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To: Councillor Ayub (Chair)
Councillors Lanzoni, Barnett-Ward, Cross,
Ennis, Gittings, Griffith, Goss, Hacker,
Hornsby-Smith, Keeping, Kitchingham,
McCann, Moore, Page, R Singh and White

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6 June 2023

Your contact is:

Richard Woodford - Committee Services

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 14 JUNE 2023

A meeting of the Traffic Management Sub-Committee will be held on Wednesday, 14 June 2023 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

ACTION WARDS Page No AFFECTED

- 1. DECLARATIONS OF INTEREST
- 2. MINUTES OF PREVIOUS MEETING

7 - 14

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.

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.

4 (a) Petition - Request to improve road safety of Hamilton Road junction with Crescent Road

PARK 15 - 26

To report to the Sub-Committee the receipt of a petition asking the Council to improve road safety at the Hamilton Road junction with Crescent Road.

5. WAITING RESTRICTION REVIEW PROGRAMME

BOROUGHWIDE 27 - 142

- (a) Objections to 2023B Programme
- (b) Proposals for Statutory Consultation (2023A)

A report informing the Sub-Committee of objections (including petitions) resulting from the statutory consultation for the agreed proposals that formed the 2022B Waiting Restrictions Review Programme and seeking approval for officers to carry out statutory consultation for recommended new/alterations to waiting restrictions as part of the 2023A programme.

6. READING GREEN PARK STATION - TRO CONSULTATION RESULTS

WHITLEY 143 - 148

A report informing the Sub-Committee of objections and other feedback received during the statutory consultation relating to the proposed measures at Reading Green Park Station.

7. A33 ROSE KILN LANE SPEED LIMIT - APPROVAL TO CONSULT

149 - 156

A report seeking approval to carry out a statutory consultation for the implantation of traffic restrictions in the form of a speed reduction between the Berkeley Avenue overbridge and 29 Rose Kiln Lane in both directions to 30mph.

8. CRESCENT ROAD SCHOOL STREET SCHEME

PARK

157 - 174

A report seeking approval to make the Experimental Traffic Regulation Order for the implementation of the Crescent Road School Street Scheme permanent.

9. BSIP BUS LANES - STATUTORY CONSULTATION

ABBEY; 175 - 198 BATTLE:

KATESGROVE; NORCOT;

PARK; REDLANDS;

SOUTHCOTE

A report informing the Sub-Committee of initial feedback from the informal consultation relating to the six proposed bus lanes.

10. PARKING RESTRICTIONS AT NEW VEHICULAR ACCESS FOR READING LINK RETAIL PARK

KENTWOOD 199 - 204

A report on traffic management measures associated with the development at Reading Link Retail Park, Rose Kiln Lane, and seeking approval to carry out statutory consultation on the introduction of waiting restrictions within the new vehicular access into the retail park situated on Rose Kiln Lane.

11. PARKING RESTRICTIONS AT ALTERED VEHICULAR ACCESS FOR FORMER READING COLD STORE, DEACON WAY

KENTWOOD 205 - 212

A report on traffic management measures associated with the development at Reading Cold Store, Deacon Way, and seeking approval to carry out statutory consultation on the alteration of waiting restrictions within the new vehicular access into the proposed industrial units situated on Deacon Way.

12. JACKSONS CORNER - PROPOSALS FOR STATUTORY CONSULTATION

ABBEY 213 - 228

A report seeking agreement for officers to carry out statutory consultation on proposed alteration to the highway layout at Jacksons Corner to the north-east of the junction with King's Road and High Street.

13. CIL LOCALLY FUNDED SCHEMES - RESULTS OF STATUTORY CONSULTATIONS

COLEY; WHITLEY 229 - 240

- (a) Objections to Pedestrian Crossing on Imperial Way and Whitley Wood Lane
- (b) Objections to Traffic Calming Proposals on Shaw Road and Boston Avenue

A report providing details of the objections resulting from the statutory consultations for the agreed proposals of zebra crossings on Imperial Way and Whitley Wood Lane and for traffic calming measures on Shaw Road and Boston Avenue.

14. EVALUATION OF LOCAL 15% CIL SCHEME UPDATE - REDLANDS TRAFFIC CALMING

KATESGROVE; 241 - 254

REDLANDS

A report summarising the outcome of a meeting with Ward Councillors and Reading Cycle Campaign to discuss other areas of concern that had been raised about the officer recommendation to alter a priority-flow measure on Redlands Road. The report also summarises some desirable changes and some officer comments.

15. 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"

16. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

BOROUGHWIDE 255 - 428

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

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TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - A GARAGE Jtem 2

Present: Councillors Ayub (Chair), Yeo (Vice Chair), Barnett-Ward, Carnell,

Ennis, Gittings, Hacker, Hornsby-Smith, Keeping, Leng, Mitchell,

Page and White.

Apologies Councillors Hoskin and Moore.

45. MINUTES

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

46. QUESTIONS

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

Questioner	Subject
Councillor White	London Road Traffic Lights Outage

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

47. PETITIONS

(a) Petition for Traffic Calming Measures on Rotherfield Way

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

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

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

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

The report explained that speed enforcement could only be undertaken by the Police and the issue of speeding motorists was challenging for a Local Authority. With funding and resource limitations, alongside other policing priorities, enforcement could not be relied upon to provide a sustained method in which to deter speeding. The Council had been and continued to lobby the government and Police for an increase in civil powers of enforcement

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against speeding motorists. Local authorities had limited tools in which to address speeding, which were limited to the implementation of physical speed calming 'features' such as speed humps. It was understandable that these would not be welcomed by many as they were indiscriminate and had an impact on the surrounding environment. Consideration also needed to be given to the potential implications of some features to public transport vehicles, emergency service vehicles, active travel modes, and the feasibility in the context of the highway layout. For a Local Authority a scheme of features could also be resource-intensive and costly to design, install and maintain. It was noted that until mooted mandatory technologies were in place to override motorist inputs and limit vehicle speeds, and/or autonomously impose fines on the offending motorist, there appeared to be no alternative to these physical measures.

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

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

Resolved -

- (1) That the report be noted;
- (2) That the existing request for a pedestrian crossing on Rotherfield Way contained within the regularly-reported 'Requests for Traffic Management Measures' be updated to reflect the receipt of this petition and the request for traffic calming. This would be a proposed amendment to the existing entry of that part of the updated report;
- (3) That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting;
- (4) That no public inquiry be held into the proposals.

48. READING GREEN PARK STATION

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

The report explained that Reading Green Park Station was a new railway station on the Reading to Basingstoke line that had been progressed in partnership with Network Rail and GWR. The station and multi-modal interchange would improve accessibility and connectivity to south Reading which had undergone large scale development. It was noted that

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construction works had been completed and were currently undergoing testing and authorisation prior to official opening and public use. Work was being undertaken with Network Rail to ensure the opening of the station which was scheduled for Spring 2023.

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

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

Resolved -

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

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

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

As of 24 February 2023, 148 responses to the consultation had been received, of which 79.73% were in support of the implementation of traffic restrictions in the form of double yellow lines along Castle Hill between its junction with Russell Street and with Jesse Terrace. Also, 75% were in support to alter the length of the existing eastbound bus lane on Bath Road, and 70.95% were in support to remove the Tidal Flow on Castle Hill. Common themes of objections were:

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

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

Resolved -

(1) That the report be noted;

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

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

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

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

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

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

Resolved -

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

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

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval for officers to carry out a Statutory Consultation on changes to the waiting restrictions, pay and display bays, loading bays and taxi ranks along the Friar Street

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 2 MARCH 2023

and Garrard Street frontages. Appendices 1 to 3 to the report illustrated the proposals surrounding the development and the exact line markings proposed. The proposals aimed at improving the public realm on both Friar Street and Garrard Street.

Resolved -

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

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

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

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

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

Resolved -

(1) That the report be noted;

- (2) That the requests made for waiting restriction changes in Appendix 1 attached to the report be investigated by officers as part of the 2023A review programme be agreed;
- (3) That the officer recommendations, following investigations of the new requests, be shared with Ward Councillors, providing opportunity for local consultation (informal) and for their comments to be included in the next report to the Sub-Committee;
- (4) That, should funding permit, a further report be submitted to the Sub-Committee seeking agreement to conduct the Statutory Consultation on the recommended schemes for the 2023A programme.

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

The Executive Director for Economic Growth and Neighbourhood Services submitted a report that sought approval for officers to undertake a statutory consultation/notice processes to progress two scheme designs. These were for zebra crossings on Imperial Way and Whitley Wood Lane and to implement traffic calming measures on Shaw Road and Boston Avenue. The proposals were set out in Appendix 1 and Appendix 2 attached to the report.

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

Resolved -

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

54. REQUESTS FOR TRAFFIC MANAGEMENT MEASURES UPDATE

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

- Appendix 1 List of requests that were new to the update report with initial officer comments and recommendations:
- Appendix 2 List of requests that had been reported previously, where significant amendments were proposed, with officer comments and recommendations;
- Appendix 3 The principal list of requests, as updated following the previous report to the Sub-Committee in November 2022. It also contained the prioritised list of cycling and walking measures from the LCWIP.

Resolved -

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

55. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of item 44 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

56. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

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

Resolved -

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 2 MARCH 2023

- (1) That, with regard to applications 1, 10, and 13, a first discretionary permit be issued, personal to the applicants; 10 and 13 subject to the applicants submitting all the required documentation;
- (2) That, with regard to application 4, a second discretionary permit be issued, personal to the applicant and subject to the applicant submitting all the required proofs;
- (3) That, with regard to application 9, discretionary visitor books be issued, subject to the standard scheme limits for the number of books that can be issued each year;
- (4) That, with regard to application 12, a third discretionary permit be issued, personal to the applicant;
- (5) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 2, 3, 5, 6, 7, 8, 14, 15, 16, and 17 be upheld.
- (6) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 11 be upheld and that officers investigate the enforcement of parking at the designated car park for the address.

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

(The meeting started at 6.30 pm and finished at 7.47 pm).

Traffic Management Sub- Committee



14 June 2023

Title	Petition – Request to improve road safety of Hamilton Road junction with Crescent Road		
Purpose of the report	To note the report for information		
Report status	Public report		
Report author	Jim Chen, Assistant Engineer, Network Services		
Lead councillor	John Ennis		
Corporate priority	Healthy Environment		
Recommendations	 The Committee is asked to: That the Sub-Committee notes the content of this report. That Officers consider the comments and proposals contained in the petition and report their findings to a future meeting of this Sub-Committee, following engagement with the Lead and Ward Councillors. That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting. That no public inquiry be held into the proposals. 		

1. Executive summary

- 1.1. To report to the Sub-Committee the receipt of a petition requesting the Council to improve road safety at Hamilton Road junction with Crescent Road
- 1.2. Officers will consider the contents of the petition, share their findings with the Lead Councillor and Ward Councillors and report the outcomes to a future meeting of this Sub-Committee.

2. Policy context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
 - People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - Collaborating with others

2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

3. The proposal

Current Position

- 3.1. On 2 March 2023, a petition was submitted to the Council, at the time of writing containing 23 reports of near misses/collisions and 26 comments and ideas to improve safety at crossroad from residents. These were submitted in two tables, which form Appendix 1 and Appendix 2 of this report.
- 3.2. The enclosed letter stated the following:

Because of ongoing expressions of concern, I recently asked residents of Hamilton Road to send me their examples of collisions and near-miss incidents at this crossroads, and their views on what might improve the situation. The responses are included in the attached document: Tables 1 and 2.

Near-miss incidents must be taken seriously as they are an indication of a danger that could result in death/injury/damage. Data from Crashmap.co.uk, shows only 3 incidents reported for this junction (2017 – 2020), but these data are based on reported incidents only, and exclude any unreported collisions, and the numerous, and highly significant, near-miss incidents.

The sample size of residents who responded is, not surprisingly, very small: only those on our local WhatsApp and Community email groups were consulted and this excluded the many residents not known to, or reached by, these internet-based groups. However, even this small number of residents has observed / experienced near-miss incidents on a weekly or daily basis, and some have been injured. Fortunately, so far, no one has suffered a serious or fatal injury, but we are all worried about such an occurrence, especially involving children and adults on bicycles.

Examples of Experiences/observations include:

- The danger to life is primarily to cyclists going north or south on Hamilton Road
- Near misses affecting such cyclists are a frequent occurrence, but also affect car users
- There have been injuries/damage from collisions
- Road-users (both vehicles and cyclists) are not infrequently seen ignoring the Give-Way sign on Crescent Road, crossing Hamilton without pausing. Collisions have occurred for this reason
- Sight-lines for road-users on both Hamilton and Crescent Roads are poor, and without stopping at the junction, and easing forward, users cannot see approaching traffic, especially cyclists.

Examples of Ideas for improving safety at this junction include:

- Redesign junction with bollards and staggered entry to Crescent Road users
- Create a mini-roundabout with raised platform, and therefore no priority to any one direction
- Measures to force speed-reduction especially on Crescent Road
- A camera to warn users of scrutiny of their driving /cycling behaviour
- A continuous raised hump at the junction across Crescent Road, both West and East sides.

Whilst these changes have cost implications, the costs of injury / loss of life and their treatment by health services, and the investigation costs etc by police / Council are also considerable, let alone the long-lasting and traumatic impact of such events on the people affected.

I and others are interested in helping the Council gather more data if that would help: for instance, by gathering more reports of near-miss incidents/collisions, helping to install a camera to record activity at this junction, or helping in any way that would help the Council come to an early decision.

- 3.3. Officers are grateful to receive these views, as they will be helpful in understanding local views around this junction.
- 3.4. For context, the crossroad of Crescent Road and Hamilton Road is situated within a 20mph zone, which benefits from existing vertical traffic calming measures, to encourage drivers to adhere to the speed limit.

The junction layout is presented with 'give way' on both approaches of Crescent Road to Hamilton road. Both Crescent Road approaches are signed and lined with the associated give way restriction in accordance with National Standard.

As the petition covering letter acknowledged, Police-supplied casualty data does not suggest a road safety issue at the junction, with a single 'slight' incident occurring in the latest 5-year period of supplied data (up to, and including, January 2023).

3.5. The 'Requests for Traffic Management Measures' report that comes to this committee twice-annually contains a long-standing request to reduce rat-running traffic along Crescent Road and beyond. Implementation of the School Street may have partially mitigated this issue, although it is acknowledged that this is currently in a trial (experimental) phase at the time of writing.

Options proposed

- 3.6. It is recommended that Officers consider the contents of the petition, share their findings with the Lead Councillor for Climate Strategy and Transport, and Ward Councillors for discussion. The outcome of the discussions will be reported to a future meeting of this Sub-Committee.
- 3.7. There is currently no allocated funding for the development and delivery of physical changes to this junction. However, it is acknowledged that there is a desire to reduce risks, where feasible.

It is therefore likely that the recommendation of the future petition update report will be to add potentially feasible options to the 'Requests for Traffic Management Measures' report, which is anticipated to be updated for November's Sub-Committee meeting. This report is a useful source for the Council when considering options for funding allocation through, for example, local 15% community Infrastructure Levy (CIL) funds. Many schemes that originated from this list have been delivered and continue to be developed following funding allocations.

Other options considered

3.8. None at this time.

4. Contribution to strategic aims

4.1. The recommendation of this report does not directly deliver changes

5. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. The recommendation of this report does not directly deliver changes, so a Climate Impact Assessment has not been considered necessary.

6. Community engagement

- 6.1. The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.
- 6.2. Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website (www.reading.gov.uk). Report authors must also consider engaging and consulting staff and Councillors to help them to draft the report.

7. Equality impact assessment

- 7.1. 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.
- 7.2. It is not considered that an Equality Impact Assessment is relevant at this time as the report recommendation does not directly lead to any physical change. Assessment will be considered once funding for development and delivery of a scheme is identified.

8. Other relevant considerations

8.1. None expected from the recommendations and decisions for this report.

9. Legal implications

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

10. Financial implications

10.1. None arising from the recommendation of this report.

11. Timetable for implementation

11.1. Not applicable.

12. Background papers

12.1. There are none.

Appendices -

- 1. Residents' report of near-misses and collisions
- 2. Residents' comments and ideas for crossroad improvement.

Appendix 1: Petition - Request to improve road safety of Hamilton Road junction with Crescent Road

Comment	NEAR -MISSES AND COLLISIONS AT CRESCENT ROAD – HAMILTON ROAD CROSSROADS: Residents' comments		
No.			
1.	Dire danger at this junction. Worst offenders are electric bikes and scooters. Whizz across from Crescent with never a glance. Rules		
	of the road ignored at this junction a dozen times a day.		
2.	29 Nov '22: car from Crescent Rd did not stop, drove straight across junction.		
3.	Thurs 1 Dec an electric bike with food delivery box did the same. I have seen the same thing several times.		
	On 08 December 2022: 3pm: a cyclist went straight across Hamilton Road from Crescent without appearing to look out for traffic,		
4.	she certainly didn't have time to react to that traffic which would have collided with her. I am very wary of this junction, definitely a		
	serious accident waiting to happen.		
5.	From my home REDACTED , I've been aware of frequent incidents at the junction, though I don't have any record of dates. I will		
	make a note in future.		
6.	I believe most problems are caused by people driving straight across the junction (along Crescent Road) when heading in the		
	direction from Reading to Wokingham Road, either not noticing the junction or else not stopping to look carefully enough. I've seen		
	people driving at speeds of 40mph along Crescent Road in the evenings and not slowing down at all.		
7.	13 October 2022. Thursday. Approx 8am		
	Collision : I was cycling down Hamilton Road (South) and a car drove into the side of me as I crossed the junction with Crescent Road. The driver had been stationary but claimed he hadn't seen me.		
	Injury: Minor bruising to leg, very shaken and anxious particularly for my boys who love cycling to school.		
	Bike damaged, requiring replacement. Incident reported to the Council and police: Police ref REDACTED .		
8.	I have witnessed numerous near misses at this junction with people not stopping (in Crescent Road) at the junction, going too fast,		
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0	overtaking, not looking before pulling out. not giving way, parking on the corner to drop off for the school street.		
9.	I saw a cyclist peddling like the clappers with head facing almost straight down: came hurtling across Hamilton Road from one side		
	of Crescent to the other.		
10.	People regularly drive straight across (Crescent Road) in front of me (my priority), in Hamilton Road.		
11.	Over the years we have had 1 collision, 1 near-miss in our family at the Crescent Rd crossroads:		
	- our son got knocked off his bike when coming down Hamilton Road when the car driver appeared to look but didn't!		
	The other time was almost the same our other son was cycling down the road but he didn't get knocked off but had to swerve in		
	order to miss getting knocked off. They were cycling at some speed.		

12.	Near-miss: I was cycling (down Hamilton Road South) towards this crossroads with my children (aged then REDACTED) when a car shot straight across it, not stopping for us at all. Had I not been careful one of us might easily have been hit.
13.	I cycle up and down Hamilton Road daily and that junction is very dangerous, especially cycling down the road from the University towards Wokingham Road (cycling North): you can't see what is coming from the West, in particular, until close to the junction. Near- miss: I have had drivers on Crescent Road pull straight across Hamilton Road where I had right of way.
14.	Collision: In the most serious incident, I experienced I was nearly hit by a van that pulled straight across Hamilton Road (from West to East). I was cycling North, down the hill. I managed to swerve to avoid being struck, but I came off my bike in the process and landed on the bonnet of the van. The van was in the middle of the junction when we both came to a halt.
15.	Near-misses: I often find vehicles start to pull out, before seeing me, and braking already part way into the junction. Since coming off the bike I always make sure to cycle wide, so I'm visible as early as possible, and slow down to improve my chances of stopping if someone goes across without looking; however, if I slow down too much some drivers take that as a signal to cross in front of me so this can be dangerous:
16.	Collisions/ Near misses: At some times during my REDACTED years here, it seems there have been collisions almost on a monthly basis, and I'm often aware of hooting, which suggests a near miss. Several of these have been sufficiently serious that vehicles have had to be towed away, and sometimes cyclists have been knocked over.
17.	Near misses: A few times I have had to stop completely before the junction, cycling North, and South, on Hamilton Road, because traffic has driven straight though the junction on Crescent Road. I really do feel vulnerable cycling through that junction on a bike and would love for it to be made safer. I've heard of many more accidents and near misses so I feel it's only a matter of time until someone is killed.
18.	The visibility is really bad in all directions, particularly coming from the West on Crescent Road, but some people don't stop at all, or don't see cyclists until very late, even cycling wide and dressed in fluorescent yellow with a bright front light.
19.	When walking last Saturday (31 December) saw yet another cyclist go straight across Hamilton Road at some speed without any sign of head movement or slowing down prior to crossing.

20.	I have observed traffic driving along Crescent Road: on their approach to the junction drivers were swerving around the speed
	bumps rather than going over them. (Perhaps) by concentrating on these bumps drivers/cyclists are not giving their full attention to
	the approaching junction itself. Cyclists are no different in not slowing down and not looking before going across Hamilton Road,
	much to the danger of both pedestrians, other cyclists and other vehicles.
21.	I've seen numerous near misses at the Hamilton Road/Crescent Road junction, though I've not made a note of them. It has been
	slightly better (though only slightly) since the Council had the white lines repainted a few weeks ago, but many Crescent Road
	vehicles still fail to stop at the junction.
22.	Near miss: This morning (9.1.23) I set off in Upper Hamilton Rd on bicycle heading for Cemetery Junction. Cautiously as ever, I
	approached the crossroads. A driving instructor's car had approached on Crescent Rd from West direction and stopped at the white
	line. It was bright sunlight and I thought we had made eye contact so hit the pedals. A second later she pulled out in front of me and
	I had to do an emergency stop, only just managing not to crash into the car. She looked pretty sheepish and mouthed an apology.
	What is it about this junction?
23.	Collision bike accident: REDACTED years ago, but similar event to those in more recent reports
	- cyclist coming down from South (upper) Hamilton Road
	- The car was coming along Crescent Road from the west and did not stop at crossroads,
	- hit cyclist
	- who was catapulted over the car with the bike
	- and was treated in A&E for head injury / lacerations.
	- Not reported to Police / Council

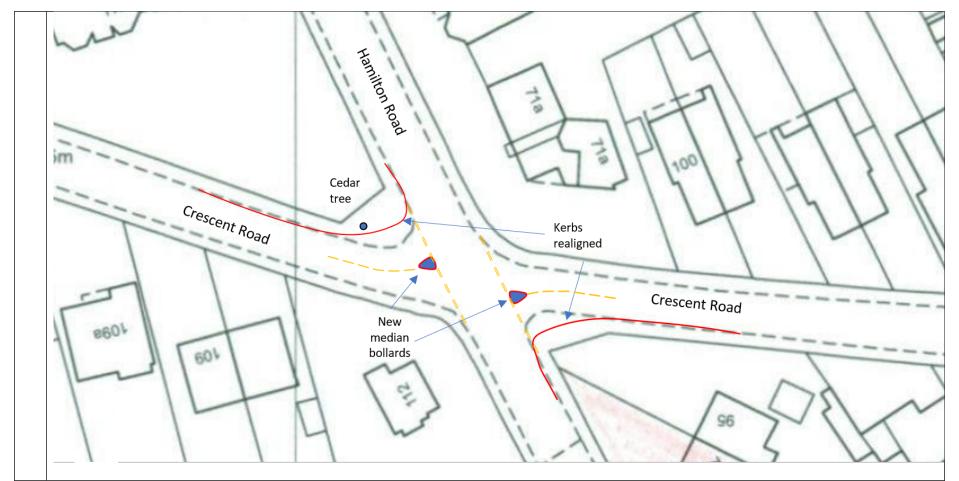
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Appendix 2: Petition - Request to improve road safety of Hamilton Road junction with Crescent Road

	RESIDENTS' COMMENTS, AND IDEAS FOR IMPROVED SAFTEY AT CROSSROADS			
1.	I'd like the police to fine electric bike/scooter riders as I believe they are still illegal.			
2.	The situation it appears to me to have become far worse over the last few months. I suspect that the 'School Street' signs are starting to be			
	misinterpreted and somehow giving people a false sense of security when crossing Hamilton from Crescent. It's the fact that the number of people			
	who aren't looking rather than the previous 'jumping' of the 'Give Way' sign that is becoming more noticeable to me.			
3.	The best thing the council can do to reduce the risk is to maintain the white junction markings on the road. They did renew these recently and I've			
not been aware of any collisions since.				
4.	Move the Give Way sign in Crescent Rd West from its current position half hidden behind the cedar tree to the post to the west of the tree (where			
	there is currently a "humps" warning.			
5.	Possibly change the Give Way to a Stop , although I'm not sure this would make much difference in practice.			
6.	Put a speed camera on Crescent Road for traffic heading eastwards towards the junction.			
7	Police the double yellow lines during the school run periods. Parents are parking (for up to 15 minutes in the afternoons) right up to the junction			
	on Hamilton Road, restricting visibility significantly and impeding traffic turning into Hamilton Road.			
8	The car (in Crescent Rd) was stationary, seemed to acknowledge it was a 'give way' to me, not sure having a STOP sign would have been enough.			
9	I think it was a bit of driver lack of awareness, it was a sunny morning and he claimed he couldn't see me.			
10	It was a busy morning as it often is and I think the only thing that would have possibly prevent it would be traffic lights.			
11	I doubt a STOP rather than Give Way at the junction would have made the slightest difference to cyclist behaviour as he probably couldn't see more			
	than a few feet ahead or anything above wheel height any way			
12	I have been told that the traffic signs/ priority at the Crescent Rd crossroads used to be different years ago?			
	I definitely agree that the junction is unsafe as things stand currently			
13	Ideally the junction would be staggered, so one couldn't drive straight through (on Crescent Road) without slowing down significantly.			
	There isn't a lot of space on the West side of the junction because of the high wall and protected tree, but perhaps something could be done to			
	adjust the road on the East side, along with islands/bollards in the middle of Crescent Road on both sides, like they'			
14	A camera on the junction might help to enforce the rules - and encourage people to actually slow/stop at the junction. It also would highlight that			
	this is a dangerous spot.			
15	The big problem is visibility due to the high wall of REDACTED and the angle of the junction. I don't know that much can be done about that (unless			
	something can be done with mirrors).			
16	In a car at crossroads, approaching from Crescent Road (West) at the white line/Give Way sign, it is not possible to see up (South) and down			
	(North) Hamilton Road without pulling out slowly to ensure there is no traffic from either direction.			

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17	From Crescent Rd West there are several visual warnings /signs to read and react to in the short stretch from Eastern Avenue. The Give Way sign is				
	not visible until quite close to the junction. These factors may also be contributing to driver uncertainty / distraction.				
18	Install vibrator alerts on road surface in Crescent Rd as a warning to cyclists be placed across the about 20 or so yards prior to the				
	junction? Or rumble strips painted across the road to get the attention of motorists. Presumably, a similar but simpler system could be used at				
'					
	all approaches to the road crossing so waking up both cyclists and motorists.				
19	A mini-roundabout, if there is room, would mean that there would be no priority to road-users from any one direction, and all would have to Stop				
	and give way to the right. A raised platform across the junction would also slow through traffic in all directions, but not prevent larger vehicles				
	from making a right/left turn from any direction (whereas bollards might obstruct these vehicles).				
20	I somehow doubt that having a Stop sign instead of a Give Way sign would have made any difference to their extremely dangerous behaviour.				
	I suggest that some sort of vibrator alert be placed across the Crescent Road road-surface about 20 or so yards prior to the junction, or rumble				
	strips.				
21	I suggest: make a minor reconfiguration of the carriageway such as to force approaching cars to change their line and to block the direct straight-				
	through alignment by inserting bollards. It would also entail realigning the kerbs and sacrificing a little bit of the pavements, and of course there				
	is a cost to be incurred. The chief difficulty would be in choosing an alignment that avoids the cedar tree while still meeting vehicle clearances and				
	design guidelines. (see: plan 1.) I did think about a mini roundabout, but space is the issue.				



- Whatever solution we go for, I think the key to it is to prevent vehicles on Crescent Road from having an unhindered straight-through line, by forcing them to steer round some sort of obstacles. Design guidelines will determine the dimensions and hence the maximum vehicle size that can make each turning manoeuvre.
- **23 Chicanes** would also be good way to slow the traffic
- How about **planting a big tree in the middle** and **blocking the junction to motorized traffic** just have filters for cyclists so Hamilton and Crescent Roads would both have no through traffic. (see plan 2.) (Plan not supplied)

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25	I remember when the crossroads worked the other way round and traffic went straight across Crescent Road dividing Hamilton Road into two			
	halves. It always seemed the natural way for the traffic to flow. Problems began after the change. I don't know why they did it.			
26	Full width speed bumps: have a white painted speed bump across the whole width of Crescent Road at the junction, East and West sides.			

Traffic Management Sub- Committee



14 June 2023

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Title	WAITING RESTRICTION REVIEW PROGRAMME: a. OBJECTIONS TO 2022B PROGRAMME		
	b. PROPOSALS FOR STATUTORY CONSULTATION (2023A)		
Purpose of the report	To make a decision		
Report status	Public report		
Report author	Jemma Thomas, Assistant Engineer, Network Services		
Lead councillor	John Ennis		
Corporate priority	Healthy Environment		
	The Committee is asked to:		
	Note the content of this report.		
	2. That objections noted in Appendix 1, and petitions in Appendix 2 are considered and the Sub-Committee agrees to either implement, amend, or reject each proposal. These proposals were advertised as part of the same, single, draft Traffic Regulation Order.		
	3. That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.		
Recommendations	4. That respondents to the statutory consultation, and lead petitioners, be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.		
	5. That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the 2023A programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 3.		
	6. 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 2023A programme.		
	7. That any objection(s) received during the statutory advertisement be reported to a future meeting of the Sub-Committee.		
	8. That no public inquiry be held into the proposals.		

1. Executive summary

- 1.1 Twice-annually, requests for new waiting restrictions across the borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme.
- 1.2 This report informs the Sub-Committee of objections (including petitions) resulting from the statutory consultation for the agreed proposals that formed the 2022B programme (report available here). Members are asked to consider these objections and conclude Page 27

- the outcome of the proposals. A decision will be required for all items before delivery planning can commence.
- 1.3 This report also seeks approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions as part of the 2023A programme. These proposals aim to address the issues raised in the initial list of requests, which were reported to and agreed for investigation by the Sub-Committee at their meeting in March 2023 (available here).
- 1.4 The recommendations within this report have been shared with Ward Councillors and an opportunity provided for their comment.

2. Policy context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
 - People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - Collaborating with others
- 2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 2.4. The Waiting Restriction Review programme complements the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by addressing local parking issues that can impact on accessibility and risks to safety. 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.

3. The proposal

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

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

Requests for new area Resident Permit Parking schemes will not form part of this review programme. Minor alterations to relatively small areas of existing Resident Permit Parking restrictions may be considered appropriate for inclusion within this programme.

Current Position – a. Objections to Traffic Regulation Order: 2022B programme

3.2 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. The report is available here.

Investigations were carried out and a recommendation for each scheme was shared with ward councillors between 14th November and 5th December 2022 for their comments.

3.3 A further report to the Sub-Committee in January 2023 (available here) sought approval for officers to conduct a statutory consultation for these recommended schemes.

The statutory consultation took place between 23rd February and 16th March 2023. The feedback received during this consultation, alongside the related scheme drawings, is contained in Appendix 1.

Three petitions were received, relating to the proposals in this programme. These have been referenced in Appendix 1 and summarised in Appendix 2.

3.4 The statutory consultation process is a consultation with the public and other statutory consultees to create and seal a Traffic Regulation Order. Traffic Regulation Orders underlie on-street restrictions and allow them to be implemented and enforced.

The statutory consultation process is the Council proposing a new Traffic Regulation Order and in doing so, it must seek any objections so that these may be considered as part of the decision on whether the restrictions be implemented. The Order advertised for this programme contained all of the proposed restrictions and changes, so a decision must be made for all items before it can be sealed and any element implemented. No further development progress can be made on any element of the Traffic Regulation Order until the decisions for all elements have been made.

Statutory consultations are not to be viewed as a vote, where a higher number of objections compared with comments of support would necessarily lead to proposals not being implemented. Rather, it is expected that the responses will be balanced toward objections and the Council needs to consider the reasons provided in the objections and decide whether a scheme is amended, removed or installed as advertised.

Statutory consultations are open for anyone considered to be impacted to respond, meaning that the respondent's address and other personal information is irrelevant. Under Data Protection law, capturing this information is not necessary and therefore is not a requirement for the response.

Current Position - b. Officer recommendations for consultation: 2023A programme

- 3.5 With regards to the 2023A programme, approval was given by the Sub-Committee in March 2023 to carry out investigations at various locations across the borough, based on the reported list of requests that the Council had received for new or amended waiting restrictions. The report is available here.
 - Officers have investigated the issues that were raised and have considered their recommendations accordingly.
- 3.6 In accordance with the report to the Sub-Committee in March 2023, Officers shared their recommended proposals with Ward Councillors between 10th and 26th May 2023. This period provided Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in Appendix 3 of this report.

Options Proposed – a. Objections to the Traffic Regulation Order: 2022B programme

- 3.7 The Sub-committee is asked to consider the feedback received against each scheme in Appendix 1 and Appendix 2 and make the following decisions:
 - Agree with objections the recommended proposal will be removed from the programme and will not be implemented

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

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

Options Proposed – b. Officer recommendations for consultation: 2023A programme

3.8 This report seeks approval by the Sub-Committee to undertake statutory consultation on the recommended schemes in Appendix 3, taking into consideration any Ward Councillor comments that have been received and referenced.

The schemes will form part of a single proposed new Traffic Regulation Order and the feedback is intended to be reported to the Sub-Committee in September 2023.

Other Options Considered

3.9 None at this time.

4. Contribution to strategic aims

4.1 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 pose safety risks 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, reductions in Highway safety risks and more efficient parking management/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. Environmental and climate implications

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

There has been some minor negative impact for investigation and design, through travel and energy usage. Travel impacts have been partly mitigated through preferred use of the Council's electric pool cars and through walking and cycling to site wherever practicable. 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 Highway risk reduction, accessibility and traffic flow improvements 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.

6. Community engagement

- 6.1 Persons requesting waiting restrictions have been informed that their request will form part of the waiting restriction review programme and are advertised of the expected timescales of this programme.
- 6.2 Ward Councillors have been provided with the recommended proposals prior to the creation of this report to the Sub-Committee. This has provided an opportunity for a level of informal consultation and local consideration in order to provide initial feedback to officers.
 - Ward Councillors will also be made aware of the commencement dates for statutory consultation, so that there is an opportunity for them to encourage community feedback in this process.
- 6.3 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website (the 'Consultation Hub'). Notices will be advertised in the local printed newspaper and will be erected, typically on lamp columns, as close as possible to affected area.
- 6.4 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.
- 6.5 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.

7. Equality impact assessment

- 7.1 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.
- 7.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not anticipated to have a differential impact on people with protected characteristics. A statutory consultation has/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.

8. Other relevant considerations

8.1 Procedural Requirements and Regulatory Duties – Section 9 refers to the regulatory requirements for sealing and advertising Traffic Regulation Orders.

9. Legal implications

- 9.1 The Order for the 2022B programme of restrictions will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
 - Following the making of this Order, the public must be afforded a period of six weeks to raise any legal challenge, prior to any alterations to the restrictions within being proposed through statutory consultation.
- 9.2 The order for the 2023A programme of restrictions will be drafted under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 9.3 This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake these processes.

10. Financial implications

- 10.1 The cost of developing and implementing the 2022B and 2023A programme will be dependent on a number of factors, including the number proposals that are agreed for implementation and the extent/complexity of these schemes. Lining-only schemes, such as double-yellow-line restrictions will be considerably less costly to implement, compared with restrictions that require signing.
 - Section 3.1 outlines the remit of this review programme, which helps to mitigate financial and resource risks.

10.2 Revenue Implications

	2023/24 £000	2024/25 £000	2025/26 £000
Employee costs Other running costs Capital financings costs	NIL	NIL	NIL
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.

10.3 Capital Implications

Capital Programme	2023/24 £000	2024/25 £000	2025/26 £000
Proposed Capital Expenditure	£100	£100	£100
	Capital	Capital	Capital
Funded by	integrated	integrated	integrated
Grant	transport	transport	transport
	block (ITB)	block (ITB)	block (ITB)
	grant	grant	grant
	funding	funding	funding
Total Funding	£100	£100	£100

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

10.4 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.

10.5 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 3.1. 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. Timetable for implementation

- 11.1 Should a decision be made on all proposals for the 2022B programme, then the sealing of the legal order and the final implementation of the agreed proposals is expected to be completed by the end of this calendar year.
- 11.2 The statutory consultation for the 2023A programme will be carried out over the summer, and the results are expected to be reported to the Sub-Committee in September 2023.

12. Background papers

12.1 There are none.

Appendices

- 1. Includes the feedback received to the consultation for the 2022B programme, along with the advertised drawings for the proposals.
- 2. Summary of the petitions received against the consulted 2022B programme proposals for Charndon Close, Lyndhurst Road and Barry Place.
- 3. Includes the officer recommendations for the 2023A programme, along with the drawings for the proposals.

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APPENDIX 1 - WAITING RESTRICTION REVIEW PROGRAMME 2022B

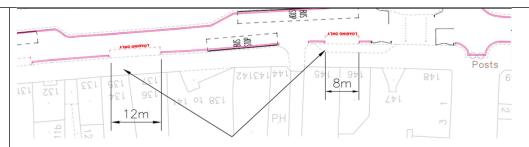
Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 05/06/2023, following the end of 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.

Street	Summary of Original Request	Feedback received	
All proposals	N/A	Neither support nor object 1	
Neither support nor object (From Thames	Thank you for the consultation on the parking restriction changes. At this time TVP have no objections to the proposals.		
Valley Police).			

Street	Summary of Original Request	Feedback received
Abbey - Friar Street	Developer has requested a change in time on the overnight loading bay on Friar Street outside WH Smith to better accommodate delivery requirements once complete. Officers recommended that this be considered holistically, alongside other loading bays along the street.	Summary of responses: Objections 1, Support 0, Neither support nor object 0
1. Objection	[REDACTED] have been instructed on behalf of [REDACTED] regar restrictions on Friar Street. We have been made aware that the conservations on Friar Street. We have been made aware that the conservations of 40 minutes and the extend time of 9pm-5am however, the sites on Friar Street which have recently been granted planning per 221232) and a hotel at 138-144 Friar Street (ref. 221235) which has concerns with the loading periods for the two loading bays located will have on the operational servicing requirements for the future servicing option. Given the permitted uses for both sites, there without uses during daytime hours, particularly for laundry. The laur daytime working hours because of their potential impact on the locarly morning servicing would not feasible. Friar Street is open to on Friar Street further west of the two hotel sites are not restricted loading is allowed. We kindly ask you to consider extending the locating allowed. We kindly ask you to consider extending the locating loading period for at least one of the loading bays closest reflect the existing restrictions along Friar Street which is open to peak periods. We could be very grateful if we could arrange a mee RBC's position and evidence-base for not proposing any daytime secuses and the inherent servicing requirements associated with these OFFICER COMMENT: Another objection was sent to us from the This letter formally objects to the proposed changes to the loading Figure 1.	eloper-led. Our client is in support of the extending loading here are concerns of the logistics of servicing related to two ermission. These sites are located at 145-148 Friar Street (ref. two been permitted for an apart-hotel and a hotel. There are diclosest to these two sites and the impact the proposed times operators of the hotels in the interest of providing a feasible ll be a requirement for the operator to efficiently service the ndry supplier themselves will likely be subject to restricted ocal area where they are located and therefore overnight / traffic, eastbound, between 11am-4pm and other loading bays end in terms of the time period for loading whereby daytime adding period to 7am (i.e. 9pm - 7am) as well as providing a to these two hotel sites between 11am and 4pm. This would all traffic between 11am and 4pm as well as avoiding the enting to discuss this further as soon as possible and understand dervicing hours given the recent planning permissions for hotel e uses. We look forward to hearing from you on this matter.



Although the driver for the consultation is suggested to be developer-led, consideration has not been given to the feasibility and viability of the operational requirements for the two recently permitted hotel uses on Friar Street (LPA ref 22/1235 and 22/1232) that was detailed during the consideration of the application. These two loading bays are the most appropriate for servicing the permitted hotel uses due to their proximity when considering goods will need to be trolleyed between the loading bay(s) and the delivery entrances to the permitted hotel uses. Whilst the extension to the loading period to 40 minutes is welcomed, the continued early morning restriction until 5am does not allow for the servicing requirements for the permitted hotel uses to take place. Laundry services in particular are a key component of the operation of the hotels which themselves are restricted to daytime operational hours. The typical laundry operation involves fresh laundry being delivered during the morning period whilst used laundry is collected, taken away and washed during the day, ready to be returned the following morning. Housekeeping can than change linens during the day. Evening collection of dirty laundry is not compatible and conflicts with how the laundry company operates as they would not be able to collect after 9pm to wash overnight, dry and press to return fresh laundry the following morning. Simply they do not operate in this manner nor make one sole pickup when all other pickups are during daylight hours. As such, restricting loading to 5am is not logistically viable and as such the restrictive loading on Friar Street is incompatible with a feasible servicing operation. The prospective operator of the hotels would welcome extending the loading period to 7am, or to provide a daytime loading period somewhere between the hours of 11am - 4pm. In this way, loading can take place away from the peak periods whilst continuing to comply with the existing westbound access restrictions on Friar Street (i.e. 7am - 11am and 4pm - 7pm).

By not allowing for any daytime loading on Friar Street in this location, Reading Borough Council are restricting any forthcoming approved development that reasonably requires daytime loading to operate. It is noted that there are alternative loading bays on Friar Street, but the distance to cart linen is significant - over 130 metres. Should the loading period not be extended to 7am or a daytime loading period not provided, there is no opportunity for a future operator for the hotels to take on the sites as the on-street delivery options are too restrictive to operate and function in an appropriate manner. As a result, the viability of the permitted development is significantly reduced. Furthermore, consideration needs to be given to overnight loading and the negative impact this would likely have on guest experience as well as residential amenity. There is an existing hotel (Novotel) on the opposite side of the road to the permitted hotel sites. There are residential flats at 1 Station Road and fronting on to Friar Street along with the forthcoming residential development associated with Station Hill that would also be impacted by overnight servicing. As such, extending the loading period to 7am and/or providing daytime loading to allow for more appropriately timed servicing would minimise impact on guest

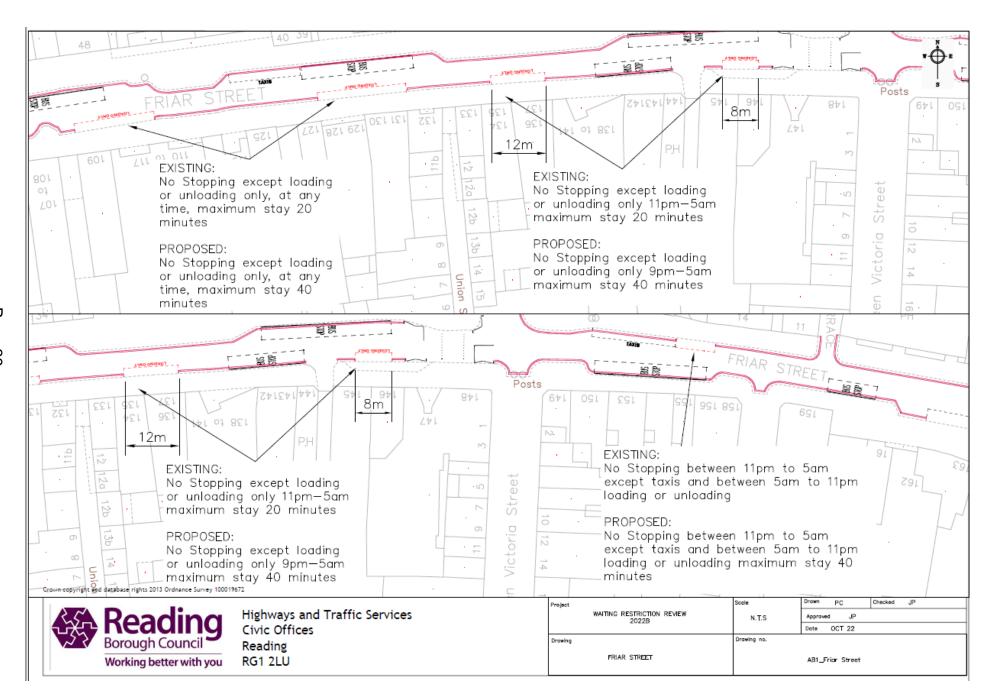
experience and residential amenity. An approach needs to be taken where the highway on Friar Street takes on a dual purpose to allow not just bus access but to accommodate the delivery requirements of future development that has been permitted by Reading Borough Council. Between the hours of 5am and 7am, there would be minimal pedestrian movement at the signalised crossing due to the time of day and as such there would be minimal impact generated by the interaction of buses using Friar Street, the pedestrian crossing and vehicles utilising loading bay(s). Furthermore, bus service operation peaks post-7am when the peak hourly period starts to begin and as such if the loading bay(s) in question were occupied prior to 7am is considered that the extension of time to 7am would not have a detrimental impact on the operation on this section of Friar Street given the off-peak timings. There are currently circa. 6 buses utilising the westbound bus stop closest to the loading bays between the hours of 5am and 6am and 9 buses between the hours of 6am and 7am, equivalent to up to one bus every 7-10 minutes which is not considered to be significant. During these times, patronage would be relatively low given the off-peak early hours and as such the dwell time period and impact of the loading bay(s) being occupied simultaneously would be imperceptible. It is not until after 7am as the peak morning period begins when bus services become more frequent, at which point all loading requirements would be completed and vehicles would have left Friar Street. Should the loading period not be extended to 7am or a daytime loading period not provided, and despite further assessment with the proposed hotel operator, there is a significant risk that the prospective operator will not be able to take on these sites as the on-street delivery options are too restrictive to operate and function in an appropriate manner. As a result, the viability of the approved development is significantly reduced. We ask Reading Borough Council to strongly reconsider the loading times for the bays in question so that a viable servicing strategy can be achieved for the permitted hotel uses rather proposing loading periods which hinder and are not compatible with the efficient operational requirements of recently permitted development.

OFFICER COMMENT:

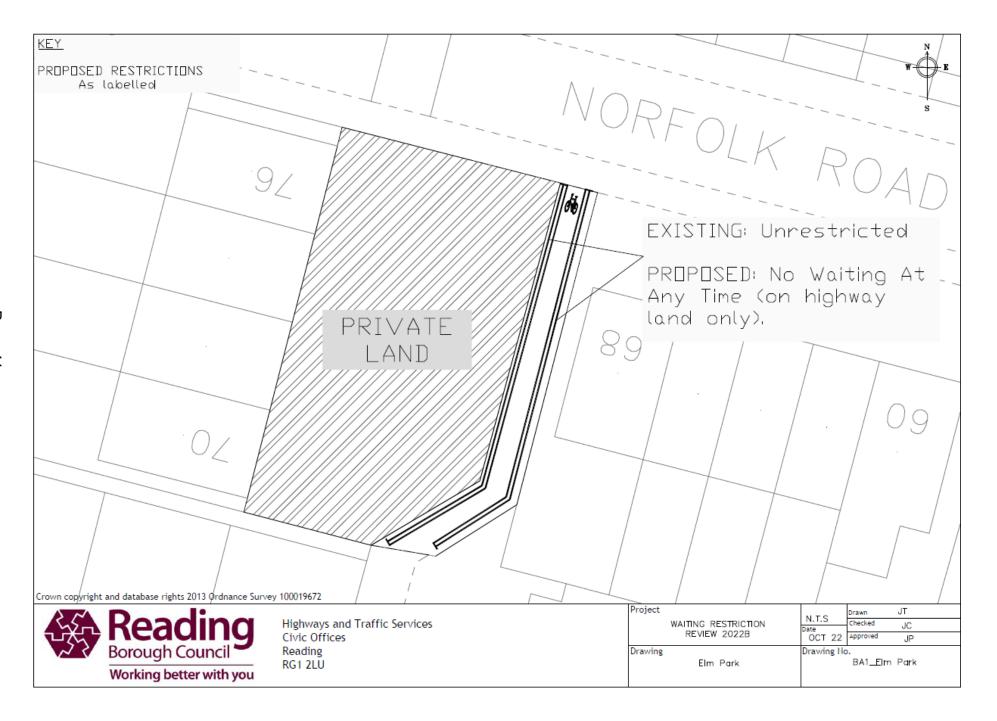
Friar Street is a very important town centre link for public transport, cycling and service vehicles during permitted times and is a street crossed by pedestrians at multiple points between the railway station (and north) and the shopping area. Prior to the Red Route implementation, the westbound bus lane was heavily congested with daytime loading and unloading, resulting in considerable delays to bus services (and resultant congestion), significant obstacles for cyclists and other permitted users and some pedestrian/vehicle intervisibility concerns.

Careful consideration was required for the Red Route design, to provide a compromise of facilities along Friar Street and improve the navigability of the street and intervisibility for pedestrians crossing the road. As a result, a number of time-limited loading bays were installed to ensure a good degree of turnover at all times of the day, with additional bays coming into operation during the quieter night-time period. These formed part of the 6month+ experimental period consultation, prior to the restrictions becoming 'permanent'.

This consulted proposal sought to assist with concerns being raised around some specific servicing requirements in the area, but officers considered the street holistically and in the context of the Red Route objectives and previous concerns with the street operation. The proposals provide additional loading/unloading periods along the street (from 20mins to 40mins), additional hours of operation for the overnight bays and provide a time limit for the bay at the north-east extent of the scheme, following concerns raised that some vehicles were remaining in situ for considerable periods of time with limited loading being undertaken.

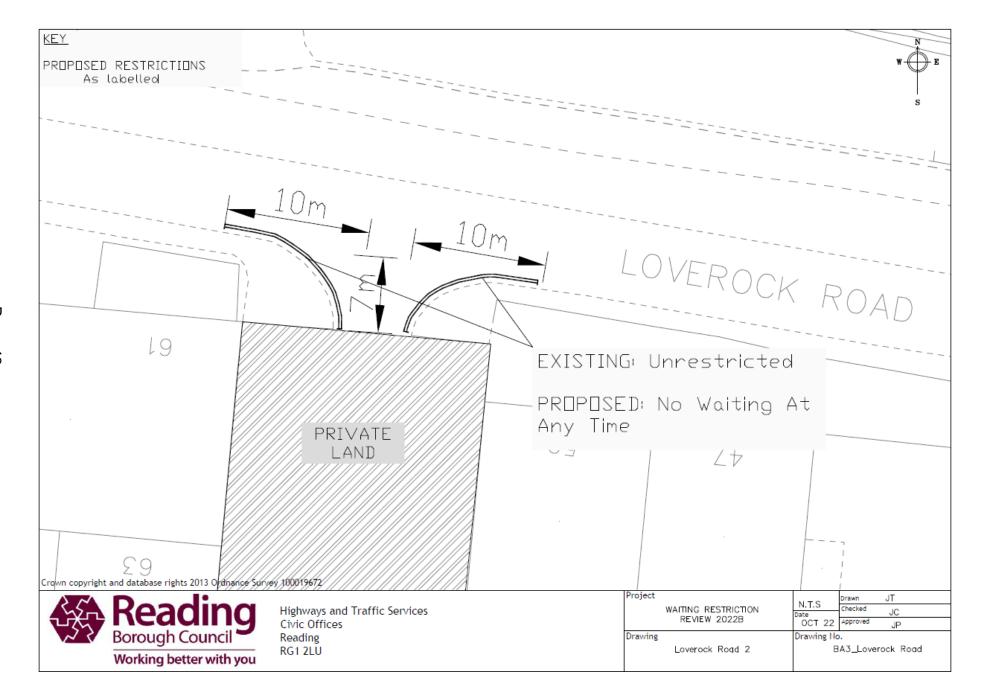


Street		Summary of Original Request	Feedback received	
Battle -				
Elm Park		pedestrian/cycle way obstructing the access between Norfolk Road and Elm Park.	Objections 3, Support 1, Neither support nor object 0	
1.	Objection	I wish to object to double yellow lines being painted on the grounds that I feel this is a waste of public money. I live on Norfolk Road, I have done for almost [REDACTED] years, and I don't see that it's necessary for these changes to be made. I feel that money would be better spent elsewhere. Every single bin I have walked past in the last 6 months is overflowing, there is litter everywhere. There was a bag of rubbish dumped in the alley by where you wish to put in double yellow lines, I complained to the council twice, it took 6 months before it was cleared. I fear that with the double yellow lines in place, more rubbish will be dumped and fly tipped in this area. Reading as a whole looks terrible with rubbish everywhere as it is. There are not enough bins around the town and the ones that are there are not emptied nearly enough. People can still walk through this area safely, there is plenty of room. There have been no issues in the past [REDACTED] years I have lived here and none since the houses were built over 20 years ago, according to my neighbours, so what has changed now?		
2.	Objection	I wish to strongly object to the plans of double yellow lines being placed here. The reason is that I live at number [REDACTED] Norfolk Road and [REDACTED]. If double yellow lines are put in, [REDACTED] have to park on the main road, this road is incredibly busy already and we would be forced to park far away from our houses by the time we get home from work/jobs. [REDACTED] it will put a huge strain on my physical health if I am forced to park out on the Norfolk Road and that's if I can find a space on the already busy road. That's not including the expense of having to buy a permit so I can do so, I [REDACTED] would struggle with the extra expense. [REDACTED]. Yes, it is a cycle path there but there is plenty of space for bicycles, pedestrians and delivery motorbikes that travel through from Elm Park to the Norfolk Road daily, I know this because I have lived here for roughly [REDACTED] years and I witness this every day. My neighbours at [REDACTED] have lived here since [REDACTED] has always parked car opposite with no problems.		
3.	Objection	This is going to force more cars and traffic onto Norfolk Road. It is a busy road as it is, with too many vehicles parked. This makes it difficult to cross the road safely with [REDACTED]. I often walk through this area to Elm Park, its not an issue with cars parked there, there is plenty of space for me to walk through and others, it is quite safe and has been so for at least 20 years.		
4.	Support	The land indicated for the change is public property and a shared walking and cycle route. It has been stolen by owners of private vehicles to park their private vehicles. This change is necessary to empower Reading parking enforcement officers to return the land to the public.		



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Street	Summary of Original Request	Feedback received
Battle -	Request for Double Yellow Lines to be installed in the vicinity of	Summary of responses:
Loverock Road	57 Loverock Road as vehicles park on the entrance making it	Objections 0, Support 1, Neither support nor object 0
	extremely difficult for delivery lorries to enter and exit.	
1. Support	Just to say that hopefully these plans will be passed, it was [REDACTED] It'll mean that lorries can get in & out of the yard safely	
	and [REDACTED] can enter & exit without the current problems they have.	



Street	Summary of Original Request	Feedback received
Caversham - Donkin Hill Anglefield Road	Requests for double yellow lines on the junction of Anglefield Road with Donkin Hill due to cars parking on the corners, causing issues for motorists and pedestrians.	
1. Objection	As I writing to object on the proposed amendment on the waiting restrictions between Donkin Hill/Anglefield Road to 30M/30M. As [REDACTED] are residing at [REDACTED], they are visited by [REDACTED]. Also me and [REDACTED] as well. This would make the parking unavailable for us all, especially with the parking permits placed on Briants Avenue and Southview Avenue on Jan 2020, this has led to more people parking on Anglefield Road! So I would like to object on Size of the restrictions, based on the grounds of limiting parking available for much needed [REDACTED] and therefore limiting this space for family to visit. I would be happy if the proposed restrictions were changed to 10M/10M either side, instead of 30M. Any questions, then do let me know.	
2. Objection	of limiting parking available for much needed [REDACTED] and therefore limiting this space for family to visit. I would be happy if the proposed restrictions were changed to 10M/10M either side, instead of 30M. Any questions, then do let me know. Objection with regard to the proposed double yellow lines around Donkin Hill and Anglefield Road, WRR2022B. Objection is to the proposed 30m & 32m length of double yellow lines into Anglefield Road. A 10 metre stretch on both sides of Anglefield Road is far more sensible, allowing visitor space and clearing traffic from the junction onto Donkin Hill. 30 & 32 metres of double yellow lines into Anglefield road is unnecessary and will have a profound impact on residential parking and visitors. I assume the problem trying to be solved is to prevent blocking of view while pulling out onto Donkin Hill, this can be achieved with up to 10 metres onto Anglefield Road. Recent double yellow lines introduced at the far end of Anglefield Road onto Henley Road do not extend 30 or 32 metres into Anglefield Road, which is a busier main route and more of a restricted view pulling out. Is there a reason Anglefield onto Donkin Hill is being treated differently? As residents of [REDACTED] with [REDACTED] we rely on having ample informal parking. Number [REDACTED] has a disabled bay with daily home carers, applying a strict no parking zone to the entire area currently used for visitors will cause immense disruption. Number 1, 3 & 5 are a few of only a handful of houses on Anglefield Road which do not have off street parking, with the proposals it will restrict the ability for parking within a reasonable proximity to the houses. It's certain any available parking under the new proposal will be taken by those who do not live in the homes directly outside. There are a few vehicles currently parking on Anglefield Road within the proposed double yellow line zone who live or Donkin Hill. Has any consideration been given for where these vehicles are intended to go? With this proposal of 30m & 32	
3. Support	to be reviewed with a revised proposal of a 10 metre zone into Ang I support the proposals as unsafe parking can currently mean havin	

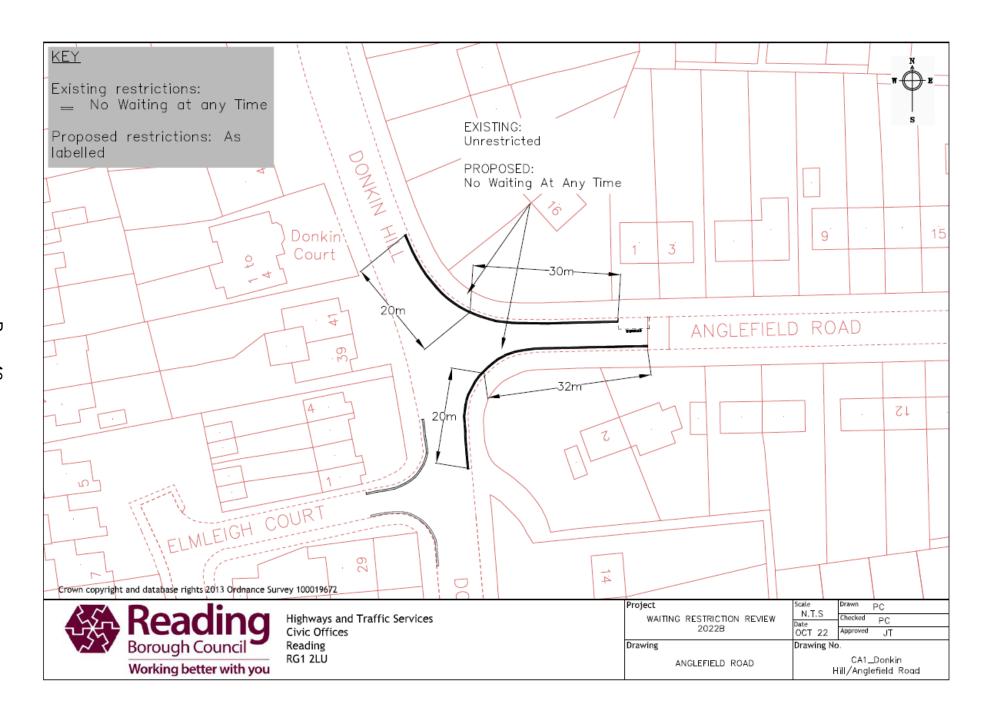
4. Comments from Councillors

Officers have received the following comments from Councillors:

- Councillor Jacopo Lanzoni enquired about the lengths of the proposed yellow lines and whether shorter stretches could be considered.

Officer Comment:

This junction is very wide so requires a longer length of yellow lines to achieve the same visibility improvements that would be expected from a shorter stretch of restrictions on a narrower junction approach. When we carried out our investigations for this request, it was felt that the lengths described in the proposal were adequate to tackle the issue raised with us. Now that the consultation period has ended, officers have seen the feedback and would not object to these lengths being reduced to around 20m to reduce the impact on local resident parking as it would still provide some improvement to the issue of vehicles parking directly on the junction, albeit not to the same extent.



Street	Summary of Original Request	Feedback received	
Caversham -	Request for restrictions to be added between the existing 'school keep clear'	Summary of responses:	
Hemdean Road	markings along the frontage of Caversham Primary School, to match the those	Objections 0, Support 16, Neither support nor	
	of the existing 'school keep clear' restrictions (Mon-Fri 8am-5pm). This was	object 2	
	discussed at a site meeting with the school and local Councillors. The		
	catchment of the school has expended and there are now a significant number		
	of pupils arriving from the east needing to cross Hemdean Road. Existing		
	parking near the school (where it is unrestricted) is currently causing concerns about visibility. It is expected that the new proposed restriction would be		
	either a single yellow line or an additional 'school keep clear' restriction. Any		
	new proposals will also need to be considered in the context of a desire for a		
	zebra crossing installation in the future, which would necessitate the removal		
	of this parking at all times (both sides of the road) to create the required		
	visibility. A separate request was also made for a disabled parking bay.		
1. Neither support	Reference to WRR2022B/CA3 Hemdean Road - Parking Restriction Road Marking	s Proposed Alterations	
nor object	Proposed		
	l '	outside Caversham Primary School removing about	
	Implementing the proposed parking restrictions on West side of Hemdean Road outside Caversham Primary School, removing about 2 existing parking spaces.		
	r existing parking spaces.		
	Advantage		
	When pulling out of Victoria Road drivers will be able to see further along Hemde	ean Road to the South (to their right) of the Victoria	
	Road Junction before pulling out and not have an obstructed view both ways, m	naking the departure from Victoria Road safer.	
	Disadvantage		
	Background		
	As a resident of Victoria Road for the past [REDACTED] years we have seen a ste	adv notable increase year on year in the congestion	
	on Hemdean Road, and more notably Victoria Road which is a no through Road.		
	The congestion has been further exacerbated with Caversham Primary School u	ndertaking the following in recent years:	
	Building in the past 5 years increased class rooms for additional class intakes	generating further traffic with no plan to address	
	the additional cars that came with the additional Children.		
	• Expanding the catchment outside of the local area which has had a notable in		
	to address the additional cars that came with the Children from outside of the		
	With Covid lockdown in 2020/2021 Caversham Primary School has now got a		
	previously parked within the School boundary in front of the class rooms. Follow		
	by CPS has not been reversed and so now the Staff cars occupy what was prev	riously tree spaces from U7:30am thereabouts until	

about 17:00pm, reducing what little space there was available in Victoria Road. Again there is no plan as to deal with the consequential congestion.

- In the past week Caversham Primary School Conservatory building has been demolished to make way for a new purpose built classroom to I suspect enjoy additional occupancy and attract further places at Caversham Primary School. If this is the case there will again be another up lift in the number of cars coming to Caversham Primary School. And Again I suspect there will be no plan to tackle the current or future traffic issues arising.
- As a consequence of the building work in Caversham Primary School I had to put up with during half term break during what is normally a rare quiet period 32 ton eight wheeled lorries negotiating the [REDACTED] several times including the numerous skip lorries and alike. Consequently the gate post was damaged and it would be good for the school to move the gate opening to a more convenient location to enable such vehicles to access CPS without distress to residents such as the space between the two groups of resident properties. This point will become more apparent as you read on.

I could list numerous more issues I've had with traffic in Victoria Road over the past [REDACTED] years from mostly parents including being threatened, sworn at, driveway obstructed, and parked in, with cones taken. This is just a sample to start with as a consequence of the traffic issues in Victoria Road.

Existing Traffic Issues

Some mornings the traffic is so bad that Cars are unable to move in Victoria Road or Hemdean Road. But whilst many complaints by me, and I suspect many others have been made nothing has been done by RBC, Caversham Primary School or the Police over the past [REDACTED] years to address the traffic issues but piecemeal visits to provide a morning or afternoon presence and nothing else with nothing resolved - however I was very surprised to meet a Traffic Warden on 1st March 2023 positioned on the East side of Hemdean Road standing opposite Victoria Road Junction as a "deterrent". I was advised by him that there had been complaints and that yet again a piecemeal momentary visit was provide - again not addressing the problem. This is just a waste of time of the limited Traffic Warden Resource for RBC which I suspect could be better utilised not having to provide a presence outside schools. Please note this is the first time in years that I've seen anyone in uniform deal with traffic (Police or Traffic Wardens), so whilst its was welcome it's not a solution. I am to understand CPS provide a small paragraph to tell parents not to black driveways but do absolutely nothing else to educate Parents.

Limitation of Proposal

Implementing restrictions on the west side will mean Parents parking on the East side of the Road which they currently do, including the corner of Victoria Road and Hemdean Road outside No2 Victoria Road on many occasions blocking pavement access for those heading south along Hemdean Road on the West side, north of the Victoria Road Entrance. In some instances Parents double park with one car on the grass verges on the East side, with the other car parked half on the pavement and half on the road side by side - you'll notice obstacles positioned on the grass to try and stop this but they get moved. The Police and Caversham Primary School have been told about this but it still goes on and causes combined chaos. I cannot see the proposed restrictions will have any benefit to addressing traffic as Parents simply ignore them, and when Police/Traffic Warden is present Parents behave, but as soon as Police/Traffic Warden disappear which is 99.9% of the time Parents continue to park as I describe.

I have more than numerous times had to contact the Police, Caversham Primary School and RBC to complain about the traffic but nothing is done. Yet RBC seem to find the money to paint lines to cause more congestion rather than to speak to Residents properly, canvas ideas to solve the existing problem before initiating a new scheme with limited benefit. Whilst you dismiss the comments I make about Caversham Primary School it is the sole reason why there is so much traffic chaos and complaints. So whilst for now the school remains it's better to be constructive and consider how best to give our experience of living here which hopefully my response provides. So I've compiles a package of proposals which must be implemented as a collective package.

Proposed

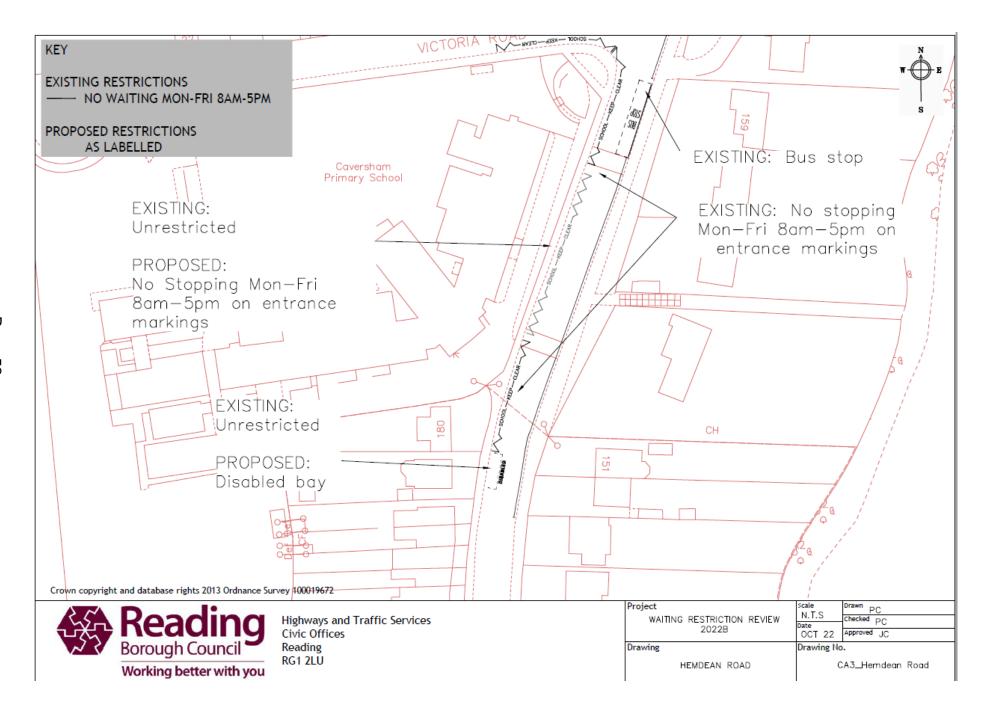
If RBC is to make any real difference it needs to make the following changes:

- Victoria Road is designated a 'School Street' https://www.reading.gov.uk/vehicles-roads-and-transport/travel-to-school/school-streets/ I understand this scheme is already applied to other Roads in Caversham/Reading Area and that RBC Strategic Environment, Planning & Transport Committee have been approving other schemes. This would enable School Staff to still parking in Victoria Road, Residents to retain access to and from their properties. Access to Allotments and the Cemetery would be restricted for Drop Off and Collection times 8:00 9:00am and 2:30pm to 3:30pm. This would be administrated by School Staff as they arrive at 07:30 and can implement a set of posts. Additional Posts would be needed on the grass verge to prevent cars avoiding the restrictions and driving over the grass verge.
- Implement double yellow lines the East Side of Hemdean Road opposite Caversham Primary School from one side of CPS to the north side of Victoria Road. This will apply an instant (albeit 5 min wait for Traffic Wardens before they can issue a ticket) fine.
- Install a Zebra Cross to permit safe crossing from East to West of Hemdean Road outside the Gates of Caversham Primary School. There is no safe cross from one side to the other outside CPS.
- Putting School Restriction markings outside the school would prevent the School Coaches from parking on the West side of Hemdean Road directly outside CPS, resulting in the Children having to disembark on the East side and having to negotiate the safe crossing of Hemdean Road. The only alternative for the Coaches is to parking in Victoria Road, which again usually blocks resident, and access to Allotment and Cemetery unless of course:
- New Gates are installed allowing Coaches to enter School ground via Victoria Road to embark/disembark Children safely. This also address Safe Guarding Children which I was told by the Acting Head Teacher is why Coaches need to park close to the School.
- Victoria Road is designated a 'School Street' to restrict the number of Cars parking in Victoria Road to alleviate the number of cars in Victoria Road, plus allow cones or other such street furniture to be applied to protect turning access into the playground.
- Caversham Primary School to implement various, not just a letter to Parents, 'safe routes to school' scheme in conjunction with these changes to encourage Parents to leave the car behind given the severity of the restrictions Parents would more than likely avoid taking the car given little to no parking available.
- Implement RBC proposed School Markings this would ensure Parents understand that there is no car facility in Hemdean Road for School drop off or Victoria Road.

Whilst I ultimately am in favour of the RBC Proposed School Markings it comes with the caveat that the other measures above are also implemented. Otherwise your proposal will simply be ignored by Parents, create more traffic chaos in Victoria Road and not achieve your Statement of Reason, and I cannot support this isolated idea. Conclude To conclude I highlight poignant elements as your 'Statement of Reasons' notes in bold below: Statement of Reasons Waiting Restriction Review 2022B To introduce, remove or amend existing waiting restrictions and parking places either in the interests of safety or in response to demand. This has necessitated changing or revising existing Traffic Orders. Many of the proposed changes are considered necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. ...this includes the safety of Children, Parents, Visitors to CPS, Residents, Allotment Holders, Cemetery Visitors, Dog Walkers and alike who use Hemdean Road and Victoria Road for access... and to quote your statement above, to prevent 'the likelihood of any such dangers arising'. So please plan a package of remediation, Consult with all parties, and implement something that will work for everyone. I don't want the proposed Traffic Parking Restrictions to be another scheme which I end up adding to the list of traffic contributory events above for the next pointless scheme from RBC, where RBC fail to consult and listen and action ideas with residents and address the existing traffic problems before implementing another new 'initiative', however I await with optimism that one day RBC will realise how bad traffic is in Victoria Road and Hemdean Road and finally do something about it. Remember [REDACTED] in Victoria Road, like many other Residents, we have nowhere else to go, day or night, this is our home. We have no alternative home away from this area. We see everything that goes on in Victoria Road and Hemdean Road. That makes us your 'Specialists', indeed 'Experts' as some have lived here for some [REDACTED] years, and for me [REDACTED] years, so we see what happens here all year around. Try talking to us and not just send out bland 'we want your pacifying feedback', and do nothing - this does not help anyone, least of all you meet your 'Statement of Reason'. The current parking outside the school reduces the visibility for anyone crossing Hemdean Road to get to / from school, which Support 2. creates a danger for pedestrians. Expanding the school markings will improve the situation. Adding a crossing will increase safety for children and parents, often we have to drop children while pushing another child's 3. Support pushchair and crossing can be very dangerous. Highly crowded street during school runs. No zigzag and safety to allow parents and children crossing to and from the school. Support It's a school road and crossing can be very tricky at pick up and drop off times, the crossing will help a lot with having a sense of 5. Support security for the parents and children It is for safety of the students 6. Support 7. It is getting dangerous for the children to safely cross the road to Caversham Primary School Support 8. Support For the safety of children No comments provided. Support

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10.	Support	To improve safety of pupils and parents of the school.	
11.	Support	It can be a dangerous road crossing to school and feel like a larger restricted parking area would increase safety for those getting	
		to and from Caversham Primary school	
12.	Support	It is very very crowded around the main gate of the Caversham Primary school. Zig zag lines are clear No for any parent to park on	
		the zig zag line.	
13.	Neither support	Need a zebra crossing or Pelican crossing as we have lots of schools along this road and parking both the side as well as bus ride.	
	nor object	Kids find difficult to cross the road. Parking either side makes difficult to look both the side for vehicles before crossing the road.	
14.	Support	The school drop off is congested and a lab accident waiting to happen without further action such as this proposal	
15.	Support	It can be v dangerous here at drop off and pick up. Any additional restrictions would be welcome and would add to the safety of	
		the children. Please note that parents also tend to park in the opposite side of hemdean road opposite the school. Any way to	
		reinforce the rules here would be v welcome. Thanks	
16.	Support	As a parent I have seen many near misses with regards to children farting out between parked cars. Due to the volume of pedestrian	
		traffic and limited crossing spaces adult and children are forced to make unsafe crossing decisions.	
17.	Support	I'm pro expanding. There are lots of young children around the area due to the school. The amount of children out of catchment	
		has doubled in recent years, which has led to a significant increase in children being dropped off by car. I supporting encouraging	
		parents to park safely and further away from the school to make it safer for children.	
18.	Support	Safety has become of concern outside Caversham Primary School. Near misses witnessed most days. Children and parents having	
		to lean into road between parked cars (some illegally parked) to check if it's safe to cross. Greater sight lines would help with	
		this. Therefore I support extending the zig zags. Other measures such as parking enforcement will also have to increase as I imagine	
		this may get worse.	



Street	Summary of Original Request	Feedback received	
Caversham - Donkin Hill & Lower Henley Road	Request for double yellow lines on the junction of Lower Henley Road (access road) and Donkin Hill due to reports of vehicles parking on the corners, causing issues for pedestrians and motorists. Please note that this is the section of Lower Henley Road that meets Donkin Hill at the T-Junction and not where it meets the mini roundabout	Objections 5, Support 1, Neither support nor object 1	
Neither support nor object	Numbers 1-11. This area provides parking for 12-13 cars belongin enough space for everyone to park. Even now, I struggle to find parking 1 or 2 streets away and having to walk home alone in the dathis proposal. There is only two small A4 laminated notices that because a neighbour pointed them out to me. To my knowledge to	m writing as a resident of Lower Henley Road to object to the above plans to place double yellow lines on the road between lumbers 1-11. This area provides parking for 12-13 cars belonging to local residents, without this area there simply will not be nough space for everyone to park. Even now, I struggle to find parking some nights. As a [REDACTED] I do not relish the idea of arking 1 or 2 streets away and having to walk home alone in the dark. I also feel that there has not been a lot of publicity regarding his proposal. There is only two small A4 laminated notices that I can find, discreetly placed on lamposts and I only saw them ecause a neighbour pointed them out to me. To my knowledge there has been no door to door postbox drop, which surely is a	
2. Objection	Objection to Waiting Restriction Review 2022B - Lower Henley Roal To whom it may concern, Please find below my objections to the proposed double yellow lessection), north side). The Statement of Reasons says that the changer restrictions and parking places either in the interests of safety or are considered necessary for avoiding danger to persons or other traffic using the road or any other road Objection 1 I have lived on Lower Henley Road, [REDACTED] years and have rar constitute a danger to persons or other traffic, or block emergency	whom it may concern, ase find below my objections to the proposed double yellow lines on Lower Henley Road/Donkin Hill (Donkin Hill (east-west tion), north side). The Statement of Reasons says that the changes are intended to introduce, remove or amend existing waiting trictions and parking places either in the interests of safety or in response to demand, and that many of the proposed changes considered necessary for avoiding ger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. ection 1 we lived on Lower Henley Road, [REDACTED] years and have rarely seen or heard of any event on that stretch of road that could stitute a danger to persons or other traffic, or block emergency service vehicles. The 3 photos below show that the road layout ures that cars parked on the proposed yellow line area do not in any way block the view or flow of traffic at the junction.	

Conversely, I have frequently experienced cars and trucks speeding on Lower Henley Road, and failing to stop on the roundabout at the bottom of Donkin Hill, putting myself and others in mortal danger, and have witnessed the police pull over many vehicles speeding down Lower Henley Road when they set up a temporary speed camera on the corner of Flambards and Lower Henley Road. I have requested the stats on these via an FOI request, but the planning process does not allow enough time for the request to be completed in order to present that information here.

Unfortunately I do not have a recording, but a number of years ago I called the council to ask about what could be done to put in traffic calming measures on Lower Henley Road, after yet another very close call between myself on my bike, and an articulated lorry that failed to stop on the roundabout. The gentleman I spoke to confirmed that someone would have to die before the council would put such calming measures in place. Soon after, I saw an ambulance attending to a cyclist that had been struck on the roundabout. I would find it morally and ethically wrong that if funds and willingness are available to improve pedestrian and road user safety in the area, those funds would be spent on yellow lines on a side road, rather than a known danger spot/drag strip. If you think of pedestrian traffic alone during peak commute/school run times, it is reasonable to assume that the number of parent/pupils/children crossing the road at the roundabout is likely much greater than those trying to cross the side road at the location of the proposed lines. With limited resource, I argue that a more considered and effective use of resource to protect the wellbeing of the residents you represent, would be to install traffic calming measures on the lead up to the roundabout, as the council has already done in more affluent areas of Caversham such as Kidmore Road.

Objection 3

During the meeting where it was decided to approve the resident permit parking in Lower Caversham (South View Avenue, Briants Avenue, etc.), the councillor acknowledged the concerns of residents in the surrounding areas, who were worried that the introduction of the permits would force even more commuter parking onto their streets. Whilst acknowledging our concerns, the councillor stated that they would not be a reason to prevent the introduction of the permits. As predicted, the permit zone is now under-utilised, whilst the areas just outside have parking problems/people blocking driveways, etc. See below a photo of South View Avenue showing a typical week day since the introduction of the permits.



See below a typical day on the location of the proposed yellow lines.



The residents at the bottom of Lower Henley Road rely on that street for parking, especially since the council took the decision to force commuters onto it. A decision to install the yellow lines would have further detrimental effect on the residents of Lower Henley Road, removing 5 parking places, and force increased competition for remaining spaces further up the street/on Donkin Hill, at the same time that residents in the permit area enjoy vehicle free roads. In this case, it would be very hard to see how the council could claim to be acting in the interests of, rather than against, Lower Henley Road residents.

Objection 4

Further to the comments about the impact of the permit parking zone, the council's decision to implement this has resulted in frequent bottlenecks and dangerous driving on Briants Avenue, as people try to force their way through the pinch points rather than giving way. I have witnessed emergency services and public transport being blocked by the parking arrangements on many occasions.

Any decision to install the double yellow lines under the pretence of safety would be inconsistent with the previous decision that causes the bottlenecks described, resulting dangerous driving and delays to emergency service vehicles.

In conclusion, as per section 3.4 of the Planning Code of Conduct for Councillors (https://democracy.reading.gov.uk/documents/s6519/Appendix%20E%20-

<u>%20Planning%20Code%20of%20Conduct%20for%20Councillors.pdf</u>), in considering any report or recommendation, councillors must carefully weigh up any issue and ensure that there are clear and substantial reasons for their decisions and that those reasons are clearly stated. Whichever way the decision goes, I look forward to seeing that clarity in the evidence and justifications.

3. Support

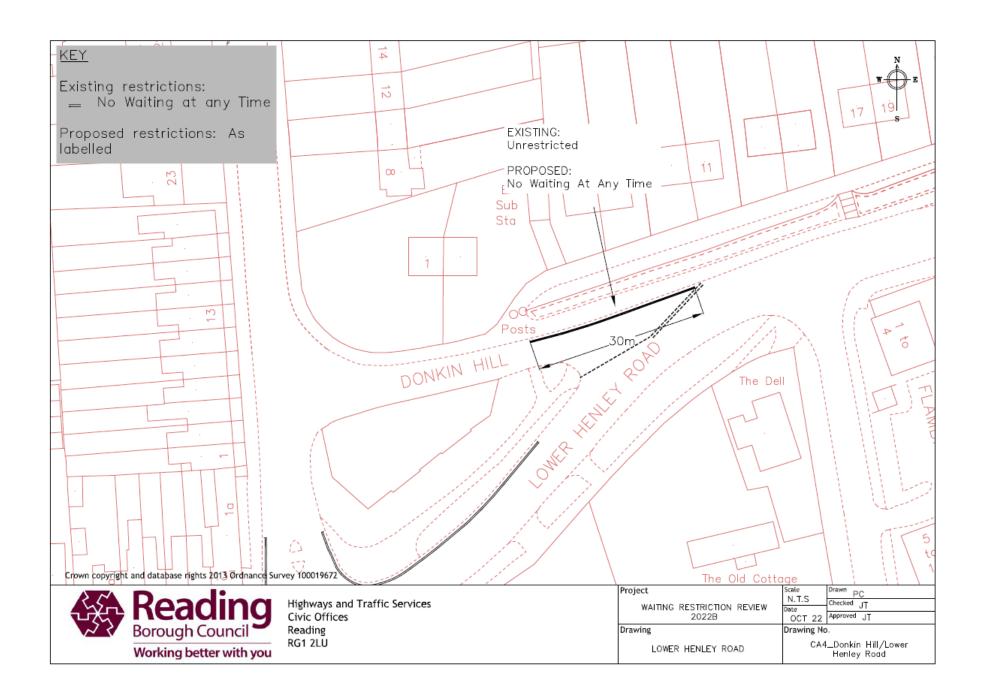
I support the proposals as unsafe parking can currently mean having to walk in the road.

4. Objection

Where are the residents going to park? We already have issues with parking due to the permits down south view avenue and star road resulting in non residents parking on the road. For [REDACTED] plus years of being a resident no one has had any issues with parking here.

It's a pass though between lower Henley road and donkin hill the cars have to go slowly due to hazards however if there are no cars there they will fly down there and that's dangerous especially coming out on the donkin hill which is a bend. Especially as a number of children live in the area and walk to school via that way as encouraged by the council to walk. I am dumbfounded why this is a

	possibility people will end up abandoning cars and neighbours will get angry with one another when they can't park outside their houses. I think we need more information of what this proposal is for and what the benefits are supposed to be?
5. Objection	As I am sure you're aware this road is used by the residents to park. We have no car parks or drives. We are unable to park on neighbouring road dues to permits. Therefore when these no parking restrictions are brought in for the houses between 1-9 LHR. Where do you suggest the cars park? There is a cycle line between houses 9-13 so you would be unable to park there or am I mistaken and the only no parking will be on the side of the road with the island (derelict piece of land previously advertising boards) so that you can only park on one side of the road not two? I am interested to find out the reasoning for this change after the years of it being ok for residents to park on their own road. And this slip road between donkin hill and lower Henley road being safe to cross I feel it would not be if the cars weren't parked there i believe people would see it as a quick cut through when in traffic and just dart across. This restriction does concern me as the lack of parking is already tiresome at times with the removal of this space people will really struggle and possibly start pavement parking. A concern would be that it would push cars to parking on donkin hill itself which is already a busy road plus used by a number of buses the only real traffic on the area you have mentioned is residents in cars not large buses lorries etc which would be a concern getting kids in and out of the cars near. It's so safe for us with families to park at the bottom of LHR. Apologies if I am mistaken with this but it was a lot to read. Thanks.
6. Objection	I am writing to express my objection to the above proposal. I am a resident at [REDACTED] and the available parking to residents is limited as it is so to make further restrictions by taking away part of the road is absurd, especially if it is not to be replaced with alternative parking. Sometimes there is no available spaces at all, causing [REDACTED] great difficulties when carrying heavy loads home from several roads away. I think this proposal should be re thought, taking into consideration the effects it will have on residents on this and surrounding roads.
7. Objection	I object to the above actions planned. As I'm a resident and find it difficult to park as close to my house as possible At the best of time so having double yellow lines would be a great inconvenience to myself and family.



waiting at any time", including the bus stop on the East side in this section. There only remain 3 very small sections on the East
side of Priest Hill in this range with unrestricted parking and these are where residents on the East side have existing driveways for
off street parking. In contrast on Priest Hill, West side not all residents have off street parking. It is suggested that instead of
increasing the length of the "no waiting at any time" by 20 metres on Priest Hill, West side that the "no waiting at any time" is
increased on Priest Hill, East side in the sections referenced above, which are predominantly opposite the existing proposed area
of extension. By amending the proposal in this way Priest Hill, East side will be entirely "no waiting at any time" in this area, and
thus improve the road in the interests of safety. It is my view the existing proposal will be less effective in achieving this objective.
The amendment of the proposal in this way would also maintain the existing areas on Priest Hill, West side of on- street parking
thus avoiding the danger to residents from the West side, who had parked on the East side, having to cross a busy road to reach
their home.

Request for the existing double yellow lines on the brow of the Summary of responses:

Feedback received

It is not stated whether this specific proposed change is in the in the interests of safety or in response to demand. I object to this

proposal. The vast majority of Priest Hill, East side between Blenheim Road and the junction with St. Anne's Road is already "no

Objections 1, Support 0, Neither support nor object 0

Summary of Original Request

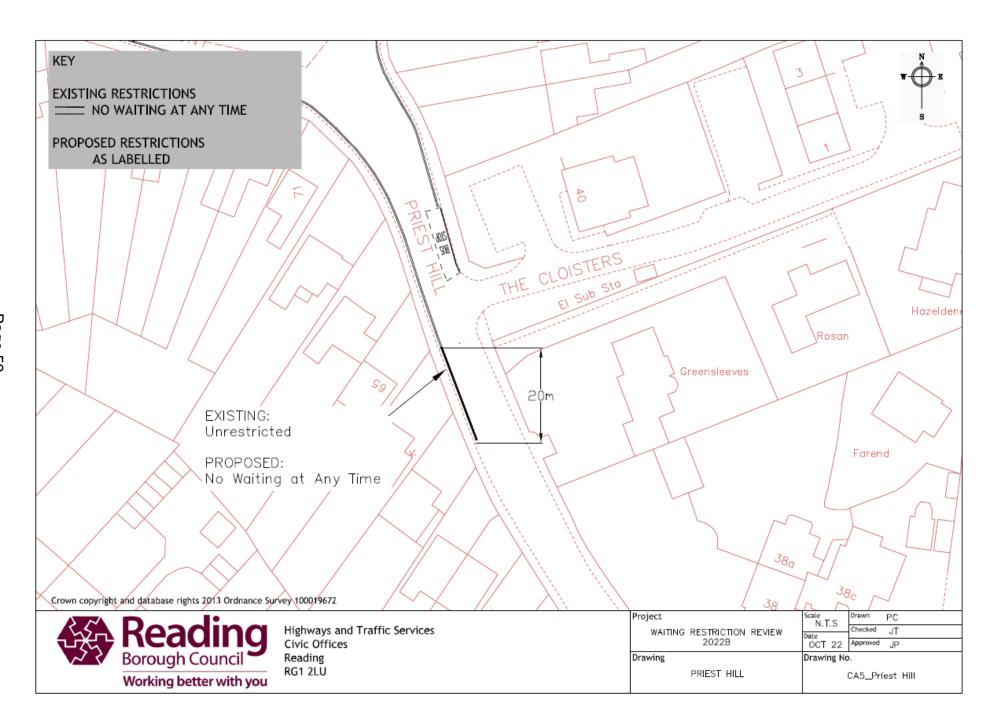
hill to be extended to assist with visibility.

Street

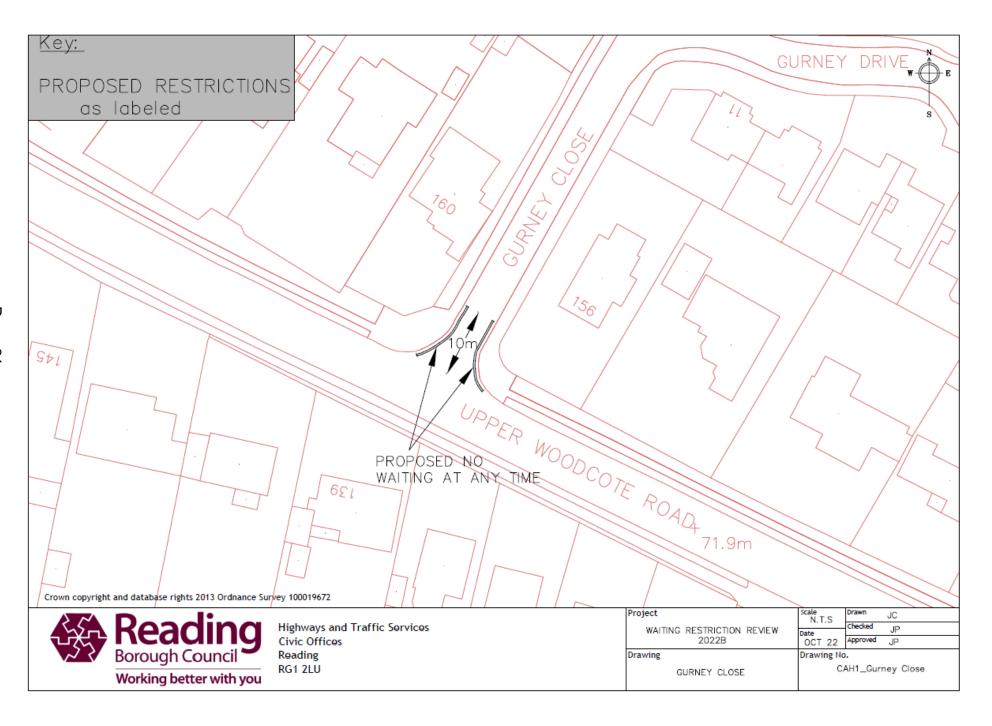
Caversham -

1. Objection

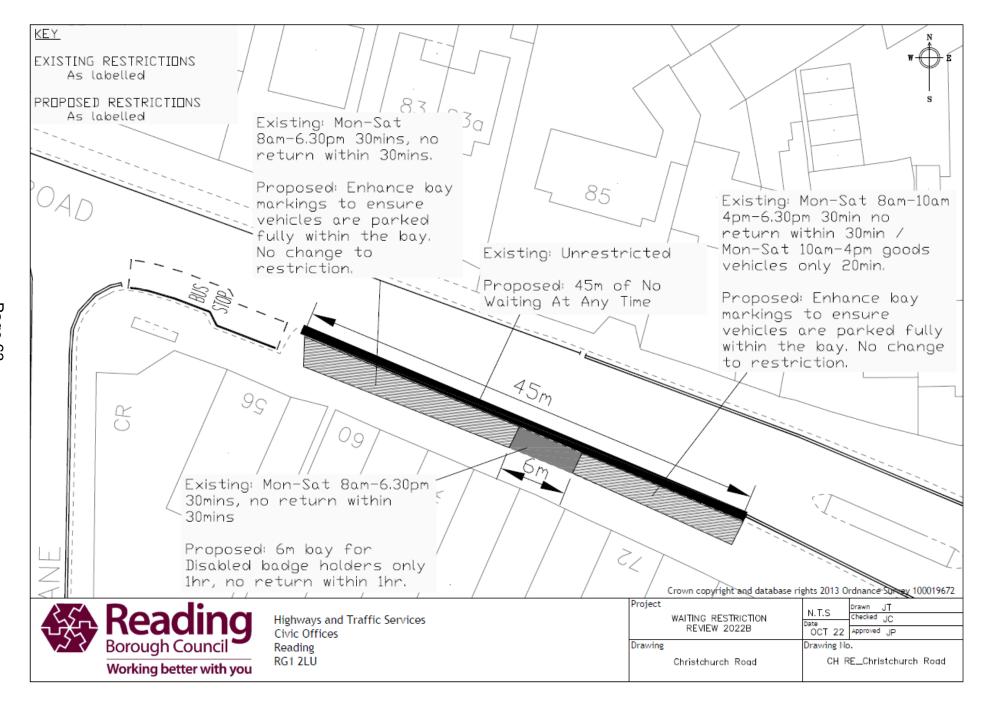
Priest Hill



Street	Summary of Original Request	Feedback received
Caversham Heights - Gurney Close	Request for waiting restrictions on Gurney Close at its junction with Upper Woodcote Road as motorists often come face to face with others whilst entering/exiting the road.	Summary of responses: Objections 1, Support 2, Neither support nor object 2
Neither support nor object	With regards to the plan of double lines to Gurney Close, surely a distance of 10 mtrs is not long enough. With the parking problems at Gurney Close, driving in and out will leave very little space if you meet a vehicle turning into the close. Would it be better if the yellow lines went the length of the centre road marking. Seen a few near misses and had a couple myself.	
2. Neither support nor object	We have no objections to this taking place but we are asking if the double yellow lines could be extended a bit further to enable much safer access on entering Gurney Close and exiting Gurney Close.	
3. Support	I fully agree with the very necessary addition of double yellow lines to be installed at the junction of Gurney Close to Upper Woodcote Road. However, I would add that I have lived here for over [REDACTED] years and am well aware of the traffic pattern regarding Gurney Close and, as this is a quite narrow road, may I suggest that a distance of something approaching 25 M be more adequate to allow adequate room to manouevre when vehicles are entering and leaving at the same time. If this amendment is acceptable, I am sure it will prove to be a very welcome safety feature for the future. Thank you.	
4. Support	I am pleased to learn that RBC intends to introduce double yellow lines at this junction. I consider that this will provide a welcome safety feature but am concerned that it is for a distance of only 10 M into Gurney Close. I firmly believe that to be really effective the lines need to extend to at least double that distance to allow adequate room for 'waiting' and 'incoming' vehicles to move when vehicles are parked in Gurney Close near the junction. I hope this suggestion will be considered. Many Thanks.	
5. Objection	Proposal is dangerous when it comes to backing out in the road while there is parking.	



Stre	et	Summary of Original Request	Feedback received
Chui	ch & Redlands -	Request for a disabled parking bay outside the row of shops on	Summary of responses:
Chri	stchurch Road	Christchurch Road, along with parallel parking bays. This is due to	Objections 4, Support 3, Neither support nor object 1
		concerns about safety for vehicles, pedestrians and cyclists in the	
		area and the need to increase disabled parking spaces for the	
4	<u> </u>	shops.	
	Objection	I object to the proposed changes to Christchurch Road. On the gradetrimental to the local communal shops and takeaways.	-
2.	Support	Presently, cars reversing in and out of the parking spaces at the I	
		cannot get a clear view of oncoming cars or cycles. Cars often pa	
		potentially running into pedestrians. Cars presently park in the bu	us stop space which forces buses to load and unload passengers
		whilst causing traffic to queue.	
3.	Objection	It's not a big problem. If people were more patient it'd be absolute for and be mindful of cyclists could be a good idea.	ely fine. Maybe some signage to remind car drivers to watch out
4.	Support	This has needed addressing for a long time and is very dangerous	especially with buses and new useless cycle lane system being
		imposed on this road. In addition parking penalties for those park	
		the shops needs to be sorted. While we are on It could you also tak	
		hairdressers which was started several years ago. The cement wor	
		on someone or pop out anytime. The whole area is a disgrace including the infested rat alley that runs behind the shops.	
5.	Objection	Object - leave everything as is with the exception of one disabled bay near the pharmacy; it works - I have not seen any accident	
- waiting time is sufficient - it avoids double parking as occurs on Whitley Street - one option to consider is		hitley Street - one option to consider is dropping the speed limit	
	C	to 20mph from the junction to the roundabout at Whitely street.	
6. Support As a local resident I support these changes due to ongoing traffic and safety concerns with a tribage to the same and the s			
		the tails out regularly creates a bottleneck as less confident or exp stopping until traffic has dispersed to move round the parked cars	
		to reversing blind onto the main road, relying on other drivers to bre	
		to this proposal I would like to ask that the bus stop is widened so	
		buses can only part pull in due to the width restriction on one end	
		when traffic is coming from the other direction, or forces drivers of	
blocking bike from being able to use it.		onling the other way to move over, stradating the sine take and	
7.	Neither support		
	nor object	people will take too long trying to get in the space or out again into the traffic.	
8.	Objection	The parking at this location accommodates appx 15 cars in the wa	
	-	this to something like a third of this capacity. Yes some vehichles	
		cause little concern. I would be interested to know how many accident	
		have not witnessed any myself. I am concerned that given there i	s a Post Office and a very well used Chemist ins this parade of
shops, that short stay parker will be dipsced to nearby streets causing a		shops, that short stay parker will be dipsced to nearby streets caus	sing a wider problems and impacting on residential parking.



Street		Summary of Original Request	Feedback received	
Coley -		Request to review and implement waiting restrictions at the	Summary of responses:	
Brownlow Road		Windsor Court entrance on Brownlow Road to improve visibility	Objections 8, Support 4, Neither support nor object 1	
		and access.		
1.	Neither support			
	nor object	1. Parking in the area is verydifficult - for me as a home owner		
other residents and people who use the hospital. I am concerned that any increase in waiting restrictions is likely pressure on spaces in the rest of the area, thus making the parking problem even worse				
		problem even worse		
		are in the area of the asked on it is your difficult to make an		
		2. We have no stats on the current safety problems caused by cars in the area of the school, so it is very difficult to make an		
		accurate assessment of the current risks ie how significant they are and what effect an increase in waiting restrictions would have.		
2.	Support	Is the consultation process potentially flaws without it? This email also applies to the car park entrance to Windsor Court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of court in Brownlow Road, which is regularly blocked because of the Brownlow Road Road Road Road Road Road Road Road		
۷٠	Support			
		restricting the flow of water, and leaves from trees clogging the drainage outside the house next door to Windsor Court. The yellow lines need to be extended all the way from Tilehurst Road to the first house after the car park.		
3.	Objection	Objection to installation of yellow lines on Brownlow Road Drawing		
		To whom it may concern	, , , , , , , , , , , , , , , , , , , ,	
		Please will you register my objection to installing double yellow lines on the east side of Brownlow Road 27 metres South of its		
junction with Tilehurst Road to a point 42 metres South of that junction. • Brownlow Rd is used by residents from outside the area as parking which already creates congesti residents of Windsor Court and their visitors who need to park in the road. • The change has been motivated initiated by only one resident of Windsor court. This resident does [REDACTED] is now going to affect. • Therefore, the painting of yellow lines will cause more inconvenience than it does cause benef				
		• Brownlow Rd is used by residents from outside the area as parking which already creates congestion and limited opportunities for		
		Vindsor court. This resident does not use the parking area which		
		here. • There are a number of residents and visitors who may not find parking in the internal Windsor Court parking but have restricted		
		mobility and need to be parking close to the gate.		
		This is why I object to the painting of yellow lines outside of Windsor Court's Brownlow Road parking entrance. It will cause more		
		hardship than benefit to residents of Windsor Court and their neigh		
4.	Objection	Objection to installation of yellow lines on Brownlow Road Drawing		
		To whom it may concern	, <u></u>	
		Please will you register my objection to installing double yellow l	ines on the east side of Brownlow Road 27 metres South of its	
		junction with Tilehurst Road to a point 42 metres South of that jun	ction.	
		1.Brownlow Rd is used by residents from outside the area as parking	g which already creates congestion and limited opportunities for	
		residents and their visitors who need to park in the road.		
		2. Therefore, the painting of yellow lines will cause more inconver	nience than it does cause benefit to anyone who needs to park	
		here.		
		This is why I object to the painting of yellow lines outside of Windsor Court's Brownlow Road parking entrance. It will cause more		
	hardship than benefit to residents of Windsor Court and their neighbours, as there is inadequate parking in the road anyway.			

5.	Objection	Objection to new yellow lines on Brownlow Rd WRR2022B/CO3_Brownlow Road	
		To whom it may concern,	
		I would like to register my objection to installing double yellow lines on the east side of Brownlow Rd 27 meters south of its junction with Tilehurst Rd to the point 42 meters south of that junction. 1. Brownlow Rd has many residents who already have limited parking during the day and evening due to roped curbs and the school. 2. Painting extended yellow lines will create more problems for all residents in the area who have limited parking. 3. There's limited parking where I live at Windsor Court and this will cause residents of Windsor Court much inconvenience along with their families who visit.	
		Please also be aware that parents when dropping/collecting their children from school invade the surrounding roads parking illegally across the entrances and on yellow lines to add to congestion - please take this into consideration and deal with it.	
6.	Objection	We strongly object to the installing of double yellow lines on the East side of Brownlow, road at the junction of Tilehurst road. We are residents of Windsor court and feel we will be more restricted than we are now. It will cause more problems than benefits to all our neighbours in Windsor court, Parking in the area is bad anyway	
7.	Objection	Please will you register my objection to installing double yellow lines on the east side of Brownlow Road 27 metres south of the junction to Tilehurst Road to a point 42 metres south of that junction. There are a number of residents who may not find parking in the Windsor Court car park, but have restricted mobility and need to park close to the gate.	
8.	Support	I would like to support the extension of the D/Yellow lines outside the Brownlow entrance of the Windsor court carpark. The road/pavement outside Windsor court has dropped and causes serious flooding most of the year. With cars parking right up to the boundary there is no clear view when either leaving or accessing the carpark/scheme. As there is unrestricted parking opposite the entrance and also further down Brownlow road it appears that workers/ visitors take up most of the available parking during working hours. The flats and buildings on Brownlow rd appear to have their own car parks and there are restrictions on parking by the school, which you would expect. At school times the area becomes very busy with both parents/children on foot as well as cars delivering or collecting youngstersdriving with caution is stressful and drivers tend to slowly edge out to see what is coming in both directions. Parking on both sides of the road restricts everyone's vision including childrensagain Brownlow rd is busy as a cut through from Bath Rd. I appreciate that extending the restrictions to either side of the Windsor court entrance there could be a loss of 1 parking space in total, however in the past vehicles/locals have removed maintenance barriers for essential works and made the parking even more difficult. This has resulted in a more dangerous situation relating to children crossing the road or using the pavement. I have enclosed photos taken last autumn probably at a weekend where the carparking is a little easier to leave/access the Windsor court carpark. They do however show the flooding and dangerous walking conditions of the wet leaves on the pavement.	
		The issue of the tree and the leaves it discards has been brought to the Court manager's attention. Again, if the restrictions are not implemented, the only answer I can see is residents only parking. Not something I totally agree to, but to keep motorists/drivers/children/disabled persons visible and safe this may be a valid option. Also, there are no disabled parking bays at	

all in Downshire square, Maitland rd, or Brownlow rd.... Again I support the proposals for the D/Yellow lines extension either side of the Windsor court Brownlow rd carpark....before either an accident or worse still an injury occurs.



OFFICER COMMENT: An additional submission was sent to us from the same individual, please see below.

[REDACTED]. There are the schools on Brownlow Rd which increase the volume of traffic at certain times of the day. I also pondered the idea of applying for a Disabled parking space in the future ,seeing as there's none in the area, which could address the loss of losing two spaces... I appreciate that parking will always be an issue and perhaps in the future residents only parking may be an option to address the parking situation on Brownlow Rd, if it cannot be resolved now. My support for the extended D/Yellow lines on Maitland road still stands, its still extremely dangerous to pull out of this carpark with limited vision of pedestrians and wheelchair users and finally cars etc. You still have children from the nearby school crossing the road but not necessarily visible to motorists.

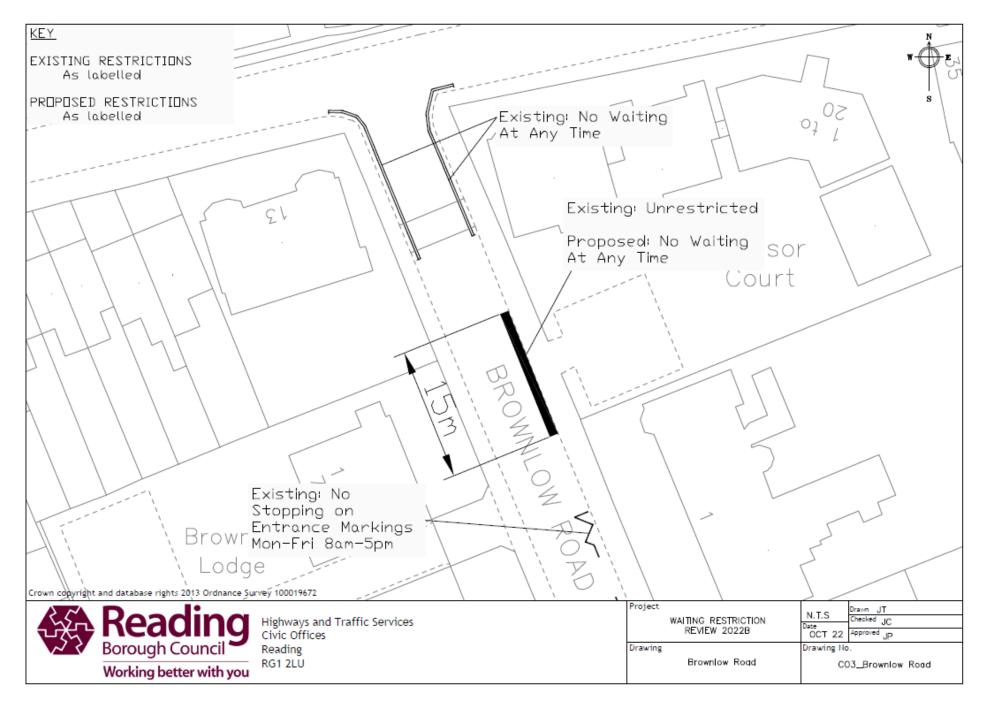
9. Support

I strongly support these proposals because they will radically improve safety for vehicles exiting Windsor Court, which is a development for older people. At present it can be impossible to see if the road is clear when exiting Windsor Court. This is dangerous as we do have a need for emergency vehicles and care staff to regularly visit the Court.

10. Support

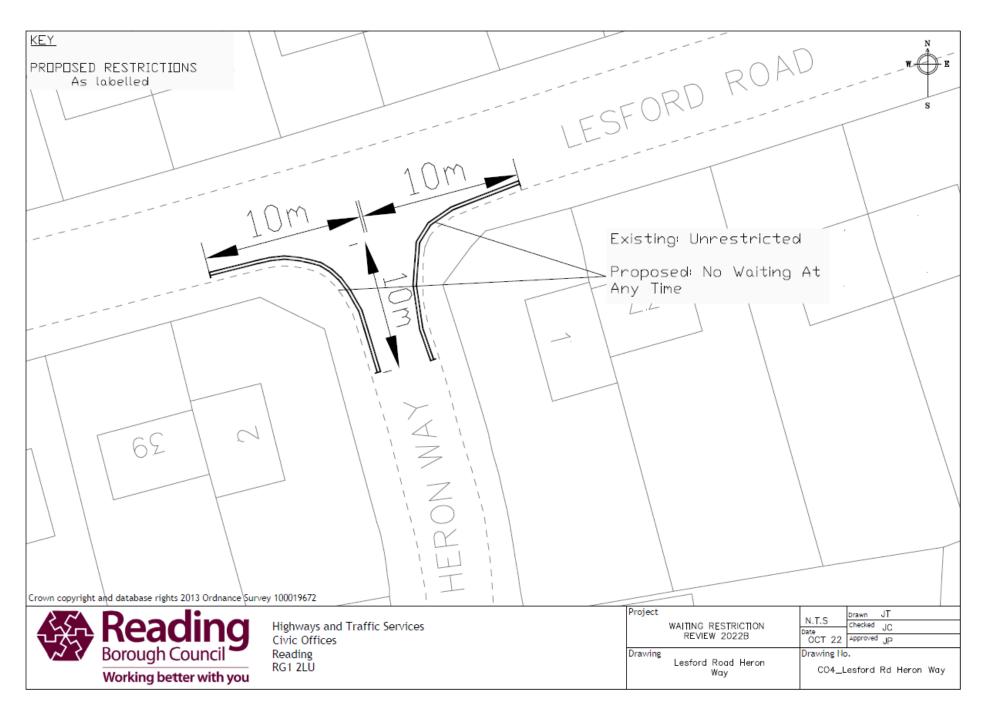
I support both of these proposals for the following reasons. The Brownlow Road proposal would give better access to our Windsor Court car park'. It would also improve the sight line for vehicles leaving the car park. Although Brownlow Road is not a main thoroughfare, it is heavily used by through traffic. There are no traffic calming measure other than the raised School crossing approximately 100metres distant. Further to theses comments, the road camber for access to the car park is such that damage is caused to the underside of cars on access and exit to the car park. The Maitland Road proposal is necessary to prevent vehicles parking in that area. This causes very restricted sight lines and danger when exiting Windsor Court car park. Again the traffic calming measures are ineffective at this location on Maitland Road. Finally, [REDACTED] it would be appreciated if a Disabled Parking space could be provided for the occasions when access to both car parks is not possible.

11.	Objection	Please will you register my objection to installing double yellow lines on the east side of Brownlow Road 27 metres South of its junction with Tilehurst Road to a point 42 metres South of that junction.	
		1. Brownlow Rd is used by residents from outside the area as parking which already creates congestion and limited opportunities for	
		residents of Windsor Court and their visitors who need to park in the road.	
		2. Therefore, the painting of yellow lines will cause more inconvenience than it does cause benefit to anyone who needs to park	
		here.	
		3. There are a number of residents and visitors who may not find parking in the internal Windsor Court parking but have restricted	
		mobility and need to be parking close to the gate.	
		This is why I object to the painting of yellow lines outside of Windsor Court's Brownlow Road parking entrance. It will cause	
		hardship than benefit to residents of Windsor Court and their neighbours, as there is inadequate parking in the road anyway.	
12	Objection	Please register my objection to installing of double yellow lines on the east side of Brownlow Road 27 metres South of its junction	
	Objection	with Tilehurst Road to a point 42 metres South of that junction.	
		1. Brownlow Rd is used by residents from outside the area as parking which already creates congestion and limited opportunities	
		for residents and their visitors who need to park in the road.	
		2. The painting of yellow lines will cause more inconvenience and disturbance for local residents who already struggle to park	
		their home.	
		This is why I object to the painting of yellow lines outside of Windsor Court's Brownlow Road parking entrance. It will cause more	
4.5	01.1	hardship than benefit to residents of Windsor Court and their neighbours, as there is inadequate parking in the road anyway.	
13.	Objection	I am writing to register my objection to the installation of double yellow lines on the east side of Brownlow Road, from 27 metres	
		South of its junction with Tilehurst road to point 42 metres South of that junction, as depicted in Drawing WRR2022B/CO3_Brownlow	
		Road. My objection is based on the following grounds:	
		4. Donation Donation from each considerate from a stride the considerate subject of the constant and limited	
		1. Brownlow Road is frequently used by residents from outside the area for parking, which already creates congestion and limited	
		opportunities for residents and their visitors who need to park in the road.	
		2. The painting of yellow lines will cause more inconvenience than benefit to anyone who needs to park here.	
		I strongly object to the painting of yellow lines outside Windsor Court's Brownlow Road parking entrance. It will cause more hardship	
		than benefit to residents and their neighbors, as there is already inadequate parking in the road. I urge you to take my objection	
4.4	C	into consideration and reconsider the installation of yellow lines on this section of Brownlow Road.	
14.	Comments from	Officers have received the following comments from Councillors:	
	Councillors		
		- Councillor Paul Gittings has stated that Ward Councillors do not wish to proceed with this proposal as there is	
		insufficient support for it.	



2.	Sun
3.	Sup Sup

Street	Summary of Original Request	Feedback received
Coley -	Request for double yellow lines at the junction of Lesford Rd and	Summary of responses:
Lesford Rd Heron Way	Heron Way to improve drivers visibility due to the additional	Objections 0, Support 3, Neither support nor object 0
	traffic generated by the nearby development and overflow car	
	park.	
1. Support	I am writing in support of the proposal to put double yellow lines as above. I am a resident in Heron Way and am appalled at the inconsiderate way people are now parking at the junction. It is almost impossible to see any traffic that is coming along Lesfor Road, from either direction, I personally feel very nervous about pulling out from Heron Way because it is necessary to edge out s far so as to get a clear view and, with cars parked on the opposite side of Lesford Road, there is absolute no room for a vehicl coming along Lesford to take avoidance action plus, despite the speed hump, people still drive far too fast down this road. It is lots of accidents waiting to happen. The other impact that the parking on this junction has created is that the bin lorries are not able to access Heron Way, thus our large transfer in Heron Way and am appalled at the inconsiderate way people are now people at the inconsiderate way people are now peop	
	grey bins have not been emptied today (13 March) but they have or the question that if the bin lorry does not have room to manoeuvr such as a fire engine?	
2. Support	Strongly support the proposal, sightlines when pulling out of Heron Way are dreadful.	
3. Support	I think road junctions generally should have double yellow lines to prevent parking. I have often seen cars parked on this corner and it restricts visibility for both motorists and pedestrians. It also means pedestrians can have problems finding a suitable place to cross the road safely	



Street		Summary of Original Request	Feedback received
Coley -		Request to extend the existing double yellow line restriction at	Summary of responses:
Mai	tland Road	the entrance of Windsor Court to improve visibility and access.	Objections 1, Support 5, Neither support nor object 1
1.	Support	Yellow lines need to be extended on the right side of road, (from Tilehurst Road) up to the tree directly outside the entrance to Windsor Court, as vehicles park right up to entrance causing no vision or space to pull out, and no space for ambulances or fire engines (if needed) to get into the car park.	
2.	Object	If the waiting restrictions are being extended on the grounds of safety, we need to know more about what the current safety problems are exactly. I feel there should be some statistics to show us the risks to safety for pedestrians and road users before we can decide whether the waiting restrictions should be increased. Without this info I'm not sure how valid any opinions would be. Secondly parking in the Downshire Square area is horrendously difficult. Any further restrictions in Maitland Road are likely to put more pressure on parking space in D Square. This is something which residents / learning disability care home users / hospital users would particularly experience. I do not have a drive way so it would be a problem for me also	
3.	Neither support nor object	I am concerned about this proposal for 2reasons: 1. Parking in the area is verydifficult - for me as a home owner without a drive, for carehome learning disability residents, for other residents and people who use the hospital. I am concerned that any increase in waiting restrictions is likely to put extra pressure on spaces in the rest of the area, thus making the parking problem even worse 2. We have no stats on the current safety problems caused by cars in the area of the school, so it is very difficult to make an accurate assessment of the current risks ie how significant they are and what effect an increase in waiting restrictions would have. Is the consultation process potentially flaws without it?	
4.	Support	I am emailing to confirm my support for the proposal to install further parking restrictions at the junction of Maitland Road/Tilehurst Road, by the introduction of double yellow lines from the car park entrance of Windsor Court to the junction with Tilehurst Road.	
5.	Support	I would like to support the proposed waiting restriction on Maitland Rd. The Windsor court carpark which goes on to Maitland rd has restricted vision when turning right. Concerns raised are regarding children going to school at peak traffic times, persons with limited mobility accessing Windsor court or visitors to the nursing home further down the Road. There is very limited vision when a vehicle is parked under the large tree, usually half on the pavement and offNot only is the pavement dangerous to navigate, getting a wheel chair/mobility scooter or pram could result in persons venturing onto the road. Anyone with a sight problem will having difficulty navigating this part of the road/pavement also. Even with the 20mph speed limit Maitland rd is a bit of a rat run, especially at peak times, where cars are cutting through from Bath rd to miss the lights and access Tilehurst rd. There has been some near misses with cars pulling out of the Windsor court carpark being so far out on the road, that a collision with a vehicle or worse still a pedestrian could inevitably happen. Because of cars parking under the tree, trying to clear the leaves in autumn is practically non-existent and the pavements are wet, slippery and dangerous to young and old. With regard to a lost of a parking space, it appears that many vehicles do come from adjacent flats in the area, as well as I assume workers for the Maitland rd	

nursing home...most of the properties on Maitland rd have their own parking /driveways , as does the Nursing home. I think keeping pedestrians safe and

giving drivers a clear view should be a priority whether it be leaving Windsor court or turning into Maitland rd from Tilehurst rd (a sharp bend), or proceeding up Maitland rd from Bath Rd....

Lots of drivers seem to be using, the entrance to Windsor Court as a turning these circle these days, and again emergency vehicles access, needs to be addressed also. Other than the extension of the D/Yellow lines the only alternative could be residents only parking. In light of there being a Nursing Home immediately past the proposed D/Y line extension there is no disabled parking bay within the Downshire square boundary visible/available to either residents or visitors to the area. Im hoping to include photos taken over 9 months to show just how many cars do park on Maitland Rd / entrance to Windsor court. Any possible restriction does not appear to effect parking on Downshire square which is always full up with vehicles due to the Private hospital on Bath rd I assume., The congested parking both sides of Maitland road makes it a single track road which restricts drivers' vision and access on the Maitland rd/Tilehurst rd junction. Any deliveries to businesses/properties on Maitland rd can block the road completely.

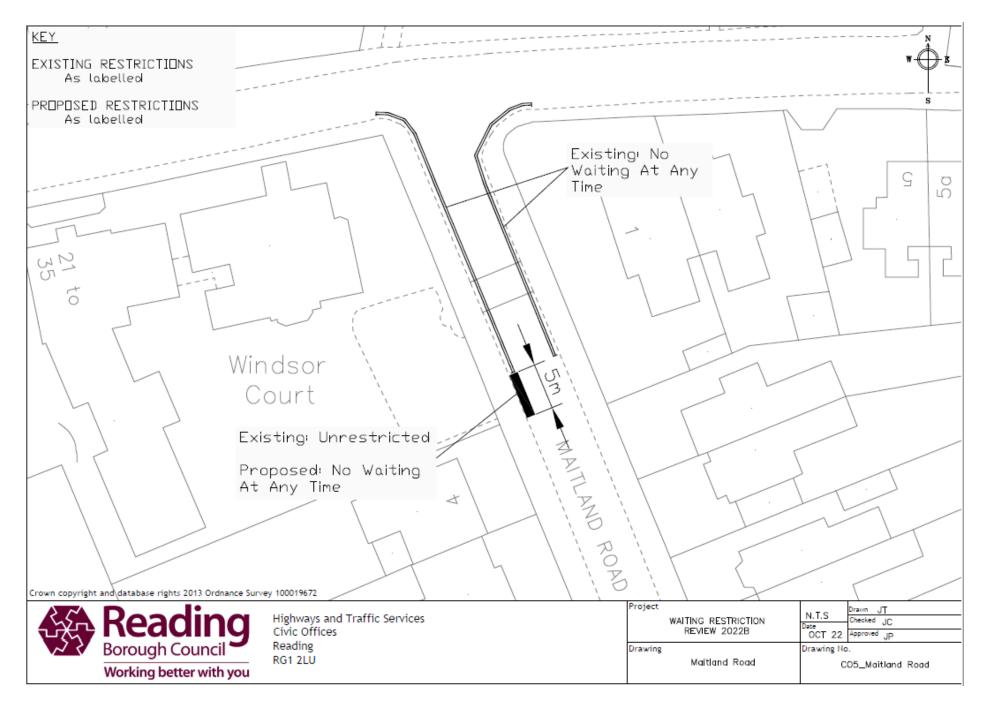


OFFICER COMMENT: An additional submission was sent to us from the same individual, please see below.

[REDACTED]. There are the schools on Brownlow Rd which increase the volume of traffic at certain times of the day. I also pondered the idea of applying for a Disabled parking space in the future ,seeing as there's none in the area, which could address the loss of losing two spaces... I appreciate that parking will always be an issue and perhaps in the future residents only parking may be an option to address the parking situation on Brownlow Rd, if it cannot be resolved now. My support for the extended D/Yellow lines on Maitland road still stands, its still extremely dangerous to pull out of this carpark with limited vision of pedestrians and wheelchair users and finally cars etc. You still have children from the nearby school crossing the road but not necessarily visible to motorists.

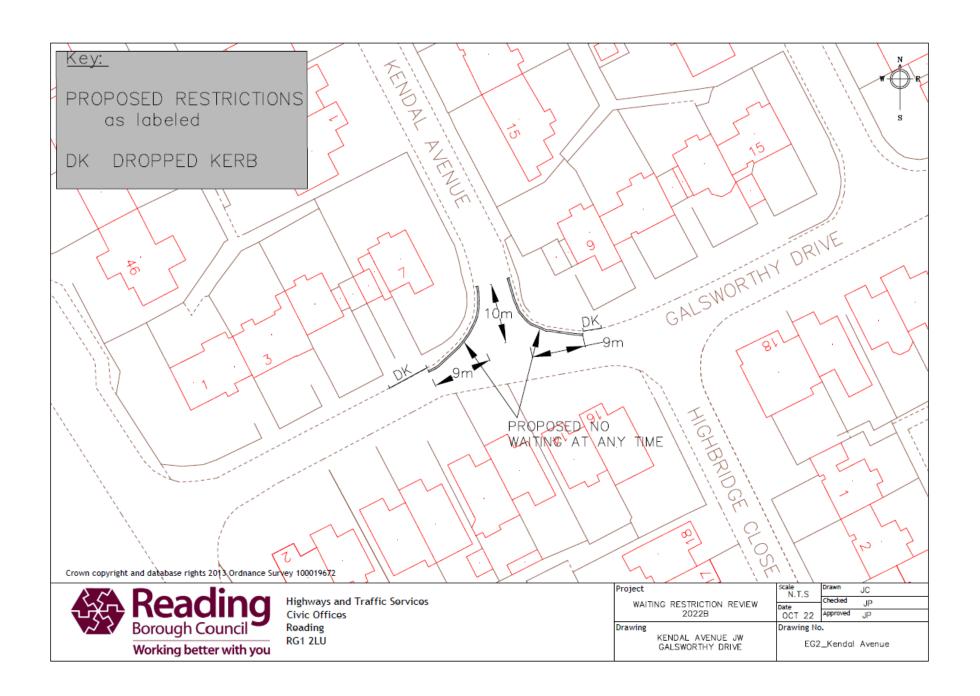
- 6. Support
- I strongly support these proposals because they will radically improve safety for vehicles exiting Windsor Court, which is a development for older people. At present it can be impossible to see if the road is clear when exiting Windsor Court. This is dangerous as we do have a need for emergency vehicles and care staff to regularly visit the Court.
- 7. Support
- I support both of these proposals for the following reasons. The Brownlow Road proposal would give better access to our Windsor Court car park. It would also improve the sight line for vehicles leaving the car park. Although Brownlow Road is not a main

thoroughfare, it is heavily used by through traffic. There are no traffic calming measure other than the raised School crossing approximately 100metres distant. Further to theses comments, the road camber for access to the car park is such that damage is caused to the underside of cars on access and exit to the car park. The Maitland Road proposal is necessary to prevent vehicles parking in that area. This causes very restricted sight lines and danger when exiting Windsor Court car park. Again the traffic calming measures are ineffective at this location on Maitland Road. Finally, [REDACTED] it would be appreciated if a Disabled Parking space could be provided for the occasions when access to both car parks is not possible.



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Street	Summary of Original Request	Feedback received
Emmer Green -	Requests for double yellow lines at the junction with Galsworthy	Summary of responses:
Kendal Avenue	Drive as drivers continually park their cars close to the junction	Objections 1, Support 0, Neither support nor object 0
	thereby forcing vehicles to exit on the wrong side	
	of the road.	
1. Objection	[REDACTED] I would like to object on the double yellow line which will be draw [REDACTED]. Please see the drawing attached, as I will plan to [REDACTED] and the double yellow line will be [REDACTED]. Please kindly consider where the double yellow line will be started.	
	Officer Comment: The objection contained identifiable information that could not be included in this report. In summary, they are concerned about the impact that these restrictions would have on an intended driveway extension. Officers do not agree that these restrictions would impact this change to their property, as a private driveway can exist and function behind such proposed restrictions. The restrictions are intended to prevent parking around this junction on the adopted Highway land, which is appropriate regardless of the vehicle owner.	



Stre	eet	Summary of Original Request	Feedback received
	esgrove - rndon Close	Complaint received that pedestrians have difficulty walking through Charndon Close due to the high volume of parking which forces them into the road causing safety issues. Request for double yellow lines to be installed to reduce the number of vehicles parking in the close, making it more accessible for pedestrians.	Summary of responses: Objections 62 (including petition with 60 signatures), Support 0, Neither support nor object 2
1.	Neither support nor object	There are lots of problem with this residency without your plan to change restriction here. MUIR Housing Association has done nothing, even the council, I had enough. Looking for a member of the council I could talk about them. The change that you plan will leave more than 100 car owners (all of them are residents here, most of them from MUIR flats) without parking places. In the last free years I already went a £3000-lost as my car was damaged, got flat tires or blocked to go to work as the neighbourhood is full of anger at parking. MUIR has garages, but they don't let out any ofthem now, however you can see damaged doors with rubbish in the garages. It's very frustrating, Reading has a huge problem with parking places, I can't find anybody to help. I've asked the council to get a permission to park. The answer was I can't get one from the council as it is MUIR property and their responsibilty. I've adked MUIR, they gavea permission, but they have 6 places for 95 cars. The tension is very high, there are constant car damages, shouting, threatening, it will be a very dangerous situation when you draw the double yellow. I would agree with the double yellow, however you should help to avoid any possible injuries on this site. I wan't to reach that MUIR will be accountable! on Carparks on Rubbish collection We have rats on the common places (we have rubbish everywhere as they (MUIR) told us that the council doesn't let them have more containers and bins, which is unbelievable! I really hope you can have a concrete with the relevant authorities and council members and I am happy to help you in any ways.	
2.	Objection	I'm writing this email in objection to the addition of double yellow lines on chardon close. I have lived here past [REDACTED] years There is Hardley any parking in this area its stupid to even think of adding double yellow lines here to create further restriction.	
3.	Objection	Our main concern is that at least 50 cars park on Charndon Close at the moment. If the double yeallow lines were introduced, a lot of them would have to park somewhere else. Presumably their owners could apply for zone 10R residents parking permits, which would enable them to park on the adjacent Waldeck Street. We as residents of Waldeck Street already struggle to find parking spaces here in the evening. Introducing restrictions on Charndon Close would only make things worse.	
4.	Neither support nor object	Whilst I agree in principle that parking needs controlled further the Waldeck Street restriction has resulted in non permit holders parking on verge area impacting green area. The extent of these restrictions are likely to significantly impact parking availability and would be interested in knowing what alternatives will be provided for residents who will struggle to find parking near their residence.	

Objection -	
Petition signed	
by 60 persons.	

Unfortunately Labour-run Reading Council is progressing putting double yellow lines to stop people parking on some sections of Charndon Close. This will reduce the parking by 30-50%! Greens have concerns about this plan. See the reverse of this letter for the council drawing.

Please see Appendix 2. We support keeping pavements clear for pedestrians. However simply putting double yellow lines on some of the sections of road will leave residents with nowhere to park. We think the council needs to pause this plan and talk with residents. A final decision will be made in June. Please sign the petition for the council to pause this plan online below.

Officer Comment:

Appendix 2 provides details of the petition.

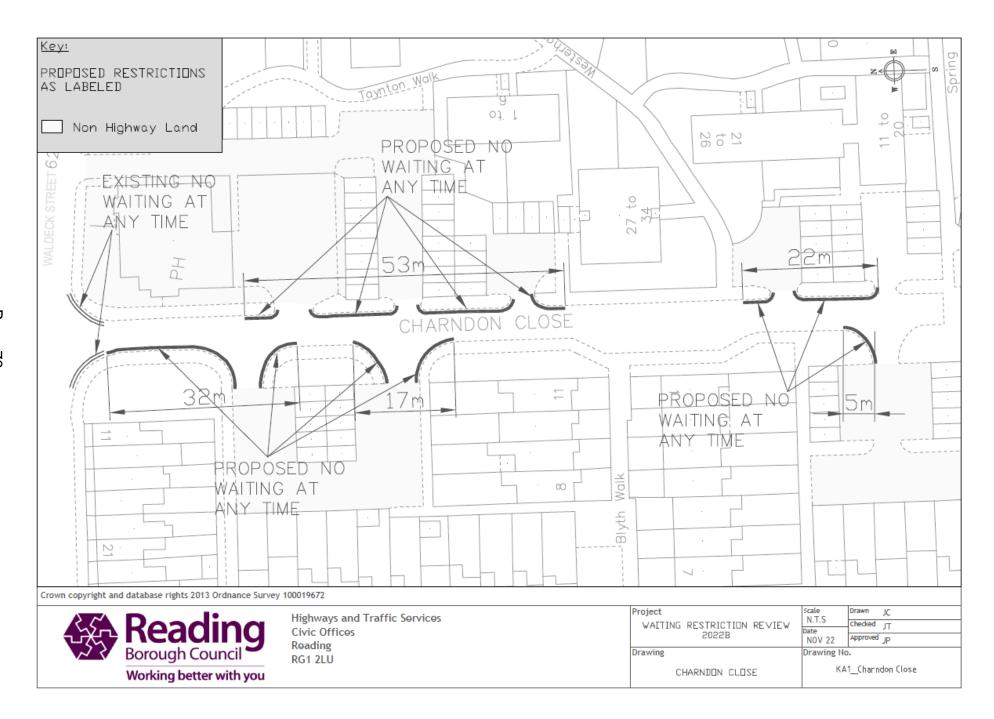
6. Comments from Councillors

Officers have received the following comments from Councillors:

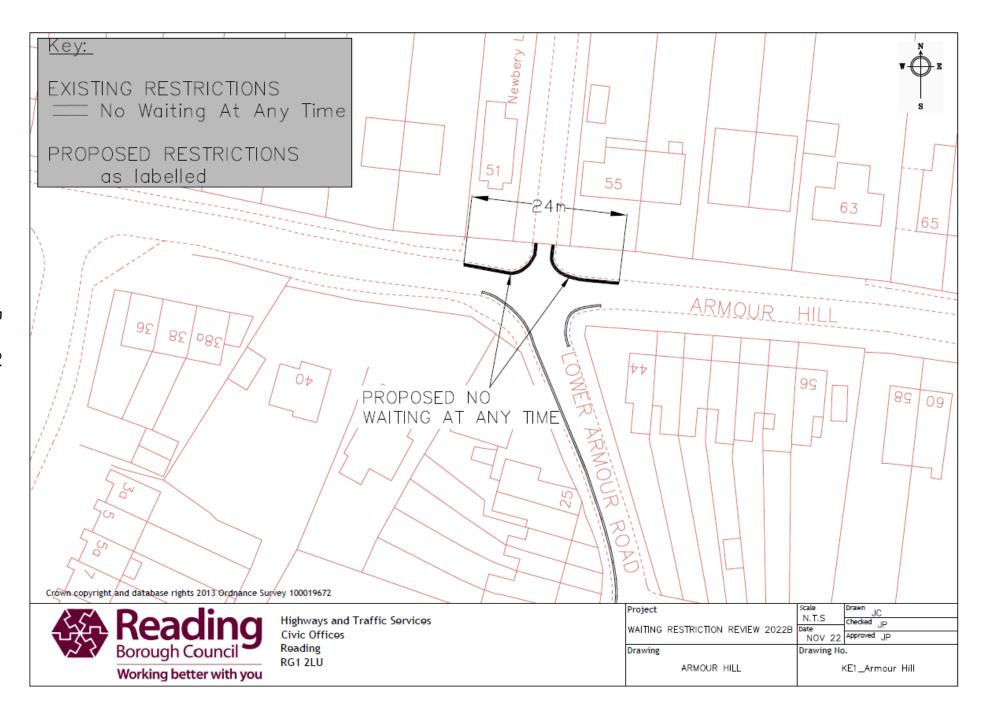
- Councillor Doug Cresswell stated that many of the vehicles parked in Charndon Close are observed to belong to people who live outside the estate and that some residents would prefer a permit parking scheme to this proposal for yellow lines. Residents are also putting a petition together against the double yellow lines as they would prefer an alternative solution and the Councillor suggested that a combination of yellow lines and permit parking restrictions. Furthermore, the proposal does not cover the southern end of Charndon Close which has been raised as a safety issue for emergency access to Spring Terrace and the existing yellow lines are not adequately enforced.
- Councillor Rob White has stated that this proposal should be removed from the programme as the yellow lines will worsen parking for residents with little benefit.

Officer Comment:

As there are no addresses for 'Charndon Close' there is a challenge with a possible permit scheme for this road, as there are over 150 addresses in the area (in areas such as Elizabeth Walk, Taynton Walk, Westerham Walk etc) and if included in the permit zone, these properties would be entitled to 2 resident permits per household. Charndon Close only has space for a small number of vehicles (around 23 vehicles on the road) so the installation of a scheme on Charndon Close alone could over saturate the nearby permit zone and surrounding streets like Waldeck Street, and perhaps push those who do not wish to buy a permit to park in the wider area, where there are no restrictions. The yellow line proposal was put forward to help improve access, though we have been mindful not to install too many restrictions as we aware of the high demand for parking here. Officers understand that residents who park here may not support the loss of parking spaces, but we do not currently recommend that a permit scheme is installed on Charndon Close alone.



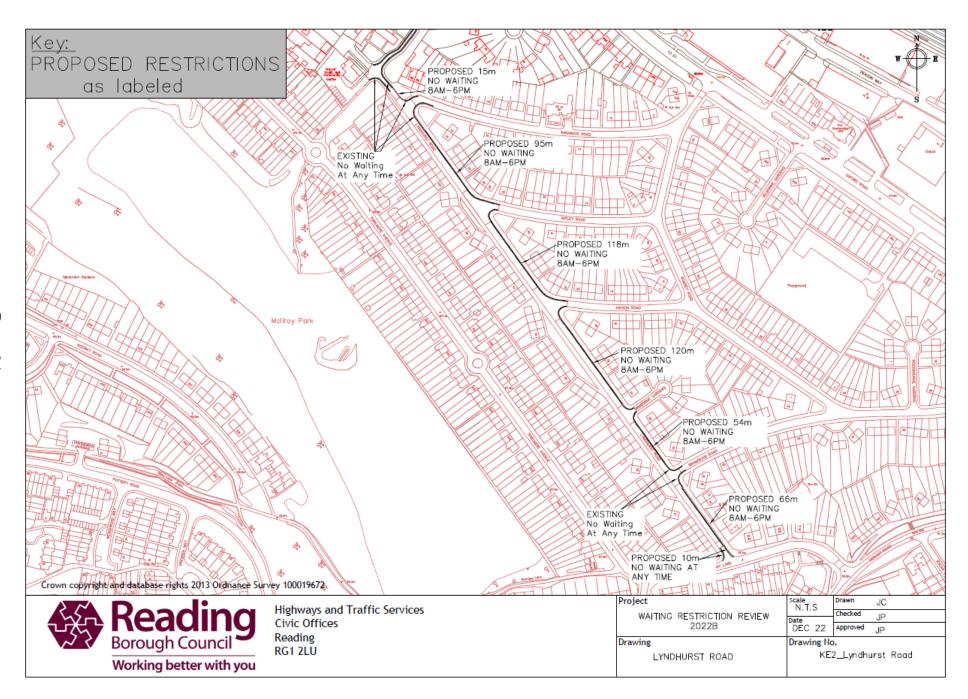
Street	Summary of Original Request	Feedback received	
Kentwood -	Request to consider installing parking restrictions on Armour Hill	Summary of responses:	
Armour Hill	near the entrance to Arthur Newbury Park, due to parked cars	Objections 1, Support 0, Neither support nor object 0	
	making it very difficult for cars to pass or for residents to get out		
	of their driveways.		
1. Objection	The proposal to put double yellow lines outside fledglings lodge day	nursery puts the children, parents and families at an increased	
	risk of road accidents and risks to life. This is because there is no d	esignated parking for nursery drop off and pick up on an already	
	heavily congested road, which means families would need to park	further away and travel but foot, possibly crossing the road, to	
	get to get vehicles thus increasing risks as very small children (under 4yo), need to cross roads without good visibility. Some families		
	will have other children in the car at pick up time and would now need to remove the children whilst collecting from the door,		
	which previously they wouldn't have needed to as the car is within a couple of meters. Thus this increases risks not only to the		
	children leaving the nursery but their families too.		
	Further, residents (not parents using the nursery) parking on pavements is a local issue to the armour road area which makes buggy		
	access difficult and puts some families off walking their children to nursery, when it may be an otherwise possible alternative.		
	Being able to park safely and legally outside the nursery prevents risks for, children users, parents and wider families who drop off		
	and pick up by car due to necessity.		
	From my experience parents always park considerately outside the nursery and it is at very limited short times of the day, ie Nursery opening and closing. It may cause issues with local residents where parents need to park outside their homes further down		
	the road.		



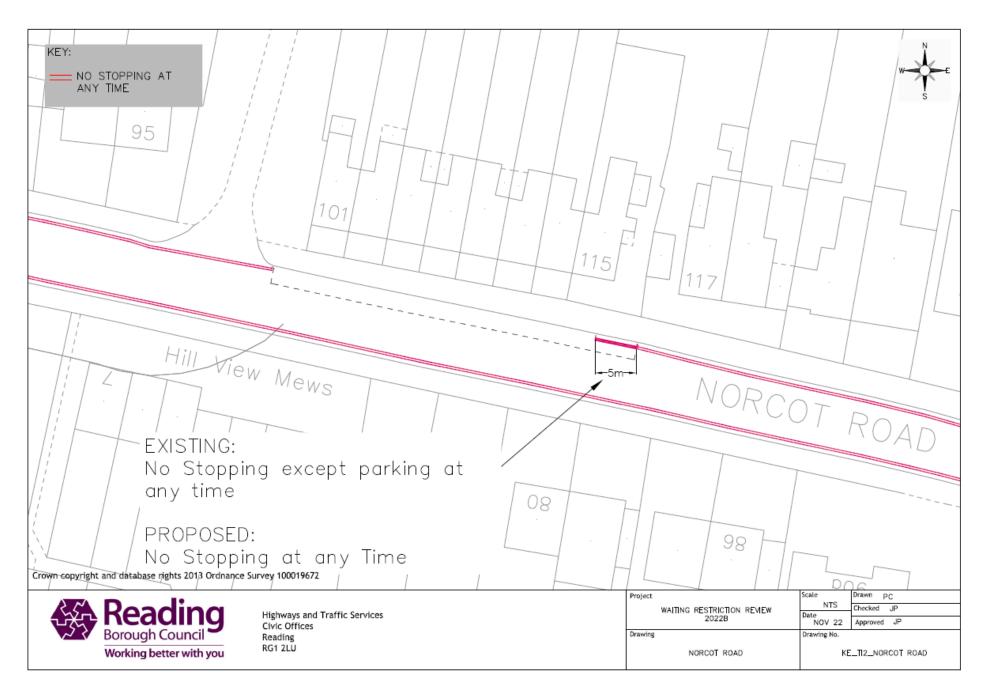
Street	Summary of Original Request	Feedback received		
Kentwood -	Request for restrictions between 8am-8pm due	to the long- Summary of responses:		
Lyndhurst Ro	oad standing and significant issue of footway parking a	long the road, Objections 95 (including petition with 86 signatures),		
	which is causing accessibility difficulties for pedes	rians Support 1, Neither support nor object 0		
1. Objecti				
2. Objecti		and the estate in general. It's absolutely ridiculous on a council estate where		
	hard working people aren't able to park when they			
3. Objecti				
		and half on road)the path is wide enough also ppl with electric cars on that side		
	won't be able to charge them			
4. Objecti		parking and the time the restrictions that Has been proposed will not work and		
		ourst has no cars park on the pavement so parents with children can pass with		
		hard to come by and yellow lines will make it even harder for residents to park		
C Objecti	in the area.			
5. Objecti		make parking even more worse on the road! Lyndhusrt road is already stressful		
		nurst road is clear for people to use for push chairs and mobility scooters. Which parking-but the main issue is drugs. Most families have 3 cars to one house!		
		rking, be the answer to stop parking between hours and then charge them. We		
	are atteady in a tiving crisis. Spend the money on p	are already in a living crisis. Spend the money on policing for anti- social behaviour and drugs in this area.		
	We have Ringwood road, Kinson and Bramshaw, Ro	We have Ringwood road, Kinson and Bramshaw, Romsey road with worse parking and causes a driving hazard. Why are people not		
		upset about parking on those streets, when they mount both sides and you can not even walk on the pavement. Look at neighbouring		
		streets. I have never seen an issue with parking on pavement and can see space to walk.		
6. Objecti		There is enough room to park on the path if they park sensibly otherwise there is nowhere to park.i think that will force vehicles		
	down the sideroads			
7. Support	t Fully agree with this proposal. People with young o	Fully agree with this proposal. People with young children are being forced to walk in the road with push chairs because the paths		
	are blocked.			
8. Objecti				
9. Objecti		Another money making scheme for this council. Will prove to be extremely dangerous. For those on even side will be penalised		
		ork nights. With the monies this council makes it would be prudent to make		
		ng bays have had broken lorries for months, council have been informed and yet		
	nothing is done.	nothing is done.		
	OFFICER COMMENT: An additional submission wa	OFFICER COMMENT: An additional submission was later sent by the same individual.		
	This ship stine and see to be allowed by the state of	This describes a Country I will be at Dood with a site of the attention of the attention of the site o		
		This objection refers to Lyndhurst Road, although my understanding was double yellow lines are already scheduled to take place. Further advice to the committee is that perhaps if they lessen the width of both pavements, thus increasing the width of		
		the road thus allowing cars to park on both sides but I doubt this will be considered as money will be involved and that is		
	I the road thus allowing cars to park on both sides but I doubt this will be considered as money will be involved and that is			

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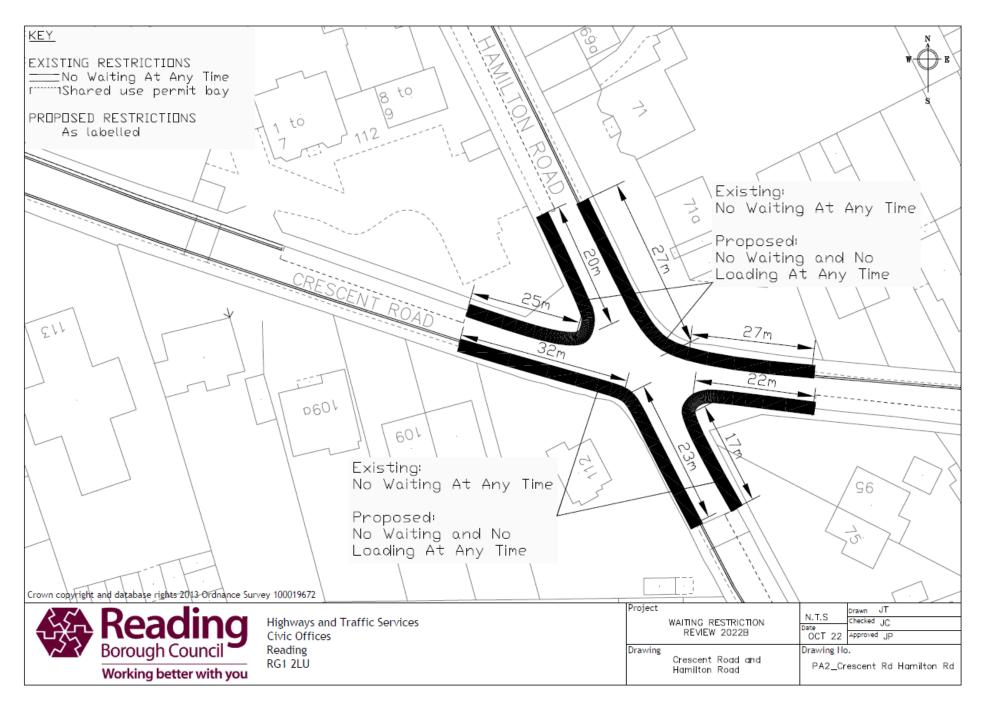
		seemingly something the council doesn't have. Another piece of advice is that when pot holes are 'filled in' perhaps a survey in how to do this more effectively be done thus insuring the work doesn't disengrate within 30 days.
10.	Objection	I live on [REDACTED]. Given these challenges I'm very concerned as to where I can park my car if I can't park outside my house. I had [REDACTED], this adds to [REDACTED] concerns. Please would you consider making reasonable adjustments to provide a safe accessible solution. Thank you for your time.
11.	Objection - Petition signed by 86 persons. Please see Appendix 2.	Against waiting restrictions at Lyndhurst Road. Please add you support to this petition which will be presented to the council following the close of the consultation. Labour led Reading council's proposal to introduce waiting restrictions at Lyndhurst Road will force everyone who lives in the area and has a car, off the road and create parking chaos! It will disproportionately affect families with caring responsibilities and those with extended families and fails to provide any alternative parking options to residents.
		Officer Comment: A petition was attached to the email, including 86 signatures. Appendix 2 provides details of the petition.



Street	Summary of Original Request	Feedback received
Kentwood & Tilehurst	Request to shorten the existing parking bay and extend the red	Summary of responses:
- Norcot Road	route restriction to the east of Blundells Road to improve access to off street parking places.	Objections 1, Support 0, Neither support nor object 0.
1. Objection	OFFICER COMMENT: Multiple submissions have been received fr The submissions have been listed in the order of receipt as follows:	
	route and sometimes parking over it for a few minutes to manoeuvre car with fast flow of traffic coming up and dow to pass [REDACTED] the ticket was terminated after app [REDACTED] and sorting parking bay lines to the correc [REDACTED] in morning or evening With fast flowing traf The objection is this going cause [REDACTED] more appeal	In [REDACTED] will at some stage involve drawing level with red to be able to reverse [REDACTED] very difficult in peak hours to in the road In the pass [REDACTED] a ticket for waiting for traffic bealing. I really think just white line clearly would stop people of the area would beneficial. it's a complete nightmare trying to ific cyclists and pedestrians it's a danger to all using Norcot rd. Its to your parking team They are continually monitoring this road going cause issues [REDACTED] have to draw level with red line I get a ticket or not.
	 I think if you actually removed the parking bays old lines and replaced with the correct one this would solve problem Maybe you could paint a white line [REDACTED] to stop people [REDACTED]. I don't want to encount tickets from your vehicles who constantly monitor this road It sometimes very difficult [REDACTED] in rush ho without blocking traffic off. I really think this a better solution for all concerned. Another issue is that when family and friends come [REDACTED] This painting of red lines will course more fo and myself find places for people park and making more congestion in side road and other bays. 	
4. I don't think it has anything to do with red route being left unrestricted. its to do with the parking bay painted as to when the [REDACTED] driveway the parking bays were not correctly moved or repainted to my comments once the bays are correctly identified [REDACTED].		bays were not correctly moved or repainted. can this be added
	this situation would never haven arisen. This would stop a	the bay marking were appropriately mark correctly at the time ll the hassle And the fact the [REDACTED] but I must admit now ly As I've stated parking or drawing up to park we all run the risk
	Officer Comment: The proposed scheme was intended to overcome an issue that was the individual who raised the issue. It is therefore our recommend Order.	

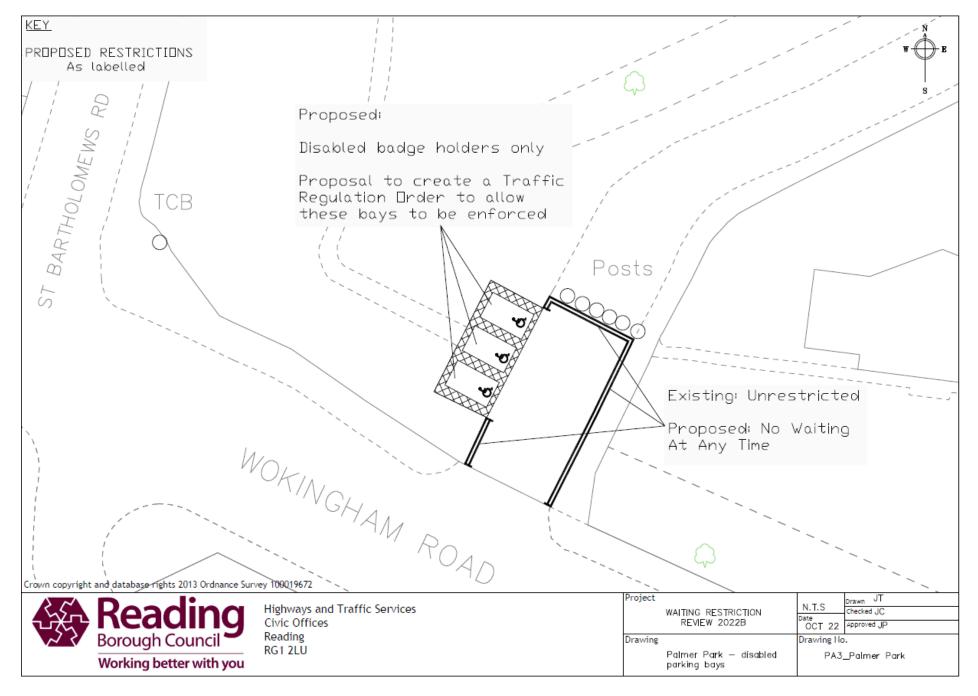


Street	Summary of Original Request	Feedback received	
Park -	With the Play Street now live, there have been requests for a	Summary of responses:	
Crescent Road &	loading ban to be introduced, upgrading the double yellow lines		
Hamilton Road	on the corner of Crescent Road and Hamilton Road.	of Crescent Road and Hamilton Road.	
1. Support	I support this proposal but it does not help address the real issue	of cars, cycles and scooters crossing this junction too fast and	
	without due care and attention. A speed table at this junction wou	ld be of great benefit. I understand this cannot be implemented	
	as part of this current proposal but would ask for this to be undert	aken in the next round of changes.	
2. Support	The new restrictions will help with visibility when joining the Junction from Crescent Road. But the main issue is that Users of		
	Crescent road crossing Hamilton road, including car drivers, motorcycle drivers, cyclists and even pedestrians, don't stop, don't		
	even watch, some even don't even slow down. We live in Hamilton road and drive or cycle up to - down from - Withenights road		
	daily. We always slow down when reaching the Junction, especially when cycling. To us, the junction should be a stop (for Crescent		
	road users), like the T junction between Bulmershe Road and Crescent road is, which is at a similar angle.		
3. Neither support	The main problems of the Hamilton Road & Crescent Road intersection are not caused in general by parking or loading but by		
nor object	speeding traffic assuming their right of way, often wrongly, and poor visibility caused by the acute angle of intersection, narrowness		
	of the roads, trees and garden walls. Traffic needs to be calmed. Double yellow lines will convey the wrong message to drivers that		
	they are approaching an unimpeded junction. I have traversed this junction by car, bicycle or as pedestrian for decades.		
4. Support	From my back garden I can hear cars beeping each other at the Junction of Hamilton and Crescent Roads, several times per hour.		
	Unless this is made safer, for example by having stop lines on Crescent Road at the junction, a serious accident is extremely likely.		
	Children on bicycles are particularly in danger. I believe that the Council has been reckless in not addressing this issue earlier.		



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Street	Summary of Original Request	Feedback received
Park -	Request for a traffic regulation order to be made for the courtesy	Summary of responses:
Palmer Park	markings in the blue-badge car park in Palmer Park, so that the	Objections 0, Support 1, Neither support nor object 0
	restrictions can be enforced.	
1. Support	We are delighted to hear that the Blue Badge Parking in Palmer Palenforced and made legal. We regularly make use of these bays who Cream van will be positioned elsewhere? The signage will be imposed well out of view and is easily missed. The usual and effective methey level ** for the driver with a large visible wheelchair symbol given will mark each bay on the ground but on their own is not sufficient and darkness. If we can be of assistance in this matter please do cregulations regarding disability.	en using your excellent Palmer Park Library. I presume the Ice rtant here. The present sign is low down and on the far side nod is to erect 3 separate signs, one for each bay, being at ** iving easy recognition what the bays are meant for. I realise cient and can easily be overlooked, particularly in low light

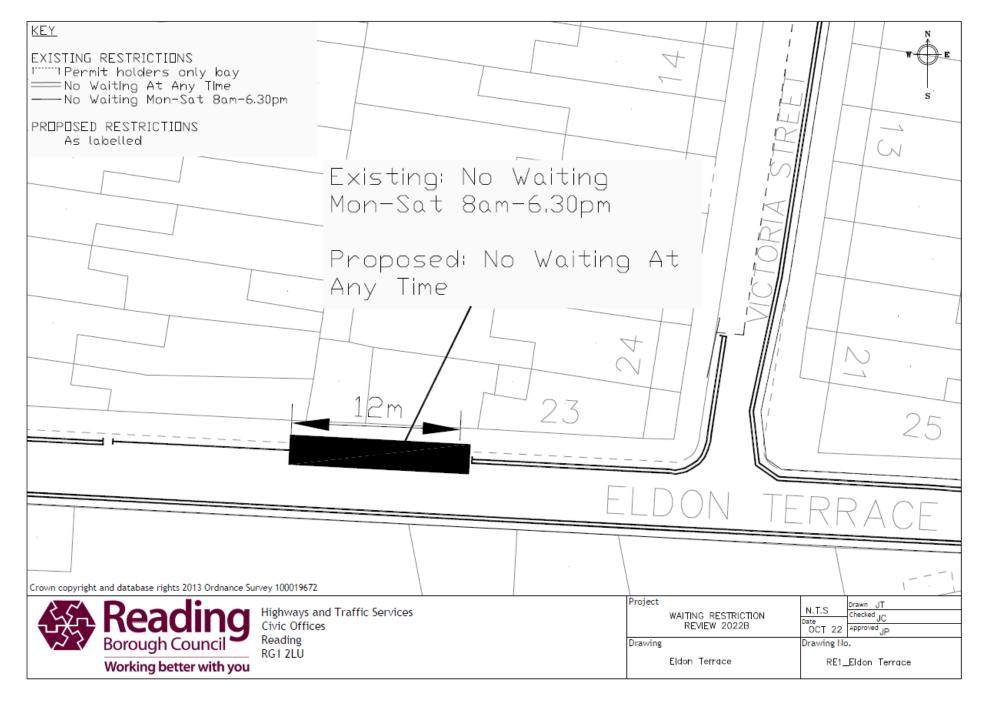


Street	Summary of Original Request Feedback received					
Redlands -	Following June 2022 TMSC decision to remove this item from the 2022A Summary of responses:					
Eldon Terrace						
	access issues, as a single-yellow-line covers off-street parking areas which object 1					
	are getting blocked. There were concerns that removing parking would					
	encourage speeding along the street. A new request has been made to reduce a smaller section of the single yellow lines and to review their operational					
	times or consider changing them to permit bays. This would be to address					
	the access issues whilst also encouraging more daytime parking in the area,					
	in order to provide some traffic calming.					
1. Objection	We object to the above referenced planning permission - proposal to extend					
	would affect us. We [REDACTED] - we have to be able to park outside to load					
	also affect the Polish school as people wait along the road to pick up their chil					
	house, people are usually polite and move quickly if you need them to and it area and, while this house has a built in parking spot, I don't see an issue with					
	any issues with regards to access to the parking spot. This is a rented house					
	simply adds value to the rental agreement without benefitting the local com					
	raised speeding along Eldon terrace and parked or waiting cars are one of the o					
	our views.					
Neither support nor object	There is already insufficient authorised parking space on Montague St, Victoria Street, Eldon St and Eldon Terrace for the numbe of vehicles for which the authority has sold parking permits. Eldon Terrace is used by residents, particularly from Victoria St, as an overflow. They leave before 8:00 and return after 18:30. A number of residents do not use their car daily and a car can occupy the same position for a number of days continuously. A side effect of this is that whilst the vehicle may have been initially parked socially, changes in front and behind (e.g. a tradesman vehicle working on one of the houses leaves) can cumulatively provide space for at least one additional (sometimes two vehicles) but individually the gaps are too narrow for a vehicle. The Polish Cluf run a Saturday school and parents park on Eldon Terrace to collect the children, Polish church congreagation of the park on Eldon Terrace on Sunday, both because there is insufficient space in the Polish club car park. WRR2022B only identifies a length on Eldon Terrace between Victoria St. and Eldon St. If safety is the motive for the change then the length of Eldon Terrace between Eldon St and Eldon Rd. warrants the same change. Thirty years ago Eldon Terrace was two way not just one way - east west. A few year ago parking on Montague St was modified, prior notification suggested that the length available for parking would be increased. I was reduced! FREEDOM OF INFORMATION - please record and acknowledge. Individually for MontagueSt, Victoria St, Eldon St and Eldon Terrace what length of the highway is available for parking? how many parking permits have been issued? (NOT the number of permits per address, but the total number issued for e.g. Montague St)					
	Allowing six metres per vehicle will approximate the capacity of MontagueSt, Victoria St and Eldon St. How does the authority propose to issue parking permits if demand exceeds capacity?					
	and the same of th					

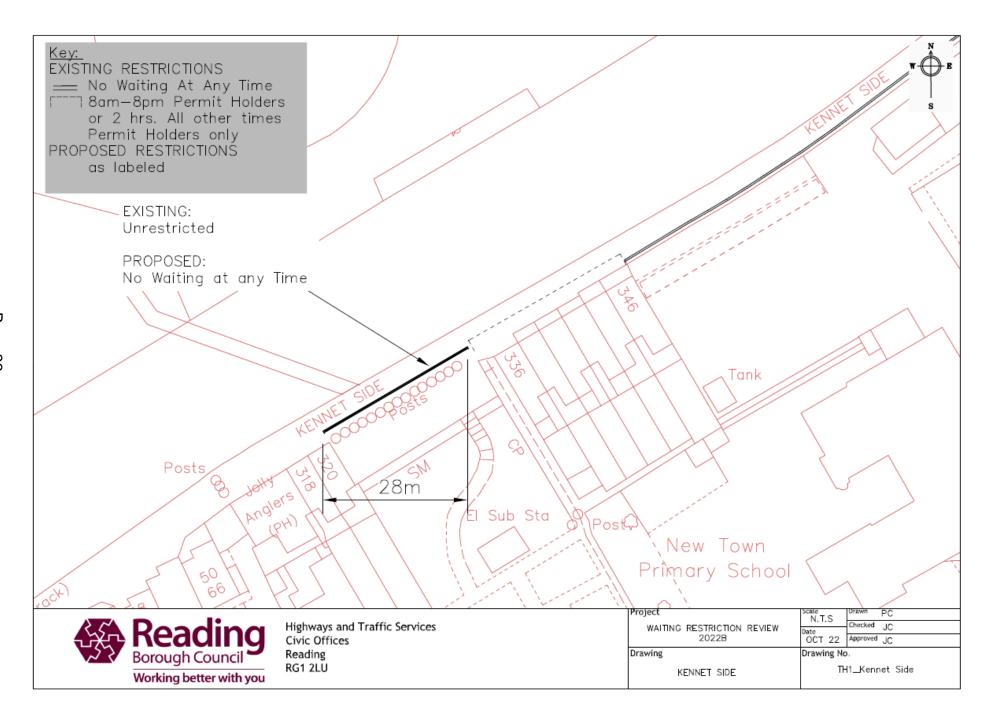
		Officer Comment: Officers responded to the Freedom of Information request, and received the following additional comments. Firstly, I am disappointed that in your response the authority did not provide a link to the revised plan changing the restiction to provide 24hr access to the parling area for 23 Eldon Terrace. Secondly, I do not change my observations. The authority has knowingly sold more permits for than the combined capacity of Montague St, Victoria St and Eldon St. and Eldon Terrace provides some spare capacity. The authority response to my Foi (FOI-491884040) did not provide the length of parking available. I think that they are claiming that "Council Rules" do not limit the number of permits sold to the parking capacity. But, this is not an excemption provided by the Freedom of Information Act! I have reminded the Customer Service team that the lengths are required. I could raise another FoI and request the number of permits sold and the length of parking available on the other streets in zone 11R. I anticipate that this will show that in Zone 11R the authority has collectively sold more permits than capacity. Whilst I understand the convenience to No 23 a parking zone is for the community not and individual. My observation is that most parkers between 18:30 and 8:00 respect the "driveway" to No 23. As an aside, this afternoon I returned from a [REDACTED]. To avoid bridge painting at the bottom of the M329 I returned by Upper Redlands Rd. On Upper Redlands Rd parking is permitted both sides leaving just sufficient width for a single car. With no courtesy prevailing the mentality of my van is bigger prevails. On Victoria St anti-social parking placed a car with perhaps sufficient room for a Smart car in front and behind, but not an average size car, i.e. on paper room for another car, but praticaly unable to park because of the limited space. Please record and acknowledge. Are the public able to attend the Council's Traffic Management Sub-Committee on 14th June? Does the constitution place any restr
3.	Objection	I would like to object to an introduction of a double yellow line (no waiting at any time) at Eldon Terrace, near the crossing with Victoria Street. My objection is based on three grounds. First, the current possibility of parking (in restricted time hours) acts as a traffic calming measure. Given that, despite the 20mph limit, drivers are often speeding on Eldon Terrace, this is sorely needed. In fact, if the possibility of parking was expanded to include more times this could calm the traffic in the area further. Second, it provides a much-needed parking space for attendees of the masses in the Polish church/clients of the Piwnica restaurant during the peak Sunday period. Finally, given that many inhabitants are gardening and cleaning over the weekend, the temporarily expanded parking capacity over the weekend is useful for those that need to load and unload their cars close to home. Summing up, I strongly oppose the removal of this restricted parking (single line) and introducing a parking restriction (double line)
		on that fragment of the Eldon Terrace. In fact, the expansion of the period when parking is possible to include Saturday would be my preferred solution.
4.	Objection	if the council add double yellow lines, this would reduce parking on Eldon terrace and also it would be easier for vehicle drivers at speed down Eldon terrace which is a 20 mph zone. with the vehicales been parked along the terrace it controls the speed on vehicles coming down the one way road. i object to this for the above reasons.
5.	Objection	The evening lifting of restrictions allow for visitor convenience rather than using visitor permits
6.	Objection	It is already difficult for us to find parking in the area. If single yellow lines are replaced by double yellow lines, then where exactly are we going to park? It is already bad as it is, having to park on Eldon Terrace after 6.30pm and Sunday only all day. So to accommodate one resident and the use of his private driveway, you are going to upset and irk several other residents who have nowhere to park? No thank you. Please leave Eldon Terrace as it is.

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7.	Objection	Parking is already difficult and by taking away parking on that stretch of Eldon Terrace, you reduce it for the entire community. I understand double yellows in front of the garage and driveway but that's it. Cars already use these roads as a cut through and speed. Having parked cars reduces car speed tremendously, especially when there are cats roaming the neighbourhood and families with babies and small children. There is no need to take away the entire block of parking. With the additional houses being built (at some point) across from the pub, this will increase the demand for parking as well.	
8.	Comments from Councillors	Officers have received the following comments from Coucillors: - Councillor Rob White has stated that this should be removed from the programme as the yellow lines should not be use to protect driveways and residents can now report blocked driveways for enforcement.	
		Officer Comment: Officers agree that double yellow lines should not typically be used for the protection of off-street parking places, however, requests will be reviewed on a case-by-case basis. Where there is a known issue with driveway blocking adjacent to existing restrictions, it may be appropriate to extend existing yellow lines in locations such as Eldon Terrace where there is a minimal impact on parking spaces. This proposal would remove the equivalent of two parking spaces, of which would be directly outside an off-street parking place.	



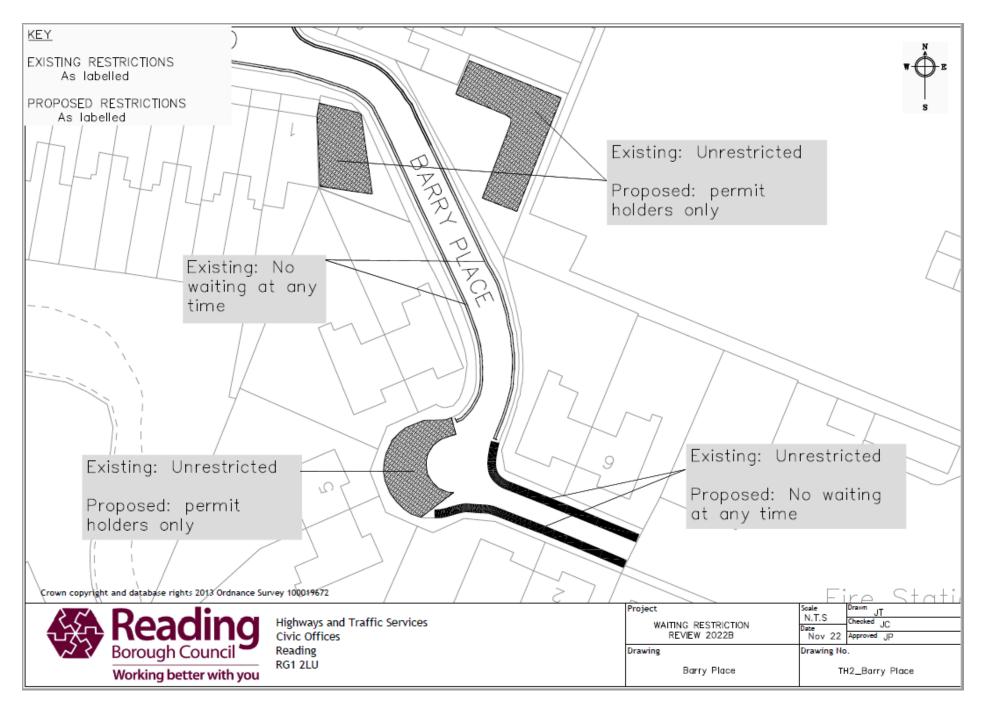
Street	Summary of Original Request	Feedback received		
Thames -	Request for waiting restrictions near the Jolly Anglers pub to assist Summary of responses:			
Kennetside	with deliveries and emergency access Objections 1, Support 0, Neither support nor object 0			
1. Objection	Please accept this email as our objection to proposal WR2022B. We are very concerned about the already very small amount of parking space in Newtown, and especially Kennet Side (where we live) as many houses have now become HMOs and the number of cars parking in Newtown have increased dramatically in the five years that we have been living here. With respect to Kennet Side in particular between houses 336-346, residential parking provided by the council is pitiful! The current R12 allocated space can house four cars at best (particularly given that the bay narrows on one side) for a row of six houses! The proposed space for which you have suggested placing double yellow lines allows the rest of us to find a car parking space. Without this, we will be in conflict with out neighbours for these spaces which is not right or fair. Additionally, several households down here have either newborn or young children who do require transport to medical and other facilities at short notice, and not having our cars nearby makes this much harder.			
	In addition to this we have the issue of the Jolly Anglers pub a few doors down which has seen a dramatic increase in customer travelling to the pub by car in the evenings and at weekends. This has already proved to be a significant issue with pub customers taking up all spaces in the proposed double yellow line area and also in the restricted parking spaces outside of our homes. To remove the additional overflow space by implementing these double yellow lines, this will further exacerbate the situation and make it even harder to park in front of our homes. Unless you plan to employ parking wardens to patrol the area consistently at evenings and weekends (which let's be honest here, with Tory austerity and the current cost of living crisis, you're not going to do), you're basically leaving us in a situation where it becomes a crap-shoot with people who don't have permits for their cars.			
	Instead, can I suggest the either of the following alternatives. Either cancel this proposal to place double yellow lines down in this stretch of Kennet Side and meet with us to discuss more workable alternatives, or consider extending the R12 parking space allocation area to cover this space in place of designating it as a double yellow lined area. This second approach for RBC will have an additional benefit for you guys in that it will generate extra revenue for the council as it will mean more people will be able to apply for permits to be able to park - something I would think the council would not want to overlook at this time.			
	As above, more than happy to discuss this further with you to find	a better approach forward.		
Comments from Councillors				
	 Councillor Rob White was concerned about the resident's comment about the impact the proposal will have on the are 			



Street	Summary of Original Request	Feedback received		
Thames -	Request for a permit parking scheme in Barry Place as residents			
Barry Place	are struggling to find parking spaces in the area.	Objections 13 (including petition with 10 signatures),		
	Support 0, Neither support nor			
1. Objection	I write regarding the above consultation at Barry Place, Reading. The pathway between the road and the entrance to our properties is extremely narrow [REDACTED] at Barry Place. I am [REDACTED] and it would become extremely difficult for us to take the [REDACTED] out if cars are permitted to park outside our property. Some of these cars are large vehicles and long. If they were to park with their wheels touching the pavement, the boot/front would cover almost all of the pathway in front of [REDACTED] making it impossible for us to take our [REDACTED] out. [REDACTED]. It would be added stress to my day if access was blocked. Furthermore, should emergency services or someone in a wheelchair want to access the properties, their access would be completely restricted. This restriction of access to our properties is the ground for rejection of the proposal. It may be			
2. Objection	an option to make the parking at the back permit holder, but have I write following a recent letter regarding having Parking Permits i shocked to receive this and am certainly protesting against it. The some residents have two or more cars. Are you going to supply muno waiting there are three houses down there where are they supseveral abandoned cars and two motor homes which I assume have moved. According to RBC that land it's not theirs and is private removed. So how come you are saying, Parking Permits are going [REDACTED], where is [REDACTED] supposed to park? I don't belif I think you'll find several other residents will as well. The there is come round and explain to me why you think it's a good idea? All certainly wouldn't be able to park anywhere else. I look forward to	n Barry place Reading. I live at number [REDACTED]. I was very re is very little parking space at the end for residents as it is and altiple parking permits to each house? Also the [REDACTED] has oposed to park? At the top of Barry place on the left there are been abandoned as they've been there for years and not been ely owned and we were told that is why the cars haven't been go to be required there if you don't own the land? I work so my lieve this has been thought out at all and strongly object to this. Is absolutely no need for you to do this. I would like somebody to the roads surrounding Barry place a parking permit only so you		
3. Objection	I write in regards to the above consultation (proposal to install per advise if detailed drawings have been made as to how many parkin but have not been able to locate the proposal. I have only had sig zone the parking spaces will fall under. Will they be allocated a rarea eg. 03R? I write to object to the proposal. The proposed permit spaces at t namely numbers 4 , 5 and 6. As you're aware there are 8 house residents of the cul-de-sac as each will member will want to park to the main road. As mentioned above it is unclear as to how many zone as the wider area, many residents from outside the cul-de-sac the interests of safety or response to demand." It is submitted that Place residents are against the proposal. Therefore the proposals sthe above, I believe the proposals should be scrapped or alternative	rmit bays and double yellow lines at Barry Place). Firstly, please ing spaces are proposed. I have looked online on the RBC website ght of the attached. Further information is required as to what new zone just for Barry Place Residents or will it cover a wider the cul-de-sac seem to be directly in front of only a few houses, is within the cul-de-sac. Tensions will inevitably arise between closest to their home leaving others to park further back closer y spaces are proposed. If the parking spaces fall under the same c will begin parking here. The notice states the proposal is "in t neither of these grounds have been met. The majority of Barry should not go ahead as it is not within the public interest. Given		

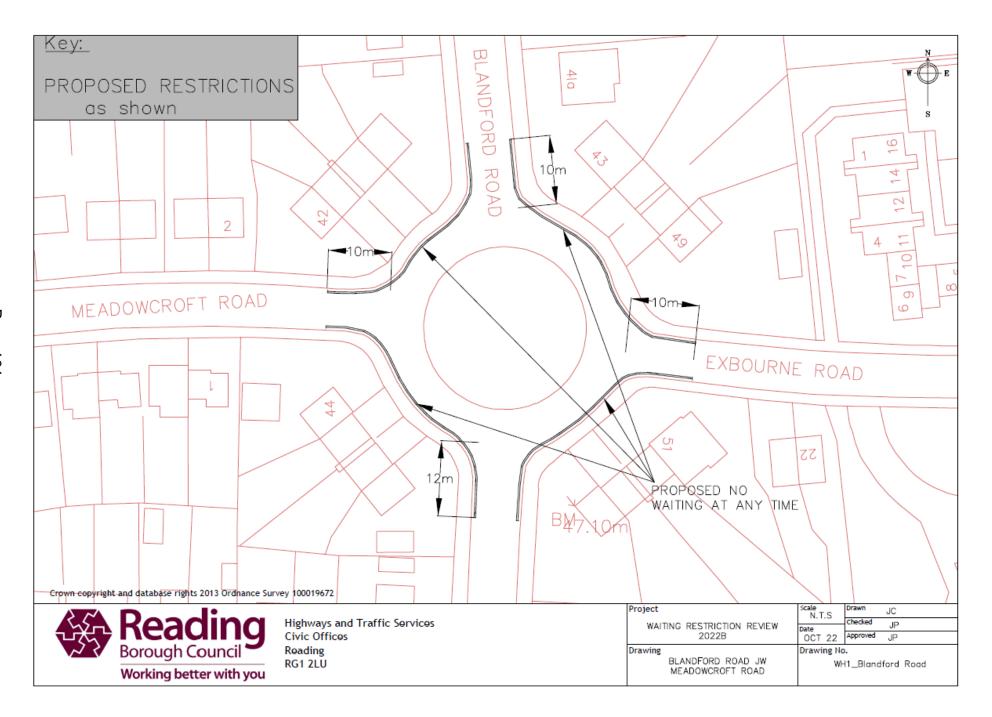
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petition signed attached a signed by 10 persons. Should you wish to the Traffic M		I write in regards to the above consultation (proposal to install permit bays and double yellow lines at Barry Place). Please see attached a signed petition objecting to the proposals. This has been signed by the majority of Barry Place residents [REDACTED] Should you wish to contact them individually details have been provided on the petition. Please could a copy of this be put forward to the Traffic Management Sub-Committee.
	Please refer to Appendix 2.	The majority of the residents have voiced that the cul-de-sac at Barry Place has never had any problems in regards to parking. It
		the Council wish to implement something, it has been suggested that resident permit bays are made at the entrance to Barry Place (From Cardiff Road and Swansea Road), but the Cul-de-sac at the end is left as it is. I've drawn a diagram to illustrate this. It is at the entrance to Barry Place where these reported issues have occurred.
		Officer Comment:
		A petition was attached to the email, including 10 signatures. Appendix 2 provides details of the petition.
5.	Comments from Councillors	Officers have received the following comments from Councillors:
		 Councillor Adele Barnett-Ward has stated that Thames ward Councillors have visited residents to discuss the proposal and most residents do not want to have to pay for permits. Some residents just wanted to prevent the two large vehicles from parking in the shared off street parking area and it was suggested that a permit scheme was installed in only this section. Councillors were concerned that this would displace parking from the off-street parking area to the rest of Barry Place, which would remain unrestricted. Councillors will keep in touch with residents but it was proposed that this scheme is not progressed at this time.
		Officer Comment:
		The consultation has made it clear that residents are not in favour of a permit parking scheme in Barry Place. It must be noted, however, that there are no other solutions which we can provide through the Waiting Restriction Review Programme that would remove certain vehicles whilst also allowing free unrestricted parking for other residents.



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Street	Summary of Original Request	Feedback received			
Whitley -	Request to review the Meadowcroft Road / Blandford Road	Summary of responses:			
Blandford Road	junction due to issues with vehicles parking too close to the Objections 1, Support 0, Neither support nor				
	roundabout junction				
1. Objection	The only time Blandford Road is busy is during dropping off and picking up from the schools in Exbourne Road and not at all during				
	the school holidays. Residents should not be made to suffer because of a few inconsiderate people who try to park as close to the				
	schools as possible. As a resident who has a house on the roundabout some of us who have cars cannot park outside their houses				
	and have to park further along on the straight. The double yellow lines will extend further along from the roundabout leaving				
	nowhere for us to park.				



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<u>APPENDIX 2 - WAITING RESTRICTION REVIEW PROGRAMME 2022B</u>

Summary of petitions that have been received in relation to the proposals consulted in the 2022B programme:

1. Katesgrove - Charndon Close

Received: 31 May 2023

Signatures: 60 (39 via electronic form, 21 via paper form)

Content: 'Unfortunately Labour-run Reading Council is progressing putting double

yellow lines to stop people parking on some sections of Charndon Close. This will reduce the parking by 30-50%! Greens have concerns about this

plan. See the reverse of this letter for the council drawing.

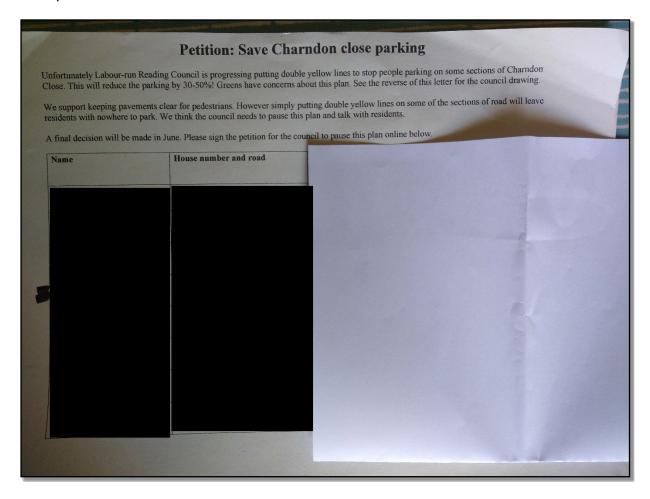
We support keeping pavements clear for pedestrians. However simply putting double yellow lines on some of the sections of road will leave residents with nowhere to park. We think the council needs to pause this

plan and talk with residents.

A final decision will be made in June. Please sign the petition for the

council to pause this plan online below.'

Example sheet:



2. Kentwood Ward - Lyndhurst Road

Received: 17 May 2023

Signatures: 86

Content: 'Against waiting restrictions at Lyndhurst Road.

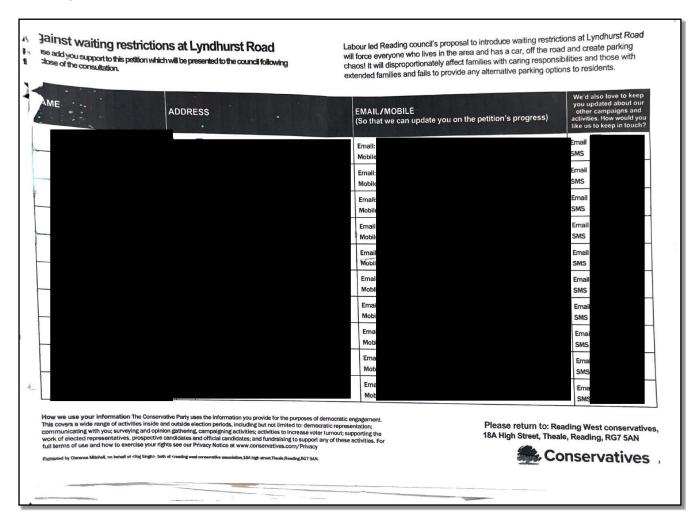
Please add you support to this petition which will be presented to the

council following the close of the consultation.

'Labour led Reading council's proposal to introduce waiting restrictions at Lyndhurst Road will force everyone who lives in the area and has a car, off the road and create parking chaos! It will disproportionately affect families with caring responsibilities and those with extended families and

fails to provide any alternative parking options to residents.'

Example sheet:



3. Thames Ward - Barry Place

Received: 10 March 2023

Signatures: 10

Content: 'Petition against proposal to install permit bays and double yellow lines at

Barry Place (WRR2022B).

Action petitioned for: We, the undersigned, are concerned residents of

Barry Place and are against the proposals.'

[Within the accompanying email] 'I write in regards to the above consultation (proposal to install permit bays and double yellow lines at Barry Place).

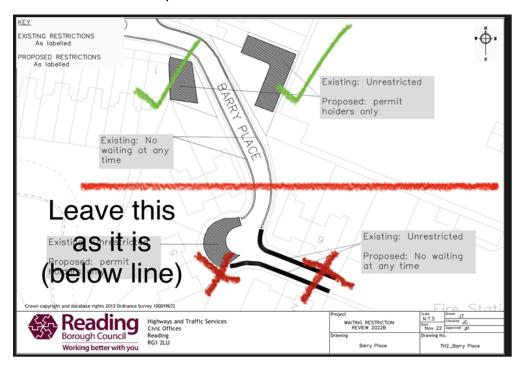
Please see attached a signed petition objecting to the proposals.

This has been signed by the majority of Barry Place residents [REDACTED]. Should you wish to contact them individually details have been provided on the petition.

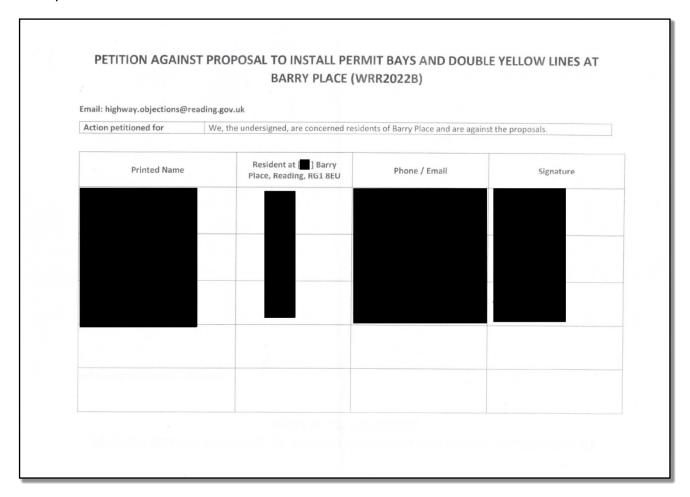
Please could a copy of this be put forward to the Traffic Management Sub-Committee.

The majority of the residents have voiced that the cul-de-sac at Barry Place has never had any problems in regards to parking.

If the Council wish to implement something, it has been suggested that resident permit bays are made at the entrance to Barry Place (From Cardiff Road and Swansea Road), but the Cul-de-sac at the end is left as it is. I've drawn a diagram to illustrate this. It is at the entrance to Barry Place where these reported issues have occurred.'



Example sheet:



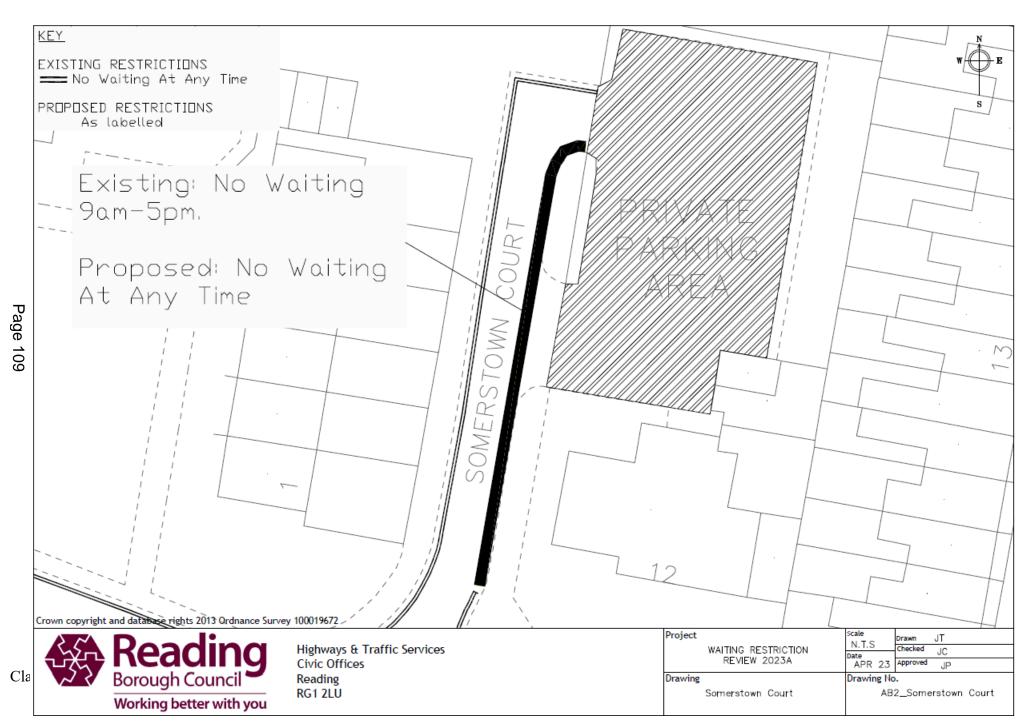
Classification: OFFICIAL

<u>APPENDIX 3 – REQUESTS FOR WAITING RESTRICTIONS 2023A – OFFICER RECOMMENDATIONS UPDATED: 10/05/2023</u>

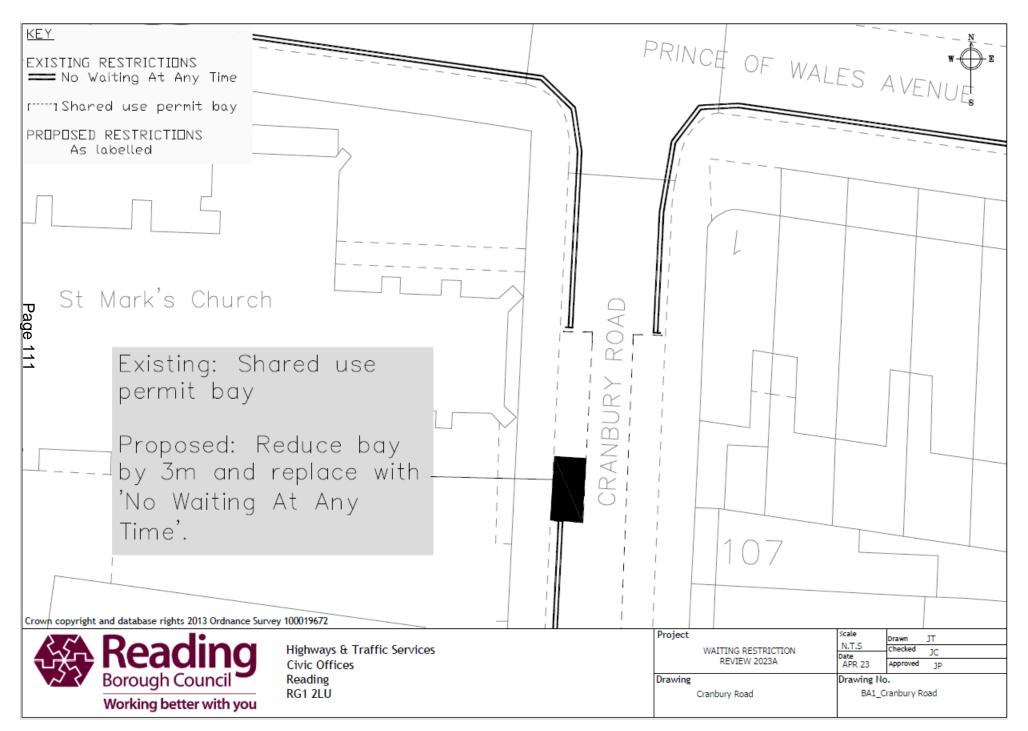
		Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
Page 107	1.	Abbey	Russell Street	Request for residents to be able to use the existing doctor's spaces on the road at night, due to parking pressures in the area. It has been requested that the bays become shared use with resident permit holders only between 8pm and 8am. A separate request was also made for Russell St, which 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.	Officers recommend that the doctor only permit bays are changed to shared use, to create additional spaces for resident permit holders in the evenings as shown in drawing AB1_Russell Street.
	2.	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.	Officers have visited the site and observed that motorists often park on the single yellow line, when there are additional spaces available in the nearby car park. We recommend that the single yellow line be changed into a double yellow line to help keep this section clear, whilst still allowing space for the larger delivery vehicles to load/unload as shown in drawing AB2_Somerstown Court.
		Abbey	St Marys Butts	Request for additional loading bays in the road to help local businesses with their deliveries.	There are existing loading/unloading spaces in this area which provide spaces for the local shops to receive their deliveries. The remaining spaces are reserved for buses, pay & display and blue badge holders. Officers do not recommend that any of these spaces are removed as there is high demand for parking in this area. We have also not received any additional complaints from local businesses since this request was originally made. We therefore recommend that this is removed from the programme.
	4.	Abbey	Blagrave 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.	The area around the station is very busy, and there is not enough room on the highway to significantly increase the number of loading spaces here. The bays are already restricted to goods vehicles only and suspected misuse of the bay has now been reported to our enforcement teams. We therefore recommend that this is removed from the programme.

Classification: OFFICIAL

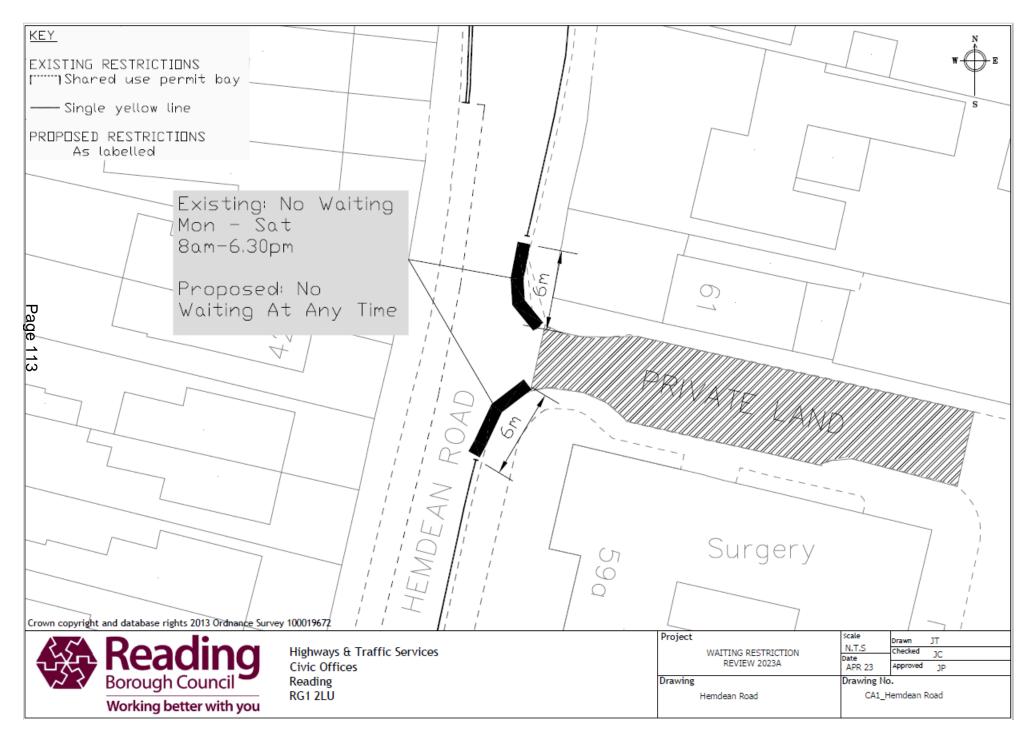
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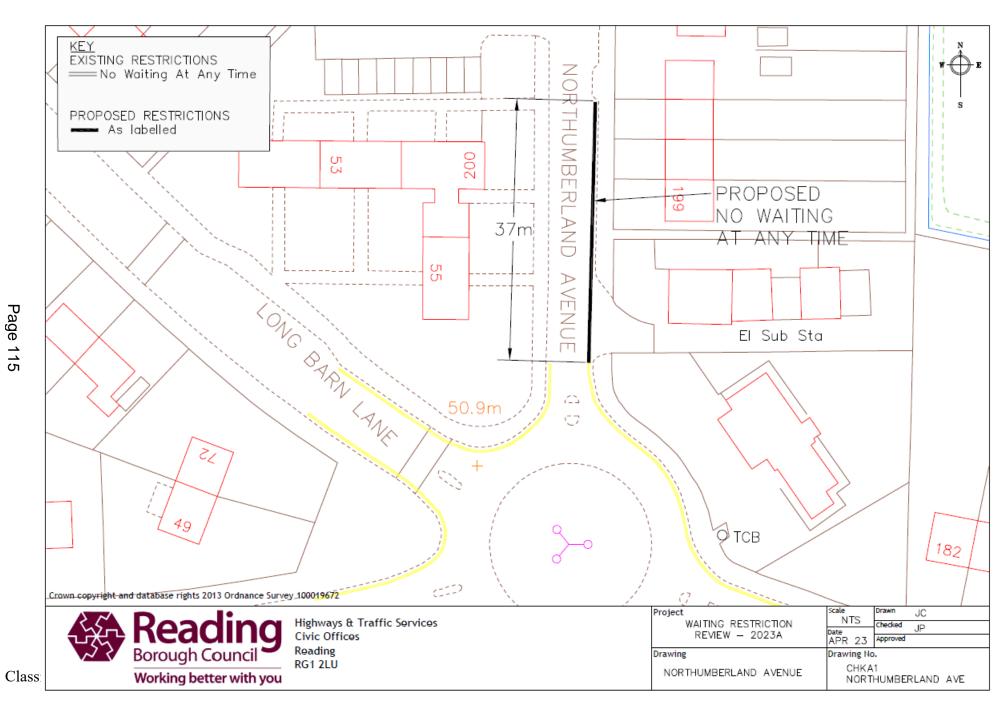
Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
			Comments
5. Battle	Cranbury Road		There is a high demand for parking in this area but the exit to
			the car park is tight and will cause issues for larger vehicles
		is difficult due to cars parking opposite the entrance and this	
		has caused issues for emergency vehicles.	permit bays is reduced by a few metres in order to help with
			access into the car park as shown in drawing BA1_Cranbury Road.



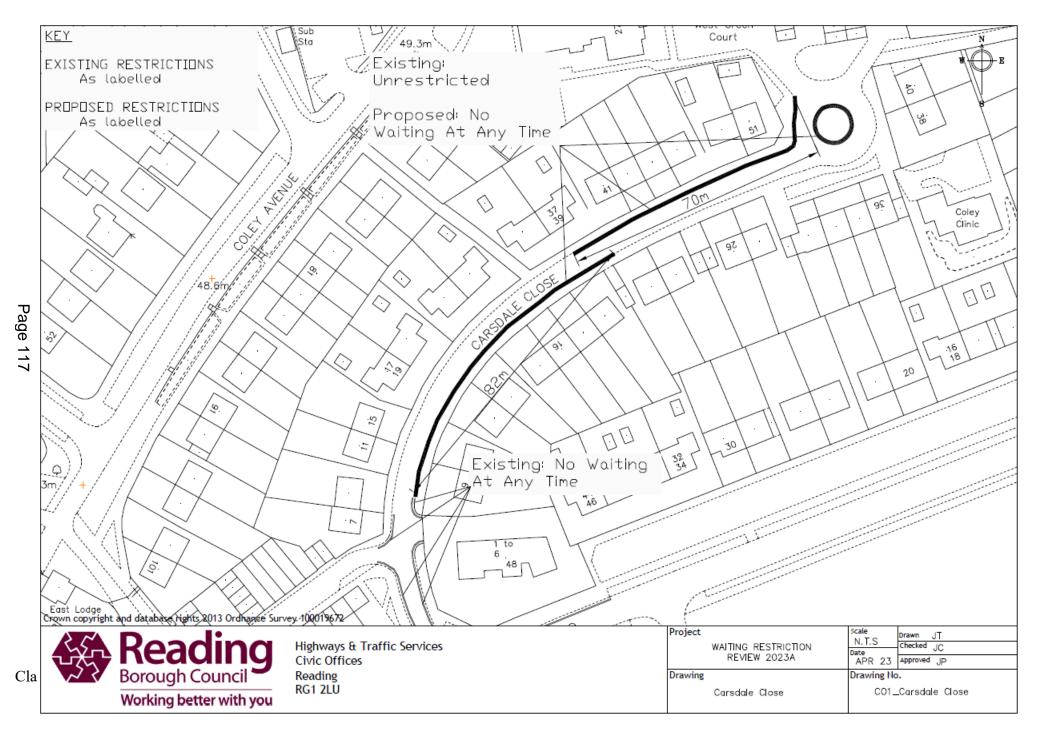
Ward Officer recommendation, including any Ward Councillor Summary of Request Street Comments We cannot install restrictions on the private land, however, Request for double yellow lines near the entrance to Balmore 6. Caversham Hemdean Road Park Surgery due to access issues caused by vehicles parking Officers have seen evidence of vehicles parking on the corner at the entrance to this car park and obstructing the footway. We on the pavement. therefore recommend that a short length of double yellow lines Officer Comment: is installed as shown in drawing CA1_Hemdean Road in order to The road into the Surgery is privately owned, however, we help keep the pavement and the exit clearer for pedestrians and could consider installing restrictions on the highway and this motorists. may improve access for pedestrians and motorists at this location.

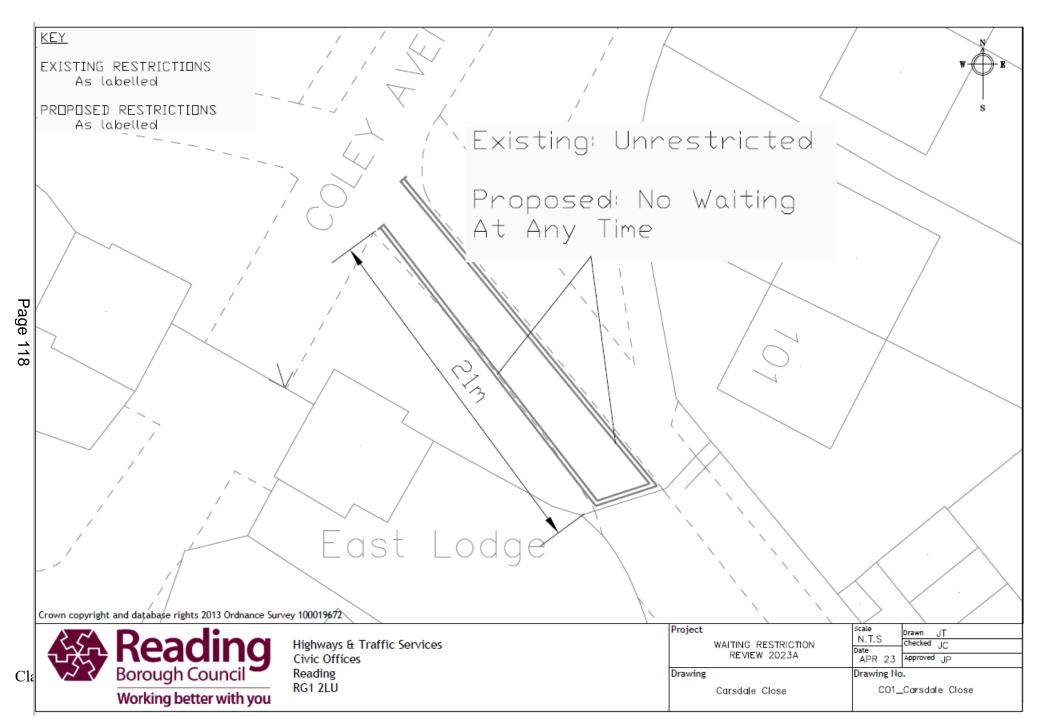


	'	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
					Comments
	7.	Church	Devonshire Park	Request for some double yellow lines to prevent vehicles from	Officers have visited the site and observed that there is damage
				damaging the grass verge.	to the grass verge, which is privately owned. The damage
					appears to have been caused by larger vehicles turning left,
					however, there is enough room around the junction for larger
					vehicles to turn without mounting the kerb. We therefore do not
					believe that additional restrictions will provide a solution to this
					issue and recommend that this is removed from the programme.
	8.	Church	Tavistock Road	Request for new restrictions to improve access due to issues	The original request was a complaint about other residents
				caused by parked cars.	parking near a property. Officers have visited the site, however,
					vehicles here are parking legally on the highway and we cannot
					provide spaces designated for individual residents. We therefore
					recommend that this is removed from the programme.
	9.	Church and	Northumberland	Request for additional restrictions near Reading Girl's School	We would recommend that residents contact our highways team
		Katesgrove	Avenue	due to issues caused by parked cars during the pick up/drop	and apply for access protection markings, should they encounter
		(repeated		off times. Driveways are regularly blocked, and the road	issues with other vehicles blocking them in. This will highlight
П		at line 18)		becomes very narrow which causes traffic to build up. There	the presence of a driveway to other motorists. Restrictions such
age				are also reports of vehicles parking on junctions and near the	as double yellow lines will still allow vehicles to load/unload but
Э́е				mini roundabouts which makes it more dangerous for	will reduce spaces for residents and their visitors. We therefore
				pedestrians in the area.	recommend that this be removed from the programme.
4	10.	Church and	Northumberland	Request to extend existing double yellow lines north of the	We recommend that the yellow lines on the east side be
		Katesgrove	Avenue	roundabout with Cressingham Road due to issues caused by	extended as shown in drawing CHKA1_Northumberland Avenue.
		(repeated		parked cars, which can make it difficult to approach the	This will help keep this section of road clear at busy times, which
		at line 19)		roundabout for vehicles heading south.	will improve traffic flow for buses and other vehicles.

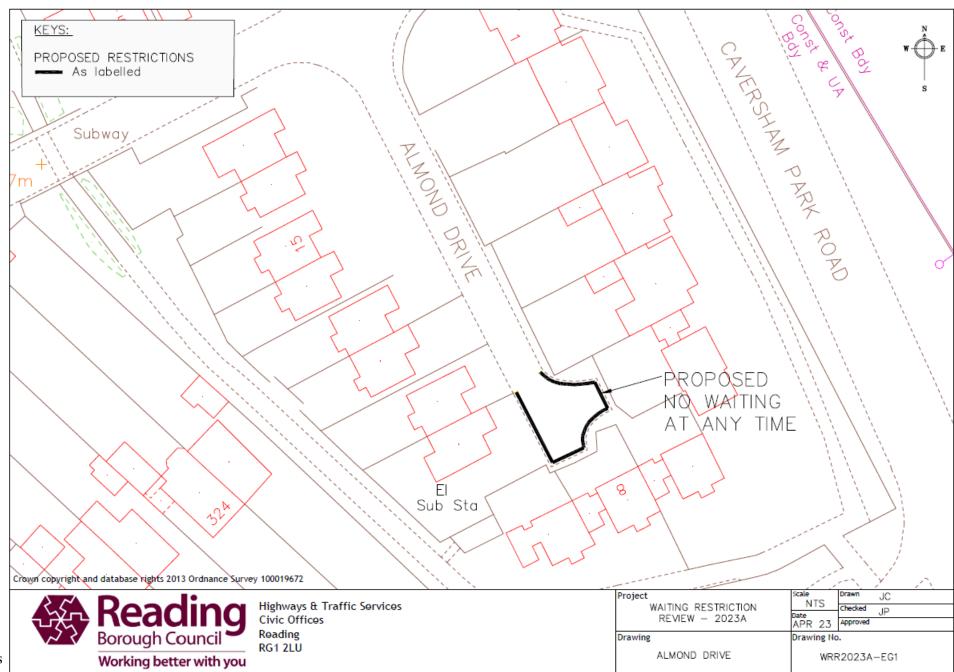


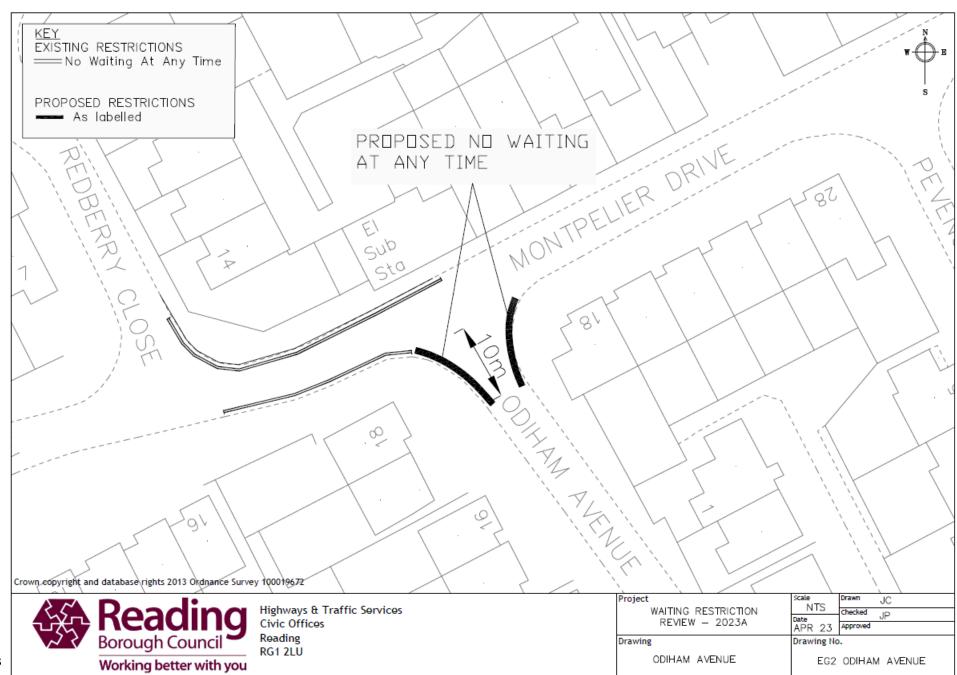
	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
P	11. Coley	Carsdale Close	Request for new yellow lines on Carsdale Close, due to cars parking on both sides of the road, making it difficult to access, especially for refuse and emergency vehicles. Officer comment: This request was originally considered as part of the 2022B programme but was deferred to 2023A.	Carsdale Close is too narrow to accommodate parking on both sides of the road without cars obstructing the footway. Officers recommend that double yellow lines be installed as shown on drawing CO1_Carsdale Close in order to ensure that that sections of the road and pavements are clear at all times. This will improve access for pedestrians and other road users. Officers are concerned that the installation of a small section of yellow lines could make the situation worse, by concentrating it within a certain section, so recommend that the entire length is treated. Whilst it appears that many residents are currently parking on the south side, we recommend that a section of this side be restricted in order to improve visibility on the inside bend of the road. This also has the benefit of protecting more access points for off street parking places.
Page 116	12. 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.	Officers recommend that yellow lines be installed as shown in drawing CO2_Coley Avenue. This will prevent vehicles parking on the north side of the gate. We do not believe that additional lines are required on the south side at this time, as there has been no evidence of obstruction in this location when officers visited the site.

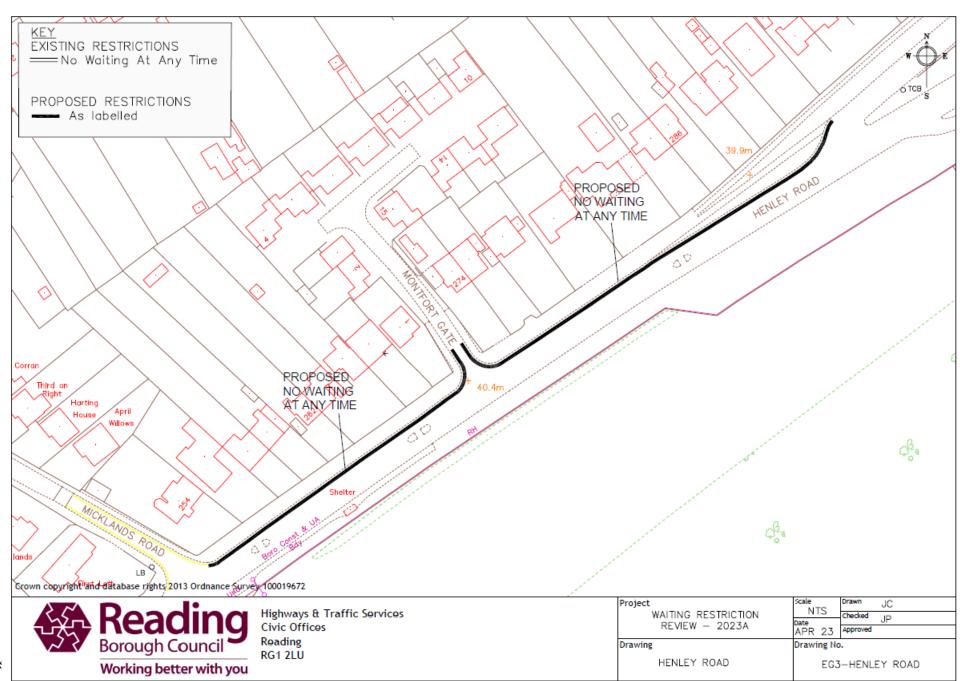




	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
	13. Emmer Green	Almond Drive	This request was originally reviewed in the 2022B programme but was deferred to 2023A. Request for double yellow lines to prevent vehicles from parking in the dedicated turning head at the end of the Drive.	Officers have visited the site and found that there are vehicles parking in the turning head, which can make it challenging for vehicles turning around. However, the vehicles parking here will most likely be local residents and whilst the yellow lines proposed on drawing EG1_Almond Drive will address this issue, it will also reduce the number of spaces available for residents and their visitors.
	14. 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.	Officers recommend that double yellow lines be installed, as shown in drawing EG2_Odiham Avenue, in order to improve visibility around the junction.
	15. Emmer Green	Henley Road	Request for double yellow lines due to cars blocking the pavement/shared use cycle lane.	Officers recommend that double yellow lines are installed as shown in drawing EG3_Henley Road as this will allow enforcement against vehicles parking on the pavement (which is part of the highway) and help to keep the cycle lane clear.
Page 119	16. Emmer Green	Oak Grove	Request for restrictions due to parked cars causing issues for residents, especially during school pick up/drop off times.	Due to the existing road surface, it will be challenging to install lined restrictions on Oak Grove and they would require additional maintenance. Double yellow lines will allow loading/unloading to take place and would remove parking spaces for residents and their visitors. Part-time restrictions would additionally require signs and posts, which will also be a challenge to install in this area due to the narrow verge. We therefore recommend that this is removed from the waiting restriction review programme.

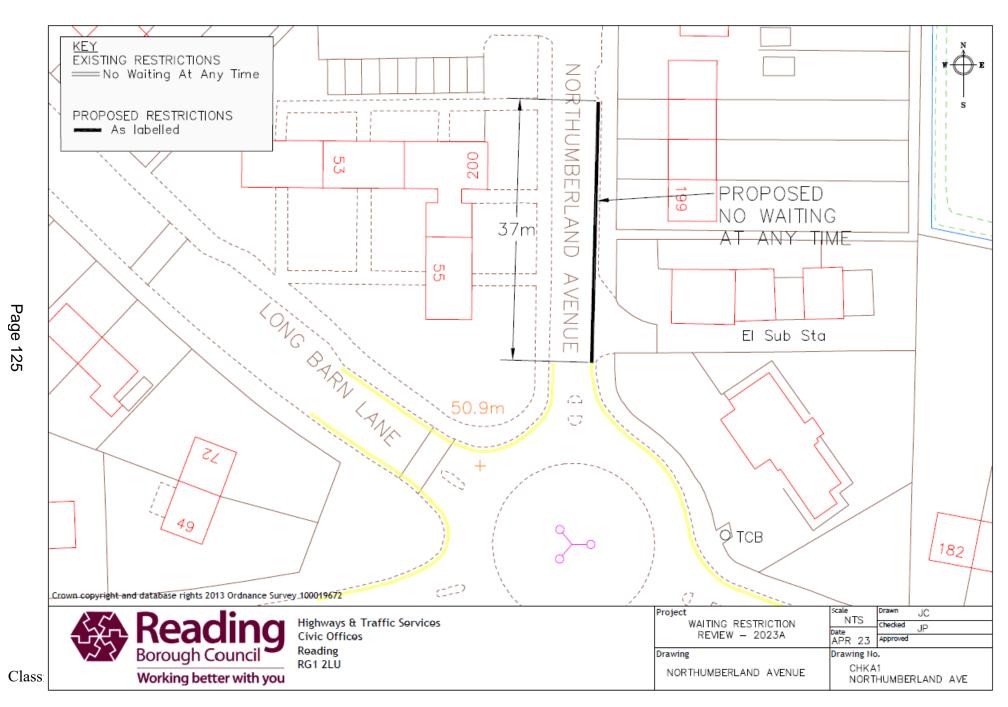


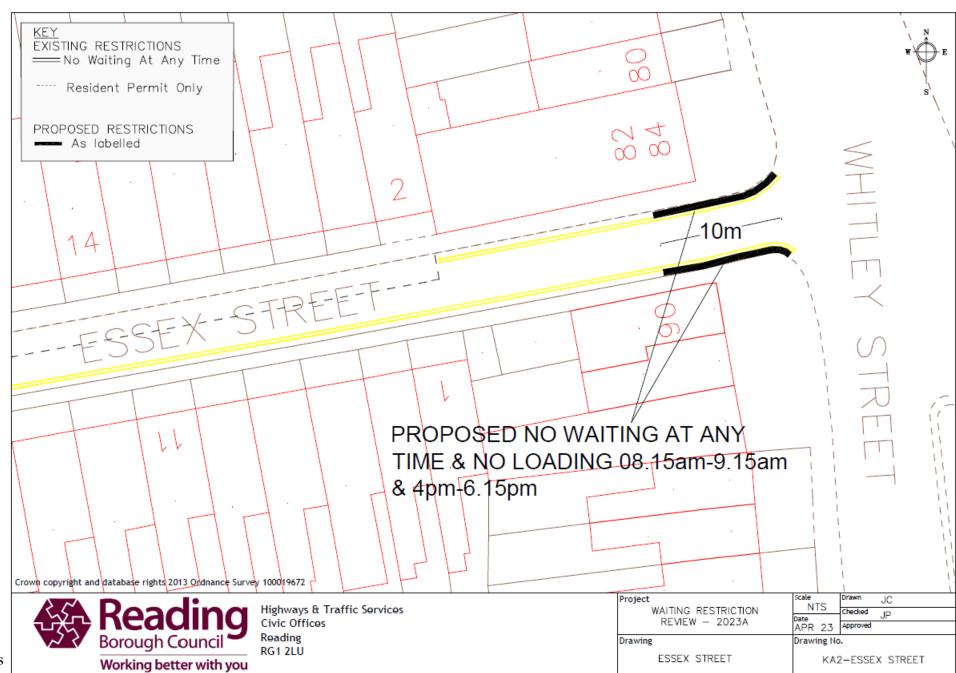




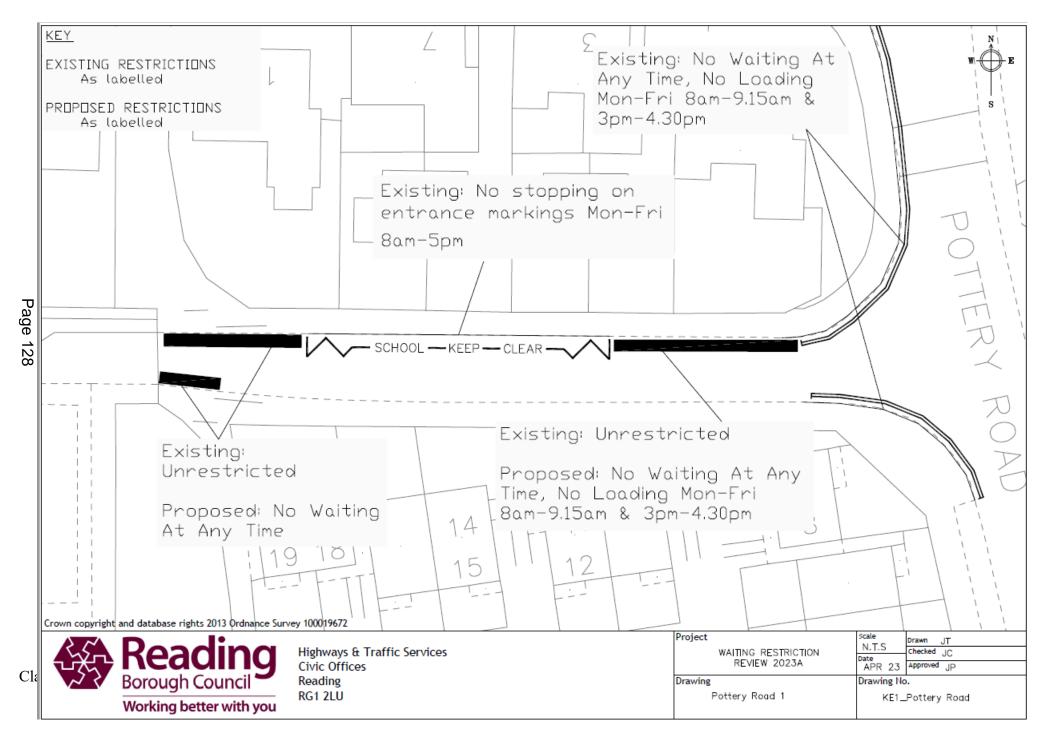
	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
	17. Katesgrove	Newark Street	Request to remove the shared use facility on this road and change it to permit only at all times, in order to create more parking spaces for residents. Officer Comment: Officers have asked for confirmation of whether this request represents the views of residents along the street, as the change would be impactive 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.	Officers have been informed that a few residents are in support of this proposal and an informal survey was offered to verify this, however, we are not yet aware of the results. Officers remain concerned that there may not currently be sufficient support from residents for a change to the shared use bays. Making them permit only will remove all the free visitor parking in the road and require residents to use their limited visitor permits. We therefore recommend that this is removed from the programme, until there is evidence of more support for this change from local residents.
Page '	18. Katesgrove and Church (a repeat of line 9)	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.	We would recommend that residents contact our highways team and apply for access protection markings, should they encounter issues with other vehicles blocking them in. This will highlight the presence of a driveway to other motorists. Restrictions such as double yellow lines will still allow vehicles to load/unload but will reduce spaces for residents and their visitors. We therefore recommend that this be removed from the programme.
23	19. Katesgrove and Church (a repeat of line 10)	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.	We recommend that the yellow lines on the east side be extended as shown in drawing CHKA1_Northumberland Avenue. This will help keep this section of road clear at busy times, which will improve traffic flow for buses and other vehicles.
	20. Katesgrove	Essex Street	Request for additional restrictions around the junction with Whitley Street due to issues caused by cars parking around the junction.	Officers have visited the site and noted that there are local deliveries taking place at the entrance of Essex Street. We therefore recommend that a loading ban is put in place to protect the entrance as shown in drawing KA2_Essex Street, whilst still allowing some space for deliveries further back into the road. Banning all stopping here will likely cause displacement of vehicles into the cycle lanes.

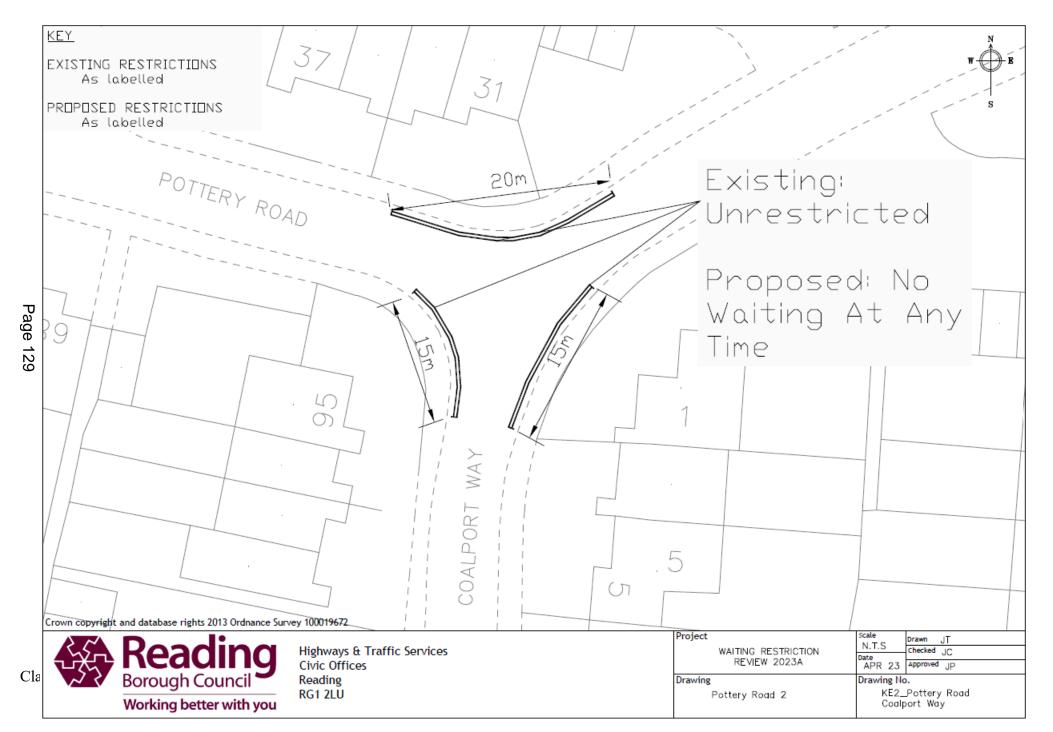
W	ard	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
21. K	(atesgrove	Whitley Street	Request for additional restrictions to help prevent vehicles parking in the cycle lane.	Officers have engaged with the enforcement team to discuss what solutions are available to prevent vehicles parking in the cycle lane. Vehicles are already being issued with PCNs for double parking, however, due to the requirement for an observation time many vehicles will leave the area before a PCN is issued.
				In response to the Councillor comments below, changing the parking bays would impact on visitors to the shops and the installation of yellow lines would also not improve enforcement in the area as they allow loading/unloading to take place. A loading ban would require posts and signs that would interfere with the existing parking bay restrictions, and all of these would still require enforcement in person, not by CCTV.
Page 124				We therefore do not believe that additional restrictions applicable to this programme will prevent double parking at this location and recommend that this is removed from the programme at this time.
4				Councillor Comments:
				Councillor Doug Cresswell stated that the current situation is dangerous for cyclists and other solutions need to be explored such as loading only bays or CCTV enforcement.
				Councillor Rob White would like this scheme to remain in the programme, as the current restrictions do not stop people from parking here. He has suggested double yellow lines as a visual deterrent or a loading ban to make enforcement easier.



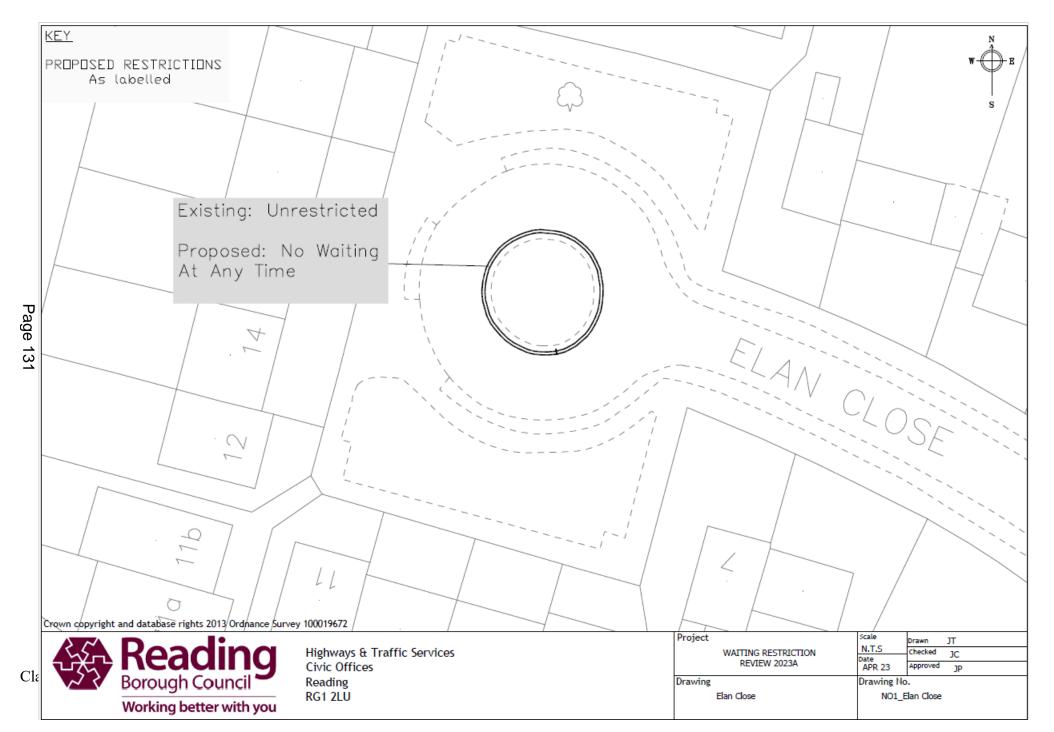


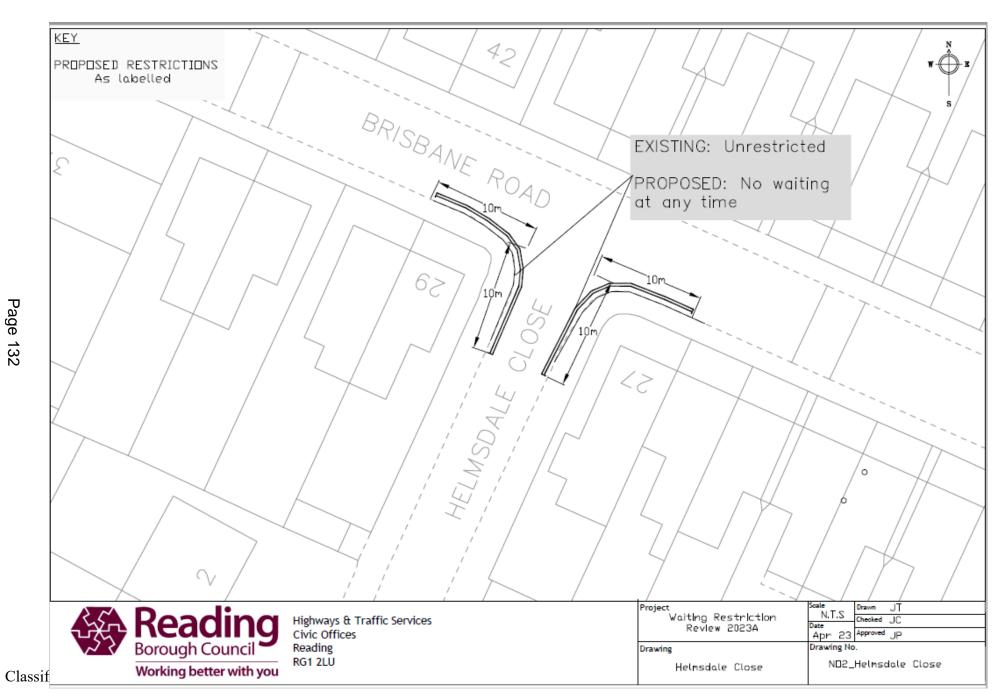
Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
22. Kentwood	Pottery Road	Request for double yellow lines near the back entrance to the school, due to access issues caused by cars parking in the area.	Officers recommend the installation of additional waiting restrictions as shown in drawing KE1_Pottery Road. This will keep a section of the road clear, to improve access to the school for deliveries.
23. 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.	We recommend installing additional yellow lines as shown in drawing KE2_Pottery Road in order to prevent vehicles parking on the junction and to improve visibility in the area.
24. Kentwood	Armour Hill	Request for double yellow lines near Larissa Close due to issues caused by vehicles parking partially on the pavement.	Officers have visited the site and observed that vehicles are partially parking on the pavement along this road, however, installing restrictions to prevent this would only move the issue further along the road and potentially worsen the parking issue. We therefore recommend that this is removed from the programme.

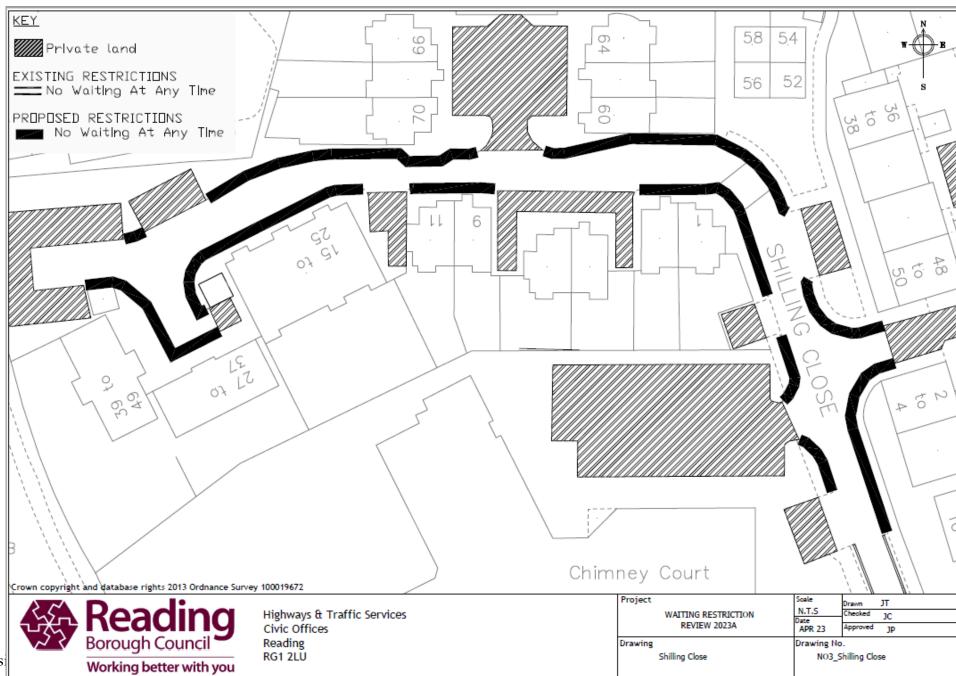




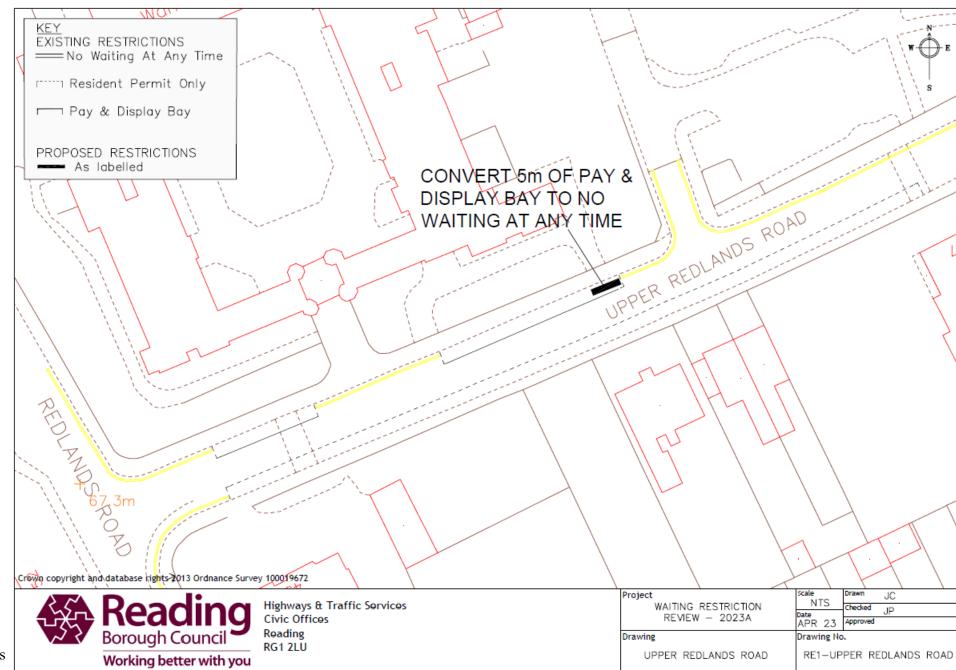
	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
	25. Norcot	Elan Close	Request for restrictions to help protect the grass verge in the centre of the turning area at the end of the road. Vehicles are said to park here often and cause obstruction and access 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.	Officers have made a request for the verges in this area to be considered for future tree planting, in order to address the issue of vehicles parking on the verge, whilst not restricting residents and their visitors. We do recommend that some yellow lines be installed at the end of the road as shown in drawing NO1_Elan Close in order to ensure that vehicles can turn around.
Page	26. 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.	Officers recommend that double yellow lines are installed as shown in drawing NO2_Helmsdale Close in order to protect the junction and improve visibility.
9 130	27. Norcot and Southcote (repeated at line 32)	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.	Officers have made a request for the verges in this area to be considered for future tree planting, to address the issue of vehicles parking on the verge, whilst not restricting residents and their visitors. We therefore recommend that this request is removed from the programme. Comments from Councillors: Councillor John Ennis has stated that Southcote ward Councillors would like this to be removed from the programme.
	28. 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.	A request was made to install yellow lines on highway land and officers have created a proposal for this in drawing NO3_Shilling Close. It must be noted, however, that this will prevent residents and their visitors from parking on the road at all times and restrict them to the privately owned parking places, which we cannot enforce.







Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
			Comments
29. Redlands	Upper Redlands	Request for double yellow lines near the entrance to Wantage	Officers recommend that the bay is shortened slightly to prevent
	Road	Hall due to issues caused by parked vehicles.	the access point from being obstructed as shown in drawing
			RE1_Redlands Road.
30. Redlands	Newcastle Road	Request for double yellow lines due to issues caused by parked	Officers recommend that residents apply for access protection
		vehicles blocking access.	markings in order to highlight the presence of a driveway. We
			therefore recommend that this is removed from the programme
			at this time.



	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
	31. 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.	Officers have visited the site and have not observed vehicles causing obstruction in this area. Residents can apply for access protection markings to keep their exits clear. The installation of additional double yellow lines here would likely cause additional issues due to the displacement of vehicles parking further up the road. The junction with Bath Road is also protected so we do not feel that additional restrictions would be beneficial here at this time. We therefore recommend that this is removed from the programme.
Page 136	32. Norcot and Southcote (a repeat of line 27)	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.	Officers have made a request for the verges in this area to be considered for future tree planting, to address the issue of vehicles parking on the verge, whilst not restricting residents and their visitors. We therefore recommend that this request is removed from the programme. Comments from Councillors: Councillor John Ennis has stated that Southcote ward Councillors would like this to be removed from the programme.

Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
			Comments
33. Tilehurst	Beverley Road	Request for double yellow lines due to issues caused by parked vehicles blocking access.	Officers recommend that residents apply for access protection markings in order to highlight the presence of an off-street parking place. There is a high demand for parking for residents in this area and the installation of yellow lines would reduce the number of spaces available for them, and likely cause
			displacement parking issues elsewhere. We therefore recommend that this is removed from the programme.

Ward Summary of Request Officer recommendation, including any Ward Councillor Street Comments Officers recommend installing double yellow lines as shown in 34. Whitley Ashby Court Request to extend existing double yellow lines due to access issues caused by parked vehicles. drawing WH1_Ashby Court to improve visibility issues caused by cars parking close to the junction. 35. Whitley Foxhays Road Reported via ward Councillor of problematic footway parking Double yellow lines will allow enforcement of vehicles parking on the western side footway that runs alongside the east side on the pavement, and this is proposed in drawing WH2_Foxhays of 'Foxhays Ground' green area (situated to the north of Road. It must be noted, however, that the vehicles parking here likely belong to residents and restricting parking in one area Hawkchurch Road). could result in displacement and issues elsewhere in the area.

Officers recommend that yellow lines are extended as shown in drawing WH3_St Agnes Way to prevent vehicles from obstructing

the junction and the pavement.

Reguest for double yellow lines to prevent vehicles from

parking partially on the pavement, which forces some

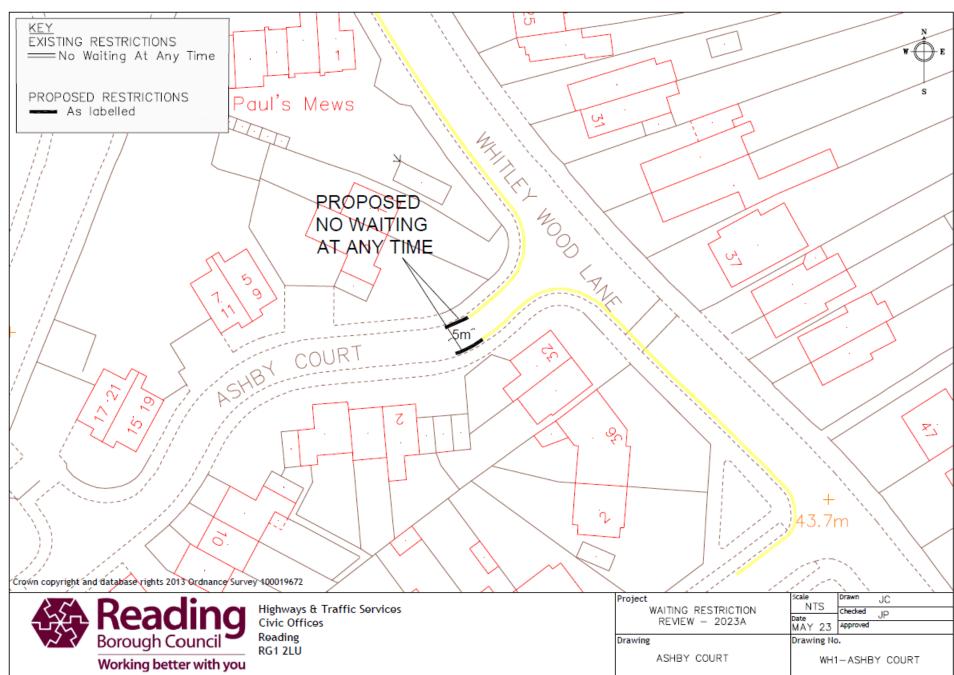
pedestrians into the road.

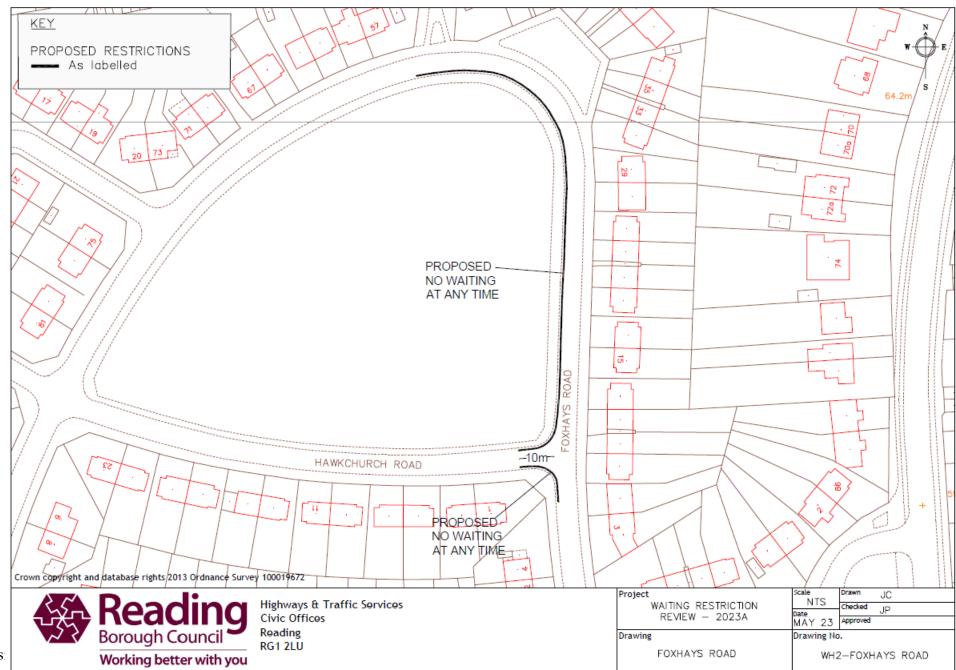
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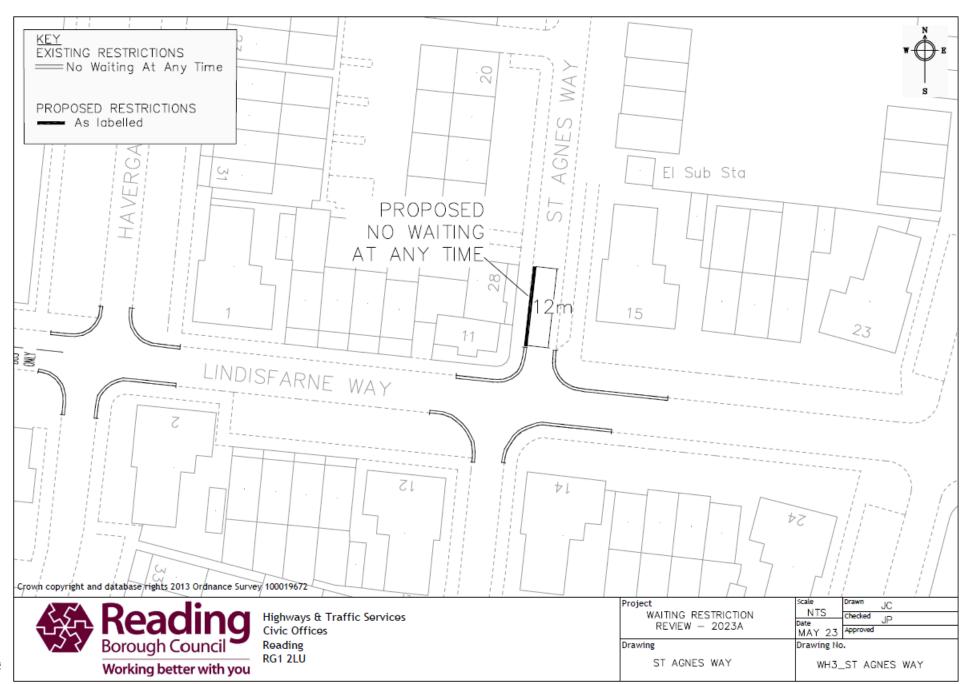
Classification: OFFICIAL

36. Whitley

St Agnes Way







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Traffic Management Sub- Committee



14 June 2023

Title	Reading Green Park Station – TRO Consultation Results	
Purpose of the report	To make a decision	
Report status	Public report	
Report author	James Clements, Transport Programme Manager	
Lead councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport	
Ward	Whitley	
Corporate priority	Thriving Communities	
Recommendations	 The Committee is asked to approve: That the Assistant Director of Legal and Democratic Services be authorised to approve the proposed traffic restrictions on Reading Green Park Station in accordance with the Local Authorities Traffic Orders Procedure)(England and Wales) Regulations 1996. 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. 	

1. Executive summary

1.1. This purpose of this report is to inform the Sub-Committee of objections and other feedback received during the statutory consultation, relating to the proposed measures at Reading Green Park Station. Members are asked to consider these objections and conclude the outcome of the proposal.

2. Policy context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
 - People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - Collaborating with others

- 2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 2.4. The Local Transport Plan supports the delivery of new transport infrastructure to manage levels of congestion, improve air quality and reduce carbon emissions, whilst enabling the economic recovery and planned levels of growth in the borough and wider urban area. The Council's approved Capital Programme provides capital funding of approximately £50m for the projects listed in this report. Funding is provided from grants received from the Local Enterprise Partnership (LEP) and Central Government, developer contributions (through Section 106 agreements), investment from Network Rail and GWR, and Council borrowing.

3. The proposal

- 3.1. 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 large-scale development proposed including the expansion of Green Park business park, Green Park Village residential development and the Royal Elm Park mixed use development.
- 3.2. The Station opened on 27 May 2023 and therefore the proposed TRO measures should now be implemented to ensure the safe management of traffic and parking within the wider station site. The full details of the measures are reference in the associated report presented to the Traffic Management Sub-Committee in March 2023, but are also listed below:
 - Implementation of No Waiting No Loading At Any Time
 - Implementation of Prohibition Of Vehicles Except Bus, Cycle And Authorised Vehicles Only Implementation of A Bus Stand - No Stopping Except Buses At Any Time
 - Implementation of No Waiting At Any Time Except Taxis
 - Implementation of Short and Long Stav Car Parks
 - Implementation of No Stopping Except Disabled (Blue) Badge Holders At Any Time. Maximum stay 24 Hours. No Return Within 2hrs.
 - Implementation of No Stopping Except Rail Industry Permit Holders At Any Time. Maximum stay 12 Hours. No Return Within 4hrs.
- 3.3. 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 6th April 2023 and ended on 30th April 2023.
- 3.4. A total of 3 consultation responses were received. The responses supported the majority of the measures being proposed, however 2 of the responses objected to the measures being proposed for the Short Stay Car Park. The following comments were noted:
 - The short stay limit should be increased from 20min to 35mins
 - The Parking charges of the short stay car park are too high.
- 3.5. We have registered an objection also to the proposal Reading Green Park Station Long Stay Car Park and to the proposal Disabled Badge Holders At Any Time. Maximum stay 24 Hours. No Return Within 2hrs

3.6. Officers recommend that the proposed Traffic Regulation Orders be made without further amendment, noting that the proposals are consistent with the intended operation of interchange and parking facilities.

4. Contribution to strategic aims

4.1. The delivery of Reading Green Park Station contributes to the Council's Corporate Plan themes as set out below:

Healthy environment

4.2. The implementation of rail facilities will help to alleviate queues on the busy 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

- 4.3. The new station will deliver major benefits to residents living in the south of Reading, businesses at Green Park and supporters of Reading FC. The new station will be an integral part of Reading's sustainable transport infrastructure with more homes, businesses and leisure developments planned in the south of the borough. It will also be another option for football fans heading to the Select Car Leasing Stadium on match days, again taking the pressure off our busy roads.
- 4.4. The new station will significantly improve 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.

Inclusive economy

4.5. The proposal will bring new employment opportunities, and encourages regeneration and investment, and reduces congestion. It can change lives by driving social mobility and offering equality of access to centres of employment. It can also simply bring people closer together. Supporting a sustainable expansion of the railway network into local communities is vital to catalysing this socio-economic growth and potential.

5. Environmental and climate implications

- 5.1. 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 our target of a carbon neutral Reading by 2030.
- 5.2. 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, with the aim of removing congestion from the A33.

6. Community engagement

6.1. A Statutory consultation was conducted between on 6th April 2023 and ended on 30th April 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.

6.2. 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.

7. Equality impact assessment

- 7.1. 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.
- 7.2. 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.

8. Other relevant considerations

8.1. None.

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 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. Timetable for implementation

11.1. Reading Green Park Station opened on Saturday 27 May 2023 and so should the TRO measures contained within this report be approved, then they will be implemented with immediate effect.

12. Background papers

12.1. None

Appendices

- Appendix 1 - Feedback received to the statutory consultation
Page 146

READING GREEN PARK STATION - STATUTORY CONSULTATION RESULTS

Last Updated 03/05/2023

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 indicate

Do you support or object to the proposal No Waiting No Loading At Any Time?	Do you support or object to the proposal Prohibition of Vehicles Except Bus, Cycle, and Authorised Vehicles only?	Do you support or object to the proposal Bus Stand, No Stopping Except Buses At Any Time?	Do you support or object to the proposal No Waiting At Any Time Except Taxis?	Do you support or object to the proposal No Stopping Except Rail Industry Permit Hoders At Any Time. Maximum stay 12 Hours. No Return Within 4hrs?	Do you support or object to the proposal Reading Green Park Station Long Stay Car Park?	Do you support or object to the proposal Reading Green Park Station Short Stay Car Park Maximum Stay 20 minutes. No return Within an Hour?	Do you support or object to the proposal Disabled Badge Holders At Any Time. Maximum stay 24 Hours. No Return Within 2hrs?	Please, provide your comments to the proposals Comments
Support Page 14	Support	Support	Support	Support	Object	Support	Support	There is not enough parking spaces for a station of this size and chargers are too high. This will cause drivers to park on the surrounding roads such as the poorly maintained Kirtons Farm Road.
Support	Support	Support	Support	Support	Support	Object	Support	If the trains are every half hour (hourly on Sundays and bank holidays), then the short stay limit should be 35 minutes (1 hour 5 minutes on Sundays). My support for the other proposals is dependent on a through bus service linking the station with South Reading (Whitley Wood etc.). If the promised bus service does not run, then I object to all the proposals.
Support	Support	Support	Support	Support	Support	Object	Object	I'm pleased to see there is a 20 mina parking pay in the short stay car park, although this also should be referred to as pick up and drop off point. Any enforcement needs to be staged as a new development. Any enforcement should be VERY clear from signage at site especially around no

		entry, buses only, taxis only, rail vehicles only etc. Reading station (North) entrance is a good example of where this can be confusing, misconstrued or 'too late'. Needs to be clear and obvious.
		Disabled badge users should not be afforded 2 hours. They should instead get 1 hour. This is more than sufficient compared with 20 mins for non-disabled badge holders. You don't elaborate on enforcement and state
		whether this is camera monitored and/or CEO monitored. This needs clarifying. If using remote cameraa you ought to be clear and signage on site extremely clear. You appear to have missed a question on the short stay car park. There should
Pao		be an identical question to the long stay namely "Do you support or object to the proposal Reading Green Park Station Short Stay Car Park?"Instead you've skipped to talk about a specific of the short stay car park
Page 148		the 20 mins bays. As a result I have had to 'object' to point this out. I am broadly supportive on the short stay with 20 mins stay facility. You state there are 20 mins bays, but you don't gp
		further to state 1. their purpose or 2. whether they are going to be free (I assume they will be). This should have been made clear. An extra sentence or two would be helpful to clarify. On the basis that this isn't
		clear, I have to object until clarification is provided. Separately whilst. I am on the whole supportive, I object completely to the fees you are proposing to charge in the short stay car park. These are ridiculous and day light robbery.
		Do you wish for anyone to park? The cost for 24hrs being £150 needs revising

Traffic Management Sub-Committee 14 June 2023



Title	A33 Rose Kiln Lane Speed Limit - Approval to Consult
Purpose of the report	To make a decision
Report status	Public report
Report author	James Clements, Transport Programme Manager
Lead councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Ward	Coley and Katesgrove
Corporate priority	Thriving Communities
Recommendations	 The Committee is asked: That the Sub-Committee approves the Statutory Consultation to take place. That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order(s). That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

1. 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 a speed reduction between the Berkeley Avenue overbridge and 29 Rose Kiln Lane in both directions to 30mph.

2. Policy Context

- 2.1 The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment
 - Thriving Communities
 - Inclusive Economy

- 2.2 These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
 - People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - Collaborating with others
- 2.3 Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 2.4 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.
- 2.5 The Council's current Local Transport Plan (LTP) sets out the transport strategy for Reading up to 2026. Development of a Reading's new LTP is on-going with the core principles of the strategy linked to wider objectives including the Reading 2050 Vision, the Climate Emergency and improved air quality, and to be aligned with other Council strategies including the new Local Plan and Health & Wellbeing Strategy.
- 2.6 The National Bus Strategy 'Bus Back Better' was published in March 2021 as part of a £3billion funding package aimed at building back Britain's bus services. It sets out how the Government intends to deliver on its commitment to achieve ambitious and farreading reform of the bus services sector. As part of this funding, the Council were awarded £26m to improve the Bus Services and infrastructure, and to support growth of the public transport network. The measures proposed are required in order to deliver the Councils ambitions relating to the Bus Service Improvement Plan (BSIP).

3. Proposal

- 3.1 The speed limit reduction is necessary to enable the introduction of inbound and outbound bus-stops, the former being in carriageway (rather than bus-lane), providing much needed transport links for employees and customers to the various commercial premises in the area. It should also be noted that in order to protect the existing capacity, the lane widths will be reduced in places and so a speed limit reduction is required to maintain safe vehicle movements, including those left turns (southbound) to commercial premises, which were identified as an existing issue during the Road Safety Audit.
- 3.2 This new section of Bus Rapid Transit supports and connects to the existing dedicated public transport priority measures on A33 corridor, linking Reading town centre to Green Park, Mereoak park and ride and in the longer term proposed Grazeley Garden Settlement and Four Valleys developments. The scheme is currently provided for buses but in the future could be used by guided buses, trams or driverless public transport vehicles.
- 3.3 This phase of the scheme is being delivered using BSIP funding.

- 3.4 This phase will provide key sections of the overall scheme by joining up previous sections of the BRT to provide continuous bus priority (particularly southbound) and will tackle a key pinch point of the overall scheme by constructing over the River Kennet. These phases are therefore a vital element within Reading as part of this overall approach and will complement further aspirations for enhancements to the BRT route within Reading and future aspirations for enhancements at the Mereoak Park and Ride facility.
- 3.5 Delivering this phase of the South Reading BRT will help to deliver against the aspirations of the Reading Borough Local Plan and Draft Local Transport Strategy. It is key to increasing the capacity of the network to deliver the journeys that will support the economy and levels of proposed growth while contributing to the wider region public transport ambitions.
- 3.6 A Temporary Traffic Regulation Order reducing the speed limit has been drafted and is due to be implemented prior to commencement of construction in Autumn 2023.
- 3.7 In order to progress this scheme, officers seek authority to undertake a statutory consultation for the implementation of speed reduction between the Berkeley Avenue.

4. Contribution to strategic aims

The Bus Service Improvement Plan scheme contributes to the Council's Corporate Plan themes as set out below:

Healthy environment

4.1 The reduction in speed limit could reduce the rate of acceleration as drivers exit the junction and should allow drivers to slow down more gradually as they approach the junction, both of these factors could potentially help to reduce emissions in the area.

Thriving Communities

- 4.2 South Reading BRT provides a series of bus priority measures on the A33, resulting in reduced journey times and improved reliability for public transport on the main corridor into Reading.
- 4.3 There has been significant growth of some 7,500 jobs and 1,500 homes along the corridor, with a further three strategic development locations planned or under construction south of the M4 junction 11, South Wokingham) and North Wokingham. Around 50% of the traffic on this corridor is forecast to be associated with planned development by 2026.

Inclusive economy

4.4 The proposal will bring new employment opportunities, and encourages regeneration and investment, and reduces congestion. It can change lives by driving social mobility and offering equality of access to centres of employment. It can also simply bring people closer together. Supporting a sustainable expansion of the transport network into local communities is vital to catalysing this socio-economic growth and potential.

5. Environmental and climate implications

- 5.1 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 our target of a carbon neutral Reading by 2030.
- 5.2 A Climate Impact Assessment has been conducted for the recommendations of this report, resulting in an overall **Net Medium Positive**. It is expected that the introduction of this Phase of BRT will see a shift from private vehicle usage resulting in less emissions and air pollution. There will be an improvement to air quality by providing a more efficient and attractive way to travel.
- 5.3 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.

6. Community engagement

- 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.
- 6.2 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.

7. Equality impact assessment

- 7.1 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.
- 7.2 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.

8. Other relevant considerations

8.1 None

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. Timetable for Implementation

11.1 The consultation will be launched later this month ahead of construction works, which are due to commence in in Summer/Autumn 2023.

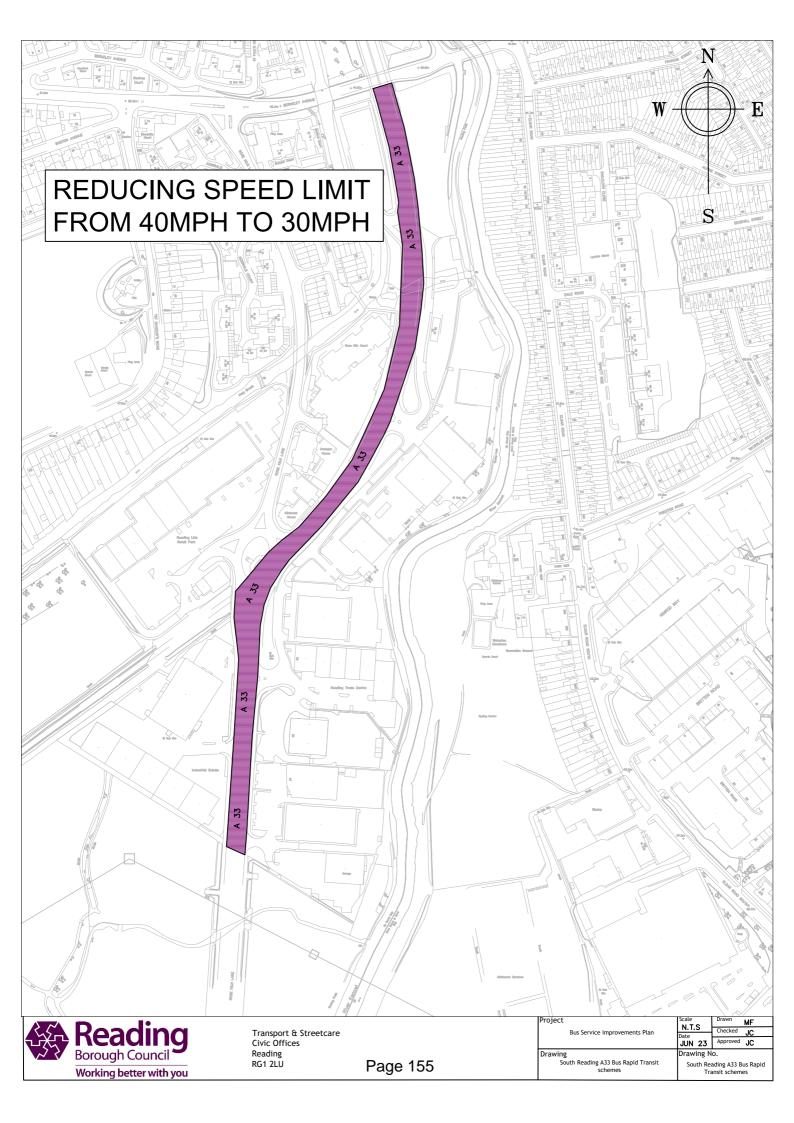
12. Background Papers

12.1 None

Appendices

Appendix 1 – Proposed A33 Speed Reduction - Location Drawing







Traffic Management Sub- Committee



14 June 2023

Title	Crescent Road School Street Scheme		
Purpose of the report	To make a decision		
Report status	Public report		
Report author	James Turner, Senior Transport Planner		
Lead councillor	Cllr John Ennis – Lead Councillor for Climate Strategy and Transport		
Ward	Park		
Corporate priority	Healthy Environment		
Recommendations	 The Committee is asked to: Note the progress of the School Street scheme for Crescent Road as outlined in this report. Authorises the Assistant Director of Legal and Democratic Services to make the Experimental Traffic Regulation Order permanent for Crescent Road subject to agreement from the schools to continue co-ordinating the marshals. Note observation from the RSA 3 regarding the crossing point from the bus stop on the Wokingham Road and officers to investigate possible solutions as part of BSIP measures. 		

1. Executive summary

- 1.1. The purpose of this report is to seek approval from the Traffic Management Sub-Committee to make the Experimental Traffic Regulation Order for the implementation of the Crescent Road School Street Scheme permanent.
- 1.2. The scheme on Crescent Road commenced in February 2022 initially running during the morning period only (8.15-9am), however, from 8th November 2022 the schools were able to also run the scheme during the afternoon period (2.45-3.30pm).

2. Policy context

2.1. 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 accommodating the significant levels of planned economic growth. The Council's approved Capital Programme provides capital funding for key infrastructure projects. Funding is provided from grants received from the Local Enterprise Partnership and Central Government including the Department for Transport and Active Travel England, developer contributions, investment from Network Rail and Great Western Railway (GWR), and Council borrowing.

- 2.2. The Council's current Local Transport Plan (LTP) sets out the transport strategy for Reading up to 2026. Development of a Reading's new LTP is on-going with the core principles of the strategy linked to wider objectives including the Reading 2050 Vision, the Climate Emergency and improved air quality, and to be aligned with other Council strategies including the new Local Plan and Health & Wellbeing Strategy.
- 2.3. Whilst the LTP sets the context and overarching vision for future transport provision in Reading, sub-strategies provide more detailed implementation plans for specific topics. These form the basis for preparing funding proposals to deliver key elements of each substrategy, including the Bus Service Improvement Plan, Local Cycling & Walking Infrastructure Plan (LCWIP) and the Public Rights of Way Improvement Plan.
- 2.4. The Crescent Road School Street scheme aligns 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 picks-up as well as promoting active and sustainable travel.

3. The proposal

- 3.1. The Council launched a School Street application process and guidance in spring 2020 and has subsequently engaged with several schools which have expressed an interest in the potential implementation of a School Street outside their school including at Crescent Road.
- 3.2. In 2021 the three schools in Crescent Road, Maiden Erlegh School (in Reading), UTC Reading and Alfred Sutton Primary School, undertook an informal consultation with affected properties and parents/carers on the proposal to implement an experimental School Street on Crescent Road (between Wokingham Road and Bulmershe Road). The proposed time of the road closure for the School Street would be 8.15 to 9.00 for morning drop-off and 14.45 to 15.30 for afternoon pickup, Monday-Friday during term time only.
- 3.3. A joint School Street application from Maiden Erlegh School in Reading, UTC Reading and Alfred Sutton Primary School was subsequently submitted.
- 3.4. Officers assessed the application including carrying out traffic surveys and parking surveys on the proposed School Street and neighbouring streets, to determine the current baseline usage of the streets. Both a Stage 1 and Stage 2 Road Safety Audit (RSA) were undertaken by an independent road safety auditor on the proposed School Street, and no safety concerns were identified within the report.
- 3.5. A joint School Street application from Maiden Erlegh School in Reading, UTC Reading and Alfred Sutton Primary School covering Crescent Road was received. Delegated authority was granted at the June 2021 SEPT Committee for the Assistant Director of Legal and Democratic Services, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, Ward Councillors, be authorised to make the appropriate (experimental) Traffic Regulation Orders for the proposed School Streets on Crescent Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 3.6. Delegated authority was also granted at the June 2021 SEPT Committee that, subject to no objections being received during the experimental trial period of the School Street, the Assistant Director of Legal and Democratic Services in agreement with the Lead Councillor for Strategic Environment, Planning and Transport be authorised to make the experimental Order permanent

- 3.7. The Crescent Road School Street scheme was initially due to launch in November 2021 however was delayed in order to recruit more marshal volunteers. The scheme was subsequently launched in February 2022 operating in the mornings only. The afternoon school street closure was then introduced in November 2022 following the recruitment of more marshal volunteers.
- 3.8. A Road Safety Audit Stage 3 was undertaken in May 2022. The RSA 3 only noted two problems, both in relation to the junction of Bulmershe Road / Crescent Road. Recommendations were made to cut back vegetation and to remove traffic cones placed there to prevent parking/drop-off on the double yellow lines. These were partly accepted by the Council. The RSA 3 also made an observation regarding the crossing point on the Wokingham Road next to the bus stop which the Council will look to address as part of our Bus Service Improvement Plan (BSIP) measures.
- 3.9. Transport Officers have made a number of site visits to review the operation of the School Street scheme, including on the surrounding roads outside of the closure. Following initial congestion on the implementation of both the morning and afternoon closures the scheme operated well once parent and carers became used to the arrangements and changed travel habits accordingly.
- 3.10. Traffic surveys, including automated traffic counters, were undertaken before and after the implementation of the school street scheme. This highlighted that there was some displacement of traffic movements to Bulmershe Road and the surrounding network including Eastern Avenue, Hamilton Road and Culver Lane but these were minor and considered to be manageable within the existing network. Officers will continue to monitor the traffic levels in the surrounding area.
- 3.11. Throughout the school street scheme officers have requested visits by parking enforcement officers and Thames Valley Policy officers to monitor vehicles and encourage safe and legal practice and this has proved to be effective. It is recommended that the Transport Officers continue to review the traffic in the surrounding area to the scheme.
- 3.12. The results of the statutory consultation are detailed further on in the report and there was a 66.7% support for making the scheme permanent.
- 3.13. It is therefore officer's recommendation that the school street scheme at Crescent Road is made permanent subject to the agreement by the schools to continue providing and co-ordinating marshals.

4. Contribution to strategic aims

- 4.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 4.2. This School Street will directly support the Councils vision for a Healthy Environment, and will have a positive impact for students, school staff, parents and residents, providing a safer environment during school drop off / collection.
- 4.3. The initiative is part of the Council's wider ambitions for encouraging more active travel, such as cycling and walking, and as a result support better physical and mental health, lower carbon generation and improved air quality.

5. Environmental and climate implications

- 5.1. 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 our target of a carbon neutral Reading by 2030.
- 5.2. Proposals set out in this paper seek to support a step-change in transport infrastructure and services and a shift towards walking and cycling as attractive alternatives to private vehicles. This builds on the considerable success of increasing the number of walking, cycling and public transport trips into Reading town centre to 80% as part of the delivery of previous Local Transport Plans.

6. Community engagement

- 6.1. The schemes included within the current major transport scheme programme have and will be communicated to the local community through public exhibitions, consultations and Council meetings as set out within the report.
- 6.2. Prior to implementation of the Experimental Traffic Regulation Order an informal consultation was undertaken by Maiden Erlegh School, UTC Reading and Alfred Sutton Primary School. Over 150 consultation responses were received by the school community and the local community. As part of the consultation letters were sent to properties on Crescent Road, Bulmershe Road and Hamilton Road, and in addition signs advising of the consultation were placed in Eastern Avenue, Culver Road, College Road, Wokingham Road local centre, Pitcroft Avenue, Norris Road and Grange Avenue. Of these responses, 77% supported or were neutral to the proposal and 23% opposed the proposal.

Response	Number of Respondents
Yes (support proposal)	84 (53.5%)
Maybe	37 (23.6%)
No (oppose proposal)	36 (22.9%)

- 6.3. A Statutory consultation was conducted between 28th February 2022 and 28 August 2022 in accordance with appropriate legislation, including Traffic Regulation Orders as appropriate. Notices were advertised in the local printed newspaper and were erected on lamp columns within the affected area.
- 6.4. There were 48 responses to the statutory consultation which asked respondents; "Do you support or object to the proposal (to make the Crescent Road School Street permanent)?". The response in support of the proposal was 66.7% with 31.2% opposed and 2% did not answer.
- 6.5. Many of the comments in support of making the scheme permanent are in relation to the safety improvements for children and parents/carers as well as making the street quieter and more pleasant. Comments also included that it stops pavement parking, driver frustration and driving at inappropriate speeds. Comments also include that more children will have benefitted from cleaner air. Children will walk or cycle and so will be physically fitter from the exercise.
- 6.6. The negative comments include that the closure has just moved vehicles and traffic to other streets in the area with an increase in pollution and congestion in Bulmershe Road, Hamilton Road and on the Wokingham Road.

7. Equality impact assessment

- 7.1. 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.
- 7.2. 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.

8. Other relevant considerations

8.1. None

9. Legal implications

- 9.1. The Experimental Traffic Regulation Order is made under the Road Traffic Regulation Act 1984 and has been advertised in accordance with the procedure laid down by Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. Any comments or objections to the order can be made during the first 6 months of operation during the consultation period, after which the Council can consider and decide to either continue with the experiment for a further 12 months, remove the experiment or make the scheme permanent.
- 9.2. If agreed to become permanent, the Traffic Regulation Order will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 9.3. If once the permanent TRO is made the school is no longer able to marshal the school street, Officers will decide in consultation with Legal Services and the School as to whether the Order should be revoked, or whether this is a temporary situation. Officers will also consider whether alternative methods of enforcement can be introduced.

10. Financial implications

- 10.1. Funding for the Crescent Road School Street has been allocated from the Department for Transport's Active Travel Fund, Capability Fund and Travel Demand Management grant funding allocations for Reading.
- 10.2. The original purpose of this funding was to manage travel demand following the Covid lockdowns and to encourage a mode shift towards more sustainable modes. The introduction of School Streets was one element of this work which included a programme of incentivisation and information initiatives with a particular focus on walking and cycling.
- 10.3. The Council will continue to provide the necessary PPE, signage, marshal training and any ancillary equipment required and general Transport Officer support to maintain the School Street. This is not expected to exceed £1k per annum.

11. Timetable for implementation

11.1. The school street Scheme is already in operation under the current Experimental Order and will continue in September 2023 under a permanent order.

12. Background papers

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

Appendices

1. Crescent Road Statutory Consultation – Full Results

Do you support or object to the	Please provide your comments, support or objections to the proposals, together with the grounds on which they are made, here -
proposal? Y/N	Comments
Support	When the proposal to make Wilson road a school street, it included the whole of Wilson road and Tofrek terrace. As only part of Wilson is now closed the parking and traffic is dreadful in Westbourne terrace and Tofrek terrace. Please can it be considered widening the area around the school. A lot of children use the Tofrek entrance. Mornings are not so bad as traffic is more staggered. But between 3-3.30 it awful as children go home at same time.
	There are entrances for three schools in this single block of Cresent Road. The road is used as part of a "rat run" Christchurch Road, down Kendrick, Road, Allcroft Road, Addington Road and Cresent Road, drawing quite a lot of traffic through a residential area.
Support	In the relevant block of Crescent Road pavement are narrow and slope to the road, putting pedestrians at risk. At school opening and closing times the pavements are crowded. Motorists are tempted to park on the road when delivering or collecting children, who might better be walking or cycling, and this makes the situation and crowding of the pavements even worse. The closing of the street to most traffic would create a much more relaxed atmosphere in which the community could thrive and children make their entrances and exits of school which much more ease and safety.
Support	Children would be safer going to school.
Support	If it could increase the number of students walking cycling and using public transport then I think it is a very good idea.
Support	I have been a street marshal for this scheme and I have witnessed the dramatic change in the street environment, it is quieter, free from the smell of vehicle exhaust and often with the children stood in the road it resembles a pleasant plaza for people.
Support	I fully support the school street closure. As the parent of two young children attending Alfred Sutton Primary school, the closure makes the journey to school infinitely safer. Not longer are my children exposed to speeding and reckless driving along that portion of Crescent Road. No longer do the older children from Maiden Earlegh Reading School have to step into the road, endanger their own safety, to help get the counterflow pedestrian traffic of younger children. No longer do our children have to breathe the heavily polluted air of idling cars sat in traffic jam along Crescent road, the majority of cars are merely commuters trying to shave off a few minutes by taking a shortcut. The bigger picture is the message this scheme sends out to the children, that people in the community are willing to give up their time so that they can have better air to breath and a safe space to go to school in. If we cant even give up some of our time children's safety, then what can we really do?
Support	The road is extremely dangerous and polluted when it is not closed. I have witnessed people being hit by cars and have seen many near-misses. There are too many young people at certain times of day to add cars to. Many cars drive erratically as they get stuck in narrow Crescent Road, then speed off when they get through. When the road is closed, it allows a peaceful walk, scoot or cycle at the last stretch to school.
Support	Having escorted my children to Alfred Sutton Primary school in past years I can confirm that Crescent Road is unsuited to accommodating so many children on its narrow and sloping pavements while allowing unrestricted vehicle flow while children are making their way to or from school. The new scheme is a great improvement and we should all try to extend it to the end of school day too.

Support	I am a parent of 2 children. One walks to Alfred Sutton and one cycles to school in woodley. Both use crescent road. The section by the schools has always felt dangerous, cars drive fast and swerve to avoid the speed humps while children move about in all directions. The roads tilt down to the pavements which are narrow and filled with furniture (posts bollards etc) making it unable to carry the groups of children and push chairs which need to use it. The parked cars means the street is too narrow to accommodate 2 directions of traffic and I have personally nearly been hit by a car mounting the pavement to try and get through. At the junction of Bulmershe road you have cars essentially moving in 6 directions with kids being dropped off and there are regular queues down Bulmershe road and crescent road to Eastern Avenue. Since the morning school street began the traffic has been moving much more smoothly. I am a volunteer on the school street and find that the majority of the traffic is 'rat runners' and Maiden Erlegh parents dropping off. When the new school was built not enough (if anything) was done to mitigate traffic and make the pavements safer to use. Afternoons are particularly bad for traffic and people parked with their engines running. Maiden Erlegh school and Reading council should take responsibility for the problems they have created and provide marshals to run the afternoon sessions.
Support	I believe this scheme is very important in terms of climate change and encouraging the use of sustainable transport i.e. cycling and walking. It is also a great way to encourage every day activity from a young age and to help adults with busy days get a little more exercise and the benefits from being outdoors. I also live locally and have seen how busy and dangerous it is around the school as many people drive to drop off and pick up their children - there is dangerous and obstructive parking and dangerous driving - being a pedestrian or cyclist is risky at these times. If you live on the street it must be very inconvenient and frustrating. This scheme would reduce car use and encourage walking or cycling which is safer and healthier for everyone and the planet. The other schemes which have been set up across Reading seem to work well and I think it's a really positive start to tackling climate change
Support	I support the proposal to continue the scheme. It is effective by children being brought by either walking or on bikes/scooters. A good use of time. A good way to have children being energetic before school starts.
Support	I cycle and the cars are reduced at that time . I love to see more children walking and cycling to school.
Support	As an employee of Alfred Sutton Primary school I can admit that this scheme has made me feel much safer during my journey to school. Cars do not park illegally on the pavements anymore and people with prams, wheelchairs etc can generally walk in the street safely.
Support	I have been very concerned since Maiden Erlegh opened about the increased traffic and parents stopping on double yellow lines to drop off. I live on Bulmershe Road and have expressed my frustrations to local councillors as I have been u able to get out of my drive to go to work and been abused by parents. During the scheme it is much safer and the stewards kindly move the bollards to enable me to get out.
Support	The council re-directed 100k of money from the developers of Maiden Erlegh Reading and never spent it on the improvement of road safety on crescent rd - for which it was earmarked Crescent Rd should be made a one way road with a crossing to improve the safety of the four schools that are within 100m of each other.

Support	I am a local resident who supports this School Street proposal. I am very pleased to read about the significant reduction in NO2 as a result of the closure. I have occasionally walked along Crescent Road on school mornings My, and there is a discernable improvement in the atmosphere as people enjoy the sand walk. My own road (Northern end of Eastern Avenue) does seem to have an associated increase in morning traffic however. I believe that using other means of slowing and reducing through traffic in East Reading should continue eg adoption of additional calming and Low Traffic Neighbourhood scheme.
Support	I have not noticed any problems arising. Please note, however, that the scheme seems wrongly described in your introduction. Closure is only in the morning and not in the afternoon.
Support	Anything which helps clean our air, stops climate change and improves road safety has to be a good thing
Support	We had feared there might be increased traffic in Eastern Avenue diverting around the School Street closure or temporary drop-off parking by non-residents in the mornings. This does not appear to have been the case. Perhaps because of the alternatives in Hamilton and Bulmershe Roads between Crescent Road and Wokingham Road. There does appear to be more vehicles NOT observing the 20mph speed limit in Eastern Avenue in the morning. This might, perhaps, be rushing to get around the closure if drivers were nit expectingbtheir usual route to be blocked. Obviously the spring & summer weather has been much more favourable to walking to the schools perhaps an extended trial during autumn and winter conditions might give additional data to base a permanent decision on.
Support	There seem to have been a lot of benefits from this proposal so far which is wonderful. There have been no negative effects in Eastern Avenue as far as I am aware.
Support	The Crescent Road School Streets Scheme has significantly reduced the vehicle traffic outside the three schools at peak times during the school day, as less parents now drive their children to school. The visible reduction on Cresxent Road over the five months of the trial is underpinned by a survey of Maiden Erlegh Reading School which showed a 6% drop in car use by parents alone. As a result, pupils are kept healthier in front and around the school as they are exposed to less car pollution, due to the marked drop in traffic volumes - see University of Reading study showing 40% drop in nitrogen dioxide outside Alfred Sutton Primary School during the trial. Indeed, the lower number of drivers who continue to use the side roads to drop off their children, or are unaware of the road closure, show more courtesy toward the pupils and expose them to less road rage. Critcally, the Maiden Erlegh Reading School survey confirmed that pupils felt safer, relieved and happier to have the Crescent Road School Streets Scheme in place!
Support	It's about time the council did something to stop the rat running on Crescent Road. This is a good thing for the school children and a good thing for residents. Maybe the council will eventually start to enforce the 20mph speed limit too (yeah I know thats for the police, but if you knew it would never be enforced why soend our money in it)
Support	This is an excellent step in the right direction. Other countries have had similar projects for many years, and it's nice to see this country catching up. Children have a right to feel safe and to breathe unpolluted air. If there's to be a future for today's primary school kids, they (and their parents) will need to learn quickly that the car should not be a dominant mode of transport within towns. Let's hope that Reading will be able to set an example.
Support	I fully support this scheme, thanks for your work on this. I notice there has been an increase in cars waiting on Hamilton Road around the junction with Cresent Rd. It is great to hear that there has been a reduction in car use and corresponding reduction in pollution as a result of the scheme but it would be great if a further reduction in car use could be encouraged somehow.
Support	Great scheme which i fully support

Support	I am a local householder (Hamilton Road). The street closure has made Crescent Road safer for all and there has been no negative impact on surrounding streets. If anything, nearby streets are also quieter.
Support	Initial teething challenges requiring support of police presence. Has since proven to significantly calm traffic conditions.
Support	The school street has massively improved the quality of the walk from our home to the school. Before the school street started cars would drive up onto pavements, accelerate dangerously between passing spots and generally contribute to a stressful and dangerous walk along a road containing three schools.
	The noticeable decrease in motor traffic in and around the area during the time of the school street has helped to make our children (and parents) feel safer and less stressed on our way in to school.
	The School Street on Crescent Road successfully diverts traffic away from an area of acute traffic congestion which is used by thousands of school children attending the 3 schools on Crescent road.
Support	This School Street measure: - increases the safety of children (and other pedestrians) using Crescent Road in the busy morning period before the start of school. - It stops pavement parking, driver frustration and driving at inappropriate speeds along Crescent Road during school arrival time. - This means that the road is safe to cross throughout the period, a welcome reassurance for children and their families. - By diverting traffic away from this area it lowers exhaust emissions from traffic around the schools, improving air quality for everyone at this time of day. - It makes children and their parents think again about using the car as a means of getting to school, and has already encouraged greater use of pubic transport, walking or cycling to school, by children attending these schools In the longer term, - more children will have benefitted from cleaner air, - there is much reduced risk of accident on Crescent Road, - the Scheme increases the likelihood that children will develop road sense as cyclists and pedestrians and will be less at risk of accidents as they grow older. - Petrol usage will decrease and - children who walk or cycle (rather than coming by car) will be physically fitter from the exercise.
Support	I live in Hamilton Road and the congestion in Crescent Road before the closure was really marked and quite dangerous - with cars three abreast as they dropped off their kids. The difference has been amazing and may even have persuaded more people to walk! There should never have been permission for three schools in a row in such a narrow road in the first place.

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	I support the proposal and ongoing operation of the School Street in Crescent Road.
Support	I do not feel it has inconvenienced me in any way as a local resident, and I am pleased to read assessments that the scheme has encouraged less car use for dropping off pupils. Increased walking and decreased levels of air pollution and noise are a benefit to the children involved and local residents alike. This seems like a successful start.
	Not only would I like to see the scheme continue indefinitely, I hope the proposed afternoon road closure can soon be brought into effect also.
	This school streets scheme seems to be generally successful in its intended purpose. It is a pity that it only functions in the mornings as yet, but hopefully more volunteers will enable us to run it in the afternoons as well.
Support	The Alfred Sutton primary school actively supports the scheme, and many of their parents are volunteers. By contrast it is disappointing that UTC and Maiden Erleigh schools, although benefitting from the scheme, seem to be indifferent to what is happening. We have never seen any of their staff outdoors supervising students, and often teachers arrive by car during the closure period. More to the point, it seems that their visitors and contractors are not generally pre-notified of the closure condition and end up having to argue their way past the barriers.
Object	First of all, we were given the wrong information and we, as residents, didn't know when and how this was going to happen. It was said that residents and people with a blue disability badge could enter, and now we can't. No one informed us when this was going to happen. I we cannot enter the school streets, then teachers shouldn't be able to aswell. None of our comments were looked at and thought about. An alternative route onto Westbourne Terrace is through Kensington Road and there is also a school there and it creates even more traffic which would then mean that Battle Primary will start to think about creating a school street there as well. What are we supposed to do then, no one will recompensate my time and money if everyday I will have to travel over 2 miles just to get to my home.
Object	This move affects staff members and students at UTC reading who commute from long distances already due to the large catchment area, for these students public transport links are usually poor and the cost of public transport is prohibitive. The school street also affects students who are disabled but due to their own local authorities rules cannot get a blue badge themselves, these students are placed at a substantial disadvantage for accessibility. Due to the positioning of the schools themselves this is not an issue for the other schools due to their car parks not being on crescent road itself. Students from the other two schools also come from a smaller catchment area, there is also not a requirement for them to have costly public transport tickets on rail and bus networks. This school street proposal is discriminatory towards disabled people, low income families and people who live outside of reading itself. I strongly encourage the proposal not to go ahead.
Object	
Object	its creating more traffic delays on wokingham road literally packed finding hard going worknon time
Object	The traffic in Bulmershe Rd is horrendous. Stop traffic here as well. Palmer park should be the closest drop off point.

Object	Tô date the school street has only been trialed in the morning ,so there is no data for the afternoon and it's effects on road traffic in the area!. Since inception there has been improvement in the chaos at the junction of crescent rd and bulmershe particularly when there is police presence however there are no (no waiting signs) at the junction students are routinely dropped off in the middle of the road! Drivers then generally speeding off down bulmershe rd at high speed. Cars routinely mount pavements in bulmershe rd ,narrowly avoiding small children also occasionally doing 3 point turns to add to the congestion. Whilst the idea of school streets has merit it needs to thought out rather more cogently. Both Bulmershe rd and Cresent rd have students that are proceeding to the school street these are in "danger" also .however that seems to be overlooked. There doesn't seem to be any deterant value of school street so far to the number of children still being dropped off in the area. When the Maiden Erlegh school was built drop off problems were highlighted. These were dismissed as an issue in the planning process. As we were informed all the student would be local to the area!!! Therefore Drop off points would be unnecessary!! More lies!!!' A drop system is required with the implementation of other measures to ensure the safety for those attending these schools.
Object	This just moves the traffic into other streets like Bulmershe and Hamilton. These streets then suffer from more pollution and congestion. (Parking on pavement with engine running etc) Would suggest that people should be made to park at Palmer Park if they insist on taking children to school by car. Make Bulmershe and Hamilton school streets too.
Object	I object because everytime I pass the volunteer marshalls are alongside police officers and I feel this a complete waste of police resources. The police should be fighting crime and not standing around ensuring parents don't drive down a school road.
Object	Bulmershe road has become extremely busy in the mornings for drop off and pick up. The parents park their cars in front of my drive most days and my asthma has gotten worse through the fumes from the cars.

The junction of Bulmershe Road with Crescent Road has become more dangerous since the pilot school street began - cars park illegally, others pull over virtually on the junction itself or use the queue of traffic to drop children off. The problems are not just with that junction but there is a huge increase in the volume of traffic travelling along and turning into Bulmershe Road each morning since this pilot started which creates concerning issues of cars essentially queued along Bulmershe Road with illegally parked cars blocking driveways and preventing the use of normal passing places.

The concentration of traffic to this one junction also creates unsafe conditions for pedestrians due to the additional volume of cars and people in a very small area. I am concerned that the volume of traffic has simply been displaced rather than behaviour changed.

I question whether there has been any tracking of car use of Bulmershe Road itself - many cars turn around in the road rather than continue to the top and try to queue and navigate the junction with Crescent Road so data collected at the junction is not a true reflection of the traffic continuing to transport schoolchildren. No claims regarding any changes in traffic volume can legitimately be made without this additional information.

Object

There is also increasingly dangerous driving seen at the top of the unadopted part of Bulmershe Road where the entrance to the Maiden Erlegh Reading carpark is with parents using this space as a turning circle to drop children off, often doing this at speed regardless of the fact that many children cycle/scooter or are walking down from the junction with Whiteknights Road, not to mention dog walkers and other pedestrians.

I would suggest that rather than road closures, less dangerous behaviour would be seen if the road was open to prevent the bottleneck of traffic seen currently but the volunteers continued to be present at the junction to help prevent inconsiderate/dangerous dropping off behaviour which was and continues to be the biggest issue faced in the area, for example by having cones used to measure the legal distance from the junction drivers are required to leave - the School Street has not prevented this continuing to be the case so a different approach is needed.

All of these comments are particularly relevant to the start time for Maiden Erlegh Reading rather than that of Alfred Sutton where I do not see the same dangerous parking behaviour as was also the case prior to the pilot road closure.

I am a Bulmershe Rd resident. Residents have keenly followed the School St trial in Crescent Road trial as we are interested in the impact on Bulmershe Rd and other surrounding streets.

The recent trial has only been carried out in mornings, whereas the long term aim is to have morning and afternoon arrangements.

While in some respects this recent trial has been a success, I object because:

- i) There are some shortcomings revealed by the morning session trial,
- ii) There will be further & greater challenges in any afternoon sessions.

Morning session trial (finished July 2022):

The initial trial showed signs of success in that there was no congestion and little pollution outside the school gates.

And that with suitable policing and cones the traffic could be made to flow reasonably well along alternative routes.

However:

- 1. The traffic diversion caused by the trial resulted in increased traffic in Bulmershe Rd by a factor of 3 to 5. While this was broadly tolerable, there continued to be instances of cars stopping in the middle of the junction or road, or pulling onto pavements to discharge passengers, causing minor jams and pedestrians to walk in the road, which was particularly dangerous near the Bulmershe/Crescent junction.
- 2. The morning situation was greatly helped when a voluble PCSO was stationed at the morning session roadblock by the junction of Bulmershe and Crescent roads, together with traffic cones to emphasise the double yellow lines at the corner. It is clear that the double yellow lines without cones or officials are inadequate to stop drivers stopping in dangerous positions. There was no official presence in the sections of roads away from the junction to stop cars mounting pavements etc.

Afternoon sessions:

- 3. The trial was for mornings only as there were insufficient volunteers for afternoon sessions. This needs to be addressed in 1 way or another.
- 4. In the morning cars arrive, discharge passengers and move on. Even now, in the afternoon cars arrive, often well before time, and wait in all manner of places, often in the winter with their engines running.

While the pollution immediately outside the 3 schools (Alfred Sutton, UCT, Maiden Erleigh in Reading) may have been reduced, there is a serious risk that pollution may be transferred into adjacent streets. And while the pollution concentration in adjacent streets may be lower, since many pupils access the schools by walking along the entire length of the adjacent Crescent and Bulmershe roads, the cumulative effects

Object

	Thank you for the email which seems to show improved air quality around Alfred Sutton school .
	I would like to point out the trial should include air quality measurements at the junction of Bulmershe Rd With Cresent Rd which I believe would have increased!.
	Maybe Reading University could measure a greater area to gain a more rounded view of such improvements?
Object	Particularly in afternoon periods which to my knowledge didn't feature in the trial which I guess will now be overlooked.
	Any reduction in traffic is obviously to be welcomed however there is no pick and drop points other than in the roads in around Maiden Erlegh school and the "school street" has not dealt with this issue.
	On this point it is difficult not to object if no other solutions are seen to be implemented.
	Thank you for the email which seems to show improved air quality around Alfred Sutton school .
	I would like to point out the trial should include air quality measurements at the junction of Bulmershe Rd With Cresent Rd which I believe would have increased!.
	Maybe Reading University could measure a greater area to gain a more rounded view of such improvements?
Object	Particularly in afternoon periods which to my knowledge didn't feature in the trial which I guess will now be overlooked.
	Any reduction in traffic is obviously to be welcomed however there is no pick and drop points other than in the roads in around Maiden Erlegh school and the "school street " has not dealt with this issue.
	On this point it is difficult not to object if no other solutions are seen to be implemented.

In some respects the introduction of the school street has been successful and the section of Crescent Road between Wokingham Road and Bulmershe Road is now very much safer and pollution has decreased near the schools there. However, this is at the expense of safety and pollution in other parts of the area; and the pilot scheme and monitoring have been limited in their scope.

The junction of Bulmershe Road and Crescent Road was already very dangerous for pedestrians before the scheme was introduced and this is now worse because so much traffic is either turning right into Crescent Road or left into Bulmershe Road or, even worse, stopping randomly at or near the junction to offload passengers.

Traffic flow in both directions in Bulmershe Road has considerably increased and is often at a standstill as cars do multiple point turns to change direction. This must have an adverse effect on air quality and definitely increases noise pollution.

Although the scheme has had a positive impact on one part of Crescent Road, the sections between Bulmershe Road and Eastern Avenue are still extremely busy, if not more so, and still present significant dangers to pedestrians. This is also the case in Bulmershe Road and probably in other adjacent roads as well.

As it has only been possible to introduce the scheme in the morning, the effect at afternoon pick up has not been assessed. There were already many problems in the afternoon as parents tend to park and wait for longer; these problems would not be improved by the school street system.

Since the scheme was started at the end of February, the trial period has extended through the spring and summer months. Traffic is always reduced at this time as weather is generally better (and we have had an unusually dry summer) and fewer students are attending secondary school every day at this time during study leave and exam periods. It seems obvious that there will be significant problems from September onwards and through the winter months.

I would like to see an extension of the pilot and published data for traffic numbers and air quality levels for other adjacent roads as well as the part of Crescent Road that is closed.

In order for the Crescent Road school street to be safe and successful for all, a broader and more radical approach needs to be considered. For example, originally it was suggested that there would be safe drop off points for pupils slightly further from the schools.

Object

	I am a Bulmershe Rd resident.				
	The recent trials have only been carried out in the mornings whereas the longterm aim is to the afternoon as well.				
	Mornings				
	There was little pollution and no congestion outside the school gates. With suitable policing, traffic could be made to flow along other routes.				
	The diverted cars increased traffic in Bulmershe Rd. While this may be okay there were continued instances of cars stopping in the middle of				
	the junction or road, or pulling onto the pavements to discharge passengers, leading to minor jams and causing pedestrians to walk in the				
	road. It is clear that double yellow lines away from the junction without official policing, do not stop drivers from driving badly.				
	Toda. Tels clear that double yellow lines away from the junction without official policing, do not stop arreis from arring boary.				
Object	Afternoon.				
Object	There are insufficient volunteers for afternoon sessions, and this needs to be addressed.				
	What I have noticed in the afternoons, cars often arrive well before time and park all over the place. In winter alot of cars have their engines				
	running with clouds of exhaust fumes coming from them. So while pollution has improved outside the school gates it would seem pollution is				
	now increasing along Crescent and Bulmershe Roads. This will affect pupils and parents walking along these road on there way home.				
	I request that any trial extension to afternoon sessions should include monitoring of pollution levels in these areas				
	As a person who has COPD, this is really important to me.				
	The intention behind the road closure is laudable, however does not address the true issue of having 4 schools (Hamilton Centre, UTC, Alfred				
	Sutton and Maiden Erlegh) in such close proximity.				
	The planning proposals for Maiden Erlegh asserted the majority of students would be walking or cycling, but given the increase in traffic during				
	school drop-off and pick-up times, this is clearly not the case. Parents still use the top of the private Bulmersche road as a turning point with				
	little regard to the pedestrians, and the speeding on Hamilton Road has not been addressed.				
	I have even soon nevents due their shildren off by stooning on Whitely in the year and love live the sounce for the expressively from				
	I have even seen parents drop their children off by stopping on Whiteknights road, and/or taking the corner far too aggressively from				
Not Answered	Whiteknights onto Hamilton, putting pedestrians at risk. I had one mount the curb right next to me as I was walking my own children to school.				
	More must be done to address the increase in traffic, increase in resulting air pollution in idling cars waiting for students (!!), and the impact to				
	the neighbouring streets in terms of dangerous / anti-social driving. The school closure likely moved this behaviour around - including double-				
	parking and illegal parking in the area, including blocked drives.				
	F				
	The school should be putting resources aside to address the negative impact the school has had on our community.				

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Traffic Management Sub- Committee



14 June 2023

Title	BSIP Bus Lanes – Statutory Consultation				
Purpose of the report	To make a decision				
Report status	Public report				
Report author	Grace Atherton, BSIP Project Manager				
Lead councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport				
Ward(s)	Abbey, Battle, Norcot, Southcote, Katesgrove, Redlands and Park				
Corporate priority	Healthy Environment				
Recommendations	 The Committee is asked to: That the Sub-Committee notes the content of this report. That permission is given by the Sub-Committee to carry out a Statutory Consultation on Traffic Regulation Orders relating to the proposed bus lanes. 				

1. Executive summary

1.1. The purpose of this report is to inform the Sub-Committee of initial feedback from the informal consultation relating to the six proposed bus lanes. Members are asked to note the proposed concept drawings for the bus lanes and to agree for officers to proceed with Statutory Consultation, subject to completion of detailed designs.

2. Policy context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
 - People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - Collaborating with others
- 2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the Council's website. These priorities and the Corporate Plan

demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

- 2.4. The National Bus Strategy 'Bus Back Better' was published in March 2021 as part of a £3billion funding package aimed at building back Britain's bus services. It sets out how the Government intends to deliver on its commitment to achieve ambitious and farreading reform of the bus services sector. As part of this funding, the Council were awarded £26m to improve the Bus Services and infrastructure, and to support growth of the public transport network.
- 2.5. The Council published its Bus Service Improvement Plan (BSIP) in October 2021 and established an Enhanced Partnership (EP) with all local bus operators. The EP sets out the schemes and measures to be delivered through the BSIP funding and formed our funding bid to DfT. The content of the EP was approved by the Strategic Environment, Planning and Transport Committee in March 22 and November 22.
- 2.6. The BSIP is a sub-strategy and core element of our emerging Reading Transport Strategy, which sets a vision to make Reading a greener and healthier town by providing better sustainable travel choices, including buses. The transport strategy also contributes towards the vision of a net zero carbon Reading by 2023, as set out in the Reading Climate Emergency Strategy.

3. The proposal

3.1. Concept designs have been developed for six bus lanes across the borough, and (see Appendices for drawings). have been identified as areas where bus services suffer delays as a result of traffic congestion, particularly at peak times. Therefore there is a need to introduce greater priority for buses on key routes to improve services for bus users, and to encourage model shift due to the environmental benefits of public transport.

The proposed bus lanes are as follows:

- A329 Oxford Road Outbound bus lane between Zinzan Street and George Street
- A329 Oxford Road Outbound bus lane between Pangbourne Street and Norcot
- A4 Bath Road Outbound bus lane from Circuit Lane to Granville Road
- A327 Southampton Street Inbound bus lane from Pell Street to The Oracle roundabout
- A4 London Road Inbound bus lane between Sidmouth Street and London Street
- A4 London Road Inbound bus lane between Liverpool Road and Cemetery Junction
- 3.2. A 4-week informal consultation seeking views on the initial bus lane scheme proposals was run from 19th May to 16th June. Plans and information were available on the RBC Consultation webpage, allowing members of the public to show their level of support and to comment on the proposed schemes. Feedback and comments will be assessed, and any amendments will be incorporated into detailed designs. It is intended that the scheme design will be prioritised based on deliverability of the scheme, with the first of these designs expected to be completed later this Summer.
- 3.3. Due to limited road space in Reading, it is acknowledged that some of the proposals will have an impact on traffic flows and an initial analysis of the potential impact is included in the description of each scheme. All of the proposals are initial designs at this stage and if approval is given to take the schemes forward, they will be subject to detailed design work, junction modelling and road safety audits.
- 3.4. Officers recommend that a Statutory Consultation is carried out during the summer, once detailed designs have been further developed, with the results being reported back to the Sub-Committee at a future meeting.

4. Contribution to strategic aims

4.1. The proposals as set out within this report will help to deliver the following strategic aims of the Council through the delivery of a thriving public transport network in the town:

Health Environment

 The implementation of bus lane will help alleviate delays to services along main corridors into the town centre. This can lead to a reduction in motorvehicle journeys, which can reduce emissions and improve air quality.

Thriving Communities

• The bus lanes will improve accessibility and journey times for those using the bus, making it a more appealing option than using a private vehicle

Inclusive Economy

The bus lane proposals will encourage bus usage and reduce congestion.
 They can offer equality of access to the town centre and other areas of employment.

5. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. 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 our target of a carbon neutral Reading by 2030.
- 5.3 A Climate Impact Assessment has been conducted for the recommendations of this report, resulting in an overall **Net Low Positive**. It is expected that the introduction of additional bus lanes will see a shift from private vehicle usage resulting in less emissions and air pollution. There will be an improvement to air quality by providing a more efficient and attractive way to travel.

6. Community engagement

- 6.1. An informal consultation detailing the 6 bus lane schemes has been in progress since 19th May 2023. The consultation link was shared on Social Media and on the RBC Consultation webpage.
- 6.2. An update on the feedback received during this consultation period will be verbally given at the meeting.
- 6.3. 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.

7. Equality impact assessment

- 7.1. 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.
- 7.2. It is not considered that an Equality Impact Assessment (EIA) is required at this time as the proposals are not deems to be discriminatory to persons with protected characteristics, and the proposals will help the travel needs of users. The consultation process, and subsequent Statutory Consultation will 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.
- 7.3. Further EIA assessments may be undertaken once the schemes are developed in detailed design.

8. Other relevant considerations

8.1. None

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. Funding for the detailed designs and statutory consultation will be withdrawn from the BSIP funding allocation.
- 10.2. There are no foreseen financial risks related to the recommendations of this report.

11. Timetable for implementation

- 11.1. Detailed design will be developed once the informal consultation has drawn to a close.
- 11.2. Statutory Consultation will begin in July 2023 with results being report to the Sub-Committee in September.

12. Background papers

12.1. None

Appendices

- 1. Appendix 1 Bus Lane Consultation Narrative
- 2. Appendix 2 A329 Oxford Road Outbound bus lane between Zinzan Street and George Street
- 3. Appendix 3 A329 Oxford Road Outbound bus lane between Pangbourne Street and Norcot Junction
- 4. Appendix 4 A4 Bath Road Outbound bus lane from Circuit Lane to Granville Road
- 5. Appendix 5 A327 Southampton Street Inbound bus lane on Southampton Street from Pell Street to the Oracle roundabout
- 6. Appendix 6 A4 London Road Inbound bus lane between Sidmouth Street and London Street

7.	Cemetery .	/ – A4 London Junction	Road – Inbound	bus lane between	1 Liverpool Road and



Overview

Bus Service Improvement Plan - Bus Lane Initial Consultation

Reading Borough Council has been awarded over £26m funding from Central Government to improve bus services in the borough, which is the third highest funding award (per head of population) in the country. This funding is a result of the ambitious plans set out within our Bus Service Improvement Plan (BSIP), which includes a range of initiatives including cheaper and simpler fares, enhanced services and new infrastructure to prioritise buses on key routes.

The BSIP is a sub-strategy and core element or our emerging <u>Reading Transport Strategy</u>, which sets a vision to make Reading a greener and healthier town by providing better sustainable travel choices, including buses. The transport strategy also contributes towards the vision of a net zero carbon Reading by 2030, as set out in the <u>Reading Climate Emergency Strategy</u>.

Reading already has an extensive bus network which is well used by residents and visitors. However, bus services do suffer from delays as a result of traffic congestion, particularly at peak times, therefore there is a need to introduce greater priority for buses on key routes to improve services for local residents.

The proposed bus lanes included within this package are:

- A329 Oxford Road Outbound bus lane between Zinzan Street and George Street
- A329 Oxford Road Outbound bus lane between Pangbourne Street and Norcot Junction
- A4 Bath Road Outbound bus lane from Circuit Lane to Granville Road
- A327 Southampton Street Inbound bus lane from Pell Street to The Oracle roundabout
- A4 London Road Inbound bus lane between Sidmouth Street and London Street
- A4 London Road Inbound bus lane between Liverpool Road and Cemetery Junction

The main benefits we are seeking to achieve from these proposals are to make travelling by bus in Reading easier, cheaper, quicker and more reliable. If more people choose to travel by bus this will result in reduced carbon emissions, better air quality, and improved health and wellbeing. Bus services, including community transport and school services, provide vital access to opportunities such as education, training, employment, essential services including healthcare and social events.

We are now seeking your views on the initial bus lane scheme proposals before decisions are taken on whether to proceed and more detail plans are produced. Due to limited road space in Reading, it is acknowledged that some of the proposals will have an impact on traffic flows and an initial analysis of the potential impact is included in the description of each scheme. All of the proposals are initial designs at this stage and if the scheme is taken forward will be subject to more detailed design work and road safety audits which may necessitate further design changes.

In addition, part of the funding received from Government is for the development of future bus lane proposals, therefore we are also seeking your suggestions for new schemes as part of this consultation.

Proposed Bus Lane 1 - A329 Oxford Road - Outbound bus lane between Zinzan Street and George Street (Concept scheme desings can be found below)

The proposal is for an outbound bus, taxi and cycle lane using space from existing hatching, some limited kerb realignment and limited lane alterations. This will enable buses on routes 15/15a, 16,17,143 to Dee Park, Calcot, Tilehurst, Purley and Pangbourne to avoid being delayed by queueing traffic before and after the Bedford Road traffic lights. This new lane will be used by up to about 15 buses an hour and will also provide a useable cycle space out of the general traffic.

One consideration as part of this scheme is the proposed removal of the ability to turn right out of Eaton Place to Oxford Road, to avoid the trend for rat-running of traffic avoiding the queue on Chatham Street. Some changes to existing on street parking or loading arrangements are planned with the bus lane finishing after George Street. The on-street parking outside 197-199 Oxford Road will be relocated approximately 60m east of its current location.

This scheme is also being developed to ensure consistency with the public realm improvements being proposed as part of the High Street Heritage Action Zone initiative.

The proposed bus lane would increase benefits to buses and cycles. With revised entry and exit arrangements to Waylen Street and Zinzan Street additional parking spaces on these roads could be created and access for pedestrians across these roads made much easier. Cyclists using Oxford Road would be encouraged to cycle in the new bus/taxi/cycle lane rather than use the congested pavements as many currently do.

Potential traffic impact of scheme proposal

It is anticipated that some traffic which currently uses Eaton Place to access Oxford Road to avoid the Chatham Street traffic queue would be displaced back onto Chatham Street, rather than adding to vehicle movements in this very busy part of Oxford Road. It is not envisaged that any further traffic displacement would result from this scheme proposal.

Proposed Bus Lane 2 - A329 Oxford Road - Outbound bus lane between Pangbourne Street and Norcot Junction (Concept scheme desings can be found below)

There is currently an inbound bus lane from the edge of Winslet Place to Tidmarsh Street, however the majority of traffic queueing in this area is outbound towards Norcot roundabout. Therefore, the proposal is for a new outbound bus lane which would replace the existing inbound one to remove buses, taxis and cycles from this westbound traffic congestion.

The new bus lane would be used by routes 16,17,143 to Purley, Pangbourne and Tilehurst with up to 10 buses an hour currently. All current traffic movements would continue to be

available and relocation of the existing bus stop immediately west of Grovelands Road to a new location slightly further west into the new bus lane will make traffic flow after the traffic lights easier. Traffic islands and signals would be remodelled to continue to offer all current pedestrian crossing access.

Potential traffic impact of scheme proposal

By replacing an existing bus lane with a longer one in the opposite direction there is no expectation that significant traffic displacement would result from this scheme proposal.

Proposed Bus Lane 3 - A4 Bath Road - Outbound bus lane from Circuit Lane to Granville Road (Concept scheme desings can be found below)

The proposal is for an outbound bus, taxi and cycle lane using space from existing hatching and some kerb realignment on the south side of Bath Road. It is proposed to extend the new bus lane past Honey End Lane junction to end at Granville Road giving westbound buses relief from traffic queueing for Honey End Lane and Burghfield Road. This will benefit 4 existing buses an hour on routes 1,2/2a to Calcot, Theale, Burghfield, Mortimer and Newbury and provide a basis for future bus developments to west Reading.

Existing crossing points for pedestrian access to Prospect Park will be retained and the new bus lane will provide cyclists with an option for westbound journeys rather than crossing to the north side existing shared use pedestrian and cycle path.

Potential traffic impact of scheme proposal

There is no reallocation of existing traffic lanes or amendments to junction layouts proposed as part of this scheme, therefore it is not expected that any significant traffic displacement would result from this proposal.

Proposed Bus Lane 4 - A327 Southampton Street - Inbound bus lane on Southampton Street from Pell Street to The Oracle roundabout (Concept scheme desings can be found below)

The proposal is for the reallocation of one traffic lane from north of Pell Street to just before the Oracle roundabout to provide a dedicated inbound bus/taxi/cycle lane, linking to the existing bus lanes on Southampton Street and Bridge Street. Provision of this bus lane would enable people travelling to the town centre by bus/taxi to avoid the congestion generated by cars travelling to town centre car parks. This is particularly the case with busy shopping days such as Saturdays and school holidays/Christmas, which currently results in delayed buses and lost or cancelled journeys.

The current layout on Southampton Street enables conflicting movements to take place and provides no safe route for cyclists other than the shared use pavement on the east side. Confident cyclists will be able to use the bus and cycle lane which will provide a shared safe space before the traffic light pinch point at the roundabout approach which will be widened slightly within the constrained highway boundary.

It is proposed that the bus lane would be located in the current left hand lane, whilst allowing traffic for the IDR west to join this lane to turn left. Traffic for the IDR east and the Oracle car parks will use the middle and right hand lanes, thus avoiding conflicts of movement. Up to around 15 buses an hour from South Reading and Coley Park will benefit from this bus lane on routes 5.6/6a and 11.

An additional element of the proposal is for a new bus/cycle lane in the current outside lane on the Oracle roundabout, leading directly to the Bridge Street bus/cycle lane. Lanes on the roundabout would be modified to accommodate the additional bus/cycle lane by taking a small amount off the central island and reducing lane widths slightly. Westbound lanes from The Oracle car park would be reduced from three to two allowing some greening of the south edge of the roundabout.

Potential traffic impact of scheme proposal

It is envisaged that the removal of one lane for general traffic on the approach to The Oracle roundabout would result in, at certain times, increased traffic congestion, particularly for traffic queuing to access town centre car parks, although better lane segregation may mitigate this. More detailed modelling of the traffic impacts of the proposal would be undertaken if this scheme is progressed to identify any mitigation measures that could be introduced as part of the scheme.

Proposed Bus Lane 5 - A4 London Road - Inbound bus lane between Sidmouth Street and London Street (Concept scheme desings can be found below)

The proposal is for a new inbound bus/taxi/cycle lane by re-using existing hatched areas of highway and reallocating much of the existing left turn lanes between Sidmouth Street and Kendrick Road and between Kendrick Road and London Street. This will enable buses 3/9/19's from the RBH and 21/21a from the University to make easier moves along London Road and into the existing London Street bus lane. The number of buses using the lane will be about 14 per hour and will also be useable by cyclists, taxis and emergency vehicles.

The existing eastbound bus lane from London Street to Kendrick Road would remain in place.

A new combined 'inbound' bus stop could be provided in the new westbound bus lane replacing the existing bus stop at the foot of Kendrick Road and the existing bus stop on London Road providing passengers with a much greater service from the combined bus stop.

Vehicles will continue to be able to turn into or out of Kendrick Road and Crown Place, to turn into East Street and to turn south onto Silver Street . The turn from London Road to Sidmouth Street will be unaffected. Detailed revisions to the junction at Kendrick Road will provide a safe crossing of both in and out flows at Kendrick Road instead of only one safe crossing at present.

Potential traffic impact of scheme proposal

It is envisaged that there will be some displacement of vehicles turning left to Kendrick Road and Silver Street, which would remain in the main carriageway for longer and therefore create additional traffic flows in this section of London Road.

Proposed Bus Lane 6 - A4 London Road - Inbound bus lane between Liverpool Road and Cemetery Junction (Concept scheme desings can be found below)

The proposal is for one of the two existing inbound traffic lanes to be replaced with one inbound bus/taxi/cycle lane and one inbound general traffic lane. This will help speed up bus services 13/14 from Woodley, 127-9 and 850 from Twyford, Thames Valley Park shuttle buses, Rail-Air coaches from Heathrow, park and ride buses from Winnersh Triangle, and the new Hospital Park and Ride service from Thames Valley Park P&R to the Royal Berkshire Hospital.

At least 18 eighteen buses an hour are likely to use this facility which will also be available for use by cyclists, taxis and by emergency vehicles travelling to the hospital. It is intended that the existing bus stops on London Road would continue to be served and the existing pedestrian crossings would be retained.

A key consideration for the design of this scheme will be the potential traffic congestion and road safety implications resulting from traffic waiting to turn right from London Road into the residential area of New Town, particularly traffic turning into the side roads at Liverpool Road and Cholmeley Road The scheme proposes a continuous bus lane for the length of London Road from the Liverpool Road to a point opposite Amity Road. It should be noted that the bus lane will need to end prior to each junction to allow traffic to merge safely before and after the junctions.

It should be noted that we are seeking feedback at an early stage of the scheme development process and further design work and road safety audits would need to be undertaken to develop the initial design if this scheme is taken forward, therefore the initial concept designs are subject to change.

Wokingham Borough Council also has longer-term plans to introduce bus priority measures on this corridor, and it is an aspiration in their revised BSIP. Wokingham Borough Council are actively seeking funding to support these shared aspirations.

Potential traffic impact of scheme proposal

At certain peak periods, this proposal is likely to result in a degree of traffic displacement due to the reduction of capacity for inbound traffic into Reading from the existing two lanes down to one. Therefore, more detailed modelling will need to be undertaken if this scheme is progressed to further assess the feasibility of the scheme and to identify any mitigation measures that could be introduced as part of the scheme.

We are now seeking your views on the initial bus lane scheme proposals

Due to limited road space in Reading, it is acknowledged that some of the proposals will have an impact on traffic flows and an initial analysis of the potential impact is included in the

description of each scheme. All of the proposals are initial designs at this stage and if the scheme is taken forward will be subject to more detailed design work and road safety audits which may necessitate further design changes.

In addition, part of the funding received from Government is for the development of future bus lane proposals, therefore we are also seeking your suggestions for new schemes as part of this consultation.

Objections or comments should be sent in by:

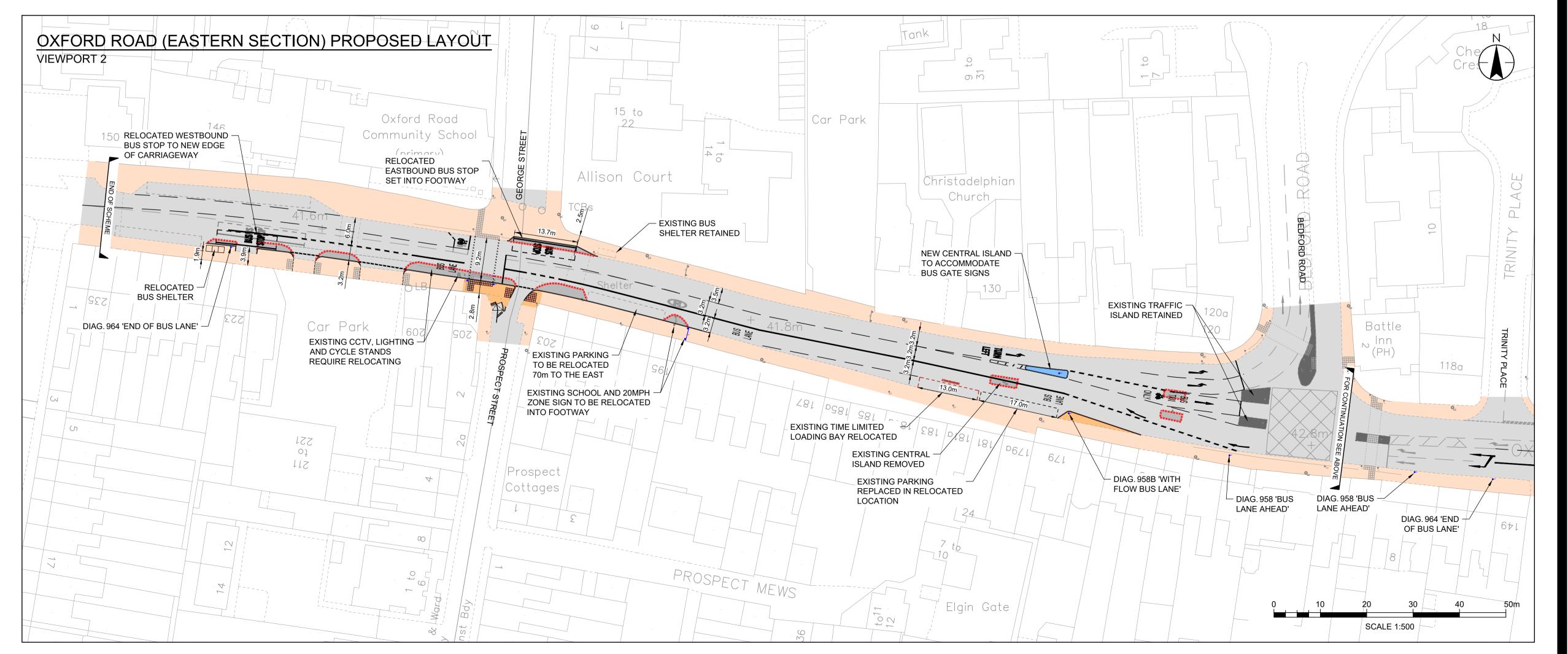
- Filling out the online survey below
- Emailing
- Or in writing to M Graham, Head of Legal and Democratic Services, Reading Borough Council, Civic Offices, Reading, RG1 2LU

by no later than 16th June 2023. Please quote ref: Bus Service Improvement Plan if you are responding by email or post.

Club

OXFORD ROAD (EASTERN SECTION) PROPOSED LAYOUT

VIEWPORT 1





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KEY:

DETAILED DESIGN.

EXISTING CARRIAGEWAY
PROPOSED FULL DEPTH CARRIAGEWAY

PROPOSED FOOTWAY

EXISTING CENTRAL ISLAND

PROPOSED REFUGE ISLAND

EXISTING KERBS TO BE REMOVED

PROPOSED TACTILE PAVING

PROPOSED BUS SHELTER

EXISTING LIGHTING COLUMNS

PROPOSED LIGHTING COLUMNS

EXISTING SIGN POSTS

PROPOSED SIGN POSTS

 P03 UPDATED AS PER RBC COMMENTS
 CE
 SE
 2023.05.12

 P02 UPDATED AS PER RBC COMMENTS
 CE
 JH
 2023.05.03

 P01 FIRST ISSUE
 ME
 JH
 2023.04.14

 Issued/Revision
 By
 Appd
 YYYY.MM.DD

 Issued/Revision
 By
 Appd
 YYYY.MM.DD

 CE
 JH
 2023.04.11

 Dwn.
 Dsgn.
 Chkd.
 YYYY.MM.DD

Issue Status

S2 - FOR INFORMATION

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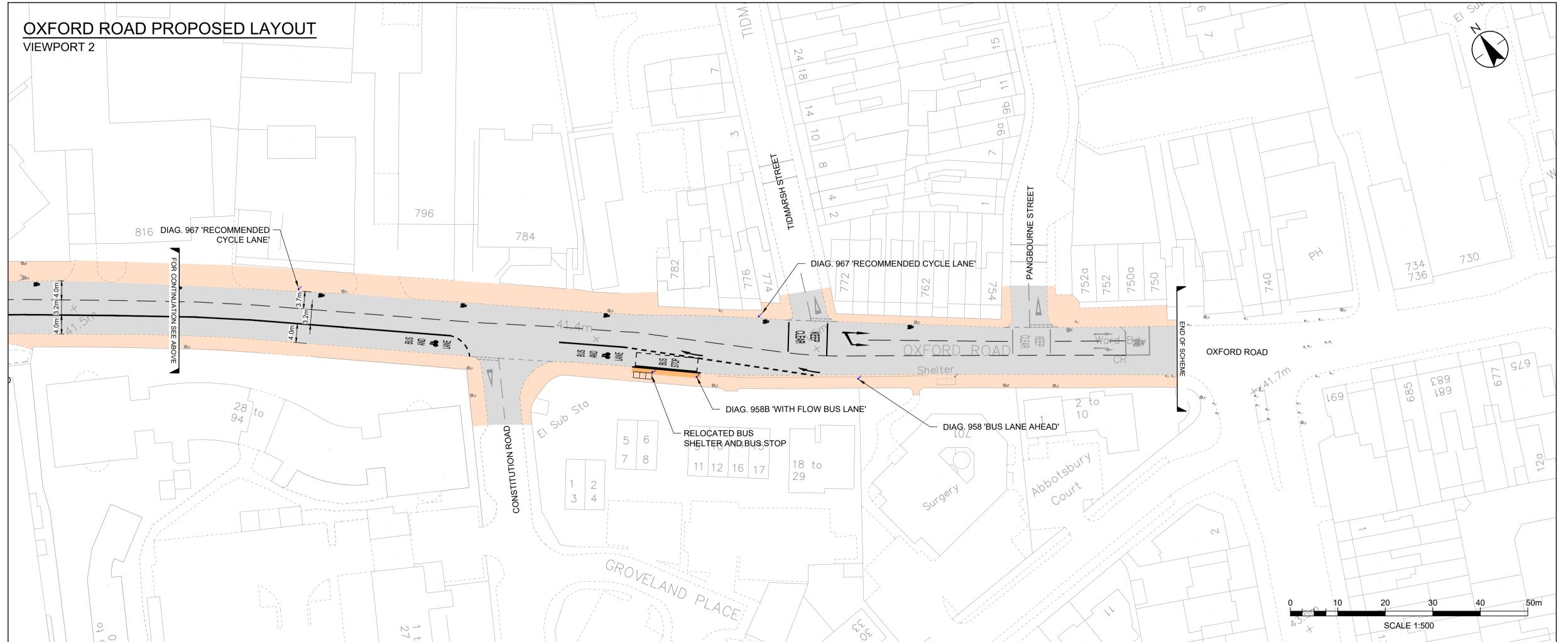
OXFORD ROAD (EASTERN SECTION)
GENERAL ARRANGEMENT

 Project No.
 A1 Scale

 332610001
 1:500

Revision **P02**

Drawing No. **332610001-STN-HGN-XX-DR-H-0003**





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KEY:

DETAILED DESIGN.

EXISTING CARRIAGEWAY

PROPOSED FULL DEPTH CARRIAGEWAY EXISTING FOOTWAY

PROPOSED FOOTWAY

EXISTING CENTRAL ISLAND

PROPOSED REFUGE ISLAND EXISTING KERBS TO BE REMOVED

PROPOSED TACTILE PAVING

PROPOSED BUS SHELTER

EXISTING LIGHTING COLUMNS

PROPOSED LIGHTING COLUMNS **EXISTING SIGN POSTS**

PROPOSED SIGN POSTS

 CE
 SE
 2023.05.12

 CE
 JH
 2023.05.02

 ML
 JH
 11.04.2023

 By
 Appd
 YYYY.MM.DD
 PO3 UPDATED AS PER CLIENT COMMENTS PO2 UPDATED AS PER CLIENT COMMENTS ML - JH 11
Dwn. Dsgn. Chkd. YYYY.MM.DD

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OXFORD ROAD (WESTERN SECTION) GENERAL ARRANGEMENT

Project No. A1 Scale 1:500 332610001

Revision

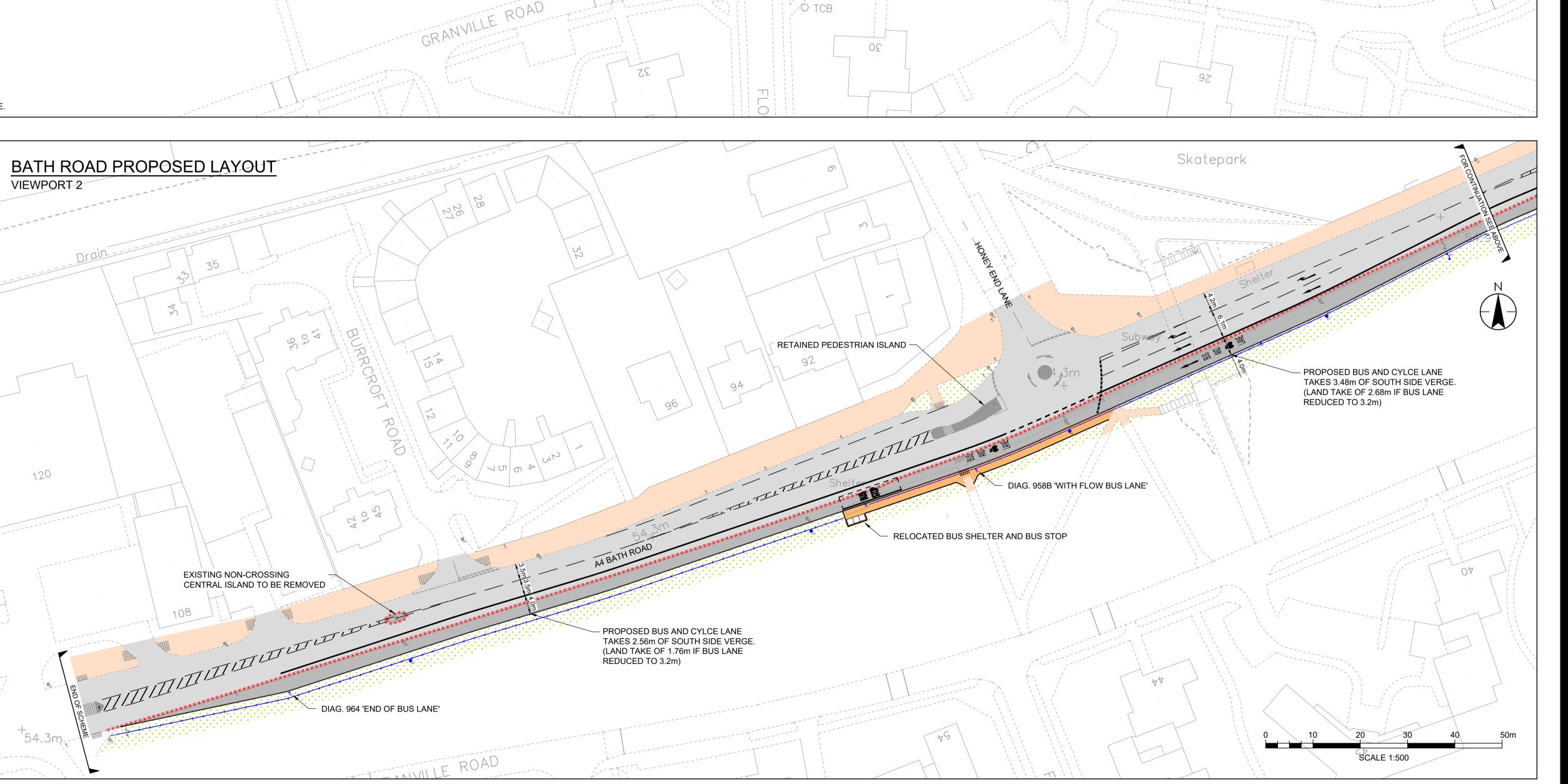
Drawing No. 332610001-STN-HGN-XX-DR-H-0002

BATH ROAD PROPOSED LAYOUT

VIEWPORT 1

XISTING REFUSE ISLAND REMOVED -

REPLACED IN PROPOSED LOCATION



A4 BATH ROAD

PROPOSED BUS AND CYLCE LANE

(LAND TAKE OF 1.18m IF BUS LANE

REDUCED TO 3.2m)

PROPOSED 1.6m FOOTPATH REPLACING

EXISTING ON SOUTHERN SIDE.

DIAG. 958B 'WITH FLOW BUS LANE'

PROPOSED BUS AND CYLCE LANE

REDUCED TO 3.2m)

TAKES 2.93m OF SOUTH SIDE VERGE. (LAND TAKE OF 2.13m IF BUS LANE

TAKES 1.98m OF SOUTH SIDE VERGE.

REDUCED TO 3.2m)

PROPOSED BUS AND CYLCE LANE

(LAND TAKE OF 0.77m IF BUS LANE

TAKES 1.57m OF SOUTH SIDE VERGE.

DIAG. 958B 'WITH FLOW BUS LANE'



Notes

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EXISTING CARRIAGEWAY

PROPOSED FULL DEPTH CARRIAGEWAY
EXISTING FOOTWAY

PROPOSED FOOTWAY

EXISTING CENTRAL ISLAND

PROPOSED REFUGE ISLAND

EXISTING VERGE TO REMAIN

EXISTING KERBS TO BE REMOVED

PROPOSED FENCE LINE

PROPOSED TACTILE PAVING

PROPOSED BUS SHELTER

EXISTING LIGHTING COLUMNS

PROPOSED LIGHTING COLUMNS

EXISTING SIGN POSTS

PROPOSED SIGN POSTS

PO2 UPDATED AS PER CLIENT COMMENTS

PO1 FIRST ISSUE

CE JH 2023.05.02

CE JH 2023.04.11

SSUEd/Revision

By Appd YYYY.MM.DD

Issued/Revision By Appd Y

 CE
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 2023.04.11

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Issue Status

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Title

BATH ROAD GENERAL ARRANGEMENT

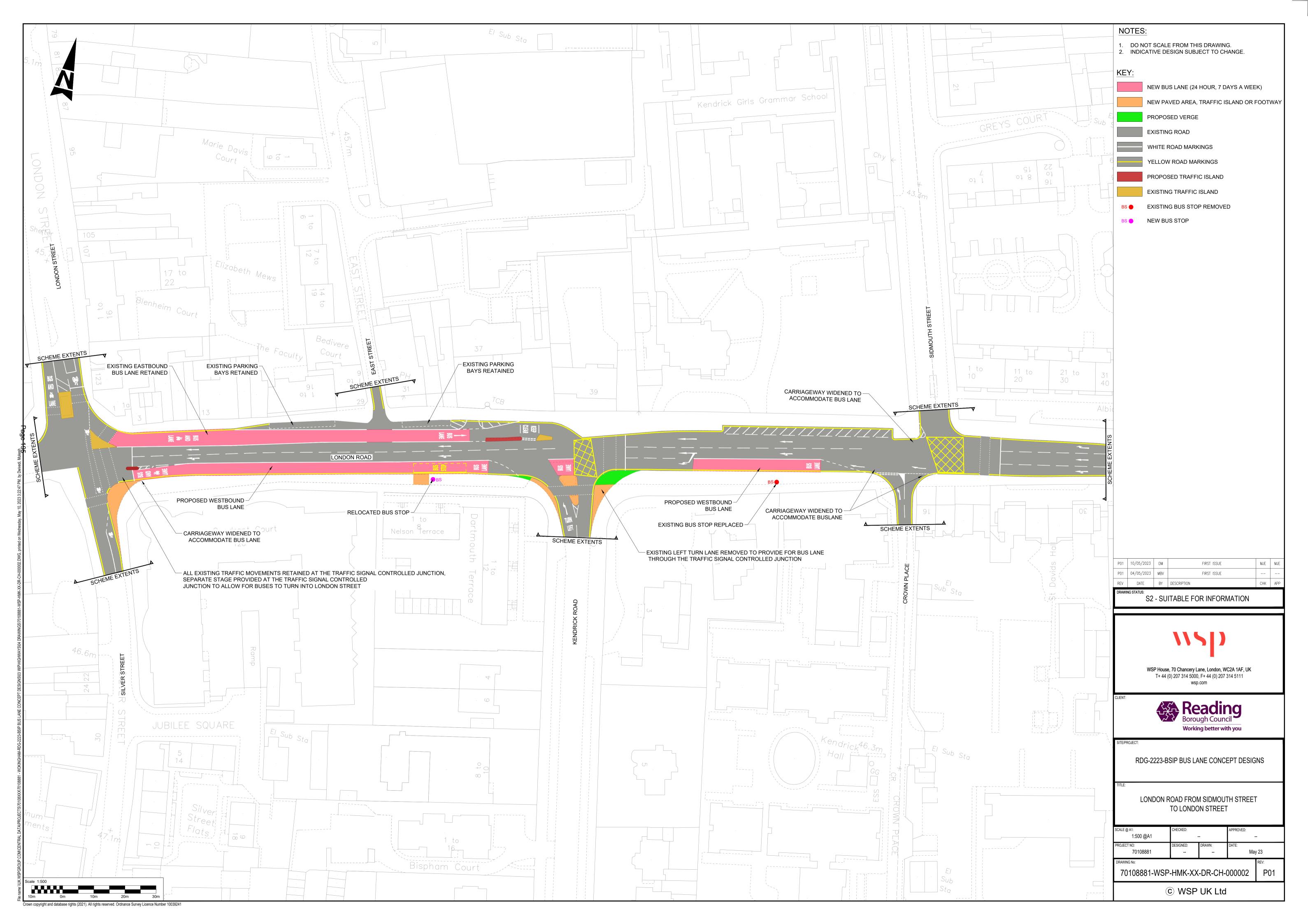
 Project No.
 A1 Scale

 332610001
 1:500

Revision Drawing No. **P02** 33261000

332610001-STN-HGN-XX-DR-H-0001







Traffic Management Sub- Committee



14 June 2023

Title	Parking Restrictions at New Vehicular Access for Reading Link Retail Park
Purpose of the report	To make a decision
Report status	Public report
Report author	Darren Cook
Lead councillor	John Ennis
Corporate priority	Not applicable, but still requires a decision
Recommendations	 That the Sub-Committee notes the report. 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. 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. That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee. That the Head of Transport (or appropriate Officer) in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals. That no public inquiry be held into the proposals.

1. Executive summary

- 1.1. To report to the Sub-Committee traffic management measures associated with the development at Reading Link Retail Park, Rose Kiln Lane.
- 1.2. This report seeks approval from the Sub-Committee to carry out a Statutory Consultation on the introduction of waiting restrictions within the new vehicular access into the retail park situated on Rose Kiln Lane.
- 1.3. The proposal is illustrated on Drawing 2203072-0001 Rev A which can be found at Appendix 1.

2. Policy context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment

- Thriving Communities
- Inclusive Economy
- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
 - People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - Collaborating with others
- 2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

3. The proposal

- 3.1. Planning permission was granted in July 2021 for a new drive-thru coffee shop and vehicular access onto Rose Kiln Lane, planning reference 201558. This has been constructed but it is acknowledged that the waiting restrictions within the access have not been provided as were secured through the S278 Highways Agreement.
- 3.2. The proposal subject to this report consists of providing a double yellow line waiting restrictions on both sides of the radii to the new retail park access for a setback distance of circa 6.33m. The inclusion of the waiting restrictions was deemed necessary to ensure that indiscriminate parking does not occur within the new access resulting in queues back onto Rose Kiln Lane.
- 3.3. Any queues back onto the main Highway would detrimentally impact on traffic flows and / or highway safety along Rose Kiln Lane.
- 3.4. The new access will only provide access to and not egress from the retail park given constraints and as such has been designed narrower than a standard access width. Any vehicle parked within the access would therefore leave insufficient room for an additional vehicle to pass.
- 3.5. The waiting restrictions are therefore essential to dissuade drivers from parking vehicles on or close to the new access point to the retail park.
- 3.6. The funding provided by the developer only relates to works associated with the development and therefore only deals with the new access and not any waiting restrictions on the surrounding Highway Network.
- 3.7. It is therefore requested that a statutory consultation be permitted in order to facilitate these waiting restrictions, the extent of which are illustrated on Drawing 2203072-0001 Rev A and can be found at Appendix 1.

4. Contribution to strategic aims

4.1. 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. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. A climate impact assessment has been conducted for the recommendations of this report.
- 5.3. 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.
- 5.4. 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.
- 5.5. 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.

6. Community engagement

6.1. 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.

7. Equality impact assessment

- 7.1. 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.
- 7.2. 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.

8. Other relevant considerations

8.1. Not Applicable.

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 comes from S278 Highways Agreement which was secured to facilitate the waiting restrictions described above. The implementation of the waiting 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. Timetable for implementation

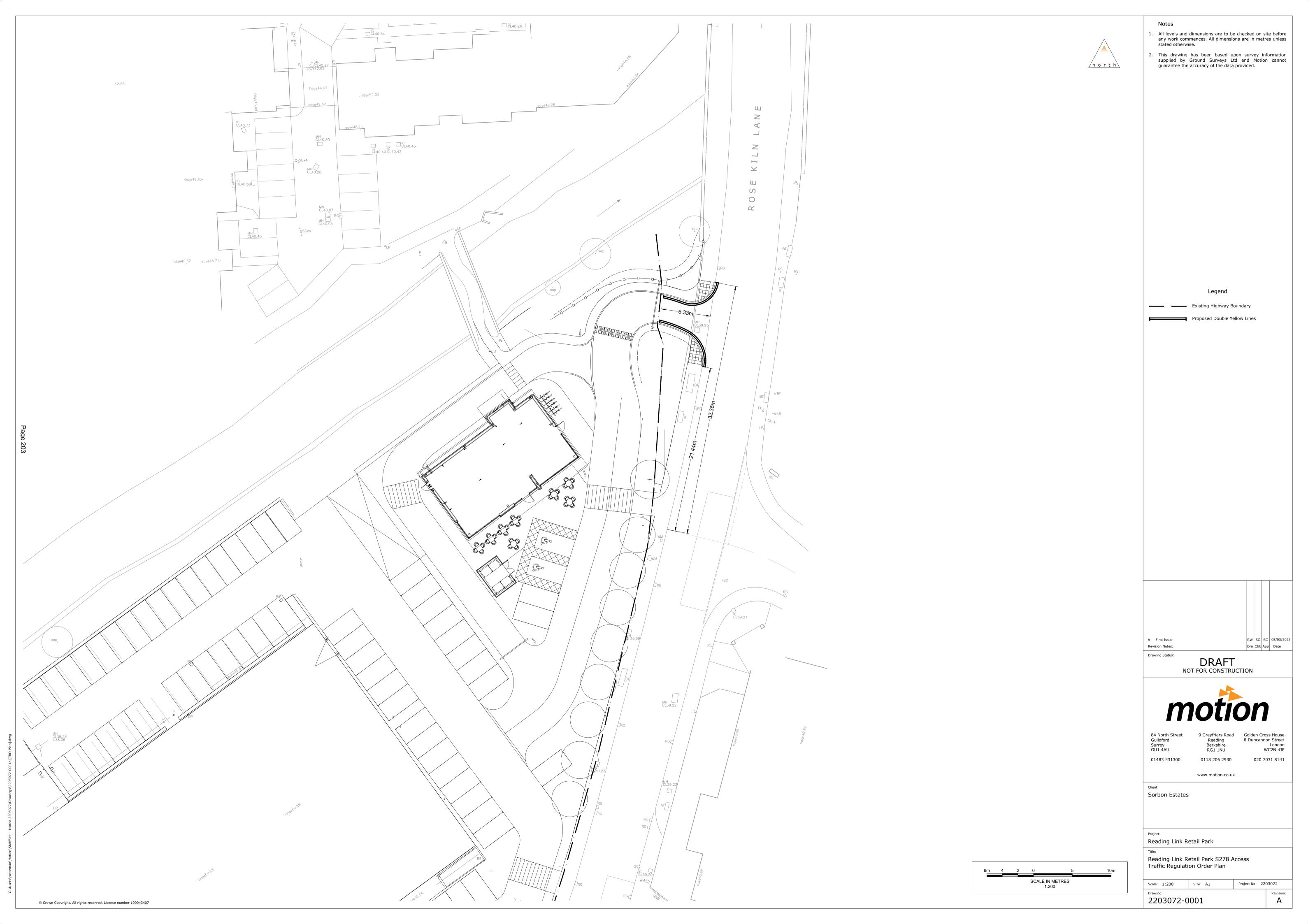
11.1. The new access has been constructed by the developer and the new lining will be installed by the developers' contractors as soon as possible post consultation on the proposed waiting restrictions.

12. Background papers

12.1. There are none.

Appendices

1. Drawing 2203072-0001 Rev A



Traffic Management Sub- Committee



14 June 2023

Title	Parking Restrictions at Altered Vehicular Access for Former Reading Cold Store, Deacon Way
Purpose of the report	To make a decision
Report status	Public report
Report author	Darren Cook
Lead councillor	John Ennis
Corporate priority	Not applicable, but still requires a decision
Recommendations	 That the Sub-Committee notes the report. 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. 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. That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee. That the Head of Transport (or appropriate Officer) in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals. That no public inquiry be held into the proposals.

1. Executive summary

- 1.1. To report to the Sub-Committee traffic management measures associated with the development at Reading Cold Store, Deacon Way.
- 1.2. This report seeks approval from the Sub-Committee to carry out a Statutory Consultation on the alteration of waiting restrictions within the new vehicular access into the proposed industrial units situated on Deacon Way.
- 1.3. The proposal is illustrated on Drawing 2211031 04 Rev C which can be found at Appendix 1.

2. Policy context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment

- Thriving Communities
- Inclusive Economy
- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
 - People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - Collaborating with others
- 2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

3. The proposal

- 3.1. Planning permission was granted on 6th April 2023 for a front and side extension on the ground and first floor, following the partial demolition of the building, the replacement of external materials, reconfiguration of internal layouts, and relocation of the vehicular access. The relevant planning application reference is 221003. Commencement of the development is subject to the positive outcome of this consultation as the changes are fundamental to the proposed access arrangement, without them access would not be possible for larger delivery vehicles because of the current on street parking arrangement.
- 3.2. The proposal subject to this report consists of redistributing the existing single and double yellow line waiting restrictions on both sides of Deacon Way in the vicinity of the site. The current restrictions include a single yellow line 'No Waiting Between 8pm and 6am' restriction on the southern side of Deacon Way measuring 21.25m in length with a double yellow line restriction provided on the northern side which includes an unrestricted section of parking 27m in length. The Existing Waiting Restriction Layout can be seen within drawing 2211031 03 Rev B which can be found at Appendix 2.
- 3.3. The current restrictions allow for up to 9 cars to park on carriageway with these spaces provided directly opposite one another along Deacon Way therefore reducing the carriageway to single file traffic flow.
- 3.4. The new access would be located central to the site as well as the current areas of parking along Deacon Way therefore necessitating the required changes. This therefore requires removal of the 'No Waiting Between 8pm and 6am' restriction on the southern side which would be replaced with 19.5m of 'No Waiting' restriction and 14m of no restriction. On the northern side 24m of 'No Waiting' restriction will be replaced with a section of no restrictions and the current unrestricted section would be replaced with 33.5m of a 'No Waiting' restriction. The proposed Waiting Restriction Layout can be seen within drawing 2211031 04 Rev D which can be found at Appendix 1.
- 3.5. The proposed alterations do result in a reduction of 3 on street parking spaces however this is mitigated by the provision of 7 on-site parking bays whereby historically the former Reading Cold Store site provided none. Overall, the scheme would present a benefit to the wider area by reducing the demand for on street parking and as such creating an additional space on street.
- 3.6. In addition, the staggered arrangement of the proposed parking areas provides for a better flow of vehicles along Deacon Way by ensure greater length of carriageway that can allow for two vehicles to pas one another.
- 3.7. It is therefore requested that a statutory consultation be permitted in order to facilitate these waiting restrictions, the extent of which are illustrated on Drawing 2211031 04 Rev D and can be found at Appendix 1.

4. Contribution to strategic aims

4.1. 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. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. A climate impact assessment has been conducted for the recommendations of this report.
- 5.3. 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.
- 5.4. 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.
- 5.5. 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.

6. Community engagement

6.1. 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.

7. Equality impact assessment

- 7.1. 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.
- 7.2. 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 Page 207

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.

8. Other relevant considerations

8.1. Not Applicable.

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 paid for by the developer and this is currently being progressed. The implementation of the waiting restrictions will be undertaken by the developer by way of a Section 184 licence, which will also be required for the construction of the access.

11. Timetable for implementation

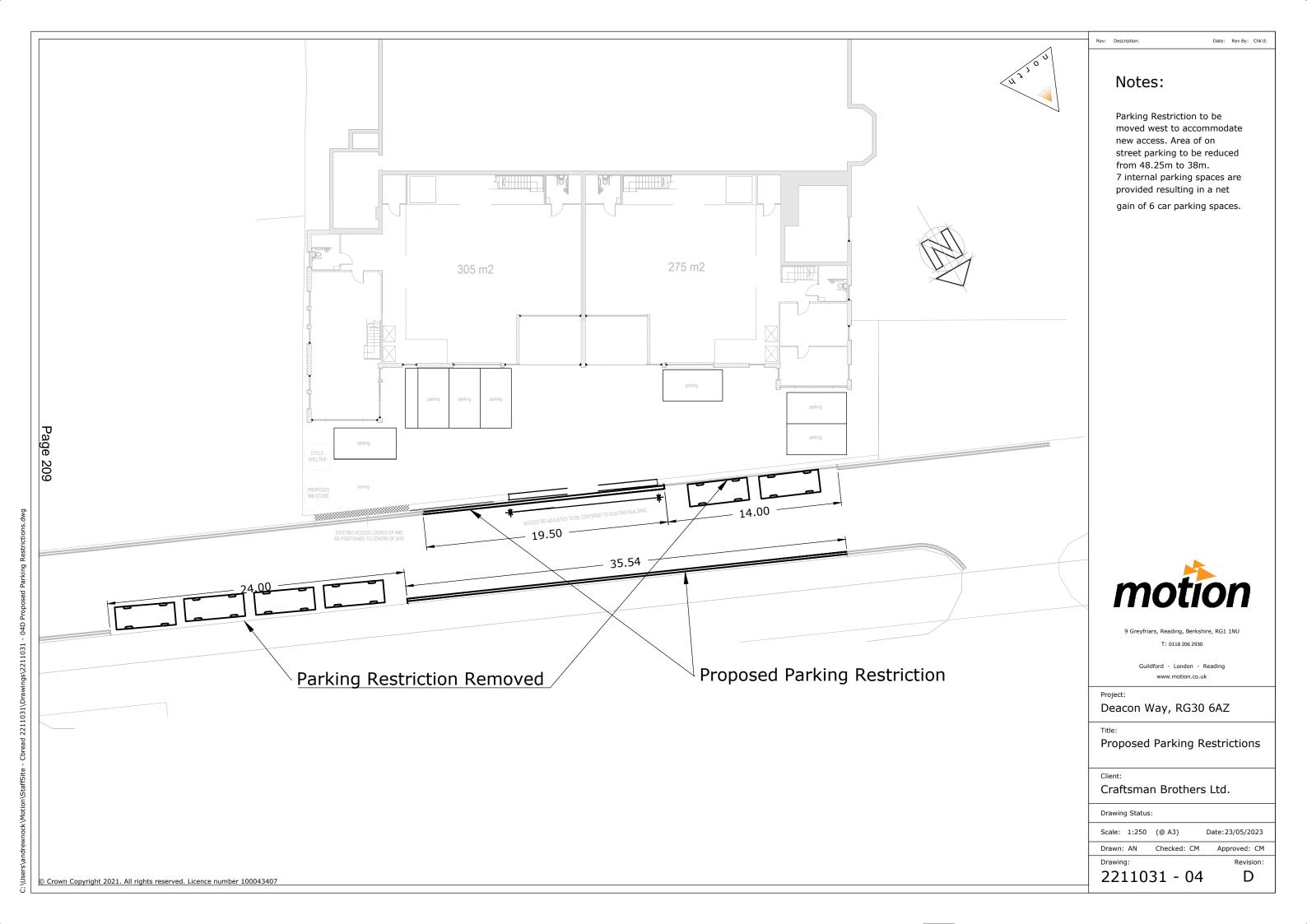
11.1. The new access and lining works will be undertaken by the developer. A Timetable for the works is currently unknown but the developer is keen to commence development of the site.

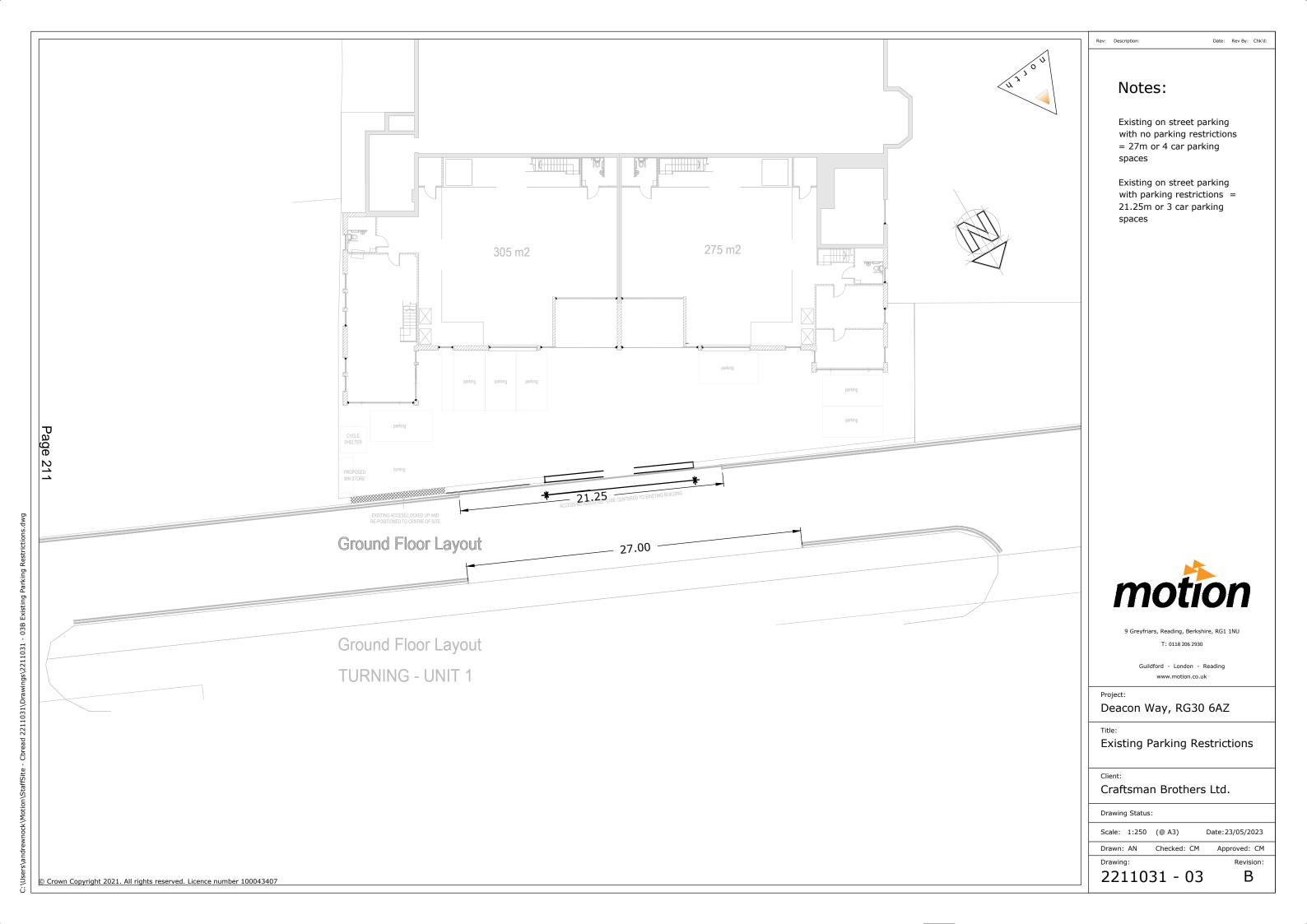
12. Background papers

12.1. There are none.

Appendices

- 1. Proposed Waiting Restriction Layout Drawing 2211031 04 Rev D
- 2. Existing Waiting Restriction Layout Drawing 2211031 03 Rev B





Traffic Management Sub- Committee



14 January 2023

Title	Jacksons Corner – Proposals for Statutory Consultation
Purpose of the report	To make a decision
Report status	Public report
Report author	James Penman, Network Services Manager, Network Services
Lead councillor	John Ennis
Corporate priority	Healthy Environment
Recommendations	 The Committee is asked to: Note the content of this report That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed alterations in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order(s) That any objection(s) received during the statutory advertisement be reported to a future meeting of the Sub-Committee That the Highways & Traffic Services Manager, in agreement with the lead Councillor and Ward Councillors, be allowed to make minor alterations to the proposals as may be necessary That no public inquiry be held into the proposals

1. Executive summary

- 1.1. As part of the agreed planning permissions at Jacksons Corner, situated to the north-east of the junction with Kings Road and High Street, proposed alterations to the highway layout were agreed. Details of the original planning permission 141713 are available here and the implemented planning permission 160849 (details available here) carried these agreed alterations forward.
- 1.2. The alterations include widening of the narrow footway width on the northern side of Kings Road, reversal of the one-way traffic direction along Abbey Square, increased provision and relocation of bus stops and provision of on-street loading bays. These changes would necessitate alterations to existing waiting restrictions.
- 1.3. The developer has provided Reading Borough Council will funding to deliver these alterations, which it is required to do by 31 March 2024.
- 1.4. The alterations require statutory consultation and this report seeks agreement of this Sub-Committee for officers to undertake these processes and report feedback to a future meeting to inform the implementation (or otherwise) decision.

2. Policy context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
 - People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - Collaborating with others
- 2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 2.4. If agreed for implementation, the proposals are expected to align with the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by improving local public transport accessibility and improving accessibility for users of the currently-constricted footway.

3. The proposal

Current Position

- 3.1. Jacksons Corner (1-9 Kings Road, RG1 3AS) is situated to the north-east of the junction with Kings Road and High Street in Reading Town Centre. Planning permission for the building 141713 was granted on 30 March 2015 (the Committee report is available here) and it included a range of agreed Highway alterations that were carried forward into the implemented planning permission 160849 that was granted on 10 March 2017 (the Committee report is available here).
- 3.2. Appendix 1 shows the range of proposed Highway alterations, which include footway widening, alterations to bus stop locations (including an additional stop), provision of loading bays and a reversal of the one-way traffic direction along Abbey Square.
 - The plan on Appendix 1 should be considered illustrative, and the provision of the additional bus stop on the eastern side of the junction with Abbey Square would require adjustment to the adjacent disabled and motorcycle parking bays on Kings Road.
- 3.3. The developer opted to provide Reading Borough Council with a funding sum to deliver this range of alterations, on the provision that the scheme is implemented prior to 31 March 2024. This sum is £72,909.74.
- 3.4. Alterations to Highway waiting restrictions and traffic restrictions will require statutory consultation. Any objections received against the alterations proposed in the statutory consultation would require a further report to this Sub-Committee so that the contents may be considered as part of the implementation (or otherwise) decision.

Options Proposed

3.5. This report seeks approval by this Sub-Committee for officers to produce a detailed and complete drawing to clearly capture all of the necessary alterations required to deliver the alterations approved alongside the developer planning permission.

Thereafter, it is recommended that officers formally propose the alterations by undertaking statutory consultation.

- 3.6. Subject to the Council receiving no objections to the proposed alterations, it is recommended that officers be authorised to make the resultant Traffic Regulation Order(s) and commence delivering the scheme within the timescales required by the funding agreement.
 - Should objections be received, officers will report these to a future meeting of this Sub-Committee so that the contents may be considered as part of the implementation (or otherwise) decision.
- 3.7. It is recommended that the Highway & Traffic Services Manager, in agreement with the lead Councillor and Ward Councillors, be allowed to make minor alterations to the proposals as may be necessary. These Councillors will additionally be provided with the revised drawing (Section 3.5 refers) as soon as practicable and advance notification of the consultation commencement.
- 3.8. Officers intend that where existing bays would need to be relocated to accommodate the proposed alterations on Appendix 1, that there will be no reduction to the local provision of parking space that they currently provide.

Other Options Considered

- 3.9. Should the alterations not be delivered prior to 31 March 2024, it is very likely that the funding will need to be returned to the developer. While there is scope in the funding agreement that could allow very minor alterations to the agreed plan in Appendix 1, any proposal for significant alterations will likely result in the developer wishing for the funding to be returned.
- 3.10. The only further option considered would therefore be not to proceed with the proposed alterations and to return the funding.

This is not recommended by officers at this time, as this will result in a loss of the benefits that the alterations would bring for improved footway accessibility, loading provision and public transport accommodation in the vicinity. The statutory consultation process provides the opportunity for objections, and should these be received, this option can be considered.

4. Contribution to strategic aims

Healthy Environment

4.1. The proposal, if agreed for implementation, is expected to improve accessibility along the currently constricted footway, making the area easier to travel around and reducing risks to users. It brings additional bus stop capacity to improve access to public transport.

5. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers) and as such recognises the need to minimise the climate impacts of its decisions.
- 5.2. A climate impact assessment has been undertaken and concludes that consultation and implementation of the proposals would have a 'Net Low Positive' impact.

There will be some negative impact from energy use, waste generation and use of transport associated primarily with the implementation of the scheme (if agreed). However, these will be 'one-off' impacts, with there being no expected additional ongoing impacts.

It is expected that these delivery impacts would be outweighed by the positive ongoing impact of the scheme. This is primarily in relation to the increased loading and bus stop provision, which will reduce emissions through seeking alternative/unnecessary waiting for access to these facilities.

- 5.3. The construction works will be delivered by the Council's Highways & Drainage team who include carbon reduction targets and improved sustainability within works programmes. The intent is to reduce the amount of carbon used to produce the materials at source, using recycled materials where possible, lower temperature bitumen, reducing the uncontrolled waste in the environment to reduce pollution of the natural environment, and using electric vehicles and plant where possible.
- 5.4. The Council on 15th October 2019 formally adopted of the 'Unite Construction Charter' where the Authority supports the 'Get Britain Building' campaign, which is aimed at supporting and sustaining the British construction industry. As a result, all relevant construction projects will be required to comply with the Authority's Sustainable Buying Standard for Highways and Construction Materials, which requires structural steel and other relevant materials to be covered by BES 6001 Responsible Sourcing of Construction Product certification, or equivalent.
- 5.5. The Council is committed to a tree planting programme to increase canopy cover, improve biodiversity and reduce localised flooding. The Council has committed up to 1% of the value of the road resurfacing programmes towards this initiative and the Town Centre will also benefit from this programme.
- 5.6. The Reading Climate Emergency Strategy, which was endorsed by the Council in November 2020, highlights the importance of adapting to climate impacts as well as reducing the emissions which are driving climate change. The Council will regularly review design standards for roads, in conjunction with industry bodies, to take into account the extreme weather events (both extreme heat and extreme cold) to ensure sustainability of the public highway network.

6. Community engagement

- 6.1. The planning applications (Section 3.1 refers) where the Highway alterations were proposed in principle have previously been available for public viewing and have been subject to Council Committee consideration.
- 6.2. Statutory consultation(s) 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 newspaper(s) 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.
- 6.3. 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.

7. Equality impact assessment

- 7.1. 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.
- 7.2. Delivery of the proposal will necessitate the movement of existing disabled parking bays, so it was considered that an Equality Impact Assessment (EqIA) was necessary. This is attached as Appendix 2.
- 7.3. The assessment concludes that the proposals could have a differential impact on persons with a disability, but notes that this could be a positive and/or negative impact, as the relocated bays could be closer, or further away from the destination of different users.

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- 7.4. If the recommendations of this report are agreed, the statutory consultation process will provide an opportunity for feedback. Following this, the EqIA can be revised and their could be scope to recommend adjustments to the proposed scheme if necessary, reasonable and within the terms of the funding agreement.
 - Officers intend for there to be no overall reduction in disabled parking space as a result of the proposed alterations.
- 7.5. Officers will inform the supporting officer, Chair and Vice-Chair of the Council's Access and Disabilities Working Group of the proposals and the details of the statutory consultation, should the Sub-Committee agree to the undertaking of this process.

8. Other relevant considerations

8.1. Procedural Requirements and Regulatory Duties – Section 9 refers to the regulatory requirements for advertising Traffic Regulation Orders.

9. Legal implications

- 9.1. The proposed alterations to waiting restrictions and traffic direction reversal will require statutory consultation, whereby the new Traffic Regulation Order(s) must be drafted under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 9.2. This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake these processes.

10. Financial implications

10.1 Revenue Implications

	2023/24 £000	2024/25 £000	2025/26 £000
Employee costs Other running costs Capital financings costs	NIL	NIL	NIL
Expenditure	NIL	NIL	NIL
Income from:	NIL	NIL	NIL
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

Staff costs will be capitalised.

10.2 Capital Implications

Capital Programme	2023/24 £000	2024/25 £000	2025/26 £000
Proposed Capital Expenditure	72,909.74	NIL	NIL
Funded by	Secured S106 funding	N/A	N/A
Total Funding	72,909.74	NIL	NIL

10.3 Value for Money (VFM)

The scheme is fully funded by developer Section 106 contributions. If agreed for delivery, all elements that can be delivered by Reading Borough Council's own resources will be delivered as such, and not outsourced. This includes development of the detailed plan, drafting and creation of the Traffic Regulation Orders and delivering the majority of the engineering elements on street.

10.4 Risk Assessment

The funding is considered to be sufficient in order to deliver the alterations within the funding agreement. The primary risk is around elements that could result in either the scheme not being agreed for delivery, or delays that would result in delivery being post 31 March 2024. In these instances, it is expected that the developer will request that the funding is returned to them. This would render all elements of the scheme unfunded.

11. Timetable for implementation

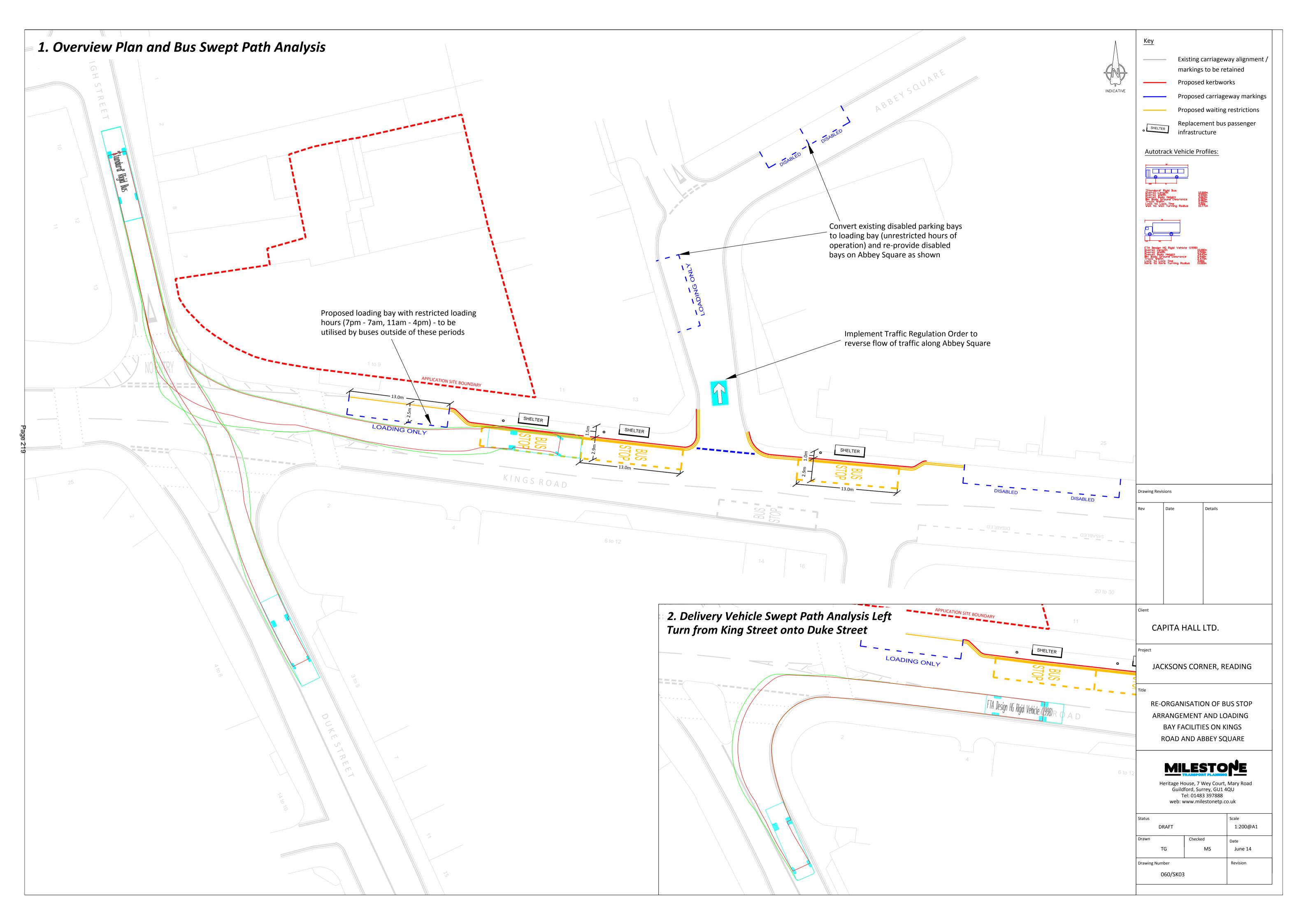
- 11.1. If agreed, the statutory consultation is expected to be undertaken over the summer and feedback reported to this Sub-Committee in September 2023.
- 11.2. Should the Sub-Committee agree to the implementation of the alterations, the Traffic Regulation Order(s) will be sealed and, following a six week period for any legal challenges to be raised, the scheme will be delivered before the end of this financial year (31 March 2024).

12. Background papers

12.1. There are none.

Appendices

- 1. Illustrative plan to show the alterations proposed within the funding agreement
- 2. Equality Impact Assessment



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Equality Impact Assessment (EIA)

Name of proposal/activity/policy to be assessed:

Jacksons Corner - Proposals for Statutory consultation

(Traffic Management Sub-Committee, June 2023)

Directorate: DEGNS

Service: Highways & Traffic Services

Name: James Penman

Job Title: Network Services Manager

Date of assessment: 31 May 2023

Version History

Version	Reason	Author	Date	Approved By
1	Original	JP	31/05/23	SS



Scope your proposal

• What is the aim of your policy or new service/what changes are you proposing?

As per the accompanying report to June 2023 Traffic Management Sub-Committee, there is a recommendation to enable officers to undertake statutory consultation on proposed alterations relating to Jacksons Corner (1-9 Kings Road).

The proposed alterations include the provision of new loading bays, footway widening, improved bus stop facilities (including an additional stop). The changes will necessitate a reversal of the one-way traffic direction on Abbey Square and relocation of existing disabled and motorcycle bays on Abbey Square and Kings Road.

• Who will benefit from this proposal and how?

The loading bays will be available to use for permitted vehicles serving any premises in the area, providing a beneficial facility to local businesses on this Red Route.

The widened footway will benefit accessibility for all users.

The improved bus stop provision will benefit public transport users.

• What outcomes does the change aim to achieve and for whom?

Improved loading bay provision on this Red Route, improved footway accessibility (and a resultant reduction in risks) and improved access to public transport services.

Who are the main stakeholders and what do they want?

With the 'competition' for limited Town Centre kerbside space, it is challenging to accommodate all stakeholders needs and there is inevitably a compromise. It is expected that local businesses would welcome the additional loading facilities, particularly as Kings Road is a Red Route.

Bus passengers and those using the northern footway on Kings Road would inevitably welcome the additional space that the footway widening and additional bus stop provision will provide.



Assess whether an EqIA is Relevant

How does your proposal relate to eliminating discrimination; advancing equality of opportunity; promoting good community relations?

 Do you have evidence or reason to believe that some groups may be affected differently than others (due to race, disability, sex, gender, sexuality, age, religious belief or due to belonging to the Armed Forces community)? Make reference to the known demographic profile of the service user group, your monitoring information, research, national data/reports etc.

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• Is there already public concern about potentially discriminatory practices/impact or could there be? Make reference to your complaints, consultation, feedback, media reports locally/nationally.

No (none known)

If the answer is **Yes** to any of the above, you need to do an Equality Impact Assessment.

If No you MUST complete this statement.

An Equality Impact Assessment is not relevant because:

N/A

Completing officer: James Penman

Lead Officer: Sam Shean



Assess the Impact of the Proposal

Your assessment must include:

- Consultation
- Collection and Assessment of Data
- Judgement about whether the impact is negative or positive

Think about who does and doesn't use the service? Is the take up representative of the community? What do different minority groups think? (You might think your policy, project or service is accessible and addressing the needs of these groups, but asking them might give you a totally different view). Does it really meet their varied needs? Are some groups less likely to get a good service?

How do your proposals relate to other services - will your proposals have knock on effects on other services elsewhere? Are there proposals being made for other services that relate to yours and could lead to a cumulative impact?

Example: A local authority takes separate decisions to limit the eligibility criteria for community care services; increase charges for respite services; scale back its accessible housing programme; and cut concessionary travel.

Each separate decision may have a significant effect on the lives of disabled residents, and the cumulative impact of these decisions may be considerable.

This combined impact would not be apparent if decisions are considered in isolation.

Consultation

How have you consulted with or do you plan to consult with relevant groups and experts. If you haven't already completed a Consultation form do it now. The checklist helps you make sure you follow good consultation practice.

Consultation manager form - Reading Borough Council Dash

Relevant groups/experts	How were/will the	Date when contacted
	views of these groups	
	be obtained	

Official PMO Template



Reading Borough Council Access and Disabilities Working Group	Details of the open statutory consultation will be forwarded to the supporting officer, Chair and Vice-Chair for this group. All feedback to the statutory consultation will be reported and considered as part of the implementation (or otherwise) decision.	To be confirmed - at the time of writing, officers are seeking approval to undertake statutory consultation.
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Collect and Assess your Data

Using information from Census, residents survey data, service monitoring data, satisfaction or complaints, feedback, consultation, research, your knowledge and the knowledge of people in your team, staff groups etc. describe how the proposal could impact on each group. Include both positive and negative impacts.

- Describe how this proposal could impact on racial groups
- Is there a negative impact? No

No specific negative impact is anticipated at this stage. The proposed works are situated within the public highway and will benefit all users.

- Describe how this proposal could impact on Sex and Gender identity (include pregnancy and maternity, marriage, gender re-assignment)
- Is there a negative impact? No

No specific negative impact is anticipated at this stage. The proposed works are situated within the public highway and will benefit all users.

- Describe how this proposal could impact on Disability
- Is there a negative impact? Not sure

The proposal would result in the movement of existing disabled bays on Abbey Square further away from the junction with Kings Road. They will also result in the movement of some existing disabled bays on Kings Road, further east, away from the junction with Abbey Square. While this may be beneficial for some users, enabling them to park closer to their destination, it may be a negative impact to others, while additionally noting that there are alternative bays reasonably nearby in Kings Street and the free-of-charge use of the nearby Pay and Display bays for blue badge holders. The proposed increased width footway adjacent the bus shelters will improve access, reduce obstructions and make a safer environment for all.

- Describe how this proposal could impact on Sexual orientation (cover civil partnership)
- Is there a negative impact? No

No negative impact is anticipated at this stage. The proposed works are situated within the public highway and will benefit all users.

Official PMO Template



- Describe how this proposal could impact on age
- Is there a negative impact? No

No specific negative impact is anticipated at this stage. The proposed works are situated within the public highway and will benefit all users.

- Describe how this proposal could impact on Religious belief
- Is there a negative impact? No

No specific negative impact is anticipated at this stage. The proposed works are situated within the public highway and will benefit all users.

- Describe how this proposal could impact on the Armed Forces community (including reservists and veterans and their families)
- Is there a negative impact? No

No specific negative impact is anticipated at this stage. The proposed works are situated within the public highway and will benefit all users.



Make a Decision

If the impact is negative then you must consider whether you can legally justify it. If not you must set out how you will reduce or eliminate the impact. If you are not sure what the impact will be you MUST assume that there could be a negative impact. You may have to do further consultation or test out your proposal and monitor the impact before full implementation.

1. Negative impact identified or uncertain

What action will you take to eliminate or reduce the impact? Set out your actions and timescale

The proposals are yet to be formally consulted. This is a regulatory requirement and provides an opportunity to provide feedback over a 21-day period (objections are invited) that will be considered.

The content of this feedback may lead to a further revision to this impact assessment, to proposed potential adjustment of the scheme, and will be reported to a future Traffic Management Sub-Committee before any implementation (or otherwise) decision is taken by the Council.

It is the intension of officers to minimise the adjustments to existing waiting restrictions and to re-provide like-for-like sized bays where it is necessary to move existing restrictions to accommodate the proposed scheme.

• How will you monitor for adverse impact in the future?

As previously noted, these proposals are yet to be formally consulted and an implementation (or otherwise) decision is yet to be sought or made. The statutory consultation will provide an opportunity for the public to provide feedback on the proposals and may influence what is delivered.

Feedback on waiting restrictions is monitored and the Council has a Waiting Restriction Review programme where requests for changes can be considered.

Completing officer: James Penman

Traffic Management Sub- Committee



14 June 2023

Title	CIL LOCALLY FUNDED SCHEMES: RESULTS OF STATUTORY CONSULTATIONS a. OBJECTIONS TO PEDESTRIAN CROSSINGS ON IMPERIAL WAY AND WHITLEY WOOD LANE b. OBJECTIONS TO TRAFFIC CALMING PROPOSALS ON SHAW ROAD AND BOSTON AVENUE	
Purpose of the report	To make a decision	
Report status	Public report	
Report author	Jemma Thomas, Assistant Engineer, Network Services	
Lead councillor	John Ennis	
Corporate priority	Healthy Environment	
Recommendations	 The Committee is asked to: Note the content of this report. That objections noted in Appendix 1 are considered and the Sub-Committee agrees to either implement, amend, or reject each proposal. That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting. 	
	4. That no public inquiry be held into the proposals.	

1. 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 provides the objections resulting from the statutory consultations for the agreed proposals of zebra crossings on Imperial Way and Whitley Wood Lane, and for traffic calming measures on Shaw Road and Boston Avenue. Members are asked to consider these objections and conclude the outcome of the proposals.

2. Policy context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
 - People first
 - Digital transformation

- Building self-reliance
- Getting the best value
- Collaborating with others
- 2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 2.4. 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.

3. The proposal

Current Position

- 3.1 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.
- 3.2 Proposals for pedestrian crossings on Imperial Way and Whitley Wood Lane, as well as traffic calming on Shaw Road and Boston Avenue were reported to the Sub-Committee at its meeting in March 2023 (report available here), where it was agreed that the proposals should proceed to statutory consultation. The drawings for these proposals are in Appendix 1.
- 3.3 Statutory consultations were carried out between 11 May and 1 June 2023. The feedback that was received is contained in Appendix 1.

Options Proposed

- The Sub-committee is asked to consider the feedback received against each scheme in Appendix 1 and make the following decisions:
 - Agree with objections the recommended proposal will be removed from the programme and will not be implemented
 - Overrule objections the recommended proposal will be implemented, as advertised.
 - Amend a proposal an amended proposal will be implemented, provided such proposed modifications do not compromise the legality of the consultation process.
 The detail of that amendment will need to be agreed by the Sub-Committee and officer representatives at this meeting.

Other Options Considered

- 3.5 None at this time.
- 3.6 The proposed location for these zebra crossings has taken into account the restrictions associated with the funding and feasibility some alternative potential locations have already been discounted. They have additionally been the subject of independent road safety audit. Relocation of the crossings elsewhere would necessitate recommencing investigation and safety audit work and undertaking further statutory consultation.

3.7 Alteration to the traffic calming proposals would require further investigation works for feasibility and compliance, the potential for a new road safety audit and would require further statutory consultation.

4. Contribution to strategic aims

4.1 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.

5. Environmental and climate implications

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

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

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

The placement of speed reduction measures on the road network in residential areas can make these streets less appealing as short-cut/rat-run routes. This should improve air-quality in the areas and increase the perception of road safety, potentially removing barriers that some may have toward walking and cycling.

Speed calming, such as humps and cushions, within a low-speed zone (i.e. 20mph) are intended to encourage motorists to remain at a consistently low speed. Driven thus, these vehicles should be emitting no more pollutants – potentially fewer – than without the measures.

6. Community engagement

Ward Councillors and the Lead Councillor for Climate Strategy and Transport (at the time) have been provided with briefing notes for the officer recommendations and have engaged in discussions with officers to arrive at schemes that were agreed in principle. This has also provided an opportunity for comment and local informal consultation prior to reporting for this Sub-Committee. Local CIL scheme development is communicated to Ward Councillors and to a CIL Members Working Group that has been established.

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

- 6.2 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'). Notices have been advertised in the local printed newspaper and erected, typically on lamp columns, as close as possible to affected area.
- 6.3 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.

7. Equality impact assessment

- 7.1 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.
- 7.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not anticipated to have a differential impact on people with protected characteristics. A statutory consultation has been conducted, providing an opportunity for objections/ support/ concerns to be considered prior to a decision being made on whether to implement the proposals.

8. Other relevant considerations

8.1 Procedural Requirements – Following delivery of an agreed scheme, a further independent Road Safety Audit will be commissioned to review the scheme in situ. This will form part of the scheme delivery process and funded by the local CIL allocation.

9. Legal implications

9.1 There are no foreseen legal implications relating to the proposal for a zebra crossing or the installation of traffic calming features.

Financial implications

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

	2023/24 £000	2024/25 £000	2025/26 £000
Employee costs Other running costs Capital financings costs	NIL	NIL	NIL
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

Staff costs are being capitalised.

10.3 Capital Implications

Capital Programme	2023/24 £000	2024/25 £000	2025/26 £000
Proposed Capital Expenditure			
Scheme a	157.5	NIL	NIL
Scheme b	49		
	Local CIL		
Funded by	funding	N/A	N/A
Grant	allocation		
	2022		
Total Funding	206.5	NIL	NIL

10.4 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 additional funding would deliver a scheme that would 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 certain elements of the 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 to provide an independent perspective on the scheme designs, which can assist in defending potential challenges.

10.5 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, is 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. Timetable for implementation

11.1 Should a decision be made to implement these proposals as advertised, then Officers intend for the schemes to be delivered within this financial year.

10. Background papers

10.1 There are none.

Appendices

1. Feedback received to the consultations and the advertised scheme drawings.



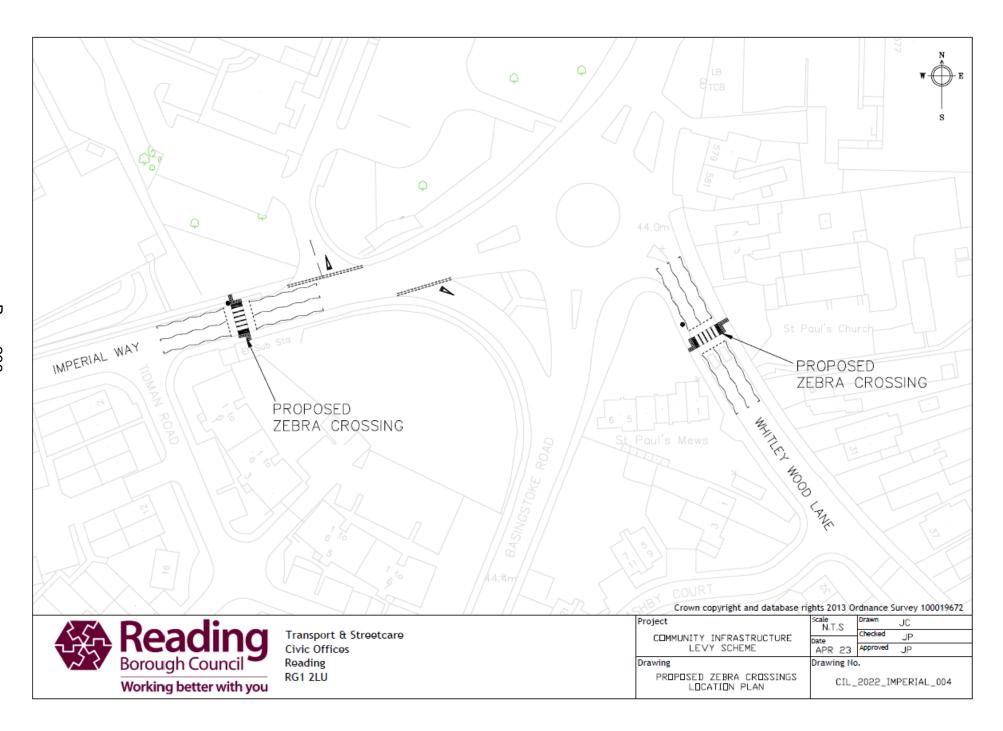
APPENDIX 1 (a): CIL LOCALLY FUNDED SCHEMES - PEDESTRIAN CROSSINGS ON IMPERIAL WAY AND WHITLEY WOOD LANE

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

UPDATED: 02/06/2023

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.

Respor	ise	Feedback Received
1.	Objection	Whoever devises these plans clearly has no idea on the road layout and business use both currently and in the near future.
2.	Objection	I live at [REDACTED] and do not want the zig zag lines outside my premises if possible, hence the objection. It also looks like the crossing falls in the exact position of the proposed movement of speed humps in relation to the St Pauls planning application 191265.
		Officer Comment:
		The application of zig zag markings either side of a zebra crossing is a regulatory requirement for safety reasons, as they provide enforcement against vehicles stopping (for parking, loading or unloading) and obstructing the intervisibility between pedestrians and motorists. The proposed movement of the speed humps in the planning application referred are a suggested location that formed part of the application. Regardless of the agreed implementation outcome of this proposed zebra crossing, they would require statutory consultation and further processes to be undertaken before they could be relocated. If this proposed zebra crossing is agreed for implementation, Reading Borough Council can work with the developer to identify alternative options - there is flexibility.
3.	Support	No comments provided.
	Neither support nor object	In principle I support, but the Zebra crossings could be moved short distances away from the big roundabout where people walk across the traffic islands, and will continue to cross there. The one in Whitley Wood should be opposite the footpath to Byworth Close, or between that and Shirley Avenue, as children cross from Shirley Avenue to the footpath on their way to and from school.



APPENDIX 1 (b): CIL LOCALLY FUNDED SCHEMES - TRAFFIC CALMING ON BOSTON AVENUE AND SHAW ROAD

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

UPDATED: 02/06/2023

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.

Response	Feedback Received
1. Objection	Regarding the proposal for road humps in Boston Avenue, I wish to make my objection known.
	I have lived in Boston Avenue for [REDACTED] and I can honestly say I have never noticed (or been told of) a single incident of furious or dangerous driving in this street. Or even minor speeding. Nor have I heard tell of any injury or damage due to such behaviour. I think that any expenditure on 'calming' measures here is totally unwarranted. With public money being in such short supply I want my contribution to be spent on something more useful.
	I lived in [REDACTED] before I moved here and humps were installed there unnecessarily. They made no difference to drivers' behaviour because there had been no bad behaviour in the first place. All they did was annoy residents by making it more difficult to park. I am not against humps when they might serve a purpose - such as along Wensley Road, where drivers do tend to speed, but Boston Avenue is not such a road.
	Please leave us in peace.
2. Neither support nor object	I live at [REDACTED] which is [REDACTED]. I'm not against the speed bumps, they may help reduce the speed of some drivers, however there are other issues.
	I believe a more serious issue is that cars are able to park on the west side of the Shaw Road very close to where it meets Berkeley Ave. This means you often get blockages as cars which are forced into the middle of the road near the junction meet with cars turning onto Shaw Road.
	I know it's an issue because I see and hear it many times per day. There is excessive horn beeping there as a car turns and is met with a vehicle in the middle of the road which has nowhere to go. Both drivers beep at each other as they both believe they've done nothing wrong.

The main safety issue is for pedestrians. The car turning in has a choice of waiting and causing traffic to back up or mount the curb [REDACTED] and drive down the pavement. Twice now [REDACTED] have stepped out onto the pavement and been met by a car on that pavement.

The solution is simple. There should be no allowed parking after the last house on Shaw Road West side. Add double yellow lines there.

Please take this into consideration.

Officer Comment:

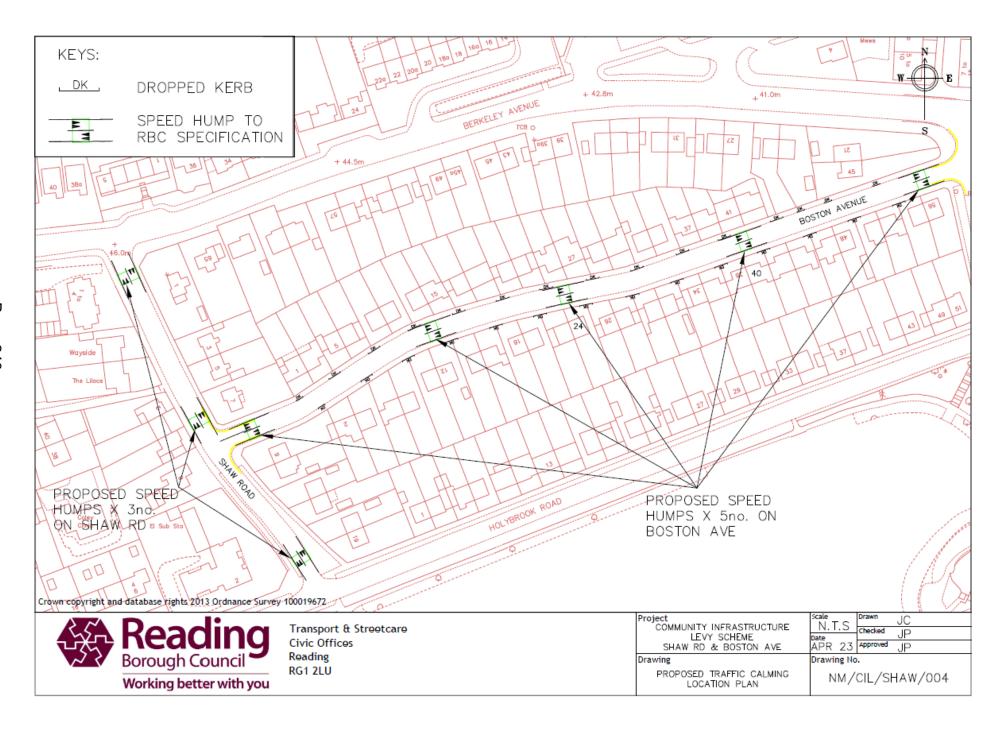
The placement of additional waiting restrictions requires statutory consultation - they cannot be delivered as part of a decision on the proposed traffic calming measures. Officers will add this request to the next Waiting Restriction Review programme for proposed investigation and scheme development.

3. Support

I am writing in support of the proposal, but I have the following additional comments:

- Boston Avenue has unrestricted parking on both sides of the road, leaving insufficient width for oncoming vehicles to pass each other, so the design of the speed humps needs to take this into account as far as possible. The fact that the speed humps are depicted on drawing NM/CIL/SHAW/004 as having two white triangles on each side of a painted centreline doesn't really reflect the single file way in which traffic typically moves along the road in practice.
- The speed humps should not further exacerbate the tensions around parking by removing existing parking spaces. The 'RBC specification' for speed humps referenced by drawing NM/CIL/SHAW/004 wasn't easily findable, so it's unclear whether there will be any new double yellow lines alongside the speed humps.
- I would like to request that RBC considers painting Keep Clear markings on the northbound side of St Saviours Road at the junction with Boston Avenue (see attached). Although not directly associated with traffic calming, this would help residents who are wanting to turn into Boston Avenue after leaving Berkeley Avenue. Drivers queuing on St Saviours Road at the traffic lights on Berkeley Avenue frequently obstruct this abrupt turn, forcing drivers who want to turn immediately right onto Boston Avenue to stop and wait. This can cause an obstruction and a potential hazard to any drivers who follow them onto St Saviours Road. This suggestion might have the unwanted side effect of facilitating drivers who use Boston Avenue to bypass heavy traffic on the parallel stretch of Berkeley Avenue, but hopefully the new speed humps would mitigate this.
- [REDACTED] can I make a plea for the positioning of speed humps to take into account existing ironwork? For instance the one proposed outside nos. 12 & 13 Boston Avenue appears to conflict with a triangular manhole cover.

	 Will there be any new signage about the speed humps? None is mentioned on the proposal, but it would seem worthwhile to provide some in order for the speed humps to act as a deterrent to rat-runners instead of just a punishment. Officer Comment: The proposed scheme of traffic calming measures will not introduce any new parking restrictions. Introduction of the Keep Clear marking will be considered. There is no regulatory requirement for signing road humps (or similar 'vertical traffic calming features' within a 20mph zone, so no additional signing has been scoped nor costed as part of the scheme delivery. All humps will be marked in compliance with national regulations.
4. Object	I object to the speed hump outside our house. [REDACTED] and therefore have to park on the road. Which this speed hump would stop us from doing. Also we have lived in Boston Ave since [REDACTED] and have no problem with fast cars. The road is already 20mile limit. Officer Comment: The proposed scheme of traffic calming measures will not introduce any new parking restrictions.
E Cumport	Lauranese the introduction to the cost the west minerity of westless drivers who we Dester Avenue to seem traffic on
5. Support	I support the introduction to thwart the vast minority of reckless drivers who use Boston Avenue to escape traffic on Berkeley Avenue, and I like the location of the speed bumps as shown on plan.
6. Object	Further difficulties parking.
	Officer Comment: The proposed scheme of traffic calming measures will not introduce any new parking restrictions.



Traffic Management Sub- Committee



14 June 2023

Title	Evaluation of Local 15% CIL Scheme Update – Redlands Traffic Calming
Purpose of the report	To make a decision
Report status	Public report
Report author	James Penman, Network Services Manager, Network Services
Lead councillor	John Ennis
Corporate priority	Healthy Environment
Recommendations	 The Sub-Committee is asked to: That the Sub-Committee notes the content of this report. That a high-level summary of the requested changes be added to the regularly reported 'Requests for Traffic Management Measures' so that they are formally captured (Section 3.6 refers) That, once resources permit, detailed investigations are conducted for the requested changes, enabling further stakeholder discussion and refinement toward an agreed scheme of alterations. That the removal of the priority flow feature on Redlands Road (section 3.5.1 refers) is given priority for any identified funding (Section 3.7 refers). That no public inquiry be held into the proposals.

1. Executive summary

- 1.1. Local Community Infrastructure Levy (CIL) funding was allocated by the Council to introduce a scheme of measures to improve motorist compliance with the 20mph zone restrictions in specific locations within Redlands Ward and Katesgrove Ward.
- 1.2. This report follows a scheme evaluation report at the November 2022 meeting of this Sub-Committee (linked here), where an officer recommendation to alter a priority-flow measure on Redlands Road was agreed. This alteration is still subject to funding being identified and will require statutory consultation.
 - There was an additional action added, seeking that officers meet with Ward Councillors and Reading Cycle Campaign to discuss other areas of concern that had been raised and to report agreed proposals back to this Sub-Committee so that a single statutory consultation could be undertaken.
- 1.3. This report summarises the outcome of the meeting, desirable changes and some officer comments. Funding is not yet identified for these changes and the majority of the requested alterations will be subject to detailed investigation, design, road safety audit and statutory consultation before they can potentially be agreed or otherwise for implementation. At this time, therefore, this is a report to note the outcome of the site meeting and that funding and further discussions will need to be undertaken before feasible and costed recommendations can be made to Members.

2. Policy context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
 - People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - · Collaborating with others
- 2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 2.4. The original scheme and any subsequent alterations proposed to complement the Council's Local Transport Plan (LTP) and Local Cycling, Walking and Infrastructure Plan (LCWIP) and, by extension, the Council's Climate Emergency Strategy and Health and Wellbeing Strategy by aiming to reduce barriers to the greater use of sustainable, healthy transport options

3. The proposal

- 3.1. From Spring to early Summer 2021, a scheme of traffic calming features was implemented in the Redlands area, primarily on Kendrick Road, Redlands Road, Allcroft Road and Morgan Road (please see Appendix 1 for the scheme drawings). These features were funded as a result of a local 15% CIL nomination, to be implemented within the existing 20mph zone and followed statutory consultation and delivery agreement by this Sub-Committee.
- 3.2. It is accepted, and regretful, that the implementation of physical traffic calming features has a relatively indiscriminate and varying impact to different road users and local residents. A report to the November 2022 Sub-Committee meeting (available here) sought to evaluate the scheme, including feedback received and officer comments, while acknowledging the challenges and limited options that are available to Local Authorities for addressing the issue of speeding.
- 3.3. The November 2022 report referenced the feedback received from independent road safety audits and officers recommended an alteration to the scheme as a result. This proposal was to remove the priority-flow feature on Redlands Road, just to the south of its junction with Allcroft Road, and crucially that it should be replaced with an alternative speed calming feature. The recommendation proposed that statutory consultation be undertaken on the provision of speed cushions in place of the priority-flow feature.

The recommendations of the November 2022 report were subject to funding being identified for the proposed changes.

3.4. An additional recommendation was added during the November 2022 Sub-Committee meeting, as per the following minute:

'A meeting be arranged with Ward Councillors, members of the Reading Cycle Campaign and officers to review the additional points and concerns that had been raised and a report submitted to a future meeting with the agreed proposals included in one consultation'

This meeting took place on Monday 27th March 2023 and additionally included attendance by Councillor Page (as then Lead Councillor for Climate Strategy and Transport) and a number of local residents.

Current Position

- 3.5. The following items summarise the elements raised during the joint site visit referenced in section 3.4:
 - 3.5.1. Redlands Road Replacement solution for the priority-flow feature, to the south of Allcroft Road

This discussion was inconclusive, however, there was a strong preference expressed against replacing this with speed cushions, which is linked to the next item below. It remains the view of officers that, as per the road safety audit recommendation, removal of this feature should include the provision of an alternative speed calming in – or near to - its place and not leave this section of carriageway untreated.

The mechanisms to deliver this potential change, including high-level costings for the recommended proposal, were outlined in the November 2022 evaluation report.

3.5.2. Redlands Road – Speed cushions

The November 2022 evaluation report referenced concerns that had been raised regarding the placement of cushions in the context of parked vehicles. These were reiterated during the site meeting, where there was also a perception that this type of feature has little effect on motorist speeds. A preference was expressed for the replacement of these cushions with full-width speed tables or flat-topped humps, particularly at locations where a wider table would create a beneficial 'at-grade', un-controlled pedestrian crossing.

While officers agree with the principle, concerns were raised regarding the impact and potential hazard that these features can create for emergency service vehicles (this will be of particular concern regarding ambulances traveling to/from the Royal Berkshire Hospital) and for bus passengers. These were the primary reasons for originally recommending the use of speed cushions. Officers also raised that full-width tables *can* create surface water drainage issues that would need to be addressed within the design, which could be challenging around the relatively steep gradient change along the road. The locations of the features may need to differ from the existing cushion locations.

This proposed alteration would require statutory consultation.

3.5.3. Redlands Road – Priority-flow feature between Upper Redlands Road and New Road

This feature currently prioritises the southbound flow of traffic, having been intended to complement the similar feature near to the junction with Allcroft Road, which prioritises the northbound flow of traffic.

It was requested the priority direction is reversed, as it was proposed that this would resolve a traffic issue during busier times of day, where southbound traffic allegedly becomes solidly queued past the feature on approach to the traffic signals at Elmhurst Road/Shinfield Road.

A cycle pass-through feature was also requested, however, this was considered during the initial scheme investigation work and discounted due to there being insufficient widths available to create this facility.

This proposed alteration would require statutory consultation. Page 243

3.5.4. Redlands Road – Build-outs between Addington Road and Allcroft Road

These were requested for removal, as there is no cycle-through facility, thereby reducing the available road width for cyclists and motorists. There is insufficient width to create cycle-through facilities.

This proposed alteration would not require statutory consultation, but agreement to deliver this change should also take into consideration whether an alternative speed calming feature should be placed within this section of the road – this *may* require statutory consultation, depending on the type of feature.

3.5.5. Redlands Road – Entrance treatments for side roads

The discussions were primarily in the context of the Allcroft Road junction and with the current priority-flow feature in place, but were expanded to other side-road exits from Redlands Road.

While inconclusive, the discussions included consideration for central traffic islands at the junctions or potential reprofiling of the junctions to narrow the bellmouths, with the intension of slowing vehicles entering and exiting the junctions and to prevent or reduce vehicles cutting across the junction. Paint-only options were also mentioned.

There appeared to be a general preference for raised tables to act as 'at-grade' uncontrolled pedestrian crossing points (as raised in section 3.5.2).

The principle of this is generally supported by officers and has been applied at other locations in the borough, where scheme funding and feasibility have permitted. Full-width tables would create the same potential feasibility concerns as raised previously in section 3.5.2 and such an installation may require reprofiling of the surrounding footways to ensure that the differing levels/gradient are safe and accessible. The placement of central traffic islands can create vehicle manoeuvrability challenges, although this will also be influenced by the available road widths and it is also acknowledged that more narrow bellmouths can reduce risks to cyclists by reducing the distance across the junction.

The proposed placement of raised tables would require statutory consultation. The placement of central traffic islands or the reprofiling of a junction bellmouth would not.

3.5.6. General – Profile of speed tables and humps

The height and profile of the speed humps on Morgan Road and Allcroft Road were raised. These were addressed in the November 2022 evaluation report, but there remains a desire for these to be altered.

Generally, and particularly in the context of any potential new/adjusted feature, it was requested that the profile of the speed hump/table approaches is such that they are more comfortable for cyclists – as a result it was also proposed that this would create less noise from motor vehicles. 'Sinusoidal' humps were suggested, where the approaches are feathered.

While officers acknowledge and understand the origins of request, it should be noted that the likely result of feathering the approaches will make the features less impactive at reducing vehicle speeds. This approach may not be as easy to achieve in certain areas, as they would require a greater length of road compared with a typical round hump, which could be challenging between dropped crossings, junctions, gully's and other features in the carriageway.

Options Proposed

3.6. At this time there is no identified funding to develop or pursue the implementation of these requested changes. The extent of the changes forms a scheme of significant size and likely cost that will require appropriate resourcing for detailed investigation and design. At this time, available staffing resources are focussed on development of local 15% CIL funded schemes and the funded twice-annual Waiting Restriction Review programmes.

It is recommended that a high-level summary of the requested changes be added to the regularly reported 'Requests for Traffic Management Measures' so that they are formally captured.

3.7. It is recommended that the removal of the priority flow feature on Redlands Road (section 3.5.1 refers) is given priority for any identified funding and for resourcing, as it is this element that was identified in the road safety audit and appears to be causing the greatest local concern. Agreement for a suitable replacement to this speed calming feature will need to form part of this work, so further discussions need to take place in order to reach an agreement in principle about the type of feature that should be investigated.

Other Options

3.8. None at this time. Future investigation and detailed design will inform the available options and recommendations of officers.

4. Contribution to strategic aims

4.1. Healthy environment

The recommendation of the previous report in November 2022 was intended to remove a potential barrier to cycling, and one that has been raised by Reading Cycle Campaign. Following the identification of funding and further discussion following further investigation and design work, it is expected that resulting alterations within the area will further enhance the cycling, walking and environmental experience.

These alterations could lead to an increase in uptake of active and healthy transport modes in the area. 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. This is expected to be particularly evident along Redlands Road, which should be a key linking route to and from the Shinfield Road segregated cycle lane scheme.

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

5. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. It is considered that the recommendations and decisions of this report do not currently require a Climate Impact Assessment (CIA). The recommendations will not directly lead to the proposed delivery of changes and the nature of any changes (e.g. the feasibility of the requested changes, extent of funding and agreement to the feature types) is yet to be determined.

6. Community engagement

- 6.1. A full statutory consultation for the original scheme of measures was conducted in accordance with appropriate legislation. Notices of intention were advertised in the local printed newspaper and erected on lamp columns within the affected area. The Police, and other defined organisations, are a statutory consultee and were directly notified.
 - The Sub-Committee considered the feedback received before the resultant scheme was approved for delivery. The scheme has been delivered accordingly.
- 6.2. Officers considered scheme feedback that had been received since delivery, which formed a basis of the scheme evaluation report at the November 2022 Sub-Committee meeting (linked <u>here</u>).
- 6.3. Officers have met with Ward Councillors, representatives from Reading Cycle Campaign and a number of local residents since November's report. The feedback and findings from this meeting have formed the basis of this further report.
- 6.4. Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

7. Equality impact assessment

- 7.1. 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.
- 7.2. It is not considered that an Equality Impact Assessment (EIA) is relevant to the recommendations and decisions required for this report, as they are not anticipated to have a differential impact on people with protected characteristics.

8. Other relevant considerations

- 8.1. The primary considerations are as follow:
 - 8.1.1. Procedural Requirements and Regulatory Duties None expected from the recommendations and decisions of this report, however, Section 9 refers to the statutory consultation requirement that many of the requested changes (if agreed and when funded) would require as part of the future scheme development. Resultant feedback will be reported back to this Sub-Committee to inform the implementation or otherwise decisions.
 - 8.1.2. Risk Management Implications None expected from the recommendations and decisions of this report, however, many of the requested changes should be subject to independent road safety audit (if agreed and when funded) as part of the future scheme development.

9. Legal implications

9.1. None arising from the recommendations of this report. However, references have been made to requested alterations that would – if agreeable, feasible and funded – be subject to statutory consultation.

10. Financial implications

- 10.1. There is currently no identified funding to develop or implement an agreed scheme of alterations within the Redlands 20mph zone. Capital funding will need to be identified and additional reporting for scheme and spend approval may be required for this.
- 10.2. The requested alterations in Section 3 remain subject to resourcing detailed feasibility investigation, agreement, design, and independent road safety audit, it is not currently possible to provide an indication on the likely level of funding required, nor provide commentary on anticipated value for money and financial risks.
- 10.3. The scheme evaluation report at the November 2022 meeting of this Sub-Committee (linked here) provided high-level cost estimates on the then-proposed replacement of the Redlands Road priority flow feature with speed cushions (Section 3.5.1 of this report refers).

11. Timetable for implementation

- 11.1. It is regrettable that, at this time, it is not possible to anticipate when funding will become available to develop and potentially deliver changes that have been requested, if feasible and agreeable.
- 11.2. It is expected that resources may become available later in 2023 to undertake investigations, design and high-level feasibility checks against the requested changes.

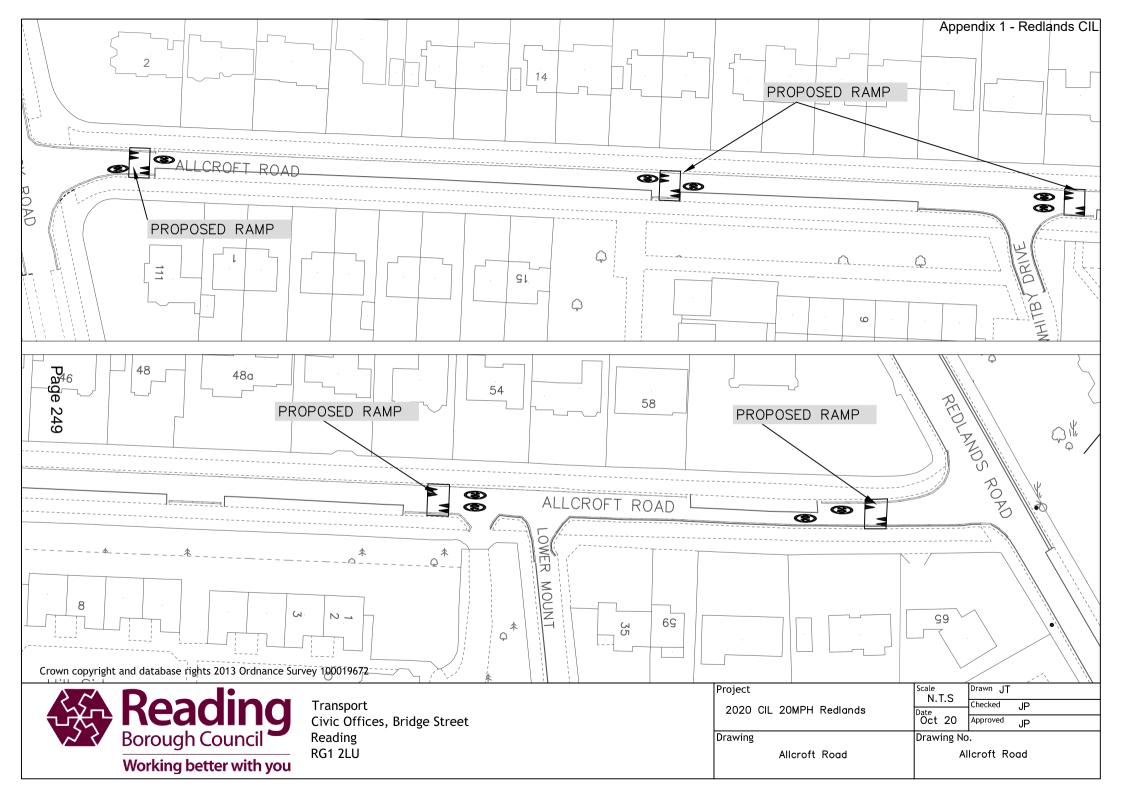
12. Background papers

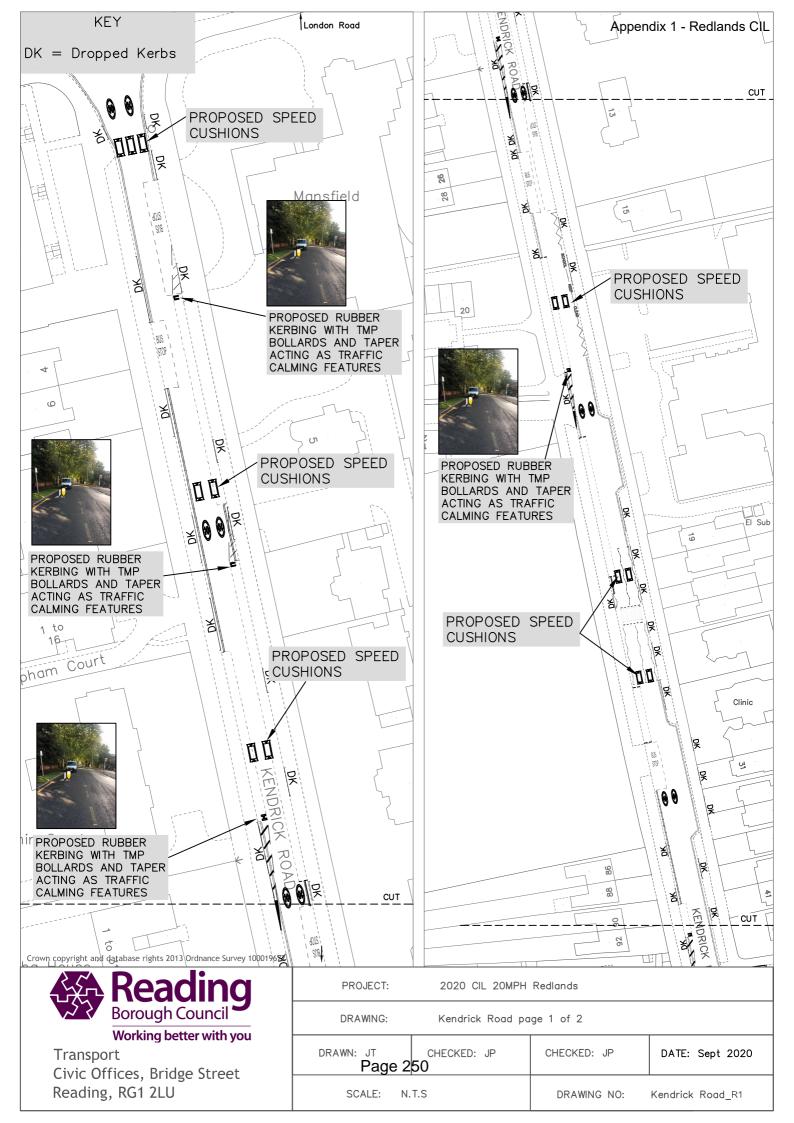
12.1. There are none.

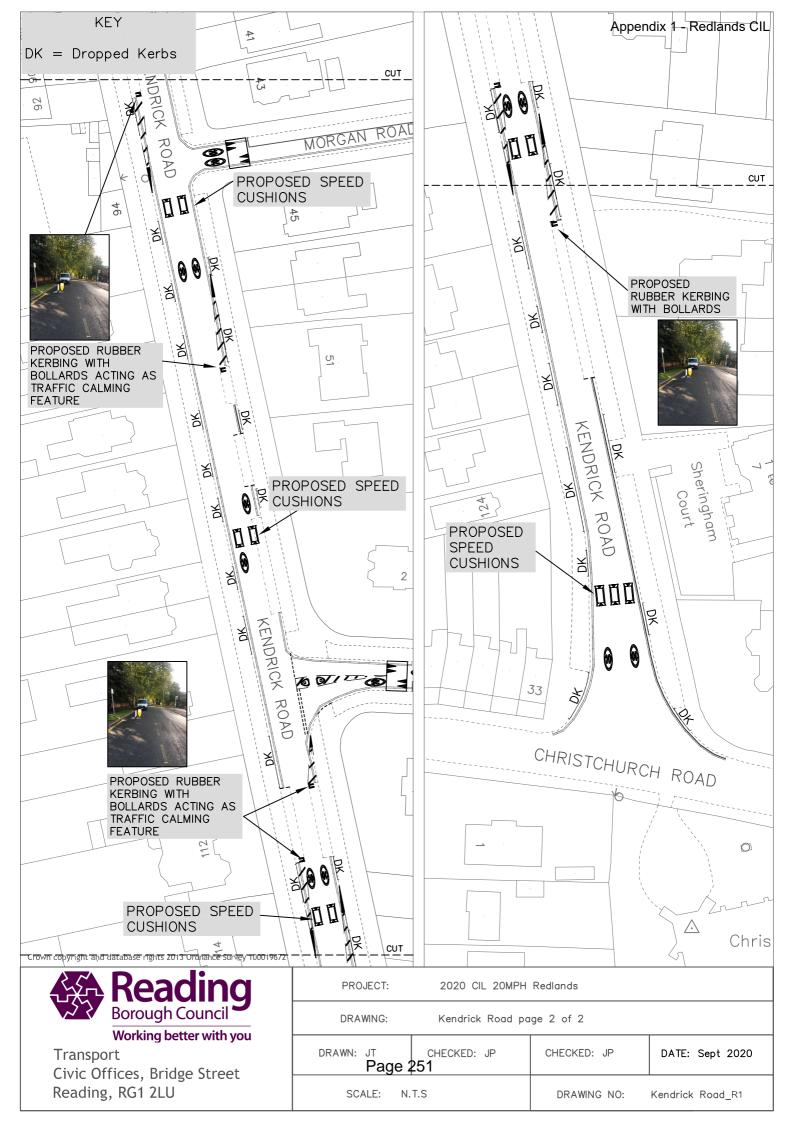
Appendices

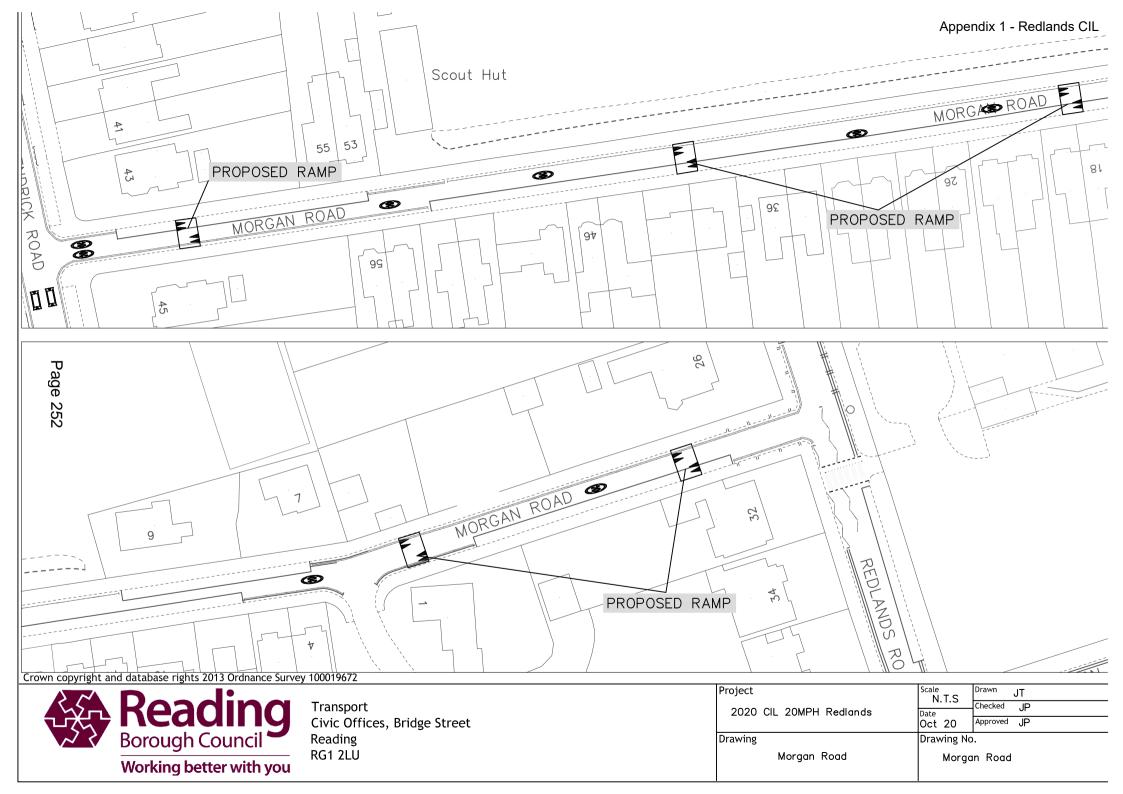
1. The original scheme drawings, as advertised during the statutory consultation

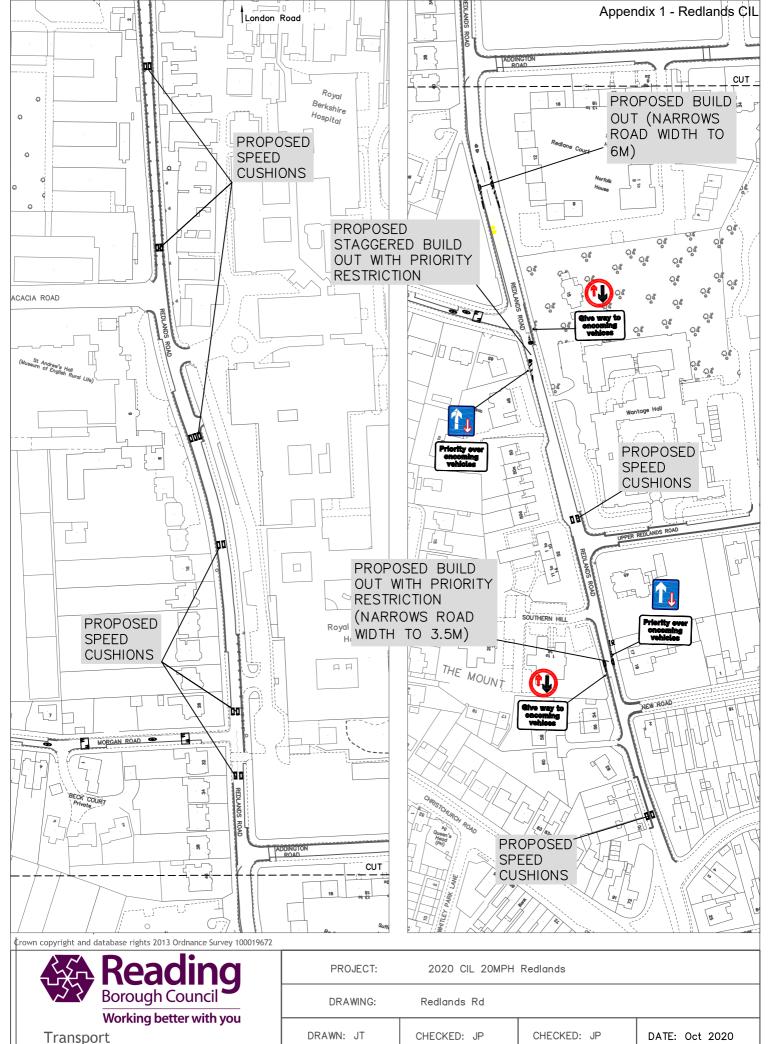












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N.T.S

DRAWING NO:

Redlands Road

SCALE:

Transport Civic Offices, Bridge Street Reading, RG1 2LU



Agenda Item 16

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

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