

## Appendix 1.2, Reading Girl School (Northumberland Avenue) - Feedback to Statutory Consultations

UPDATED: 04/11/2020

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.

Summary	Feedback received
	<b>Summary of responses:</b> <b>Objections - 3, Support - 1</b>
1) Objection	<p>I live at [REMOVED] Northumberland Avenue.</p> <p>May I comment on the proposal for a 20mph speed limit. Whilst I appreciate the reduction in speed, I have reservations over the siting of the speed table 25mtr from Long Barn Lane junction.</p> <p>Over the course of many years we have suffered vibrations (on record) within the house especially when the road was in poor condition, thankfully we have now lived with a relative peaceful life since the road was resurfaced. However, from my knowledge and experience dealing with road speed cushions and tables elsewhere, there will be an issue of vibration when buses or heavy vehicles exit the table and damage the existing road surface at the departure landing zone. I consequently believe the table is too close to my house to cause vibration. In addition there is a service manhole which has only recently been renewed due to noise and disturbance. Therefore the speed table does need to have sufficient gap between it and the service manhole covers.</p> <p>A repositioning or siting of the table a few metres southwards of the manhole covers may alleviate any chance of causing disturbance to both the manhole covers and my house.</p> <p>Thanking you for your time and effort.</p>
2) Objection	<p>I write in response to the proposed extension of the 20-mph zone and the associated traffic calming measures on Northumberland Avenue.</p> <p>Reading Buses operates two routes that will be impacted by these changes:</p> <ul style="list-style-type: none"><li>• The Emerald 5 service, consisting of 7 vehicles travelling 246,000 miles per year, at a 10-minute frequency in both directions along this stretch of road. This service operates 24 hours per day and last year transported 1,700,000 passengers.</li></ul>

- The Scarlet 9 service, consisting of 1 vehicle, travelling 36,500 miles per year. Last year this service transported 105,000 passengers.

As well as illustrating our services are vitally important to residents, this also highlights that Reading Buses are likely to be the single biggest and most frequent user of Northumberland Avenue. For this reason, Reading Buses are likely to be disproportionately impacted by these proposed changes.

We would like to raise the following objections, which if not addressed mean that we must oppose the proposals due to the impact it will have on our customer and employee safety, our customer's journey quality and our company's finances:

- **We would request that the proposed Raised Table is replaced by 2 split cushions. The Raised Table does not appear long enough for a full-size bus to fully ascend the table before leaving it.**

Studies show that raised speed tables and speed bumps cause significant damage to the underside of vehicles and their suspension when exposed to prolonged use of carriage wide speed calming measures. We have had first-hand experience of this where our Greenwave services repeatedly mount and descend speed tables in Green Park. This led to threatened industrial action by our employees with back conditions and expenditure by Reading Borough Council to reduce the number of speed tables in favour of speed cushions.

Rectifying issues caused by consistent travel over speed tables comes at serious expense. I therefore request that Reading Borough Council assist us in minimising the risk of this likely, unnecessary future expenditure by reviewing plans for a speed table and considering the use of split cushions in their place.

This point has also been raised in our response to the Draft Reading Transport Strategy 2036.

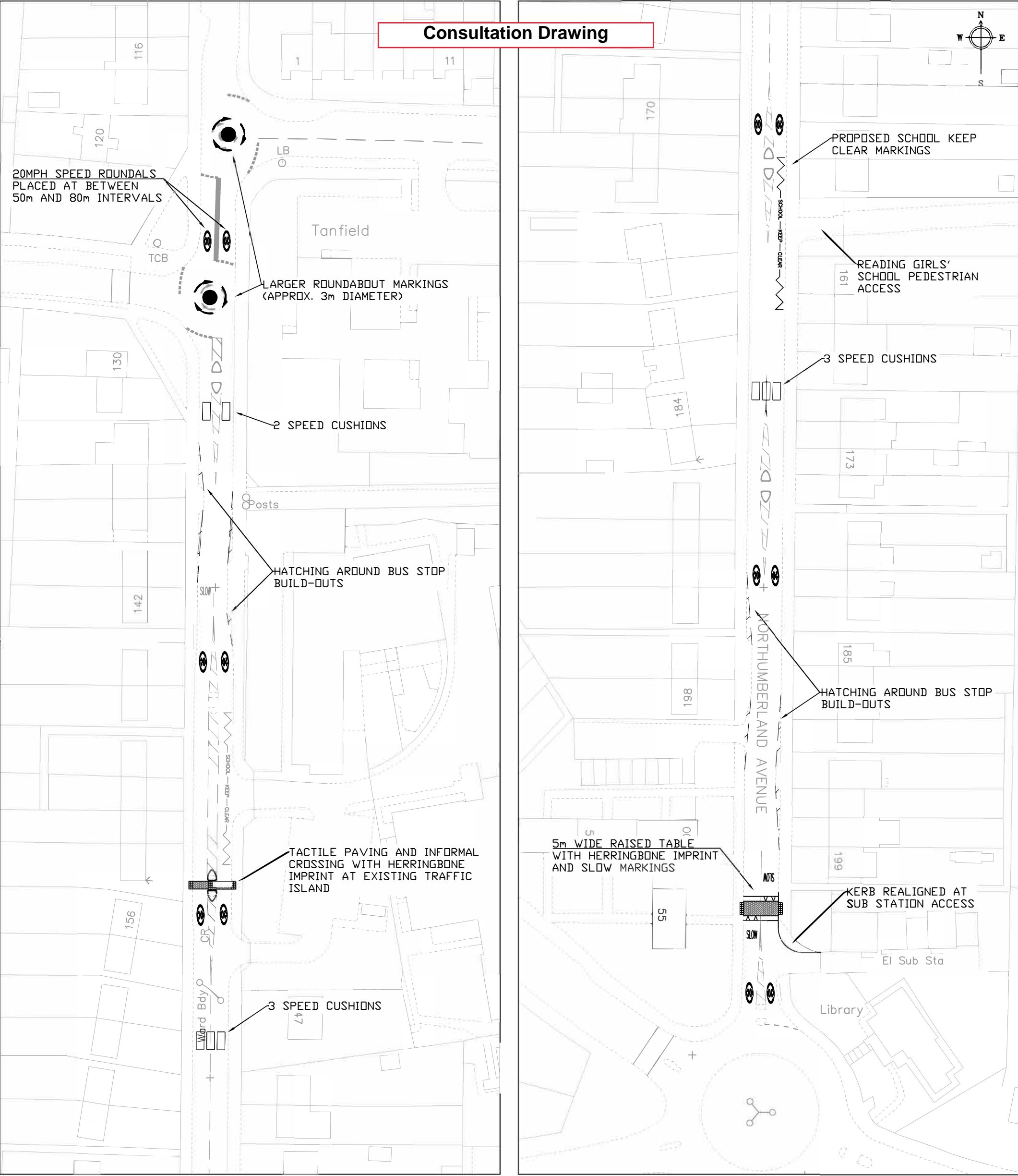
- **We would recommend the 2 x 3 split cushion to be replaced by 2 x 2 split cushions.**

This change would continue to have the desired traffic calming effect but will allow buses to straddle the cushions and pass over them, without impacting the safety of passengers on the vehicle, particularly those who may not be seated. The impact of passing over a speed cushion are significantly magnified when compared to the occupants of a private car especially when taking into account that bus passengers are not required to wear seat belts and may be standing. Meanwhile our drivers are exposed to the impact on a repeated basis, even at low speeds.

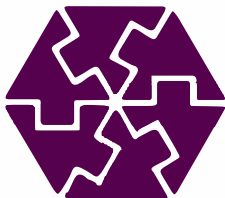
The use of 3 cushions across a carriageway is likely to force buses to mount the cushion fully or partially whilst navigating around other objects in the road. Along with the cost of rectifying mechanical issues and

	<p>body damage caused by repeated use of traffic calming measures (as referenced above) we would also ask that Reading Borough Council assist us in maintaining the quality of the customer experience and their safety when travelling.</p> <p>This point has also been raised in our response to the Draft Reading Transport Strategy 2036.</p> <ul style="list-style-type: none"> <li>• In locating the split cushions, it is very important that a full-size double-deck bus can both approach and leave a bus stop without having to go over the cushions at an angle.</li> </ul> <p>Along with the cost of rectifying body damage and mechanical issues caused by repeated use of traffic calming measures, it is important to consider that customers may be moving about the vehicle when in close proximity to a bus stop. We therefore request that you ensure the ability for buses to safely approach and leave stopping points when speed cushions are being sited.</p> <p>This point has also been raised in our response to the Draft Reading Transport Strategy 2036. Our comments above, are made not only to ensure the safety of customers travelling on our buses, many of whom are elderly and vulnerable, but also to protect the company from the unnecessary cost that will be incurred should our comments not be considered. The measures as proposed will unnecessarily make our services less attractive to use, which is contrary to the Council's current and proposed Transport Strategy which aims to encourage greater use of public transport.</p> <p>We have a GPS system installed on all of our buses that monitors speed, allowing us to investigate any concerns and take disciplinary action should we find specific employees are not adhering to the speed limit. We therefore view that the provision of physical traffic calming measures a totally unnecessary measure for local buses. The council would ideally consider the provision of a bus only gate in this area to reduce through traffic.</p> <p>Reading Buses continues to be keen to be involved in the planning stages of any current or future traffic calming schemes and work collaborative with Reading Borough Council ensuring the best outcomes for all.</p>
3) Objection	<p>Some years ago, in the Shinfield Road consultation, the council revealed that speed cushions are unnecessary in 20 mph zones. In other roads in the area, such as Whitley Wood Lane, cars often park adjacent to the speed cushions, with one wheel in the gap between the kerb and cushion, and the other on the pavement. The result is that the buses have to drive over the cushions, leading to a rough ride and bus shaking. Therefore I favour the extension to the 20 mph zone, but oppose the speed cushions.</p>

	<p><b>Officer Comment:</b>  Officers acknowledge concerns raised by the local bus company and appreciate Northumberland Avenue is a busy bus route with high frequency of bus services in both directions. To address the concerns, officers recommend that the Sub-Committee considers a modified proposal that replaces the sets of three cushions and the raised table with sets of two speed cushions. The attached drawings show the consulted and the modified proposals.</p> <p>The recommended modified proposal is still anticipated to provide effective features that will help achieve compliance with the 20mph restriction, however, it should be noted that they will result in the loss of an intended uncontrolled pedestrian crossing.</p>
4) Support	<p>improved driver behaviour  reduction in severity of injuries  safer generally for all pedestrians  less fuel pollution</p>



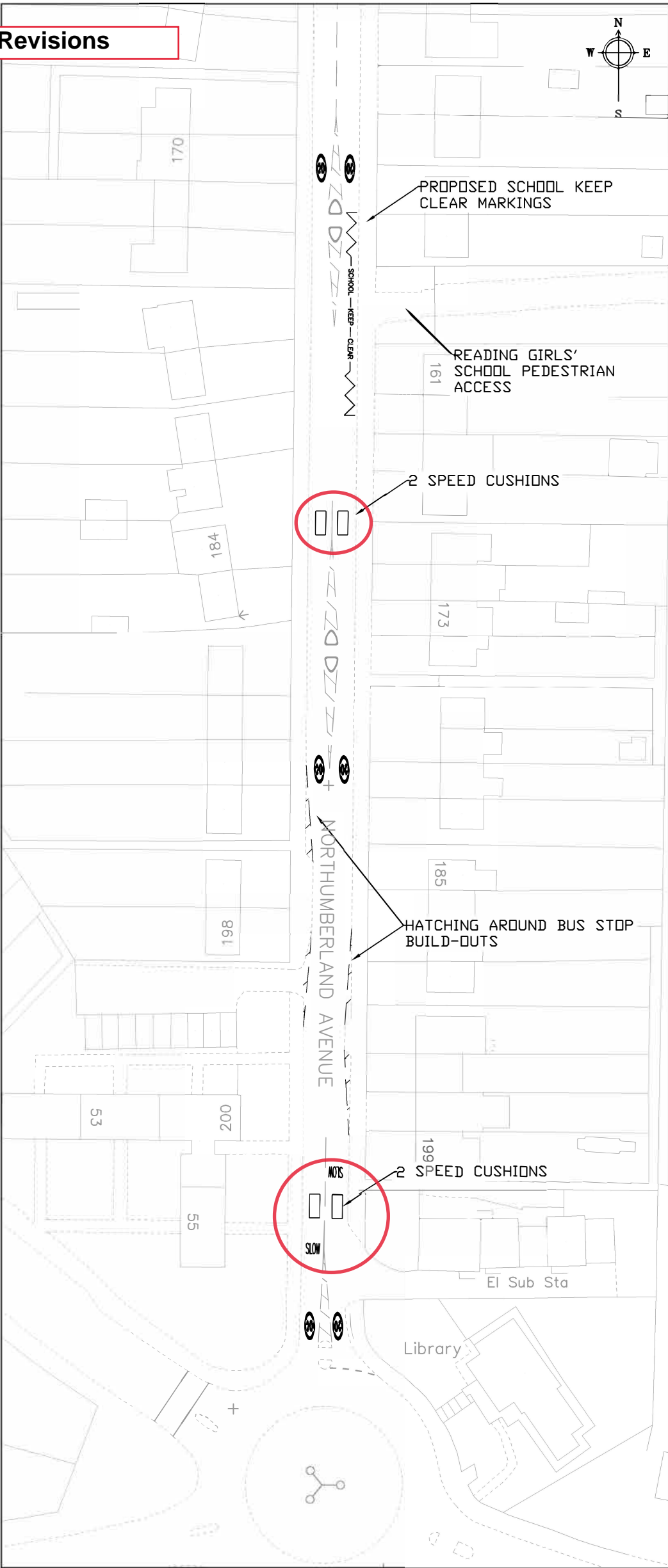
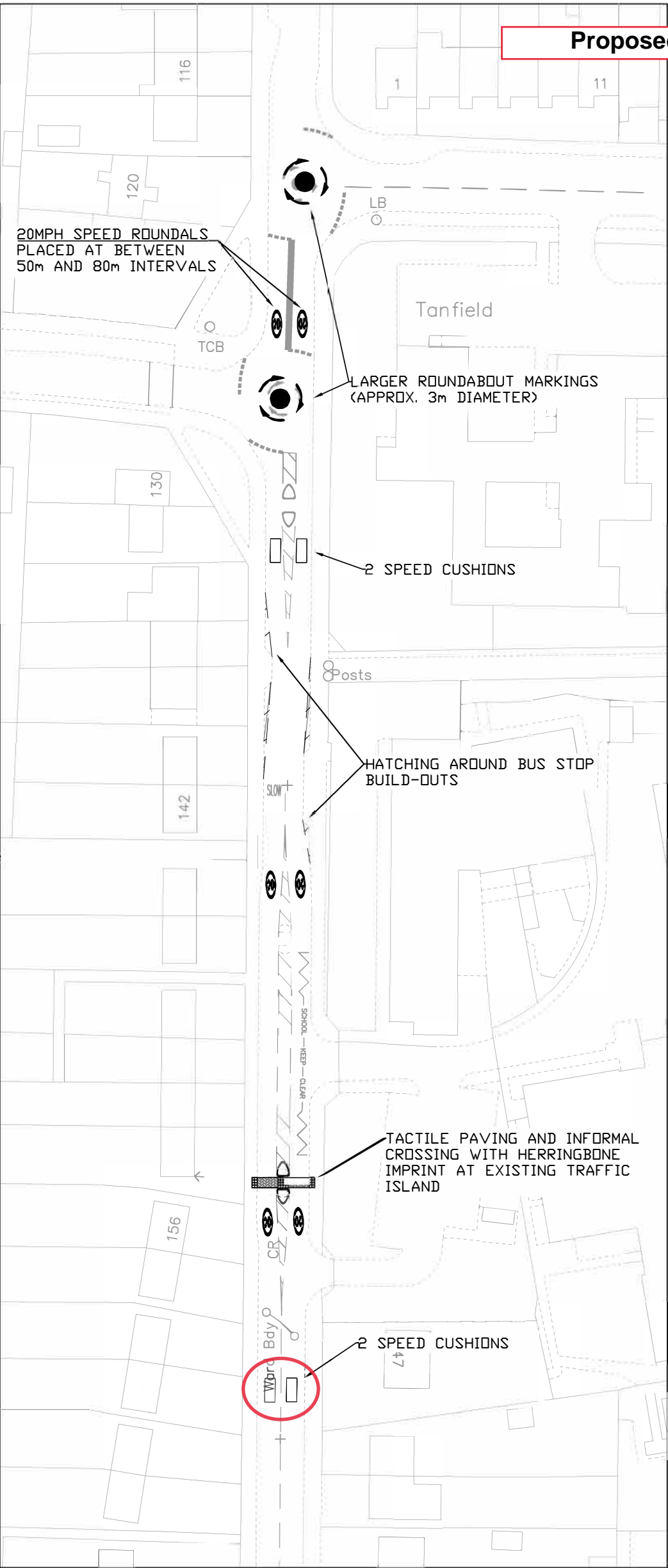
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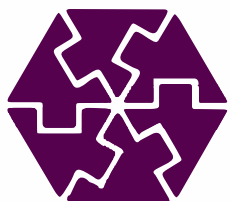
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RG1 2LU

CAD DRAWING LOCATION:			
project			
20mph ZONES			
drawing			
NORTHUMBERLAND AVENUE PROPOSED 20MPH ZONE EXTENSION			
drawn	checked	approved	date
ED			SEPT 2019
scale	drawing no.		
N.T.S	NM/20ZONES/NORTHUMBERLAND_AVE/001		



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CAD DRAWING LOCATION:			
project			
20mph ZONES			
drawing			
NORTHUMBERLAND AVENUE PROPOSED 20MPH ZONE EXTENSION			
drawn	checked	approved	date
JC			NOV 2020
scale	drawing no.		
N.T.S	NM/20ZONES/NORTHUMBERLAND_AVE/001_R1		