

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 2432
e-mail:
jemma.durkan@reading.gov.uk

22 February 2023

Your contact is: **Jemma Durkan - Committee Services**

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 2 MARCH 2023

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 2 March 2023 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

<u>ACTION</u>	<u>WARDS AFFECTED</u>	<u>Page No</u>
1. DECLARATIONS OF INTEREST		
2. MINUTES OF PREVIOUS MEETING		5 - 12
3. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS		
Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.		
4. PETITIONS		
To receive petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		
5. READING GREEN PARK STATION	WHITLEY	13 - 28

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

A report seeking approval from the Sub-Committee to undertake a Statutory Consultation for the implementation of traffic restrictions at Reading Green Park Station in the form of double yellow lines, a bus gate, bus stops, pay & display car parks, a taxi rank, disabled parking bays and motorcycle bays.

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| 6. | ACTIVE TRAVEL FUND TRANCHE 3 - CASTLE HILL AND BATH ROAD - TRAFFIC RESTRICTION PROPOSALS - STATUTORY CONSULTATION RESULTS | ABBEY;
COLEY | 29 - 46 |
|-----------|--|-------------------------|----------------|

A report proposing the implementation of new traffic restrictions on Castle Hill and 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 details the objections and other feedback received during the Statutory Consultation and invites the Sub-Committee to decide the outcome of the proposal.

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| 7. | RESULTS OF STATUTORY CONSULTATION - PROPOSAL TO REMOVE CYCLING PROHIBITION, READING RAIL STATION SUBWAY | ABBEY | 47 - 90 |
|-----------|--|--------------|----------------|

A report inviting the Sub-Committee to consider the findings of the Statutory Consultation on the proposed revocation of the Traffic Regulation Order that prohibits cycling along the Reading Station subway. The report seeks a Sub-Committee decision on whether the restriction can be revoked and a shared-use footway/cycleway implemented following consideration of the consultation feedback received.

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| 8. | STATION HILL - ALTERATIONS TO EXISTING RESTRICTIONS ON FRIAR STREET AND GARRARD STREET | ABBEY | 91 - 102 |
|-----------|---|--------------|-----------------|

A report detailing traffic management measures associated with the development of the Station Hill Phase 1 site and seeking approval from the Sub-Committee to undertake a Statutory Consultation on proposed changes to the waiting restrictions, pay and display bays, loading bays and taxi ranks along the Friar Street and Garrard Street frontages.

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| 9. | WAITING RESTRICTION REVIEW - 2022B PROGRAMME UPDATE & 2023A PROGRAMME NEW REQUESTS | BOROUGH
WIDE | 103 -
114 |
|-----------|---|-------------------------|----------------------|

A report providing the Sub-Committee with an update on the 2022B Waiting Restriction Review Programme and providing the list of new requests for potential inclusion in the 2023A Waiting Restriction Review Programme.

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| 10. | CIL LOCALLY FUNDED SCHEMES UPDATE - PROPOSALS FOR STATUTORY CONSULTATION | BATTLE;
CHURCH;
COLEY;
NORCOT;
WHITLEY | 115 -
126 |
|------------|---|---|----------------------|

A report seeking approval from the Sub-Committee to undertake the statutory consultation/notice processes necessary to progress two scheme designs, locally funded by Community Infrastructure Levy (CIL) contributions, for zebra crossings on Imperial Way and Whitley Wood Lane and to implement traffic calming measures on Shaw Road and Boston Avenue.

11. REQUESTS FOR TRAFFIC MANAGEMENT MEASURES UPDATE **BOROUGH WIDE** **127 - 184**

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.

12. 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”

13. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS **BOROUGH WIDE** **185 - 294**

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

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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.**

Please speak to a member of staff if you have any queries or concerns.

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

Apologies: Councillors Hoskin

34. DECLARATIONS OF INTEREST

Councillor Ayub declared an interest in item 40 on the grounds that he owned a hackney carriage.

35. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of 10 November 2022 were confirmed as a correct record and signed by the Chair, subject to agenda item 2, Minutes of the previous meeting, being amended in the penultimate paragraph of Minute 30 to correctly reflect the spelling of the word kerb.

36. 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	Providing On-Street Secure Cycle Parking

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

37. PETITIONS

(a) Petition for Tackling Speeding on St Bartholomew's Road

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of a petition, asking the Council to tackle speeding on St Bartholomew's Road.

The report stated that on 4 January 2023 a petition had been submitted to the Council that had contained 64 signatures, 43 from paper forms and 21 from an electronic form. The petition read as follows:

“Cars frequently drive too fast on St Bartholomew's Road which has a 20 mph speed limit. It is not uncommon for the cars at the side of the road to be driven into and recently a driver rolled their car over. Reading Council please can you tackle speeding on St Bartholomew's Road.”

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 12 JANUARY 2023

The report explained that addressing the issue of speeding motorists was particularly challenging for a local authority. Speed enforcement, which included the placement and operation of fixed and mobile enforcement equipment, could only be carried out by the Police. With funding and resource limitation, alongside other policing priorities, enforcement could not currently be relied upon to provide a sustained method in which to deter speeding. The Council had been, and had continued, to lobby government and Police for an increase in civil powers of enforcement against speeding motorists. Local authorities had limited tools to address speeding, which were predominantly limited to the implementation of physical speed calming 'features', such as speed humps and it was understandable that such features would not be welcomed by many as they were indiscriminate and impacted on the surrounding environment. A scheme of features could also be resource intensive and costly for local authorities to design, install and maintain. However, 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.

The Council had previously received a request for additional traffic calming on St Bartholomew's Road and the Sub-Committee had agreed to add the request to the Council's regularly reported Requests for Traffic Management Measures list. Currently, there was no allocated funding for the development and delivery of the requested changes. However, it was acknowledged that there was a demand for speed reduction features on St Bartholomew's Road and the report proposed that the existing entry on the Requests for Traffic Management Measures was adjusted to reflect the receipt of the petition and the entry updated to reflect the latest road casualty dated for the road that had been supplied by the police.

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

Resolved -

- (1) That the report be noted;**
- (2) That the existing request for additional traffic calming on St Bartholomew's Road contained within the regularly-reported 'Requests for Traffic Management Measures' be updated to reflect the receipt of this 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.**

38. WAITING RESTRICTION REVIEW PROGRAMME 2022B

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval for officers to carry out statutory consultation for

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 12 JANUARY 2023

recommended new/alterations to waiting restrictions. The proposals aimed to address the issues that had been raised in the initial list of requests, which had been submitted and agreed for investigation at the meeting on 14 September 2022 (Minute 18 refers). The recommendations set out in the report had been shared with Ward Councillors and the recommendations and drawings, by Ward, were attached to the report at Appendix 1.

Resolved -

- (1) That the report be noted;
 - (2) That having considered option 4, Abbey Ward, West Street, and option 28, Kentwood Ward, Lyndhurst Road, of the recommendations report, as set out in Appendix 1 attached to the report, the options set out in (3), below, be agreed;
 - (3) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 1, subject to:
 - (i) Abbey Ward, Russell Street - Officer recommendation be agreed, namely to defer to the next programme;
 - (ii) Abbey Ward, West Street - Officer recommendations be agreed, namely that the bay on West Street be changed to a good vehicle loading bay;
 - (iii) Coley Ward, Carsdale Close - Defer to the next programme;
 - (iv) Coley Ward, Lorne Street - Remove from the programme;
 - (v) Emmer Green Ward, Almond Drive - Defer to the next programme;
 - (vi) Kentwood Ward, Lyndhurst Road - Option B be agreed, namely a single yellow line, but subject to it applying between 8.00 am and 6.00 pm, seven days a week;
 - (4) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
 - (5) That any objection(s) received following the statutory advertisement be submitted to a future meeting of the Sub-Committee;
 - (6) That no public inquiry be held into the proposals.
39. ACTIVE TRAVEL FUND TRANCHE 3 - CASTLE HILL AND BATH ROAD - TRAFFIC RESTRICTION PROPOSALS FOR STATUTORY CONSULTATION

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 12 JANUARY 2023

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval to carry out a statutory consultation for the implementation of traffic restrictions in the form of double yellow lines, reducing an existing bus lane and removal of the tidal flow lane on Castle Hill and Bath Road as required as part of the implementation of the Active Travel Fund Tranche 3 scheme. A plan showing alterations to residents parking bays on Castle Hill was attached to the report at Appendix A, a plan showing alterations to the eastbound bus lane on Bath Road was attached at Appendix B and a plan showing removal of the central peak traffic flow reversible lane was attached to the report at Appendix C.

The report detailed the restrictions on Bath Road and Castle Hill.

Resolved -

- (1) That the report be noted;**
- (2) That the proposal to carry out 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 submitted to a future meeting of the Sub-Committee.**

40. STATION HILL - ALTERATIONS TO SOUTH WEST INTERCHANGE TAXI RANK

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee about traffic management measures associated with the development of the Station Hill site, which was bounded by Station Hill, Greyfriars Road and Garrard Street. A plan of the proposals surrounding the development and the exact line markings proposed was attached to the report at Appendix 1. The report also sought approval to carry out a statutory consultation on changes to the waiting restrictions surrounding the southwestern interchange at Reading Station.

The report stated that the changes required were minimal and ultimately resulted in minor relocations of the taxi rank and drop off bay facilities and stressed that the capacity of the taxi rank was being increased by the redesign from 18 to 22 with the drop off/pick up bay capacity being unaltered. Plans showing comparison extracts were set out in the report.

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 in Appendix 1;

- (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.**

(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.)

41. KENAVON DRIVE - INSTALLATION OF BUS STOP CAGES

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of traffic management measures associated with the development of the former Homebase and Toys R Us site on Kenavon Drive. A plan showing the proposals surrounding the development and the exact line markings proposed was attached to the report at Appendix 1. The report also sought approval to carry out a statutory consultation on changes to the waiting restrictions and pay and display bay along Kenavon Drive to facilitate the installation of a bus stop cage on either side of the carriageway.

The report explained that the development had been under construction for some time with works currently taking place to construct the final building on the site. Highway works that were required to facilitate reconfigured and new vehicular access to the site had commenced with further works likely to proceed early in 2023, although exact timescales were unclear. During the application discussions it had been agreed that dedicated bus stop cages would be provided on both sides of Kenavon Drive to facilitate bus route Buzz 42. The buses currently stopped in these locations, but the developer was to provide the bus cages to identify fully the location of the bus stops and help promote public transport as an alternative mode of travel. The report set out the revisions to the existing waiting restrictions and pay and display bays.

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 in Appendix 1;
- (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.

42. ANNUAL PARKING SERVICES REPORT 2021/22

The Executive Director for Economic Growth and Neighbourhood Services submitted a report presenting financial and statistical data on the Council's civil parking enforcement activities during 2021/2022. A copy of the Parking Services Annual Report 2021/2022 was attached to the report at Appendix 1.

The report stated that it was intended that the Annual Report for 2021/2022 would be published in January 2023.

Helen Taverner, Parking Services Manager, introduced the reported and informed the Sub-Committee that there had been an omission to the information set out in the table in Appendix A, Parking Penalty Charge Notices (PCNs) - By Contravention, contravention code 49, Parked in Cycle Tracks, had not been included in the table and would have shown that ten PCNs had been issued in 2021/22. Helen informed the Sub-Committee that these contraventions were currently difficult to enforce and asked that if they were seen the Parking Services Team be informed.

The Sub-Committee discussed the report and in particular the issues around parking and enforcement at schools at the beginning and end of the school day.

Resolved -

- (1) That the report, and the availability of annual reports for 2021/2022 on the Council's website, be noted;
- (2) That the intention to publish the Annual Report for 2021/2022 in January 2023 be noted.

43. 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.

44. 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 six applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to applications 2 and 3, a first discretionary permit be issued, personal to the applicants;
- (2) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 4 and 6 be upheld.
- (3) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 5 be upheld and that officers also contact the applicant highlighting the availability of carer or visitor permits, that might be available to them from the resident.

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

(The meeting closed at 7.48 pm)

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2nd March 2023	AGENDA ITEM:	
TITLE:	READING GREEN PARK STATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	PLANNING, TRANSPORT & PUBLIC PROTECTION	WARDS:	WHITLEY
LEAD OFFICER:	MIRIAM FUERTES	TEL:	0118 9373923
JOB TITLE:	TRANSPORT PLANNER	E-MAIL:	TRANSPORT@READING.GOV.UK

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 The purpose of this report is to seek approval from the Sub-Committee to undertake a statutory consultation for the implementation of traffic restrictions in the form of double yellow lines, bus gate, bus stops, pay & display car parks, taxi rank, disabled parking bays and motorcycle bays.

1.2 Appendix 1 - Drawings

2. RECOMMENDED ACTION

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

2.2 That the Sub-Committee approves the Statutory Consultation to take place.

2.3 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order(s).

2.4 That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

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.

4. THE PROPOSAL

- 4.1 Reading Green Park Station is a new railway station on the Reading to Basingstoke line. The station and multi-modal interchange will significantly improve accessibility and connectivity to this area of south Reading which has had large-scale development including the expansion of Green Park business park and Green Park Village residential development as well as the proposed future development of Royal Elm Park.
- 4.2 The scheme is being progressed in partnership with Network Rail and GWR, who will ultimately own and operate the station respectively.
- 4.3 Construction works for the station and multi-modal interchange is now complete, and supported by partners from the railway industry, the project has now entered a period of thorough testing and authorisation prior to the station's official opening and public use. The Council is working with Network Rail and GWR to ensure that the station is open as soon as possible which is currently scheduled for Spring 2023.
- 4.4 In order to manage access to the station officers seek authority to undertake a statutory consultation for the implementation of the following:

Implementation of No Waiting No Loading At Any Time

No waiting and no loading at any time (double yellow lines) along the Flagstaff Road to protect the highways from illegal parking between the taxi rank and bus stop(s).

Implementation of Prohibition Of Vehicles Except Bus, Cycle And Authorised Vehicles Only

A bus gate through the one-way system on the approach to Reading Green Park Station where only buses and authorised vehicles can go through, marked on street and by appropriate signage.

Implementation of A Bus Stand No Stopping Except Buses At Any Time

2 bus stop locations, one outside the Station entrance and another for Rail Replacement Buses on the opposite footway. These are bays restricted for use by vehicles that are defined as buses, including coach or minibus.

Implementation of No Waiting At Any Time Except Taxis

A taxi rank that will operate at all times. The aim of this bay is to provide a dedicated area for all Taxis to operate services, conflict free with other road users.

Implementation of Short and Long Stay Car Parks

Implement short and long stay car parks. The proposals will optimise parking, reduce traffic and increase traffic flow as fewer cars are required to drive around in search of an open parking space.

Implementation of No Stopping Except Disabled (Blue) Badge Holders At Any Time. Maximum stay 12 Hours. No Return Within 4hrs.

Implementation of 12 disabled parking bays. Disabled Parking bays will be clearly marked as individual bays with a Wheelchair symbol painted on the road along with associated signage at each bay. Any driver correctly displaying a valid Blue Badge can park in the bay.

Implementation of No Stopping Except Rail Industry Permit Holders At Any Time. Maximum stay 12 Hours. No Return Within 4hrs.

Implementation of 3 Rail Industry parking bays. Rail Industry Parking bays will be clearly marked on street with a Hatching and “Railway Industry Only” along with associated signage. Any driver correctly displaying a valid Rail Industry Permit can park in the bay.

Implementation of Motorcycles bays

Implementation of two dedicated spaces for Motorcycles within the Long Stay Car Park.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of Green Park Station contributes to the Council’s Corporate Plan themes as set out below:

- **Healthy environment**

The implementation of rail facilities will help to alleviate queues on the A33 and lead to an increase in uptake of this sustainable 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**

The new station will deliver major benefits to residents living in the south of Reading, businesses at Green Park and supporters of Reading Football Club. The new station will be an integral part of Reading’s sustainable transport infrastructure, significantly improving accessibility to the south Reading area where large-scale development is taking place, including the expansion of Green Park Business Park and Green Park Village. It will also provide another option for football fans heading to and from the Select Car Leasing Stadium on match days, again alleviating the pressure off our busy roads.

- **Inclusive economy**

Green Park Station will bring new employment opportunities, encourage regeneration and investment, and reduce congestion. It will drive social mobility and offer equality of access to centres of employment. Supporting a

sustainable expansion of the railway network into local communities is vital to catalysing this socio-economic growth and potential.

- 5.2 Full details of the Councils Corporate Plan are available on the website and include information on the projects which will deliver these priorities.

6. ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS

- 6.1 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the Reading Climate Emergency Strategy 2020-25, this figure is lower in Reading with transport accounting for around 20% of carbon emissions. However, significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve the target of a carbon neutral Reading by 2030.
- 6.2 The Climate Impact Assessment tool has been used to assess the proposals set out within this report, resulting in an overall Net Medium Positive impact. This is due to the programme being focused on encouraging the use of sustainable transport, walking and cycling as attractive alternatives to the private car. The programme will enhance facilities to encourage more use of sustainable transport and active travel options, and therefore reduce the use of the private car resulting in the reduction of congestion, carbon emissions and other air quality issues.
- 6.3 In addition, the delivery of the major transport schemes as set out within this report form a vital part of our overall transport and climate emergency strategies, which has achieved considerable success in recent years. This includes bus usage in Reading being the second highest in the country outside of London, having increased by 23% since 2010, and around 35% of trips into Reading town centre being made by pedestrians and cyclists.
- 6.4 Proposals set out in this paper seek to support a step-change in transport infrastructure and services and cover perceived local safety, accessibility, and traffic flow issues that, once resolved, should improve traffic flow (lower emissions, improved flow for public transport) and remove barriers towards increased use of sustainable and healthy transport options.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website (the 'Consultation Hub'). Notices of intention will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area. The Police are a statutory consultee and will be directly notified. The consultation will be hosted on the Council's website (the 'Consultation Hub'), where details and plans will be available.
- 7.2 Traffic Management Sub-Committee is a public meeting and 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 of the Equality Act 2010, a public authority must 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, and
- 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 and statutory consultation provide an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

9. LEGAL IMPLICATIONS

9.1 New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed/revoked in accordance with the same regulations.

10. FINANCIAL IMPLICATIONS

10.1 The only immediate financial implications resulting from the recommendations of this report will be for the advertising of proposed Traffic Regulation Order, which is a requirement as part of the statutory consultation process.

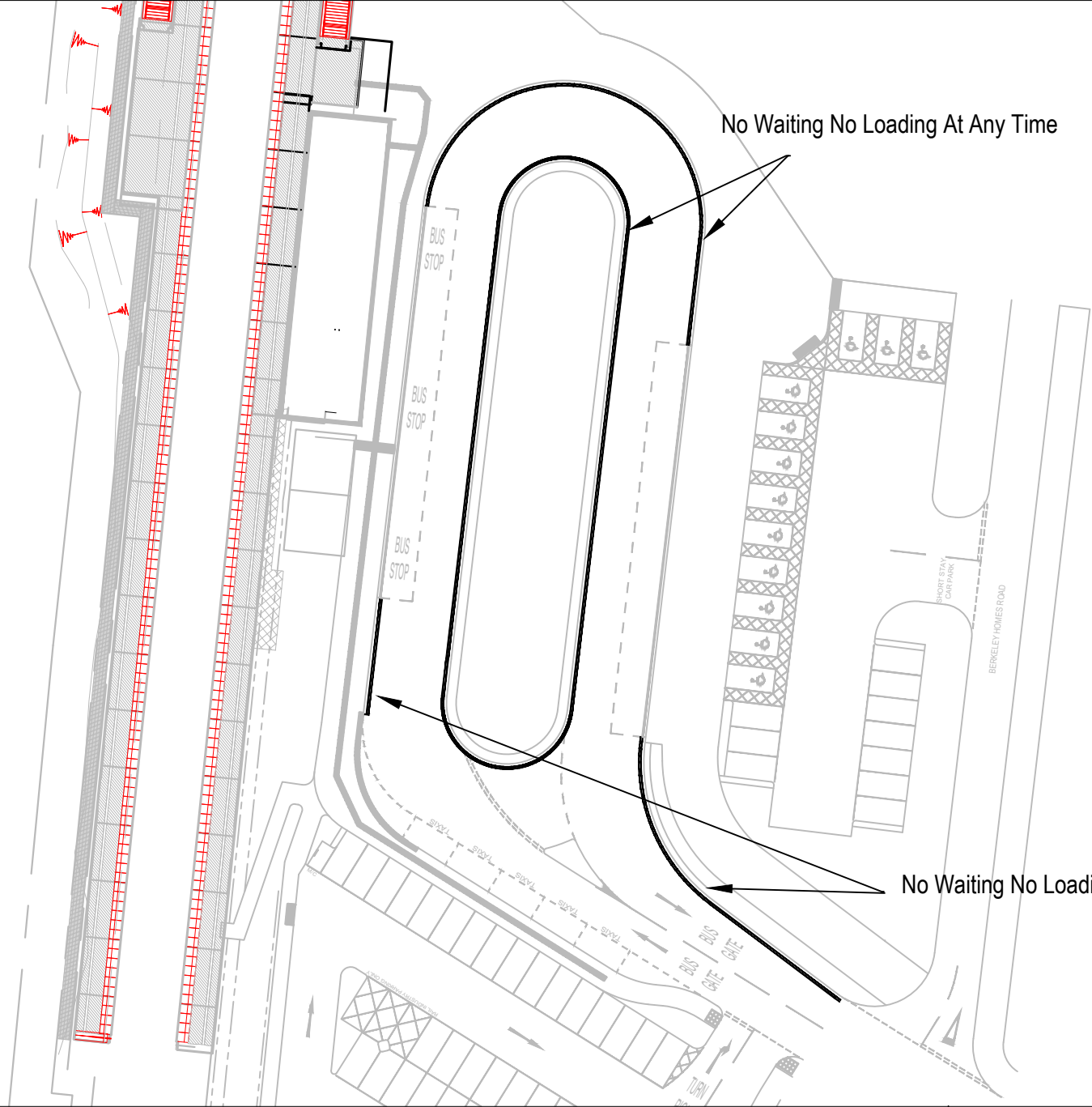
10.2 It is considered that the recommendations of the report provide value for money as the benefits of the proposal can be realised with very modest costs.

10.3 There are no foreseen financial risks related to the recommendations of the report.

11. BACKGROUND PAPERS

11.1 None

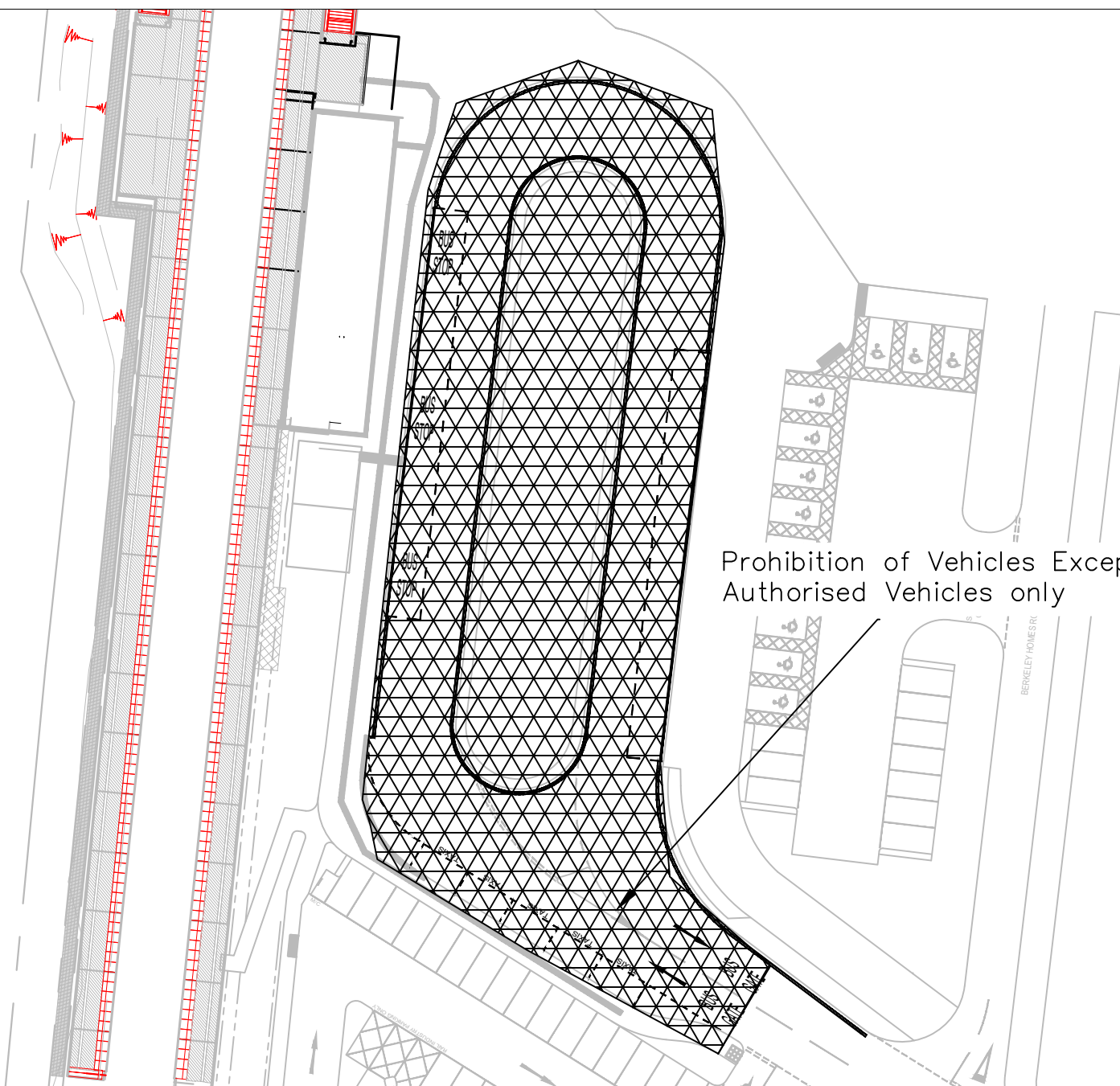
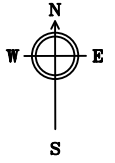
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No Waiting No Loading At Any Time

No Waiting No Loading At Any Time

Project	Scale	Drawn	MF
	N.T.S	Checked	JC
READING GREEN PARK STATION	Date	Approved	JC
	NOV 22		
Drawing	Drawing No.		
Reading Green Park Station—No Waiting No Loading At Any Time	Reading Green Park Station—No Waiting No Loading At Any Time		



Prohibition of Vehicles Except Bus, Cycle and Authorised Vehicles only

Project READING GREEN PARK STATION	Scale N.T.S	Drawn MF
	Date NOV 22	Checked JC
Drawing Reading Green Park Station- Bus Gate	Drawing No. Reading Green Park Station- Bus Gate	
	Approved JC	



Bus Stand No Stopping Except Buses
At Any Time

BUS STOP

BUS STOP

BUS STOP

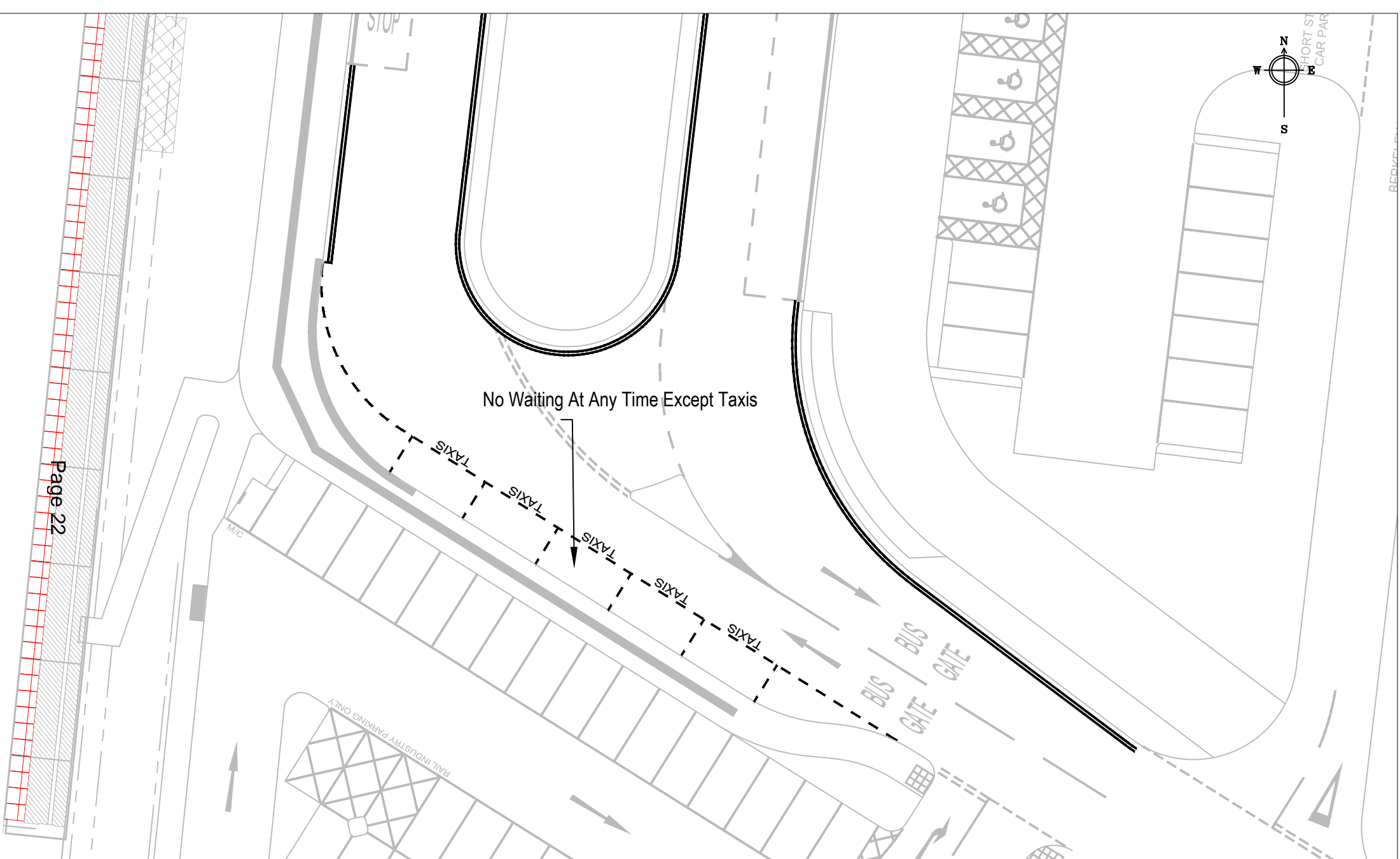
SHORT STAY
CAR PARK

BERKELEY HOMES ROAD

TAKMS

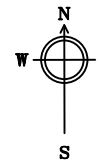


Project READING GREEN PARK STATION	Scale N.T.S	Drawn MF
	Date NOV 22	Checked JC
Drawing Reading Green Park Station-Bus Stand	Drawing No. Reading Green Park Station-Bus Stand	
	Approved JC	



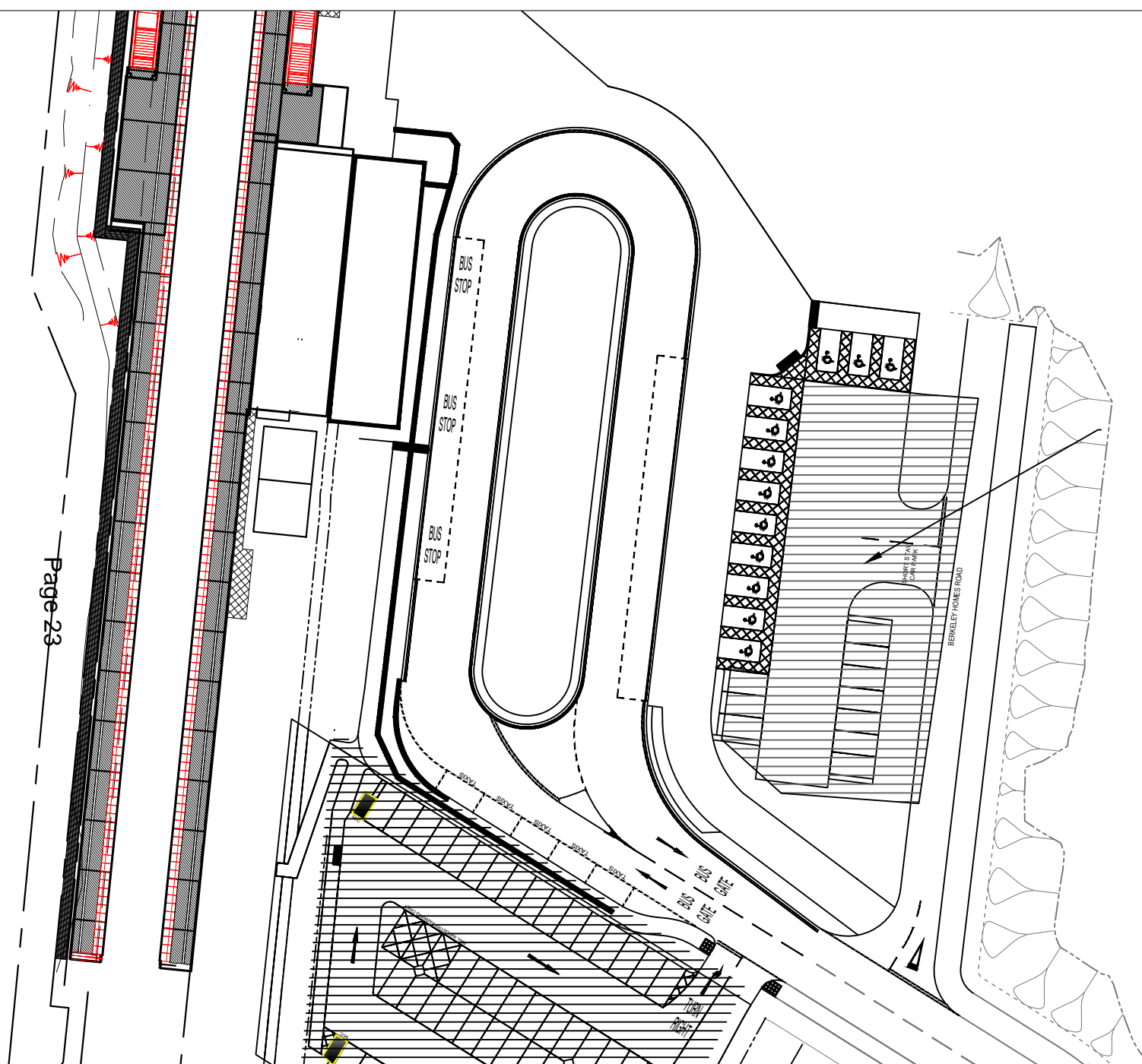
Page 22

Project READING GREEN PARK STATION	Scale N.T.S	Drawn MF
	Date NOV 22	Checked JC
Drawing Reading Green Park Station-Taxi Rank	Approved JC	
	Drawing No. Reading Green Park Station-Taxi Rank	

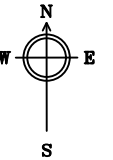


Reading Green Park Station Short Stay
 All days
 Maximum Stay 20 minutes

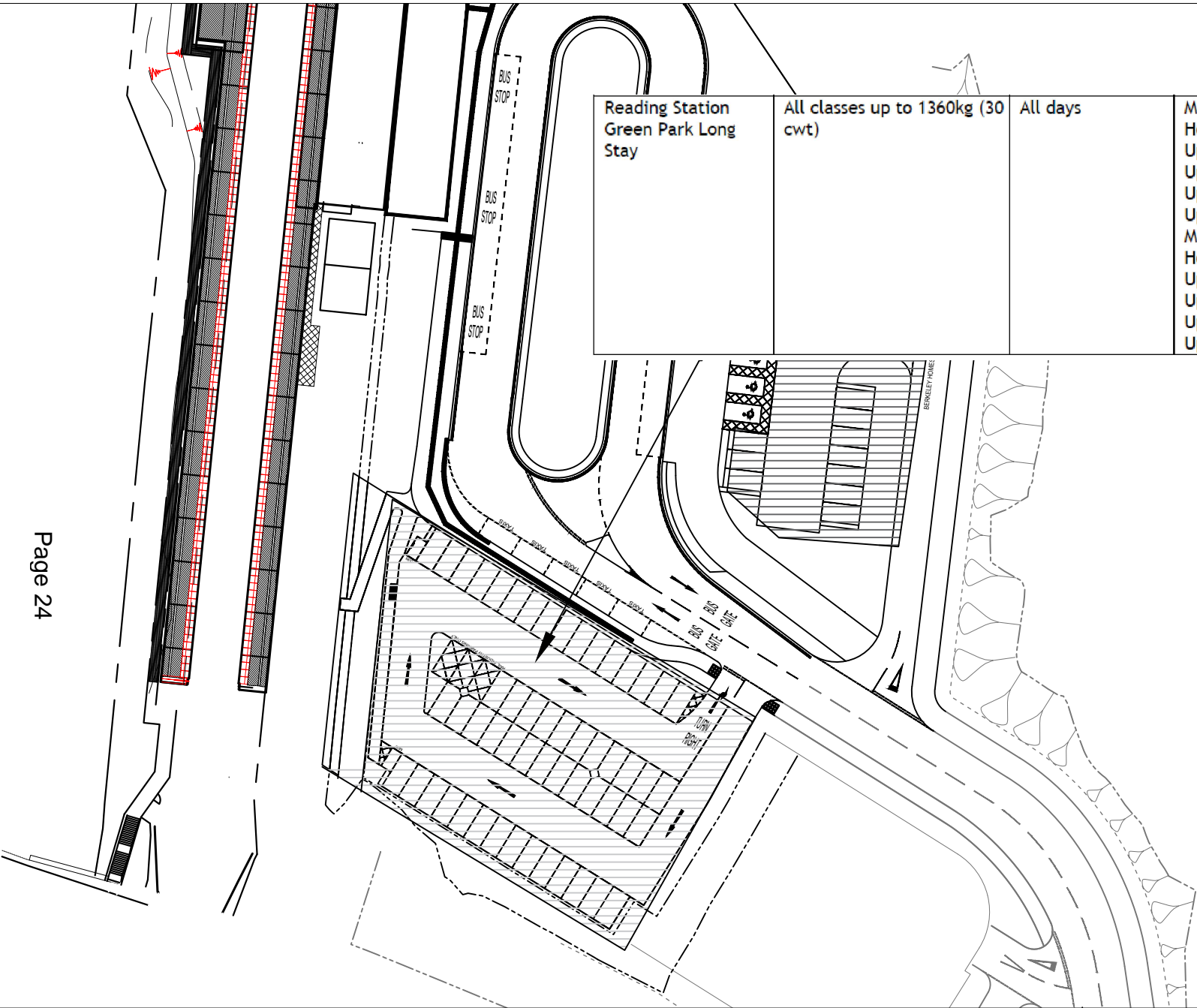
Page 23



Project READING GREEN PARK STATION	Scale N.T.S	Drawn MF
	Date NOV 22	Checked JC
Drawing READING GREEN PARK STATION SHORT STAY	Approved JC	
	Drawing No. READING GREEN PARK STATION SHORT STAY	



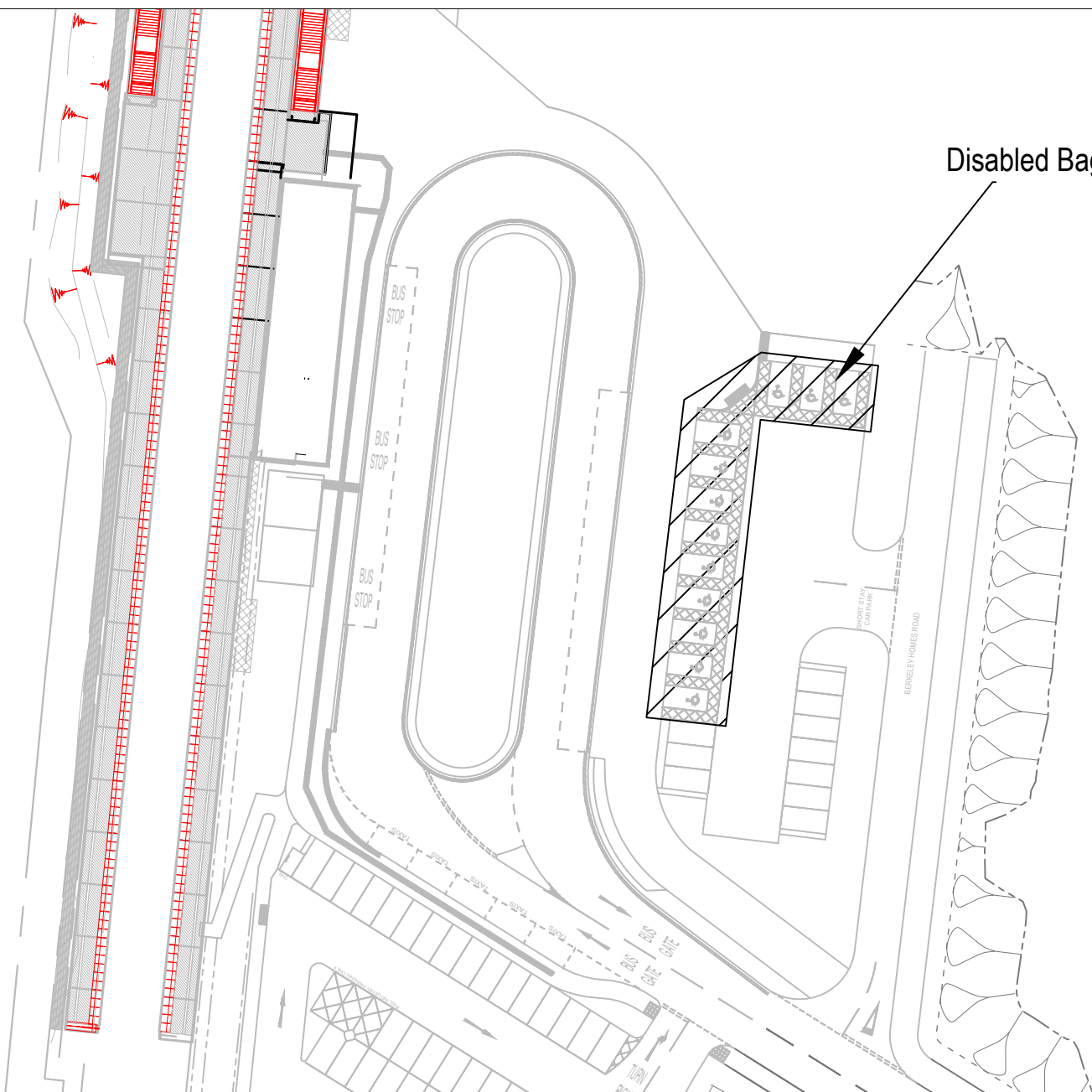
Reading Station Green Park Long Stay	All classes up to 1360kg (30 cwt)	All days	Monday to Sunday/Bank Holidays 07:00-17:59	
			Up to 3 hrs	£3.00
			Up to 6 hrs	£6.00
			Up to 12 hrs	£12.00
			Up to 24 hrs	£15.00
			Monday to Sunday/Bank Holidays 18:00-06:59	
Up to 3 hrs	£1.50			
Up to 6 hrs	£3.00			
Up to 12 hrs	£12.00			
Up to 24 hrs	£15.00			



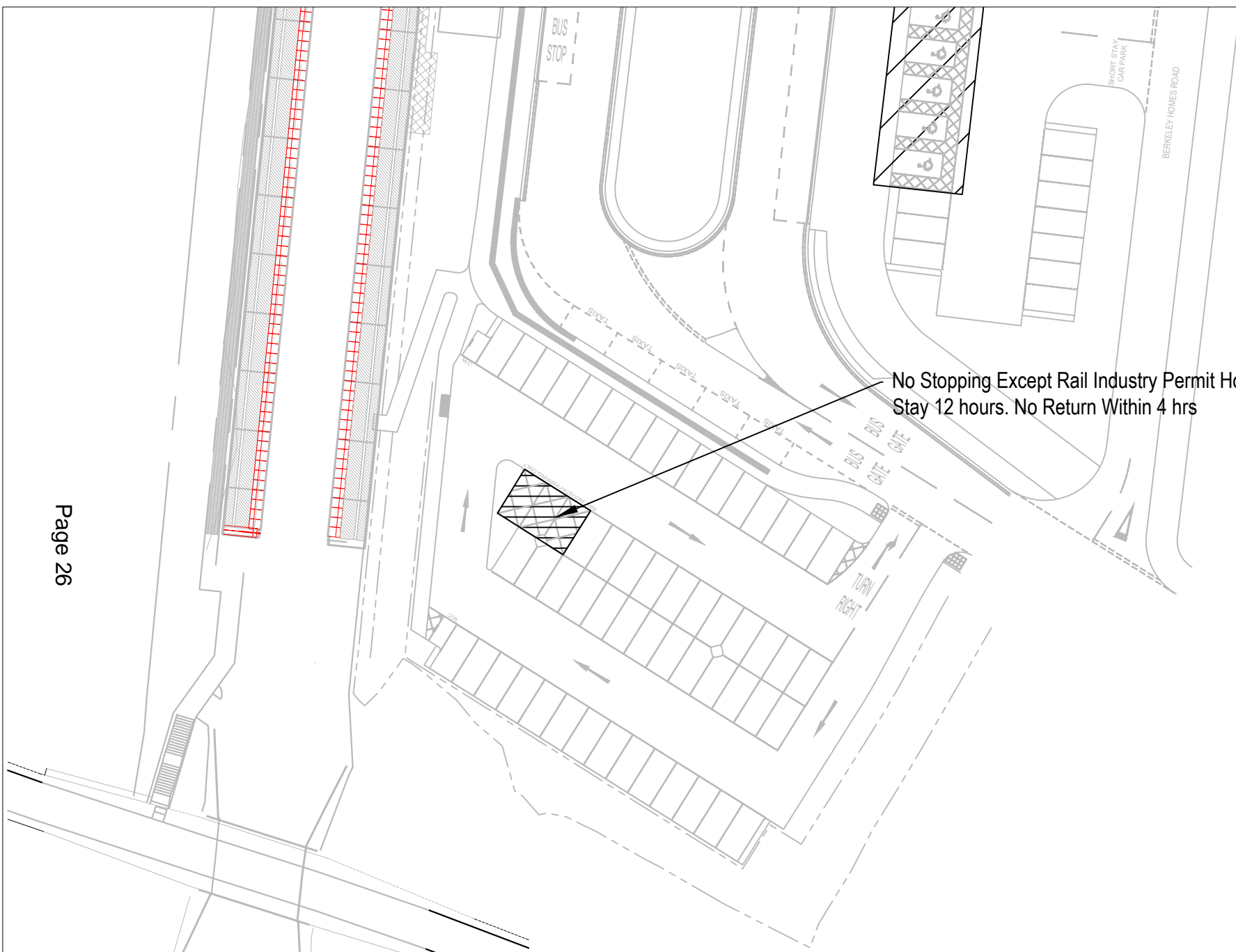
Project READING GREEN PARK STATION	Scale N.T.S	Drawn MF
	Date NOV 22	Checked JC
Drawing READING GREEN PARK STATION LONG STAY CAR PARK	Approved JC	
	Drawing No. READING GREEN PARK STATION LONG STAY CAR PARK	



Disabled Bagde Holders At Any Time

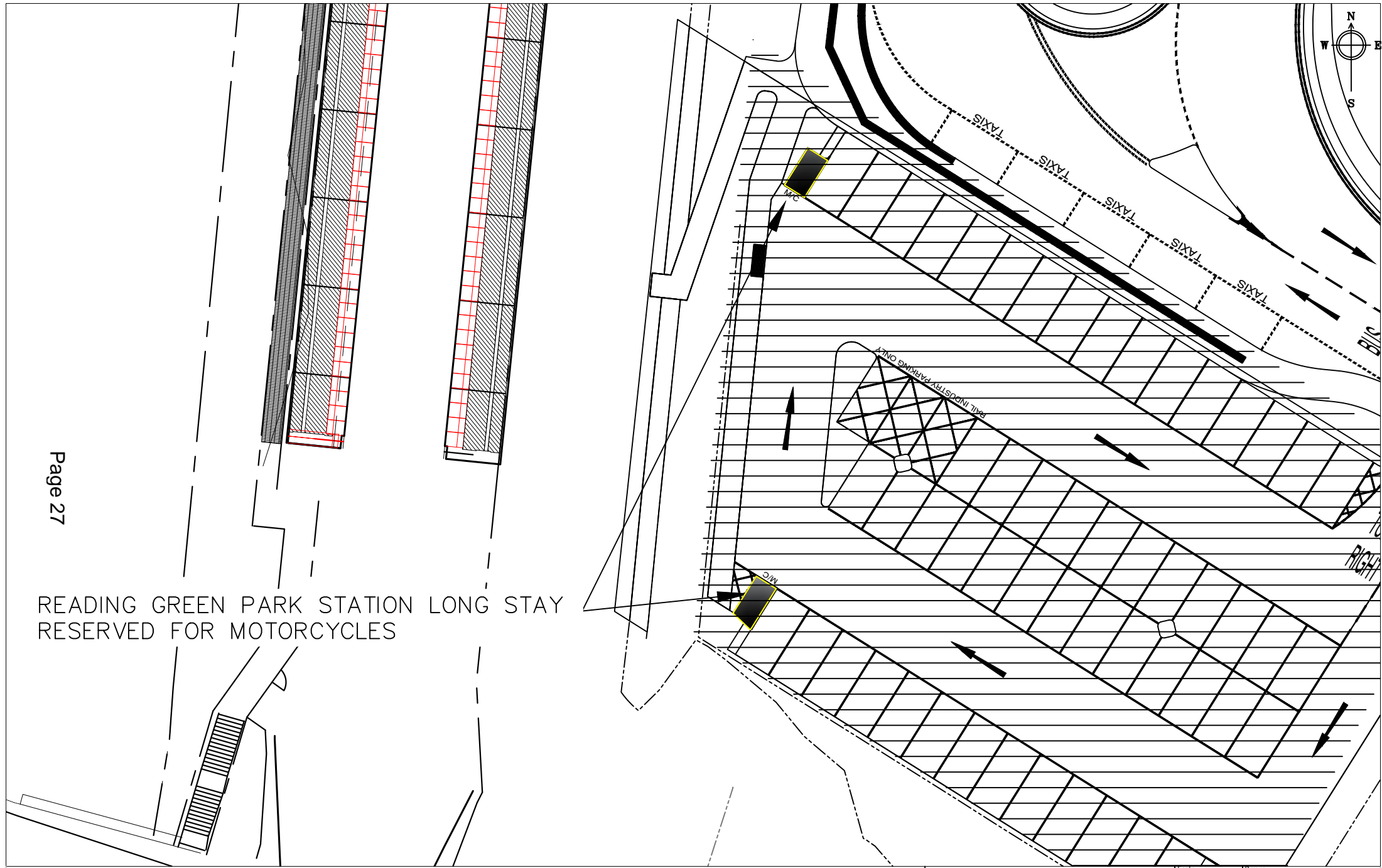


Project READING GREEN PARK STATION	Scale N.T.S	Drawn MF
	Date NOV 22	Checked JC
Drawing Reading Green Park Station-Disabled Badge Holders	Drawing No. Reading Green Park Station-Disabled Badge Holders	
	Approved JC	



No Stopping Except Rail Industry Permit Holders At Any Time. Maximum Stay 12 hours. No Return Within 4 hrs

Project READING GREEN PARK STATION	Scale N.T.S	Drawn MF
	Date NOV 22	Checked JC
Drawing Reading Green Park Station— Rail Industry Permit Holders	Approved JC	
	Drawing No. Reading Green Park Station— Rail Industry Permit Holders	



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READING GREEN PARK STATION LONG STAY
RESERVED FOR MOTORCYCLES

Project READING GREEN PARK STATION	Scale N.T.S	Drawn MF
	Date NOV 22	Checked JC
Drawing READING GREEN PARK STATION LONG STAY MOTORCYCLES CAR PARK	Approved JC	
	Drawing No. READING GREEN PARK STATION LONG STAY MOTORCYCLES CAR PARK	

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2 nd March 2023		
TITLE:	ACTIVE TRAVEL FUND TRANCHE 3 - CASTLE HILL AND BATH ROAD - TRAFFIC RESTRICTION PROPOSALS - CONSULTATION RESULTS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	PLANNING, TRANSPORT & PUBLIC PROTECTION	WARDS:	ABBEY & COLEY
LEAD OFFICER:	MIRIAM FUERTES	TEL:	0118 9373923
JOB TITLE:	TRANSPORT PLANNER	E-MAIL:	<u>TRANSPORT@READING.GOV.UK</u>

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to seek approval from the Traffic Management Sub-Committee 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.
- 1.2 This report is to also inform the Sub-Committee of objections and other feedback received during the statutory consultation. Members are asked to consider these objections and conclude the outcome of the proposal.
- 1.3 **Appendix 1** - Feedback received to the statutory consultation.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to approve the proposed traffic restrictions on Castle Hill/Bath Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 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.

3. POLICY CONTEXT

- 3.1 The proposals in this report align with the principles of the Council's Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP), Climate Emergency Strategy and Health and Wellbeing Strategy by addressing safety and parking issues that can impact in pupils and parents during drops-off and pick-ups. The resulting improvements can support improved traffic flow (including public transport) with reduced emissions and the removal of barriers to the greater use of sustainable, healthy transport options.
- 3.2 Creation of cycle facilities on the Bath Road and Castle Hill, between the Berkeley Avenue junction and the Inner Distribution Road/Castle Street Roundabout, to and from the town centre, resolves the current 'missing link' on the existing network, and will link with the new NCN route 422 and connect it with existing routes west of the railway bridge

4. THE PROPOSAL

- 4.1 Following successfully securing Tranche 2 funding from the Active Travel Fund, in March 2022 the DfT awarded the Council £1.3m from the third tranche of funding to deliver a scheme of segregated cycle infrastructure and pedestrian improvements on the Bath Road, between the Town Centre and the junction with Berkeley Avenue. Funding for the scheme will also include £200k from the Integrated Transport Block (ITB) grant from DfT.
- 4.2 An initial consultation on the concept designs for the Bath Road scheme was undertaken alongside the other Active Travel schemes between 24th February and 23rd April 2021. This consultation resulted in strong support for the scheme, with 60% of respondents saying they supported or strongly supported the proposed segregated cycle lanes. A further consultation was undertaken between 7th July and 1st August 2022, including a public drop-in event at Reading Association for the Blind, Walford Hall, Carey Street on Wednesday 13th July. The feedback received through these consultations is currently being used to prepare the detailed designs for the scheme.
- 4.3 The indicative timeline for the Tranche 3 programme is set out below:
- Initial consultation - February to April 2021 - Completed
 - Initial consultation results review and recommendation for scheme(s) to be taken forward - Complete
 - Further consultation - Complete (July/August 2022)
 - Update designs and surveys - Complete (October 2022)
 - SEPT Committee scheme and spend approval - November 2022
 - Detailed designs complete - Winter 2022
 - Traffic Management Sub-Committee statutory consultation approval - January 2023
 - Traffic Regulation Orders statutory consultation - February 2023
 - Update scheme designs - Spring 2023
 - Scheme delivery - from Summer 2023 onwards

- 4.4 A Statutory consultation has been carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website (the 'Consultation Hub'). The Consultation commenced on 2nd February 2023 and ended on 23rd February 2023.
- 4.5 Members are asked to note that at the time of writing and initial report publication, the consultation period has not concluded.
- 4.6 As of 17 February 2023, 109 responses to the consultation were received, of which 77.27% 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 with Jesse Terrace. 70.91% in support to alteration to the length of the existing eastbound bus lane on Bath Road. 67.27% in support of to the removal of Tidal Flow on Castle Hill. In summary of the objections, the common themes were:
- Strongly object to the removal of the tidal flow as it will result in a significant backlog of traffic which will negatively impact air quality in the local area. It works as it is.
 - Cycle infrastructure design LTN 1/20 does not increase cyclists but just increase traffic congestion affecting air quality.

A summary of the consultation responses can be found in **Appendix 1**

- 4.7 Officers will provide an update, which will be published, as soon as the consultation period has elapsed, and that further feedback has been collated and anonymised.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The creation of the cycle scheme contributes to the Council's Corporate Plan themes as set out below:

- **Healthy environment**

The implementation of cycle facilities can remove barriers to cycling and lead to an increase in uptake. 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 proposal in this report provides a useful link between destinations and other parts of the cycle network across the borough. With the addition of future schemes, 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 The Council's Corporate Plan 2022/25 is available on the Reading Borough Council website which includes information on the projects that contribute to the delivery of these priorities.

6. ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS

- 6.1 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the Reading Climate Emergency Strategy 2020-25, this figure is lower in Reading with transport accounting for around 20% of carbon emissions. However, significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve the target of a carbon neutral Reading by 2030.
- 6.2 The Climate Impact Assessment tool has been used to assess the proposal as set out within this report, resulting in an overall Net Medium Positive impact. This is due to the programme being focused on encouraging the use of sustainable transport, walking and cycling as attractive alternatives to the private car. The programme will enhance facilities to encourage more use of sustainable transport and active travel options, and therefore reduce the use of the private car and resulting congestion, carbon emissions and other air quality issues.
- 6.3 Proposals set out in this paper seek to support a step-change in transport infrastructure and services and cover perceived local safety, accessibility, and traffic flow issues that, once resolved, should improve traffic flow (lower emissions, improved flow for public transport) and remove some barriers toward increased use of sustainable and healthy transport options.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 A Statutory consultation was conducted between 2nd February 2023 and ended on 23rd February 2023 in accordance with appropriate legislation, including Traffic Regulation Orders as appropriate. Notices were advertised in the local newspaper and were erected on lamp columns within the affected area. The feedback received during this consultation, is set out in **Appendix 1**.
- 7.2 The Traffic Management Sub-Committee is a public meeting and 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 of the Equality Act 2010, a public authority must 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, and

- 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 and statutory consultation provide an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

9. LEGAL IMPLICATIONS

9.1 New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed/revoked in accordance with the same regulations.

9.2 A Statutory consultation was conducted in accordance with this legislation, and this report seeks agreement for the Assistant Director of Legal and Democratic Services to conclude this process, in the making of the Traffic Regulation Order.

10. FINANCIAL IMPLICATIONS

10.1 The Castle Hill and Bath Road scheme is included in the Council's Capital Programme.

11. BACKGROUND PAPERS

11.1 Strategic Environment, Planning and Transport Committee 16 November 2022

11.2 Traffic Management Sub-Committee 12 January 2023

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CASTLE HILL-BATH ROAD

Last Updated 17/02/2023

Summary of letters of support and objections received to the revoke of the Traffic Regulation Order

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

ID	Do you support or object to the implementation of traffic restrictions in the form of double yellow lines along Castle Hill between its junction with Russel Street with Jessie Terrace.	Do you support or object to alteration to the length of the existing eastbound bus lane on Bath Road?	Do you support or object to the removal of Tidal Flow on Castle Hill. - Do you support or object to the removal of Tidal Flow on Castle Hill.	Please provide your comments here.
01	Support	Support	Support	As a resident of Castle Hill I am very happy to see these plans go ahead. 1. I support this. However, the plans show a sharp kink in the cycle lane outside 158 Castle Hill which looks like a hazard to me. Is there no way to make a more smooth curve to go behind the parked cars? These kinds of sharp turns are very difficult on trikes and bulkier bikes.2.Support with no comment.3. I live on the corner of Castle Hill and Carey Street, overlooking this stretch of road. The tidal lane is endlessly causing confusion between motorists who are not afraid to show their anger by honking, disturbing the peace of those living next to the road. I will be very glad to see it gone. The narrower carriageway should naturally help to control speeding as well. I note that there is also an opportunity to remove pavement clutter here as the signs explaining the lane won't be required anymore. Just two suggestions: could the railings on the pavement approaching the IDR roundabout now be removed? They are unsightly and will prevent people walking their bike on the pavement from joining the cycle lane. Secondly, I expect there will continue to be motorists ignoring the No Right Turn signs heading west from the IDR roundabout, and turning into Carey Street. This presents a hazard to those cycling east. I'm not sure what can be done in terms of road design, but please consider this turning for camera enforcement.
02	Support	Support	Support	
03	Support	Support	Support	
04	Support	Support	Support	
05	Support	Support	Support	Paint is not cycle infrastructure, there should be proper physical isolation between cars and bikes. While these are a step in the right direction, painted areas give the illusion of separate infrastructure but are not actually separate. A good standard for whether or not it's good cycle infrastructure is whether or not would let my 5 year old son cycle on it. I most definitely would not let my son cycle on a bike lane merely separated by paint.
06	Support	Support	Support	This sounds great. Thanks very much for looking at this potential improvement!
07	Support	Support	Support	Even as an experienced and confident cyclist who uses the road I will find these changes beneficial, Castle Hill can get rather busy at times, and getting bikes off the pavement has to help pedestrians.
08	Support	Support	Support	With the exception of the pathways near the canals and rivers, many of the cycling roads in Reading leave you close to cars, which is especially dangerous in large road such as this. This proposal seems like it will increase rider safety.

09	Support	Support	Support	100% support these proposals. Love to see RBC investing more in cycling. It's a great way to reduce traffic and pollution while increasing the health of the locals by giving them safe active transit options. I do think it's a little unfortunate for the residents to lose their parking on Castle Hill, but, it's public space and I think the need for a cycle lane there trumps the need to park 5 cars.
10	Support	Support	Support	
11	Support	Support	Support	Any attempts to expand and connect the existing cycling network in Reading is very welcome. Currently cyclists can feel very much as second-class road users around town.
12	Support	Support	Support	The measures seem like a sensible step to make cycling less scary in the area.
13	Support	Support	Support	Adding additional cycle capacity is much needed, and this seems a reasonable proposal. The Tidal Flow is, as a driver, extremely confusing and poorly used and ultimately quite dangerous - removing this is logical and eminently sensible; with or without the cycle lanes. Can the cycle lanes please be protected from cars by some form of physical means? just using paint isn't sufficient as it wears off very quickly, especially on very busy routes such as this, and very quickly becomes as dangerous for cyclists.
14	Support	Support	Support	Cycle lanes should be dedicated and permanent, but overall its 1 step closer I guess.
15	Support	Support	Support	Overall I support these changes because I would like to ride my bicycle along Bath Road at sometime in the future. However, I really think that the communication could have been explained better in simple English. I believe that I have a good level of education, however, I had to read everything several time to understand the proposed changes. The maps are also not very good. Plain , simple English!
16	Support	Support	Support	I support all proposals where their purpose is to increase the number of cyclists in the borough, whilst making roads safer for those less confident sharing with motor vehicles.
17	Support	Support	Support	All good for a change
18	Support	Support	Support	I am a cyclist, so anything that makes this stretch safer would be welcome - it's the most dangerous part of the current route, so some protection from designated cycle lanes I hope will help.
19	Support	Support	Support	
20	Support	Support	Support	I am generally very supportive of the measures to support active travel along Bath Road and Castle hill, and the reallocation of space from the private car to cycling, walking and public transport. In particular, I am pleased to see the provision of the segregated cycle lane on both sides of Castle Hill, and across the bridge at the intersection with Berkeley Avenue. The removal of the tidal flow and some of the parking on Castle Hill is a much better use of space to support a dedicated cycle lane along that stretch, and there is no need for the carriageway to be quite so large. However, I would make a few points: - The removal of the section of bus lane just after the Berkeley Avenue stop is unfortunate. I appreciate the requirement for adequate space for the cycle lanes, however, I had hoped there might be consideration to extending a shared use bus lane and cycle lane across the Bath Road/Southcote Road junction to the Southcote Lane roundabout, with priority traffic lights. There are already not-insignificant delays caused by buses being unable to turn across that roundabout 21coming out of Southcote Lane, and then encountering further delays at the junction. It is disappointing that this scheme hasn't addressed the Southcote roundabout issue, but prioritising cycling and buses across the Berkeley Avenue junction could be a better use of space if it is possible. It is a shame that the current displaced pedestrian crossing at Bath Road/Tilehurst Road has not been removed by bringing the kerbs closer together. That crossing is badly placed and although I appreciate

				the need for buses to turn left across that junction, it would be better to consider a Dutch Junction at Bath Road/Tilehurst Road/Coley Avenue, rather than forcing pedestrians and cyclists to make a detour through a slalom of metal railings. I appreciate the provision for cyclists across the junction, but there has been no improvement for pedestrians; indeed the current situation is more dangerous as some pedestrians follow a 'desire line' across the mouth of the junction around the outside of the railings. If car driver cannot be trusted to not run down pedestrians, the speed limit should be lowered. - It is disappointing that the cycle crossing at the IDR roundabout isn't dedicated cycle crossing with dedicated lights, and is instead shared path. There isn't really a need for additional pedestrian crossings on that roundabout, but it would make a difference to cyclists having a dedicated cycle route through the roundabout and junction. I don't really see the point of the tiny amount of bus lane on Castle Street. It would be better to look at reducing and removing car parking along that street which does cause delays to buses, and makes cycling harder. It might then be possible to extend a shared use bus lane further down Castle Street.
21	Support	Support	Support	Any measures to increase active travel are welcome, the tidal flow is confusing for some people, and removing this level of uncertainty will increase road safety for all users
22	Support	Support	Support	Cycle infrastructure in Reading is ABYSMAL! Please make dedicated cycle lanes not just paint a picture of a bike on the road. Bike theft also one of the most prevalent of any town in the whole country.
23	Support	Support	Support	
24	Support	Support	Support	Reading needs to urgently improve this deadly area for cyclists ASAP
25	Support	Support	Support	Better flow of traffic for all. Better infrastructure for cyclists will mean more journeys can be made by bike thus reducing traffic levels.
26	Support	Support	Support	I was very happy to hear about these improvements to the cycling infrastructure of this area. I just have a couple of suggestions: Is it also possible to include better crossing for pedestrians/ cyclists across Castle hill/ Bath road? Also is it possible to make some of the roads running perpendicular to Castle hill, (Jesse Terrace and Carey street) into two way streets for cyclists? They are currently one way and they are quite wide which would allow space a direct route from Reading west station to the south of Reading? I hope the council will continue to prioritise segregated lanes for cyclists and not default to shared use paths which can be dangerous when vehicles turn out of side roads.
27	Support	Support	Support	PAINT IS NOT INFRASTRUCTURE. Just because you paint a dotted line on the road is not going to stop the speeding BMW driver from crushing me, my friends or our children. If it doesn't make us safe, then it doesn't make us feel safe. And raise the pedestrian crossings. make it easier for pedestrians and cyclists and force drivers to slow down when turning. Still no vision of anything but a car centric Reading.
28	Support	Support	Support	
29	Support	Support	Support	All these changes make sense for the stated objective.
30	Support	Support	Support	The tidal lane is really confusing and annoying
31	Support	Support	Support	
32	Support	Support	Support	anything to encourage active travel is positive, providing it is well enforced and maintained
33	Support	Support	Support	Please note, currently when approaching the idr / castle hill roundabout from castle hill with the intention of turning right towards idr. The correct lane is the furthest right at the 1st traffic lights on the roundabout, currently people almost without fail choose the centre lane and then dangerously

				switch to the centre at the 2nd set of traffic lights. This problem will remain with the marking indicated here.
34	Support	Support	Support	This development sounds amazing, thank you very much!
35	Support	Support	Support	Although some previous cycle schemes have been ludicrous in their denial of car space combined with their lack of use by cyclists it is just possible that this might enable better access for both type of ytransport on this busy road. the tidal flow system was pretty difficult to comprehend anyway.
36	Support	Support	Support	
37	Support	Support	Support	We would be better off with a speed camera/average speed camera along this road. We've lived on Castle Hill for the last three years and the amount of crashes/near misses is high. People don't adhere to the road signs and frequent drag races between the IDR roundabout and the crossroads on castle hill/tilehurst road is unbelievable. We've had to install sound proofing in our home due to the speed people try and chase the lights -this needs to be 30mph with a camera as a deterrent. The smell of pollution in our house due to idling engines on Castle Hill is making us considering to move, as this came up as a "red" warning on our searches when buying the property. More needs to be done and less traffic needs to be allowed into Reading town centre (RG1 postcodes)
38	Support	Support	Support	More bike routes please! Any plans that makes it more safe for cyclists are very welcome. Dedicated lanes ideally. Oxford road next please!!
39	Support	Support	Support	Anything that makes cycling easier and safer is good in my opinion but please make sure that cycle lanes join up! They often seem to end abruptly and then cyclists don't have anywhere to be to stay safe. Consider also that cyclists may want to take alternative routes to the main traffic flow, where the main traffic flow is going to approach a large intersection or roundabout, which will pose a danger for the cyclist.
40	Support	Support	Support	
41	Support	Support	Support	All good ideas.
42	Support	Support	Support	Unless the route is considered safe by existing and potential cyclists, it will not be used. Please consider the following:1. 30m east of Southcote Road junction, reduce to a single vehicle lane eastbound, continue cycle lane on North side to connect up to proposed cycle lane/two vehicle lane carriageway.2. Traffic signals to give priority/first release to cycles/pedestrians.3. Cycle lanes must pass bus stops to the left side with islands for pedestrian access to buses.4. Where cycles lanes are adjacent to bus / motor vehicle lanes they must be physically separated and of a width in accordance with government guidance and recommendations.5. The Bath Road is like a race track not an urban road - I would like to see the 30 mph limit encouraged enforced by implementing traffic calming measures/cues which reduce the speed of vehicles.
43	Support	Support	Support	I am pleased to see and welcome the segregated cycle lanes - please make sure they are fit for purpose when implementing them - there are too many examples of cycle lanes that are not fit for purpose and make a mockery of the council's supposed improvement to the cycle infrastructure in the town.
44	Support	Support	Support	The consultation should allow a neutral response with comments under each specific question/proposal or a response indicating broad support but not unconditional support. It's poor this 45has been laid out in this manner and surely makes it harder to collate. Certainly makes it harder to provide views. Propoal 1 residents at Bath Rd between Jesse Terrace and Russel Street must be consulted with active engagement or mailshot. Had this been done? It will affect them the most. Proposal 3 although I broadly support, the council needs to consider the impact /knock on effect on the roundabout outside of the police station and additional traffic, potential for traffic to back up to

				the IDR, traffic flow. There is no consultation question on reducing the current three lanes to two lanes from Bath Road junction with Tilehurst Rd/Coley Avenue - the right turn coming from town to Tilehurst Road is a busy route and these traffic lights can be slow allowing for 4 way lights, again impact here needs to be assessed and regularly reviewed. I couldn't clearly see any pedestrian crossing along the Bath Road. I may have missed this, but removing an island does remove a half way stopping point for safety when crossing. This is a particularly wide road to cross.
45	Support	Support	Support	With speed cameras and cameras at the lights to deter speeding and motorists jumping the red light
46	Support	Support	Support	As a resident on Castle Hill, I would like to see additional traffic calming measures to limit traffic speed late at night. Temporary speed cameras (i.e. the marked police van) are occasionally used outside Heritage Court during the day, but there is frequent speeding along the section uphill between the junction with the A329 and Russel Street at night, with all of the associated noise effects.
47	Support	Support	Support	Feel that this area carries too much heavy traffic. It is a residential area and the speeds that some people drive up the hill are a danger. A speed camera would be a sensible option here.
48	Support	Support	Support	
49	Support	Support	Support	This is another positive step towards safer active travel capability for all users of the infrastructure. Priority should be given to pedestrians, cyclists, mobility device users and bus users. Currently there is too much usage of the infrastructure by motor vehicles.
50	Support	Support	Support	Providing an environment where parents are happy that their children can safely cycle to school is essential for all our futures.
51	Support	Support	Support	Good, but please remember to draw bicycles in the cycle lanes as you've omitted to do this in several places (e. g. at the western end of Christchurch Road).
52	Support	Support	Support	Having 3 lanes and filter lanes on the roundabout is what increases the traffic speed and makes this system treacherous. Reduce to 2 lanes and enforce stop at roundabout to slow traffic. 20mph speed limit within and on IDR to pacify traffic make it flow better. Look at how traffic in London has been transformed in less than 20 years.
53	Support	Support	Support	Increased cycling support in Reading is a good idea. The Bath Road is a major corridor and better access from the west of the Town to the Centre should help to promote increased use. This should be further supported by other transportation improvements such as improved signalling systems for the Castle Street/St Mary's Butts intersection.
54	Support	Support	Support	All measures which will make it possible to cycle safely along Castle Hill, so good news.
55	Support	Support	Support	as a keen cyclist, dutchman and architect, and with our office at Castle Street, I am in favour of improving cycling facilities in the town. I am in favour of reducing flows for motorised vehicles (cars in particular) in order to achieve improved safety for cyclists which will benefit more people to use this green and healthy mode of transport.
56	Support	Support	Support	This will represent a huge improvement to travelling westward out of Reading by bike. But the key to the route's success as a bike route will depend on how easy it is to navigate the IDR roundabout at the foot of Castle Hill. Without a safe route there I will probably continue to use the footbridge over the IDR just to the south of the roundabout.
57	Support	Support	Support	The webpage kept crashing and greying out so I was not able to view the proposals. What I would say being a carbon neutral bicycle courier is that the cycle and motorcycle lanes are a good shout as I also have a 125 scooter and think there are already way to many car road users that have no need for them

58	Support	Support	Support	
59	Support	Support	Support	Reads reasonable and well planned
60	Support	Support	Support	
61	Support	Support	Support	Drivers have been used to their own way for too long and the facilities for those that use public transport and cycle need to be prioritised.
62	Support	Support	Support	Current cycle lanes are woeful and i am reluctasnt to ride around reading with my children. any improvements are welcome but you aren't going far enough. cycling aorund town has to be made easierr, safer and more pleasant, if you can deliver that then many more prople will cycle - as is the case in certain other n.european cities. thanks
63	Support	Support	Support	Sustainable travel and improvement of cycle facilities through the provision of proper dedicated cycle lanes along this corridor has to be the correct solution.
64	Support	Support	Support	
65	Support	Support	Support	
66	Support	Support	Support	A properly segregated and fully functional cycle lane should include the lane being routed behind the bus stops so that people getting onto a bus from a bus shelter do not have to cross the cycle lane. In fact the image I've seen does not even appear to be a segregated bike lane but merely a painted part of the road. If this is the case it'll result in the usual situation of cars straying into it or parking in it. Physical segregation is required in order to maintain its integrity and to actually achieve the aim of encouraging cycling. Come on reading don't provide another half baked useless scheme.
67	Support	Support	Support	

68	Object	Object	Object	Not required, this is a waste of council tax payers and taxation money. Invest on making the roads and paths pothole free for all road users and walkers.
69	Object	Object	Object	
70	Object	Object	Object	These proposal will create a further bottleneck, reduce traffic flow, with the result of worsening air quality for local residents.
71	Object	Object	Object	This is a farce. Already businesses and workers find it more and more difficult to do their days work. The cycle lane on Sidmouth St is a joke - about one cyclist per month uses it. A waste of time, effort and more importantly TAX PAYERS MONEY. Stop thinking up these ridiculous schemes and find something to actually support local workers and businesses or Reading will end even more of a ghost town as it is now. STOP WASTING MONEY WITH THESE RIDICULOUS SCHEMES
72	Object	Object	Object	Please stop coming up with these stupid schemes. They cost huge amounts of tax payers money and make it impossible for businesses to run efficiently. Getting to work is already near impossible in 73Reading. Try speaking to people before coming up with these hair brained schemes, and stop wasting money.
73	Object	Object	Object	

74	Object	Object	Object	These proposals are utter rubbish. The Council should stop these stupid politically correct pandering to the aggressive cycle lunatics who think they own the roads and support people who actually live in the area and don't want more idiotic changes. Just put things back to the way they were before traffic restrictions and bus lanes. Roads should be for everyone!!
75	Object	Object	Object	I am dedicated cyclist, but this scheme makes no sense and is a waste of tax payers money. The money would be better spent fixing potholes - this is a far greater hazard to cyclists
76	Object	Object	Object	This proposal is an example of project planning for vanity (to win more central Government funding) than it is sense. This project will:-Remove car parking on Castle Hill which then places a higher demand on surrounding road car parking which is already over-permitted / in very high demand by the residents on those roads- Remove critical traffic throughput on a key route in / out of our town - meaning less people will travel into Reading to spend / work. - Favour the very low volume of cyclists who use this route over the many 000's of drivers & bus passengers who rely on this route to be in town for their work, for shopping, etc. The removal of the central / bidirectional lane will have a large impact on traffic queues - before this was put in place, traffic would regularly queue:- In morning peak hours: along Tilehurst Road almost back to Prospect Park, along Bath Road almost back to the Berkeley Avenue intersection, up Russell Street whilst waiting to join Tilehurst Road, along Coley Avenue back to the Berkeley Avenue intersection. - In evening peak hours: down the exit ramp from the IDR - resulting in queues along the IDR waiting to exit onto the Bath Road / queues on the A33 approach road waiting to exit onto the IDR briefly then the exist onto the Bath Road / queues around the Bath Road/IDR roundabout which back onto Castle Street. These were the previous effects from not having the central lane available in it's bi directional format for peak hours. The increase in traffic will result in the box junction being blocked / working less effectively at the Bath Road / Tilehurst Road / Coley Avenue intersection - traffic will invariably (incorrectly) move forward during the traffic light phasing with the result of further increased delays, frustration & opportunity for accidents & road rage (already present on this route when drivers look to favour their own journey ahead that of others). Public Transport will be similarly affected - with the result that commuters & shoppers alike will stop using it on this route. Traffic (both cars & buses) will invariably queue for much increased periods on all these routes - affecting air pollution, air quality, impact to listed building facades (exhaust emissions are particularly rife to adhere to bath stone / rendered walls) along these routes, Visitors - shoppers & workers - will choose not to visit Reading town centre as this route becomes a known obstacle in their journey & instead continue to migrate to visiting Bracknell & the other local towns who have invested such sums in a much better strategy (and who are now reaping the visitor increase benefits to their Town Centre).
77	Object	Object	Object	It is getting more & more difficult to drive a car anywhere due to so many UNUSED cycle lanes.
78	Object	Object	Object	Yes re.all the things done for cyclist they do not pay road tax why should they ride on the road free also dont think they should ride on pavements nearly got hit by them and i walk with a stick if you want them on the road they should pay road tax.
79	Object	Object	Object	
80	Object	Object	Object	My main objection to the proposal is from the perspective of residents parking on Castle Hill. I would feel happy to agree to the plans if I was assured residents parking was to remain with no loss of parking spaces. Parking is at a premium, it is becoming increasingly difficult to get tradesmen to under take work on our properties due to the lack of parking. In addition to the above the review of traffic flow gives an opportunity to move the pedestrian

				crossing on Castle Hill to the cross road, this would enable a synchronized approach to traffic management. It would also enable houses to install drop kerbs for off road parking and install electric charging points.
81	Object	Object	Object	Having see how little the Sidmouth St double bike lane is used on a minor road, putting it in place in such a bottleneck will only make that bottle neck worse.
82	Object	Object	Object	
83	Object	Object	Object	
84	Object	Object	Object	Wholesale changes required in relation to transport hierarchy at the council before any new schemes go ahead.

85	Object	Object	Support	I don't see that there are issues with North-bound traffic on the Bath Road from Russell Street. I don't see benefits of the Tidal flow on Castle Hill.
86	Object	Object	Support	You always forget that some of us are unable to use public transport, walk or cycle my only way about is by car but I'm only a disabled person who modern society seems to want to forget about. That's why we are always being confronted by lazy ignorant thugs in some cases who will park in disabled spaces and threaten you when you ask them to move. The market in Caversham precinct takes over all the disabled spaces and so how think that labelling some normal space as replacements is ok! There is a reason why our spaces are wider because we need to open doors wider to get out. By the time you have your carbon neutral town centre and all road given over to cyclist (most of whom need to learn the Highway Code) people like me may as well commit suicide as we will have been push out too far. No doubt you will still want us to pay our car tax etc to pay for these cyclist who pay no insurance or anything towards the cost of these alterations for their benefit.

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87	Object	Support	Support	Traffic in Reading is horrendous just please no more cycle lanes
88	Object	Support	Support	
89	Object	Support	Support	How will residents in Castle Hill be able to receive goods being delivered or services(e.g Food deliveries,gas ,electric, water board, fire, ambulance,removals) they may require if there are no parking bays provided to accommodate these vehicles? due to yellow lines being introduced. I think the addition of cycle lanes will cause more congestion on this busy road which isn't wide enough to cope. Cycle lanes along the Oxford Road are under used and traffic is always backed up as a result.

90	Object	Support	Object	Under no circumstances should the existing residents permit parking on Castle Hill northside between jesse terrace and russell street be reduced further. The loss of one space a while ago was bad enough. It is already difficult enough to find a space to park and as a disabled person I need a space close to home - being told to park in one of the side streets is not acceptable. The parking spaces along Castle Hill do not form a problem at all, the pavement along that stretch of road is very wide and could be enhanced to provide whatever the council is now proposing for cycle lanes etc. (it is not clear what
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				the council is proposing and the sketches on this consultation are as clear as mud and the terminology used not in readable english.No waiting should be enforced to ensure taxis do not park up there, loading should be allowed for deliveries.The bus stop is disused and could be converted to parking spaces or the crossing which is in a daft place anyway could be moved down to here the bus stop is. Alternatively - removing the barriers in front of 166 and 164 that prevent residents from parking in front of their own properties (and thus being able to procure electric vehicles and park close to their properties) and dropping the kerbs outside those properties to enable this should form part of this consultation.The tidal flow system works fine - why change it? No comment on the bus lane other than the road markings are worn out and where it ends currently is a guessing game for many drivers resulting in fines.Overall - these plans are badly thought out and will do nothing for the residents of Castle Hill who are already paying huge amounts for permits.
91	Object	Support	Object	Stop thicking boxes and start doing something for your residents. Fix the existing faults, show diligence and care before proposing to accept low back handed deals with tarmac companies.1year old laid road full of potholes, now that will also be the quality of this proposed active Reading? Or my sons injuries on a bike path down Bath road because potholes and uneven surfaces. Transport department needs to come up from that cloud they sitting and actually convince people that they are doing what they are paid to do!
92	Object	Support	Object	

93	Support	Object	Support	The bus route just about works today. What needs addressing is extending it Westbound so that the buses are not so delayed trying to reach the existing bus lane. Tidal flow has never worked because people don't understand the rules well enough to use it effectively.
94	Support	Object	Support	

95	Support	Support	Object	I strongly object to the removal of the tidal flow as it will result in a significant backlog of traffic which will negatively impact air quality in the local area. You only have to attempt driving up this way when there have been lane closures on Castle Hill due to utilities works/roadworks to understand the impact this has on the surrounding area - traffic coming off the north and southbound IDR ends up queuing off the slips roads and onto the main stretch of the IDR/A329, which then has implications for other routes around town. As a result of this traffic idling, up to twice as many emissions will be produced compared to when the traffic is moving freely, which will impact pedestrians and cyclists alike - this route in particular is already heavily used by pedestrians (I often walk this way to and from town on my non-working days and at weekends so understand its use from two perspectives - I only drive on my working days when I need to collect children from two separate childcare locations).
96	Support	Support	Object	Ensure bus lane still accepts less polluting motorcycles (I know reading council and Page in particular are anti motorbike)
97	Support	Support	Object	
98	Support	Support	Object	I worry about the impact on cars at peak times. Has the impact been assessed and if some what were the results?

99	Support	Object	Object	
100	Support	Object	Object	
101	Support	Object	Object	I object in principle to segregated cycle lanes unless cycles are required to use them. The argument I have heard from cyclists is that crossing traffic creates too much of a hazard and vehicles pull out in a way they would not do if there was a possibility of a car or bus to collide with. I also think that anything that restricts traffic in an already congested town is a disadvantage to those like me who need to ferry around a disabled partner.
102	Support	Object	Object	Removing the tidal flow lane and increasing the bus lane will simply cause tailbacks which will affect the IDR and out towards Southcote and Calcot along the Bath Road.
103	Support	Object	Object	Traffic flow in to reading at peak times is already slow and further restrictions on its flow will only make things worse. Although I support implementing more choice for commuters where possible, I do not believe it should be to the further detriment of vehicles
104	Support	Object	Object	The existing bus lane is easily sufficient to support buses and cycles and anyone who uses the bath road regularly will year testament to this. To remove the tidal flow on castle hill will add to the already congested traffic at all times of the day but particularly at peak times. Cyclists use this route safely currently, the lack of any accidents/incidents involving cyclists on this road supports this. If the council go ahead with this they will finally lose the goodwill and support of many reading residents who have already seen the very unpopular Sidmouth street route made permanent so to add castle hill to this list will be the final straw. It is unnecessary and will cause more congestion which in turn will cause more pollution which is against the councils green policy. Wake up Mr Brock this is a sure fire way to lose votes and make reading residents believe you really are anti car.
105	Support	Object	Object	The continuing removal of motorised traffic lanes to provide new cycle lanes does not make sense. The council should monitor and count the relative usage of existing schemes. It would be seen that the number of cycles, compared to the number of cars/lorries, using the roads is very small. The effect of reduced motor lanes does little to reduce the volume. What it does do is to cause traffic to take longer to get through the town and make it queue for longer. Both of these cause more exhaust emissions/pollution than is saved by extra cycle lanes. The council should monitor/measure these effects and make more sensible decisions based on observed results rather than "emotional" supposed "green" ambitions. A better action would be to identify places where extra motor lanes could be installed to improve motorised traffic throughput and reduce its time in the town (thus reducing pollution). A simple example would be replacing the central right turn lane in Christchurch Road to turn into Kendrick Road. This currently causes far more cars queueing than cycles using the short extra length of cycle lanes. Relative to many towns (e.g. Basingstoke, Swindon, Bracknell, Slough, Newbury) in the area Reading has very few dual carriageways or multi-lane roads, particularly main routes such as Wokingham Road, Oxford Road, Portman Road (a missed opportunity for a dual carriageway).
106	Support	Object	Object	Plans will cause traffic chaos.
107	Support	Object	Object	I see very little use of existing cycle lanes in reading at the moment, additionally the majority of people will not give up their cars, witness the growth of electric vehicles. Removing the tidal flow on castle hill is very likely to create congestion west bound.

108	Support	Object	Object	<p>whilst one can admire the ambition and indeed endorse the ambition of the council to promote and assist a more active populous, this would not appear to be a method that is likely to achieve those aims. As we are all aware, the cycle lanes that we have at present are rarely used, therefore the provision of more would seem somewhat superfluous and unnecessary. If there was a clear demand, a clear need to make extra provision for a teeming mass of cyclists then any objection would become moot. Sadly this is not the case. The result of implementing said proposals can only result in making ingress and egress into and out of Reading more congested, more difficult and more polluting. Not the outcome that any reasonable person would want</p>
109	Support	Object	Object	<p>LTN 1/20 cycleways do not increase cyclists but just increase traffic congestion affecting air quality. This is the actual motive of the scheme to create poor air quality so an air quality zone can be implemented, thereby taxing the motorists more. If people want to cycle they will cycle, as has occurred in the outer London, the introduction of these madcap ideas do not increase cycling and the cyclist basically ignore them anyway. The tidal flow significantly improves traffic flow and people will drive. Unfortunately a lot of business workers in Reading live outside the town for obvious reasons, and are affluent and therefore will not cycle or use public transport. Active travel and bus use is predominately used by people in deprived areas, so look at improving cycle routes to Whitley and along the Oxford Road instead of disrupting commuters from out of town who keep the town alive, just.</p>

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	02 MARCH 2023		
TITLE:	RESULTS OF STATUTORY CONSULTATION - PROPOSAL TO REMOVE CYCLING PROHIBITION, READING RAIL STATION SUBWAY		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	ABBEY
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	HIGHWAYS & TRAFFIC SERVICES MANAGER	E-MAIL:	Sam.shEAN@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 There is a desire to improve the cycle route linking between the north and south sides of Reading Railway Station, which currently presents a barrier with the prohibition of cycling in place along the subway. Improvement works to increase the height of the subway will be underway shortly and the cycling strategy for town centre regeneration sites is predicated on cycling being allowed along this subway.
- 1.2 At the September 2022 meeting, the Sub-Committee agreed to officers undertaking a statutory consultation for the proposed revocation of the Traffic Regulation Order that prohibits cycling along the subway. This report seeks a Sub-Committee decision on whether the restriction can be revoked, following consideration of the consultation feedback received, and a shared-use footway/cycleway implemented.
- 1.3 Appendix 1 - Extract from the 2013 Traffic Regulation Order, showing the location of the subway.

Appendix 2 - Feedback to the statutory consultation (to be updated following completion of the statutory consultation on 23 February 2023).

2. RECOMMENDED ACTIONS

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

- 2.2 That objections noted in Appendix 2 are considered and the Sub-Committee agrees whether or not to agree the revocation of the Traffic Regulation Order that currently prohibits cycling along the subway.
- 2.3 If agreed to proceed with the revocation, 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.
- 2.4 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.

3. POLICY CONTEXT

- 3.1 The proposals are in line with the Council's Local Transport Plan (LTP) and Local Cycling, Walking and Infrastructure Plan (LCWIP). 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.
- 3.2 The cycling strategy for town centre regeneration sites to both south and north sides of the railway (and beyond) is predicated on cycling being allowed along the subway. The planning permission for these sites has been subject to public consultation and determined by democratic process and provision of cycling facilities is an obligation under the planning permissions granted.

4. THE PROPOSAL

Current Position

- 4.1 In 2013, following the substantial redevelopment of Reading Railway Station and its interchanges, the subway linking the north and south interchanges was dedicated as a Highway under a deed of variation between Network Rail Infrastructure Ltd and Reading Borough Council. Responsibility for the overhead concrete / rail structure remains with Network Rail while the internal subway and ceiling are the responsibility of Reading Borough Council's Highways & Traffic Services Team.
- 4.2 The subway construction included a suspended ceiling lower than that of engineering constraints of the surrounding structure. It was a potential safety risk to cyclists and as such, a Traffic Regulation Order was put in place implementing a prohibition of cycling along the subway.

The public have a right of access through the Reading Station Subway on foot and cycling is not currently permitted, as the width and height clearances are substandard.

- 4.3 It has been a long-standing desire of Reading Borough Council and cycling groups to find a solution that would enable safe cycling along the subway, as this prohibition and the surrounding rail infrastructure and strategic road network are significant cycling barriers between the north and south sides of the station and beyond. It is now a key link for the town centre regeneration sites cycling strategy.

Highway Authority advice on permission 192032/HYB for the Station Hill redevelopment was that *“The proposal will result in increased trips above that of the existing uses on the site and will include trips to and from the north via the underpass. As a result, the development must contribute towards the improvements to the underpass to make it suitable to accommodate pedestrians and cyclists. A contribution of £200,000 is therefore sought.”* This contribution was secured by S106 legal agreement and has been paid and is available to fund the works.

“Station Underpass Contribution means the sum of two hundred thousand pounds (£200,000.00) Index Linked to be used by the Council towards the cost of such improvement works on the station underpass as may be reasonably required to facilitate the use of the underpass by cyclists and pedestrians;”

A key test in securing this contribution was that the works are *“necessary to make the development acceptable in planning terms”*.

The Station Hill redevelopment has been designed specifically to secure a continuous north-south cycle route through the town centre and beyond to Christchurch Bridge. Cycleways leading to the underpass are specifically secured in the planning permission (192032/HYB) and which are predicated on the underpass being opened to cyclists as a key part of the route.

Page 114 of Local Transport Plan 4 (2020-36) Reading Transport Strategy 2036 Consultation Draft - May 2020 seeks *“Improved access to/from Reading Station for cyclists, including through the subway, and connectivity to key local and national cycle routes”* and *“Increased attractiveness of active travel through reduction in severance between the station and town centre”*.

- 4.4 The Council commissioned a feasibility report on allowing cycling as part of a scheme to remove the lowest ceiling panels using S106 funding specifically for this scheme. The solution will 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 will be an improved head room clearance, which although below national guidelines, will 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 is also a separate proposal to replace the lighting with a LED equivalent lanterns to reduce energy consumption and enable remote monitoring and control the lighting units.

- 4.5 In September 2022 the Sub-Committee agreed that officers could undertake the necessary statutory consultation to propose a revocation of the Traffic Regulation Order that currently prohibits cycling along the subway. The consultation was conducted between 2nd and 23rd February 2023.

A press release was issued and members of related forums, such as CAST, were notified. This was in addition to the regulatory requirements for advertising the consultation.

- 4.6 During the September 2022 meeting, public concerns were raised regarding the behaviour of some cyclists currently using the subway and a worry that a removal of the cycling prohibition could worsen the experience of pedestrians. Officers were asked to consider any options to mitigate this risk, should the proposal be agreed, and physical segregation was raised as an option.

Signing of the Highway is regulated, so should the Sub-Committee decide that the cycling prohibition should be revoked, the regulatory prohibition signs would be removed and only compliant regulatory shared-use signing installed.

The subway is insufficiently wide to implement physical segregation features, particularly considering that this would be a two-way facility for pedestrians and cyclists. For this same reason, it would not be appropriate to demark a separation of pedestrians and cyclists. Having a shared-use facility that is used responsibly should facilitate a steady flow of people in both directions and at relatively low speeds.

Options Proposed

- 4.7 Members are asked to consider the contents of this report and the feedback that has been received in Appendix 2, particularly the content of objections, and decide whether the cycling prohibition should be revoked, or not.

Members are asked to note that at the time of writing and initial report publication, the consultation period has not concluded.

As of 17 February 2023, a total of 528 responses to the consultation were received, of which 72.9% were in support of the proposed removal of the cycling ban and 27.1% were against. In summary of the objections, the three common themes were:

- Cyclists already use the underpass and often at speeds which are hazardous to pedestrians.
- The space is too narrow to be a shared space.
- Pedestrians should have priority through this underpass.

Officers will provide an update, which will be published, as soon as the consultation period has elapsed and that further feedback has been collated and anonymised.

Other Options Considered

- 4.8 None at this time.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The retention of the cycle scheme contributes to the Council's Corporate Plan themes as set out below:

- **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 proposal in this report provides useful linking between destinations and other parts of the cycle network across the borough. With the addition of future schemes, 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.

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 proposal to consult on (and subsequently agree to implement) the revocation of the cycling prohibition.

If the change is agreed for implementation, there will be some minor negative impact and material use for signing alterations and potential lining (e.g. shared-use markings). However, the proposals would remove some barriers to cycling, which would be expected to more than offset this minor negative impact.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Statutory consultation has been conducted in accordance with appropriate legislation. Notices of intention have been advertised in the local printed newspaper and on-street within the affected area. The Police and other statutory consultees will be directly notified. The consultation has been hosted on the Council's website (the 'Consultation Hub'), where details and plans have been available. Feedback received during the consultation is considered as part of the scheme implementation decision process.

- 7.2 A press release was issued at the commencement of the statutory consultation and members of appropriate Council forums (e.g. CAST) were also notified.
- 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 (EIA) is relevant at this stage, as we will be seeking views on the proposal as part of the statutory consultation process. This will include consulting the Access & Disability Forum and other interest groups.

Feedback will be considered and analysed, and an EIA conducted as part of the further report to the Sub-Committee, where we will be seeking a decision on the implementation (or otherwise) of the proposal.

9. LEGAL IMPLICATIONS

- 9.1 New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed/revoked in accordance with the same regulations, if agreed.

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

10. FINANCIAL IMPLICATIONS

Capital Implications

The following figures are based on the Sub-Committee agreeing the revocation of the cycling prohibition and delivery of a shared-use facility signed to national regulatory standards.

	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure:	1	0	0
Funded by Grant (Integrated Transport Block) £205,761 received	1 0	0	0 0
Total Funding	1		0

10.4 Value for Money (VFM)

It is considered that the recommendations of the report provide value for money as the benefits of the proposal in supporting the significant regeneration of the Station Area can be realised with modest costs funded by developer contributions.

10.5 Risk Assessment.

There are no foreseen financial risks related to the recommendations of the report.

The Council would ultimately be obliged to return the S106 monies to the developer should the works not be carried out to meet the aims of *“such improvement works on the station underpass as may be reasonably required to facilitate the use of the underpass by cyclists and pedestrians”*

This would be payable plus interest (at base rate applying at the time of repayment) which could be a substantial sum after the relevant 10 year repayment period set out in the agreement.

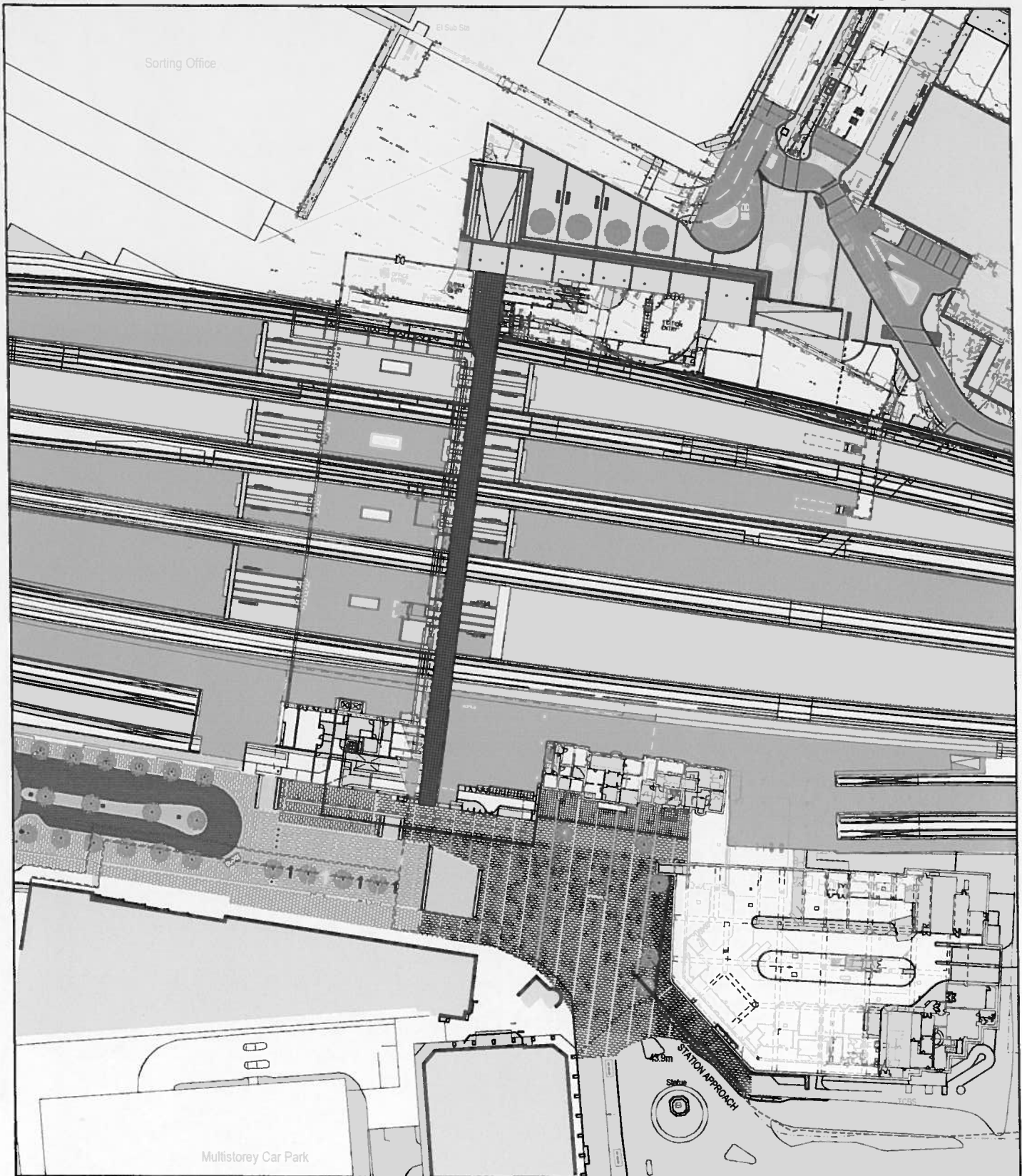
11. BACKGROUND PAPERS

11.1 Railway Station Subway - Proposal to Revoke Prohibition of Cycling (Traffic Management Sub-Committee, September 2022).

11.2 Local Transport Plan 4 (2020-36) Reading Transport Strategy 2036 Consultation Draft - May 2020

11.3 Report to 13 January 2021 Planning Applications Committee.

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Mark	Revision	Drawn	Date	Chkd

Drawing Status **FOR INFORMATION**

**READING STATION
SUBWAY**

Date of 1st Issue	02/05/2013	Drawing Number	22588/054/SK044	Revision	-
A4 Scale	1:1250	Drawn by	NK		
Checked by	SE				



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APPENDIX 2 - RESULTS OF STATUTORY CONSULTATION - PROPOSAL TO REMOVE CYCLING PROHIBITION, READING RAIL STATION SUBWAY

Last Updated 17/02/2023. To be updated following completion of the statutory consultation period on 23/02/2023.

Summary of feedback (support and objection) received during the statutory consultation period.

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

A total of 528 responses (last updated 17/02/2023) to the consultation were received, of which 72.9% were in support of the proposed removal of the cycling ban and 27.1% were against. In summary of the objections, the two common themes were:

- Cyclists already use the underpass and often at speeds which are hazardous to pedestrians.
- The space is too narrow to be a shared space.
- Pedestrians should have priority through this underpass.

Line	Outcome	Support - 385 Objections - 143
S 1.	Support	The space is wide enough to accommodate pedestrians and cyclists
S 2.	Support	Connecting north and south Reading with the use of this cycle path would improve the cycle network and contribute to the council's environmental goals.
S 3.	Support	I agree.
S 4.	Support	This is a sensible and long overdue proposal to improve cycle connections to and from the town centre/station to Caversham and the Thames path. The subway is in urgent need of improvement to make it safer and more attractive for pedestrians and cyclists.
S 5.	Support	This proposal will increase access for cyclists into or across town - anything which encourages people to take sustainable modes of transport and also improves the look and safety of the underpass for those who use it, is to be applauded.
S 6.	Support	I support this strongly. The alternative north-south options for cyclists put off all but the most confident riders. I will raise two concerns though: the surface of the underpass gets extremely slippery when wet. I actually witnessed someone here coming off an e-scooter when the wheel slipped and receiving a concussion. It is probably beyond the funding scope of this proposal, but I would like to see some consideration for a more wheel-friendly surface in future if this goes ahead. Secondly, as many others will probably point out, there seems to be no physical separation for cyclists and pedestrians envisioned. Perhaps the Council would consider installing some lightweight bollards to help keep the two separated, if there is room.
S 7.	Support	Support but please try to separate pedestrians lane from cyclists lane and add relevant signs so it's clear which page is whose.
S 8.	Support	Please make cycling as easy as possible
S 9.	Support	I fully support this proposal.
S 10.	Support	This much needed improvement will simply access to the town centre for cyclists and represents the fixing of an important missing link for cycle access north and south of the station given the nearest alternative is the complex and messy cycle routes under the railway at Vastern Road.
S 11.	Support	The Station subway could provide a logical and simple continuation of the Christchurch Bridge route from Caversham to central Reading without which the railway forms a significant barrier to cycling north-south across Reading and from Caversham. The other two central-Reading routes (Caversham Rd & Vastern Rd) are both very busy. The Caversham Rd is highly unsuitable for cycling with the railway bridge being particularly narrow with walls that trap cyclists. Vastern Rd is suitable when continuing east but crossing the roundabout is a detour and slow for access to central Reading. Heavy use of the crossing lights also slows road traffic.

		<p>For the Station tunnel, benefits and potential for segregation of cyclists & pedestrians should be assessed and any possibility for widening the tunnel (even in just a few places) should be investigated. Any width or speed restrictions should retain accessibility for adapted bicycles/tricycles and bike with trailers.</p> <p>The only alternative, from a cyclists perspective, would be to significantly reduce the width of the Caversham road to enable segregated cycle tracks - this would have the additional benefit of providing a much-needed safe cycling route from Caversham/N Reading to the employment areas to the south of Reading (Green Park etc) and the football stadium. This alternative would only work with a wider reduction of general road traffic and is unlikely to be popular with the driving and road-transport communities.</p>
S 12.	Support	There is no other safe way across town. The nearby roundabout is an absolute death trap for cyclists, I personally know someone who was hit by a car there. As well as this vital link being restored the roundabout should also be completely redesigned. It needs a cycle lane, traffic lights, & a pedestrian crossing on the Tesco road.
S 13.	Support	Reading cycle network is poor. Allowing cycling in the station subway creates a cycle route from north Reading into town. It's wide enough, and easy to create a cycle path.
S 14.	Support	There's room for both cyclists and pedestrians. Other cycling routes under the railway (Caversham or Vastern Roads) are just awful for cyclists.
S 15.	Support	At present, there is no safe route for cyclists (especially children, or those with limited ability to walk their bicycles when dismounted) to cycle from Caversham to the centre of Reading. This omission is all the more stark given that the most obvious terminus of the cycling route over the shared pedestrian/cycle bridge over the river is at the station. This is an obviously good idea.
S 16.	Support	Support but many cyclists already disregard the cycling ban and there have been a few occasions where they travel through the underpass really quickly which has caused some near misses when walking with my young children. I think there should be a small lane sectioned off for cyclists that pedestrians could avoid.
S 17.	Support	A shared use approach would greatly improve access to the town centre for cyclists
S 18.	Support	Everyone cycles through there anyway. Make a cycle path and then it's clear.
S 19.	Support	Cycling in Reading is very restrictive and dangerous - this would help make it a tiny bit safer
S 20.	Support	I think I line down the middle would help reduce the chance of issues
S 21.	Support	The station bridge is a key safe cycle route to connect Caversham and North Reading to the centre. The entrances/exits on either side should have Dutch-style high quality fully segregated cycle lanes.
S 22.	Support	<p>I'm a cyclist and I support this proposal.</p> <p>Can you impose a speed limit - or at least signs requesting cyclists to be considerate to pedestrians and fellow cyclists.</p> <p>Am I right in thinking that this tunnel used to be the subway beneath the railway that led up to the various platforms? I remember being fascinated by the metal outline of the tracks dipping down. Could this classic industrial feature be reinstated so that all the casing and low grade ceiling tiles can be removed permanently?</p>
S 23.	Support	I support removing the cycling ban
S 24.	Support	Provides a safer alternative to the help of the IDR for getting into the town centre from the north of Reading. Alternatively you could provide segregated paths on the IDR itself.
S 25.	Support	There is no other safe alternative route for slow cyclists who are not confident on main roads.
S 26.	Support	Frankly, prohibiting cycling through the underpass is just illogical, not enforceable, and causes more complaints and grumbles than allowing it. I understand that societal respect for each other is fairly low at the moment and that some cyclists will be stupid, but equally so will some pedestrians. At the end of the day we all have a responsibility to protect ourselves and each other and, sadly, some people will be stupid irrespective of the rules. Maybe some friendly signange to remind people to be respectful of each other while travelling through the underpass would help?

S 27.	Support	This is the main arterial route for pedestrians and cyclists. It's frequently used by cyclists already, and I support their desire to use this route, and thereby reduce car usage. I also support upgrades to this tunnel, particularly to improve the ceiling.
S 28.	Support	Most obvious thing to do. Will provide an easy and safe access to cyclists to and back from the town. In addition cyclists disembarking on the south side of the station can move to the north side quickly
S 29.	Support	there is enough room for everyone, pedestrians could walk on one side cyclist ride on the other. the main problem is a line painting on the floor won't stop going where you please instead where you should
S 30.	Support	The tunnel is in a state and people cycle through there anyway, at least if it was allowed pedestrians would expect it and be safer as a result.
S 31.	Support	People already use it to cycle down anyway. Just half it and have one side cycles only and one side pedestrian only. It's huge anyway.
S 32.	Support	Cyclist do always cycle through the subway despite the ban. However, need a proper lane, lighting and reduce down unsocial behaviour (teenager hang around with skate board etc)
S 33.	Support	People cycle through there already. Something to slow them down or separate from pedestrians would be the optimal solution.
S 34.	Support	Its a safe way to reach other side of town. I don't think we have lot of traffic from cyclists so this will not affect pedestrians. Electric cycles and scooters must definitely have speed limits
S 35.	Support	People cycle anyway and making it allowed makes perfect sense
S 36.	Support	The ban on bikes is widely ignored. It would be better to cater for bikes properly than to continue exposing pedestrians to the sometimes thoughtless cyclists who insist on travelling at speed through the underpass.
S 37.	Support	I am a regular cyclist, and I use this route to cycle between the river and the town. I am strongly in favour of this proposal.
S 38.	Support	The railway line intersects Reading and there are limited crossing points in the town centre. The 2 road underpasses are really busy with vehicular traffic and, in my opinion, not suitable or safe for cycling. This leaves the pedestrian underpass as the best option for cyclists. Having to get off my bike and walk though doesn't put me off using it but allowing cycling will be a positive signal from the council that it supports cycling infrastructure. I would also like to see some thought / integration about what you are supposed to do once you leave the south side of the tunnel to get to the high street.
S 39.	Support	The subway provides an extremely useful link for cycling between the town centre and Caversham. The roadways in Caversham Road and Vastern Road under the railway bridge are a hostile environment for cyclists, and I assume that cycling on the footways is also illegal. The subway is large enough and wide enough for cyclists to pass pedestrians safely, and despite using it frequently, I have never seen any sign of danger to either. There has never been any good reason for the prohibition, and I fully support the proposal to remove it.
S 40.	Support	I have always ignored this ban. I cycle slowly and only overtake if completely safe for the pedestrians.
S 41.	Support	This will encourage more people to cycle and reduce carbon emission.
S 42.	Support	No safe road for cyclists around the station.
S 43.	Support	Every effort to make things more friendly towards cycling is a good thing. There's always going to be a few "bad apples", but generally speaking cyclists are considerate to others.
S 44.	Support	People already cycle in the underpass, but many walking there won't be expecting it. By making clear that it's a shared use route, people walking will know to expect people cycling, which will make it safer for them. Cycling needs to be made easier and this is an ideal link. Well done for proposing this lifting of the cycle ban.
S 45.	Support	Until there is a decent alternative we need a way to get to the other side of the Trainline that does not involve navigating horrible traffic.
S 46.	Support	Cyclists already use it so what's the point of doing this? Fix the ceiling please!
S 47.	Support	I use this route as a pedestrian, and would also use it as a cyclist. It would provide a safer cycling route into town than the current alternatives. The current state of the roof is dangerous, with a design that seems insufficiently robust and requires more maintenance than is available. I have had near misses with panels swinging down in-front of me, and also hanging down below head height narrow side on, which can be hard to see. The replacement design should be more robust.

S 48.	Support	The cycle path should be clearly separate from that of the pedestrians.
S 49.	Support	Very silly ban
S 50.	Support	There currently is no safe and convenient way to cross the train tracks on a bicycle.. the tunnel is the ideal way to do so. Just ensure there is a separate cycle and walking lane to avoid conflicts between pedestrians and cyclists.
S 51.	Support	There is no reason not to prohibit cycling through the subway. Responsible cycling will be no risk and irresponsible cyclist would ride through anyway.
S 52.	Support	It will provide a safer way for cyclists going from one side of the station to the other and so improve Reading's facilities for people who cycle. - very much needed. I can't see any reason not to allow it to be used, most cyclists are considerate and law abiding and those that are not will use it anyway
S 53.	Support	Every time I use it I see cyclists riding through as well as scooters, e scooters, teens on skateboards etc so there is no point in a ban if it's not policed!
S 54.	Support	I think Reading Council actually need to live up to their announced "Climate Emergency" .. i havent seen anything except pandering to motorists .. Is there any chance we could have a central bus station next to the rail station too ?
S 55.	Support	Should have done this in the first place!
S 56.	Support	Cycling is key to active travel in towns and cities around the world. The tunnel is more than adequate to support use for pedestrians, people on bikes as well as people on mobility scooters and other forms of mobility support. The option of using a car to travel within Reading should be actively discouraged. This is certainly a step in the right direction. But there are many more steps to take before Reading has a suitable and sustainable active travel agenda.
S 57.	Support	I broadly support the proposal because cycling infrastructure in the town centre is horrible and there is currently no good way to go north/south on a bike (or on buses for that matter!!) However: I would hope provisions are made for the safety of pedestrians because cyclists are currently using the underpass, regardless of the ban, and they do so without regard for the people around them. Separate lanes might do. The underpass is also used by teenagers who hang about and do tricks on skateboards - currently it is not so bad because it is easy enough to walk around them, however if cyclists enter the mix, there is the real potential for a collision.
S 58.	Support	It would be good to have a 'road free' cycle route from Caversham into Reading town centre. Also to have it clearly signposted and to make any junctions easier to navigate by bicycle. This proposal is a good way to address part of this.
S 59.	Support	There are many cycle paths in the town narrower than this underpass. Prohibiting cycling has made North-South transit very difficult as a result. I wholeheartedly support opening up the underpass to cycling.
S 60.	Support	This subway is an important safe route for cycling between Central Reading, the Riverside and Caversham.
S 61.	Support	The existing ban punishes responsible cyclists by making them walk their bike or use the roads, which are very heavily used. Revoking the ban will allow them to stay on the bikes and take up less space when travelling through the tunnel.
S 62.	Support	Will enable easier access from other parts of Reading to get to Christchurch Bridge and Caversham ideally the Christchurch bridge should be extended to cross the IDR and come down to the entrance of the subway
S 63.	Support	The subway is a very useful link for both pedestrians and cyclists. The subway is wide enough to accommodate both modes of transport, and in my opinion most users, pedestrians and cyclists alike, are very considerate of others. Access to the subway for cycles would increase mobility for people when choosing this mode of transport, further contributing to Reading's active travel and sustainability goals.
S 64.	Support	The ban on cycling was always ridiculous decision and needs to be revoked to provide a safe cycling route North/South of the station
S 65.	Support	Anything to improve cycling in and around Reading (and beyond) is positive, what is really needed are separate cycle lanes, not shared with pedestrians, as that can create friction between the two user groups.
S 66.	Support	Some bumps to prevent "speeding"

S 67.	Support	It will save people time
S 68.	Support	This will be a much needed safe cycle link to pass under the railway line north to south in the town centre. Really welcome it. I would prefer two separate lanes for pedestrians and cyclists but shared space could also work.
S 69.	Support	There is currently no safe cycle route to Caversham
S 70.	Support	The current prohibition is entirely ineffective; I have never seen anyone push their bike through the subway.
S 71.	Support	Cycling needs to be supported and encouraged through Reading, not just in this area. I also don't believe allowing cycling in this underpass will endanger other users.
S 72.	Support	There's plenty of room for cyclists and pedestrians. Plus people cycle through it already and it causes minimal issues.
S 73.	Support	There is adequate space for cycling and walking through the underpass. It's a key route to access Caversham from the Town Centre and vice versa.
S 74.	Support	It's already a nonsense anyway, people regularly cycle through there all the time. There's more than enough space for a shared cycle/pedestrian thoroughfare, certainly significantly more than other supposedly cycle friendly routes such as the path from Vastern Road to Christchurch bridge. Alternative cycle routes for getting north/south past the rail tracks are very poor quality, the cycle infrastructure on Caversham Road is abysmal/non-existent, the Vastern Road crossing requires crossing 2 roads, navigating an underpass that is too small for cycles to navigate and then either wait at the pedestrian lights, then navigate a busy roundabout and a dangerous section of road filled with buses or take the footpath towards the station. Which may or may not be a cycle path, the signage is entirely unclear, I suspect it is not. The cycle infrastructure around the station appears to be designed to confuse and infuriate cyclists in equal measures. This is one of the more egregious examples of the infrastructure being set up in a way that gives a clear message that we shouldn't be cycling in Reading.
S 75.	Support	I support this
S 76.	Support	we should be doing everything to promote active travel and safe routes for cycles is a no-brainer, there are many other tunnels where this works without issues
S 77.	Support	People cycle through there so often anyway so it really doesn't matter if there's a ban or not as it doesn't matter either way.
S 78.	Support	Essential for cycling access.
S 79.	Support	Totally makes sense. Support active travel!
S 80.	Support	It will create a much better cycle link between north and south Reading, from the cycle bridge to the town centre. It must happen.
S 81.	Support	This is the only safe route to the town centre from north of the railway line. Neither the Vastern Road or Caversham Road routes under the railway line are safe for cycling. The subway is also the most direct route from Christchurch bridge making it a critical part of a primary walking and cycle route within the town.
S 82.	Support	Many cyclists already ride through the subway so improving the subway to accommodate this would benefit cyclists and pedestrians. The present ceiling and lighting make it a rather unpleasant environment.
S 83.	Support	Plenty of room for both cyclists and pedestrians
S 84.	Support	It will save cyclists journey times and encourage more cycling. Good and clear separation of cyclists from pedestrians is probably the best solution, because it is a long straight route, which some cyclists may use as a race track. The prime objective must be that pedestrians of all ages and abilities feel safe using the tunnel.
S 85.	Support	People already use it for cycling. Adding a lane and making it official will make it much safer.
S 86.	Support	I support the proposal, HOWEVER, some thought needs to be given to how to control the speed of the cyclists through the tunnel. People do currently pedal cycle and electric scooter through the tunnel and a lot of them go way too fast and weave in and out of pedestrians which is dangerous and can be intimidating, especially to the elderly and more infirm. I use the tunnel almost every day and am pleased it is being given a spruce up.

S 87.	Support	It's crazy that the restriction was ever in place. I'm looking forward to the tunnel being fixed/repaired/upgraded and hopefully legal to cycle through. I was an initial user when it opened 10 years ago and it is disappointing to see the current poor state it have fallen into.
S 88.	Support	Removing the prohibition would actually make it feel a safer space because pedestrians would know to watch out, cyclists can be reminded of shared space etiquette, and it will avoid the current resentment from pedestrians that is occasioned by the large number of cyclists who ignore the current ban.
S 89.	Support	I have always thought that not providing a safe north south cycle route through the station was a serious omission.
S 90.	Support	The subway can work well as a shared path, a cyclist riding a bike is more in control than pushing and takes up less width, and more able to go round walkers . Pushing a bike a cyclist is more likely to hit a walker especially with the peddle on the far side of the cycle
S 91.	Support	This will provide a much needed connection through to Reading from Caversham. The link could do with better signage and, particularly on the Caversham side, better integration with the wider footpath and cycle network. Hopefully the changes to support this revocation will also improve the inside of the underpass, which is currently missing ceiling panels and has graffiti in some locations.
S 92.	Support	This path is the natural route into town from the pedestrian/cycle bridge over the Thames for cyclists. Hence why so many use it. Even if the rules do not change a large number of cyclists will still use it. The signage should be clear to say that during busy times cyclists should ride at a walking pace through the tunnel.
S 93.	Support	Please open the path to cyclists
S 94.	Support	Any and all improvements to the towns disjointed cycle infrastructure are a welcome change. The main roads on either side of the station are very busy routes and with the roundabouts are a major barrier for cyclists travelling across the trainline with many curenly opting instead to use the footpaths alongside the road under the bridges which are far too narrow, opening up the wider underpass to allow cycling is a much safer and improved option for all.
S 95.	Support	Should have been done on day 1. This is a pointless exercise.
S 96.	Support	Allowing cycling through the subway will help promote the use of this greener form of transport and make the cycling route from Caversham over the Christchurch Meadows bridge quicker and more feasible?
S 97.	Support	This would provide a useful link across the station complex for bikes.
S 98.	Support	People already do ride through.
S 99.	Support	Encouraging cycling to the station should be a priority and those who use a combination of train and cycle need to be able to get from one side to the other without having to deal with the lifts and passengers. This improved, well lit passage sounds ideal for the purpose.
S 100.	Support	The subway is such an important link between the town centre and Christchurch meadows via the bridge. The unreasonable request to unmount increases travel time by bike tremendously, thus hindering the declared goal of promoting active travel. Moreover, people with mobility restrictions who may still be able to cycle using specially adapted bikes are currently not able to use this connection, which affects inclusivity. Finally, on a personal note as someone travelling by cargo bike, which is often loaded with two kids in the box: pushing the fully-loaded bike can be challenging when walking, and cycling through here is much easier.
S 101.	Support	I regularly cycle into town from Caversham at least twice a week, coming across the Christchurch Bridge, across the pedestrian crossing on Vastern Rd and then through the underpass, returning via the same route. I choose this route as it is much safer than negotiating the Vastern Rd roundabout, a known blackspot for cyclist injury accidents. The current 'no cycling' law in the underpass is restrictive, slowing my journey especially as at most times bikes can ride under there without any danger to pedestrians. The current ban on cycling is widely flouted, never policed, so effectively pointless. So, I broadly support the proposal, with my 'cyclist' hat on. However, whilst most cyclists are considerate towards pedestrians, I have witnessed a small number of cyclists going far too fast through there, resulting in near miss incidents. Whenever I ride through there I a) always do it at a very moderate speed and b) always defer to pedestrians as having the right of way. If only

		<p>everyone could do that, I think the mix of users could get along fine. I think it would be best to have a clearly marked cycle lane and a pedestrian lane, hopefully most people will observe these. That said, the cycle lane on Caversham Bridge is widely ignored, but you can only do so much.</p>
S 102.	Support	<p>We are in a climate emergency. Anything to boost the usage of bicycle is a no brainer. (I don't even understand why we need a consultation for this.) Thank you !</p>
S 103.	Support	<p>Keen to see better lighting and cameras. Feel very unsafe in this subway</p>
S 104.	Support	<p>I cycle across town to get to the Thames path and this is a handy route, but annoying to have to dismount for the tunnel.</p>
S 105.	Support	<p>It was never enforced and cyclists do what they want anyhow</p>
S 106.	Support	<p>Anything that allows the safe passage of any people away from the congested road network is a good thing, the worry of bikes hitting people is minimal and the risk of a person being injured by cars taking other routes much greater.</p>
S 107.	Support	<p>It will be really great to be able to cycle through this underpass.</p>
S 108.	Support	<p>Given the lack of suitable cycling infrastructure within the vicinity of the rail station and the dangerous road layout nearby it is impossible to ignore the benefits that cycling through the underpass would provide. It would be important to ensure there is adequate signage and demarcation of the underpass is provided to keep pedestrians and cyclists separate to prevent the risk of collision. This demarcation cannot be barriers or bollards that in itself would pose a collision risk in an artificially lit area.</p>
S 109.	Support	<p>There needs to be a simple route for cyclists. The other types routes through the turn centre involve taking very busy roads that put a lot of people off cycling.</p> <p>Ideally there should be a half for cycling and a half for pedestrians and this should be clearly signed and demarcated to reduce risk of conflict. The cycle route going into the subway should be bidirectional and clearly marked that way as well.</p>
S 110.	Support	<p>I use the subway on a daily basis, I cycle to work. I have to dismount every time. It doesn't necessarily bother me. However, to be honest, some days if I am late or if there is no one, I stay on my bike. If I do, I cycle very slowly. Many times I see other cyclists zooming past, close to pedestrians and it is infuriating as it gives all cyclists a bad name. If there was a cycling path, it will restaurant peace in the community.</p>
S 111.	Support	<p>cyclists have always ignored the ban on cycling through the subway so there is no point in having a ban, the same applies to smoking in the subway, people ignore the "NO SMOKING " sign because it is too small and only at one end of the subway.</p>
S 112.	Support	<p>This is much needed and well overdue. Cycling infrastructure around the town is unnecessarily fragmented and this puts people off and creates conflict. Removing this prohibition would enable better provision on a key cross town route.</p>
S 113.	Support	<p>The underpass provides a safe crossing of the railway line for cyclists. The pathway is wide enough for pedestrians and mounted cyclists to share, indeed it is wider than many shared pathways in Reading. I regularly walk through the underpass, and quite often with my cycle, as it is the safest route from my home north of the Thames to the town centre and Farmers Market. I would like to be able to ride through the underpass because I believe it is safe to do so. In my experience, cyclists and pedestrians follow the injunction to "share with care".</p>
S 114.	Support	<p>Excellent progress. Although conflict between pedestrians may be raised as an issue, Christchurch bridge, a similar width, shows this is not a major concern. Even the very tight space for the route through Norman Place shows that cycles and pedestrians can mix on this route fine.</p>
S 115.	Support	<p>I support this as I frequently cycle in this area and believe it should be more cycle friendly as well as pedestrian</p>
S 116.	Support	<p>I am whole-heartedly in support of allowing cyclists to ride through the subway. Cyclists and pedestrians already share paths in Christchurch meadows and the new bridge, with care and courtesy. Cycling through the subway will provide a safe and traffic-free route from north of the river to the town centre shops. There have already been far too many serious accidents for cyclists trying to negotiate the busy Reading Bridge/Vastern Road roundabout.</p>

		It will enable safe active travel for hundreds of cyclists, keeping cars off the road, easing congestion and relieving some of the pressure on town centre parking spaces. Coupled with the new cycle hub which will provide safe cycle parking, it has the potential to transform the town centre while improving the health of Reading inhabitants.
S 117.	Support	There is plenty of space for bikes as well as pedestrians and making it easier for cyclists will encourage more sustainable travel.
S 118.	Support	I support the proposal to revoke prohibition of cycling under the station tunnel, as cyclists would safely be able to travel there.
S 119.	Support	Reading really needs more connected cycle lanes and there is no reason to not have a cycle lane through here.
S 120.	Support	Support if suitable segregation lane is in place to provide pedestrian and cyclist safety
S 121.	Support	Strongly support this proposal as it removes the final barrier to cycling from Caversham and further north to Reading town center. Regardless of the outcome of this - I think it is very necessary to ensure that the (newly raised) ceiling of the tunnel is strong and secure enough so that it is not possible to be easily knocked down as it can currently be.
S 122.	Support	We should be doing everything we can to encourage cycling. The alternative is a dangerous roundabout and a dark underpass...totally not suitable. Plus with the number of flats going up around town, without car parking, we should be trying to increase cycling access.
S 123.	Support	Cyclists already cycle through, so a safer environment would be good
S 124.	Support	The inability to cycle through the underpass creates risk to everyone. Right now, some cyclists ride through anyway, causing risk to themselves and pedestrians given the lack of safe separation. At the same time, other cyclists have to take long and convoluted alternative routes (along roads) in order to cross under the railway line, increasing road usage and danger to cyclists.
S 125.	Support	If cyclists can be provided 2 narrow one way strips at the edge I think there will be enough room in the centre for pedestrians so long as there is enforcement against cycling in the pedestrian section.
S 126.	Support	Will be a very useful and much safer north south link for cyclists
S 127.	Support	it's very noisy there, because they skateboard, a lot of garbage, I feel threatened
S 128.	Support	The subway would provide a vital north/south link to the town centre. Currently the only routes across the railway are two busy roads. The Christchurch pedestrian and cycle bridge over the Thames was funded largely as a safer alternative to the two road bridges, yet without a segregated route into town from the north this is of no use. The subway has plenty of space for considerate cycling alongside pedestrians. In my opinion concerns over inconsiderate use are moot as these people are already using the subway
S 129.	Support	Encouraging people to develop sustainable practice, including cycling, has to be a prime focus for everyone.
S 130.	Support	I commend the council's work to promote cycling in Reading. Much more needs to be done to reduce the dependency on private cars. Feasible alternatives are critical, as otherwise people will not agree
S 131.	Support	It's common sense
S 132.	Support	We need more cycling lines in Reading to reduce car traffic
S 133.	Support	People cycle anyway, so marking a cycle lane will avoid problems with pedestrians
S 134.	Support	Loads of cyclists use it anyway, nobody stops them
S 135.	Support	You don't enforce the ban anyway so it's pointless Cycling around Reading is crap enough as it is with constant mounting and dismounting, unconnected cycle tracks and dangerous junctions Just give us this, please
S 136.	Support	I am both a cyclist and a pedestrian, and I would support the removal of the restriction. I often observe people cycling through the underpass as it currently is (I travel through it regularly for work) and have not observed any issues.

S 137.	Support	If the cycle and pedestrian lanes are well marked it would make the subway safer for pedestrians because at present cyclists ride through anyway. As there is no cycle lane it is particularly dangerous for pedestrians. Cyclists understandably do not wish to dismount and wheel their bikes through this area.
S 138.	Support	Useful link for cyclists No inconvenience to pedestrians
S 139.	Support	The path is wide enough for ciders and walkers alike.
S 140.	Support	At the moment there is no safe way to cycle from outside the IDR to inside, so this will be a welcome improvement
S 141.	Support	Allowing cyclists to use the subway under Reading station will make it much safer for any cyclists traveling between Caversham and the town centre. I think there does need to be clear signage that pedestrians have priority to ensure that cyclists do not pose a threat to pedestrians but ultimately I think removing the ban will result in fewer cars on the road and fewer potential cycle accidents elsewhere on the roads.
S 142.	Support	The alternative cycle routes are under the two bridges at each end of the station. These are extremely dangerous and do not connect with the Christchurch Bridge foot and cycle bridge and route north. Further, Christchurch Bridge is an excellent example of how pedestrians and cyclists can co-exist on a narrow band of path - just like the station underpass.
S 143.	Support	There is ample space to have segregated pedestrian and cycle routes through the subway, and would benefit active transport in general.
S 144.	Support	I am a cyclist. I think lifting the ban would be helpful as there are currently very few safe routes for cyclists. I either have to cycle on the pavement or the main dual carriageway to get into town from Caversham.
S 145.	Support	I support this provided there is segregation between cyclists and pedestrians. Electric bikes and scooters in particular are almost silent and when they come up fast behind you it can be really dangerous esp if you have a dog on a lead. I also hope there is a speed limit for the same reason. The whole area is not currently safe and is such a sorry introduction to our city for visiting guests to the area so something needs to be done. I just hope these changes are well thought through and maintained rather than being vandalised as soon as its finished like the new bridge.
S 146.	Support	Good idea. I cycle there anyway !
S 147.	Support	The subway is perfect for cycling and would provide a much safer route into town. Some segregation would be helpful.
S 148.	Support	Would like to see more cycling to and from the town centre and less people driving.
S 149.	Support	I like concil allows me ride my bike or skate along Reading station subway. I pay taxi as all but I can not use it as I like due to low
S 150.	Support	Makes it easier and a lot safer for cyclists to get from caversham into town.
S 151.	Support	I regularly use this subway both as a pedestrian as well as a cyclist, although I always walk with my bike. There are a number of other shared-use paths or subways at other locations across the Borough that seem to work well, so I can't see that allowing cyclists to ride through the subway would present a problem.
S 152.	Support	It is more convenient for cyclists to pass through the subway.
S 153.	Support	As a cyclist, any improvement to my journey is appreciated. Making it easier to travel to Caversham would mean I use the shops, restaurants and cafes that side of the river more.
S 154.	Support	Cyclists do use the subway and currently pedestrians feel unsafe because there are no controls. This needs to be official and planned so it is safe for everyone.
S 155.	Support	The height "restriction" on cycle routes also applies to all those where you should trim the overhanging foliage, which can be a risk to eye sight at this time of year.
S 156.	Support	Absolutely essential route for cycling in Reading. Shared access and use works perfectly well elsewhere e.g. the Millenium Bridge. Pedestrians should have priority and cyclists should take care and keep speeds sensible depending on the conditions.
S 157.	Support	I support that cyclist should be able to use the subway under the railway bridge, it is the safest and most effective way to get from Caversham to town with all the heavy traffic on the roads.
S 158.	Support	Most cyclists and most pedestrians are more than capable of sharing space sensibly, safely and amicably

S 159.	Support	Makes good sense to have a cycle link
S 160.	Support	Alternative routes to the Centre, from Caversham, are dangerous
S 161.	Support	Will encourage more people to cycle to station as current routes are less favorable due to no shared/suitable cycle space
S 162.	Support	Current cycle routes from Lower Caversham into Central Reading involve using the Thames Water Roundtable or the TGI Friday Roundabout. Both are busy, multi lane roundabouts, especially during rush hour. This makes it unsafe for cyclists using the roads and puts off less confident cyclists from cycling into town. A much safer route would be using the underpass therefore avoiding both roundabouts completely. RBC have climate change targets and providing safe cycle routes would encourage more people to cycle into the town centre.
S 163.	Support	There is an opportunity to split cyclists and walkers here and provide a safe means for cyclists to go under the railway tracks which currently is challenging for those coming down the hill from Greyfriars and wanting to get to Caversham. Allowing this passage would give easy access to Christchurch Bridge.
S 164.	Support	I didn't know cyclists couldn't ride through here anyway! I walk through here for work most days and without fail see somebody riding a bike through the underpass. It's a joke to think they are prohibited at the moment so this makes no difference either way! The best thing is the removal of the roof panels that are constantly vandalised every weekend!
S 165.	Support	Safer routing to Caversham
S 166.	Support	Really needed, would also be ideal to create segregated bike lanes either side of the subway to fully link with existing cycle network
S 167.	Support	The sooner it is made acceptable for people to ride this section, the safer it will be for all. At the moment, riders are at the mercy of people deciding to get out of the way or not, because the bikes are not permitted to use the section, but do. In Amsterdam, bikes rule and people make space for riders. In the UK, we are just an inconvenience and are treated with discontent and law breakers. The section is wide enough for pedestrians and bikes alike.
S 168.	Support	I'm new to the area and surprised how bad the connection is between emmer green and town. Pavements are the only safe way on most roads for anyone nervous about cars or travelling with children. This would be a welcome provision as it eliminates some of the scary alternative routes. It seems like an easy win. I would like to see bollards or some kind of segregation to avoid conflict. I assume this also helps escooters.
S 169.	Support	People are doing it anyway. Makes sense to make it safer for both cyclists and pedestrians using it.
S 170.	Support	Reading Council must encourage active travel of all forms. The tunnel is a key route in the town and opening it to cyclists will enable more people to consider and use bikes for short journeys around the town.
S 171.	Support	Allowing cycling through the underpass will speed up jounries by cyclists and allow them to avoid the busy vastern road bridge junctions.
S 172.	Support	Removing the cycling ban is a necessary and important step to create a continous and safe cycle route between Reading Town centre and Caversham.
S 173.	Support	This would provide a safe route for cyclists between Caversham and the town centre. Improved ceiling height and lighting would also benefit all users
S 174.	Support	Cycling through the subway should be allowed
S 175.	Support	Great idea!
S 176.	Support	Removal of prohibition of cycling will encourage cycling between caversham and the town centre. Particularly as the roundabout outside Thames water under the railway bridge is so dangerous. I would welcome very clearly defined areas for pedestrians and cyclists to encourage respectful sharing of the route.
S 177.	Support	A lot of people cycle through now so it might as well be legal.

S 178.	Support	It is the only sensible north/south route for non-confident cyclists in Reading town centre. We need to make provision for cycling for people that are not keen to use the major roads. It also links up nicely with the new pedestrian and cycling bridge over the Thames to Caversham.
S 179.	Support	Love this idea. Both other routes between North-South are loud and inconvenient. The railway subway is perfect. People already use it to cycle through daily, so you may as well make it safe with the higher ceilings. I've used it several times a day forever and I don't think I've ever seen someone dismount and walk their bike through. It's clear people enjoy using it, and anything that encourages cycling is a win in my book. One thing I would say is that on the South side, some consideration should be given to how people navigate exiting the subway. Most cyclists I see exit straight down the ramp, and then have to do an awkward loop around the coffee van, and then pass straight over the crossing near the multi-story car park. There are several issues here. The first is the loop around the coffee van is tedious and so I see a lot of cyclists just riding past the front of the van. There isn't great visibility, so I always worry they'll hit someone walking around from the other side. The second is that when crossing at the car park, there is a bus stop that blocks the view of cars coming out of the car park, and sometimes there are busses parked there restricting the view as well. I would suggest making the glass in the bus stop transparent, for better visibility, and to reduce the likelihood of accidents between cars and cyclists.
S 180.	Support	Cycling should have been allowed in the first place, when the tunnel was built.
S 181.	Support	Important link in the town's cycle network and will help to link to the new Station Hill development.
S 182.	Support	The prohibition on cycling has always been ridiculous. There is enough room, both in terms of height and width, and it is routinely flouted anyway. Perhaps add in signage with a speed limit for bikes or pointing out that pedestrians have priority.
S 183.	Support	This is a great idea, as it's quite a long section for people to be walking along pushing their bikes and the alternatives if you don't want to have to walk is going along the paths alongside the much busier Caversham Rd or Vastern Rd
S 184.	Support	I support this proposal as it would provide significant benefit for the people of Reading wishing to travel by bicycle. I do not believe it would cause any hazard to pedestrians using the subway. It would show a real commitment from the council to providing meaningful and relevant cycle routes across the town (and not paying lip-service by painting some ill-thought-through 'bike lanes' around the town).
S 185.	Support	Cycling through the underpass is important to join both sides up
S 186.	Support	There's no other save alternative route to crossing under the railway. And, I'm sure the vast majority of responsible cyclists will use this access sensibly and will respect other users.
S 187.	Support	This provides a safe cycling link from the cycling bridge over the thames to the town centre.
S 188.	Support	needs to be ok to continue the cycle journey into town
S 189.	Support	None required.
S 190.	Support	This would be a great improvement in North South connectivity in Reading.
S 191.	Support	I am a cyclist and newish to the area. I find the road system around Reading confusing in a car let alone on a bike. I find the roads terrible to cycle on and increasingly dangerous. A well lit underpass would alleviate some of these issues
S 192.	Support	I support the proposal as it will be an important step in connecting Caversham and Reading better by bike.
S 193.	Support	Just let bikes use it - it is totally irrelevant how high the ceiling is, most of it is missing anyway.
S 194.	Support	Would ease commuting by bike from town to Caversham and vice versa
S 195.	Support	Given the urgent need to respond to the climate crisis, clean air crisis and public health crisis - all councils should be taking necessary measures to encourage the public to engage with active travel measures and demonstrate their support for getting people out of their private cars. Revoking the prohibition on cycling in the tunnel would go some way to both practically supporting active travel and on a wider level, signalling the council's support for active travel. Cyclists pose a minimal risk to pedestrians and are typically highly respectful of their status as moving on two wheels.

		Providing any element of segregated lane (particularly with a physical barrier / kerb) would go even further to minimise any risk of cycle and pedestrian intermingling.
S 196.	Support	Active travel is essential to reduce environmental impact. Cyclists and pedestrians are capable of sharing smaller areas elsewhere, therefore there seems no reason to prohibit cyclists from this subway.
S 197.	Support	I cycle through the underpass already, slowly and carefully. If it's too busy then I get off and push my bike, but that's rare. It's the obvious and safest route for cyclists from Caversham to Reading. I respect pedestrians, as I do on the shared pavements that lead to the underpass from the Caversham side. It just doesn't make sense for cyclists to have to walk through. I would recommend a painted line trying to either segregate the directions (with bikes and pedestrians mixed but going in the same direction) or to segregate cyclists from pedestrians. Whatever the outcome, I intend to continue cycling through when I judge it's safe to do so
S 198.	Support	I fully support the provision of a traffic free route for cyclists to cross the railway that is convenient for the town centre.
S 199.	Support	Reading has a great cycling potential, however currently the cycling routes are somewhat disjointed. Removing the bad would help some of that. Especially, if the cycling route could be physically divided from the walking lane, so that conflicts between pedestrians and cyclists are less likely.
S 200.	Support	It's very difficult to travel between town and Caversham by bike. Ideally there would be a dedicated cycle route (traffic free) as the underpass is narrow and cycling could cause issues with pedestrians but if improvements could be made, it is vital to support sustainable travel in this way.
S 201.	Support	I already, and will continue to, cycle through the station underpass. The only danger is where the panels have been ripped down overnight and the netting inside is hanging down. I'll provide an experience I've had more than once. I hope this will illustrate that the restrictions are not required: there have been a few self-righteous late-middle age men who, whilst pushing their own bike, shout 'you can't cycle through here'. When you stop and say 'And why can't I cycle through here?' They respond with 'there's a sign'. It's either their fear of confrontation or genuine confusion that means they normally walk off when challenged with '...and why is there a sign?'.
S 202.	Support	It's a real shame that we have pedestrians and cyclists competing for very limited crossings of the rail line but ultimately I support this because we need somewhere safe for cyclists to cross into town without exposing vulnerable road users to the dangerous Vastern Road roundabout. I have concerns about the subway's viability as a long-term solution without significant upgrades. To precipitate a modal shift from cars to active travel that helps to counter the climate, health and cost of living crises that we face will require the creation of viable active travel networks and routes and not simply individual infrastructure. Even with opening the pedestrian subway to cycles the route created is flawed in many places; the north approach to Caversham bridge often floods, the south approach to the bridge has a tight blind turn with limited space on a shared path and both approaches to the station have busy shared spaces with taxis, busses and private cars. Whilst we should approve the revoking of the prohibition it should be considered only a temporary measure and the ultimate goal should be a viable route from Caversham right into the centre of Reading, joining up with networks that connect all areas of our borough.
S 203.	Support	There's plenty of room to accommodate cyclists through the underpass, no reason to prohibit cyclists. Alternative road routes are too long and hazardous due to aggressive/inconsiderate drivers
S 204.	Support	Not once have I seen a cyclist actually stop and walk a bike through the tunnel, which shows the demand for the tunnel to be pro-cycling and the clear need for a connection between the two parts of the station. We should be trying everything we can to promote cycling, lanes, fewer restrictions and more safer parking, and this is a very sensible change to the rules which the cyclists are clearly wanting, needing and would support. Yes - this is a very sensible suggestion for change.
S 205.	Support	Everyone cycles through there already so changes are needed to ensure that this is safe
S 206.	Support	Reading has a major traffic issue. All barriers to safe cycling, even just the annoying ones, should be removed or mitigated. There would then be a safe off road route to the town centre from Caversham I am strongly in favour of allowing cycling.
S 207.	Support	As a cyclist, currently the only routes crossing the railway tracks either side of the train station are on trafficked two-lane carriageways (one being Caversham Rd, the other Vastern Rd), which both lead to busy roundabouts and are not well suited for cycling due to the fast-flowing traffic of cars and heavier vehicles.

		Allowing cyclist to legally and considerately use the Reading Station underpass would open up a safer and convenient path between the town centre and the cycling-friendly Thames Path, or Caversham via Reading Bridge.
S 208.	Support	Reading has a big cycling community compromised in the good use of authorized cycling paths, this tunnel will ease the transportation of locals who move in bikes
S 209.	Support	It's the only safe way to cycle to town from the North without going via Caversham Rd or Vastern way.
S 210.	Support	There is currently no safe cycle route for children north to south through the town centre and this proposal would provide such a route.
S 211.	Support	Great idea. It's silly not to be able to cycle because it's clearly wide enough to do so.
S 212.	Support	Great idea.
S 213.	Support	It offers a much safer environment for my commute
S 214.	Support	This is a great idea. Cycling access should have been provided when this station extension was first opened. The railway is a barrier to people wanting to cycle into or out of the town centre from the north side of Reading - in particular inexperienced riders or families. Once you've come through Christchurch Meadow and the lovely Christchurch Bridge, no cyclist wants to get off and walk their bike through the subway. It defeats the object of cycling - which is as a quick alternative to a car journey. The only other alternative on this East side of the station is to tackle a traffic heavy Reading Bridge and navigate the multi-lane roundabout at the bottom - over which motorists tend to speed, and then carry on under the railway bridge and turn right around the Forbury Rd roundabout. Again there's too many speeding motorists in this multi-lane bit of road (not to mention buses which at least are driven more considerately, but are a squeeze in our narrow lanes).
S 215.	Support	Encouraging cycling in the town as a sustainable source of transport should be encouraged. Opening the subway to cyclists would make cycling safely through the town appealing to a wider audience. We really welcome these sorts of proposals.
S 216.	Support	This is a vital link between Caversham and the town centre. Restricting cycle access forces a long round trip to the IDR.
S 217.	Support	People are cycling there anyway and I don't see any problem with it. The problem is rude people (e.g. baby-gangs) but that happens everywhere.
S 218.	Support	Makes sense to enable as many people as possible to use the subway.
S 219.	Support	Essential to lift the cycle ban as there is no other alternative cycle route from Caversham to town center (except for the large roundabouts). Essential for linking cycle routes north and south of reading
S 220.	Support	We need to encourage cycling as much as possible.
S 221.	Support	I'm discouraged from using my bike around town with the ban as this is a key route through the town centre towards Caversham to avoid the dangerous roundabouts at Reading bridge and leading to Caversham bridge. I also frequently see people ignoring the ban anyway.
S 222.	Support	It's ridiculous that it has taken so long to revoke a prohibition that is unenforceable and widely ignored. Why have these restrictions in the first place if they're not going to be enforced?
S 223.	Support	Many cyclists already use the tunnel safely and it is wide enough for both walkers and cyclist to pass through together. There are limited safe ways for a cyclist to ride from Caversham side to south Reading without using busy main roads. Would link in well with the footbridge across the Thames for cyclists.
S 224.	Support	A much needed improvement. I look forward to the day when Cyclists Dismount signs are a thing of the past. They make as much sense (in the majority of cases) as asking motorists to get out and push their cars ... now there's an idea.
S 225.	Support	Cycle links across the town from caversham aren't currently very good. I think this would encourage more people to cycle.
S 226.	Support	There is no safe alternative for small children to cycle to the other side of rail tracks. There is enough width to give safe space to both cyclists and pedestrians.
S 227.	Support	Seems like a perfectly reasonable thing to do, the path is wide enough for pedestrians and cyclists to pass safely

S 228.	Support	There's no other traffic route north / south without walking or tackling busy roundabouts. This connection makes complete sense with the car free crossing of the river
S 229.	Support	This is a valuable cycle route helping people cycle from Caversham into the town centre and south from there
S 230.	Support	Plenty of room to ride safely along side pedestrians
S 231.	Support	Vital route for cycling
S 232.	Support	You're going to get people using this that don't care about pedestrian areas or not so better to make dedicated lane or at least normalise bicycles using this as it should be safer that way. Good to get people out of congested traffic and make alternative travel easier too.
S 233.	Support	Legitimise cycling that already happens in the tunnel. Will be safer as signage for all users will be improved
S 234.	Support	Cyclists need this link as much as pedestrians do. Once the height is greater, there will be no reason to exclude them.
S 235.	Support	Cyclists need this link as much as pedestrians do. Once the height is greater, there will be no reason to exclude them.
S 236.	Support	Cyclists ignore the ban anyway so just legalise it and make it safe with a dedicated lane
S 237.	Support	There are two options continue as we are currently out spend money to reduce vandalism, improve lighting/security and increase height making it possible for cyclist to safely ride. This also encourages walking, cycling and being active so is a positive. I'm in favour.
S 238.	Support	To finally have a safe way of navigating around the railway line would be great. The only other options are 2 or 3 lane busy roads which are extremely dangerous for cyclists.
S 239.	Support	Reading Borough Council should be doing everything they can to promote cycling in and around Reading Town Centre. Removing the cycling ban through the station subway is another small step in making cycling as easy as possible in Reading.
S 240.	Support	There is currently no other safe cycle route under the railway towards the town centre from Caversham
S 241.	Support	It makes sense and is no more dangerous a place for pedestrians than a regular footpath
S 242.	Support	A dedicated 'lane' for cyclists and a dedicated 'lane' for pedestrians would be a welcome addition.
S 243.	Support	Please make the subway vandal proof with no loose fittings, as well as well lit and aesthetically modern.
S 244.	Support	Overall I would support the proposal, as the subway is wide it should be possible to put some separation in for a cycle lane. If that be raised curb on cones? An example to consider is also the tunnel at Ascot racecourse, a separated way by fencing. As a responsible cyclist I would also support the enforcement of rules by use of CCTV etc,
S 245.	Support	This would make transport greener in Reading
S 246.	Support	This is a much needed safe routes for people on bikes to get from one side of the town to another. The other alternatives involve scarily busy roads that as a confident adult cyclist I'm wary of using,
S 247.	Support	Cyclists never dismount and walk through the tunnel, and the ban is NEVER enforced anyway. The Reading Chronicle article is incorrect stating the cycling ban was put in place because the ceiling's too low for cyclists. What rubbish. The missing ceiling tiles is an utter disgrace. Whilst walking through it, the missing ceiling tiles make it look and feel tatty and dirty. It doesn't give a good (first) impression of Reading to visitors. Who ever came up with the idea of the ceiling tiles instead of solid sheets is stupid; anything clearly loose and not properly secured is always going to be a target for vandalism in Reading.
S 248.	Support	It is good to pass through
S 249.	Support	Already used regularly by cyclists. Will give confidence to people accessing town from Caversham to choose green transport. This includes disability groups New developments will increase amount of cyclists.

S 250.	Support	The tunnel provides safe access to town centre for people living north of the train lines, as other options are not suitable for family cycling, especially for vulnerable people like young people and older residents. It saves journey time as other cycle path options are convoluted. Shared cycling and walking is working very well on Christchurch Meadows bridge.
S 251.	Support	I support this but think there should be a marked cycle lane within the subway, to separate bikes from pedestrians.
S 252.	Support	It would be a great improvement to the cycle routes in Reading, but ideally there should be improved lighting in the underpass as well to ensure safety of both pedestrians and cyclists.
S 253.	Support	I both walk and cycle. As long as cyclists give way shared use works fine. Cctv can pick up those who don't and action should follow. Bells should be compulsory on bikes.
S 254.	Support	cyclists ride through away
S 255.	Support	great idea - please fix the ceiling tiles too!
S 256.	Support	The underpass looks really derelict and dangerous at the moment. It needs renovation.
S 257.	Support	If cyclists use the under path carefully and slowly there is no risk and no reason the refuse bicycles to pass. The suspended ceiling should be removed as it serves no purpose and is actually dangerously hanging and must cost huge amounts of money to maintain.
S 258.	Support	I think lifting the ban will increase cycle use in Reading
S 259.	Support	Cycling through the subway should be permitted
S 260.	Support	The subway is a perfect traffic-free link between the centre of town and the fabulous pedestrian/cycle bridge. Permitting cycling through the subway will encourage more cycling between Caversham and the centre of town. It is a much more pleasant route than the road route, but is less well known, due to the discouraging no cycling signs and the lack of signage to and from the bridge.
Page 71 261.	Support	Segregated cycle and peds lane would be best.
262.	Support	There is plenty of room in the subway for pedestrians and cyclists to share the space. Physically separated lanes would be effective for pedestrians concerned about cyclists using the same space but there must be clear signage. I cycle around Reading most days and the lack of courtesy shown to cyclists by pedestrians is incredibly frustrating. The owner of the subway also needs to actually spend some money on the upkeep. The state of the tunnel is disgraceful and if it falls within the purview of RBC, you should be ashamed of yourselves.
S 263.	Support	I am in agreement with the statement of reasons document. The proposed scheme would make it far easier for cyclists travelling from the North side of Reading to access the station. It is in line with current views on a greener environment, while making good use of available funding, to the benefit of all residents of Reading
S 264.	Support	As a female cyclist who lives by herself I strongly support this proposal. While I feel somewhat safer taking the pedestrian underpass than the other underpass (next to the road), at certain times of night I do still feel nervous about walking it alone. Particularly given the presence of homeless people is a common occurrence. And by pushing a bike I walk even slower and so feel even less safe. I feel MUCH safer cycling my bike through at a safe and considerate speed. I urge you to consider removing the cycling ban for the safety of women in Reading.
S 265.	Support	This is well needed as it doesn't make sense to have a non-cycling section in the underpass. There are enough barriers to cycling generally without having unnecessary ones.
S 266.	Support	Opening the underpass to cyclists is many years overdue and would, in effect, represent a recognition of the current use. There are no other safe and direct north/south cycling routes to/from the town centre, as alternative routes all have to compete with motorised vehicular traffic. Cycling provision in the town generally is fragmented and routes need to properly joined and maintained. Enabling and encouraging the use of the underpass by cyclists would represent a small but positive step towards better overall connectivity.
S 267.	Support	The Council's Local Cycling and Walking Infrastructure Plan, "Sets out ambitious plans to transform our streets and encourage more people to choose cycling and walking for local journeys, or as part of longer multimodal journeys." Making this underpass available to cyclists, along with the existing pedestrian/bicycle Christchurch Bridge over the river will create a safe route for

		<p>all cyclist between the town centre and north of the river.</p> <p>There is currently no safe route for cyclists to cross the railway line in this area. The current options entail negotiating one or other of the large multi lane roundabouts at either end of Vastern Road, which is a major deterrent to all but the very experienced cyclist. It is well documented that roundabouts are dangerous for cyclists. Opening the station underpass to cyclists will create a roundabout free route and undoubtedly help to encourage cycling, as per the Council's Cycling and Walking Infrastructure Plan.</p>
S 268.	Support	I feel unsafe cycling around reading as it is. Cyclists should be accommodated for.
S 269.	Support	There are no clear joined up cycle routes across Reading. It is ridiculous that you gave to choose between getting off and walking or taking your life into your hands on other roads. Please give some thought to a complete route rather than patching up bits that do not work. You will never ease congestion with such short termism
S 270.	Support	This is the only safe route through the centre of town. The alternative route for cyclists is Vastern Road where there isn't a cycle lane going S to N or Caversham Road which doesn't have a cycle lane. So neither of these routes are safe. If you want to encourage cycling as a sustainable transport alternative, you can't expect people to keep getting off their bikes and walking!
S 271.	Support	I support this proposal, is there the potential to replace the current paving with one that is more slip resistant? It can be quite dangerous in wet weather, particularly when walking down the slope.
S 272.	Support	Cycling is my main way of getting around town. Opening up the subway to cycling would shorten travel times and at the same time reduce the perception of risk for inexperienced cyclists when traversing town as they do not have to move along bridges next to large queues of cars. It might be worthwhile to consider adding some speedbumps for cyclists in the subway, mostly to discourage speeding by electrified vehicles through the straight line subway.
S 273.	Support	Repairs to the currently low ceiling are very welcome, as is creating a new, logical cycle route under the railway
S 274.	Support	<p>The existing ban is utterly pointless as for every bike that is walked through the subway another 99 are already ridden.</p> <p>The key action needs to be removing the "would obviously be vandalised" suspended ceiling and replacing it with something higher and less easily damaged.</p> <p>The floor surface is also not ideal and can be very slippery when wet, a rougher surface would have been better</p>
S 275.	Support	The station subway really needs to be non damageable as the current one is messed up and vandalised. The council should make a priority to ensure any vandals are arrested and also to make provision for homeless people who are there at night, which makes it feel quite dangerous to go through the tunnel.
S 276.	Support	As both a cyclist and a pedestrian, having provision for both modes of transport along this path would be appreciated.
S 277.	Support	<p>Provides a child friendly/ novice cycle route to Queens Meadow playground.</p> <p>By increasing ceiling prevents people trying to jump and hit the panel.</p> <p>Propose a skateboard area is introduced near the station as often see kids using the south side of the tunnel for skateboarding.</p>
S 278.	Support	The tunnel is the quickest and safest way by far of accessing the Aldi/Range development. Caversham Rd is very scary!
S 279.	Support	I think this would be a great, safe cycle route connecting both sides of the town and Caversham areas.
S 280.	Support	<p>I walk through there quite regularly and have yet to see anyone wheeling a cycle. I think it is pointless to have regulations which are not enforced. It is however quite narrow and you only need to get a couple of push chairs or mobility scooters and there will be issues. I suggest a couple of big "give way to pedestrians" signs would do a lot of good.</p> <p>I was also meeting someone off a train recently and noticed the barriers were set open. If this happens regularly, I wonder if you could approach BR to make transit through the station in off peak periods allowed. It would certainly be a preferable walk late at night.</p>
S 281.	Support	This is a valuable route for cyclists, providing a safer alternative to the rail bridges on Caversham Road or Vastern Road. It also aligns with the existing access to Caversham via the new bridge. Both cyclists and pedestrians will need to be sensitive to other users, but this seems to work well on Christchurch Bridge.

S 282.	Support	Few cyclists dismount anyway so this is a good move as everyone will understand what traffic is going through the subway. Great to hear that the ceiling will be raised. However as there is supposedly CCTV in the subway why have the existing panels continued to be trashed and why haven't the culprits been found?
S 283.	Support	The subway is already used frequently by cyclists and it would be better to have a safe way to separate them and pedestrians.
S 284.	Support	Would be great if there are separate lines for cyclists and pedestrians for all of us to feel safer :)
S 285.	Support	If designated areas for cycling and walking are made clear, it would be possible for cyclists to safely ride through without negatively impacting pedestrian safety. It is very hard to cycle into Reading from Caversham currently- the main roundabout and road under the railway bridge are not safe for bikes- too busy and cars do not look properly or give space. I want to cycle as much as possibly to improve local air quality and my own fitness but lack of safe cycle routes currently limits me. This proposal would be a big benefit.
S 286.	Support	The subway is wide enough to support both pedestrians and cyclists safely. This will be a benefit to cyclists
S 287.	Support	Opening up the subway to cyclists is vital - for the environment, cyclist safety, cycle adoption and encouraging people into the town centre.
S 288.	Support	Ever since the tunnel was re-opened some years ago the ban on cycling has seemed somewhat spurious (based on the ceiling being very slightly too low, it seems -- the missing tiles revealing the cavity above have rather blown this objection aside). In reality, a number of cyclists already cycle though the tunnel (so, the restriction is not being enforced anyway, and if it's not going to be, it's pointless), which indicates there is need for a route between the two sides of the station and it could provide part of a good cycle route from the town centre across Christchurch Bridge into Caversham and beyond.
S 289.	Support	Would allow easier and more comfortable cycling access
S 290.	Support	All opportunities to improve cycle links should be taken, particularly where they connect rail and bus services. I am fully behind this and if it can be segregated to prevent incidents with pedestrians, that would hopefully prevent accidents and negative feedback.
S 291.	Support	I support cycling as long as the cycle lane is clearly separated.
S 292.	Support	Plenty of room for both cyclists and pedestrians.
S 293.	Support	Lack of safe and convenient cycle route between much of caversham and the town centre, especially useful for cycle access to the south side of the station.
S 294.	Support	There is no other safe cycle route from Caversham to Reading - this is a crucial need for many commuters and families wanting to access the town by active transport.
S 295.	Support	The subway provides the best (only?) safe route for cyclists into the town centre from the north.
S 296.	Support	The subway is wide enough for both and provides the safest route for cyclists to get to the river and pick up the other cycling routes. The alternative is use of the Vastern Road round a bout which is a black spot for cyclists.
S 297.	Support	The current prohibition is not sensible. As long as pedestrians are given right of way, there is no reason now not to cycle through in a considerate manner. Pedestrians need to be protected from a few manic riders. Removing the prohibition is about time!
S 298.	Support	In order to have effective incentives to cycle, I feel it is important to have well connected routes. This tunnel provides a needed link between cycle routes north, such as Christchurch bridge, and the town centre.
S 299.	Support	This is a long overdue step to improve connectivity and support safer green transport
S 300.	Support	It will need strong messages to prevent some people who already cycle through already inconsiderately. I often take my bike through but I always walk it through. However, if I am going into Reading from Caversham, carrying my bike up or down the steps or going on the ramp makes it difficult, so an easier method is needed. How this can be done is beyond me I'm afraid, I am now 81 years old but want to continue cycling as much as possible.

S 301.	Support	I hate cycling under either railway bridge, be it alongside or on the road . The pollution is horrible and it is a grim environment This is a sane and overdue proposal which allows cyclists to link coherently to the pedestrian and cycle bridge over the river.
S 302.	Support	I consider this a good idea as a Caversham resident. However, I consider that money was wasted originally by the flimsy ceiling currently in place. If better lit and clearly marked it can be of benefit.
S 303.	Support	This is a wide and totally clear cut through route with plenty of space for segregated cycle path / pedestrians It will save cyclists a long detour underneath the railway bridge and avoiding the very dangerous Vastern Road roundabout or 4 sets of traffic lights.
S 304.	Support	North-South / South-North cycle access is currently routed to the the west on IDR Caversham Road tunnel and Vasten Road tunnel East of the station. Depending on your route to obey the Highway Code you can be forced to cross 4 lanes of traffic twice at 4 sets of lights or break the law by cycling on very narrow footpaths. The IDR has no proper cycle lights to cross over. (I did try to show how to do this safely but then told him to go through the station subway) The current subway is wide enough for segregated cycle and pedestrian paths. I suggest 2 way cycles on WEST side and pedestrians 2 way on the EAST side with a barrier down the middle. Cyclists are good at avoiding other cyclists. Pedestrians have proven good at avoiding other pedestrians. But the two don't mix! With the new housing development on Station Hill and proposed housing north of the railway line you effectively have 5,000 people needing to cross the railway to access the town centre or enjoy the Thames riverside. THIS SUBWAY IS INADEQUATE! should be deepened and widened with coffee shops etc like on the continent.
S 305.	Support	It's unpleasant walking through with cyclists and skaters careering at you. Probably the ones that cycle currently are the entitled and the ignorant / indifferent- so there's an argument that if it was allowed then more considerate cyclists would balance those groups out. It's such a narrow space, but shared paths do work elsewhere. Rigid barriers along the length (like at Paddington station going onto the bakerloo line) seem appealing but no doubt would be impractical. Maybe something to limit cycle speed could work to keep maximum width available but make them slow down. Or not designating it a cycle path but removing the restriction, so cyclists know they're cycling on a footpath.
S 306.	Support	As long as there is a speed limit (eg, walking pace) I cannot see any risk. The actual risk is having cyclist going through the Station roundabout near Vastern Road
S 307.	Support	It is important to do all we can to encourage more sustainable means of travel, such as cycling. This subway is a key link from Caversham to central Reading for cyclists.
S 308.	Support	It was more than time to do something about this pathway which is a scandal in the way it has been abandoned
S 309.	Support	It makes no sense to have such a long thoroughfare in a key position in the town centre a no-cycle zone when we should be encouraging more cycling for health and climate change reasons. And the fact is that people cycle through here all the time anyway, so it would be much better to expand it and make it safe as an official shared pedestrian/cycleway. Please let's make it happen.
S 310.	Support	About time too. This ban is a glaringly obvious barrier to cycle use in Reading and makes a mockery of the councils stated aims to encourage active travel and of their concerns for the health and well being of their citizens.
S 311.	Support	This underpass location is the perfect link for cycles between Central Reading and Caversham. Especially with the location of the shared access bridge over the Thames. Even with the prohibition in place the underpass is routinely used as a cycle route for commuters and food delivery cyclists alike, so formally changing to shared access will only improve matters. A cycle route utilising station hill access will provide further improved cycle links in the town.
S 312.	Support	Please make sure cycling is allowed, it is so important to have a safe way of cycling from Reading town centre to the North side of Reading. The alternative routes are the IDR and the dangerous junction by Reading bridge. There are lots of shared pathways which work well. If you don't do this you will need to sort out another safe and easy route which really isn't viable. To be a cycling friendly town you must allow safe and easy cycling from one side of the town to the other.
S 313.	Support	I was unaware there was supposed to be cycling restrictions there. It currently seems perfectly fine to cycle there, and many people do. If you want to make improvements, and fix the paperwork to make it legal to cycle there, then please go ahead. It will continue to be used as a cycle path with or without approval/improvements.

S 314.	Support	I am a regular cyclist and would appreciate a safer more direct route into town
S 315.	Support	This tunnel is the only way for a cyclist to safely go from Christchurch meadow to the station. Going through the roundabout near Reading bridge is terribly dangerous and cyclist have to cross the road multiple times to follow the cyclist path. This whole area should be improved for cyclist with efficient cycling routes.
S 316.	Support	Very important for cyclists to have a safe route from the river and into town. I am very much in support of this plan. The option of the reading bridge roundabout is longer, busier, and ultimately significantly more dangerous. My young family and I would welcome this change to the underpass and the other improvements to the ceiling, which is falling down, is continually vandalised as its not currently durable.
S 317.	Support	Not only will removing the low ceiling provide the ability to cycle through the subway - it will remove an increasingly ugly eyesore of the repeatedly vandalised panels. Is it worth considering a chicane barrier in the centre of the tunnel to slow cyclists on their journey through the tunnel.
S 318.	Support	Passing below the train tracks is particularly dangerous at the moment, because it implies taking a dual carriageway that can be very busy. This would allow for a safe cycle route between the Reading and Caversham town centres.
S 319.	Support	a safe well lit cycle link would be a real benefit as there is no safe route under the railway bridge under Caversham Rd and a poor one on the forbury side
S 320.	Support	I think it would be fine to have cycling allowed through the subway, provided it is in a clearly-marked separate lane to the pedestrians, and provided there were signs asking cyclists to go slowly. Obvs not all of them will go slowly, but hopefully most will!
S 321.	Support	Allowing cycling will be a definite improvement
S 322.	Support	Can you provide a separate Lane for the cyclists in the tunnel so that they are not dodging in and out between the pedestrians as often you cannot hear them coming behind you & many cyclists do not use bells.
S 323.	Support	It would be great to be able to cycle under the railway from the North to the South of the station.
S 324.	Support	Great step forward to improving cycling routes in Reading!
S 325.	Support	If cycling is to be allowed in this subway, there should be means of ensuring that cyclists don't cycle too fast through it. These could be bollards, humps etc. For instance lines of bollards running in a gentle diagonal across the path, which pedestrians and slow cyclists could easily get round but a fast cyclist would have to keep slowing down to get round.
S 326.	Support	But my support (or lack thereof) is irrelevant. Cyclists go where they want. There's no enforcement stopping them doing it, so why not let them?
S 327.	Support	It's important to link up cycling routes.
S 328.	Support	There's no other safe way for people to cross the railway by cycle (neither Caversham Road nor Vastern Road bridges are particularly suitable) and this represents a regularisation of the situation that currently exists.
S 329.	Support	This is long overdue. The passage way is wide enough to allow safe use for both pedestrians and cyclists - indeed I note it is used responsibly by cyclists every time I walk to town from Caversham. I have never understood why there was a ban for cyclists to use the underpass. Measures like these are essential to encourage more cycle use to get to town.
S 330.	Support	I live in Caversham so if the underpass were open to cyclists, I could cycle across the pedestrian bridge to the station and then continue onwards to town rather than crossing Caversham bridge, negotiating the roundabout at TGI Fridays and then powering up the off-ramps to town off the IDR. Which would you prefer? Question: what happens when you have cycled through the underpass? Will there be a cycle ramp up to the 3 Guineas plaza? I'm thinking of the equivalent of a salmon ladder for bikes.
S 331.	Support	As a cyclist I fully support the lifting of the ban. The subway connects cyclists travelling between North and Central Reading, whilst avoiding the often dangerous alternative of cycling on Caversham Road or Vastern Road. In my experience the subway is rarely busy enough with pedestrians that cyclists would cause a problem. If anything walking a bike through the subway means a cyclist takes double the space (width wise), which can be awkward for the cyclist to manoeuvre between pedestrians and vice verse.

S 332.	Support	Cyclist and walkers can clearly safely share this route. Same as the river bridge which together provide the safest and most direct journey between Caversham and Reading hubs. This is a good time to reconsider given new legislation is now in place to protect vulnerable road users.
S 333.	Support	Its a good idea.
S 334.	Support	The passageway seems wide enough to accommodate both pedestrians and cyclists safely - at least as wide as many shared pavements, which seem to work well. To be honest, despite the 'no cycling' restriction being in place, most cyclists have been cycling through it since it opened, as far as I'm aware, without incident. I've rarely seen one pushing their bike. I've never understood why cycling hasn't been allowed.
S 335.	Support	I think it will be great to have a safer way to cycle through to the centre of town from Caversham
S 336.	Support	It's important to encourage cycling in the town, and ensuring there is a separate lane for this makes it safer to implement (for both cyclists and pedestrians).
S 337.	Support	Enabling cycling through the tunnel makes cycling from the south of the town to the north much easier and is long overdue.
S 338.	Support	It's not realistic to keep it in place, I've never seen cyclists who actually get off and walk the bike, and for good reason, doing so would cause huge delays in times spent travelling, and it's just not fair!
S 339.	Support	I support the proposal with the proviso that there is a barrier between the pedestrians and cyclists. I have experienced cyclists riding close to me which is worrying when you are unstable on your legs.
S 340.	Support	Makes perfect sense to allow cycling through the subway. It's allowed on the footbridge across The Thames so makes sense to continue it.
S 341.	Support	The subway provides the most pleasant and safest way to cross the railway by bike, and it is well aligned with the footbridge across the Thames providing a route to Caversham that is largely free of dangerous main roads. I have cycled through it many times and I do not think I have ever inconvenienced pedestrians. There should not be any problems if cyclists (and pedestrians) are considerate, and are prepared to go at walking pace if it is very busy. I have never noticed any problems with low headroom. i can't see it could be a problem unless you were on a penny-farthing.
S 342.	Support	The present arrangement means that the station and the adjacent roads form a huge barrier to safe cycle access across the town centre. In particular, the station underpass rule negates the effectiveness of the Cristchurch Bridge as a cycle access route to town.
S 343.	Support	This would provide an important and safe route for cycling into the centre of town and connect with cycle route over the Thames from Caversham.
S 344.	Support	It's completely ludicrous that there is NO safe cycling route over any bridge. Caversham and Reading bridges both have very hostile huge roundabouts with many accidents where cyclists are impacted, and the underpass would be ideal. This should have been done years ago.
S 345.	Support	I very strongly support this proposal. I regularly use this subway both as a pedestrian and with my bike, and it had always seemed absurd that this useful potential cycle route is closed to cyclists. There is plenty of room for both. I have never felt challenged when on foot by the many cyclists who currently use it. The ceiling urgently needs repair and raising anyway, so this is an easy win win. Please integrate properly with cycle routes on the town side - the lack of a cycle ramp up the stairs right outside the tunnel is another strange oversight.
S 346.	Support	I strongly support allowing cycling through the tunnel. At present there is a major gap in the cycle link provision between Caversham and Reading town centre caused by the current ban on cycling through the tunnel.
S 347.	Support	safe north/south cycle routes in Reading are very limited and if we want adults and in particular children to cycle rather than go by car we have to take ease of cycling seriously as an incentive to encourage people to cycle.
S 348.	Support	The ceiling is quite high, the ban is widely ignored. Proper delineation would be safer. It will be good for all.
S 349.	Support	There must be a clear cycle lane(s), preferably delineated with a barrier, and there must be some policing of this, so make sure the lanes are adhered to.
S 350.	Support	Many cyclists already use the subway, most are sensible cycling at not much above walking pace although there are the occasional children doing stunts in the enclosed space. I am in agreement to lifting the ban provided there is signing that cyclists should moderate their speed when near pedestrians. This should apply in all spaces which are shared by pedestrians and cyclists.

S 351.	Support	I support in principle, but only if pedestrian safety is not jeopardised. In that sense, without knowing what safety measures are to be implemented, it is not actually possible to know what I am supporting in terms of the actual proposals.
S 352.	Support	Be good to try and segregate cyclists and pedestrians if at all possible so that less likely to get in each others way. Having this as a cycleway would also provide a safer way into town from the north of Reading.
S 353.	Support	It's not easy (or particularly safe) cycling between the river and the town centre and the tunnel would provide a brilliant traffic-free option. I use it occasionally and it's a pain having to dismount, especially knowing that the wonderful new bridge is apparently the same width. It will also eventually be an obvious link between Caversham and the new development south of the railway.
S 354.	Support	Clearly necessary and useful. I will admit that I already disregard the prohibition, particularly when in a hurry; there is no difficulty in keeping well clear of pedestrians. Note that the subway is about the same width as the newish bridge over the Thames, in Christchurch Meadows, which is already dual use.
S 355.	Support	This north - south route is the only reasonably central motor traffic-free route for cyclists. Formally allowing cycle use would be a significant step forward.
S 356.	Support	Support. It is a valuable cyclist route. However, to minimise conflict with pedestrians it should be suggested preferably physically with a barrier
S 357.	Support	As a cycle courier this is the fastest route from the south to north I would encourage this proposal to go ahead. If often mesh fabric is hanging low probably due to the beggars down tiger despite there being closed circuit television. It would be a shame for this to be a rat run for them and such so hopefully this can be looked at too for people using the under pass at night et cetera
S 358.	Support	This will encourage more people to cycle. Provided pedestrians and cyclists are separated there will be no danger to people walking in the subway.
S 359.	Support	There's a desperate need for a safe cycling route between and parallel to Vastern Road and Caversham Road, with links to Kennetside, NCR5 and Caversham.,
S 360.	Support	if possible, please consider replacing the current porcelain flooring. it's too slippery in the wet weather.
S 361.	Support	It never made any sense to open up the Christchurch Bridge to create a new off-road route for cyclists from north of the river into town and then 'block' this with a prohibition through the underpass - allegedly on the grounds that the height might mean cyclists could 'bump their heads'! The reality is that the vast majority of cyclists have ignored this prohibition and cycled safely and considerately through the underpass since its opening some years ago and should be able to do so legally.
S 362.	Support	The railway underpass is a key transport link for cyclists and it's width is comparable to Christchurch bridge which was design as a pedestrian and cycle bridge. I propose that once cycling is allowed there is strong encouragement for all users to keep left by painting a central dividing line and direction arrows.
S 363.	Support	The subway is an important safe route for cycling and there is space for pedestrians and cyclists to share it successfully.
S 364.	Support	I am all for making cycling an easier and better option. My only concern is the potential speed of cyclists travelling through the underpass may be a challenge to pedestrians.
S 365.	Support 508	This is a much-needed link between the north and south sides of the station, which is much safer for cyclists than the bridges on either side. A clearly-marked cycle lane in the underpass would be very much appreciated.
S 366.	Support	As a cyclist, safe routes on the north south axis across Reading are in short supply. It has long been a frustration that the subway is not legally available, requiring a lengthy and traffic heavy detour under either of the road bridges at each end of the station. Revoking this prohibition is long overdue and I can see no good reason not to do so.
S 367.	Support	The path provides a safe and wide path to maintain pedestrian separation and encourage cycle usage, in particular as a continuation of the new foot/cycle bridge over the Thames. Furthermore, improved signage and road markings could better link the two elements together. The current markings do not make it obvious how to get from Christchurch meadows to town. A side benefit is reducing cycle traffic on the very busy two roundabouts at either end of Vastern Road.
S 368.	Support	This will open up a safe route to cross the railway line for young or inexperienced cyclists. Such a route does not currently exist and is an obvious omission, especially as many secondary students commute to school across the railway line.

		It would be good to put in infrastructure to guide bikes so that sight lines are improved on entrance/exit and (ideally) foot/pedal traffic is segregated.
S 369.	Support	The alternatives are a huge Barrie to people cycling. This makes a lot of sense
S 370.	Support	It is the safest route for cyclists. People ride through it anyway.
S 371.	Support	Reading desperately needs more safe cycling routes. I try to cycle and commute with my toddler, and it's so hard to get around by bike and feel safe from dangerous and often ignorant drivers.
S 372.	Support	It should be allowed to use with a bike or a different safe option made available that does not mean a huge diversion.
S 373.	Support	Careful cycling through the underpass will encourage more cycling around Reading as this is a key route.
S 374.	Support	As a regular cyclist, the ban on using the tunnel is frustrating. I would like to see a shared use approach- as on the immensely successful river crossing- to encourage sustainable travel around the town centre.
S 375.	Support	A safe and convenient link between the riverside and the town centre is fundamental to making Reading a place where all types of people have the option to cycle.
S 376.	Support	As long as it's safe then I think cycling should be allowed through the tunnel
S 377.	Support	As long as it's clearly marked I think it's an excellent idea
S 378.	Support	As well as improving the height of the subway, it feels as though thought also needs to be given to the approach to the subway. The pedestrian approach from the bridge to the traffic lights on the north side of the station is very narrow, and then from the traffic lights to the subway the pathway for cyclists isn't clear. There is lots of street furniture, bus stops with pedestrians often blocking the pathway and roads for cars and taxis. There should also be clear marking on the floor of the subway so that people can cycle at peak times of use with clear markings of where they should be in order to keep themselves and other pedestrians safe.
S 379.	Support	Will need very clearly defined cycle/pedestrian lanes. traffic calming barrier. Better lighting & security. Working CCTV. Litter bins.
S 380.	Support	It is ridiculous having the underpass as a non-cycling route, it completely dislocates the safe cycle route under the railway and is a typical piece of UK cycle infrastructure that is design by people who do not cycle and have no idea of how to promote cycling.
S 381.	Support	Cyclists and pedestrians should be kept separated within tunnel.
S 382.	Support	It is crazy that the underpass wasn't set up to allow cyclists in the first place
S 383.	Support	The alternative routes to cross the railway both involve cycling on busy roads. To be able to cycle through the subway would enable this journey to be done away from heavy traffic, and without having to dismount and push the bike. It would provide a convenient link to the pedestrian/cycle bridge over the Thames
S 384.	Support	There is plenty of room for safe sharing of the underpass by cyclists and pedestrians. Few people get off their bikes to travel through it anyway. Formalising a shared route would make it safer for all.
S 385.	Support	It would be a much shorter and safer route for cyclists to cross the railway from the town centre than going on the very busy roads under the bridges on either side.

OB 1.	Object	People need to walk through there
OB 2.	Object	The cyclists who disregard the current prohibition frequently move through the subway at speed. I have come close to being hit a couple of times by people speeding around the corners. I am concerned that if cyclists are permitted to use the subway without dismounting then people will get hurt.
OB 3.	Object	Will be a danger to pedestrians just get off and walk

OB 4.	Object	Cyclists don't respect pedestrians. They will expect us to get out of their way like they do when they cycle on pavements, or through Broad Street! Keep it as pedestrian only! And monitor the underpass to move on rough sleepers and beggars - as well as cyclists!
OB 5.	Object	The subway is too narrow to allow safe cycling among pedestrians. The current prohibition is routinely ignored by cyclists who often cycle inconsiderately and at speed, or are impatient to be blocked by pedestrians, which exemplifies why the prohibition is needed. A revocation of the prohibition would only encourage more dangerous behaviour towards pedestrians. It is not a problem for cyclists to dismount for the short time it takes to cross the subway and this makes the subway safe and peaceful for all users.
OB 6.	Object	It's not the bike that's the problem. It's all the skateboarding that goes on in there can't walk through with dog as too loud and dangerous
OB 7.	Object	It seems that cyclists are being given priority over pedestrians and other road users everywhere in Reading. I have no objection to cyclists who are considerate to pedestrians but there are many who cycle too fast and close past pedestrians on pavements and shared paths. I walk all over Reading with my dog and try to avoid busy roads and now it seems that I must try to avoid cyclists too. Pedestrians seem to be very low on the list when plans are made especially considering the state of many pavements. Having had a serious fall and a broken cheekbone because of uneven paving I am extremely aware of the dangers and hope that more consideration is given to pedestrians and those in wheelchairs. I'm happy to discuss this more if you wish to contact me. [REDACTED]
OB 8.	Object	Loads of cyclists use it now anyway. As a pedestrian it feels unsafe to share such a narrow underpass with cyclists as it stands - will there at least be lines and markings to segregate bikes and people?
OB 9.	Object	The subway is often busy it has insufficient width for people with pushchairs, shopping and luggage to do exist with cyclists. The subway is used for skateboarding which should be policed better to remove. It will be difficult to have no skating but allow cyclists.
OB 10.	Object	It is busy enough with pedestrians, allowing cyclists will be an accident waiting to happen.
OB 11.	Object	The objection is based on the fact that cyclists make it dangerous for pedestrians to use the subway at the same time, this would only be feasible if there was a barrier through the middle of the subway allowing pedestrians one side and cyclists the other
OB 12.	Object	The rationale for this is pretty thin - RBC hasn't provided any data to support the proposal beyond saying the status quo has been 'criticised' - by who, and how does this compare with support for the status quo? If RBC must do it then a speed limit - and enforcement of it, which is the hard part - would be sensible. Yes, the subway is used by cyclists and electric cycles and scooters already. But there is a real sense of danger from this as a pedestrian. I've had various near misses and, without any improvements for pedestrian safety, the proposal feels like an accident waiting to happen. It's different from eg the shared Thames bridge, which has excellent sight lines as you approach it as a pedestrian - the subway is enclosed and with concealed exits as you approach it. Will you publish a risk assessment based on the projected increase in vehicle traffic?
OB 13.	Object	Cyclists currently use the subway despite the prohibition and they can cycle aggressively close to pedestrians making it unsafe. The only way that this proposal could work is for there to be a clear distinction through a barrier for pedestrian users one side and cyclists the other.
OB 14.	Object	Having used this subway many times as a pedestrian and nearly been hit by speeding cyclists several times (even though they are supposedly banned) I am very concerned of potential injury to pedestrians. The only way I feel I could support the lifting of the ban is if a barrier is in place between cyclists and pedestrians.
OB 15.	Object	Currently some people cycle through and I have seen and had several uncomfortably close encounters with bikes, scooters (some electric) and skateboards. Could a barrier of some sort be erected to separate pedestrians?
OB 16.	Object	I already feel unsafe walking through the underpass with cyclists going through at speed and in a reckless manner - this will make it worse, I'll have to walk the long way round to avoid it
OB 17.	Object	I object to the revoking the prohibition of Cycling under health and safety grounds. The path has a high predestination footfall in many periods of the day, including families, disabled people and the elderly. Due to being a straight, narrow, route - cyclists may go down the route at a fast rate.

		Opening up the path to cyclists would negatively impact disabled groups and the elderly- which would not have due regard to the Equality Act 2010. Could cyclists not just dismount for the short period of the route?
OB 18.	Object	People already don't pay any attention to the 'don't ride bikes through the underpass' ruling. So much so I didnt know it even existed. There are also skateboarders in there frequently. Increasingly cyclists around Reading are a menace to pedestrians. A cyclist crashed into me in the town centre yesterday morning on the paved pedestrian area just outside M&S. Was cycling very fast, so it was impossible for me to take evasive action. No-one enforces the pedestrian only zones. Walking through the pedestrianised areas in Broad street and other places in Reading town centre, cyclists are a law unto themselves and you constantly have to have your wits about you. I use that underpass regularly and if cyclists use that in volume at high speed it's going to be a disaster waiting to happen
OB 19.	Object	I object to this proposal on the grounds that cyclists will ride at speed through the under pass with no regard for pedestrians - just like they do in Broad Street, which is supposed to be pedestrianised.
OB 20.	Object	I object. Cyclists will simply go too fast and end up knocking people over, coming out of the tunnel is a blind bend, the likelihood of crashing into a pedestrian is just too high. Lots of kids run through that tunnel with their parents following, mixing cyclists in amongst them is foolhardy at best and asking for disaster. Its not even a long tunnel and overall doesn't seriously slow you down by any amount if you have to walk it.
OB 21.	Object	I fear pedestrians using the subway will be in danger of being scattered or having to jump out of the way of cyclists. Unfortunately, some cyclists assume they have right of way over pedestrians. I see no benefit to changing the current system.
OB 22.	Object	To be honest people cycle and use their scooters through it already. However, I feel that the money would be better used to improve cctv security as this was promised when the subway was first installed. As a lone woman walking through I do not feel safe and that the council is paying lip service to looking after the security of people in the subway. We were told that cctv would be used but this has proved not to be the case. Please look after the safety of all rather than just the cyclists!
OB 23.	Object	Danger. No need to cycle through there, perfectly good rail crossing with a few hundred metres of here
OB 24.	Object	Because it is dangerous, maybe too difficult for you to understand
OB 25.	Object	Unless the proposal will physically separate cyclists and pedestrians or includes physical chicanes or similar to restrict the speed of cyclists, they will speed through the straight underpass thus presenting a safety risk to pedestrians.
OB 26.	Object	The subway is too narrow and too low for cyclists. It is even reported that although RBC are aware of the fact the width and height don't meet national guidelines, it's still suitable for cyclists! As a pedestrian, I use this route frequently and often come across cyclists who show absolutely no consideration to other users along here and it doesn't feel safe walking through there at busy times including to/from work and at lunchtimes/weekends.A cycle route was put in place around the roundabout and under the Vastern Road railway bridge. Why can't you just leave some areas pedestrian only and then enforce restrictions? You have signs up saying the tunnel is monitored 24/7 by CCTV, but nothing ever seems to be done about the vandalism/illegal cycles/scooters in the tunnel.
OB 27.	Object	As the mother of a toddler walking through the underpass with cyclists, scooter users and skateboarders is nerve-racking. I realise people aren't meant to be on these while using the underpass currently, but they do use them and I'm in constant fear of being knocked over myself, and in even greater fear of my toddler being knocked over. They swing so close to pedestrians and that is when they aren't meant to be on bikes, scooters and skateboards and the situation is only going to be compounded with the allowed use. It is an accident waiting to happen and could well be a serious one especially when a young child is hit.
OB 28.	Object	The 2 walkways are too narrow for cyclists racing through & pedestrians. Too dangerous for pedestrians to have cyclists rushing through.
OB 29.	Object	The subway is a regular scene for assault, theft and anti social behaviour etc, permitting cycling will add to the safety concerns of the members of the public using it.

		From day one, it was obvious the suspended ceiling was never going to be fit for purpose, how much has been spent in the last ten years attempting to repair and maintain this badly specified feature? Has anyone been held to account for it?
OB 30.	Object	Already too many cyclists tend to use pavements and pedestrianised areas to move around, when their vehicles belong on the road. Many at a dangerous speed for the pedestrians around them. Also, I walk considerably fast, and yet, I often get startled on pavements by cyclists breezing past me from behind at a very close range. We need to think of the elderly and many people who suffer from deep anxiety and get seriously distraught from having cyclists at close range from where they are walking, even considerate ones, let alone speeding ones, who veer around pedestrianised areas with little consideration or care for possible injuries caused to those walking in case of a collision. Allowing cyclists to use this tunnel (which I've sometimes seen in recent years), is, in my opinion, a recipe for disaster.
OB 31.	Object	Cyclists already break the law and ride through the subway. Many have no regard for pedestrians and ride fast. It scares me. Same with the illegal scooters that ride through there and on pavements. Deliveroo and the like are regular culprits for riding there and on pavements. Nobody seems to care. Nobody enforced the rules. It says CCTV is present. Why isn't it used effectively?
OB 32.	Object	I think the walkway is too narrow for pedestrians and cyclist to safely use.
OB 33.	Object	Cyclists already cycle through the subway as it is. There are sometimes skateboarders as well. Please keep the subway for pedestrians only to keep walkers safe. Some (not all) cyclists have no regard for pedestrian safety. My fear is that the subway would become a free for all with cyclists travelling very fast.
OB 34.	Object	The pathway is far too narrow for pedestrians and cyclists, bike, are silent and often too fast.
OB 35.	Object	As a long term cycle user the area is narrow and presents a risk to pedestrians, including the disabled and young children who often dash out away from their care givers. Whilst it may seem an inconvenience it only takes a couple of minutes to walk through.
OB 36.	Object	The tunnel is not wide enough to have both cycle lanes and pedestrian lanes. Pedestrians would not have enough room to keep out of the way of cyclists.
OB 37.	Object	Reading town centre is crowded with cyclists even in Broad Street. In the passed five years I have been knocked over three times. I'm in my mid 70's and have an inner ear problem which can cause me to be unsteady, plus a tendon problem in my right ankle. My rights as a pedestrian surely is equal to those on bicycles. I used the passage way regularly to get to No 24 bus stop (gave me a bit more exercise) and felt safe. It is one of the few places in Reading that is safe from cyclists. Cyclists dominate Reading footpaths and is a constant hazard, not just for old people like myself but young people with pushchairs and toddlers.
OB 38.	Object	The passage way is just not wide enough to accommodate cyclists and pedestrians. Although some people will be considerate and go slowly and alert pedestrians to their presence, most will not and I can see lots of people cycling too fast, weaving in and out and knocking people over. Especially electric bikes and scooters.
OB 39.	Object	The proposer has failed to undertake a sufficient equality impact assessment with reference to current users particularly those visually impaired and deaf in the confined space. The choice of materials does not appear to have addressed the acoustic effect in passing noise from the newly introduced vehicles within the underpass especially in relation to those less able to discern the approach of a bicycle. The area is identified as sub surface of the station with a door visibly present from the station part way along the length, there does not appear to be an assessment supporting the additional fire load from the introduction of electric or electricly assisted vehicles with reference to The Fire Precautions (Sub-surface Railway Stations) (England) Regulations 2009. Overall the design lacks sufficient segregation over the length and especially at the Northern exit to the road where the increased cycle vehicle conflicts would adversely affect the flow of public transport. The proposer has made insufficient efforts to reduce cycle pedestrian conflicts despite the elevated presence of impaired pedestrians. I note there is already identified to the East a marked cycle route covering the same North South corridor which does not impinge on public transport or semi pedestrianised areas.
OB 40.	Object	Cyclists already do not dismount and whizz through the underpass in a manner very intimidating to pedestrians. If cyclists are allowed, there should be a segregation so pedestrians can safely use the subway.
OB 41.	Object	Sadly, some cyclists do not respect pedestrians personal space. In an enclosed tunnel, there will be no room to avoid dangerously ridden cycles.

OB 42.	Object	Cyclists move faster than pedestrians walk and this can be intimidating to pedestrians, particularly when cyclists weave in and out along a tunnel to get to the end as soon as possible. Furthermore, as the cyclists speed along, pedestrians do not necessarily hear or see them coming up behind them. This feeling of threat by pedestrians is pronounced at night.
OB 43.	Object	The likelihood of cycles and pedestrians 'crashing' is inevitable. It is a busy walkway with pedestrians often walking abreast in both directions. At the Vastern Rd end there are only steps down from that level, so it makes no sense to open up the walkway to cyclists. At the 'town' end there are only steps down from the busiest area of Queen Victoria St, and I fail to see that there is much of a cycle demand from Station Hill. There are already many cyclists (food deliveries mainly) zooming around Broad St pedestrian area, but at least there is a wide expanse in which to avoid them. The subway tunnel does not offer sufficient space for such maneuverings!
OB 44.	Object	Shared pedestrian / cycling spaces are inherently unsafe (primarily for the pedestrians) but even more so in an enclosed space where there is nowhere to go when someone comes at you at speed. The idea that having to dismount and push a bike is greatly inconveniencing to cyclists is frankly ludicrous. The walk is what? A minute at most?! A minute's walk to ensure the safety of pedestrians who are already endangered by cyclists (and eScooter users) just about everywhere in the town despite supposed prohibitions on cycling in pedestrian areas.
OB 45.	Object	I am utterly astonished by this. I use the subway regularly and I had no idea it was 'pedestrian only'. Are there signs to this effect? It is used by cyclist and skateboarders all the time. Quite often these are in groups doing wheelies and tricks and with total disregard for pedestrians and people with children in pushchairs. I would prefer to see some way of ensuring that it really was pedestrian only. This is as nothing, however compared to the problems caused by cyclists under the railway bridge over Caversham Road. As far as I know, despite being narrow and bordered by a rail this is dual pedestrian and cyclist use, However with the traffic noise from the road and the train noise from above it is often impossible to hear a cyclist coming from behind even if they use their bell or just yell obscenities.
OB 46.	Object	The subway is already used by people on bikes. I have personally nearly been knocked over by cyclists on multiple occasions in this subway. It is difficult to see them coming round the corner into the tunnel. Some do dangerous tricks like wheelies in the subway. If cycling is to be allowed then there should be better cctv
OB 47.	Object	The subway will be more dangerous for pedestrians than it already is. I went through on a Saturday recently and it was quite scary. Jumps had been set up by a group of youths for skateboarding and cyclists were going through riding as well. I went to see if I could find a policeman to report it. No luck but I reported it to a station official who said it was council property and they could do nothing. I asked him to call the police and ask them to look at the CCTV. When I returned 3 hours later all was quiet but I fear allowing cycling will also encourage skate boarding as well as being dangerous in itself. In any case, both ends of the subway are pedestrianised areas.
OB 48.	Object	The subway will be more dangerous for pedestrians than it already is. I went through on a Saturday recently and it was quite scary. Jumps had been set up by a group of youths for skateboarding and cyclists were going through riding as well. I went to see if I could find a policeman to report it. No luck but I reported it to a station official who said it was council property and they could do nothing. I asked him to call the police and ask them to look at the CCTV. When I returned 3 hours later all was quiet but I fear allowing cycling will also encourage skate boarding as well as being dangerous in itself. In any case, both ends of the subway are pedestrianised areas.
OB 49.	Object	I use this underpass regularly and have never seen a cyclist walk with their bike. Those that do come through are cycling at quite a speed and one invariably is having to dodge out of the way. If the restriction were lifted, such a scenario would increase considerably. So, if you really want to do this, could you make one side for cyclists only, so that we pedestrians aren't at risk of being mown down.
OB 50.	Object	The subway is totally unsuitable for sharing by pedestrians and cyclists. There is a significant slope from south to north which will encourage cyclists to go though this narrow pathway at tremendous speed. It would be but a matter of months before the first of many serious injuries or fatalities. The suggestion by one councillor that a speed limit or polite notices be used is laughable. Cyclists already ignore the no cycling signs and see pedestrians as an inconvenience to be intimidated out of their way. This is a deplorable proposal which will leave councillors with blood on their hands if they approved. As a pedestrian, I will certain not be using the subway if the very sensible cycling ban is lifted.
OB 51.	Object	You should be cracking down on the existing cycling, not making it easier. There simply isn't enough room for both pedestrians and cyclists.
OB 52.	Object	Cycling in such a confined space is irresponsible.

OB 53.	Object	The space for cyclists would need to be segregated to ensure it is safe given the narrowness of the tunnel.
OB 54.	Object	As long as cyclists get off their bikes and walk with through the tunnel I would support it. But I fear far too many idiots on their bikes ignore it.
OB 55.	Object	It is a very short distance for cyclists to get off and walk. A lot of people with small children and the elderly use the underpass and it is often very busy. cyclists rarely show any consideration on even footpaths making pedestrians jump out of their way and in The underpass there is nowhere to jump out if the way. If should remain pedestrians only.
OB 56.	Object	I walk through the subway on a daily basis on my commute to/from work. At peak times there is a lot of foot traffic through the tunnel. At the moment when bikes ignore the no cycling signs some go through mindful of the pedestrians but others, including e-bikes and e-scooters race through at dangerous speeds. Granted the less socially-conscious people who ride through without regard for people obviously ignore the current prohibition so from that point of view it doesn't make any difference if it is allowed or not. However, for those who do obey the signs keeping the subway as a no cycling area will reduce the chance of a pedestrian being hit by a cyclist. In its current status the tunnel needs more barricades/bollards to discourage cycling (see for example those in the Bristol Street underpass in Swindon). If cycling is to be allowed the cycle way needs to be physically separated from pedestrians.
OB 57.	Object	Cyclists rushing through at uncontrolled speed is a severe hazard to pedestrians who walk at different speeds and sometimes have to veer offline to pass each other. The subway is too narrow to include a fenced off separate cycleway so the walking only rule should remain in place. I have been rushed past by people on scooters and felt vulnerable and unsafe so I can only imagine the shock of a cycle rushing past and potentially hitting me. BTW scooters should be banned also.
OB 58.	Object	I wasn't aware there WAS a cycling ban - cycling is a regular occurrence and it is often reckless and dangerous to pedestrians. If the ban is to be removed, separation between cyclists and pedestrians would be sensible.
OB 59.	Object	It's a pedestrian passage therefore it should be used only by pedestrians, in order to theoretically guarantee their safety and confort while circulating. Cyclists (or nay other similar vehicle) should not be allowed to invade the pedestrian space.
OB 60.	Object	This is a pedestrian walkway, it is not very wide and people are often pulling bags etc. Cyclists already ignore the prohibition and on many occasions I have been nearly run into or had to take avoiding action due to a cyclist coming through at excessive speed. This most frequently happens at either end of the tunnel when cyclists often come round the corner at speed with no consideration as to whether pedestrians are there. Contrary to condoning this dangerous and reckless behaviour by removing the ban, the council should be ensuring that it is harder for cyclists to ride in this area, and should ensure that the ban is actually enforced. The same could be said for elsewhere in Reading - while walking the short distance from Reading West Station to Tesco this evening, no less than three cyclists passed me at speed on the pavement, one missing me very narrowly. Reckless cycling is endemic in Reading and needs to be stopped, not encouraged.
OB 61.	Object	People already cycle through the underpass. They pay little regard to pedestrians as it is, making me feel unsafe when waking through with my young son. I'd prefer to see it actually being enforced as pedestrian only with cyclists fined for riding through it.
OB 62.	Object	I understand the roof issue but still feel that cyclists can and should use other routes such as Caversham Road and Vastern Road due to the width of the subway. I am sure the plan is to put a line along and designate either side to cyclists or pedestrians but wherever else this is in place, it gets ignored by a significant number of cyclists (and pedestrians). I don't accept the barrier statement - after all there will never be a direct straight route to the recently passed Sidmouth Street cycle lane but we were told this would be used. If that is the case, the alternatives that I mentioned above would seem to fit that model too. The justification as published seems rather weak to me - perhaps some metrics would help? I am sure that the council will pass this measure and the consultation appears to me to be solely a matter of "form" as, in common with other pedestrian routes, enforcement against cyclists is impossible. If the desire is to legalise cycles everywhere then the council needs to do nothing! Most cyclists go wherever they want anyway. However, if you feel you want to push this agenda, why not go for the big one? You could officially 'cyclify' the central potion of Broad Street. While you're at it, perhaps you could rename it Deliveroo Way!

OB 63.	Object	Cyclists can be intimidating for pedestrians, with many cycling too fast and too close to pedestrians. As a pedestrian I would feel much safer with cyclists dismounting and walking through the subway.
OB 64.	Object	I use the tunnel as a pedestrian and it is already dangerous to walk through. Many cycles are very big - especially the electric ones. There's not enough room to accommodate cyclists and pedestrians safely, especially when cyclists are coming both ways down the tunnel. Many cyclists don't slow down through the tunnel and seem to expect pedestrians to give way. Many don't have bells to pedestrians they are coming either. Has the rule against cycling ever been enforced in the tunnel? Rather than give in to rule breaking cyclists, enforce the rules. Yet again, Reading Borough Council is capitulating to the cyclist and ignoring pedestrians. I've been hit by cyclists on the pavements of Reading and trying to get the council or police to take action is a joke. Reading's pavements are generally unsafe for pedestrians. Cyclists are allowed to do what they like, when they like and the pedestrian gets pushed out as if they are an inconvenience. This measure is going to dissuade more people from walking in Reading and push them into vehicles, or force older people to stay at home because they don't want to get broken bones from cyclists. Rather than spend money on rule breaking cyclists, spend it on protecting pedestrians from cyclists.
OB 65.	Object	Danger to pedestrians by irresponsible cyclists in a confined space
OB 66.	Object	Whilst some cyclists take care to avoid vulnerable pavement/road users sadly not all do. It would be better to improve the cycling lanes on the roads around the station allowing cyclist to safely ride to/from caversham/reading. Money should also be invested to make walking/running safer and more accessible.
OB 67.	Object	A large number of cyclists already ignore existing recommendations in this space, with many traveling at an unsafe speed. The subway exits are both blind to oncoming traffic when turning right out of them, this raises serious concerns about collisions with vulnerable pedestrians. No ability to regulate the number, or speed of cyclists through this area, could make this hazardous to pedestrians, forcing them to seek alternate routes around the station. The ongoing redevelopment of the Station area, resulting in higher increased housing in this space, will equate to greater pedestrian demand in this section. Expanding existing bus lanes on either side of the station, including a cycle lane, would result in more efficient use of time and money.
OB 68.	Object	Cyclists already use the underpass and often at speeds which are hazardous to pedestrians, particularly those with mobility and/or sensory issues or accompanying young children. I have witnessed several near accidents. Sounds are amplified by the layout which also creates anxiety - approaching cyclists sound much louder than in the open. It is popular spot with skateboarders too and, again, the noise generated is significant and sometimes intimidating. I know people who avoid the walkway for these reasons. Whilst I welcome opportunities for people to cycle more I suggest a dedicated lane is set aside for them in order to protect those on foot. Walking is also a legitimate alternative to taking the car. I also question whether having to walk a bike through this short section is really an inconvenience for cyclists? I think many people see it as a courtesy to others. Plus, there is a pavement and steps at the other (town side) end so cyclist have to dismount then anyway. Perhaps skateboarders could be given a dedicated spot nearby to discourage them using this spot?
OB 69.	Object	Young children are vulnerable in this enclosed space. If they move suddenly without checking they could be hit. If this were at speed from behind then the consequences could be severe.
OB 70.	Object	I do not support this idea due to my experiences with cyclists using the tunnel today, despite not allowed. I find that most do not have a bell and come from behind you too fast. If they had their own lane that was not just a painted line on the floor that truly kept the cyclists and pedestrian apart then I maybe in more favor. In general reinforcing the use of bells using lights at night (front & back) and more consideration of pedestrians by some cyclists would be a good thing, but appreciate not related to this request for feedback.
OB 71.	Object	Potential danger to pedestrians. Not wide enough for two way cycle and pedestrians

OB 72.	Object	The space is too narrow to be a shared space. Pedestrians should have priority. Even in the Netherlands where everyone cycles, the tunnels at railway stations are for pedestrians only. This feels like you can't be bothered to police the situation.
OB 73.	Object	I never thought there should be bikes as they selfishly race through in an entitled way already. You claim 24 h CCTV but I don't believe you have ever apprehended or prosecuted anyone for contravention. So even if you ban bikes when ceiling is raised, it won't make any difference. I have never seen a person dismount and push currently. It is disgraceful that the tunnel has been in such a disgusting state for years. I think the consultation is a pointless sham.
OB 74.	Object	Heavens why, why why would the Council even consider agreeing to cycling through the underpass. The cyclist that currently break the restriction are a menace to all pedestrians. Also skateboarders use this space in a very dangerous way. Cyclists should dismount or use existing roads. Try walking over the Thames pedestrian bridge at commuter times!!
OB 75.	Object	The prohibition is not effective at present at all, and cyclists regularly use the underpass at speeds which make it uncomfortable as pedestrians in such a confined space. Legalising the use can only make it worse
OB 76.	Object	Unsafe for pedestrians as cyclists will be across the underpass
OB 77.	Object	As a disabled person I have been robbed by thieves on bicycles previously. Since I will rely on the subway to go to and from my home, this will effectively confine me to my home.
OB 78.	Object	Cyclists ride through recklessly making it difficult for all pedestrians but especially those with sight and hearing loss, wheelchair users and anyone with wheeled luggage. Making it cycle/pedestrian will be ignored. E scooters, bikes makes it difficult enough anyway being soundless. Even hard of hearing will not hear cyclists coming from behind them. Those with assistance dogs can't instantly react to speeding bikes.
OB 79.	Object	It is I believe a Pedestrian Tunnel. There are a choice of roads leading north to South. I believe cyclists are permitted to cycle on the highways.
OB 80.	Object	The subway is too narrow for both pedestrians and cyclists. There are already cyclists who travel through there at a fast rate, despite current prohibitions. It presents a danger to young children the elderly and those of a nervous disposition.
OB 81.	Object	This will be too dangerous for pedestrians. Even though cycling is currently illegal here many still cycle and many show no regard for pedestrians
OB 82.	Object	My children and I walk through the tunnel almost daily. Though the tunnel is currently only meant to be used by pedestrians, it is already too narrow for the amount of traffic. On weekends, it is also full of skate boarders, and no one patrols/reinforces rules there. Unless there is a dedicated bike lane or the tunnel is widened, bicycles will present a risk of injury to anyone using the tunnel, including kids and elderly people, particularly because of aggressive cyclists or bicycle food delivery services, trying to speed through because they are in a hurry. People could also seriously get hurt with e-bikes. I would be very concerned about my children's safety, if this change went ahead.
OB 83.	Object	I walk through the subway quite often and don't feel particularly safe while doing so. Cyclists use it all the time - no one stops them. I often feel that someone on a bike could grab my bag as they speed past, I shift my bag to the shoulder nearest the wall before I walk through. Speed of cyclists is also an issue, a small child or an elderly person could easily be knocked down by a speeding cyclist. There are many careful and diligent cyclists but many aren't. Allow cycling if you wish but provide a designated space - with barriers to keep cyclists and pedestrians apart. The best solution would be to create a new tunnel for the cyclists. Speeding bikes and pedestrians don't mix.
OB 84.	Object	The tunnel is too narrow to accommodate both cyclists and pedestrians moving in both directions. Pedestrians (particularly those of us with disabilities) will end up being intimidated by fast and aggressive cyclists, just like we do on other shared paths. Encourage cyclists to use a longer way around!
OB 85.	Object	It is a narrow passage and cyclists already speed down it weaving in and out of pedestrians. The one way system is good and should remain. Current prohibition of cycling should be reinforced, not relaxed.

OB 86.	Object	The sub-way is too narrow for bikes to be segregated from pedestrians. it is a recipe for collisions between bikes and pedestrians. Very few cyclist have bells on their bikes to warn you of their approach not to mention e-bikes and I expect silent e- scooters although illegal would be using it as well. There is also the possibility of muggings by cyclists.
OB 87.	Object	Walking through the subway I have encountered near misses with cyclists who weave in and out of the two lanes. As an older person, I do feel vulnerable walking in the underpass, particularly as I cannot hear cyclists approaching me. The current prohibition of cycling needs to be reinforced not abandoned. I hope you will take my views into account. With thanks
OB 88.	Object	Cyclists already cycle through and ignore the signs. Most have no regard for pedestrians and ride to fast and reckless (with the delivery riders the worst culprits). I am actually a cyclist myself and I do not have a problem with pushing my bike through so that everyone can use the space safely and sensibly. I actually assumed that the ban was for this purpose and am very surprised that it was only the ceiling height that facilitated the ban. Please keep the ban in place!
OB 89.	Object	Using the subway a lot, even with the ban, I've nearly been knocked flying by cyclists coming through the blind endings of the walkway at speed. For them it's not excessively fast, but if you're on foot and have them racing towards you suddenly, it's very scary. Lifting the ban is going to make it much less safe to use for walking and so encourage use of the dodgy path under the railway on either side of the station. I can't imagine it will result in positive outcomes.
OB 90.	Object	It's the main walk route into town from caversham buses and from caversham. I find cyclists to be quite inconsiderate towards pedestrians. Unless there is safe segretion between cyclists and pedestrians this will deter mecand my wife from venturing in. (We are pensioners)
OB 91.	Object	Firstly, cyclists already cycle through freely because the order is not enforced. Secondly, it's incredibly dangerous, there isn't enough width for cyclists to properly avoid pedestrians. Third, how is improving the ceiling going to make it any safer for people?!
OB 92.	Object	From a point of view of a pedestrian, the proposal to allow cycling through this tunnel sounds scary and dangerous. As a pedestrian I'm being disrespected frequently on Reading's pavements already. Add to that the new, high-powered, and fast electric "cycles" that are motor scooters in all but name. With the proposal going forward, these would speed through this tunnel too. Altogether, I cannot see a sensible way for cyclists and pedestrians to share this narrow tunnel. Please don't push the walking citizens out!
OB 93.	Object	I think that if cyclists can ride their bikes through the underpass this will encourage handbags snatches and crime. There will also be more accidents as cyclists are not always considerate to pedestrians. Cyclists and people on motorised scooters are already a danger to pedestrians on footpaths and pavements around the streets.
OB 94.	Object	I object purely on ground of pedestrian safety. The council is also allowing this underpass to be used as a skate board park. I really don't understand what they are thinking.
OB 95.	Object	Pedestrians are in danger when cyclists are given extra rights without responsibility. Cycling without lights, often while using a phone, seems to have become a right and such cyclists are a danger to themselves and others. Walking through the underpass does not seem unreasonable.
OB 96.	Object	Many cyclists are already using the tunnel in a very aggressive and inconsiderate manner, particularly Deliveroo riders. There are also safety issues with skateboarders. The existing ban needs to be actually enforced. There isn't enough room for cyclists and pushchairs or wheelchairs. It's a pity a proper cycling solution wasn't built in the first place but painting a few lines to do the job on the cheap won't work. It will make the tunnel unusable for pedestrians.
OB 97.	Object	Cyclists will ignore any ban, so I hope a physical barrier will be in place.
OB 98.	Object	I am willing to support the proposal if measures are taken to clearly separate cyclists and pedestrians using the subway. Without this precaution, allowing cyclists will significantly increase the risks to pedestrians, especially the more frail or young children - I have come across very few cyclists who ride on dual use cycle-pedestrian areas with any sign of being alert to the possible presence of vulnerable pedestrians. Whilst I understand the Council's desire to encourage cycling, all too often it seems to be at the cost of making walking feel less safe.
OB 99.	Object	Any cycle path needs to be physically seperated from the pedestrian path with a fence or barrier not just a line on a pavement. Cyclists and skateboarders are a danger to people especially those with vision impairment or family groups with young children.

OB 100.	Object	I have been in the subway when cyclists ride through..even though supposed to dismount, it is frightening. Cyclist believe they have right of way everywhere on shared areas. I have been bumped and shouted at and the only way to lessen this is for a ban on riding under the station. There is no reason they can't walk the short distance. I would ask if the 200000is good value for money. How many cyclists do you expect to use this return run idea. Please contain safe space for pedestrians
OB 101.	Object	What is wrong with getting off a bike and walking through the tunnel? The speed some people ride their bikes is not safe so close to other pedestrians. This is especially dangerous to the elderly. How is there going to be room for pedestrians and bicycles going in both directions?
OB 102.	Object	We walk through here all the time. We also walk a lot in Christchurch Meadows and in Hillls Meadow. Cyclists using shared paths do NOT respect space/distance/speed with regard to pedestrians, dogs, or other persons using the shared facility. They cycle too fast and too close, ESPECIALLY Deliveroo/Uber Eats. And electric bikes and electric scooters behave even worse and so are even more dangerous. IF the tunnel could somehow be partitioned or segragated then perhaps it MIGHT work, but I suspect cyclists will just ignore any divisions or road markings anyway. If some form of speed reduction barriers or humps could be employed than maybe it might work.
OB 103.	Object	This is a well surfaced and lit passageway for pedestrians who feel safe walking through there and are unlikely to hear a bicycle approach on such a smooth surface. Parents walking children through the tunnel will have to restrict their child's freedom to stop and inspect something that takes their notice as now. A notice that cyclist will be using the tunnel must be obvious to warn the unwary of the change otherwise I can foresee accidents particularly to children. It used to be that a bicycle should have a method of telling pedestrians of their presence on a footpath. Cyclist have considered this unnecessary and relie on the pedestrian hearing their approach. There is an occasional cyclist with consideration for others with bicycle bells or the use of their voice to let walkers know of their presence. Walking under the other tunnel near Napier road the path is not silky smooth so cyclists do not ride at speed there and the approach of a cycle is easier to hear.
OB 104.	Object	Cyclists are a hazard to vulnerable walkers such as myself-I walk slowly, often with the aid of a stick and cannot get out the way quickly. My experience of cyclists is that they pay little attention to anyone else in any shared space and behave as if they own it. This can make them more dangerous than they appear at fist sight (electric bikes and nscooters are a similar and in some cases worse hazard) Cyclists currently take little notice of restrictions including the one in the underpass as it stands. Enforcement?
OB 105.	Object	My wife had her handbag stolen by a cyclist who came up behind her on a footpath. That has coloured our views on using the longish subway for cyclists and pedestrians. Also many cyclists show little regard for pedestrians in "confined spaces" and expect pedestrians to get out of the way sometimes using a very "pushy" approach.
OB 106.	Object	I don't see how it would possibly be safe for pedestrians, unless the subway is going to be hugely widened.
OB 107.	Object	I really don't think this is worth spending £200,000 when the budget is so lean during a financial crisis just so cyclist can save a few minutes not having to dismount. Also how will the use of electric bikes /scooters or even motorbikes going through be managed so there are no injuries to pedestrians?
OB 108.	Object	Speeding cyclists dangerous to pedestrians
OB 109.	Object	Insufficient width for safe bi-directional pedestrian and cycle flows on the same level.
OB 110.	Object	Pedestrians, especially young and old should not be expected to share the same space as cyclists. You only need to carry out a simple risk assessment to realise the problems involved and the accidents and injuries that will occur. Please let us all start to use our common sense when it comes to these issues. It should not need a consultation exercise to come up with a decision on these matters.
OB 111.	Object	The station subway is already too narrow as it is, I don't think allowing cycling through it will be safe, especially for vulnerable pedestrians, prams, small children.
OB 112.	Object	Unless there is suitable barriers or speed restrictions protecting pedestrians then this is an unsafe move. Cyclists already pass through at speed without the need to dismount and they are able to unhindered. A limit of 6 mph and minimum spacing between pedestrians and cycles, mandating cycles to heed to pedestrians at all times.
OB 113.	Object	Even now cyclists ride through the tunnel and are an accident waiting to happen as it would all too easy for them to ride into the back of a pedestrian. CCTV doesn't seem much of a deterrent. I can only see the scheme working safely if there are dedicated cyclist and pedestrian lanes.

OB 114.	Object	Too many cycles are now powered by electric motors, they have become actual motor bikes. The majority of these bikes are owned and used by delivery people, their priority is to deliver their paid for order as quickly as possible, the subway provides a straight, convenient route between the north and south of the station. I am concerned that many cyclists will hurtle through at alarming speeds seeing it as some sort of velodrome, it seems impossible to prevent them going through red lights, and cycling on pavements, why provide them with a perfectly straight, pot hole free cycle motorway?
OB 115.	Object	Too dangerous. Too many cyclists ignore rules and travel too fast and without regard for pedestrians. If they want direct access through the subway they can dismount and walk their cycles through.
OB 116.	Object	I strongly object to cyclists being able to ride bikes through the underpass. This is because many do not ride responsibly, instead riding too fast and irregularly. This is dangerous to vision impaired people like myself, my wife and son, but also to the elderly, infirm and parents with children and pushchairs. The only way I could see this happening is if there was a physical barrier between pedestrians and cyclists. I'd be very worried about cyclists having free run through this subway. Thanks.
OB 117.	Object	It would be good if the subway could somehow become the only pedestrian route in Reading safe from cyclists. I walk through the subway quite frequently, and I don't think I have seen any of the many cyclists using it dismount, because like everywhere else where cycling is "prohibited" no attempt is made to actually stop it.
OB 118.	Object	Bikes are already using the tunnel. It is supposed to be a pedestrian area where you can WALK. Bikes do not respect pedestrians, and this poses a danger, especially to children. THIS IS HAPPENING IN THE TOWN CENTRE TOO, where bikes are riding too fast among people. We already have a couple of incidents with small children where the bikes almost ran over our 2-year-old toddler. Enough bikes, enough Uber riders, riding electric bikes at 20mph. That should be prohibited!
OB 119.	Object	It's already hard to walk in such narrow space with bikes running over pedestrians. It makes a pleasant journey a stressful nightmare.
OB 120.	Object	Cyclists are currently already cycling through the subway. Unfortunately, many of them do so with no consideration for pedestrians. Allowing them to cycle through the subway will increase the chances of pedestrians being hurt due to their speed.
OB 121.	Object	Cyclists will race through with no concern for others. This is a very limited space and cyclists should be walking thru. They don't at the moment and making it legit for them will mean pedestrians are unable to use safely and some may end up walking round making women especially more vulnerable to other attacks. Council needs to put proper thought and planning into creating cycle routes rather than just taking from Road and pedestrian users
OB 122.	Object	The route is too narrow to accommodate pedestrians and cyclist in two directions, particularly given the way some, albeit a minority of cyclists behave. While the proposal might improve the cycling route north/south, it would to the detriment of pedestrians
OB 123.	Object	the tunnel through is a dedicated pedestrian route and cycling through it would be dangerous for both the cyclists and pedestrians as it is not wide enough to accommodate both through the tunnel.
OB 124.	Object	As you'll know from CCTV the current prohibition is sometimes ignored, especially by youths. I don't know whether this includes the powered bikes that now plague the riverside paths between Caversham Bridge and Heron Island / Caversham Lock, but I'd fully expect them to turn up once the subway becomes an official route. Unless and until you can guarantee pedestrian safety from antisocial riding, this is just asking for trouble.
OB 125.	Object	Stop pampering to the TONY Page and cyclist lobby and protect pedestrians by enforcing the current rules of NO cycling through the subway.
OB 126.	Object	The subway is not wide enough to accommodate cyclists and pedestrians travelling in both directions. It will endanger pedestrians. There is an existing, more direct cycle route connecting Caversham and the town centre: Caversham Road. The £200k spend on raising the ceiling of the subway is a ridiculous waste of money. But this is a council that spent millions on "resurfacing" roads by skimming them with 12mm tarmac that has only lasted 12 months before breaking up - so I shouldn't be surprised.

OB 127.	Object	With the disregard for pedestrians and speed at which some cyclists go, there are bound to be accidents in such closed confines. Cyclists can walk their bicycles through the subway. That way, pedestrians will not need to keep looking over their shoulders for oncoming high speed cyclists.
OB 128.	Object	It's hardly a problem for cyclists to walk through the subway, just as they must walk across pedestrian crossings and footbridges. The problem is that no matter how carefully some, or even most, cyclists plan to ride through such a tight space - it will always be pedestrians who run the risk of coming off worst when collisions occur. Even when subways are well lit and well maintained, pedestrian users often experience some cautious nervousness when using them, so worrying about sharing a narrowed space with cycle users is likely to heighten anxiety.
OB 129.	Object	Please do not spend £200k on a foot tunnel beneath a railway. People cycle along it anyway. I'm sure the council have something better to spend this money on.
OB 130.	Object	I work for GWR, the Rail Operator and I live in Caversham. I think I use this subway 500 times every year. I have nearly been hit by cyclists numerous times. The cyclists you have in mind are probably decent people but the ones who have nearly killed me are the scumbags who beg and harass people at the southern entrance of the station. Improve the subway and then enforce the cycling ban. Any decent cyclist would surely not object to dismounting for 150 metres. Also, get rid of the skateboarders, who smash the ground tiles and create deafening noise and intimidate people.
OB 131.	Object	bicycles are already ridden through the subway; a particular danger to the young, the infirm and the elderly. Unfortunately there does not seem to be any enforcement of the present stricture; no cycling.
OB 132.	Object	Unfortunately not all cyclists are considerate of pedestrians so unless you can construct a cycleway such that cyclists cannot ride on pedestrian areas I do not support this
OB 133.	Object	You actually state in your press release that the tunnel is narrower than the guidelines suggest for allowing cyclists use it and that the ceilings are too low. I walked through this tunnel twice yesterday (9 February) and was almost run over by a cyclist racing through it on their bike and also groups of people heading to lunchbreaks filled the tunnel which left no room for cyclists. How far do you intend to raise the ceilings tiles (the lower sections are actually under the rail tracks and you would only be able to raise these by a few inches - nowhere near enough)! Please, please give some space for pedestrians to be able to feel safe without the thought of having to dodge cyclists or e-scooters. As it is too narrow and too low, why on earth are you even considering allowing cyclists to use this tunnel when there are other perfectly usable routes (Vastern Road/Caversham Road) available. Also, you say there is 24 hour CCTV - have you actually used this to see what the issues are/deal with any cyclists who are breaking the law by ignoring the no cycling signs? There is a perfectly usable cycle route on the wide pavements on Vastern Road and around the roundabout for cyclists to use, so why not give pedestrians a chance to walk around safely.
OB 134.	Object	Pedestrians and mounted cyclists are not a good mix because of the risk of collisions and possible serious injury hence the general exclusion of cyclists from pedestrianised areas nationwide. In the underpass the close proximity would increase the risk and I cannot see any reason why cyclists should not continue to dismount and walk the short distance.
OB 135.	Object	Cycling was forbidden for a reason - to keep pedestrians safe. I can't see why that needs to change.
OB 136.	Object	I don't think shared pedestrian/cycle use is safe, particularly for more elderly pedestrians who may not hear bikes coming from behind and step in front of them. I think it is safer for cyclists to have to dismount in the subway. If there are two separate spaces clearly marked for pedestrians and cyclists that might work but not sure the underpass is wide enough for this.
OB 137.	Object	I object to the proposal to make the Station Hill subway shared use between pedestrians and cyclists, and inevitably, electric scooters, because it is too narrow. On the roads motorists are required by law to pass cyclists no closer than 1.5 meters, I'm seldom given this by the many cyclists/electric scooters who illegally pass me when I walk on the borough's pavements and unlike in the Netherlands, where pedestrians/ cyclists often share the same space, they do not ring bells to warn you when they approach from behind. Most importantly, in this age of health and safety and expensive personal injury claims, cyclists in the UK are not required to have third party insurance, therefore when there is a collision and the

		<p>pedestrian is injured and requires for example expensive corrective dental treatment who would pay? Reading Borough Council (its council taxpayers)? perhaps those RBC councilors, who want this change, should be personally liable. Yes I accept that cyclists are more vulnerable on the borough's roads but is it any more dangerous than it is for motorcyclists, who seldom complain about it and generally wear a safety helmet and have lights on at night and stop at red traffic lights. In conclusion if the subway is not to be widened as seems likely, then I would suggest the subway remains pedestrian use only, and yes cyclists will still ride along it, but they know they would be in breach of the law, so most would proceed with more caution than they would if it were shared access. I notice that where cyclists are permitted to ride on the borough's pavements they are as impatient to pass 'slow moving' pedestrians as motorists are to pass 'slower moving' bicycles. In Reading it is more hazardous to walk on the pavements than it is to cross a road, very different from Oxford, Henley, Bracknell, Newbury, Maidenhead, even central London where it isn't such a noticeable problem. Provide more on road cycle lanes even if it means reducing space for motor vehicles.</p>
OB 138.	Object	<p>1) Safety: If cyclists ride through the Station Subway, rather than dismounting and walking, they must be cordoned off by a substantial barrier, because pedestrians (and their dogs) do not know when there is a bike (or electric scooter) overtaking them from behind, and might make sudden sideways movements right into the path of a speeding bike, and sustain serious injuries. Cyclists never have bells on their bikes nowadays (regardless of whether it is the law or not), and even if they do, they hardly ever ring them to let pedestrians know they are coming (as I have experienced time and time again ... I have often been surprised and frightened by electric scooters on the pavements, which whizz past at speed). Perhaps a campaign insisting that cyclists have bells, and use them, would be a good idea for Reading Council.</p> <p>2) Theft: If thieves ride through the tunnel on bikes or electric scooters, they can steal bags from people's shoulders and ride away within seconds. So they do need to be separated from the pedestrians, and (very obvious) CCTV should be installed, as a deterrent. People are usually about to travel on a train, so they may be carrying a lot of money and identity items, which thieves would target.</p>
OB 139.	Object	<p>It is not wide enough for two way bicycle traffic and pedestrians. I would expect collisions. The height of the ceiling seems irrelevant. Bicycles could easily be pushed through the subway.</p>
OB 140.	Object	<p>Yet another cycle route to be shared with pedestrians? No thank you.</p> <p>As an elderly slightly handicapped lady shared pathways are really scary, especially when cyclists come up fast from behind. I no longer walk across the Millennium Bridge, and associated paths in Caversham parks because it is simply too dangerous for me. My Husband is very deaf and has no chance of hearing bikes approaching from behind. Hardly any use a bell, some just shout, and if the person is deaf it is impossible. And how many of these racers have insurance cover?</p> <p>Back to the railway tunnel : I imagine it will become a race track for kids! Is it really too much to ask cyclists - fit people on the whole - to continue to dismount and actually walk through? Of course not. And will the tunnel be monitored with CCTV?</p>
OB 141.	Object	<p>Cycling on pavements and other areas used by pedestrians is very dangerous; the problem is, it is not enforced and when we try (politely) to ask cyclists to dismount, we are mostly subjected to abuse. The subway "no cycling" signs are far too small so many cyclists are not aware they are not supposed to cycle there. Indeed, illegal electric scooters also shoot through there. It isn't good enough to change laws just because it means you don't have to enforce them</p>
OB 142.	Object	<p>There were 2 subways alongside each other before the station was rebuilt, one for passengers to move between platforms and exit to the bus stations, Friar Street and public toilets, and the other for post and for luggage. The current subway is presumably one of those subways; with the other one disused. It could also be brought back into use in some form, perhaps to avoid the long escalators to the platforms. There are also emergency exits at the ends of the platforms that appear to go down to more subways. If cycling were allowed in the subway, cycles must be subject to a speed limit of about walking pace. I prefer to walk through the subway instead of the pavements in the bridges at both ends of the station, which give me vertigo. Like other pedestrians, I have nearly been mown down in Broad Street and on pavements.</p>
OB 143.	Object	<p>Cyclists in numbers in this confined space would be a dangerous menace. They can walk through like anyone else</p> <p>This would be true even if they could be counted on to act responsibly. But we see far too many examples in central Reading particularly of irresponsible cycling and (illegal) e-cycling, as well as defiance of traffic regulations by them.</p> <p>Use of this subway must be kept entirely for people on foot.</p>

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2nd MARCH 2023		
TITLE:	STATION HILL - ALTERATIONS TO EXISTING RESTRICTIONS ON FRIAR STREET AND GARRARD STREET		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	ABBEY
LEAD OFFICERS:	DARREN COOK	TEL:	0118 937 2612
JOB TITLES:	TRANSPORT DEVELOPMENT CONTROL MANAGER	E-MAIL:	DARREN.COOK@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee traffic management measures associated with the development of the Station Hill Phase 1 site, which is bounded by Friar Street, Garrard Street to the south and north respectively and retail and commercial units to the east and west.
- 1.2 This report seeks approval from the Sub-Committee 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.
- 1.3 The committee should be reminded that a report has previously been presented to them on 15th September 2021 that recommended the retention of an existing small taxi feeder bay at the eastern end of Garrard Street, as this will enable a small number of taxis to wait and feed the horseshoe rank with line-of-sight. It was further recommended that due to long-term development works that parking restrictions be placed along the remainder of Garrard Street to prevent parking.
- 1.4 The works to be undertaken by the developer are broken down into 3 separate phases to take account the phased construction of the development and is in relation to the delivery of the physical Highway works. It is however likely that the delivery of the restrictions would be broken down into 2 distinct areas, those being Friar Street and Garrard Street.
- 1.5 Appendices 1-3 listed below illustrates the proposals surrounding the development and the exact line markings proposed. Please note that for the consultation a dedicated drawing will be prepared solely illustrating the proposed layout.

- Appendix 1 - SHR-RMB-X0-EX-DR-C-03-100531 Rev P08 SOUTH SITE S278 WORKS PROPOSED KERB, TRAFFIC SIGN AND ROAD MARKING SHEET 1
- Appendix 2 - SHR-RMB-X0-EX-DR-C-03-100532 Rev P08 SOUTH SITE S278 WORKS PROPOSED KERB, TRAFFIC SIGN AND ROAD MARKING SHEET 2
- Appendix 3 - SHR-RMB-X0-EX-DR-C-03-100533 Rev P10 SOUTH SITE S278 WORKS PROPOSED KERB, TRAFFIC SIGN AND ROAD MARKING SHEET 3

2. RECOMMENDED ACTION

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

3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.**
- 3.2 The proposed wider alterations also complement the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy, this is for the following reasons:**
- The relocated crossing is a consequence of the proposed Friars Walk entrance into Station Hill, which will provide a direct link through to Reading Station creating improved permeability through the Town Centre.
 - Improved public realm through the development continuing onto the Station Hill 2 development site as well as along Friar Street and Garrard Street frontages.
 - Provision of a continuous footway on the southern side of Garrard Street, which is not currently provided.
 - Creation of uncontrolled crossing facilities with tactile paving on side roads/junctions along Garrard Street to aid pedestrian movements.
 - Reprovision of taxi rank, loading bay and pay and display parking provision lost in other locations around the site because of the redevelopment and associated works.

4. BACKGROUND AND PROPOSALS

- 4.1 Planning Permission was granted in December 2019 for Phase 1 of the Station Hill development which comprised several planning applications. The works have been on-going for some time and ultimately consist of the demolition of existing structures, erection high rise residential uses, flexible retail, non-residential institution and assembly and leisure. Provision of a basement car park with cycle and refuse storage and servicing areas. New public open space and landscaping is provided through the development which links to the bridge link over Garrard St that is being delivered via the Station Hill Phase 2 development.
- 4.2 The Highway works associated with Friar Street are to commence shortly with the Garrard Street works due to commence later this year, although exact timescales are unclear at this time. The descriptions of each area I have separated below for ease of reference.

Friar Street - Illustrated at Appendix 1 - SHR-RMB-X0-EX-DR-C-03-100531 Rev P08 SOUTH SITE S278 WORKS PROPOSED KERB, TRAFFIC SIGN AND ROAD MARKING SHEET 1

- 4.3 During the application discussions it was agreed that the existing crossing facility on Friar Street should be relocated slightly to the east so that it aligns with the entrance of the Station Hill development. This relocation has knock on implications to the existing taxi rank located along Friar Street, which is to be severed with the majority located to the west of the relocated buildout and the remainder located to the east of the buildout.
- 4.4 The existing bay is to be reduced by a distance of 10m, which retains an 8m long dedicated taxi rank.
- 4.5 To the west of the relocated build out a replacement bay is proposed that would facilitate the following:
- **No Waiting At Any Time Except Hackney Carriages between 11pm and 5am**
 - **Loading Only between 5am and 11pm**
- 4.6 The red route restrictions will surround the build out as is currently the case.
- 4.7 The proposed alterations therefore increase the taxi facilities during the evening and overnight and also provides an additional loading facility for buildings on the northern side of Friar Street, which includes some of the commercial facilities that form part of the Station Hill development.

Garrard Street West - Illustrated at Appendix 2 - SHR-RMB-X0-EX-DR-C-03-100532 Rev P08 SOUTH SITE S278 WORKS PROPOSED KERB, TRAFFIC SIGN AND ROAD MARKING SHEET 2

- 4.8 The proposed development includes the provision of an improved vehicular access located at the western extent of the development site. The wider access and increased radii at the junction results in the reduction of the previous pay and display bays from 22m to 18m.
- 4.9 The remainder of this frontage would be provided with double yellow line restriction as is currently the case

- 4.10 During previous discussions related to the Station Hill developments it had been suggested that the taxi rank along Garrard Street would be removed. It is however acknowledged that taxis are still operating within Garrard Street as they head to the Horseshoe taxi rank on Station Hill. The management of the taxi ranks is to be dealt with under a separate report, but it should be acknowledged that the committee were previously presented with a report on 15th September 2021 that recommended the removal of all parking, loading and taxi facilities along Garrard Street bar a small section of taxi ranking located at the eastern end.
- 4.11 This proposal does not propose the replacement of the taxi rank on Gerrard Street but seeks to improve the immediate environment around the Station Hill development by providing facilities that could be utilised by both residents and visitors as well as facilitate servicing for both the residential and the commercial units. These changes include the following:
- 12m long 2 hour no return within 2 hours pay and display bay, this being consistent with the bays currently / previously provided along Garrard Street.
 - 12m long Loading Bay
 - Double Yellow line restrictions along the remainder of the Garrard Street and Merchants Place frontages.
- 4.12 The proposed restrictions surrounding the site help facilitate the physical Highway changes aimed at improving the public realm on both Friar Street and Garrard Street and these are illustrated at Appendices 1-3.

5. CONTRIBUTION TO STRATEGIC AIMS

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

Healthy Environment

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

The proposals promoted through the proposed alterations can help to reduce some of these parking issues. They can lead to more efficient traffic flow, clearer footways, improvements to perceived Highway safety and greater containment. These can lead to lower vehicle emissions and the removal of barriers toward the greater use of sustainable and healthy transport modes. The proposals will contribute to the Council's goal of making the town carbon neutral by 2030.

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

Together - Proposed alterations brought forward through consultation with the Council and the developer to provide an improved permeability through the Town Centre.

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

Ambitious - The scheme ensures that improved permeability and Public Realm are provided through the Town Centre along with adequate parking, taxi and loading facilities in order to serve the development and the wider community.

Make a Difference - As per the above.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

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

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

There has been some minor negative impact for investigation and design, through travel and energy usage. Travel impacts have been mitigated by Officers travelling to the site through walking and cycling. Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of schemes currently requires burning of fossil fuels for the specialist machinery and some road marking application/removal techniques.

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

However, it is expected that these relatively minor negative impacts over a short period of time will be more than overcome by the benefits of scheme implementation. The proposals cover perceived local safety, accessibility and traffic flow issues that, once resolved, should improve traffic flow (lower emissions) within the vicinity of the development.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website (the 'Consultation Hub'). Notices will be advertised in the local printed newspaper and will be erected, typically on lamp columns, as close as possible to affected area.

8. EQUALITY IMPACT ASSESSMENT

8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—

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

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

9. LEGAL IMPLICATIONS

9.1 New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations.

10. FINANCIAL IMPLICATIONS

10.1 Funding for the statutory consultation will be contributed by the developer. The implementation of the parking restrictions will be undertaken by the developer by way of the Section 278 Agreement, which is in place to secure alterations to the existing Highway.

11. BACKGROUND PAPERS

11.1 None.

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- Notes
- THIS DRAWING IS BASED ON THE FOLLOWING LDA DRAWINGS;
SHR-LDA-SB-LG-DR-L-110-101,
SHR-LDA-SB-GF-DR-L-110-102,
SHR-LDA-SB-01-DR-L-110-103,
SHR-LDA-SB-07-DR-L-110-104,
SHR-LDA-SB-12-DR-L-110-106,
SHR-LDA-SB-13-DR-L-110-107
 - AND PLOWMAN GRAVEN UNDERGROUND SERVICES SURVEY 40652-01T REVISION A
 - EXACT EXTENTS OF TIE IN TO BE AGREED ON SITE AND DEPENDENT OF CONDITION OF KERBS AND CARRIAGEWAY FOLLOWING REMOVAL OF EXISTING FEATURES
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND IDENTIFYING EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORKS AND FOR PROVIDING ANY NECESSARY PROTECTION TO SUCH SERVICES. WHERE NECESSARY, CONTRACTOR SHALL LIAISE WITH RELEVANT SERVICE OWNERS.
 - PARKING RESTRICTIONS TO BE AGREED WITH READING BOROUGH COUNCIL.
 - ROADMARKING DIMENSIONS AND SPECIFICATIONS TO MATCH EXISTING AND TO FOLLOW READING BOROUGH COUNCIL REQUIREMENTS.
 - WHERE CONDITION IS DEEMED SUITABLE FOR RE-USE, EXISTING KERBS REMOVED AND SET ASIDE DURING SITE CLEARANCE WORKS CAN BE RE-USED.

- KEY:
- PROPOSED EXTENTS OF S278 WORKS
 - STATION HILL SITE BOUNDARY
 - ADOPTED HIGHWAY BOUNDARY BASED ON 'REVISED MAP - STATION HILL DEVELOPMENT SITE' RECEIVED 16.04.2020 AND SUBSEQUENT CLIENT DISCUSSION.
 - 125mm WIDE x 255mm CONSERVATION KERB WITH 125 UPSTAND. REFER TO RBC DETAIL 15975/SD1101 Fig 1.
 - 125mm WIDE CONSERVATION TRANSITION KERB CENTRE. REFER TO RBC DETAIL 15975/SD1101 Fig 2A. KERB HAUNCH SET TO ALLOW INSTALL OF BLOCK PAVING
 - 125 x 125mm CONSERVATION KERB CENTRE STONE LAID WITH 5mm UPSTAND. REFER TO RBC DETAIL 15975/SD1101 Fig 2A. KERB HAUNCH SET TO ALLOW INSTALL OF BLOCK PAVING
 - 50mm WIDE FLAT TOP PRECAST CONCRETE EDGING. REFER TO SHR-RMB-XO-EX-DR-C-03-100701
 - DIAGRAM 1049A
 - DIAGRAM 1018.2
 - DIAGRAM 1028.2
 - LOOK BOTH WAYS → DIAGRAM 1029

Rev	Description	Date	By	App
P08	MINOR UPDATES AS INDICATED	22.11.2021	GC	KJ
P07	UPDATED FOR RBC COMMENTS	09.08.2021	GC	KJ
P06	UPDATED FOR RBC COMMENTS	08.07.2021	GC	KJ
P05	VEHICLE BAY MARKINGS CLARIFIED	16.04.2021	MES	GC
P04	UPDATED FOR RBC COMMENTS	30.03.2021	MES	GC
P03	UPDATED FOR STANTEC COMMENTS	16.12.2020	MES	GC
P02	SITE BOUNDARY UPDATED. WORKS UPDATED TO SUIT	12.08.2020	EN	GC
P01	PRELIMINARY ISSUE	07.02.2020	EN	JL

PRELIMINARY

STATION HILL READING



tel 020 7631 5291 london@ramboll.co.uk
www.ramboll.co.uk

SOUTH SITE S278 WORKS
PROPOSED KERB, TRAFFIC
SIGN AND ROAD MARKING
SHEET 1

Project No: 1620004716	Scale (B1): 1:100	Drawn: EN	Date: AUG 2020
Drawing No: SHR-RMB-XO-EX-DR-C-03-100531	Rev: P08		

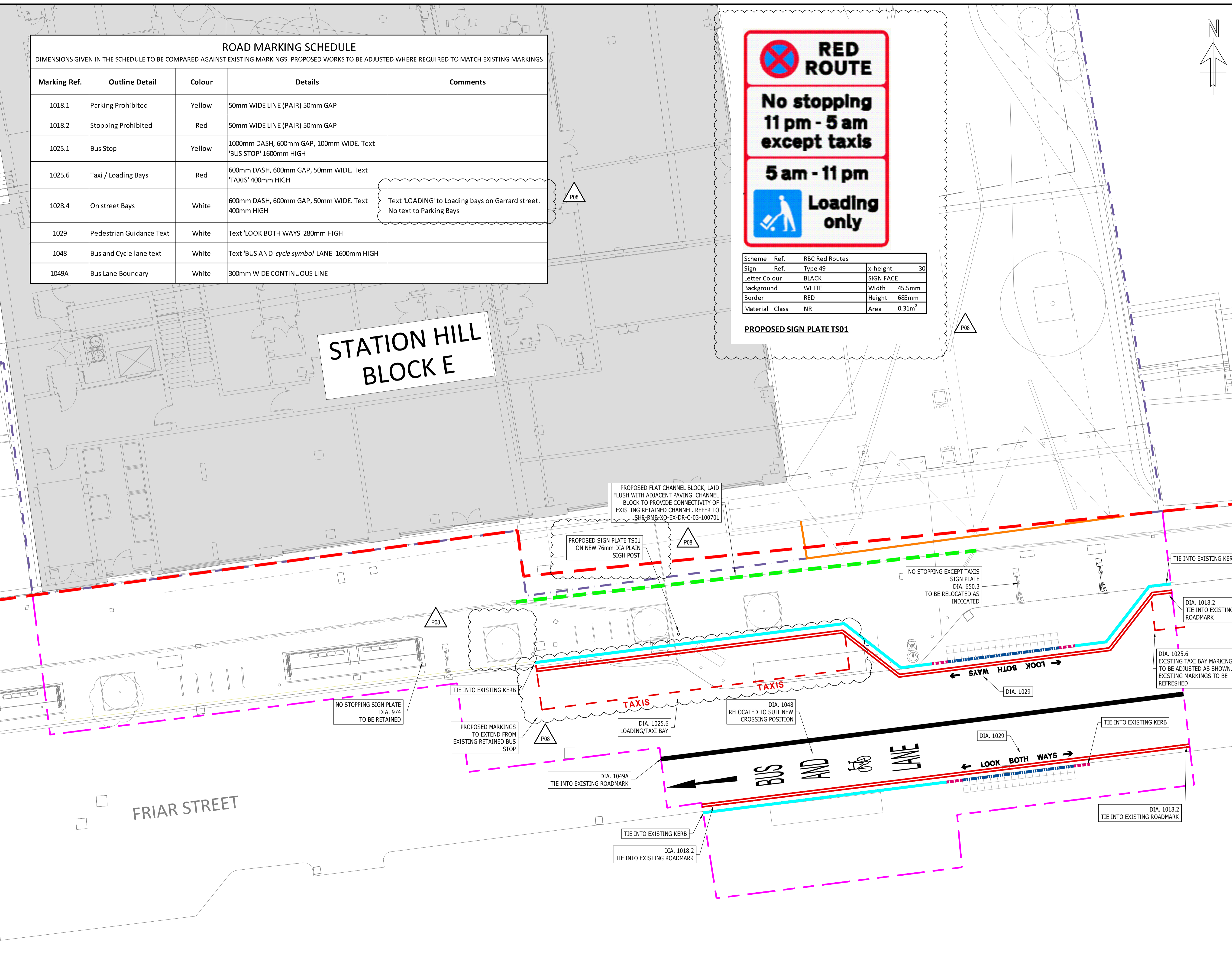
ROAD MARKING SCHEDULE				
DIMENSIONS GIVEN IN THE SCHEDULE TO BE COMPARED AGAINST EXISTING MARKINGS. PROPOSED WORKS TO BE ADJUSTED WHERE REQUIRED TO MATCH EXISTING MARKINGS				
Marking Ref.	Outline Detail	Colour	Details	Comments
1018.1	Parking Prohibited	Yellow	50mm WIDE LINE (PAIR) 50mm GAP	
1018.2	Stopping Prohibited	Red	50mm WIDE LINE (PAIR) 50mm GAP	
1025.1	Bus Stop	Yellow	1000mm DASH, 600mm GAP, 100mm WIDE. Text 'BUS STOP' 1600mm HIGH	
1025.6	Taxi / Loading Bays	Red	600mm DASH, 600mm GAP, 50mm WIDE. Text 'TAXIS' 400mm HIGH	
1028.4	On street Bays	White	600mm DASH, 600mm GAP, 50mm WIDE. Text 400mm HIGH	Text 'LOADING' to Loading bays on Garrard street. No text to Parking Bays
1029	Pedestrian Guidance Text	White	Text 'LOOK BOTH WAYS' 280mm HIGH	
1048	Bus and Cycle lane text	White	Text 'BUS AND cycle symbol' LANE' 1600mm HIGH	
1049A	Bus Lane Boundary	White	300mm WIDE CONTINUOUS LINE	



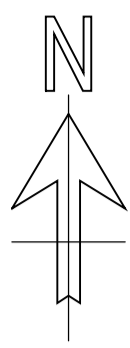
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Sign Ref.	Type 49	30
Letter Colour	BLACK	SIGN FACE
Background	WHITE	Width 45.5mm
Border	RED	Height 685mm
Material Class	NR	Area 0.31m ²

PROPOSED SIGN PLATE TS01

STATION HILL BLOCK E



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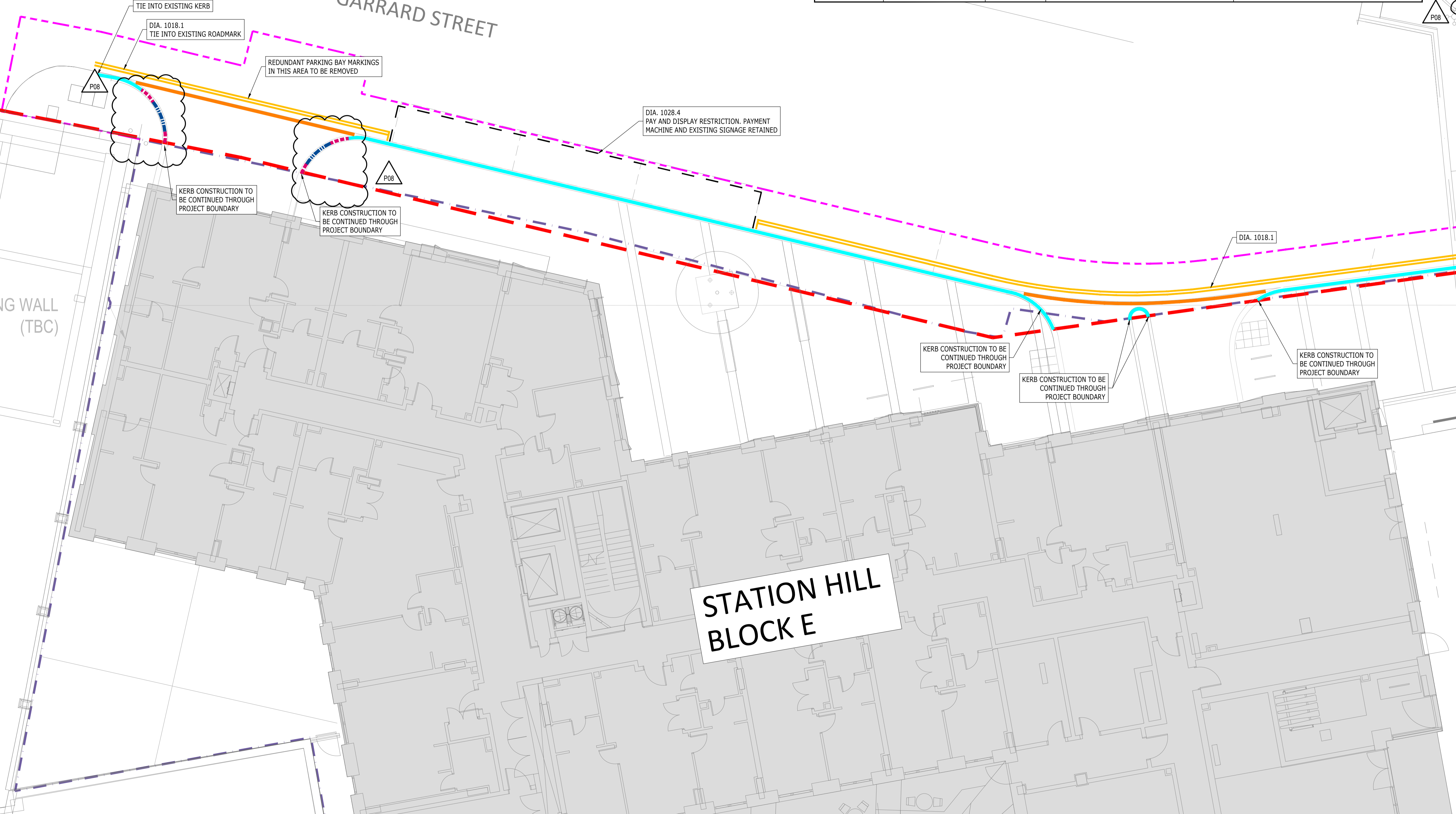


ROAD MARKING SCHEDULE				
DIMENSIONS GIVEN IN THE SCHEDULE TO BE COMPARED AGAINST EXISTING MARKINGS. PROPOSED WORKS TO BE ADJUSTED WHERE REQUIRED TO MATCH EXISTING MARKINGS				
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- Notes
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SHR-LDA-SB-SG-DR-L-110-102,
SHR-LDA-SB-01-DR-L-110-103,
SHR-LDA-SB-07-DR-L-110-104,
SHR-LDA-SB-12-DR-L-110-106,
SHR-LDA-SB-13-DR-L-110-107
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 - WHERE CONDITION IS DEEMED SUITABLE FOR RE-USE, EXISTING KERBS REMOVED AND SET ASIDE DURING SITE CLEARANCE WORKS CAN BE RE-USED.
 - FOR HIGHWAY BOUNDARY DEMARCATION, REFER TO NOTE 6 ON DRAWING SHR-RMB-X0-EX-DR-03-100522

GARRARD STREET



- PROPOSED EXTENTS OF S278 WORKS
- STATION HILL SITE BOUNDARY
- ADOPTED HIGHWAY BOUNDARY BASED ON 'REVISED MAP - STATION HILL DEVELOPMENT SITE' RECEIVED 16.04.2020 AND SUBSEQUENT CLIENT DISCUSSION.
- 125mm WIDE x 255mm CONSERVATION KERB WITH 125 UPSTAND. REFER TO RBC DETAIL 15975/SD1101 Fig 1.
- 125mm WIDE CONSERVATION TRANSITION KERB CENTRE. REFER TO RBC DETAIL 15975/SD1101 Fig 2A. KERB HAUNCH SET TO ALLOW INSTALL OF BLOCK PAVING
- 125 x 125mm CONSERVATION KERB CENTRE STONE LAID WITH 5mm UPSTAND. REFER TO RBC DETAIL 15975/SD1101 Fig 2A. KERB HAUNCH SET TO ALLOW INSTALL OF BLOCK PAVING
- 50mm WIDE FLAT TOP PRECAST CONCRETE EDGING. REFER TO SHR-RMB-X0-EX-DR-C-03-100701
- DIAGRAM 1025.1
- DIAGRAM 1018.1

P08	MINOR UPDATES AS INDICATED	18.11.2021	GC	KJ
P07	KEY UPDATED	09.08.2021	GC	KJ
P06	UPDATED FOR RBC COMMENTS	08.07.2021	GC	KJ
P05	VEHICLE BAY MARKINGS CLARIFIED	16.04.2021	MES	GC
P04	UPDATED FOR RBC COMMENTS	30.03.2021	MES	GC
P03	UPDATED FOR STANTEC COMMENTS	16.12.2020	MES	GC
P02	SITE BOUNDARY UPDATED. WORKS UPDATED TO SUIT	12.08.2020	EN	GC
P01	PRELIMINARY ISSUE	07.02.2020	EN	JL

PRELIMINARY

STATION HILL READING



tel 020 7631 5291 london@ramboll.co.uk www.ramboll.co.uk

SOUTH SITE S278 WORKS
PROPOSED KERB, TRAFFIC SIGN AND ROAD MARKING
SHEET 2

Project No:	Scale (BA1):	Drawn:	Date:
1620004716	1:100	EN	AUG 2020
Drawing No:	Rev:		
SHR-RMB-X0-EX-DR-C-03-100522	P08		

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ROAD MARKING SCHEDULE				
DIMENSIONS GIVEN IN THE SCHEDULE TO BE COMPARED AGAINST EXISTING MARKINGS. PROPOSED WORKS TO BE ADJUSTED WHERE REQUIRED TO MATCH EXISTING MARKINGS				
Marking Ref.	Outline Detail	Colour	Details	Comments
1018.1	Parking Prohibited	Yellow	50mm WIDE LINE (PAIR) 50mm GAP	
1018.2	Stopping Prohibited	Red	50mm WIDE LINE (PAIR) 50mm GAP	
1025.1	Bus Stop	Yellow	1000mm DASH, 600mm GAP, 100mm WIDE. Text 'BUS STOP' 1600mm HIGH	
1028.2	Taxi Bays	Yellow	600mm DASH, 600mm GAP, 50mm WIDE. Text 'TAXIS' 400mm HIGH	
1028.4	On street Bays	White	600mm DASH, 600mm GAP, 50mm WIDE. Text 400mm HIGH	Text 'LOADING' to Loading bays on Garrard street. No text to Parking Bays
1029	Pedestrian Guidance Text	White	Text 'LOOK BOTH WAYS' 280mm HIGH	
1048	Bus and Cycle lane text	White	Text 'BUS AND cycle symbol LANE' 1600mm HIGH	
1049A	Bus Lane Boundary	White	300mm WIDE CONTINUOUS LINE	



Scheme Ref.	Station Hill	x-height	30
Sign Ref.		SIGN FACE	
Letter Colour	BLACK	Width	455mm
Background	WHITE	Height	210mm
Border	BLACK	Area	0.10m ²
Material Class	NR		

PROPOSED SIGN PLATE TS03

Scheme Ref.	Station Hill	x-height	30
Sign Ref.		SIGN FACE	
Letter Colour	BLACK	Width	540mm
Background	WHITE	Height	590mm
Border	BLACK	Area	0.32m ²
Material Class	NR		

PROPOSED SIGN PLATE TS02

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- Notes
- THIS DRAWING IS BASED ON THE FOLLOWING LDA DRAWINGS;
SHR-LDA-SB-LG-DR-L-110-101,
SHR-LDA-SB-GF-DR-L-110-102,
SHR-LDA-SB-01-DR-L-110-103,
SHR-LDA-SB-07-DR-L-110-104,
SHR-LDA-SB-12-DR-L-110-106,
SHR-LDA-SB-13-DR-L-110-107
 - AND PLOWMAN CRAVEN UNDERGROUND SERVICES SURVEY 40652-01T REVISION A
 - EXACT EXTENTS OF THE IN TO BE AGREED ON SITE AND DEPENDENT OF CONDITION OF KERBS AND CARRIAGEWAY FOLLOWING REMOVAL OF EXISTING FEATURES.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND IDENTIFYING EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORKS AND FOR PROVIDING ANY NECESSARY PROTECTION TO SUCH SERVICES. WHERE NECESSARY, CONTRACTOR SHALL LIAISE WITH RELEVANT SERVICE OWNERS.
 - PARKING RESTRICTIONS TO BE AGREED WITH READING BOROUGH COUNCIL
 - ROADMARKING DIMENSIONS AND SPECIFICATIONS TO MATCH EXISTING AND TO FOLLOW READING BOROUGH COUNCIL REQUIREMENTS.
 - WHERE CONDITION IS DEEMED SUITABLE FOR RE-USE, EXISTING KERBS REMOVED AND SET ASIDE DURING SITE CLEARANCE WORKS CAN BE RE-USED.
 - FOR HIGHWAY BOUNDARY DEMARCATION, REFER TO NOTE 6 ON DRAWING SHR-RMB-X0-EX-DR-03-100523

- KEY:
- PROPOSED EXTENTS OF S278 WORKS
 - STATION HILL SITE BOUNDARY
 - ADOPTED HIGHWAY BOUNDARY BASED ON 'REVISED MAP - STATION HILL DEVELOPMENT SITE' RECEIVED 16.04.2020 AND SUBSEQUENT CLIENT DISCUSSION.
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 - DIAGRAM 1025.1
 - DIAGRAM 1018.1

P10	SIGN PLATE TS02 DIMENSIONS ADDED	28.04.2022	GC	KJ
P09	MINOR UPDATES AS INDICATED	19.04.2022	GC	KJ
P08	MINOR UPDATES AS INDICATED	18.11.2021	GC	KJ
P07	KEY UPDATED	09.08.2021	GC	KJ
P06	VEHICLE BAY MARKINGS CLARIFIED	08.07.2021	GC	KJ
P05	VEHICLE BAY MARKINGS CLARIFIED	16.04.2021	MES	GC
P04	UPDATED FOR RBC COMMENTS	30.03.2021	MES	GC
P03	UPDATED FOR STANTEC COMMENTS	16.12.2020	MES	EN

PRELIMINARY

STATION HILL
READING



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www.ramboll.co.uk

SOUTH SITE S278 WORKS
PROPOSED KERB, TRAFFIC
SIGN AND ROAD MARKING
SHEET 3

Project No:	Scale (8A1):	Drawn:	Date:
1620004716	1:100	EN	AUG 2020
Drawing No:	Rev:		
SHR-RMB-X0-EX-DR-C-03-100533	P10		

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	02 MARCH 2022		
TITLE:	WAITING RESTRICTION REVIEW - a. 2022B PROGRAMME UPDATE b. 2023A PROGRAMME NEW REQUESTS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	BOROUGH WIDE
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 9372202
JOB TITLE:	NETWORK SERVICES MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Requests for new waiting restrictions across the borough, or amendments to existing restrictions, are collated and considered for investigation as part of a Waiting Restriction Review Programme.
- 1.2 This report provides a progress update for the 2022B programme, following agreement at the January 2023 meeting to undertake the statutory consultation.
- 1.3 This report also provides the Sub-Committee with the list of new requests, for potential inclusion in the 2023A programme. Members are asked to consider the requests alongside any officer comments and agree whether the investigation of these requests and potential development of design proposals, should be resourced as part of this next review programme.
- 1.4 Appendix 1 - New requests for consideration in the 2023A programme.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee Notes the report.
- 2.2 That the Sub-Committee considers the requests made for waiting restriction changes in Appendix 1 and agree whether each request should, or should not, be investigated by officers as part of the 2023A review programme.
- 2.3 That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for local

consultation (informal) and for their comments to be included in the next report to the Sub-Committee.

- 2.4 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.

3. POLICY CONTEXT

- 3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.
- 3.2 The Waiting Restriction Review programme also complements the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by addressing local parking issues that can impact on traffic flow, perceived safety and accessibility. The resulting improvements can support improved traffic flow (including public transport) with reduced emissions and the removal barriers to the greater use of sustainable, healthy transport options.

4. THE PROPOSAL

Current Position

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

Larger area schemes will be moved to the 'Requests for Traffic Management Measures' list for development when funding is allocated through local CIL contributions, for example.

Requests for new area Resident Permit Parking schemes will not form part of this review programme, but will be considered separately, dependant on available resources and local support. Minor alterations to relatively small areas of existing Resident Permit Parking restrictions may be considered for inclusion within this programme.

2022B Programme Update

- 4.2 Approval was given by the Sub-Committee in September 2022 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions.

Investigations were carried out and a recommendation for each scheme was shared with Ward Councillors for their comments ahead of the January 2023 Sub-Committee meeting.

- 4.3 A further report to the Sub-Committee in January 2023 sought approval for officers to conduct a statutory consultation for these recommended schemes.

It is with regret that there has been insufficient time between the January 2023 and this meeting in which to conduct the necessary processes for conducting and feeding back the results of the statutory consultation. It is expected that the

results of the consultation will be reported to the June 2023 meeting so that a decision can be made regarding the delivery of the schemes within this programme.

- 4.4 The process of conducting a statutory consultation first requires writing the full proposed legal Traffic Regulation Order (TRO). This TRO must contain elements of other TROs that would need to be revoked, due to the new proposals creating alterations to existing restrictions. It needs to contain full written descriptions of every new restriction being proposed and those amendments to the surrounding restrictions that would be required on either side. These are the 'schedules', that will also include the scheme drawings.

The TRO will then require written 'articles', which in broad terms describe how the restrictions are applied and enforced, including definitions of terms and detail about each type of restriction within the proposed Order.

The consultation must run for a minimum of 21 days, be advertised in the local newspaper, with on street notices (written, printed and erected) and is 'hosted' via a dedicated page on the Council's website. The newspaper advertising currently ties Reading Borough Council to consultation launch dates on a Thursday and the advertisers require the Notices in advance. This is a four-week process in itself.

The consultation period needs to elapse, whereby the feedback can be collated, anonymised and shared with Ward Councillors and Sub-Committee members in good time ahead of the Sub-Committee meeting, with reports being published a week in advance.

This is a resource-intensive process and it is crucial that it is undertaken correctly to avoid the potential of legal challenges.

2023A Programme: New Requests

- 4.5 Appendix 1 provides a list of requests that have been received for potential consideration in the 2023A programme.

For each request that is agreed for inclusion in this next Waiting Restriction Review programme, Officers will investigate the issue and consider a recommendation. This may be a proposed scheme that would assist in mitigating/overcoming an issue, but may instead be a recommendation against developing a scheme.

- 4.6 Officer recommendations will be shared with respective Ward Councillors. This period provides Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in the recommendations report to the Sub-Committee.

The next stage of programme development will be a report to this Sub-Committee seeking approval for Officers to undertake the statutory consultation for the recommended schemes.

Options Proposed

- 4.7 The Sub-Committee is asked to consider whether each request for potential inclusion in the 2023A Programme (Appendix 1) should, or should not, be considered in this next programme.

The Sub-Committee is asked to consider the resources required in investigating, designing and sharing schemes, when considering a recommendation to include requests in this programme. This same resource is shared across numerous projects reported through this Sub-Committee.

Other Options Considered

- 4.8 None at this time.

5. CONTRIBUTION TO STRATEGIC AIMS

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

Healthy Environment

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

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

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

Together

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

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

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

Make a Difference - As per the above.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

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

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

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

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

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Persons requesting waiting restrictions are informed that their request will form part of the waiting restriction review programme and are advised of the timescales of this programme.
- 7.2 Ward Councillors are provided with the recommended proposals prior to these being agreed for statutory consultation by the Sub-Committee. This provides an opportunity for a level of informal consultation in order to provide initial feedback to officers.

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

- 7.3 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website (the 'Consultation Hub').
- 7.4 Where this report contains petitions that have not been separately reported, the lead petitioner(s) will be informed of the decision of the Sub-Committee, following publication of the agreed meeting minutes.

8. EQUALITY IMPACT ASSESSMENT

8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—

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

8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals and recommendations of this report are not deemed to be discriminatory to persons with protected characteristics and statutory consultations provide an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals. Waiting Restrictions can have a positive impact whereby the roads are made safer for all users as locally problematic parking issues are reduced.

The agreed requests for the 2023A programme (Appendix 1) will be investigated and the equality impact will be considered as these proposals develop.

9. LEGAL IMPLICATIONS

9.1 None arising from the recommendations of this report.

10. FINANCIAL IMPLICATIONS

The cost of implementing the 2022B and developing the 2023A programmes will be dependent on a number of factors, including the number proposals that are agreed for implementation (2022B) / investigation (2023A), the number progressed to statutory consultation (2023A), the number subsequently agreed for implementation (2023A) and the extent/complexity of the schemes. Lining-only schemes, such as double-yellow-line restrictions will be considerably less costly to implement, compared with restrictions that require signing.

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

10.1 Revenue Implications

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

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

While the above table is typical of the expected revenue implications for the implementation of a Waiting Restriction Review programme, it should be noted that there is potential for an increase in revenue through the civil enforcement of the restrictions that are delivered. This, however, cannot be guaranteed and the expectation upon delivery of the programme is of compliance with the signed restrictions.

Staff costs are capitalised.

10.2 Capital Implications

Capital Programme	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure	£100	£100	£100
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Capital integrated transport block (ITB) grant funding	Capital integrated transport block (ITB) grant funding	Capital integrated transport block (ITB) grant funding
Total Funding	£100	£100	£100

The above table is representative of the expected / average full project costs for delivery of the typical Waiting Restriction Review programmes as they currently operate.

10.3 Value for Money (VFM)

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

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

10.4 Risk Assessment

The primary risk with the 2022B programme is the deferral of a decision regarding the elements of the programme to be agreed (or otherwise) for delivery. The Waiting Restriction Review programmes are developed on the basis of a short-turnaround for each stage and a deferral will result in crossover of resource-intensive elements for multiple programmes. With resources shared across a number of projects, this will result in slippage to other schemes, which could have financial implications as well as impacting on the delivery expectations of these other schemes.

The financial risks against the 2023A programme should be mitigated by the Sub-Committee and Ward Councillors taking note of the remit of this programme, as outlined in Section 4.1. The costs of the programme, both in terms of deliverables and resource costs, will directly correlate to the scale and complexity of the resultant schemes.

11. BACKGROUND PAPERS

11.1 Waiting Restriction Review: 2022B Proposals for Statutory Consultation (Traffic Management Sub-Committee, January 2023).

11.2 Waiting Restriction Review - Objections to Waiting Restriction Review 2022A & Requests for Waiting Restriction Review 2022B (Traffic Management Sub-Committee, September 2022).

APPENDIX 1 - WAITING RESTRICTION REVIEW PROGRAMME

Requests for waiting restrictions for potential inclusion in the 2023A programme.

Ward	Street	Summary of Request
Abbey	Russell Street	Request for residents to be able to use the existing doctor's spaces on the road at night, due to parking pressures in the area. It has been requested that the bays become shared use with resident permit holders only between 8pm and 8am.
Abbey	Russell Street	This request was initially reviewed as part of the 2022B programme and deferred to 2023A. It is to consider changing some of the parking spaces in the north end of the road to 'permit holders only' due to residents struggling to find places to park near their homes between 8am-8pm when the 2hr free parking period is in place.
Abbey	Somerstown Court	Request to introduce new restrictions to prevent vehicles from parking on the road, especially near the junction, as cars are often parked in a manner that impairs visibility and causes obstruction for other motorists and pedestrians.
Abbey	St Marys Butts	Request for additional loading bays in the road to help local businesses with their deliveries.
Abbey	Blagrove Street	Request to review the loading bays near the station as businesses are struggling to receive their deliveries. There are not enough spaces available for these deliveries to take place.
Battle	Cranbury Road	Request to remove a few parking spaces and install some double yellow lines to improve access into the Church. Access is difficult due to cars parking opposite the entrance and this has caused issues for emergency vehicles.
Caversham	Hemdean Road	Request for double yellow lines near the entrance to Balmore Park Surgery due to access issues caused by vehicles parking on the pavement. Officer Comment: The road into the Surgery is privately owned, however, we could consider installing restrictions on the highway and this may improve access for pedestrians and motorists at this location.
Church	Devonshire Park	Request for some double yellow lines to prevent vehicles from damaging the grass verge.
Church	Tavistock Road	Request for new restrictions to improve access due to issues caused by parked cars.
Church and Katesgrove	Northumberland Avenue	Request for additional restrictions near Reading Girl's School due to issues caused by parked cars during the pick up/drop off times. Driveways are regularly blocked, and the road becomes very narrow which causes traffic to build up. There are also reports of vehicles parking on junctions and near the mini roundabouts which makes it more dangerous for pedestrians in the area.
Church and Katesgrove	Northumberland Avenue	Request to extend existing double yellow lines north of the roundabout with Cressingham Road due to issues caused by parked cars, which can make it difficult to approach the roundabout for vehicles heading south.

Ward	Street	Summary of Request
Coley	Carsdale Close	Request for new yellow lines on Carsdale Close, due to cars parking on both sides of the road, making it difficult to access, especially for refuse and emergency vehicles. Officer comment: This request was originally considered as part of the 2022B programme but was deferred to 2023A.
Coley	Coley Avenue	Request via Councillor to restrict parking (potentially double yellow lines) on the linking route to the Wensley Road shops, as this is obstructing the cycle route. Officer Comment: Officers have also recommended considering restrictions immediately to the southern side of the cycle only access barriers, to provide 'protection' against parking obstruction on both sides of the feature.
Emmer Green	Almond Drive	This request was originally reviewed in the 2022B programme but was deferred to 2023A. Request for double yellow lines to prevent vehicles from parking in the dedicated turning head at the end of the Drive.
Emmer Green	Odiham Aveue	Request for double yellow lines on the road due to cars parking near the junction, making it difficult to see traffic along Montpelier Drive.
Emmer Green	Henley Road	Request for double yellow lines due to cars blocking the pavement/shared use cycle lane.
Emmer Green	Oak Grove	Request for restrictions due to parked cars causing issues for residents, especially during school pick up/drop off times.
Katesgrove	Newark Street	Request to remove the shared use facility on this road and change it to permit only at all times, in order to create more parking spaces for residents. Officer Comment: Officers have asked for confirmation of whether this request represents the views of residents along the street, as the change would be impactful to visitor parking and may be undesirable as a result. It has been suggested that a number of residents raised the issue and suggested alteration.
Katesgrove and Church	Northumberland Avenue	Request for additional restrictions near Reading Girl's School due to issues caused by parked cars during the pick up/drop off times. Driveways are regularly blocked, and the road becomes very narrow which causes traffic to build up. There are also reports of vehicles parking on junctions and near the mini roundabouts which makes it more dangerous for pedestrians in the area.
Katesgrove and Church	Northumberland Avenue	Request to extend existing double yellow lines north of the roundabout with Cressingham Road due to issues caused by parked cars, which can make it difficult to approach the roundabout for vehicles heading south.
Katesgrove	Essex Street	Request for additional restrictions around the junction with Whitley Street due to issues caused by cars parking around the junction.
Katesgrove	Whitley Street	Request for additional restrictions to help prevent vehicles parking in the cycle lane.
Kentwood	Pottery Road	Request for double yellow lines near the back entrance to the school, due to access issues caused by cars parking in the area.

Ward	Street	Summary of Request
Kentwood	Pottery Road/Coalport Way	Request for double yellow lines near the junction with Coalport Way due to visibility issues caused by cars parking in this area.
Kentwood	Armour Hill	Request for double yellow lines near Larissa Close due to issues caused by vehicles parking partially on the pavement.
Norcot	Elan Close	Request for restrictions to help protect the grass verge in the centre of the turning area at the end of the road. Vehicles are said to park here often and cause obstruction and access issues for others including refuse vehicles. A separate request for this road has been made to tackle issues caused during school pick up/drop off times as parked vehicles are preventing pedestrians from using the pavement.
Norcot	Helmsdale Close/Brisbane Road	This was originally investigated as part of the 2021B programme, where issues were raised around school drop-off/pick-up and a proposal was consulted to place double yellow lines around the junction of these two roads. In March 2022, the Sub-Committee agreed to remove the proposal from the programme, following the receipt of 21 objections during the statutory consultation. A ward Councillor has asked for this to be added back to this programme as the parking issues remain.
Norcot and Southcote	Honey End Lane	Request for restrictions on Honey End Lane near Cockney Hill due to issues caused by parked cars during school pick up/drop off times.
Norcot	Shilling Close	Request received to implement double yellow lines along the (Highway) carriageway, due to concerns that footway and carriageway parking are creating hazards.
Redlands	Upper Redlands Road	Request for double yellow lines near the entrance to Wantage Hall due to issues caused by parked vehicles.
Redlands	Newcastle Road	Request for double yellow lines due to issues caused by parked vehicles blocking access.
Southcote	Honey End Lane	Request for an extension of the existing double yellow lines at the junction with Bath Road, to prevent vehicles parking on the pavement and causing obstruction.
Norcot and Southcote	Honey End Lane	Request for restrictions on Honey End Lane near Cockney Hill due to issues caused by parked cars during school pick up/drop off times.
Tilehurst	Beverley Road	Request for double yellow lines due to issues caused by parked vehicles blocking access.
Whitley	Ashby Court	Request to extend existing double yellow lines due to access issues caused by parked vehicles.
Whitley	Foxhays Road	Reported via ward Councillor of problematic footway parking on the western side footway that runs alongside the east side of 'Foxhays Ground' green area (situated to the north of Hawkchurch Road).
Whitley	St Agnes Way	Request for double yellow lines to prevent vehicles from parking partially on the pavement, which forces some pedestrians into the road.

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2 MARCH 2023		
TITLE:	CIL LOCALLY FUNDED SCHEMES UPDATE: PROPOSALS FOR STATUTORY CONSULTATION a. GATEWAY AREA PEDESTRIAN CROSSINGS (IMPERIAL WAY AND BASINGSTOKE ROAD) b. TRAFFIC CALMING MEASURES ON SHAW ROAD & BOSTON AVENUE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	BATTLE, CHURCH, COLEY, NORCOT, WHITLEY
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	NETWORK SERVICES MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Community Infrastructure Levy (CIL) contributions have enabled development of a number of local Transport-related schemes, following allocations agreed in 2022.
- 1.2 This report seeks approval for officers to undertake statutory consultation/notice processes necessary to progress two scheme designs for zebra crossings on Imperial Way and Whitley Wood Lane and to implement traffic calming measures on Shaw Road and Boston Avenue.
- 1.3 Appendix 1: The proposal for new zebra crossings on Imperial Way and Whitley Wood Lane

Appendix 2: The proposal for traffic calming measures on Shaw Road and Boston Avenue

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes for the proposed 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.

- 2.3 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.
- 2.4 That subject to no objections being received each scheme, the scheme(s) be considered as agreed for implementation enabling delivery planning to commence.
- 2.5 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.
- 2.6 That no public inquiry be held into the proposals.

3. POLICY CONTEXT

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

4. THE PROPOSAL

Current Position

- 4.1 At Policy Committee in March 2022, the Council agreed to allocate local CIL funding to enable the development and intended delivery of initiatives across many Council service areas. Within these allocations were a number of traffic management schemes, all of which had been previously captured within the ‘Requests for Traffic Management Measures’ report that is brought to this Sub-Committee twice annually.

These schemes are specific and allow little scope for alteration to the deliverables.

These schemes were as follows:

Scheme	Allocation
1. Gateway area pedestrian crossings (Imperial Way and Basingstoke Road)	£160k
2. Traffic calming measures on Shaw Road and Boston Avenue	£50k
3. Northcourt Avenue speed reduction	£200k
4. 20 is plenty zone on streets around Oxford Road	£200k

With resource limitations and the development time necessary for these schemes, the order of schemes in the above table represents the development order of the schemes as agreed by the CIL Members Working group, following discussion with officers.

Development of these schemes will be undertaken alongside other works programmes, such as the Waiting Restriction Review Programmes, and follows completion of the traffic management schemes arising from the previous Local CIL allocation, namely:

- Pedestrian crossing on Norcot Road, close to number 91
- Pedestrian crossing on Addington Road, between the junctions with Erleigh Road and Eastern Avenue
- Pedestrian crossing on Church End Lane, in the vicinity of Moorlands Primary School
- Road marking on Morpeth Close, involving parking bay markings
- Lining alteration on The Meadway at the roundabout with St Michael's Road

4.2 Officers have undertaken initial investigation works for schemes 1 and 2. Recommendations have been discussed with Ward Councillors and initial independent Road Safety Audits commissioned for the resultant scheme proposals.

Officers and Ward Councillors have also commenced initial high-level discussions regarding schemes 3 and 4, which will continue as resource availability allows further scheme development work to be undertaken. This will include planned meeting(s) with the Northcourt Avenue Residents Association (NARA) for scheme 3.

4.3 For scheme 1 (pedestrian crossings for Imperial Way and Basingstoke Road), finding a suitable controlled location on Basingstoke Road has been challenging. The desirable area was identified between the Imperial Way roundabout and existing signalised crossing to the north, but it was considered that installing a zebra crossing in this section would create a negative impact to existing facilities and accessibility - loss of other uncontrolled facilities and a necessary movement of the bus stop further away from the popular shopping area.

An alternative solution was proposed, providing benefits to pedestrians wishing to cross Whitley Wood Road, where visibility at the uncontrolled crossing points near to the Imperial Way roundabout is not as good when compared with the other approaches.

4.4 For scheme 2 (traffic calming on Shaw Road and Boston Avenue), it is considered that full-width speed humps would be more effective at reducing traffic speeds compared with sets of cushions and that a comprehensive scheme of humps could be delivered within the budget. These streets are already within a 20mph zone, so no additional vertical signing is required.

The primary challenge with this scheme was finding suitable proposed locations for the speed humps, in the context of dropped footway crossings and gullies. As such, there is little scope to make significant adjustment to the proposal below.

Options Proposed

4.5 Following discussion with Ward Councillors, officers have commissioned independent Road Safety Audits for schemes 1 and 2, using the proposals contained in Appendix 1 and 2. Subject to the findings and any necessary adjustments, which are not expected, it is recommended that Officers undertake the required statutory consultations for these two proposed schemes.

4.6 Should there be any objections received during the statutory consultation periods, Officers will report this feedback to a future Sub-Committee meeting where it may be considered before a decision is made regarding the delivery (or otherwise) of the advertised scheme.

Should no objections be received, it is recommended that the scheme(s) be considered as approved for delivery. Delivery planning may then commence and this will be communicated to Ward Councillors.

4.7 It is recommended that the Highways & Traffic Services Manager, in agreement with the Lead Councillor for Climate Strategy and Transport, be able to make minor alterations to the agreed proposals. These may be necessary, depending on the outcome of the Road Safety Audits or due to unforeseen engineering reasons upon appointment of the scheme delivery contractors.

Other Options Considered

4.8 As noted in Section 4.3, Officers explored alternative crossing options with Ward Councillors, but recommended that these would likely be unfeasible or negatively impact existing facilities and accessibility within the area.

4.9 As noted in Section 4.4, it was considered that the proposed scheme will provide the most positive reduction in vehicle speeds for the budget allocated. No alternative options have been proposed and enforcement of speeding remains outside of the Council's legal powers, although Reading Borough Council continues to lobby for a change to this position.

5. CONTRIBUTION TO STRATEGIC AIMS

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

Healthy environment

The installation of zebra crossings is expected to improve the experience of pedestrians in the area. They reinforce the spirit of the revised Highway Code in providing priority for pedestrians and require motorists and pedestrians to be more observant of their surroundings. Reductions in traffic speed and the potential reductions in cut-through traffic volumes as a result of traffic calming can lead to a nicer environment for cycling.

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

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

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

The implementation of both schemes, if agreed, will require a level of civil engineering work to be undertaken and the installation of electrically powered lighting for zebra crossings.

These will have a minor negative impact during installation and a very minor ongoing negative impact due to the continued energy use by the low-energy LED zebra crossing lighting. They will, however, be long-standing facilities and it is expected that the installation of these schemes will remove barriers that many people will have to walking and cycling, which will offset these impacts by a likely reduction in private vehicle journeys. While it is difficult to quantify, it is expected that the benefits will outweigh the impacts over time.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Ward Councillors and the Lead Councillor for Climate Strategy and Transport have been provided with briefing notes for the officer recommendations and have engaged in discussions with officers to arrive at schemes that are agreed in principle. This has also provided an opportunity for comment and local informal consultation.

CIL scheme development is communicated to Ward Councillors and to a CIL Members Working Group that has been established.

- 7.2 Statutory notifications/consultation required for the proposed zebra crossings and traffic calming measures will be conducted in accordance with appropriate legislation. Notices of intention will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area. The Police are a statutory consultee and will be directly notified. The consultation will be hosted on the Council's website (the 'Consultation Hub'), where details and plans will be available and feedback (support or objection) can be submitted.
- 7.3 Policy Committee and Traffic Management Sub-Committee are public meetings. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. Statutory consultation processes will be conducted, where required, 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 Notice will be given for the implementation of zebra crossings under Section 23 of the Road Traffic Regulation Act 1984.

Notice will be given for the implementation of vertical traffic calming features under Section 90C of the Highways Act 1980.

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

10. FINANCIAL IMPLICATIONS

The financial implications arising from the proposals set out in 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			
Expenditure	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

The CIL contributions do not provide additional revenue funding, so the maintenance cost implications of any measure will need to be carefully considered.

Staff costs will be capitalised.

2. Capital Implications

Capital Programme reference from budget book: page line	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure Scheme 1 Scheme 2	£2.5 £1	£157.5 £49	NIL
Funded by	Local CIL funding allocation - 2022	Local CIL funding allocation - 2022	N/A
Total Funding	£165	NIL	NIL

This table reflects proposed expenditure for Schemes 1 and 2 of Section 4.1 only, as these have been sufficiently developed. The schemes in this report will be funded from the allocated local CIL contributions. These contributions are to cover the whole project costs, including surveys and investigation works, not just the deliverables.

3. Value for Money (VFM)

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

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

Road Safety Audits have been outsourced to a contractor with these specialisms, but also provide an independent perspective and professional, constructive scrutiny of the scheme designs, which can assist in defending potential challenges.

4. Risk Assessment.

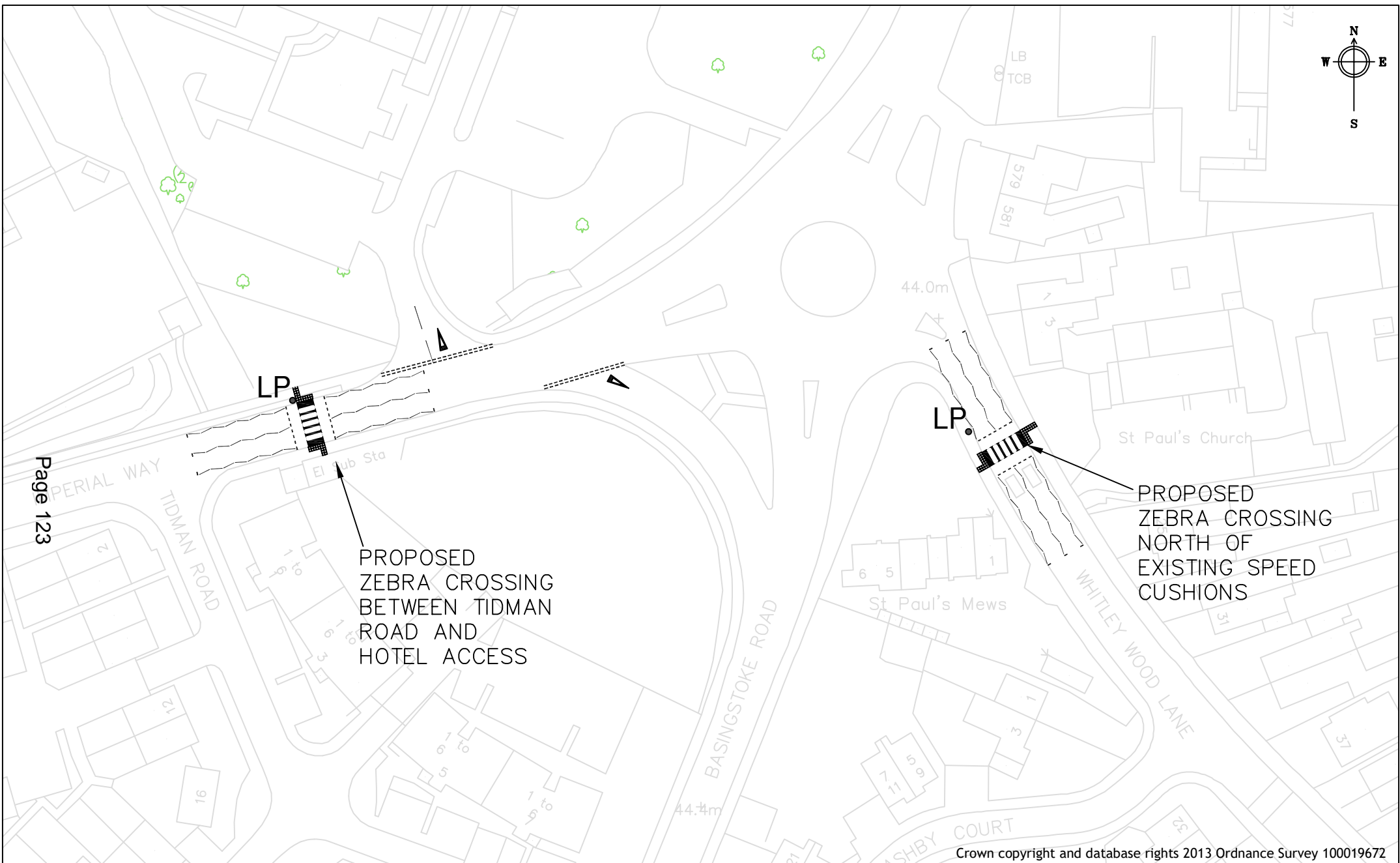
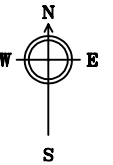
There will always be an element of financial risk regarding more complex works that require excavation and adjustment to the Highway layout. These risks should be minimised pre-excavation, as officer investigations have included colleagues from the delivery team. However, there is always a risk of unforeseen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

Reading Borough Council, as this ensures close communication and true joint working throughout delivery.

11. BACKGROUND PAPERS

11.1 Allocation of The Community Infrastructure Levy 15% Local Contribution (Policy Committee, March 2022)

11.2 Requests for new traffic management measures (Traffic Management Sub-Committee, March 2023).



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PROPOSED ZEBRA CROSSING BETWEEN TIDMAN ROAD AND HOTEL ACCESS

PROPOSED ZEBRA CROSSING NORTH OF EXISTING SPEED CUSHIONS

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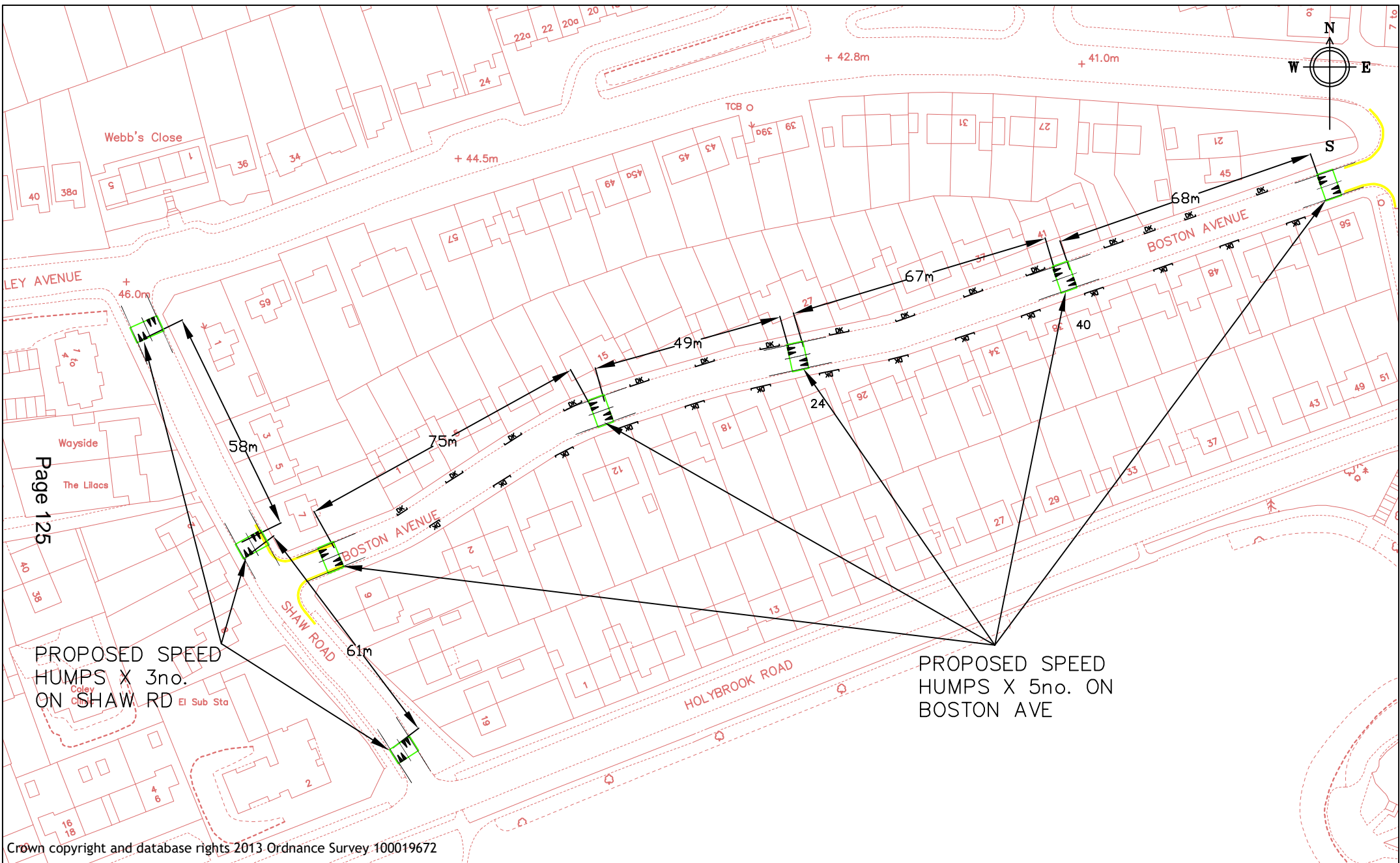
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Civic Offices
Reading
RG1 2LU

Appendix 1

Project CIL SCHEME 2022/23	Scale N.T.S	Drawn JC
	Date JAN 23	Checked JP
Drawing WHITLEY WARD ZEBRA CROSSING LOCATION PLAN	Approved JP	
	Drawing No. CIL_2022_IMPERIAL_002	

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PROPOSED SPEED HUMPS X 3no. ON SHAW RD

PROPOSED SPEED HUMPS X 5no. ON BOSTON AVE

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Appendix 2

Project CIL SCHEME SHAW RD & BOSTON AVE	Scale N.T.S	Drawn JC
	Date NOV 22	Checked JP
Drawing PROPOSED TRAFFIC CALMING LOCATION PLAN	Approved JP	
	Drawing No. NM/CIL/SHAW/002	

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2nd MARCH 2023		
TITLE:	REQUESTS FOR TRAFFIC MANAGEMENT MEASURES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	ALL
LEAD OFFICER:	JEMMA THOMAS	TEL:	01189 372101
JOB TITLES:	ASSISTANT ENGINEER	E-MAIL:	Network.Management@Reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 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.
- 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 November 2022. It also contains the prioritised list of cycling and walking measures from the LCWIP.

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.

Other Options Considered

4.7 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, November 2022).

REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 1

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

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Pedestrianisation (motor vehicle prohibition)	Abbots Walk	Eastern end, beyond the turning head and rear access to numbers 10-12.	Requested via Ward Councillors. Request to pedestrianise this section of the carriageway as there is no vehicular access beyond this point, however, there are parking and vehicle movement issues being experienced. This is partly attributed to a suspicion that motorists believe that there is vehicular access beyond Abbots Walk.	<ul style="list-style-type: none"> • Comment: A motor vehicle prohibition TRO would require advertising, implementing and signing, alongside a separate TRO for parking restriction alterations. It is recommended that the prohibition be set back from the turning head, to facilitate safe turning for vehicles accessing up to this point. It is recommended that the closure has physical measures to ensure compliance (e.g. lockable bollards). • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate is £15k to cover TRO work, a single illuminated regulatory sign and bollards to prevent vehicular access. • Recommended action: Retain
Page 131	Caversham Heights	Speed calming	Albert Road	Entire Length	Requested by Ward Councillor and follows a wide area survey of over 180 responses, undertaken by MP. 23 people raised Albert Road as their greatest area road safety concern with 16 supporting 20mph. It is a designated local cycling route on LCWIP.	<ul style="list-style-type: none"> • Comment: 20mph will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise. This request also needs to be considered in the context of other requests in the area and adjacent streets/links should also be considered, which will significantly increase the area and resultant scheme costs. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: 1 'slight' incident involving casualties recorded in the latest 3-year period of data (up to end of September 2022). Not specifically attributed to speeding. • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone on Albert Road (TRO, signing, lining and an assumption of speed humps or cushions) is £160k. • Recommended action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
3	Caversham Heights	Speed calming	Conisboro Avenue	Entire Length	Requested by Ward Councillor and follows a wide area survey of over 180 responses, undertaken by MP. 12 people raised Conisboro Avenue as their greatest area road safety concern with 10 supporting 20mph. It is a designated local cycling route on LCWIP.	<ul style="list-style-type: none"> • Comment: 20mph will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise. This request also needs to be considered in the context of other requests in the area and adjacent streets/links should also be considered, which will significantly increase the area and resultant scheme costs. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: No incidents involving casualties recorded in the latest 3-year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone on Conisboro Avenue (TRO, signing, lining and an assumption of speed humps or cushions) is £130k. • Recommended action: Retain
Page 132	Emmer Green	Pedestrian crossings	Lowfield Road	To the east of the Peppard Road junction / entrance to the shops car park, linking to the footpath network.	Requested via MP. Request for controlled pedestrian crossing facility to support walking to/from the shops using the footpath network in the area.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to assess whether a crossing can be installed at these locations. • Casualty Data: No incidents involving casualties recorded in the latest 3-year period of data (up to end of September 2022). • Anticipated Costs: It is estimated that a basic zebra crossing installation would cost around £80k, provided that there are no significant engineering challenges (e.g. level/gradient issues, close proximity to suitable electrical supply). • Recommended action: Retain
5	Emmer Green	Pedestrian crossings	Peppard Road	Between Wetherby Close and Caversham Park Road, linking footpaths to/from Clayfield Copse	Requested via MP. Request for controlled pedestrian crossing facility to support walking to/from Clayfield Copse using the footpath network in the area.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to assess whether a crossing can be installed at this location. There is a bus stop near Wetherby Close which may need to be relocated, if it will effect the visibility of the crossing. • Casualty Data: No incidents involving casualties recorded in the latest 3-year period of data (up to end of September 2022). • Anticipated Costs: It is estimated that a basic zebra crossing installation would cost around £80k, provided that there are no significant engineering challenges (e.g. level/gradient issues, close proximity to suitable electrical supply). • Recommended action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
6	Multiple: Caversham / Caversham Heights	Speed calming	Kidmore Road	Section between Highmoor Road and The Mount	<p>A petition from residents of Kidmore Road was presented to the Sub-Committee in September 2022. The petition highlighted their concerns regarding the trees, rat running, speeding, road safety and the state of the pavement on Kidmore Road. A separate letter sent by MP Matt Rodda suggested that residents were in favour of a 20mph speed limit as well as other traffic calming features such as humps, chicanes and vehicle activated signs.</p> <p>A meeting between Ward Councillors, officers and representatives of residents took place in November 2022. Issues and potential mitigations were discussed and it was broadly agreed that 20mph with speed calming was desirable and whether some speed calming features could create build-outs around the most 'problematic' tree locations.</p>	<ul style="list-style-type: none"> • Comment: 20mph for this relatively narrow section of road seems entirely appropriate, but will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise, which were discussed in the resident meeting. Options for creating more walkway space around the trees were discussed and is going to be challenging, so a proposed solution is not yet clear. One option discussed was creating some build-outs as part of the speed calming scheme, but proximity of driveways, drainage and the inevitability of queuing traffic are significant factors to consider. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: No incidents involving casualties recorded in the latest 3-year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone (TRO, signing, lining and an assumption of full-width speed humps) is £100k. • Recommended action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
7	Park	Weight restriction	Palmer Park Avenue	Culver Lane Bridge, and the streets linking from Wokingham Road/Church Road to the bridge.	Request from ward Councillor to prevent HGVs from using St Peter's Road, Brighton Road, Wykeham Road and Palmer Park Avenue to gain access to Wokingham via Culver Lane bridge.	<ul style="list-style-type: none"> • Comment: It should first be noted that such an area restriction would need to extend outside of the Reading Borough Council boundary, so would require collaboration with and agreement from Wokingham Borough Council - the entirety of the Culver Lane bridges is within their local authority area. This would also be the case for restrictions wholly within Reading Borough Council, as the implications will impact on their Highway network. There is an existing 3.6m height restriction in place on the bridge which will deter some larger vehicles from using this route. It should also be noted that we must continue to allow access to the area for large vehicles in order to carry out deliveries/house moving/refuse collection etc for residents of the area and as such, this would be a challenging restriction to enforce for both the police and the Council. It may not deter the most persistent offenders using the route as a cut through to Wokingham. • Casualty Data: No injury related accidents involving HGVs have been reported in this area in the latest 3-year period of data (up to end of September 2022). • Anticipated Costs: This will be dependent on the full extent of the scheme. In the immediate locality this would require a TRO and regulatory (illuminated) signing. More widely, will be advance warning signs and a likely strategic HGV diversion route signed within both local authority areas. Each illuminated regulatory sign is estimated to cost ~£7-8k. • Recommended action: Retain

REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 2

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

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Caversham	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	<p>Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction. Another petition was received for this crossing in Oct 2022 with 1341 responses, reported to TMSC in November 2022.</p> <p>Amendment (for March 2023): A petition was reported to TMSC in November 2022, containing the results of a wider area survey undertaken by the local MP. The survey showed 1244 respondents in favour of a pedestrian crossing at this junction. There has been additional correspondence suggesting options, such as placement of crossings further back from the junction and an interim/lower-cost option of providing a pedestrian refuge island on the Henley Road approach, which the petition report makes reference.</p>	<ul style="list-style-type: none"> • Comment: The petition update report at Jan 2018 TMSC and November 2022 TMSC note the challenges in implementing this facility and other suggested options within the traffic signal controlled junction. • Casualty Data: 1 slight and 1 serious incident involving pedestrians in the latest 3 year period (up to the end of September 2022). • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed. The preferred option would involve a complete technical refresh and replacement of the signal equipment and associated engineering works.
2	Park	Traffic calming	St Bartholomews Road	Entire road	<p>Councillor request to introduce traffic calming to St Bartholomews Road which is in a 20 zone.</p> <p>Amendment (for March 2023): A petition was reported to TMSC in January 2023, containing 64 signatures. This petitioned the Council to tackle speeding on this street.</p>	<ul style="list-style-type: none"> • Comment: Depending on the measure(s), there may need to be some loss of parking. The features will likely necessitate statutory consultation. • Casualty Data: No incidents recorded in the latest 3-year period of data (up to end of September 2022). • Anticipated Costs: A high level cost estimate is £45,000 on the basis of consulting and implementing a range of speed humps/cushions along the street.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
3	Thames	Pedestrian crossing	Gosbrook Road	Near its junction with St Johns Road.	<p>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.</p> <p>Amendment (for March 2023): A further request has been received for a pedestrian crossing facility, such as a refuge island near to the bus stop, which is closer to the junction with George Street. Concerns raised about distances to nearest crossings and the speed of motorists through this section, in addition to some visibility issues caused by parked vehicles.</p>	<ul style="list-style-type: none"> • Comment: There are some significant feasibility concerns at both locations due to the number of accesses to off-street parking places that would create hazards for potential controlled crossing locations and would be obstructed (and create hazards) should refuge islands be considered. The proposals would require restricting parking to obtain the intervisibility for the facility. • Casualty Data: No incidents reported in the last 3 years (up to end September 2022). • Anticipated Costs: If a controlled crossing is feasible, a very high-level estimate would be around £80,000 each, but could be considerably higher depending on any special engineering requirements. Pedestrian refuge islands, if feasible, would be estimated at £10,000 each, if feasible Detailed investigation is required. <p>Recommended action: Retain</p>

REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 3

Principal list of requests, as updated following the previous report to the Sub-Committee in November 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"> • Comment: Built-out alterations and/or signing and lining adjustments may reduce these instances. • Casualty Data: No incidents in the latest 3 year period of data (up to August 2021). • 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.
2	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"> • 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. • 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. • 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.
3	Abbey	Cycle Access	Cheapside	Cheapside/Friar Street	Allow right turn from Cheapside onto Friar Street	<ul style="list-style-type: none"> • 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. • Casualty Data: N/A - this request relates to increased access. • Anticipated Costs: A high level estimate would be around £8,000 + any necessary alterations to the island.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
4	Abbey	Cycle Access	Friar Street East	Between Queen Victoria Street & Station Approach, including Blgrave Street	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> • 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. • Casualty Data: N/A - this request relates to increased access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.
5	Abbey	Cycle access	Great Knollys Street	Entire street	Advance stop line for Great Knollys Street junction	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.
6	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"> • Comment: This has arisen from the Cycle Forum. This will likely require alterations to traffic signal detection equipment and configuration. • 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. • Anticipated Costs: A high level estimate would be around £10,000 if alterations are needed to the detection.
7	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"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • 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.
8	Abbey	Cycle Access	Minster Street	Minster Street/Yield Hall Place	Improved access from Minster Street to Oracle Riverside	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.
9	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"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A high level estimate would be around £3000.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
10	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"> • 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. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but not involving a pedal cycle. • Anticipated Costs: This is expected to be delivered as part of local development works.
11	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"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A • Anticipated Costs: A high level estimate would be around £3000.
12	Abbey	Cycle Signing	Various	Town centre	Improved clarity of cycle routes in town centre	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A • Anticipated Costs: A high level estimate would be around £3000.
13	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"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.
14	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"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
15	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"> • 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. • 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. • Anticipated Costs: A detailed investigation would be required for the preferred solution before costs can be estimated.
16	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"> • 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. • 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. • 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.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
17	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"> • 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. • 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. • 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.
Page 141	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"> • 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. • Casualty Data: 4 slight incidents reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed.
19	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"> • 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. • Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021). • Anticipated Costs: A very high level estimate would be £60,000.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
20	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"> • 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. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to end May 2022) involving a pedestrian crossing near the garage. • 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.
21	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"> • 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. • 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. • 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.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
22	Caversham	Banned Vehicle Movement	Peppard Road	Junction with Derby Road	<p>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.</p> <p>They feel that a 'no-left-turn' restriction on Peppard Road, with appropriate exemptions for residents, would reduce these occurrences.</p>	<ul style="list-style-type: none"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £15,000 for the restriction, assuming 2 illuminated signs but not for enforcement.
23	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 Caversham 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"> • 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. • 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. • 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.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
24	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"> • Comment: Signs can be installed without illumination. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £1500.
25	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"> • 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. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
26	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"> • 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. • Casualty Data: No incidents in the latest 3 year period (up to August 2021, within the Borough of Reading). • Anticipated Costs: A very high level estimate would be around £20,000, based on a contribution to Reading's section only.
27	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"> • 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

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						<p>and will be refreshed as necessary.</p> <ul style="list-style-type: none"> • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £2000
28	Caversham Heights	Speed Calming	Upper Woodcote Road and Woodcote Road	General	<p>Request from residents for measures to be put in place to prevent speeding, such as a speed indicator device.</p> <p>Woodcote Road added, following additional complaints about speeding.</p>	<ul style="list-style-type: none"> • 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. • 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. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.

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29	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"> • 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) • 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). • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.
30	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"> • 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. • 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. • Anticipated Costs: A very high level estimate would be around £60,000 for a 20mph zone with some traffic calming features.

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31	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"> • 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. • Casualty Data: No incidents reported in this area in the latest 3 year period (up to August 2021). • 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.
32	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"> • Comment: This would be a low cost measure that could benefit residents and traffic flow on the main road. • Casualty Data: There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £1000.
33	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"> • 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. • 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. • 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.

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34	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"> • 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. • Casualty Data: N/A • Anticipated Costs: A high level estimate would be £1000.
35	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"> • 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. • Casualty Data: N/A • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
36 Page 148	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"> • 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 places being displayed. • Casualty Data: No accidents reported in the latest 3 year period (up to August 2021). • 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.
37	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</p>	<ul style="list-style-type: none"> • 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. • 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. • Anticipated Costs: Estimated costs (October 2019) £180k total.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
					implemented, but there was insufficient funding available to deliver this item.	
38	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"> • 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. • 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. • Anticipated Costs: Estimated costs (December 2019) £5k.
39	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"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £80,000.
40	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"> • Comment: This would require statutory consultation and may receive objections from residents. • Casualty Data: 1 slight accident in the latest 3 year period (up to August 2021) involving a pedestrian crossing the road. • Anticipated Costs: A very high level estimate would be around £20,000.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
41	Emmer Green	Speed Calming	Knights Way	Entire Length	Request via MP for speed calming	<ul style="list-style-type: none"> • 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. • Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021). • Anticipated Costs: A very high level estimate would be around £40,000 for a 20mph scheme with features.
42	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"> • 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. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • 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.
43	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"> • 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. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). - check and update • Anticipated Costs: A very high level estimate would be around £70,000.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
44	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"> • 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. • 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. • 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.
45	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"> • Comment: A weight restriction will also restrict some vehicles needing to load/unload on behalf of residents, so could prove to be unpopular overall. • Casualty Data: One slight accident in the latest 3 year period (up to August 2021) not related to HGV traffic. • Anticipated Costs: A very high level estimate would be around £5,000 for the installation of the restriction (the TRO).
46	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"> • 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. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but speeding was not a contributing factor. • Anticipated Costs: A high level estimate would be £40,000.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
47	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"> • 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. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • 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.
48	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"> • 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. • 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. • Anticipated Costs: Minimal costs to retain existing measures as a 'permanent' scheme.
49	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"> • 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. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £120,000 for the abovementioned area.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
50	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"> • 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. • Casualty Data: No accidents reported in the latest 3 year period (up to August 2021). • 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.
51	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"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate for a 20mph scheme with side roads would be around £100,000.
52	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"> • 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. • Casualty Data: There have been no recorded incidents in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be around £35,000 to extend the existing 20 zone along St Barnabas Rd only (not side streets).

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
53	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"> • 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. This has now received funding for development, therefore Officers recommend that it be removed from this list. • 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. • 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.
Page 154	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"> • 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. • 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. • Anticipated Costs: A very high level estimate would be around £55,000. • Recommended Action: Retain
55	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"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the number of features installed.
56	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"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
57	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"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
58	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 TMSC.	<ul style="list-style-type: none"> • 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. • 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. • Anticipated Costs: A high level estimate would be around £30,000 due to the level of traffic management required.
59	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"> • 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. • 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. • 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.
60	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"> • 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. This has been approved for statutory consultation so Officers recommend that it be removed from this list. • Casualty Data: N/A - relates to improved access. • Anticipated Costs: Proposals are being developed.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
61	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"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.
62	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"> • 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. • 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. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the work needed.
63	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"> • 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. • Casualty Data: N/A - relates to improved access. • Anticipated Costs: To be confirmed, but will form part of a wider scope of works.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
64	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"> • 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. • 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. • 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.
65	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"> • 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. • Casualty Data: 2 slight incidents in the latest 3 year period (up to August 2021). None involving pedestrians. • Anticipated Costs: A crossing could cost around £60k-80k depending on the location and the level of works required.
66	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"> • 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. • Casualty Data: No accidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A very high level estimate would be £6k.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
67	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 Caversham 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"> • 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. • Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.
Page 158	Multiple: Caversham Heights / Caversham	Pedestrian Crossing	Oakley Road	Close to junction with Hemdean/Rotherfield	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"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • 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.
69	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"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £80,000 for a zebra crossing.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
70	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"> • 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. • 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. • 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.
71	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"> • 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. • 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. • 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.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
72	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"> • 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. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022). • Anticipated Costs: A very high level estimate would be around £70,000
73	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"> • 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. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • 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.
74	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"> • 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. • Casualty Data: 1 slight incident recorded in the latest 3 year period of data (up to August 2021). This incident did involve pedestrians. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
75	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"> • 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. • 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. • Anticipated Costs: A high level estimate would be £100,000 but this would increase if additional roads are included in the zone.
76	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"> • 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 removed and there remains quite a significant overall length of carriageway that would require treatment. • 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. • Anticipated Costs: Survey: A high level estimate would be around £120,000 for the roads listed here.
77	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"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A • Anticipated Costs: A detailed investigation would be required before costs can be estimated.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
78	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"> • 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. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • 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.
79	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"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
80	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"> • 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. • Casualty Data: No injury related accidents in the latest 3 year period (August 2021) where speeding was considered a contributing factor. • Anticipated Costs: A very high level estimate would be £55,000 but could increase significantly depending on the number of traffic calming features installed.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
81	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 TMSC 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"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
82	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"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £1000 for one bollard but more if we change existing ones.
83	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"> • 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. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: Unable to estimate at this time due to the aspects around feasibility and likely requirement for land purchase (subject to agreement).

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
84	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"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required for the preferred solution before costs can be estimated.
85	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"> • 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. • Casualty Data: 3 slight accidents at the junction with Wokingham Road in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £65,000 for a feature, which would not include any decorative items such as a planter.
86	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"> • Comment: A survey could be conducted to ascertain how many vehicles are turning right from this junction. • Casualty Data: 2 slight incidents reported at the junction with London Road in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £10,000 depending on sign requirements.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
87	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"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
88	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"> • 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. • Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021). • Anticipated Costs: A very high level estimate would be around £45,000.
89	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"> • 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. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be around £15,000 to make some improvements.
90	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"> • 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 could encourage more walking for school travel. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022) involving pedestrians. • Anticipated Costs: Unknown at this time. Specialists would need to be commissioned to review the junction, ducting condition and provide anticipated upgrade costs.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
91	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"> • Comment: A detailed investigation will be required to ensure that a crossing can be installed at this location, including a full road safety audit. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022) involving pedestrians. • 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.
92	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"> • 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. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate for traffic calming in the entire area would be around £40,000.
93	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 TMSC. A further request has since been made to also consider Redlands Road and a possible one way system.	<ul style="list-style-type: none"> • 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. • 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. • 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.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
94	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"> • 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. • 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. • Anticipated Costs: A very high level estimate would be £55,000 but could increase significantly depending on the number of traffic calming features installed.
95	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"> • 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). • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated. A high-level estimate would be £8,000.
96	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"> • 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. • 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. • Anticipated Costs: A high level estimate would be £60,000 for a 'standard' zebra crossing.
97	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"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
98	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"> • 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. • 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. • 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.
99	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"> • 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. • 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. • Anticipated Costs: A high level estimate would be £50,000.
100	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"> • 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. • Casualty Data: N/A - this request relates to increased access. • Anticipated Costs: A high level estimate would be around £10,000.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
101	Tilehurst	Pedestrian Crossing / Traffic Calming	Chapel Hill	Near to junction with Normanstead Road and also between its junctions with Westwood Glen and Clements Mead	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. 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.	<ul style="list-style-type: none"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to end May 2022). • 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.
102	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"> • 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. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: Costs can be estimated once a detailed investigation is made to determine what features could be installed here.
103	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"> • 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. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be around £50,000 to implement a 20mph zone with traffic calming.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
104	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"> • 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. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
105	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"> • 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). • Casualty Data: 1 slight incident involving a pedestrian reported in the latest 3 year period (up to end May 2022). • 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.
106	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"> • 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. • Casualty data: No incidents reported in the latest 3 year period (up to August 2021). <p>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.</p>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
107	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"> • Comment: Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing). • 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). • 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.
108	Tilehurst	20mph Zone	St Michaels Road	Whole length	Request for a reduced speed limit along this street.	<ul style="list-style-type: none"> • 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. • 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. • Anticipated Costs: A high level estimate would be £100,000, including a number of the no-through-roads.
109	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"> • 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. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • 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.
110	Tilehurst	Improved pedestrian crossing facilities	Walnut Way	At the 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. The width of Walnut Way at this junction makes it difficult for pedestrians to cross.	<ul style="list-style-type: none"> • 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. The dedicated right turn filter lane would therefore need to be removed. • Casualty Data: No incidents reported in the latest 3 year period (up to end September 2022). • Anticipated Costs: Feasibility would need to be determined first, as wider engineering may be required if it is potentially deliverable. • Recommended action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
111	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"> • 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. • 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. • Anticipated Costs: Unable to estimate at this time, as a scope of works would need to be considered.
112	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"> • 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. • 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. • 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.
113	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"> • 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. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A very high level estimate would be around £100,000 for an area wide scheme with some traffic calming features.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
114	Whitley	20mph	Whitley Wood Lane	Whole length	Request for speed limit to be reduced to 20mph.	<ul style="list-style-type: none"> • 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. • 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. • Anticipated Costs: A high level estimate for just a 20mph scheme without other features would be £25,000.

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

**APPENDIX G –
PRIORITISED LIST OF CYCLING AND
WALKING MEASURES**

Scheme Reference	Route	Section (From)	Section (To)	Description	Criteria								Total Score						
					1	2	3	4	5	6	7	8							
					LTP4 Theme - People and Places	LTP4 Theme - Healthy Lifestyles	LTP4 Theme - Clean and Green	LTP4 Theme - Inclusive Growth	LTP4 Theme - Smart Solutions	Deliverability	PCT flows	Estimated scheme cost							
Strategic Cycle Routes																			
S6	Wokingham Road (S6)	Cemetery Junction	Simons Lane	Physically protect cyclists where possible on 40mph roads, re-allocate road space - lining and carriageway widening, surface improvements, signage, crossing enhancements on side and main roads, junction improvements to cater for cyclists, parking restrictions, drainage in kerbs, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate deliverability issues)	3	5 (Highest PCT flows)	5	2 (Moderate cost band 2m to 4.9m)	2	30
S9	A33 (S9)	Mere oak Park and Ride	Bridge Street	Enhance area under IDR, connect shared use facilities, widen foot/cycleway to 3m, links to new developments south of M4, segregate where possible, crossing improvements on side and main roads, cycle priority at junctions, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	5 (Excellent Fit)	5	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	30
S1	Basingstoke Road (S1)	Oracle Roundabout	Whitley Wood Lane/Imperial Way	Re-allocate road space - lining and carriageway widening, crossing enhancements on side and main roads, bus stop bypasses, gridded gully covers, relocate street furniture, signage, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate deliverability issues)	3	5 (Highest flows)	5	1 (High cost band 5m to 9m)	1	29

S8	Shinfield Road/Redlands Road (S8)	Black Boy Roundabout	Queens Road	drainage in kerbs, signage, widen footways, lining, enhance cycle facilities at junctions, improve crossing of main and side roads, introduce shared foot/cycleway, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	28
S7	London Road/Reading Road (S7)	Forbury Road/Kings Road	Hurricane Way Roundabout	drainage in kerbs, de-clutter streetscape, enhance cycle facilities at junctions, resurface carriageways and footways, remove guard railing, widen footways, re-allocate road space, signage, lining, improve crossings of side and main roads, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	27
S4	Oxford Road (S4)	Oxford Road/IDR	Pangbourne Station	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, resurface carriageway and footway, signage, extend 20mph zone, crossing enhancements on side and main roads, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	1 (High cost band 5m to 9m)	1	26

S5	Bath Road (S5)	The Green	Bath Road/IDR	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, surface improvements, signage, crossing enhancements on side and main roads, widen/new ped/cycle bridge, parking restrictions, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	2 (Significant Deliverability Issues)	2	4	4	1 (High cost band 5m to 9m)	1	26
S3	Peppard Road (S3)	Norman Place/IDR	Borough Boundary	Signage, lining, widen shared foot/cycleways, maintain vegetation, surface improvements, introduce crossings on main roads and enhance crossing of side roads, introduce shared foot/cycleways, provision for cyclists at main junctions, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate Fit)	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	24
S2	Hemdean Road (S2)	Richfield Avenue /Church Street	Gravel Hill	Re-allocate road space - lining and carriageway/footway widening, crossing enhancements on side and main roads, reduce guard railing, car parking restrictions, signage, surface bridleway, cycle enhancements at signal junctions, cycle counters	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate Fit)	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	22

Orbital Cycle Routes																					
O2	Inner Distribution Road (O2)	Circular route	Circular route	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	4	4	1 (High cost band 5m to 9m)	1	27
O9	(O9)	Hartland Road/Basingstoke Road	Shepherd House Hill Roundabout	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	24
O6	(O6)	Beresford Road/Oxford Road	Richfield Avenue/Caversham Bridge	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	3 (Low cost band 0 to 1.9m)	3	23
O1	Lower Earley Way (O1)	Showcase Roundabout	M4 Junction 11	signage, maintenance of shared foot/cycleway, protection for cyclists on high speed sections of road, upgrade footway to shared use with widening and resurfacing, new foot/cycleway, priority for cyclists at junctions, crossing improvements, cycle enhancements at signal junctions	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	22

O3	(O3)	Tilehurst Railway Station/Oxford Road	Bath Road/Old Bath Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	22
O5	(O5)	Berkeley Avenue/Bath Road	London Road/Silver Street	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	3 (Low cost band 0 to 1.9m)	3	22
O10	(O10)	Cutbush Lane/Lower Earley Way	Meadow Road/Wokingham Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	21
O11	(O11)	Loddon Bridge Road/Wokingham Road	Butts Hill Road/Western Avenue	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21

O4	(O4)	Grovelands Road/Oxford Road	Liebenrod Road/Bath Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	21
O7	(O7)	Priest Hill/Hemden Road	Caversham Park Road/Henley Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21
O8	(O8)	Rose Kiln Lane/A33	Three Tuns	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21
Leisure Cycle Routes																					
L2	(L2)	West of Hanger Road/Station Road	Thames Valley Park	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	1 (No Fit)	1	4 (Limited deliverability issues)	4	3	3	2 (Moderate cost band 2m to 4.9m)	2	22
L3	(L3)	Rose Kiln Lane/A33	Park Lane	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate Fit)	3	4 (Significant Fit)	4	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	21
L5	(L5)	River Kennet/River Thames	Tilehurst Station	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	21

L1	(L1)	Sulham Hill	Nunhide Lane/Pincents Lane	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate Fit)	3	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	19
L4	(L4)	Southcote Farm Lane	Rose Kiln Lane/Mat alan	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	2 (Limited Fit)	2	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	1 (Insignificant flows)	1	3 (Low cost band 0 to 1.9m)	3	17
Local Cycle Routes																					
LO1	Town Centre (LO1)	n/a	n/a	crossing enhancements, cycle enhancements at signals, cycle counters, signage, allow cycling in new areas, lining, smart secure cycle parking	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate deliverability issues)	3	4	4	3 (Low cost band 0 to 1.9m)	3	28
LO2	North Reading (LO2)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	23
LO4	South Reading (LO4)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	23
LO3	East Reading (LO3)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	1 (High cost band 5m to 9m)	1	22

LO5	West Reading (LO5)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	1 (High cost band 5m to 9m)	1	22
Prestige Walking Routes																					
P2	Station Hill	Queen Victoria Street/Broad Street	Vastern Road	Enhance public realm, reposition street furniture, resurface, signal crossing improvements, enhance uncontrolled crossings	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Limited deliverability issues)	4	5 (Highest flows)	5	2 (Moderate cost band 2m to 4.9m)	2	30
P1	Broad Street	Kings Street/Broad Street	Oxford Road/Howard Street	Enhance public realm, reposition street furniture, resurface, signal crossing improvements, enhance uncontrolled crossings	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Limited deliverability issues)	4	5 (Highest flows)	5	2 (Moderate cost band 2m to 4.9m)	2	29
Primary Walking Routes																					
PM4	Redlands Road	Christchurch Road Local Centre	Duke Street/Broad Street	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	27
PM1	Caversham	Oracle Roundabout	Kidmore End Road	Signal crossing improvements, maintain vegetation, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, introduce footway on desire line at Peppard Road, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26
PM2	Wokingham Road	St Peters Road	Kings Street/Broad Street	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26

PM3	University of Reading	Christchurch Road Local Centre	Bridge Street/Broad Street	Enhance public realm, signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26
PM6	Oxford Road	Howard Street	Norcot Road	Signal crossing improvements, relocate or remove street furniture, side road crossing enhancements	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	26
PM5	Bath Road	Castle Street	Honey End Lane	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	25

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