

APPENDIX 1 - REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

TRAFFIC MANAGEMENT SUB-COMMITTEE (SEPTEMBER 2020)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Katesgrove	Pedestrian Crossing	Pell Street/ Southampton Street	Around the junction	Request for the entire junction to have pedestrian crossing lights. Proposed that the barriers do not prevent pedestrians from crossing and there are many who struggle to cross.	<ul style="list-style-type: none"> • General: While the junction doesn't have straight-across facilities on all approaches, they do enable pedestrians to cross all approach roads using the controlled facilities. It is recognised that, in some cases, this may make for a more convoluted route. Addressing this request would require a complete redesign of the signalised junction, with some significant alterations required, not least adding to the junction cycle-times and the resultant delays that this will bring for all users. • Casualty Data: 1 'slight' recorded casualty incident in the most recent 3 year period of data (up to Feb 2020). Causation factors do not relate this to the risks proposed in the request. • Benefits/Impact: The result of this change would provide some more direct controlled crossing routes for pedestrians, but would increase overall waiting times for all users at the junction. This would likely result in many pedestrians attempting to cross regardless, as well as impacting on public transport, active transport modes and general traffic approaching this busy junction. • Anticipated Costs: High - Very High • Recommended Action: Remove.
2	Minster	Kerbing/ re-profiling	Berkeley Avenue	Cul-de-sac section	Request from resident, via Councillor, to re-profile the kerb line to better facilitate access for larger vehicles, that are otherwise mounting and damaging the corner of the verge.	<ul style="list-style-type: none"> • General: There would need to be funding available for detailed investigation of the make-up (and buried services, tree roots etc.) that may lay within this area. It would need to be reconstructed to take vehicular traffic, so this work will determine what is necessary (and at what cost) to make this alteration. • Casualty Data: N/A • Benefits/Impact: Improved access and hopeful reduced overrunning and damage to the verge. • Anticipated Costs: Investigation - Medium. Implementation - Unknown. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
3	Whitley/ Church	Traffic calming	Northumberland Avenue	Close to the junction with Stockton Road	Request for traffic calming to be considered or else remove the mini roundabout and revert it to a standard junction. Complaints received about drivers travelling too fast when approaching and manoeuvring around the junction.	<ul style="list-style-type: none"> • General: The issue of motorists choosing to drive at inappropriate speeds and driving across mini-roundabouts is challenging to address with physical measures, particularly considering the space constrictions and pedestrian facilities in this area. It is possible that an extension of the 20mph restriction further north along Northumberland Avenue could provide some benefits, with supporting traffic calming. The types of measures will need careful consideration, as this is a key public transport corridor and likely to be a useful emergency service route - simply installing lots of speed humps will not be appropriate. • Casualty Data: 1 'serious' incident involving casualty in the latest 3-year period of data (up to Feb 2020). It was dark and there is no suggestion that vehicle speed was a factor. • Benefits/Impact: Reduced traffic speeds, increased perception of safety, removal of some barriers to cycling and walking. Potential negative impact of traffic calming (humps, in particular) on public transport, emergency services and to potential local noise. • Anticipated Costs: High, assuming a pragmatic link to the scheme around Reading Girls School and down to a sensible end point (potentially the remaining length of the street). • Recommended Action: Retain.

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