TRAFFIC MANAGEMENT SUB-COMMITTEE   **10 JANUARY 2019**

QUESTION NO. 1

Mo McSevney to ask the Chair:

20 mile per hour zone in 'Old Redlands'

A 20 mile per hour zone was implemented in the 'old Redlands' area after a successful campaign by the Redlands Labour Councillors in response to local residents concerns on speeding. However, on some of the streets speeding seems to still be an issue so greater enforcement is needed. Can the Lead Councillor for Transport inform me of what actions Reading Borough Council has taken with the Thames Valley Police to enforce the 20 mph zone ?

REPLY by the Chair of the Traffic Management Sub-Committee.

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

REPLY by Councillor Page, Lead Councillor for Strategic Environment, Planning and Transport:

I thank Ms McSevney for her question which raises important issues that have Borough-wide significance.

The 20mph scheme across the Redlands area was developed and implemented in dialogue with Thames Valley Police. We are aware that some enforcement has taken place, but it is not expected that Thames Valley Police will provide speeding enforcement activities that are beyond their 'routine' activities.

However there is a lack of clarity about the policy of Thames Valley Police (TVP) in respect of enforcing 20mph zones and I have therefore written to the Chief Constable requesting clarification of their policy. This is important as councillors for Church, Katesgrove, Redlands, and Whitley have allocated up to £100k of localised CIL funds towards the enforcement of 20 MPH zones. It is obvious that any further enforcement measures by the Borough Council need to be developed on the basis of an accurate and up-to-date understanding of TVP's policies.

It is Government policy that 20mph zones should be self-enforcing, with the inclusion of signing and traffic calming measures. Consequently, we now have nearly two years of experience to enable us to review any specific issues.

The Department for Transport's recent publication of 20mph limit evaluation highlights the benefits of 20mph speed limits, particularly in residential areas. Amongst a range of findings, this report also finds that: 'Overall the introduction of 20mph limits led to a small reduction in median speed (less than 1mph), but vehicles travelling at higher speeds before the change of speed limit reduced their speed more than those already travelling at lower speeds.'

QUESTION NO. 2

Duncan Godding to ask the Chair:

Motorcycle use in Bus Lanes

Reading currently has no uniform policy for motorcycle use in bus lanes, creating confusion and road danger as motorcycles are forced to weave in and out of the various bus lanes which all have different rules for motorcycle use. Accident statistics have shown that motorcycles can be at increased danger of an accident when sat in regular queuing traffic, therefore would the Council consider creating a uniform policy across all bus lanes in the Borough to allow motorcycle use ?

REPLY by the Chair of the Traffic Management Sub-Committee.

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

REPLY by Councillor Page, Lead Councillor for Strategic Environment, Planning and Transport:

I thank Mr Godding for his question.

The majority of Reading Borough bus lanes do allow motorcycle use. This only differs on the A33 Mass Rapid Transit route, which is still under construction, and on Vastern Road, which is essentially a public transport link between rail interchanges.

Other bus-only provisions, such as bus-only streets or gates, are designed to limit the volume of motor vehicles into specific areas, such as the town centre.

There is no evidence to suggest that there is any increased danger to motorcyclists with our current layout of bus lanes. Very careful consideration is always given to the safety of motorcyclists using bus lanes, where there are junctions and the risk of turning accidents. There could also be increased risks to motorcyclists where there is a significant traffic speed differential between them in a free-moving bus lane and queues in the general traffic lanes.

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QUESTION NO. 3

Christopher Dodson to ask the Chair:

Parking Bays on Whiteknights Road

What justification was used to propose designated parking bays on Whiteknights Road, the use of which by local residents has proven this causes significant traffic congestion, reduced access to residential properties, increased air pollution and worst of all seriously increased risk of road traffic accidents to pedestrians, cyclists and motorists.

REPLY by the Chair of the Traffic Management Sub-Committee.

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

REPLY by Councillor Page, Lead Councillor for Strategic Environment, Planning and Transport:

I thank Mr Dodson for his question.

The proposed East Reading area parking scheme on which we have just consulted formally, is the result of a considerable amount of earlier preparatory work. This involved informal consultations, investigation, discussion and the evolution of designs promoted through a dedicated East Reading Study Steering Group.

On-street car parking on Whiteknights Road was discussed in detail, with the recognition that it can be an effective traffic calming measure, breaking up traffic-flow and complementing the other features along the street. The proposal could further lead to a reduction in local rat-running, as well contributing to the increased provision of parking in the vicinity. This was considered in the context of Whiteknights Road being a 20mph, residential street, and on-street parking is typical of residential streets.

I am aware that we have received some concerns about the potential implementation of these bays. The responses to the formal consultation will be considered as part of the Resident Permit Parking agenda item later in this meeting.