

A READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JANUARY 2021	AGENDA ITEM:	7
TITLE:	CIL LOCALLY FUNDED SCHEME - OXFORD ROAD TIGER CROSSING: RESULTS OF STATUTORY NOTICE		
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1. PURPOSE OF REPORT & EXECUTIVE SUMMARY

- 1.1 Community Infrastructure Levy (CIL) contributions have enabled development of a number of Transport-related schemes. The Sub-Committee agreed for officers to undertake necessary statutory consultation/Notice processes to progress a scheme design that included the introduction of a new tiger crossing on Oxford Road, to the east of the roundabout with Overdown Road.
- 1.2 Officers served the statutory Notice for this crossing, which commences a consultation with the local Police service (Thames Valley Police).
- 1.3 This report provides the feedback and objection that has been received from Thames Valley Police and seeks Sub-Committee approval to implement, or otherwise, the scheme as recommended and advertised.
- 1.4 Appendix 1 provides the drawing of the consulted crossing design.
- 1.5 Appendix 2 provides the consultation feedback received by officers.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.

- 2.2 That the Sub-Committee reviews the consultation feedback in Appendix 2, alongside the officer recommendations in this report, and agrees to either implement, remove, or alter elements of the scheme as advertised.
- 2.3 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 At the November 2019 and March 2020 meetings of this Sub-Committee, officers reported the concept designs for the Transport CIL-funded schemes, which had been shared with respective Ward Councillors beforehand.

Officers received agreement, based on these concept designs, to proceed with the necessary legal consultations that were required to enable many of these schemes to proceed toward delivery.

- 4.2 Officers commissioned the undertaking of an independent road safety audit to be undertaken for this scheme, which resulted in some potential concerns issues being raised regarding vehicular visibility to the proposed crossing.

Officers thoroughly reviewed the contents of the report and undertook detailed on-site evaluations. Officers concluded that the inter-visibility and stopping sight distance between the eastbound drivers emanating from the northern Oxford Road and pedestrians/cyclists attempting to cross from the northern side of Oxford Road should be established to ensure the location of the crossing is as safe as possible. The distance that needs to be achieved is influenced by the speed limit and officers wished for further assurance by measuring actual vehicle speeds on approach.

It was also recognised the roundabout could benefit with minor lining alteration, such as bringing forward give way marking on the entry arm from Tilehurst Station and introducing a hatching area on the northern circulatory of the roundabout. In combination, these alterations, which are shown in the adjusted scheme design (Appendix 1), are intended to visually reduce the carriageway width and better position vehicles across the roundabout. It is also

expected that this will have a resulting benefit in reducing traffic speed.

- 4.3 The growing COVID pandemic led to the prioritisation of developing schemes to encourage active travel options and social distancing. Since the initial designs were shared with the Sub-Committee, this after of Oxford Road now has on-carriageway cycling facilities in place.

These facilities were designed with consideration of the proposed future implementation of this tiger crossing, so that it could be implemented with very minor adjustment to the road markings or other infrastructure.

- 4.4 As a result of the road safety audit and the integration with the active travel scheme, minor adjustments were made to the scheme design drawing. Appendix 1 provides the updated drawing, which does not fundamentally differ from the original proposal.

- 4.5 Officers served the Notice of intension to install a new crossing, which commences a statutory consultation process with the Police (Thames Valley Police). The process commenced from 5th November 2020 and officers sought feedback by 26th November 2020 (both dates inclusive).

- 4.6 Thames Valley Police have provided feedback and have objected to the design of the crossing. Please see Appendix 2 for the full response.

The response raises visibility concerns and suggests a concern regarding vehicle speeds, similar to comments raised in the road safety audit.

- 4.7 A speed survey was conducted on the northern circulatory of the roundabout between 4th and 11th December 2020 and also at the proposed crossing location between 11th and 21st December 2020.

The result shows the average vehicle speeds of 17.7mph and 21.8mph respectively and the 85th percentile of vehicle travelling at the speed of 21.14mph and 24.72mph respectively.

The results suggest the achievable inter-visibility distance of 43m between the driver and the pedestrian waiting to use the crossing is in compliance with Department for Transport guidance as recommended in the LTN 02/95, The Pedestrian Design Guide, table 1 refers.

- 4.8 Officers recommend implementing the scheme as advertised.
- 4.9 The Sub-Committee is asked to review the consultation feedback alongside the officer recommendation above and agree whether the scheme may be implemented as advertised, or not implemented.

Given the constrictions in this area and objectives of the funding allocation, it is not considered that there is a suitable alternative position for a zebra (or tiger) crossing in the immediate vicinity.

- 4.10 Materials will be ordered and a delivery plan developed following a decision to implement the scheme. Should the Sub-Committee agree for the implementation of the scheme as advertised, Officers intend to complete implementation by April 2021.

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 controlled crossings, particularly near to public transport hubs and in higher footfall areas, should have a positive effect to the perception of safety. These features could have a positive impact on chosen transport modes, with a hoped increase in walking and cycling, alongside a reduction in car journeys.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Notices of intension were erected on location in accordance with appropriate legislation and details of the proposed scheme were available on the 'Consultation Hub' section of the Council's website.

8. LEGAL IMPLICATIONS

- 8.1 None arising from this report.

8.2 Notice has been given for the proposed implementation of this tiger crossing under Section 23 of the Road Traffic Regulation Act 1984, and the Police have been consulted.

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.

10. FINANCIAL IMPLICATIONS

10.1 This scheme will be funded from Community Infrastructure Levy (CIL) local scheme contributions. The allocated budget is £50k.

10.2 This funding will 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 Results of Statutory Consultations - CIL Locally Funded Schemes (Traffic Management Sub-Committee - November 2020)

11.2 Requests for New Traffic Management Measures (Traffic Management Sub-Committee - March 2020).

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