

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 2 MARCH 2023

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

Apologies: Councillors Hoskin and Moore

45. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of 12 January 2023 were confirmed as a correct record and signed by the Chair.

46. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS

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

Questioner	Subject
Councillor White	London Road Traffic Lights Outage

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

47. PETITIONS

(a) Petition for Traffic Calming Measures on Rotherfield Way

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of a petition, asking the Council to consider providing traffic calming measure on Rotherfield Way.

The report stated that on 22 February 2023 a petition had been submitted to the Council that had contained 157 signatures, 49 from paper forms and 108 from an electronic form. The petition read as follows:

“Rotherfield Way is a steep residential road, which is used as a through way by drivers travelling into Reading. There is a crossroads towards the top with Surley Row, just after a blind corner. Because drivers regularly speed down the hill, it is hazardous to cross any part of the road on foot, or to pull out from driveways, as well as from Surley Row (particularly the small narrow part). A major walking route to local schools crosses Rotherfield Way. There is a refuge right at the top of the road which actually exacerbates the problem, because drivers often speed away from it, ignoring the crossroads ahead.

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We ask the Council to provide effective traffic calming measures on Rotherfield Way.”

The report explained that speed enforcement could only be undertaken by the Police and the issue of speeding motorists was challenging for a Local Authority. With funding and resource limitations, alongside other policing priorities, enforcement could not be relied upon to provide a sustained method in which to deter speeding. The Council had been and continued to lobby the government and Police for an increase in civil powers of enforcement against speeding motorists. Local authorities had limited tools in which to address speeding, which were limited to the implementation of physical speed calming ‘features’ such as speed humps. It was understandable that these would not be welcomed by many as they were indiscriminate and had an impact on the surrounding environment. Consideration also needed to be given to the potential implications of some features to public transport vehicles, emergency service vehicles, active travel modes, and the feasibility in the context of the highway layout. For a Local Authority a scheme of features could also be resource-intensive and costly to design, install and maintain. It was noted that until mooted mandatory technologies were in place to override motorist inputs and limit vehicle speeds, and/or autonomously impose fines on the offending motorist, there appeared to be no alternative to these physical measures.

Many of the comments had requested additional pedestrian crossing facilities. The Council had previously received such requests and the Sub-Committee had agreed to add this to the Requests for Traffic Management Measures list. There was no allocated funding for the development and delivery of the requested changes. It was noted that the existing entry on the Requests for Traffic Management Measures had been adjusted to reflect the receipt of the petition and expanded to include the request for traffic calming. The entry would also be updated to reflect the latest road casualty data for the road supplied by the Police. It was suggested that both elements should be considered for funding and developed as a single scheme.

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

Resolved -

- (1) That the report be noted;**
- (2) That the existing request for a pedestrian crossing on Rotherfield Way contained within the regularly-reported ‘Requests for Traffic Management Measures’ be updated to reflect the receipt of this petition and the request for traffic calming. This would be a proposed amendment to the existing entry of that part of the updated report;**
- (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.**

48. READING GREEN PARK STATION

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The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval to undertake a statutory consultation of the implementation of traffic restrictions in the form of double yellow lines, bus gate, bus stops, pay and display car parks, taxi rank, disabled parking bays and motorcycle bays at Reading Green Park Station.

The report explained that Reading Green Park Station was a new railway station on the Reading to Basingstoke line that had been progressed in partnership with Network Rail and GWR. The station and multi-modal interchange would improve accessibility and connectivity to south Reading which had undergone large scale development. It was noted that construction works had been completed and were currently undergoing testing and authorisation prior to official opening and public use. Work was being undertaken with Network Rail to ensure the opening of the station which was scheduled for Spring 2023.

Following a query, it was noted that discussion with Green Park was currently taking place regarding cycle routes.

The Sub-Committee discussed the report and it was suggested that the Implementation of No Stopping Except for Disabled (Blue) Badge Holders be increased to a maximum stay of 24 hours. Officers would investigate this option and if viable the consultation would be amended to include this increase.

Resolved -

- (1) That the report be noted;**
- (2) That the Statutory Consultation be approved;**
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order(s);**
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.**

49. ACTIVE TRAVEL FUND TRANCHE 3 - CASTLE HILL AND BATH ROAD - TRAFFIC RESTRICTION PROPOSALS - STATUTORY CONSULTATION RESULTS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval to implement new traffic restrictions on Castle Hill/Bath Road in the form of double yellow lines, removal of the tidal flow lane and reduction of the length of the existing bus lane. The report also provided the objections and other feedback that had been received during the statutory consultation.

As of 24 February 2023, 148 responses to the consultation had been received, of which 79.73% were in support of the implementation of traffic restrictions in the form of double yellow lines along Castle Hill between its junction with Russell Street and with Jesse

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Terrace. Also, 75% were in support to alter the length of the existing eastbound bus lane on Bath Road, and 70.95% were in support to remove the Tidal Flow on Castle Hill. Common themes of objections were:

- Strong objection to the removal of the tidal flow as it would result in a significant backlog of traffic which would impact negatively on air quality in the local area. It works as it was;
- Cycle infrastructure design LTN 1/20 did not increase the number of cyclists but just increased traffic congestion affecting air quality.

A summary of the consultation responses was available in Appendix 1 attached to the report.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to approve the proposed traffic restrictions on Castle Hill/Bath Road in accordance with Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order and no public inquiry be held into the proposal.

50. RESULTS OF STATUTORY CONSULTATION - PROPOSAL TO REMOVE CYCLING PROHIBITION, READING RAIL STATION SUBWAY

Further to Minute 14 of the meeting held on 14 September 2022, the Executive Director for Economic Growth and Neighbourhood Services submitted a report for the Sub-Committee to consider results of the statutory consultation and to consider the revocation of the Traffic Regulation Order that currently prohibited cycling along the subway.

At the September 2022 meeting, it had been agreed that officers carry out a statutory consultation, this was conducted between 2 and 23 February 2023. A total of 554 responses had been received, of which 72.56% were in support and 27.44% objected. The three common themes of objections were:

- Cyclists already used the underpass and often at speeds which were hazardous to pedestrians;
- The space was too narrow to be a shared space;
- Pedestrians should have priority through the underpass.

A summary of the consultation responses was available in Appendix 2 attached to the report.

Resolved -

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- (1) That the report be noted;
- (2) That the objections noted in Appendix 2 attached to the report be considered and that the revocation of the Traffic Regulation Order that currently prohibits cycling along the subway be agreed;
- (3) That the Assistant Director of Legal and Democratic Services be authorised to make the legal revocation and that no public inquiry be held into the proposal;
- (4) That the respondents to the statutory consultation be informed of the decision of the Sub-Committee following publication of the minutes of the meeting.

51. STATION HILL - ALTERATIONS TO EXISTING RESTRICTIONS ON FRIAR STREET AND GARRARD STREET

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval for officers to carry out a Statutory Consultation on changes to the waiting restrictions, pay and display bays, loading bays and taxi ranks along the Friar Street and Garrard Street frontages. Appendices 1 to 3 to the report illustrated the proposals surrounding the development and the exact line markings proposed. The proposals aimed at improving the public realm on both Friar Street and Garrard Street.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within Appendix 1 attached to the report;
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the proposed scheme;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transport (or appropriate officer) in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;
- (6) That no public inquiry be held into the proposals.

52. WAITING RESTRICTION REVIEW - 2022B PROGRAMME UPDATE & 2023A PROGRAMME NEW REQUESTS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with an update on progress of the 2022B Programme and new requests for the potential inclusion in the 2023A Waiting Restriction Review Programme.

The report stated that following approval by the Sub-Committee in September 2022 to carry out investigations at various locations, a recommendation for each scheme had been submitted to the January 2023 Sub-Committee meeting for approval for officers to undertake a statutory consultation for the recommended schemes. There had not been sufficient time between the January 2023 Sub-Committee meeting and the meeting in March 2023 to conduct and feedback the results of the statutory consultation and therefore, the results would be submitted to the Sub-Committee meeting in June 2023 so that a decision could be made regarding the delivery of the schemes within the programme.

The Sub-Committee considered Appendix 1 to the report that provided a list of requests that had been received for potential consideration in the 2023A programme. If approved the next stage of programme development would be to report to the Sub-Committee the recommended schemes for approval for officers to undertake the statutory consultation.

Resolved -

- (1) That the report be noted;**
- (2) That the requests made for waiting restriction changes in Appendix 1 attached to the report be investigated by officers as part of the 2023A review programme be agreed;**
- (3) That the officer recommendations, following investigations of the new requests, be shared with Ward Councillors, providing opportunity for local consultation (informal) and for their comments to be included in the next report to the Sub-Committee;**
- (4) 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 2023A programme.**

53. CIL LOCALLY FUNDED SCHEMES UPDATE - PROPOSALS FOR STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval for officers to undertake a statutory consultation/notice processes to progress two scheme designs. These were for zebra crossings on Imperial Way and Whitley Wood Lane and to implement traffic calming measures on Shaw Road

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and Boston Avenue. The proposals were set out in Appendix 1 and Appendix 2 attached to the report.

The Sub-Committee discussed the report, and it was suggested that officers investigate the profile of speed humps so that these could be more friendly to cyclists.

Resolved -

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes for the proposed zebra crossing designs on Imperial Way and Whitley Wood Lane, and for the proposed traffic calming measures on Shaw Road and Boston Avenue, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (3) That the Highways and Traffic Services Manager, in agreement with the Lead Councillor for Climate Strategy and Transport, be able to make minor alterations to the agreed proposals;**
- (4) That subject to no objections being received each scheme, the scheme(s) be considered as agreed for implementation enabling delivery planning to commence;**
- (5) That should a scheme receive objection(s) during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and decision regarding scheme implementation;**
- (6) That no public inquiry be held into the proposals.**

54. REQUESTS FOR TRAFFIC MANAGEMENT MEASURES UPDATE

The Executive Director of Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of requests for traffic management measures that had been raised by members of the public, other organisations/representatives, and Councillors. These were measures, that had either been previously reported, or those that would not typically be addressed in other programmes where funding was yet to be identified. The following Appendices were attached to the report:

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| Appendix 1 | List of requests that were new to the update report with initial officer comments and recommendations; |
| Appendix 2 | List of requests that had been reported previously, where significant amendments were proposed, with officer comments and recommendations; |
| Appendix 3 | The principal list of requests, as updated following the previous report |

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to the Sub-Committee in November 2022. It also contained the prioritised list of cycling and walking measures from the LCWIP.

Resolved -

- (1) That the report be noted;**
- (2) That having considered the officer recommendation for each request set out in Appendix 1 attached to the report, the entries be retained on the primary list of requests, as set out in Appendix 3 attached to the report, be agreed;**
- (3) That having considered the officer recommendation for amendments to each request set out in Appendix 2 attached to the report, the amended entries be retained on the primary list of requests, set out in Appendix 3 attached to the report, be agreed.**

55. 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 44 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.

56. 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 seventeen applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to applications 1, 10, and 13, a first discretionary permit be issued, personal to the applicants; 10 and 13 subject to the applicants submitting all the required documentation;**
- (2) That, with regard to application 4, a second discretionary permit be issued, personal to the applicant and subject to the applicant submitting all the required proofs;**
- (3) That, with regard to application 9, discretionary visitor books be issued, subject to the standard scheme limits for the number of books that can be issued each year;**

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- (4) That, with regard to application 12, a third discretionary permit be issued, personal to the applicant;
- (5) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 2, 3, 5, 6, 7, 8, 14, 15, 16, and 17 be upheld.
- (6) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 11 be upheld and that officers investigate the enforcement of parking at the designated car park for the address.

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

(The meeting closed at 7.47 pm)