to place a controlled crossing facility.</li> <li>• Casualty Data: 1 slight incident recorded in the latest 3 year period of data (up to August 2021). This incident did involve pedestrians.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
64	Multiple: Various	Walking/Cycling Improvements	Various	Portman Road Palmer Park Caversham Bridge Richfield Avenue	Improved clarity of shared-use facilities. For example: installation of tiles	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
65	Norcot	Road Closure	Craig Ave	At its junction with Grovelands Rd	Complaint from a resident stating that vehicles exiting Craig Ave cause unnecessary delays when they head eastbound down the Oxford Road.	<ul style="list-style-type: none"> <li>• Comment: While officers understand the concerns raised, we are not aware of significant demand for this change. If the proposal is developed, it would require statutory consultation, which would provide opportunity for objection (and support), but an initial, simple informal consultation may be beneficial (and cost-effective) in the first instance.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
66	Park	20mph enhancements	Coventry Road (and Newtown)	Entire Length	Request for additional speed calming (physical) along the street and repeater signs for 20mph speed limit.	<ul style="list-style-type: none"> <li>• Comment: It would be advisable to consider the wider area and not just this street in isolation. Speed surveys should be carried out to assess vehicle speeds to determine which areas in Newtown could benefit from additional calming measures. There is scope for additional speed humps and for repeater signs to improve speed compliance, although it should be noted that these will likely not eradicate the issues raised for those who are already wilfully driving inconsiderately.</li> <li>• Casualty Data: No injury related accidents in the latest 3 year period (August 2021) where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: A very high level estimate would be £55,000 but could increase significantly depending on the number of traffic calming features installed.</li> </ul>
67	Park	Remove/reduce rat-run	Crescent Road	Particularly between Wokingham Road and Bulmershe Road	<p>Concerns have been raised about the volume of traffic that can rat-run across east Reading using Crescent Road. Discussions have taken place at TMS and with the East Reading Area Study Steering Group, but an agreeable solution is yet to be found.</p> <p>Proposed solutions have included reviewing streets to the east of Wokingham Road, which can also facilitate this cut-through movement.</p>	<ul style="list-style-type: none"> <li>• Comment: An agreeable solution needs to be found and funded. It will not be possible to cost or fully analyse the potential benefits/impact at this stage, but the outcome would likely be a restriction (e.g. directional) that could impact on local accessibility to the area and could be controversial when consulted.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
68	Park	Bollard	Green Road	At the closure point	Request received to install additional bollard, or redistribute existing bollards at the closure point, as vehicles are reportedly using the dropped pedestrian kerb to negotiate the closure.	<ul style="list-style-type: none"> <li>• Comment: It may be possible to reduce the gap(s) to prevent cars and vans from being able to squeeze past the closure, but the feature needs to remain accessible for mobility aids and pushchairs etc., so could still be open to potential abuse by smaller motorised vehicles. We also need to ensure that any proposal doesn't create additional obstacles for those with impaired vision.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £1000 for one bollard but more if we change existing ones.</li> </ul>
69	Park	Road Closure	Heath Road	One end	Councillor request to close off one end of Heath Road to prevent speeding and rat running	<ul style="list-style-type: none"> <li>• Comment: This would require statutory consultation and may receive objections from residents, who may have significant diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. There will not necessarily be a reduction in speeds, but this would prevent rat-running, which would then likely be pushed to neighbouring streets - this may also generate objections.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required for the preferred solution before costs can be estimated.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
70	Park	One way plug	Holmes Road	One end	Councillor request to use a plug to make Holmes Road one way following petition from residents.	<ul style="list-style-type: none"> <li>• Comment: Feasibility concerns with regards to the access challenges that this will create for residents and the rear of the fire station and displacement of traffic onto neighbouring roads (Early Hill Road is a private road, for example), which will likely generate objections. The proposal would require statutory consultation and it is likely that some reduction of on-street parking will be required to accommodate the plug, which will be set back to facilitate turning in the junction (a further feasibility concern). It should also be noted that the no-entry restriction will be Police-enforceable only for the foreseeable future.</li> <li>• Casualty Data: 3 slight accidents at the junction with Wokingham Road in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £65,000 for a feature, which would not include any decorative items such as a planter.</li> </ul>
71	Park	Construct new footway	Hamilton Road	Southern end of the road, leading from Whiteknights Road to the school entrance on the eastern side.	Request from ward Councillor for the construction of a footway - there is currently no footway on the eastern side of the street, leading up to the school entrance.	<ul style="list-style-type: none"> <li>• Comment: Significant feasibility issues. There is currently insufficient Highway land to install the footway, which would require agreement to move the highway boundary into private land. This section of land would then need to be cleared back, which includes fencing, trees and other vegetation. Construction of the footway would also necessitate Highway drainage installation, movement of street lighting and potential utility diversion.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: Unable to estimate at this time due to the aspects around feasibility and likely requirement for land purchase (subject to agreement).</li> </ul>
72	Park	No right turn	Liverpool Road	Approaching the junction with London Road	Councillor request to ban the right-turn onto London Road to reduce waiting times for traffic approaching the junction. Proposed that motorists wishing to turn right travel to the roundabout with the A3290 to come back into Reading.	<ul style="list-style-type: none"> <li>• Comment: A survey could be conducted to ascertain how many vehicles are turning right from this junction.</li> <li>• Casualty Data: 2 slight incidents reported at the junction with London Road in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £10,000 depending on sign requirements.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
73	Park	Pedestrian crossing	St Bartholomews Road	At the junction of St Bartholomews with London Road going east/west along London Road	Councillor request to introduce a pedestrian crossing.	<ul style="list-style-type: none"> <li>• Comment: To be on the likely desire line for pedestrians, this would need to be incorporated into the signalised junction. This will require upgrades, additions and reconfiguring of the junction and to the regional traffic flow management system (SCOOT) by specialist contractors.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
74	Park	Traffic calming	St Bartholomews Road	Entire road	Councillor request to introduce traffic calming to St Bartholomews Road which is in a 20 zone.	<ul style="list-style-type: none"> <li>• Comment: Depending on the measure(s), there may need to be some loss of parking. The features will likely necessitate statutory consultation.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level cost would be £30,000.</li> </ul>
75	Park	20mph enhancements	St Peters Road	Entire Length	Request via Ward Councillor for additions to the existing physical traffic calming features and/or potentially raising the height of existing speed humps to address concerns about speeding.	<ul style="list-style-type: none"> <li>• Comment: St Peters Road complies with the requirements of a 20mph zone and has a number of existing full length road humps. It would be useful to conduct speed surveys to assess vehicle speeds and then determine if the existing humps should be upgraded.</li> <li>• Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be around £45,000.</li> </ul>
76	Park	Crossing improvement	Wykeham Road	At junction with Brighton Road	Improvements needed to allow prams and wheelchair users to cross safely. There have been reports that some users have had difficulties and become stuck when crossing at this junction.	<ul style="list-style-type: none"> <li>• Comment: There are some feasibility issues, with a few driveways at this location which could prevent any crossing points from being installed. There is also a high demand for on street parking in the area which should also be considered before removing any parking spaces.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £15,000 to make some improvements.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
77	Redlands	Speed calming features	Eldon Terrace	Entire street and immediate area	Request, via Councillor, for the installation of physical speed calming measures to aid motorist compliance.	<ul style="list-style-type: none"> <li>• Comment: The street, and those leading to it, sit within an existing 20mph zone, which will negate the need for additional signing to be implemented alongside any vertical traffic calming measures. Considering the narrow nature of the streets and a level of on-street parking, chicanes or width restricting features are unlikely to be feasible. To improve compliance with the speed limit, speed humps will be the most effective measure. These features, however, will affect all motorists and there is often local concern of noise and vibration raised when such features are proposed to be installed in residential areas. Such features will require public consultation.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for traffic calming in the entire area would be around £40,000.</li> </ul>
78	Redlands	Traffic calming / One Way	Elmhurst Road, Marlborough Avenue and Redlands Road	Entire Road	Request from residents for traffic calming features such as speed humps to reduce vehicle speeds on these roads. Updated to include Marlborough Avenue, following presentation of the petition at September 2021 TMS. A further request has since been made to also consider Redlands Road and a possible one way system.	<ul style="list-style-type: none"> <li>• Comment: The installation of traffic calming could result in noise complaints and will be costly. It may be beneficial to conduct a speed survey to assess vehicle speeds and investigation is needed to determine what measures could be appropriate here. Making Redlands Rd one-way will have an impact on the hospital and bus services as well as residential roads in the area so will need a more detailed investigation before its feasibility can be determined.</li> <li>• Casualty Data: 3 slight and 1 serious accidents around the Elmhurst Rd/Upper Redlands Rd junction and 2 serious and 4 slight accidents reported on Redlands Rd in the latest 3 year period (up to August 2021). 1 in 2019 on Redlands Rd where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: Very high level estimates would be around £30,000 for traffic calming in Elmhurst Road and Marlborough Ave, depending on the features. One way on Redlands Road would need further investigation before costs can be determined.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
79	Redlands	Road Closure	Lydford Road	Between its junctions with Alexandra Road and Donnington Gardens	Request to install bollards to prevent traffic from going through Donnington Gardens to get to Lydford Road - there have been complaints about people accessing the school to pick/up drop off here and there is a perceived speeding issue.	<ul style="list-style-type: none"> <li>• Comment: This will require statutory consultation and the resultant solution would need to cater for legitimate access to the area (e.g. emergency service, property access, utility service providers).</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated. A high-level estimate would be £8,000.</li> </ul>
80	Redlands	Pedestrian Crossing	Upper Redlands Road	Near to St Josephs College and at junction with Alexandra Road.	Request received for improved pedestrian crossing facilities to the east of Alexandra Road. Suggestion made for turning the speed cushions into a full-width raised crossing (with imprinting on top), although a controlled crossing is preferred. Also requested improvements at the junction with Alexandra Road to improve the crossing for pedestrians and to reduce the carriageway with the intention of reducing vehicle speeds.	<ul style="list-style-type: none"> <li>• Comment: A concept scheme has been developed and there has been some engagement with the University of Reading and St Josephs College regarding this design, which locates the crossing near to the junction with Alexandra Road. Fundraising has raised some private local funding commitments for developing the proposal.</li> <li>• Casualty Data: 1 serious and 3 slight incidents reported at the junction of Alexandra Road/Upper Redlands Road in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: A high level estimate would be £60,000 for a 'standard' zebra crossing.</li> </ul>
81	Southcote	Walking/Cycling Improvements	Southcote Farm Lane	Southcote Farm Lane & off-carriageway links to Southcote Primary School	Improve surface of Southcote Farm Lane and convert routes linking to Southcote Primary School to shared-use	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
82	Tilehurst	Speed calming and traffic management measures	Conwy Close	Entire length	Request from parent whose child attends the Avenue School, for road safety measures such as signs, lines, traffic calming and/or a pedestrian crossing to improve safety at this location. There are concerns about safety due to the high volume of vehicles and pedestrians that use this road e.g. taxis and minibuses parking on the pavement, double parking and general traffic build up.	<ul style="list-style-type: none"> <li>• Comment: The installation of traffic calming could result in noise complaints and will be costly. It may be beneficial to conduct a speed survey to assess vehicle speeds and investigation is needed to determine what measures could be appropriate here. It may also be worth considering a 20mph zone in the road.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £50,000 to implement a 20mph zone with traffic calming.</li> </ul>
83	Tilehurst	Improved pedestrian crossing facilities	Corwen Road / Walnut Way	Near the junction	Request for a safe crossing at the top of Walnut Way near the junction with Corwen Road. The width of Walnut Way at this junction makes it difficult for pedestrians to cross. A traffic island has been suggested as a means of helping pedestrians cross the road.	<ul style="list-style-type: none"> <li>• Comment: Installing an island in the centre of the junction could be feasible, but there would need to be vehicle tracking checks to ensure that all movements would still be possible. This would necessitate removing the dedicated right-turn filter lane.</li> <li>• Casualty Data: 1 accident in involving a child crossing in October 2018. No other accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate, subject to feasibility, would be around £30k.</li> </ul>
84	Tilehurst	Road closure	Gratwicke Road	Junction with Corwen Road	Request received for the closure of the road at the junction with Corwen Road to prevent the alleged rat-running of traffic trying to bypass the Norcot Road/Armour Road/Kentwood Hill/School Road junction.	<ul style="list-style-type: none"> <li>• Comment: The proposal would limit access to the street, by severing access via Tilehurst Road. This request raises similar issues to that for Recreation Road. It would be advisable that an informal consultation be conducted with residents prior to developing any proposals, should it appear that funding is likely to be forthcoming.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
85	Tilehurst	20mph zone, One-way plug and pedestrian crossing	Recreation Road	Entire length, considering Blundells Road also.	<p>A petition to September 2014 TMSO requested measures to address rat-running traffic and perceived traffic speeding issues. The petition included a request for 20mph speed limits and consideration of a one-way plug.</p> <p>In September 2021 officers received additional request for 20mph and for a pedestrian crossing outside the park.</p>	<ul style="list-style-type: none"> <li>• Comment: It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals. There are feasibility issues surrounding the implementation of a controlled crossing outside the park entrance (the desire line). There are dropped kerbs for off-street parking in the vicinity and a significant level of on-street parking would need to be removed for visibility. However, in the context of a speed reduction, there are other options potentially available for an uncontrolled crossing.</li> <li>• Casualty data: No incidents reported in the latest 3 year period (up to August 2021).</li> <li>Anticipated Costs: A very high level estimate for an informal crossing and a 20mph zone would be around £40,000. This would increase significantly if a full zebra crossing were to be installed. The cost of the one way plug would also require investigation before the cost could be estimated.</li> </ul>
86	Tilehurst	20mph & Pedestrian Crossing	School Road	Outside The Laurels	Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.	<ul style="list-style-type: none"> <li>• Comment: Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing).</li> <li>• Casualty Data: No incidents on School Rd in this area but 1 incident involving a pedestrian (slight) on Corwen Road in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for a short section of 20mph with cushions would be £20-25,000 but a zebra crossing could be an additional £60,000.</li> </ul>
87	Tilehurst	20mph Zone	St Michaels Road	Whole length	Request for a reduced speed limit along this street.	<ul style="list-style-type: none"> <li>• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend including side roads in the zone.</li> <li>• Casualty Data: 1 slight incident reported at the junction with the Meadway in the latest 3 year period (up to August 2021) but did not list speeding as a contributing factor.</li> <li>• Anticipated Costs: A high level estimate would be £100,000, including a number of the no-through-roads.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
88	Tilehurst	Prevent one way contraventions	The Triangle and Walnut Way	Junction with St Michaels Road	Councillor request for investigation into measures to discourage motorists from contravening the one way restriction at this location.	<ul style="list-style-type: none"> <li>• Comment: There is a correctly signed no-entry restriction at the junction with St Michaels Road and it is going to be challenging to find an engineering solution that prevents access for those willingly contravening the restriction. This could be a potential site for future civil enforcement of moving traffic offences, subject to funding.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: Unable to estimate at this time, as it is dependent on a wider piece of work and the types of technology that will be adopted.</li> </ul>
89	Tilehurst	Pedestrian Crossing	Westwood Road	Junction with School Road	Request received to install improved pedestrian crossing facilities (ideally controlled) near to the roundabout with School Road.	<ul style="list-style-type: none"> <li>• Comment: There are significant feasibility issues for installing a controlled (e.g. zebra) crossing at this location, as once it would be set back from the junction sufficiently to meet visibility requirements, there are dropped crossings / accesses very close together for a considerable stretch of the road. The crossing would be very far away from the desire line. Uncontrolled options such as a raised table could potentially be considered, potentially as part of an area 20mph scheme.</li> <li>• Casualty Data: 1 slight incident at the School Road junction reported in the latest 3 year period (up to August 2021) but it did not list speeding as a causation factor or involve pedestrians.</li> <li>• Anticipated Costs: Unable to estimate at this time, as a scope of works would need to be considered.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
90	Thames	Pedestrian Crossing	George Street (B3345)	North of the roundabout with Vastern Road and Napier Road	Businesses have requested the installation of an assisted pedestrian crossing to the north of this roundabout. A report to June 2017 TMSO referred to this request and an indicated funding contribution by the business community.	<ul style="list-style-type: none"> <li>• Comment: Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options. The crossing would need to be set back from the roundabout from a forward visibility perspective, which moves it onto the bridge structure and away from the crossing desire line. Visibility along the bridge is also a concern due to the pronounced 'hump' mid way.</li> <li>• Casualty Data: 4 serious and 9 slight incidents reported on the roundabout in the latest 3 year period (up to August 2021). None involved pedestrians crossing.</li> <li>• Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.</li> </ul>
Page 132	Thames	Speed calming	Napier Road	Entire road	Requests from residents for speed calming due to concerns about vehicles speeding when going to the nearby superstore. Residents say that vehicles do not slow down when approaching the existing zebra crossing and there are concerns about safety due to the increased number of pedestrians using this road.	<ul style="list-style-type: none"> <li>• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. Illuminated signs are also costly in a 30mph road, with ongoing revenue implications. Due to the bus and delivery traffic along the road, speed cushions are likely to be the most 'impactive' measures that could be introduced.</li> <li>• Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) where a pedestrian was involved but speeding was not considered a contributing factor.</li> <li>• Anticipated Costs: A high level estimate would be £50,000.</li> </ul>
92	Thames	Cycle Access	Vastern Road	Right turn into Trooper Potts Way	TRO amendment to enable right-turn from Vastern Road bus lane into Trooper Potts Way	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. This would necessitate TRO alteration (consultation), signing changes and very likely require some traffic signal detection alterations to ensure that bicycles would be detected at the junction.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A high level estimate would be around £10,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
93	Whitley	20mph speed limit	Blandford Road	Entire road	Request for a 20mph speed limit along this road due to complaints about vehicles travelling too fast and concerns about safety, as there are schools nearby.	<ul style="list-style-type: none"> <li>• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend including nearby roads in the 20 zone to make it an area wide scheme, however, this would significantly increase the costs.</li> <li>• Casualty Data: 3 slight accidents reported at the Blandford Rd/Hartland Rd junction in the in the latest 3 year period (up to August 2021), none where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: A very high level estimate would be around £70,000 for a 20 zone with calming on Blandford Road, however, this would increase significantly if additional roads are included in the zone.</li> </ul>
94	Whitley	20mph	Spencer Road	Request related to this street, but a reasonable 'zone' could be created if including Vernon Crescent and the no-through roads that come from each of these.	Concerns raised by resident, regarding speeding along Spencer Road. It was alleged that vehicles are using the street to avoid speed reducing measures on Whitley Wood Lane/Road (humps and buses stopping).	<ul style="list-style-type: none"> <li>• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Physical measures can be placed in a 30mph area, but officers would recommend a 20mph zone for this type of residential street with nearby roads included.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be around £100,000 for an area wide scheme with some traffic calming features.</li> </ul>
95	Whitley	20mph	Whitley Wood Lane	Whole length	Request for speed limit to be reduced to 20mph.	<ul style="list-style-type: none"> <li>• Comment: The street has traffic calming (speed cushions), so changes would be the TRO, signing (including removal of old illuminated units that would no longer be required) and installation of repeater markings. If there is a need to increase the size of existing humps then it may cost approximately £4000 per hump. It may also be worth including side roads in the scheme though this would also increase the cost.</li> <li>• Casualty Data: 5 slight and 1 serious incident reported in the latest 3 year period (up to August 2021). None where speeding was listed as a contributing factor.</li> <li>• Anticipated Costs: A high level estimate for just a 20mph scheme without other features would be £25,000.</li> </ul>

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

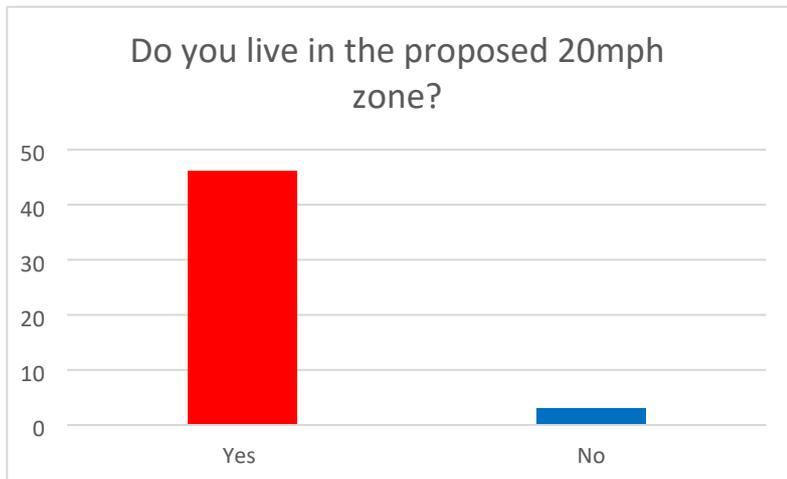
This page is intentionally left blank

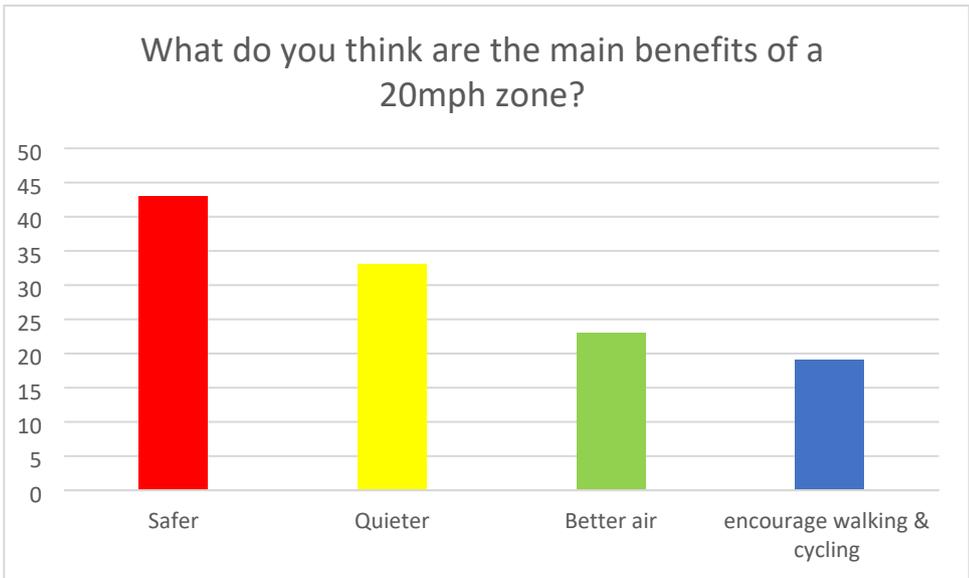
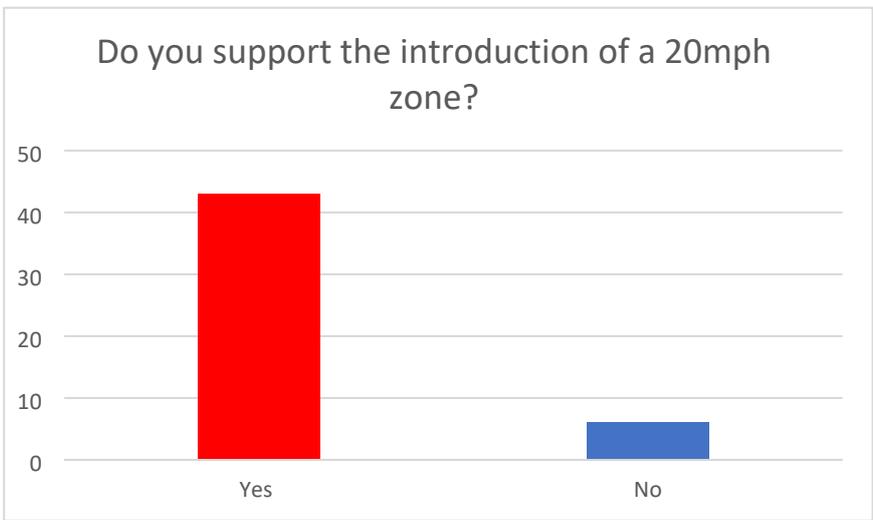
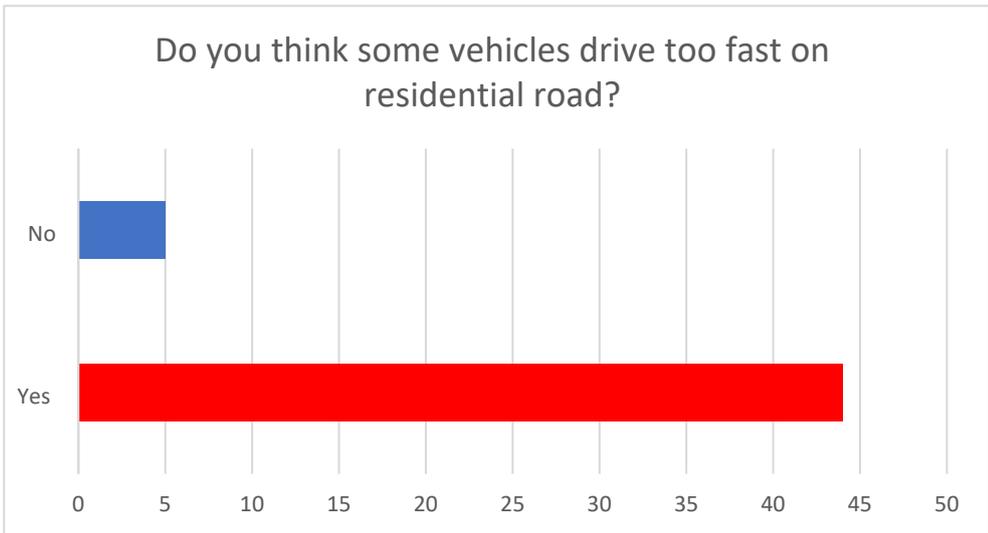
**REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 4**

**Amersham Road estate 20 mph Survey of residents**

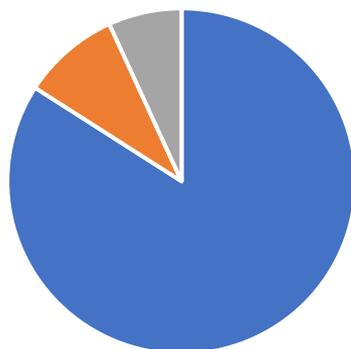
Caversham Ward Councillors distributed a survey to the area shown on the map below to approximately 400 households during August 2022. The survey closed on Friday 26 August 2022. We received 49 responses to the survey, via email, post and a drop-in box at The Weller Centre.

There is a clear and high level of support for introducing a 20mph zone in the area outlined.





Do you support RBC getting powers of enforcement in 20mph zones



■ Yes ■ No ■ Don't know

## Comments from 20 mph Survey on Amersham Road estate – Aug 2022

	Comment	Cat
1	Driving fast over speed humps in the road would potentially damage a car's suspension, so drivers would have an interest in driving slowly	
2	Cycle routes beside the sleeping policemen on Amersham Road gets built up with leaves etc. Could these areas be cleaned more regularly to help cyclists.	
3	E-scooters should be banned on residential pavements and roads. They are a danger to pedestrians and other road users.	
4	Cars & motorbikes rev up outside the shop in Nire Road and screech round the roundabout. Electric scooters are also a danger. Riding in groups they use both pavements and roads.	
5	My kids should be able to cross safely	
6	Need to take away current speed bumps as cars go straight over them, they need to be fully across one side to the other.	
7	Make it safe for children	
8	This needs to be 20mph for some time now. Lots of children use the nursery and Weller Centre at the top of Amersham Road and walking there can be dangerous with fast cars/mopeds. 100% support this idea.	
9	Also bikes and e-scooters without lights both at speed in the area. Junction to Sar Road is a pinch point with often congestion with large vehicles and buses.	
10	It is dangerous for adults and children trying to cross the road. Also people with dogs.	
11	Noise, especially motorcycles is a real problem as well as speeding cars/bikes	
12	No easier way to make money than persecute the motorist. Stop wasting our money.	
13	If there is no enforcement, then it makes the speed limit powerless. Police need to do more policing.	
14	Keep kids off the roads with electric bikes, they are a hazard to everyone or charge them road tax.	
15	With so many children using the centre and nursery we need to keep them safe as well as the older people and less able.	
16	A 20mph zone does not only reduce vehicle speed but also sends a signal to motorist to expect cyclists and pedestrians on the road. This will improve safety especially around the Weller Centre and the nursery.	
17	It would be good if you could implement it, but most cars will not heed it. It needs cameras up and down the road.	

18	Enforcement of the limit is key and enforcement for other offences that happen here such as dangerous driving, wheelies on e-scooters, use of illegal vehicles etc	
19	Enforcement needs to happen otherwise a 20mph limit will be ignored as the 30 current mph limit sometimes is	
20	Stop people parking so close to the chicanes, it is dangerous.	
21	20mph some rules should also be applied to the electric scooters which is widely used by teenagers in Amersham Road.	
22	I witnessed a near head-on collision on Amersham Road – one vehicle was speeding towards the other over the speed bumps. At night you hear cars speeding, wheels spinning and squealing. You need to enforce it with cameras or otherwise no one will listen.	
23	Problem is not drivers faster than 20mph, problem is those doing more than 30mph, often 40 to 60mph. A 20mph zone risks penalising perfectly safe drivers keeping to the current limit.	

## READING BOROUGH COUNCIL

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

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>10 NOVEMBER 2022</b>	<b>AGENDA ITEM:</b>	
<b>TITLE:</b>	<b>EVALUATION OF LOCAL 15% CIL SCHEME - REDLANDS TRAFFIC CALMING</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>CLIMATE STRATEGY AND TRANSPORT</b>
<b>SERVICE:</b>	<b>HIGHWAYS &amp; TRAFFIC SERVICES</b>	<b>WARDS:</b>	<b>REDLANDS, KATESGROVE</b>
<b>LEAD OFFICER:</b>	<b>JAMES PENMAN</b>	<b>TEL:</b>	<b>0118 937 2202</b>
<b>JOB TITLE:</b>	<b>NETWORK SERVICES MANAGER</b>	<b>E-MAIL:</b>	<b>NETWORK.MANAGEMENT@READING.GOV.UK</b>

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

1.1 Local Community Infrastructure Levy (CIL) funding was allocated by the Council to introduce a scheme of measures to improve motorist compliance with the 20mph zone restrictions in specific locations within Redlands Ward and Katesgrove Ward.

Following the delivery of the measures in 2021 and the undertaking of comparative speed surveys and independent Road Safety Audit, this report provides an officer summary of the findings.

1.2 The report recommends alterations to a 'priority flow' measure, which will require statutory consultation, and seeks Sub-Committee approval to proceed with development of this alteration once funding is identified.

1.3 Appendix 1 - The scheme drawings, as advertised during statutory consultation in 2020.

1.4 Appendix 2 - An enlargement of the priority flow measure recommended for alteration.

#### 2. RECOMMENDED ACTIONS

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

2.2 That the Sub-Committee agrees to the following, once funding has been identified:

a. That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation processes for the proposed adjustment

to the priority flow measure (Item 4.7) in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996; and

b. That feedback to the statutory consultation, alongside costings (quotations) for the proposed changes, be reported to a future meeting of the Sub-Committee for a decision on the outcome.

2.3 That no public inquiry be held into the proposal.

### 3. POLICY CONTEXT

3.1 The proposals complement the Council's Local Transport Plan (LTP) and Local Cycling, Walking and Infrastructure Plan (LCWIP). The proposals complement the Council's Climate Emergency Strategy and Health and Wellbeing Strategy by aiming to reduce barriers to the greater use of sustainable, healthy transport options.

### 4. THE PROPOSAL

#### Current Position

4.1 Addressing the issue of speeding motorists is particularly challenging for a Local Authority. Despite motorists being in no doubt as to the speed limit, through nationally recognised presentation of the Highway, there sadly continues to be a proportion of motorists who wilfully choose to speed.

At this time, speed enforcement - which includes the placement and operation of fixed and mobile enforcement equipment - can only be undertaken by the Police. With funding and resource limitations alongside other policing priorities, enforcement cannot currently be relied upon to provide a sustained method in which to deter speeding.

Local authorities have limited tools in which to address speeding, which are predominantly limited to the implementation of physical speed calming 'features', such as speed humps. It is understandable - and regretful - that the implementation of such features will not be welcomed by many, as they are indiscriminate and impact on the surrounding environment. For a Local Authority a scheme of features can also be resource-intensive and costly to design, install and maintain. However, until mooted mandatory technologies are in place to override motorist inputs and limit vehicle speeds, and/or autonomously impose fines on the offending motorist, there appears to be no alternative to these physical measures.

#### 4.2 Background

In 2016 a 20mph zone was introduced in east Reading, which covered an area broadly bounded by London Road, Christchurch Road, Elmhurst Road, Wokingham Road and Kendrick Road. Despite the benefits that this original scheme delivered, a level of wilful speeding continued.

Funding from local CIL contributions was allocated to the delivery of a scheme of measures that with the objective of improving motorist compliance with this

20mph zone in the Redlands Ward area. A number of roads were prioritised for treatment, namely Kendrick Road, Redlands Road, Morgan Road and Allcroft Road.

At the November 2020 meeting of this Sub-Committee, Officers recommended the introduction of a range of physical traffic calming measures (see Appendix 1), which were agreed for statutory consultation - a requirement for the proposed introduction of the majority of features proposed. Additional 20mph signs were also proposed for the relatively major through-roads within the zone.

The statutory consultation was conducted later in November and the feedback reported to the Sub-Committee at their meeting in January 2021. The Police, and other emergency service providers, are statutory consultees to all such consultations.

- 4.3 Of the 46 responses to the statutory consultation, there were 27 responses supporting the proposals. The objections understandably raised concerns about the potential detrimental impact on the street scene, requested speed enforcement cameras instead of physical measures and raised objections to having speed humps/cushions near to their properties. The latter objections had a particular concentration in reference to the proposed set of cushions at the southern end of Redlands Road.

The Sub-Committee agreed that officers should implement the scheme, but that the set of speed cushions referred above be altered instead for the installation of a build-out at the southern end of the on-street parking bay on Redlands Road.

The scheme of measures was implemented from spring to early summer 2021.

#### 4.4 Speed Surveys

Speed surveys were commissioned and undertaken in early 2022. The surveys were undertaken over a representative one-week period, 24hrs per day, which will have captured both the busier work/school traffic mid-week, leisure-type traffic at the weekends and speeds during periods where overall traffic volumes were far lower (e.g. overnight, where it is sadly expected that speeds can increase).

It is accepted that it is impossible to exactly replicate the conditions of prior surveys, however, best endeavours have been used to conduct the surveys in the same locations as those undertaken previously and the results provide the closest factual baseline and evaluation measures of a scheme such as this.

It is standard practice to analyse the '85th percentile' speeds, which is the speed that 85% of vehicles are traveling at, or below. The findings were as follows:

##### Allcroft Road

The recent survey indicated that the 85th percentile speed was 24.05mph.

The last survey that we carried out in 2017 indicated that the 85th percentile speed was 31.5mph.

### Kendrick Road

The recent survey indicated that the 85th percentile speed was 26.73mph.

The last survey that we carried out in 2018 indicated that the 85th percentile speed was 30.6mph.

### Morgan Road

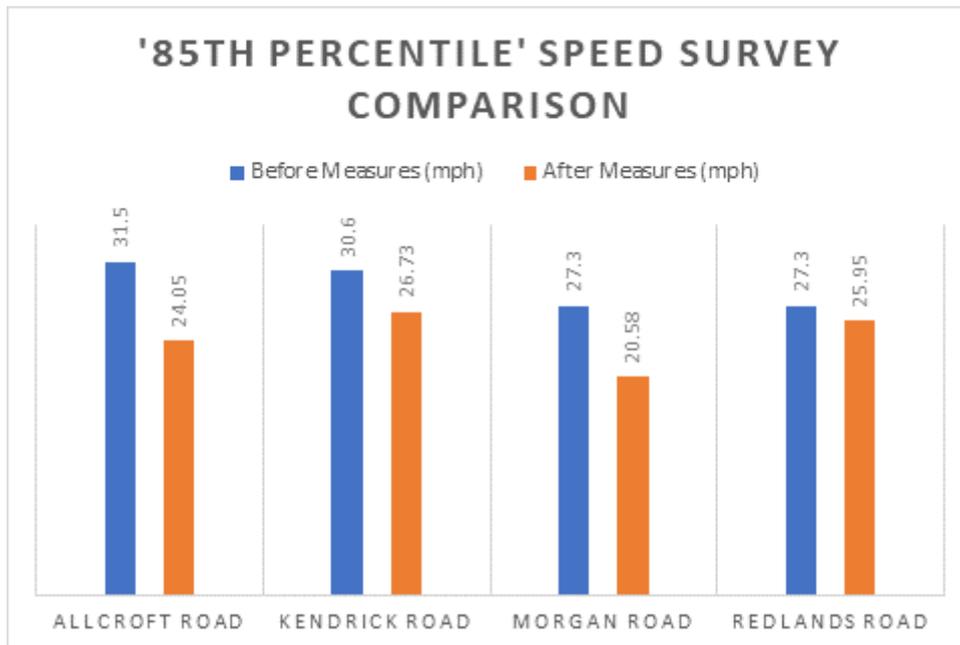
The recent survey indicated that the 85th percentile speed was 20.58mph.

The last survey that we carried out in 2017 indicated that the 85th percentile speed was 27.3mph.

### Redlands Road

The recent survey indicated the 85th percentile speed was 25.95mph.

The survey that we carried out in 2018 indicated that the 85th percentile speed was 27.3mph.



The scheme objective was to improve compliance with the 20mph zone restriction - to reduce vehicle speeds. The result of the speed survey comparison indicates that the delivery of these measures has achieved speed reductions. This is particularly evident on Allcroft Road and Morgan Road, where full-width speed humps were installed, which demonstrates the effectiveness of such features.

It is disappointing, however, that there remain a proportion of motorists who are continuing to wilfully speed, regardless of the physical measures in place to discourage them from doing so.

## 4.5 Feedback

Independent Road Safety Audits have been conducted for this scheme, both at the design stage and on-street, following scheme delivery. These audits are intended to provide an independent view on the safety and regulatory compliance of the features. Officers have also received feedback on the scheme from residents and users (including Reading Cycle Campaign) both directly, and via Ward Councillors.

The following highlights the primary themes of feedback received and officer comments:

#### 4.5.1 Speed humps on Allcroft Road and Morgan Road are too high

There are national regulations and guidance applicable to the design of speed humps, which includes the height of the features. Officers have been clear that the humps/cushions in this scheme area would be to a height that is appropriate for motorists travelling within the 20mph restriction in the Sub-Committee reports that led to agreement for delivery. The intended heights and tolerances were also included in the statutory consultation required for such features.

These speed humps are comfortably within the maximum heights permissible and any replacement with lower humps will be detrimental to their effectiveness in reducing vehicle speeds and improving motorist compliance with the 20mph limit - the intended purpose of the scheme. Officers cannot, therefore, recommend an alteration to these features.

Reports of some motorists 'racing' between speed humps is particularly disappointing and reflective of the poor behaviour of some motorists, which the Council is unlikely to be able to influence.

Comment has been made that the rounded-top nature of the humps '...do not help pedestrians.' The humps have not been placed at pedestrian dropped crossing points and are not otherwise presented as a pedestrian facility. They have been implemented to reduce the speeds of vehicles travelling along the carriageway. The area of positive impact that the scheme was intended to cover did challenge the limited budget. However, there is opportunity to add features to the area in the future, should funding become available, which could include raised tables at pedestrian crossings, as have been installed in other areas of the Borough.

#### 4.5.2 Congestion caused by buildouts on Redlands Road and Kendrick Road

The buildouts along Kendrick Road were an initial proposed design feature, using products that were redeployed from a prior scheme. The build-out on Redlands Road, toward its southern end, was a change to the consulted scheme agreed by the Sub-Committee in response to resident objections against the proposed set of speed cushions at this location. There were no more of the redeployed products available, so it was implemented as a 'typical' kerbed footway build-out.

Many complaints have been received - and a formal question to this Sub-Committee - regarding the perceived negative impact that these features have had on traffic flow. However, these buildouts were installed on the approaching sides to (and within) existing on-street parking bays. They have not added 'obstacles' to traffic flow that would not have previously existed, should vehicles have been parked within the bays as expected.

Any proposals to remove these features should therefore logically include proposals to remove the on-street parking bays in which they

are placed. In certain locations, particularly Redlands Road, this is likely to be objectionable to residents and their visitors due to the limited nearby parking. This would also very likely lead to an increase in vehicle speeds, if other speed calming features were not installed, as there would be greater carriageway width and motorist forward visibility would be significantly extended. Officers cannot, therefore, recommend the removal of these features.

#### 4.5.3 Placement of cushions in the context of cycling and on-street parking

We have received comments regarding the perceived 'poor placement' of some speed cushions, particularly near/adjacent to some areas of on-street parking.

With Kendrick Road and Redlands Road being adjacent to the Royal Berkshire Hospital, as well as being bus routes, speed cushions were proposed for implementation. The placement of cushions is challenging within this area as there are numerous vehicular accesses and junctions, in addition to significant and changeable on-street parking - i.e. there will be different demand levels at different times - on some otherwise wide sections of carriageway. The cushions needed to be placed so that they would be a deterrent for speeding motorists, whether or not the parking bays are occupied.

#### 4.5.4 Priority-flow feature on Redlands Road (near Allcroft Road) causing congestion and is unsafe (Appendix 2)

The feedback proposes that residents/road users are experiencing delays turning right onto Redlands Road, due to the limited space between the Allcroft Road junction and the 'give way' at this feature. There have also been proposals that the feature is unsafe. Feedback has also noted that it is a challenging feature for cyclists, as they are having to give way to oncoming traffic while travelling uphill and that the 'cycle-through' feature is too narrow and unmarked.

During early scheme development it was raised that chicanes, as potential speed calming features, had a level of local support and it was challenging to identify potentially suitable locations at which to propose such features. 'Cycle-through' features were regrettably unfeasible to deliver due to the relatively constricted road widths and officers were additionally reluctant to propose reductions in on-street parking at this feature, due to the potentially detrimental impact this would have had for residents/visitors parking availability. The feedback received for this feature has been helpful to understand and it is accepted that some change is appropriate, as is recommended later in this report.

It is, however, important to note that early feedback suggesting that the Police objected to this feature and considered it unsafe is not the findings of officer discussions with our Thames Valley Police contacts. As referenced earlier in this report, the Police are a statutory consultee to all Highway related statutory consultations and Council officers have a good working relationship with Thames Valley Police in terms of potential Highway safety concerns and incidents involving casualties. The Council also receives initial incident reports from the Police

following incidents on the Highway involving casualties and are often involved in part of any investigation that arises from serious incidents. Suggestions that the feature is unsafe are not evidenced in officer discussion with Thames Valley Police nor within the casualty data supplied to date (up to the end of May 2022).

- 4.6 During the post-delivery independent road safety audit, the auditor was made aware of the primary themes of scheme feedback that the Council had received.

Informal comment was made in reference to the parking bay build-out on Redlands Road (referred in Item 4.5.2), where reference was made to the fact that the parking bay existed before the build-out was installed and that this build-out would unlikely have exacerbated any traffic issues at this location. Their conclusion matched that of officers, in that any proposed resolution to this issue must also involve a review of the parking bay itself.

Of the remainder of the scheme features, it was the priority-flow feature on Redlands Road, referenced in 4.5.4, with which they raised a suggestion of a review requirement. The issue raised was that the parking bay immediately to the south side creates the potential of a long section of carriageway that would be impassable by two-way traffic, to which there would be an expectation to give-way to northbound traffic. It was a concern that this could lead to difficulties with vehicle movements around and to the south of the feature. They referred to resulting 'driver frustration leading to aggressive competition for road space' and raised that this behaviour could increase the likelihood of incidents involving damage and/or injury.

The auditor suggested that either a section of parking be removed, 'unlocking' this potential issue, or that the priority-flow feature be removed. They also recommended that if the priority-flow feature was removed, that an alternative form of traffic calming measures should be installed in its place.

As per Item 4.5.4, officers consider that there needs to be a proposed alteration at this feature.

### Options Proposed

- 4.7 There is currently no identified funding for making alterations to this scheme, however, it is acknowledged that there is a requirement for alterations to the priority-flow feature on Redlands Road, to the south of Allcroft Road, as referenced in Items 4.5.4 and 4.6 earlier in this report and shown on Appendix 2.

While there are different options to address the areas raised, which are outlined later in this report, the officer recommendation is considered to fully address the aspects of feedback summarised in item 4.5.4 and that of the road safety auditor in item 4.6.

It is recommended that, once funding has been identified, the priority flow feature at this location is removed in its entirety. As an integral part of this recommended alteration, it is also recommended that officers proceed to statutory consultation on the proposed placement of speed cushions in this approximate location as an alternative speed reduction measure. Feedback

received during the consultation would be reported to a later meeting of the Sub-Committee for a decision on the proposed alteration and that, in agreement with the lead Councillor for Climate Strategy and Transport, the Highway and Traffic Services Manager be permitted to make minor changes to the proposed scheme.

It is considered that this recommendation will address the feedback regarding the reported delays to motorists wishing to turn right from Allcroft Road, removes a give-way that presents difficulties to cyclists travelling uphill and would overcome the concerns raised by the road safety audit without removing a section of the pre-existing on-street parking. The recommendation also addresses the potential of increased traffic speeds by proposing an alternative traffic calming feature in place of the current feature, once funding is identified.

### Other Options Considered

- 4.8 A secondary option could be the proposal to retain the priority-flow feature and pursue a reduction of the parking bay to the south. The reduction would need to be the equivalent of 4-5 car lengths, replacing the existing Monday to Sunday 8am - 5.30pm Pay and Display restriction with double-yellow-lines.

This option could be pursued through the next Waiting Restriction Review Programme (2023A), which is a funded programme. If agreed through this process, it would still require statutory consultation alongside the other agreed schemes in the programme.

This option would overcome the concern raised at the road safety audit and *may* reduce the congestion concerns raised when exiting Allcroft Road, but would not address the cyclist concerns. It would also remove a section of local daytime paid parking and resident/visitor overnight parking, which may not be favourable.

- 4.9 A further option is to remove the priority flow feature altogether, with no alternative features implemented. This option would require funding to be identified, but would not require statutory consultation.

This option is not recommended, as it is very likely to lead to an increase in vehicle speeds through this location, despite overcoming the feedback received on the operation of the feature.

## 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The recommendations in this report contribute to the Council's Corporate Plan themes as set out below:

- **Healthy environment**

The recommendation would remove a potential barrier to cycling, and one that has been raised by Reading Cycle Campaign. This could lead to an increase in uptake of this active and healthy transport mode. This can lead to a reduction in motor-vehicle journeys, particularly short local journeys, which can be some of the most polluting, improving air quality by reducing emissions.

The recommendation should also unlock some of the localised congestion and more aggressive driving that has been reported at certain busier times of the day, which would also have an additional positive impact on the environment.

- 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 'Low-positive' impact as a result of the Sub-Committee agreeing to the recommendations of this report.

The changes will require some one-off engineering operations using machinery powered by fossil fuels and some potential material wastage for elements that cannot be redeployed, stored or recycled. However, the illuminated signage that is currently required for the priority flow feature would no longer be required, leading to long-term positive impact on energy use. The changes may also contribute to an increase in local cycling and a reduction of the reported very localised congestion and aggressive driving, which would have a positive impact on vehicle emissions and air quality.

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

- 7.1 A full statutory consultation for the scheme was conducted in accordance with appropriate legislation. Notices of intention were advertised in the local printed newspaper and erected on lamp columns within the affected area. The Police, and other defined organisations, are a statutory consultee and were directly notified.

The Sub-Committee considered the feedback received before the resultant scheme was approved for delivery. The scheme has been delivered accordingly.

- 7.2 Officers have considered scheme feedback that has been received since delivery, which has formed a basis of the report recommendations and scheme evaluation.
- 7.3 Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

## **8. EQUALITY IMPACT ASSESSMENT**

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

- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 It is not considered that an Equality Impact Assessment is relevant as the report recommendations are not deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. Statutory consultation processes have also been conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the scheme. The Council has also been monitoring feedback during the period that this scheme has been in place.

Should the Sub-Committee agree to the recommendations of this report, further statutory consultation will be undertaken in accordance with appropriate regulations.

## 9. LEGAL IMPLICATIONS

9.1 New, or changes to existing, Traffic Regulation Orders (as required for the proposed introduction of speed cushions) 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.

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake this process, should the Sub-Committee agree to the recommendations of this report.

## 10. FINANCIAL IMPLICATIONS

10.1 There is currently no identified funding to develop and implement the recommendations of this report, should Sub-Committee members agree to this. Capital funding would need to be identified and additional reporting for scheme and spend approval may be required for this.

10.2 Funding would be required for the required advertising of the proposed Traffic Regulation Order. Pending the outcome of this statutory consultation, funding would be required for removal of the priority-flow feature and replacement with speed cushions.

### Capital Implications

The following are estimates, based on current anticipated material and labour costs.

	2022/23 £000	2023/24 £000	2024/25 £000
Capital funding source to be identified	0	15	0
Total Funding	0	15	0

#### **10.4 Value for Money (VFM)**

It is considered that the recommendations of the report provide best value for money in the context of addressing identified and evidenced elements of the delivered scheme requiring adjustment, while still retaining elements that contribute to the original objectives of the scheme.

#### **10.5 Risk Assessment.**

There are myriad of factors impacting on fuel and material costs, so there is a degree of uncertainty relating to the estimated costs of delivering the recommended alterations. These factors are outside of the Council's control.

### **11. BACKGROUND PAPERS**

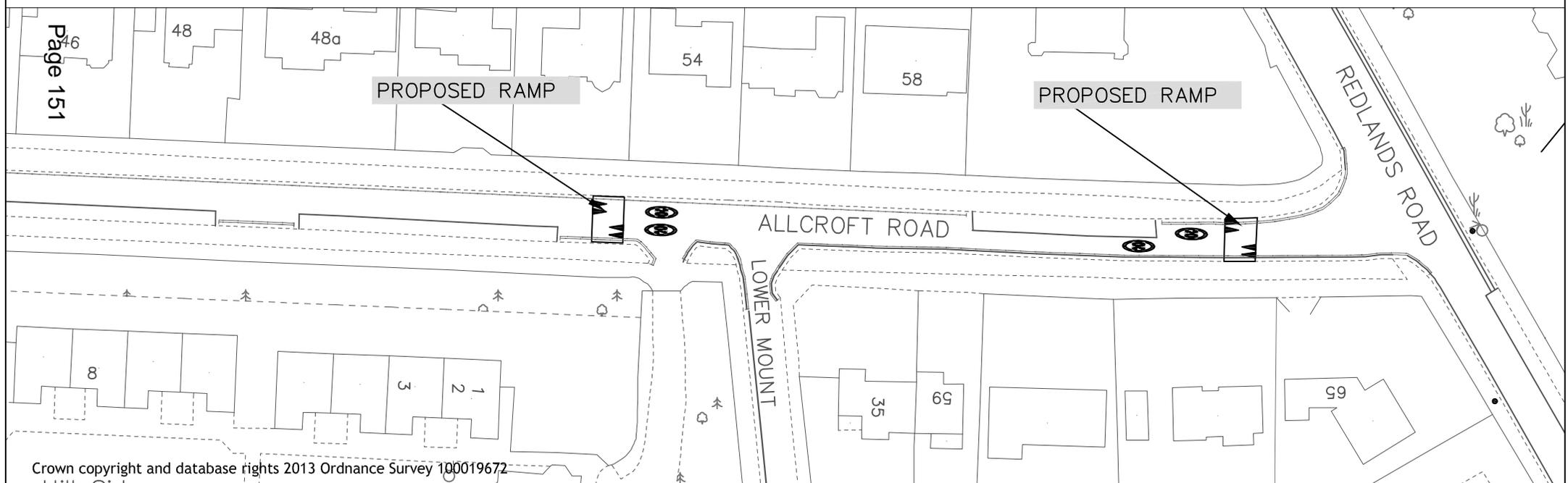
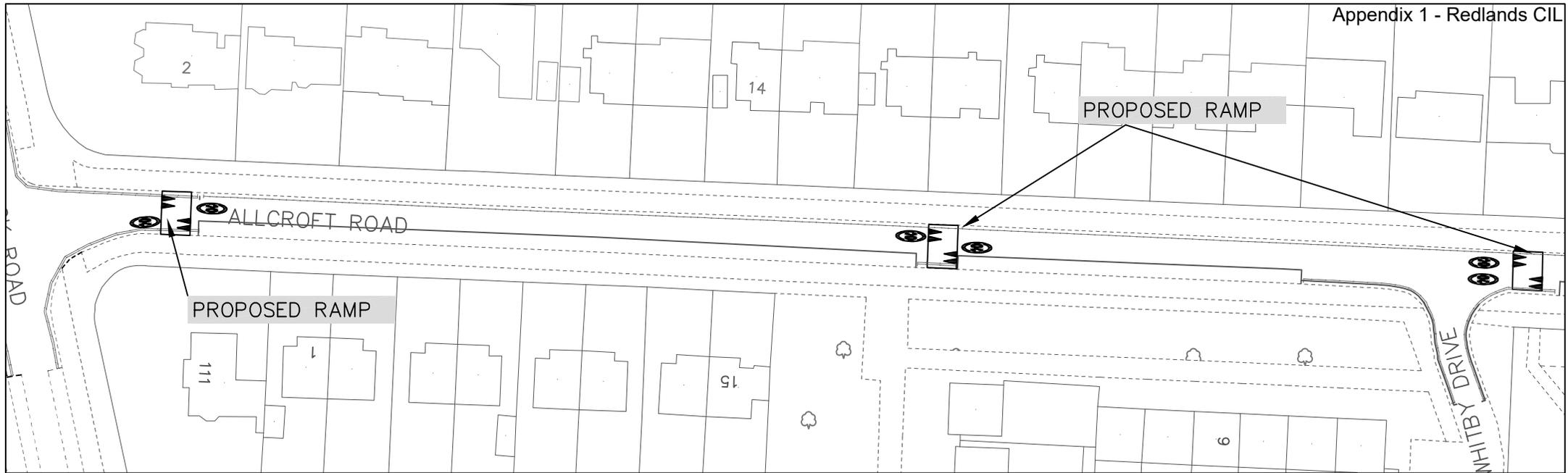
11.1 Question to Council - Kendrick Road (Traffic Management Sub-Committee - November 2021).

11.2 CIL Locally Funded Scheme - Redlands 20mph Enhancements: Results of Consultation (Traffic Management Sub-Committee - January 2021)

11.3 CIL Locally Funded Scheme - Redlands 20mph Enhancements (Traffic Management Sub-Committee - November 2020).

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

This page is intentionally left blank



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport  
Civic Offices, Bridge Street  
Reading  
RG1 2LU

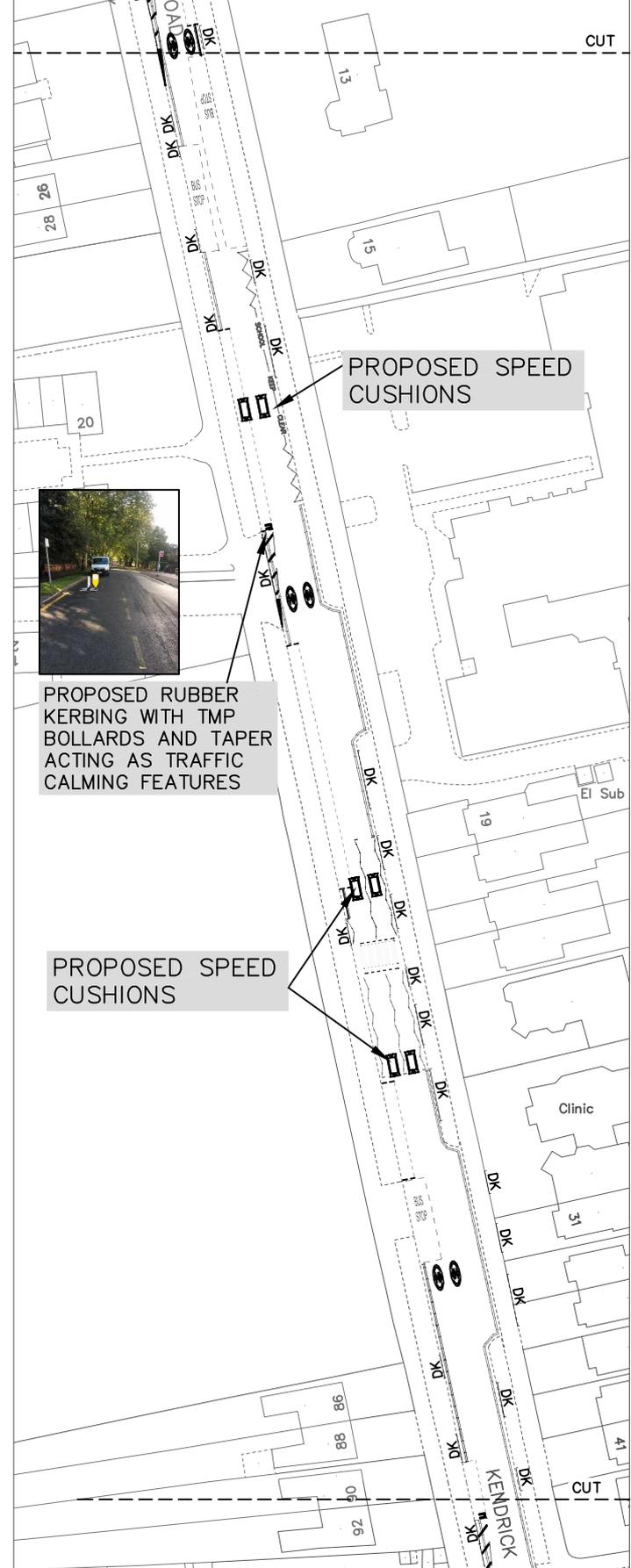
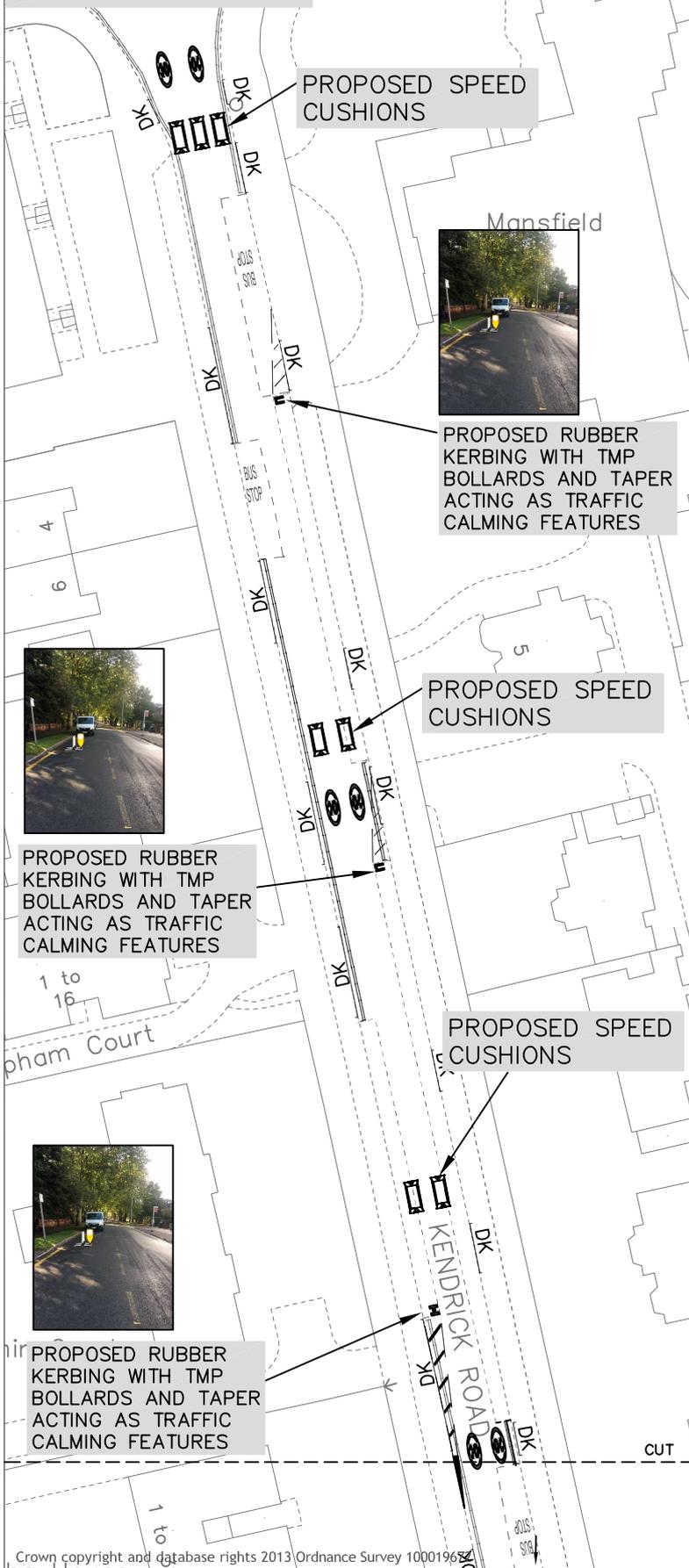
Project 2020 CIL 20MPH Redlands	Scale N.T.S	Drawn JT
	Date Oct 20	Checked JP
Drawing Allcroft Road	Approved JP	
	Drawing No. Allcroft Road	

Page 151

**KEY**

DK = Dropped Kerbs

London Road



Crown copyright and database rights 2013 Ordnance Survey 10001967



Transport  
Civic Offices, Bridge Street  
Reading, RG1 2LU

PROJECT: 2020 CIL 20MPH Redlands

DRAWING: Kendrick Road page 1 of 2

DRAWN: JT

CHECKED: JP

CHECKED: JP

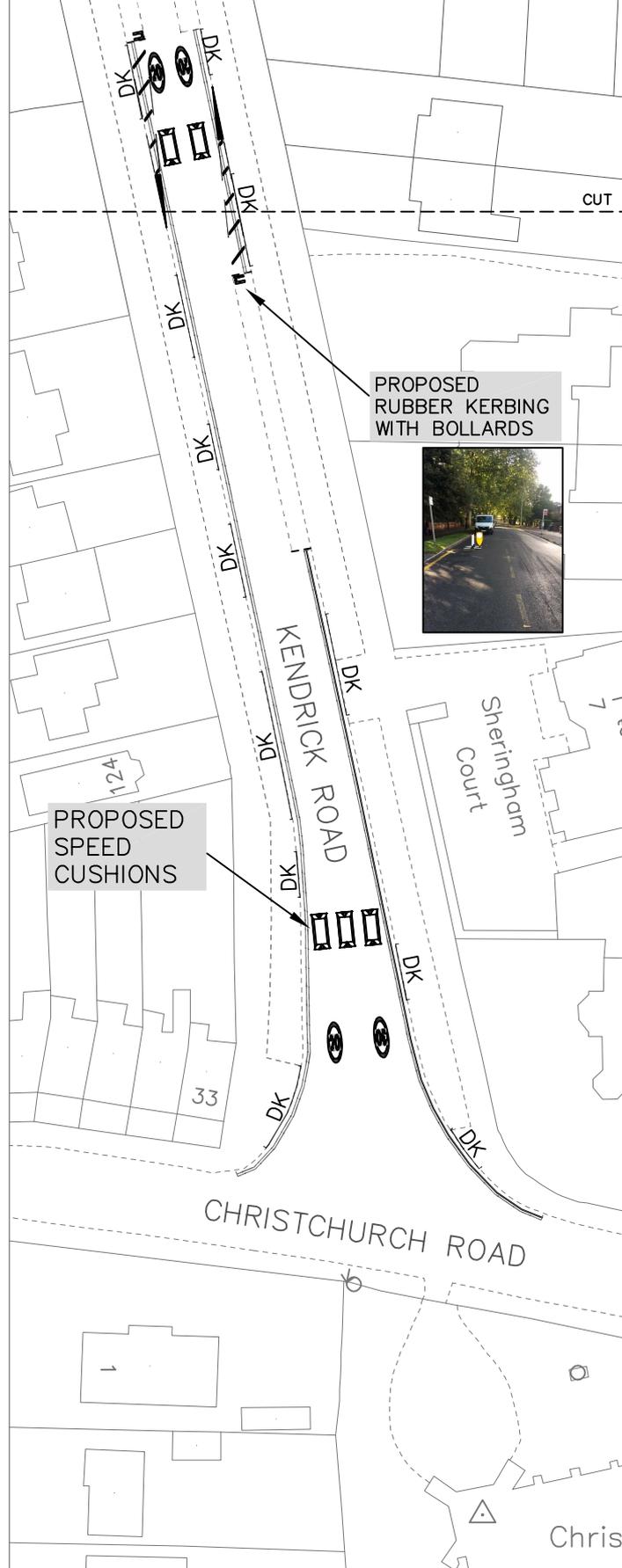
DATE: Sept 2020

SCALE: N.T.S

DRAWING NO: Kendrick Road\_R1

KEY

DK = Dropped Kerbs



Crown copyright and database rights 2013 Ordnance Survey 100019672



Transport  
Civic Offices, Bridge Street  
Reading, RG1 2LU

PROJECT: 2020 CIL 20MPH Redlands

DRAWING: Kendrick Road page 2 of 2

DRAWN: JT

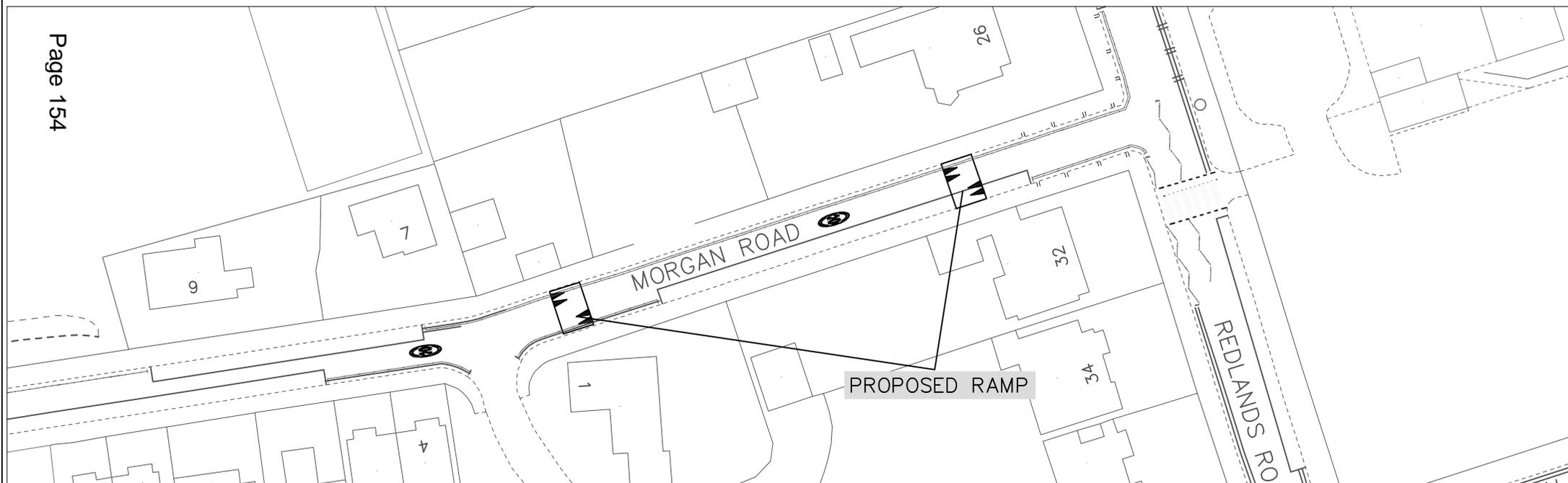
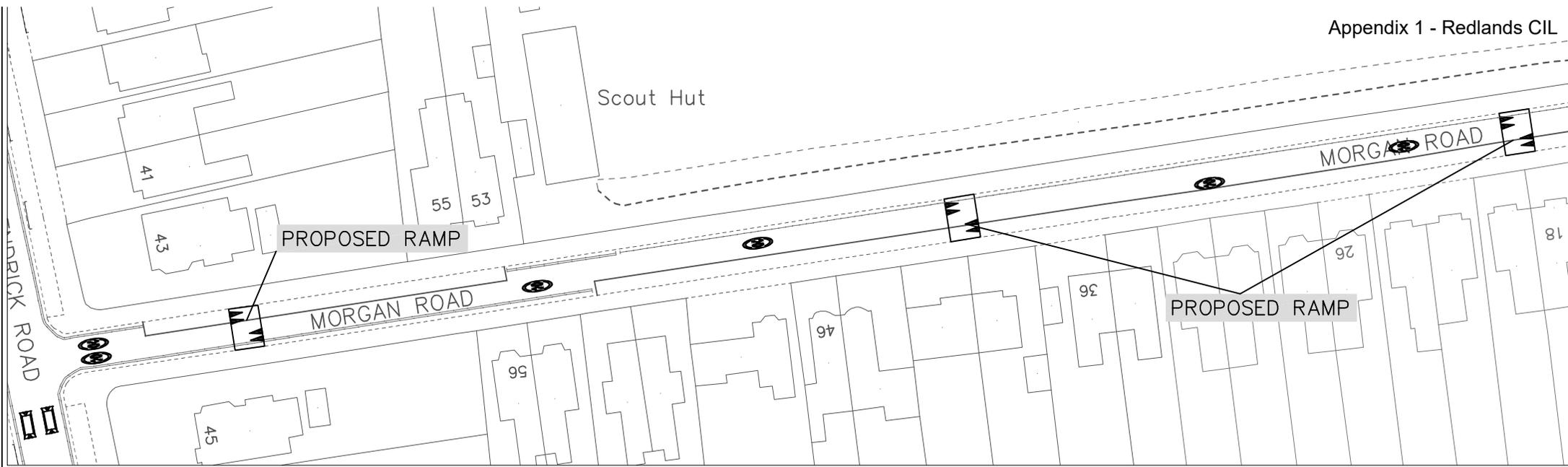
CHECKED: JP

CHECKED: JP

DATE: Sept 2020

SCALE: N.T.S

DRAWING NO: Kendrick Road\_R1



Page 154

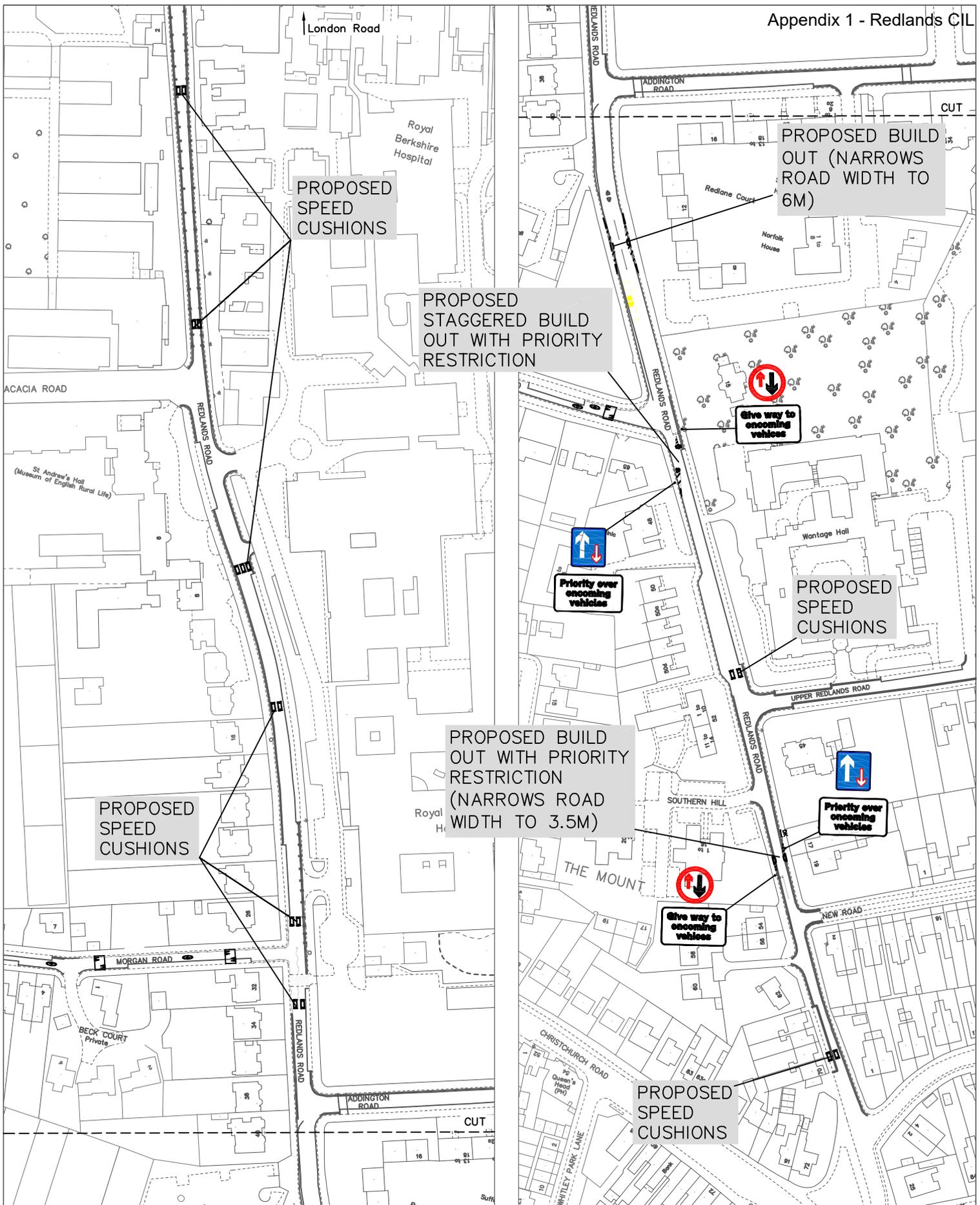
Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport  
Civic Offices, Bridge Street  
Reading  
RG1 2LU

Project		Scale	Drawn
2020 CIL 20MPH Redlands		N.T.S	JT
Drawing		Date	Checked
Morgan Road		Oct 20	JP
		Approved	JP
		Drawing No.	
		Morgan Road	



Crown copyright and database rights 2013 Ordnance Survey 100019672



Transport  
Civic Offices, Bridge Street  
Reading, RG1 2LU

PROJECT: 2020 CIL 20MPH Redlands

DRAWING: Redlands Rd

DRAWN: JT

CHECKED: JP

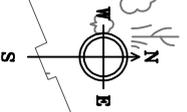
CHECKED: JP

DATE: Oct 2020

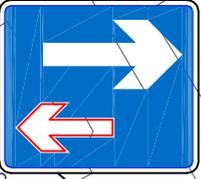
SCALE: N.T.S

DRAWING NO: Redlands Road

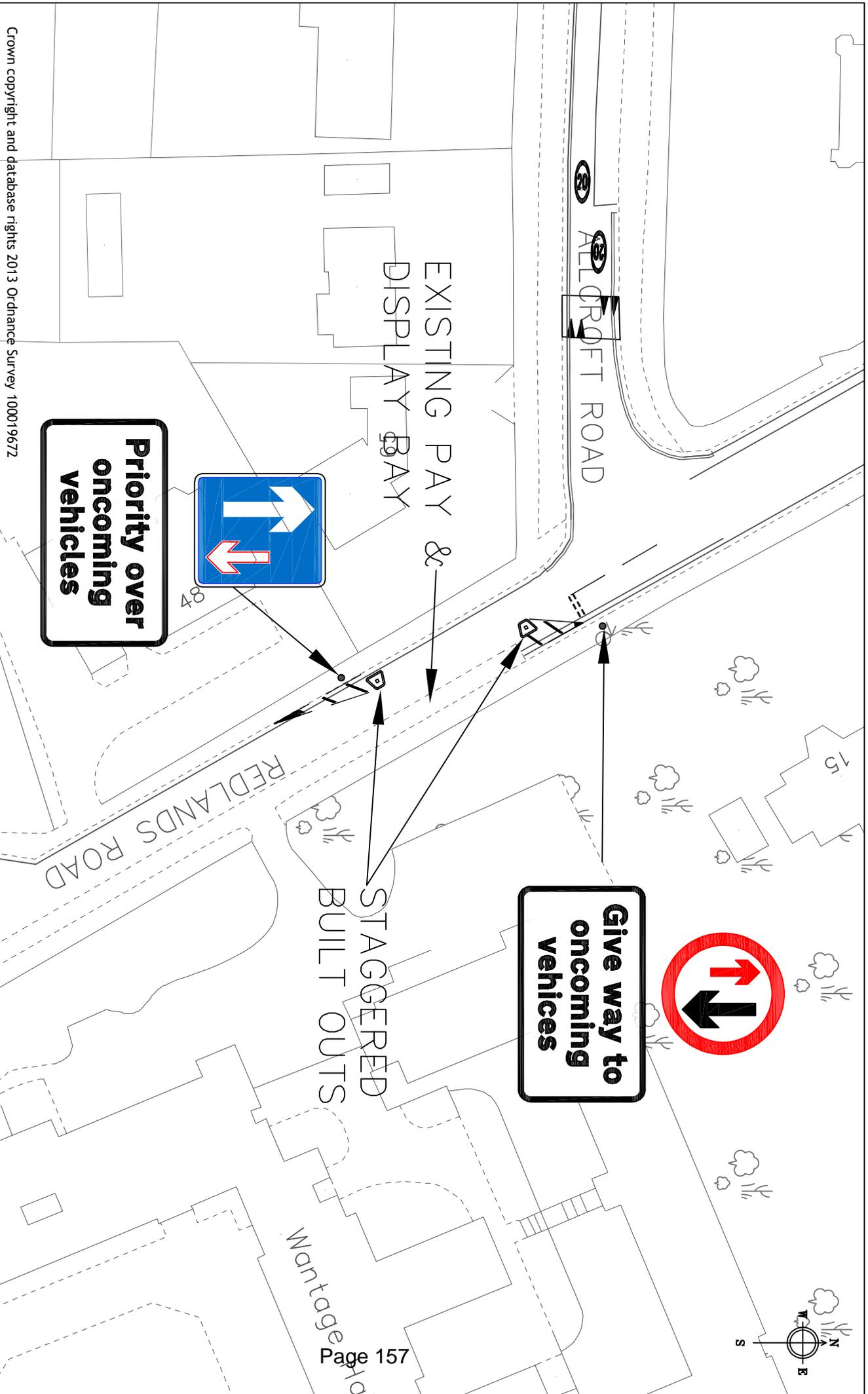
This page is intentionally left blank



**Give way to oncoming vehicles**



**Priority over oncoming vehicles**



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport  
Civic Offices  
Reading  
RG1 2LU

Project		Scale	Drawn
REDLANDS TRAFFIC CALMING		N.T.S.	JC
Drawing		Date	Checked
APPENDIX 2		OCT 22	JP
		Approved	JP
		Drawing No.	

This page is intentionally left blank

## READING BOROUGH COUNCIL

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

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	10 NOVEMBER 2022	<b>AGENDA ITEM:</b>	
<b>TITLE:</b>	CYCLE FORUM - NOTES		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT BOROUGHWIDE
<b>SERVICE:</b>	HIGHWAYS & TRAFFIC SERVICES	<b>WARDS:</b>	
<b>LEAD OFFICER:</b>	PHOEBE CLUTSON	<b>TEL:</b>	0118 9373962
<b>JOB TITLE:</b>	NETWORK MANAGEMENT TECHNCIAN	<b>E-MAIL:</b>	<a href="mailto:NETWORK.MANAGEMENT@READING.GOV.UK">NETWORK.MANAGEMENT@READING.GOV.UK</a>

#### 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 August 2022.
- 1.2 The Cycle Forum meeting note from 2<sup>nd</sup> August 2022 is appended.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub Committee notes the attached minutes from the Cycle Forum held on 2<sup>nd</sup> August 2022.

#### 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

##### Current Position

- 4.1 The meeting of the Cycle Forum held on 2<sup>nd</sup> August 2022 was chaired by Councillor Paul Gittings and attended by Councillor Lanzoni, Reading Borough Council officers and representatives of various local groups and stakeholders. The notes of the meeting are attached.

##### Options Proposed

- 4.2 That the Sub Committee notes the appended minutes from the Cycle Forum meeting that was held on 2<sup>nd</sup> August 2022.

##### Other Options Considered

- 4.3 None at this time.

#### 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**  
The implementation of cycle facilities can remove barriers to cycling and lead to an increase in uptake of this active and healthy transport mode. This can lead to a reduction in motor-vehicle journeys, particularly short local journeys, which can be some of the most polluting, improving air quality by reducing emissions.

- **Thriving Communities**

Cycling is a lower-cost transport mode that also provides exercise. Providing cycle-prioritisation facilities and, therefore, removing some barriers that may exist toward cycling offers an appealing and beneficial transport option for our communities.

- **Inclusive Economy**

The schemes referenced in this report provide useful links between destinations and other parts of the cycle network across the borough. They make Reading an increasingly attractive place in which to cycle and visit sites of cultural significance, retail and entertainment venues and enjoy its geographical benefits (e.g. the River Thames and River Kennet).

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 - Notes (Traffic Management Sub-Committee, January 2022)

## MEETING NOTE

### Reading Cycle Forum

**Tuesday 2<sup>nd</sup> August 2022 @ 18:30 (TEAMS)**

<b>Attendance:</b>	Cllr Paul Gittings (Chair) RBC Cllr Jacopo Lanzoni RBC Susan Children Kathleen Heath John Lee Jake Walker Brian Oatway	Brian Morley David Vazquez Chris Maddocks James Penman Miriam Fuertes James Turner	WSP RBC RBC RBC RBC
<b>Apologies:</b>	Cllr Adele Barnett-Ward RBC Cllr James Moore RBC	Cllr Tony Page Cllr Rob White Emma Street	RBC RBC

<b>No:</b>	<b>Item:</b>	<b>Action:</b>
1.	<p><b>Welcome and Apologies:</b></p> <p>The Chair welcomed everyone and ran through any actions from the previous meeting.</p>	
2.	<p><b>Active Travel Scheme Update:</b></p> <p><b>Shinfield Road:</b> RBC &amp; WSP ran through an update of the Shinfield Road scheme.</p> <ul style="list-style-type: none"> <li>Trial holes undertaken to check for utility services and diversions needed</li> <li>Detailed design completed by WSP</li> <li>Land acquisition to be completed - working with UoR</li> <li>Road Safety Audit - Stage 2 underway</li> <li>Construction to be undertaken by RBC's DLO team and to commence from Sept 2022</li> <li>Scheduled completion - Spring 2023</li> </ul> <p>The detailed design drawing for Shinfield Road along with an updated programme will be uploaded to the RBC website later in the summer.</p> <p><b>Bath Road - Castle Hill:</b> RBC presented a quick update on the work including surveys undertaken to-date:</p> <ul style="list-style-type: none"> <li>Funding of £1.3m awarded</li> <li>Concept designs produced based on OS Mapping</li> <li>Topographical Survey commissioned to enable detailed design</li> <li>C2 Utility Service Search commissioned</li> <li>Traffic Surveys Commissioned</li> <li>Initial Engagement Exercise undertaken with 172 responses to online survey and drop in event held in Carey St                             <ul style="list-style-type: none"> <li>– 70% Support or Strongly Support for the scheme (online survey)</li> </ul> </li> </ul> <p>David (WSP) then presented concept maps of the Castle Hill-Bath Road scheme. It is important to note the drawings are in early concept stage</p>	JT/MF

	<p>format and will be developed significantly as more detail (inc.. details of the topo survey, traffic survey data ) is forthcoming.</p> <p>There was significant discussion on the scheme and a large number of questions were raised. These have all been recorded and will be documented to be taken in to account along with the analysis of the survey as the scheme design develops.</p> <p>RBC introduced the new Active Travel Officer Mark Lyford who will be working for RBC 3 days a week up to the end of the year and encouraged members to get in contact with Mark to discuss any relevant topics.</p> <p>Mark Lyford: <a href="mailto:mark.lyford@sustrans.org.uk">mark.lyford@sustrans.org.uk</a></p>	
3.	<p><b>Cycle Hub Update:</b></p> <p>RBC is still working with the landlord (Primark) and its own legal team on developing and signing the lease agreement. Officers are also working with colleagues on internal fit out and vinyl's. An order has been placed with Falco for the cycle parking racks and these are scheduled for delivery and installation in October with the hub opening shortly after.</p> <p>The cycle hub will be a secure enclosed public bicycle parking facility open 7 days a week (hours tbc but envisage 7am to 7pm).</p> <p>The venue is large enough to engage other type of activities with some of the organisations and attendees to the cycle forum involved in. JT noted interest from Kat Heath and Kidical Mass in the hub and will include in future discussions.</p> <p>Conversations on the long-term funding and sustainability of the hub were had and suggested these conversations develop further once the scheme is in operation.</p>	JT
4.	<p><b>Traffic Management Scheme Update:</b></p> <p>James Penman presented the latest Traffic Management Requested Schemes List which were circulated with the agenda. JP noted that all schemes on the list are currently unfunded, however RBC continue to seek funding opportunities to ensure more schemes are progressed.</p> <p>The meeting attendees recorded their frustration that the list of schemes, which was prioritised 5 years ago and includes some smaller schemes (quick wins) showed no progress, despite that amount of development and potential CiL/S106 and LTP Grant Funding available. JP explained that there is often very strict criteria on what CiL and S106 money could be spent on. John Lee agreed to review the scheme prioritisation list as will RBC Officers and will report updates to Traffic Management Sub-Committee.</p>	JL & JP
5.	<p><b>Any other Business</b></p> <p><b>Reading Cycle Festival:</b></p> <p>The Reading Cycle Festival is taking place this year on Sunday 25<sup>th</sup> September and is run by Avanti Cycling. Last year RBC made a financial contribution to the running but had no formal presence at the event. Post meeting JT has confirmed to Avanti that RBC will provide a level of funding for this year's event.</p>	

	<p>The 2022 event will also be supported with attendance by RBC's Active Travel Officer and Sustrans.</p> <p>RBC and Avanti to discuss comms and marketing for this event.</p> <p><b>Greyfriars Road Cycle-lane closure:</b></p> <p>John Lee raised the issue of the closure of the contra-flow cycle lane on Greyfriars Road and lack of alternative diversionary options. RBC officers will investigate.</p> <p><b>Forbury Road Cycle Link:</b></p> <p>Jake Walker raised an issue with the Forbury Road cycle link where there is a confusing set of direction markers. The traffic lights on the approach to the roundabout here there is only 1 loop working. RBC to investigate.</p> <p><b>Active Travel Tranche 1 Schemes - Sidmouth Street</b></p> <p>The tranche 1 active travel schemes were discussed and noted that all those currently still in place have been made permanent except for the Sidmouth Street scheme which is currently being consulted on and the results will be reported to Traffic Management Sub Committee. The scheme will also have had a positive impact on the air quality and volume of traffic on Sidmouth Street.</p> <p><b>Cycling on Broad Street:</b></p> <p>The prohibiting of cycling on Broad Street was discussed. Brian Oatway made the point against cycling the whole length of Broad Street noting it was raised at the Older Peoples Working Group (approx. 50-100 people) there was as good as 100% opposition to it being introduced. This has previously been consulted on and there are no plans to reopen this at the current time.</p> <p><b>Shared Path Discussion:</b></p> <p>Brian Oatway also raised an issue as an example of a more regular occurrence where the resurfacing and new smooth surface on part of the K&amp;A canal path between New Town and the town centre has encouraged cyclists to go even faster and at times uncomfortably close to pedestrians on the narrower sections of the shared path.</p> <p>Transport officers could consider installing some cycle considerably notices on this and other sections of shared path.</p>	<p>JT/MF,</p> <p>JT/MF, ML, KR</p> <p>CM/JT</p> <p>JT/MF JP</p> <p>JT/MF</p>
<p>6.</p>	<p><b>Date of Next Meeting:</b></p> <p>The next meeting of the CAST (Cleaner Air and Safer Transport) forum is scheduled for <b>Thu 8<sup>th</sup> September</b> and all on this forum are invited.</p> <p>The proposal is for the next cycle forum to take place in November with a date TBC (as well as decision on in-person or TEAMS meeting)</p> <p>It was requested that the agenda is issue as a draft with invitation to members for additional agenda items and this was noted.</p>	<p><b>All to note</b></p>

This page is intentionally left blank

By virtue of paragraph(s) 1 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 1 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 1 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 1 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank