

## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>12 NOVEMBER 2020</b>	<b>AGENDA ITEM:</b>	<b>6</b>
<b>TITLE:</b>	<b>CIL LOCALLY FUNDED SCHEME - REDLANDS 20MPH ENHANCEMENTS</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>REDLANDS, KATESGROVE</b>
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#### 1. PURPOSE OF REPORT & EXECUTIVE SUMMARY

- 1.1 A number of Transport-related schemes have received funding from local Community Infrastructure Levy (CIL) contributions. One such scheme focussed on improving motorist compliance to the 20mph zone in Redlands Ward, noting that Kendrick Road is also partially in Katesgrove Ward.
- 1.2 Members and officers have been considering the most effective application for this funding and this report recommends a range of physical measures be implemented. Many such measures require statutory consultation, so the Sub-Committee is asked to agree to these consultations being conducted.
- 1.3 Appendix 1 provides an overview map of the area for context.
- 1.4 Appendix 2 provides drawings to show the range of physical measures proposed and a photograph to show, indicatively, the proposed parking bay islands for Kendrick Road.

#### 2. RECOMMENDED ACTIONS

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the scheme as proposed in Item 4.6 and Appendix 2 is agreed for this local CIL funding allocation.

- 2.3 That That the Assistant Director of Legal and Democratic Services be authorised to undertake the statutory advertisement processes for the applicable traffic calming features in Appendix 2.
- 2.4 That the Network & Parking Services Manager, in consultation with the Lead Councillor for Strategic Planning, Environment and Transport, be authorised to make minor changes to the proposals.
- 2.5 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to seal the applicable Traffic Regulation Orders and Officers proceed to scheme implementation.
- 2.6 That any objection(s) received following the statutory advertisements be reported to a future meeting of the Sub-Committee.
- 2.7 That no public inquiry be held into the proposals.

### **3. POLICY CONTEXT**

- 3.1 The proposals align with the principles of the Council's Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP) and the priorities set out in the Council's Corporate Plan.

### **4. BACKGROUND AND RECOMMENDATIONS**

- 4.1 In 2016 a wide-area 20mph zone was introduced in east Reading, which covered an area broadly bounded by London Road, Christchurch Road, Elmhurst Road, Wokingham Road and Kendrick Road.

The area contained some existing vertical traffic calming features consisting of speed humps, cushions and tables. Features were added to this zone to ensure regulatory compliance with its 20mph zone designation, including gateway (entrance and exit) signs and regular '20' painted roundels on the carriageway surface.

However, it is acknowledged that some motorists willingly exceed the speed limit and regular Police enforcement cannot be expected.

It is disappointing that this non-compliance is occurring, but it has resulted in a Council desire for additional funding to be realised so that further measures can be introduced to facilitate improvements.

- 4.2 Non-compliance is affecting some roads more than others and the Council recently introduced additional parking bays on Kendrick Road to increase on-street parking capacity and to create situations that emulated pinch-points and chicanes using these parked vehicles. It was intended that these

would visually, and physically, narrow this otherwise long, straight and well-sighted road.

- 4.3 Funding from Community Infrastructure Levy (CIL) contributions for local schemes has been allocated to the delivery of a scheme that will enforce, or improve, motorist compliance with this 20mph zone in the Redlands Ward area. The allocated funding is £100k, to include the full project costs.
- 4.4 Members and officers have been considering how this funding can be utilised to deliver the best possible improvement in motorist speed compliance across the zone in Redlands Ward.

Discussions have taken place with Thames Valley Police regarding the potential for receiving local speed enforcement powers, or through additional Police enforcement tools/activities.

Technologies have been investigated, such as the deployment of speed activated signs that could capture vehicle details for use by the Police in issuing warning notices - much like the manned community SpeedWatch initiatives.

Although there were some positive outcomes from these explorations, it was agreed that they didn't provide wide/long enough reach for the funding that would be required.

- 4.5 It has been agreed that introducing a range of physical traffic calming features across a relatively wide area of the zone is expected to bring the greatest improvement in motorist speed compliance. Such features provide a long-term solution that are also not significantly burdensome on the Council's revenue-based maintenance budgets.

### Proposals

- 4.6 Appendix 2 provides plans to show the range of measures proposed and the area map in Appendix 1 can be used for context.

The proposed measures focus on some of the primary through-routes in the zone, where issues of non-compliance are considered to be greatest. The range of measures includes:

#### Humps/Cushions

The proposals include speed humps, which are one of the most effective measures for reducing vehicle speeds. They also include speed cushions, where it would be inappropriate for full humps due to the streets being on scheduled bus routes.

The humps and cushions are proposed to be installed to a height that is appropriate to the low 20mph speed limit (88mm ± 12mm).

#### Priority-Flow Traffic Islands (Redlands Road)

These features are designed to slow motorists by breaking the traffic flow, requiring motorists to look ahead and slow, or even stop, to let opposing traffic pass. The proposals intentionally provide two such features with opposing priorities.

These features are located away from major junctions and are not expected to significantly increase journey times across the surrounding network.

#### Junction Island (Allcroft Road)

At the junction of Allcroft Road and Kendrick Road (see the Appendix 2 drawing for Kendrick Road), it was observed that motorists were cutting across this junction. It is a wide junction and as such, the ability to cut across it did not encourage motorists on Kendrick Road to slow significantly before undertaking the manoeuvre.

By placing a relatively small island in this junction, it will force approaching motorists to turn at a steeper angle, which will necessitate them slowing on approach.

#### 'Rubber Kerbing' Build-Outs (Kendrick Road)

Item 4.2 references the additional on-street parking bays that were implemented to act like build-out's and pinch-points would in encouraging compliance with the lower 20mph speed limit. The locations of these bays are still considered as appropriate in achieving this, but the effect is reliant on there being vehicles parked in them.

Recent observations have shown that there are many vacant spaces at any given time, for which the implications of the COVID-19 pandemic is likely to be partially responsible.

It is proposed that a number of small build-outs be introduced in appropriate locations where traffic is approaching these parking bays. While the build-outs will be within the bay, they are narrow, so will not remove a significant length of available parking.

When implemented, it is intended that these build-outs will have a similar effect on approaching traffic as a parked car - the motorist will have to drive around, not through, the beginning of the bay.

Appendix 1 contains drawings to show the locations and the hatched road markings that will be installed on approach and a photograph to indicate how the features will look.

It is intended that the cycle lane segregation products from the recently removed temporary active travel scheme on Gosbrook Road are utilised in creating these build-out features. Supplemented by a reflective bollard

and hatched road markings on approach, it is expected that these features, while being visible to oncoming traffic, will be aesthetically low-impact in the area. They are also cost effective and are all products intended for permanent deployment on the Highway.

It is possible that future parking levels will increase and these features can be removed, with the products being redeployed to other schemes. It is also possible that future funding could provide opportunities for the installation of alternative feature designs.

#### Pinch-point (Redlands Road)

This proposed feature still leaves sufficient carriageway width for the two-way passing of traffic, however, narrowing the road will make this feel less 'comfortable' to do at speed. This feature is also intended to deter speeding and generally lower vehicle speeds.

#### 20mph Repeater Signs

To visually reinforce the 20mph speed limit at a relatively low cost, it is proposed that repeater signs are erected on existing street furniture (e.g. existing posts and lamp columns), primarily focussing on the following roads:

- Addington Road
- Alexandra Road
- Allcroft Road
- Craven Road
- Eastern Avenue
- Eldon Road
- Elmhurst Road
- Erleigh Road
- Kendrick Road
- Morgan Road
- Redlands Road
- Upper Redlands Road

#### Refreshing '20' Roundels (subject to funding)

It is expected that the aforementioned features will likely fully spend the allocated £100k project costs. If there is any remaining budget, it is proposed that this will be used to refresh the painted '20' roundels on the carriageway.

The priority will be those streets in Appendix 2, where new features are being introduced, and then the streets listed above.

#### Recommendation

- 4.7 It is recommended that the Sub-Committee agrees to the proposals in Item 4.6 and Appendix 2 and that it agrees for officers to proceed with the

statutory consultations that are required for many of the physical traffic calming measures (e.g. speed humps).

An independent road safety audit will be conducted, so it is recommended that, in consultation with the Lead Councillor for Strategic Planning, Environment and Transport, officers be authorised to make minor changes to the proposals in the event that this is necessary.

It is intended that the statutory consultations will commence from November 2020. Should any objections be received, it is intended that these will be reported to the Sub-Committee for consideration in January 2021.

Should there be no objections received, it is intended that the scheme will be implemented as advertised. However, if any other comments are received, Officers will still report these to the Sub-Committee in January 2021 for information.

- 4.8 It is recommended that all features are delivered together as part of a cohesive scheme delivery, whether or not they require statutory consultation. A delivery programme will be developed once the results of the statutory consultation is known, but will be dependent on the decision of the Sub-Committee if objections are received.

#### Future Proposals

- 4.9 The proposals in this report deliver a range of features across a wide area, but it is relatively costly to implement physical traffic calming features and the budget is limited. It is recognised that there are other areas of the zone that are also seeing a level of speeding and would benefit from some enhancements to the speed calming features.
- 4.10 As part of this project, officers have reviewed other streets within the Redlands Ward area of the 20mph zone to assess existing traffic calming features.

While there are a range of features, such as humps, cushions and tables, these were implemented when the area was still subject to a higher speed limit. It is considered that speed limit compliance could be improved by raising the height of these features in line with the proposals in Item 4.6.

This work will require funding to be identified, following which a further report to the Sub-Committee would need to seek approval to conduct the necessary statutory consultation to enable the adjustment.

Officers are reviewing potential funding opportunities to enable this further work to be developed.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 This programme supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:

- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

## **6. ENVIRONMENTAL IMPLICATIONS**

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

6.2 It is not anticipated that the result of the decisions arising from this report will have significant environmental implications.

6.3 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 also 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.

## **7. COMMUNITY ENGAGEMENT AND INFORMATION**

7.1 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.

## **8. LEGAL IMPLICATIONS**

8.1 Notice must be given for the implementation of vertical traffic calming features under Section 90C of the Highways Act 1980, in consultation with the Police.

## **9. EQUALITY IMPACT ASSESSMENT**

9.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to 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.

9.2 The Council does not consider that the proposals will be discriminatory to any groups with protected characteristics. Statutory consultations provide opportunities for objections/support/concerns to be raised and considered prior to a decision being made on whether to implement a scheme.

## **10. FINANCIAL IMPLICATIONS**

10.1 The recommended proposals in this report will be funded from Community Infrastructure Levy (CIL) local scheme contributions. The allocated budget is £100k.

10.2 This funding will need to cover the whole project costs, including the surveys/investigation works, not just the deliverables of the resultant scheme.

10.3 Capital funding, including CIL and private funding contributions, do not provide additional revenue funding for operational and maintenance costs once a scheme has been delivered. These costs and budgetary risks have been considered as part of the scheme design.

## **11. BACKGROUND PAPERS**

11.1 Traffic Management Measures - CIL Funded Schemes (Traffic Management Sub-Committee - November 2019).