

APPENDIX 2 -REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

TRAFFIC MANAGEMENT SUB-COMMITTEE (MARCH 2021)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Signing	Abbey Square	Entire road	Complaint from resident. Cars coming out the back of the Forbury Hotel often turn left out of the driveway and go the wrong way.	<ul style="list-style-type: none"> • General: A review could be conducted to investigate signing/lining that could discourage this (and similar) movement. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017). • Benefits/Impact: Likely improvement in compliance/reduction in confusion. • Anticipated Costs: Low - High, depending on signing and illumination requirements. • Recommended Action: Retain.
2	Abbey	Road Marking	Bridge Street	The 'Oracle' roundabout with Southampton Street	Design and implement 'spiral markings' on the roundabout to assist with lane discipline and reduce safety risks. Reported to March 2014 TMSC.	<ul style="list-style-type: none"> • Casualty Data: During the latest 3 year period of data (up to June 2017) there have been a number of incidents involving injury, however, 3 of these slight incidents can be attributed to lane-changing. • Benefits/Impact: Anticipated reduction in lane-switching on the roundabout and reduced risk of collisions as a result. • Anticipated Costs: Medium (traffic management costs will be relatively high). • Recommended Action: Retain.
3	Abbey	Walking/Cycling Improvements	Caversham Road	South of Northfield Road	Cyclists are unable to turn right out of Northfield Road towards town - they have to navigate Caversham Road roundabout. Upgrade existing pedestrian crossings on Caversham Road (by Northfield Road) to toucan crossings.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: During the latest 3 year period of data (up to Nov 18) there was 1 'slight' incident involving injury of a cyclist on the Caversham Road roundabout. • Benefits/Impact: Improved facilities for cyclists crossing at this location. • Anticipated Costs: High - very high. • Recommended Action: Retain.
4	Abbey	Cycle Access	Cheapside	Cheapside/Friar Street	Allow right turn from Cheapside onto Friar Street	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. • Anticipated Costs: Medium (TRO and signing changes). • Recommended Action: Retain.
5	Abbey	Cycle Access	Friar Street East	Between Queen Victoria Street & Station Approach	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. Would need to consider how this could be accommodated in the context of existing parking/taxi/bus stop restrictions and the manoeuvring of vehicles around the corner/delivery areas. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.

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6	Abbey	Pedestrian Crossing	George Street (B3345)	North of the roundabout with Vastern Road and Napier Road	Businesses have requested the installation of an assisted pedestrian crossing to the north of this roundabout. A report to June 2017 TMSO referred to this request and an indicated funding contribution by the business community.	<ul style="list-style-type: none"> • General: Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options, the inclusion of cycle facilities and cycle casualties on the roundabout. • Casualty Data: 1 slight injury in latest 3 year period (up to June 2017) involving pedestrian crossing the road between stationary traffic. • Benefits/Impact: Improved crossing facilities for pedestrians and cyclists, but any assisted/controlled crossing will have a detrimental effect on traffic flow. • Anticipated Costs: High to very high, depending on the solution. • Recommended Action: Retain.
7	Abbey	Cycle Signing	Great Knollys Street		Provision of cycle route heading west from the south side of the station.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Improved cycle facilities and encouragement of cycling. • Anticipated Costs: This will depend on the scope and extent of the scheme. • Recommended Action: Retain.
8	Abbey	Cycle access	Kings Road	Junction with Watlington Street	Provide advance stop line at bus lane on Kings Road / Watlington Street.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. This will likely require alterations to traffic signal detection equipment and configuration. • Casualty Data: During the latest 3 year period of data (up to Nov 18) there were no recorded injuries at this location. • Benefits/Impact: Provides dedicated facility for cyclists waiting at this busy junction. • Anticipated Costs: Medium. • Recommended Action: Retain.
9	Abbey	Cycle Access	Market Place	Between Kings Road and Town Hall Square	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme and any physical Highway adjustments may be required. • Recommended Action: Retain.
10	Abbey	Cycle Access	Minster Street	Minster Street/Yield Hall Place	Improved access from Minster Street to Oracle Riverside	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
11	Abbey	Speed calming	Napier Road	Entire road	Requests from residents for speed calming due to concerns about vehicles speeding when going to the nearby superstore. Residents say that vehicles do not slow down when approaching the existing zebra crossing and there are concerns about safety due to the increased number of pedestrians using this road.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. • Casualty Data: No reported accidents in the latest 3 year period (up to April 2018). • Benefits/Impact: Depending on options considered, traffic speeds could be reduced by speed calming. This could impact public transport and emergency service vehicles as well as creating additional noise for residents. • Anticipated Costs: High, but will depend on the chosen feature. • Recommended Action: Retain.
12	Abbey	Cycle Access	Oxford Road	Oxford Road linking to Hosier Street	Improved access to shared-use facilities via dropped kerb as full height kerb currently in place	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides improved access to existing facilities. • Anticipated Costs: Medium. • Recommended Action: Retain.
13	Abbey	Cycle Access	Southern Interchange	Garrard Street / Southern Interchange	Improved access to/from Garrard Street junction to Southern Interchange	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: During the latest 3 year period of data (up to Nov 18) there has been 1 'slight' incident involving injury, in which a cyclist was involved. The details are vague, so the cause is not fully known. • Benefits/Impact: Provides improved access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme and any physical changes made to the Highway. • Recommended Action: Retain.
14	Abbey	Cycle Signing	Various	Town centre	Review town centre signing and update to ensure compliance with TSRGD. Locations include: Queen Victoria Street Market Place Town Hall Square	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Improved directional signing, which could encourage cycling and expedite journeys. • Anticipated Costs: Low (per sign). • Recommended Action: Retain.
15	Abbey	Cycle Signing	Various	Town centre	Improved clarity of cycle routes in town centre	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Improved directional signing, which could encourage cycling and expedite journeys. • Anticipated Costs: Low (per sign). • Recommended Action: Retain.
16	Abbey	Cycle Parking	Various	Various	Additional cycle parking at key points in the town centre. For example: St Mary's Butts, Station Road, Cross Street and Hosier Street.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Encourage cycling through the security and convenience that parking facilities provide. • Anticipated Costs: Medium - High (per facility) depending on the type of facility to be used. • Recommended Action: Retain.

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17	Abbey	Cycle access	Various linked to Abbey Quarter Development		Improve cycling facilities into/from/through Abbey Quarter development site	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides improved access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.
18	Abbey	Cycle Access	Vastern Road	Right turn into Trooper Potts Way	TRO amendment to enable right-turn from Vastern Road bus lane into Trooper Potts Way	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Provides additional access options for cyclists. • Anticipated Costs: Medium (advertising TRO and signing alterations). • Recommended Action: Retain.
19	Abbey	Cycle Facilities	Watlington Street & Forbury Road	Watlington Street & Forbury Road	Reallocate road space to pedestrians and cyclists through provision of segregated facilities, potentially kerb segregated. This would link Reading Station with NCN 422, and the new development site near Kenavon Drive. A high quality, strategic cycle route could be developed here. Induction loops at toucan crossings along Forbury Road and Watlington Street could be installed if not already in place.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: New dedicated cycle facility linking to Reading Station and joining up with existing NCN routes. • Anticipated Costs: Very high • Recommended Action: Retain.
20	Abbey	Junction improvement (pedestrians)	Watlington Street/Kings Road	Crossings at the meeting of Watlington Street/Forbury Road and Kings Road	Area Neighbourhood Officer has raised concerns regarding the inconsistency of tactile paving at the sites of the older traffic signal controlled pedestrian crossings.	<ul style="list-style-type: none"> • General: This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: This work would improve accessibility around the junction and enhance the street scene. • Anticipated Costs: Medium, depending on extent of works. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
21	Caversham	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue.	<ul style="list-style-type: none"> • General: It is likely that any potential location for such a facility will be a reasonable distance away from the junction with South View Avenue (and the bend in the road) to satisfy the required forward visibility to the crossing. Surveys would need to be conducted to consider whether a crossing in such a location would be sufficiently used. Consideration could be made for introducing imprints at the informal crossings at the northern side, or raised informal crossings that could act as a speed calming feature also, in the context of the proposed 20mph zone. • Casualty Data: Over the latest 3 year period (up to June 2017), 1 serious and 2 slight incidents involving injury, where pedestrians have been crossing the road. There are a number of causation factors, but all incidents are at the northern end of the street. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Low - High, depending on chosen solution(s). • Recommended Action: Retain.
22	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSC noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise. • Casualty Data: One slight accident reported in the latest 3-year period involving a pedestrian crossing the junction (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities and reduced perception of this being an unsafe crossing. Likely to be a significant negative impact to traffic flow caused by the additional pedestrian phases within the signal timings. • Anticipated Costs: Modelling, design and safety audit - Medium. Implementation - High • Recommended Action: Retain.
23	Caversham	Footway and Junction improvements (vehicles & pedestrians)	Gosbrook Road	Jcn Westfield Road	Resident has reported the issue with long vehicles turning left onto Westfield Road causing damage to wall of No.4, due to poor driving. Resident has asked for alteration to island or no-left-turn etc. to prevent this occurring. General concerns have been raised regarding the narrow footway width along Gosbrook Road.	<ul style="list-style-type: none"> • General: The size of the island was reduced when the traffic signals were removed from this junction. It reinforces the no-right-turn onto Gosbrook Road and houses illuminated signs. It also acts as an informal refuge island. These factors need to be taken into account if any alterations are being considered. Footway widening may be technically possible and will be of widespread benefit to pedestrians, but will be costly. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017), which can be attributed to this issue/concern. • Benefits/Impact: To be investigated. Benefits to pedestrians, particularly during school arrival/departure times, from increased footway widths. The resultant narrowing of the carriageway may assist in reducing traffic speeds. • Anticipated Costs: High - Very High. Footway widening will involve

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						reconstruction works, drainage and utility adjustments. <ul style="list-style-type: none"> • Recommended Action: Retain.
24	Caversham	Pedestrian Crossing	Gosbrook Road	Between George Street and Briants Avenue	Request, via Councillor, to consider a crossing facility along this stretch of road.	<ul style="list-style-type: none"> • General: Investigation would be required to ascertain desire-lines (popular 'destinations') and feasibility (junctions, dropped kerbs, parking etc.). The type of facility (informal or controlled) can then be considered. • Casualty Data: No incidents in the latest 3 year period of data (up to November 2018), • Benefits/Impact: Improved crossing facilities and increased perception of pedestrian safety. Potential reduction in vehicle speeds, depending on the agreed solution. • Anticipated Costs: Medium - very high. Influences will be civils works (build-outs, raised crossing, islands), any electrical works (zebra beacons, traffic signals and control equipment). • Recommended Action: Retain.
25	Caversham	20mph	Various	Lower Caversham and Amersham Road area	A report to Sept 2016 TMSC proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation. • Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed. • Benefits/Impact: Reduced speeds around this busy area of Caversham. • Anticipated Costs: Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme. • Recommended Action: Retain.

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26	Church	Speed reduction measures	Northcourt Avenue	Entire road	Concerns raised about vehicle speeds and request for speed reduction measures.	<ul style="list-style-type: none"> • General: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign). • Casualty Data: 3 'slight' incidents in the latest 3 year period of data (up to July 2019), but none attributed to speeding. • Benefits/Impact: The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds. • Anticipated Costs: High - very high, depending on type and extent of measures to be installed. • Recommended Action: Retain.
27	Church	Pedestrian Crossing	Pepper Lane	Between the university campus and Leighton Park School	Concerns raised regarding pedestrian safety when crossing to the bus stops and a zebra crossing has been requested.	<ul style="list-style-type: none"> • General: Private funding has been made available for this scheme. • Casualty Data: One slight accident in the latest 3 year period (up to April 2018) where a pedestrian crossed the road behind a bus. Speeding not a causation factor. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Low - High, depending on chosen solution(s). • Recommended Action: Retain (privately funded).
28	Church	Lining - Keep Clear	Whitley Wood Road	Junction with Tamarisk Avenue	Request received to place a keep clear marking on Whitley Wood Road to facilitate the right-turn onto Tamarisk Avenue and avoid occasional queuing back into Shinfield Road junction.	<ul style="list-style-type: none"> • General: This would be a low cost measure that could benefit residents and traffic flow on the main road. • Casualty Data: There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to Feb 2018). • Benefits/Impact: Could prevent the hindrance of traffic flow on Whitley Wood Road. • Anticipated Costs: Low • Recommended Action: Retain.
29	Katesgrove	20mph	Highgrove Street	Entire road	Complaint about speeding traffic in Highgrove Street by cars using the road as a short cut and because of this a request for a 20mph limit.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. • Casualty Data: Between 2008-2018 there was 1 slight accident reported (in 2013), however, speeding was not a causation factor. • Benefits/Impact: Reduce perceived speeding • Anticipated Costs: Survey: Low. Implementation: High - Very High, but will depend on the scope of the scheme. • Recommended Action: Retain.

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30	Katesgrove	Speed Calming (closure of the street)	Home Farm Close	Entire Street affected, closure point to be determined	Councillor request to stop speeding/joy-riding by permanently closing the road, potentially mid-way.	<ul style="list-style-type: none"> • General: • Casualty Data: There has been 1 recorded incident involving a casualty ('slight' injury) within the latest 3 year period (up to May 2018), but this has not been attributed to speeding in its recording. • Benefits/Impact: This proposal should be an effective speed reducing feature, but there will need to be careful consideration about the closure point and some parking restrictions to facilitate a clear vehicle turning area either side - there are many driveways along the street. The result would likely be a reduction in the availability of on-street parking space. • Anticipated Costs: Statutory consultation low, implementation medium-high, depending on the closure method. • Recommended Action: Retain.
31	Katesgrove	Cycle Facilities	Silver Street & Southampton Street	Silver Street & Southampton Street	Reallocation of road space to accommodate on-carriageway cycle facilities	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: During the latest 3 year period of data (up to Nov 18) there were no recorded injuries for Silver Street. In Southampton Street there was 1 serious and 3 slight injuries. These were for a variety of recorded reasons at different locations along the street. The 3 slight injuries were around junctions. • Benefits/Impact: Encourage cycling through the perceived safety that dedicated lanes provide. Improved use of road space, where available. Consideration needs to be made for existing on-street parking facilities and junctions and how the cycle facilities would work alongside. • Anticipated Costs: Medium. • Recommended Action: Retain.
32	Kentwood	20mph	Armour Hill	Dudley Close Larissa Close area	Requested reduction of speed limit from 30mph to 20mph due to the lack of visibility and perceived speeding in the area. Additional measures could also be investigated to improve visibility of junctions.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: No incidents involving casualties recorded in the latest 5 year period (up to Feb 19). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: High • Recommended Action: Retain

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33	Kentwood	Speed reduction measures	Oak Tree Road	Whole length	Request received for speed calming measures to address the perception of speeding traffic and rat-running.	<ul style="list-style-type: none"> • General: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign). • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds. • Anticipated Costs: High - very high, depending on type and extent of measures to be installed. • Recommended Action: Retain.
34	Kentwood	Road Marking	Oxford Road	Entrance to & exit from the car wash, to the side of The Restoration PH	Councillor requested, on behalf of cyclist, the installation of some markings to discourage waiting vehicles stopping across the cycleway, and to highlight the presence of the cycleway at the exit of the car wash.	<ul style="list-style-type: none"> • General: Assistance could be provided with KEEP CLEAR and other minor lining works. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) at these locations. • Benefits/Impact: Potential reduction in cycleway blocking, although this isn't enforceable, and greater clarity of the cycleway crossing upon exit of the car wash. • Anticipated Costs: Low (lining only). • Recommended Action: Retain.
35	Kentwood	Pedestrian Crossing	Oxford Road & Overdown Road	Oxford Road (east side of Overdown Road roundabout) & Overdown Road (near to Oxford Road roundabout)	Councillor has raised resident concerns regarding the lack of assisted (formal) pedestrian crossings at these busy locations.	<ul style="list-style-type: none"> • General: CIL funding has been allocated to this scheme. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Low - High, depending on type and number of facility/facilities chosen. • Recommended Action: Retain (funding has been allocated).

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36	Mapledurham	Pedestrian Crossing	Upper Woodcote Road	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	<ul style="list-style-type: none"> • General: There are no controlled crossings along the street and a limited number of refuge islands. There would be benefit in considering some of the areas that attract a higher footfall and providing appropriate facilities to assist pedestrians. Facilities could range from imprinting, to controlled crossings (e.g. zebra crossings) • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Low - High, depending on type and number of facility/facilities chosen. • Recommended Action: Retain.
37	Mapledurham	Speed Calming	Upper Woodcote Road		Request from resident for measures to be put in place to prevent speeding, such as a speed indicator device.	<ul style="list-style-type: none"> • General: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign). • Casualty Data: Between 2015-2018 there was 1 slight accident reported (in 2017), however, speeding was not a causation factor. • Benefits/Impact: The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds. • Anticipated Costs: High - very high, depending on type and extent of measures to be installed. • Recommended Action: Retain.
38	Minster	Keep Clear markings	Berkeley Avenue	Junction with its service road	Request from resident via Councillor to install a keep clear marking to stop the junction from being blocked by queueing vehicles.	<ul style="list-style-type: none"> • General: The correct application of these markings is to reduce delays on the primary road, caused by right-turn traffic not being able to enter the side road due to queueing traffic. If this is the intended application, and not the perception of aiding traffic turning out of the side road, the recommendation is to retain this item on the list. • Casualty Data: N/A • Benefits/Impact: If applied correctly, there should be a benefit to westbound traffic flow during busier times of the day. • Anticipated Costs: Low • Recommended Action: Retain.

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39	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.
40	Minster	Resurfacing, adoption and illuminating footpath	Wensley Road	Links Wensley Road (near North Lodge Mews) with Coley Avenue South (to the south of Froxfield Avenue).	<p>It has been a long-standing desire of the West Reading Area Study to bring this footpath up to adoptable standards, to adopt it as part of the Highway network and to provide street lighting. This will increase the appeal to use it, improving accessibility through the area.</p> <p>The majority of the CIL-funded West Reading Area Study deliverables have been implemented, but there will be a shortfall in the funding available to deliver this item.</p>	<ul style="list-style-type: none"> • General: This entry has been made to cover the shortfall in WRS CIL funding to deliver this item • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Improved accessibility and an anticipated reduction in anti-social behaviour. • Anticipated Costs: Estimated costs (October 2019) £180k total. Estimated shortfall from area study funding £ • Recommended Action: Retain.
41	Minster	Zebra Crossing Upgrade	Wensley Road	Outside shopping area, east of St Saviours Road	There has been a request made, via ward Councillors, for an upgrade of the beacons at the existing zebra crossing to a 'brighter' LED type.	<ul style="list-style-type: none"> • General: This is a long standing crossing, but requests have been received to upgrade the type of beacon that is in place to a modern LED type, to enhance the visibility. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Perceived improvement to the safety of the crossing through increased advance visibility to a modern LED beacon. There should be a marginal reduction in operational and maintenance costs. • Anticipated Costs: Estimated costs (December 2019) £2.5k - £3k • Recommended Action: Retain.
42	Multiple Peppard / Thames	20mph	St Barnabas Road	Extension of existing scheme, northbound, to Surley Row.	Request received for an extension of the existing 20mph zone in a northbound direction to the junction with Surley Row, including a request for speed calming measures along this section.	<ul style="list-style-type: none"> • General: There have been complaints about safety, stating that vehicles get dangerously close to pedestrians especially at school drop off times. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: There have been no recorded speed-related incidents involving casualties in the latest 3 year period (up to April 2018). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: Survey: Low Implementation: Medium • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
43	Multiple: Abbey / Caversham	Walking/Cycling Improvements	Promenade Road & Caversham Road Roundabout	Promenade Road & Caversham Road Roundabout south of Caversham Bridge	Installation of dropped kerbs to aid access to Abbotsmead Place and Thames Path	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides improved access for cyclists to existing facilities. • Anticipated Costs: Medium (per dropped kerb). • Recommended Action: Retain.
44	Multiple: Abbey / Battle / Kentwood	Walking/Cycling Improvements	Thames Path	Thames Path	Convert the footpath to shared-use and undertaken improvements as detailed in risk assessment, including surface upgrade, speed reduction measures and signing.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Benefits/Impact: Encourage cycling by providing a pleasant, non-trafficked routes across the town. • Anticipated Costs: High • Recommended Action: Retain.
45	Multiple: Abbey / Caversham / Thames	Cycle Improvements	NCN 5	Caversham	Improve cycle facilities along route 5, or alter route, as part of redevelopment of St Martin's Precinct, including improved signing and additional cycle parking. Diversion of route would need to be agreed with Sustrans.	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides improved access for cyclists and parking facilities to encourage cycling in this area. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.
46	Multiple: Borough-wide	Signing	Borough-wide	Borough-wide	Sign de-cluttering and consolidation. Following report to Sept 2013 TMSC and release of the Traffic Signs, Regulations and General Directions in April 2016, removal of unnecessary/non-compliant signing, consolidation of existing, including posts. Benefits will be an improvement to the street scene, improved clarity of signing, reduced maintenance costs and reduced electrical costs for illuminated signs.	<ul style="list-style-type: none"> • General: This is strongly encouraged by national Highway signing regulations. • Casualty Data: N/A • Benefits/Impact: Improved street scene and clarity of important information. Removal of signs that no longer comply with regulations, increased footway width from removal of unnecessary poles, reduced maintenance and electrical costs relating to illuminated signs. • Anticipated Costs: Per sign/post cost - Low. • Recommended Action: Retain.
47	Multiple: Borough-wide	20mph scheme	Borough-wide	Borough-wide	Roll out 20mph where appropriate to reduce road accidents and encourage cycling	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this would need to be considered per area/street. • Benefits/Impact: Improved perception of safety for all Highway users. • Anticipated Costs: This will depend on the size of the scheme and the traffic calming features that may be required in the area. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
48	Multiple: Caversham / Thames	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	Petition received at November 2017 TMSM for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSM noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise. • Casualty Data: One slight vehicle accident reported in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities and reduced perception of this being an unsafe crossing. Likely to be a significant negative impact to traffic flow caused by the additional pedestrian phases within the signal timings. • Anticipated Costs: Modelling, design and safety audit - Medium. Implementation - High • Recommended Action: Retain.
49	Multiple: Katesgrove / Minster	Signing	London Road, Crown Street	Approaching the junction with Pell Street	Linked with the Elgar Road concerns, Officers have passed on concerns raised at NAG meetings, that HGVs are not noticing the weight limit signs for the Berkeley Avenue / A33 overbridge until they are on Pell Street.	<ul style="list-style-type: none"> • General: A signing review can be conducted to investigate signing alterations that can be used to better direct HGVs around this weight limit. • Casualty Data: No incidents in the latest 3 year period of data (up to June 2017) that can be attributed to this concern. • Benefits/Impact: Anticipated reduction in problematic vehicle movements. • Anticipated Costs: Medium - the works will likely require replacement of large strategic directional signs. • Recommended Action: Retain.
50	Multiple: Mapledurham / Thames	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	<ul style="list-style-type: none"> • Casualty Data: The only recorded injury incident on our database was in 1995. • Benefits/Impact: Improve the advance 'visibility' of this corner and hopeful reduction in the number of non-injury incidents and 'near-misses' that are not reflected in the casualty data, but reported by residents. • Anticipated Costs: Low. This work, as requested, will not require consultation. Signs will not require illumination. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
51	Multiple: Mapledurham / Thames	Signing/Lining	Upper Woodcote Road	The bend near Richmond Road	Resident has concerns about the safety of the bend near the junction with Richmond Road, stating that the police have told residents there is an adverse camber. Additional signs and refreshing existing lining could help highlight the bend.	<ul style="list-style-type: none"> • General: This location has a bend in the road and a junction with a right-turn filter lane. It is a wide section of road and is not significantly cambered, but is slightly barrelled across its profile. This is not a location with an evidenced road safety issue and is not a high speed road. It is most likely that any incidents at this location are caused by motorists miss-judging their approach speed, the weather/road conditions or by intentions to cut the corner when the filter lane is being occupied. A review and potential improvement of the local warning signs and lining may be beneficial and of a relatively low cost. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Potential enhancement of advance warning to motorists. • Anticipated Costs: Low. • Recommended Action: Retain.
52	Multiple: Tilehurst / Kentwood	Pedestrian Crossing	Norcot Road	o/s 101	Councillor requested that the refuge island is converted to a full pedestrian crossing, as the island is too small for push chairs. This would also be a safety benefit for school children.	<ul style="list-style-type: none"> • General: This location is a significant distance from the nearest controlled crossings and near to the linking footway between Norcot Road and Wealden Way. It will be necessary to conduct surveys to assess the footfall and desire line for pedestrians and consider an appropriate facility. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: High. • Recommended Action: Retain.
53	Multiple: Tilehurst / Kentwood	20mph	Westwood Road	Whole length	Request received for a reduced speed limit and traffic calming measures to be installed.	<ul style="list-style-type: none"> • General: If this proposal is developed, there would need to be supplementary traffic calming features added. There would need to be careful consideration of the type of measure, as this is a bus route and will be a key emergency service vehicle route for parts of Tilehurst and beyond. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017) where speeding has been considered a contributing factor. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: High • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
54	Multiple: Tilehurst / Norcot	20mph	Elvaston Way & wider Tilehurst area	From Stanham Rd to Taff Way.	Raised by ward Councillor.	<ul style="list-style-type: none"> • General: Dee Road is already included in a 20mph zone but we could expand the zone to include Stanham Rd, Combe Rd, Elvaston Way, Tern Close and Taff Way. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: There have been 5 slight accidents reported in the latest 3 year period (up to April 2018) on Dee Road and Elvaston Way. Speed was not a causation factor for these incidents. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on emergency service vehicles and residents (potentially increased traffic noise). • Anticipated Costs: Survey: Low Implementation: Medium • Recommended Action: Retain.
55	Multiple: Various	Walking/Cycling Improvements	Various	Portman Road Palmer Park Caversham Bridge	Improved clarity of shared-use facilities. For example: installation of tiles	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A • Benefits/Impact: Clarifies the shared-use designation for all users. • Anticipated Costs: Low - medium (per site). • Recommended Action: Retain.
56	Norcot	Road Closure	Craig Ave	At its junction with Grovelands Rd	Complaint from a resident stating that vehicles exiting Craig Ave cause unnecessary delays when they head eastbound down the Oxford Road.	<ul style="list-style-type: none"> • General: While officers understand the concerns raised, we are not aware of significant demand for this change. If the proposal is developed, it would require statutory consultation, which would provide opportunity for objection (and support), but an initial, simple informal consultation may be beneficial (and cost-effective) in the first instance. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: There could be a reduction in congestion for the northbound Grovelands Road approach to the junction with Oxford Road. There would be additional traffic using Constitution Road as an alternative route, with right-turning traffic likely causing delays to Oxford Road as they edge out, or increasing traffic around the Norcot Road roundabout if motorists use this as a means of travelling east. • Anticipated Costs: Medium to High, depending on the closure feature. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
57	Park	Remove/reduce rat-run	Crescent Road	Particularly between Wokingham Road and Bulmershe Road	<p>Concerns have been raised about the volume of traffic that can rat-run across east Reading using Crescent Road. Discussions have taken place at TMSG and with the East Reading Area Study Steering Group, but an agreeable solution is yet to be found.</p> <p>Proposed solutions have included reviewing streets to the east of Wokingham Road, which can also facilitate this cut-through movement.</p>	<ul style="list-style-type: none"> • General: An agreeable solution needs to be found and funded. It will not be possible to cost or fully analyse the potential benefits/impact at this stage. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Unknown at this time, however, there will be perceived safety and environmental benefits noticed for Crescent Road, owing to a reduction in traffic volumes. This will be particularly noticeable during school drop-off/pick-up times. • Anticipated Costs: Unknown at this time. • Recommended Action: Retain.
58	Park	Bollard	Green Road	At the closure point	Request received to install additional bollard, or redistribute existing bollards at the closure point, as vehicles are reportedly using the dropped pedestrian kerb to negotiate the closure.	<ul style="list-style-type: none"> • General: It may be possible to reduce the gap(s) to prevent cars and vans from being able to squeeze past the closure, but the feature needs to remain accessible for mobility aids and pushchairs etc., so could still be open to potential abuse by smaller motorised vehicles. We also need to ensure that any proposal doesn't create additional obstacles for those with impaired vision. • Casualty Data: 1 'serious' incident recorded nearby in the latest 3 years of data (up to July 2019), but not related to the issue raised in this request. • Benefits/Impact: Reduced number of vehicles unlawfully driving across a footway, through a closure point. Potential to create difficulties for legitimate users of the footway. • Anticipated Costs: Low - medium, depending on resultant measures. • Recommended Action: Retain.
59	Park	Road Closure	Heath Road	One end	Councillor request to close off one end of Heath Road to prevent speeding and rat running	<ul style="list-style-type: none"> • General: This would require statutory consultation and may receive objections from residents, who may have significant diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. There will not necessarily be a reduction in speeds, but this would prevent rat-running, which would then likely be pushed to neighbouring streets - this may also generate objections. • Casualty Data: There have been no recorded incidents involving casualties recorded in the latest 5 year period of data (up to Feb 2019). • Benefits/Impact: As above. • Anticipated Costs: High, depending on closure method and civil engineering requirements. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
60	Park	One way plug	Holmes Road	One end	Councillor request to use a plug to make Holmes Road one way following petition from residents.	<ul style="list-style-type: none"> • General: This would require statutory consultation and may receive objections from residents, who may have significant/difficult diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. Any closure would also need to consider turning movements for larger vehicles (e.g. delivery or service vehicles) serving residents. • Casualty Data: There have been no recorded incidents involving casualties recorded in the latest 5 year period of data (up to Feb 2019). • Benefits/Impact: As above. There will likely be additional safety risks if large vehicles cannot turn around in the road and need to reverse onto Wokingham Road or Whiteknights Road. • Anticipated Costs: High, depending on closure method and civil engineering requirements. • Recommended Action: Retain.
61	Park	No right turn	Liverpool Road	Approaching the junction with London Road	Councillor request to ban the right-turn onto London Road to reduce waiting times for traffic approaching the junction. Proposed that motorists wishing to turn right travel to the roundabout with the A3290 to come back into Reading.	<ul style="list-style-type: none"> • General: A survey could be conducted to ascertain how many vehicles are turning right from this junction. • Casualty Data: No incidents in the latest 3 year period of data (up to November 2018), • Benefits/Impact: Could reduce waiting times for traffic entering London Road, but this restriction is currently only enforceable by the Police. • Anticipated Costs: Low - high depending on signing and illumination requirements. • Recommended Action: Retain.
62	Park	Pedestrian crossing	St Bartholomews Road	At the junction of St Bartholomews with London Road going east/west along London Road	Councillor request to introduce a pedestrian crossing.	<ul style="list-style-type: none"> • General: To be on the likely desire line for pedestrians, this would need to be incorporated into the signalised junction. This will require upgrades, additions and reconfiguring of the junction and to the regional traffic flow management system (SCOOT) by specialist contractors. • Casualty Data: No recorded incidents involving casualties in the latest 5 year period of data (up to Feb 2019) at this crossing point. • Benefits/Impact: This would provide a controlled crossing for pedestrians, but the necessary traffic signal adjustments to accommodate this controlled movement will add additional delays to all approaches. • Anticipated Costs: High - very high • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
63	Park	Traffic calming	St Bartholome ws Road	Entire road	Councillor request to introduce traffic calming to St Bartholomews Road which is in a 20 zone.	<ul style="list-style-type: none"> • General: Depending on the measure(s), there may need to be some loss of parking. • Casualty Data: No recorded incidents in the latest 5 year period of data (up to February 2019) that can be attributed to speeding. • Benefits/Impact: There may be a reduction in vehicle speeds, but there could be an impact to emergency service vehicles and residents (noise and potential reduction in parking space) depending on the measures to be implemented. • Anticipated Costs: High. • Recommended Action: Retain.
64	Park	Pedestrian crossing enhancements	Whiteknights Road	Roundabout with Upper Redlands Road	Concern has been raised with Councillor regarding pedestrians crossing the road from the University campus. Request made for enhancements at this difficult location.	<ul style="list-style-type: none"> • General: Officers have initially suggested consideration of pedestrian refuge islands (subject to feasibility) at the roundabout exits. These would slow traffic by removing opportunities to cut across hatched areas and allow pedestrians to cross in two parts. Potential re-profiling of the campus exit could also encourage pedestrians to cross further back from the roundabout to improve visibility. These will be relatively costly civils works, for which there would also need to be some vehicle tracking conducted, to ensure that longer vehicles could safely navigate a 'tightened' roundabout. Unfortunately, the exit and desire line are currently too close to the roundabout to place a controlled crossing facility. • Casualty Data: 1 'slight' incident recorded in the latest 3 year period of data (up to July 2019). This incident did involve a collision between a vehicle and a pedestrian. • Benefits/Impact: There may be a reduction in vehicle speeds and, with the addition of islands, this should help enhance the perception of safety when crossing at this roundabout. • Anticipated Costs: High • Recommended Action: Retain.
65	Peppard	Zebra Crossing	Caversham Park Road	In place of the uncontrolled crossing between Littlestead Close and the bus stop opposite.	Resident concern about difficulties in crossing the road, particularly for the elderly and for parents with young children. Resident would like a controlled crossing to be installed at this location to improve pedestrian safety.	<ul style="list-style-type: none"> • General: Officers have measured the visibility from the crossing, which meets design guidelines. The implementation of a controlled crossing will require movement of the bus stop and hard-standing on the verge and a re-profiling of the footway on the western side. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: High • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
66	Redlands	Pedestrian Crossing	Addington Road	Between Addington/Erleigh Rd and Addington/Eastern Ave jctns	Request via NAG for a controlled crossing at this location.	<ul style="list-style-type: none"> • General: It would be beneficial to survey this vicinity to assess the footfall and any desire line for pedestrians crossing. This is within the 20mph zone and measures from imprinting to assisted crossings could be considered, if appropriate. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to June 2017). • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Low - High, depending on type of facility chosen, if appropriate. • Recommended Action: Retain.
67	Redlands	Road Closure	Lydford Road	Between its junctions with Alexandra Road and Donnington Gardens	Request to install bollards to prevent traffic from going through Donnington Gardens to get to Lydford Road - there have been complaints about people accessing the school to pick/up drop off here and there is a perceived speeding issue.	<ul style="list-style-type: none"> • General: This will require statutory consultation. • Casualty Data: There has been 1 ('slight') recorded casualty incident that may be attributable to vehicles being able to use this route. • Benefits/Impact: There is the potential for objections to the proposal for those persons that use this route to reach their properties. • Anticipated Costs: Medium. • Recommended Action: Retain.
68	Redlands	Road Marking	Morpeth Close	Entire Street	Councillor requested the investigation of installing parking bay markings to assist in easing some of the area parking issues.	<ul style="list-style-type: none"> • General: This will be addressed as part of the potential resident permit parking scheme that is planned for the area. It is likely that the number of marked bays that could be installed will be lower than the number of vehicles that could park in the area at present, should they do so considerately. • Casualty Data: No incidents involving casualties in the latest 3 year period (up to September 2017). • Benefits/Impact: Potential improvement in parking management, but could reduce the parking capacity at times, when compared with the current unmanaged area. • Anticipated Costs: Low (lining only). • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
69	Redlands	Pedestrian Crossing	Upper Redlands Road	Near to St Josephs College and at junction with Alexandra Road.	Request received for improved pedestrian crossing facilities to the east of Alexandra Road. Suggestion made for turning the speed cushions into a full-width raised crossing (with imprinting on top), although a controlled crossing is preferred. Also requested improvements at the junction with Alexandra Road to improve the crossing for pedestrians and to reduce the carriageway with the intention of reducing vehicle speeds.	<ul style="list-style-type: none"> • General: Fundraising has raised some private local funding contribution for developing the proposal. An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. The footway widths will also be a consideration, should any beacons/posts need to be installed for a controlled facility. Footway build-outs could be costly, particularly if utility apparatus or Highway drainage is affected. • Casualty Data: One slight accident in the latest 3 year period (up to April 2018) to the east of Alexandra Road. One pedestrian casualty but speeding not a contributing factor. • Benefits/Impact: Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented. • Anticipated Costs: Medium (uncontrolled) to very high (signalised). • Recommended Action: Retain.
70	Southcote	Walking/Cycling Improvements	Southcote Farm Lane	Southcote Farm Lane & off-carriageway links to Southcote Primary School	Improve surface of Southcote Farm Lane and convert routes linking to Southcote Primary School to shared-use	<ul style="list-style-type: none"> • General: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Benefits/Impact: Provides additional and improved access options for cyclists. • Anticipated Costs: This will depend on the extent of the scheme. • Recommended Action: Retain.
71	Thames	Pedestrian Crossing	Oakley Road	Close to junction with Hemdean/Rotherfield	Concerns have been raised to Ward Councillor and officers about the number of pedestrians that cross on the Rotherfield Way and Oakley Road sides of this roundabout and controlled facilities have been requested.	<ul style="list-style-type: none"> • General: For safety, controlled crossings require good (and specified) advance visibility and to be away from junctions. Either side will be challenging, as there are dropped kerbs for driveway accesses, junctions nearby and bus stops that would need to be relocated. While detailed investigation would be required, it may be the case that a controlled crossing is not achievable near to the desire lines but that some other enhancements/informal features may help. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Enhance the perception of safety crossing the road at this location and potentially remove some of the barriers to walking to local education establishments. • Anticipated Costs: Very high, based on two controlled crossings. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
72	Thames	Banned Vehicle Movement	Peppard Road	Junction with Derby Road	Councillor has reported resident concerns about the volume of traffic entering Derby Road (a private Road), particularly around school drop-off/pick-up times, then conducting turns in the road to then leave. They feel that a 'no-left-turn' restriction on Peppard Road, with appropriate exemptions for residents, would reduce these occurrences.	<ul style="list-style-type: none"> • General: Such restrictions require a Traffic Regulation Order to have been formally, publicly, consulted and implemented. The allowable exemption sign would state 'Except authorised vehicles', with no reference to residents being permissible. The authorised vehicles would be defined in the TRO (e.g. vehicles belonging to residents and their visitors). The restriction would typically be used to benefit traffic flow on the main road, which it would not likely achieve in this application. This restriction would not be enforceable, by any means, by Reading Borough Council thereafter and is not likely to be an enforcement priority of the Police. It is considered by Officers, that this restriction would not likely result in an improvement to the reported concerns on this private street. The sign(s) would require illuminating. • Casualty Data: There have been no recorded incidents involving injury in the latest 5 year period of data (up to Feb 2019) near to the junction with Peppard Road. • Benefits/Impact: As above. • Anticipated Costs: Estimated at £1500 advertising costs for TRO and £5000 per illuminated sign + officer time and ongoing maintenance costs (including electrical). • Recommended Action: Retain (agreed by TMSC Sept 2019).
73	Thames	Pedestrian Crossing	Rotherfield Way	South-west of its junction with Surley Row	A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMSC. An update report went to March 2016 TMSC. A further update report (with an outline zebra crossing design) was reported to June 2016 TMSC.	<ul style="list-style-type: none"> • General: This scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal. • Casualty Data: Previously reported to TMSC. • Benefits/Impact: Improved pedestrian crossing facilities. Potential reduction in vehicle speeds. • Anticipated Costs: High • Recommended Action: Retain.
74	Tilehurst	Pedestrian Crossing	Chapel Hill	Near to junction with Normanstead Road	Request for pedestrian crossing facility to assist with walking to/from Birch Copse primary school with complimentary speed calming measures also.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with imprinting could be considered - this could compliment the separate request for traffic calming along the street. • Casualty Data: No recorded incidents within the latest 3 year period (up to April 2018). • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of traffic calming features on residents (potentially increased traffic noise). The enforcement of width restrictions is done only by the police. • Anticipated Costs: High • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
75	Tilehurst	Pedestrian Crossing	Church End Lane	In the vicinity of Moorlands Primary School	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • General: The petition update report at Jan 2018 TMSC noted that potential development works at the school could realise some funding availability for implementing an enhanced crossing facility. Once this funding has been identified, it was recommended that Officers look at options with the school, which need not be controlled crossing facilities, such as a zebra crossing. • Casualty Data: One slight vehicle accident reported in the latest 3 year period (up to September 2017). No pedestrians involved. • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: Medium to High, depending on the type of facility. It is hoped that this could be funded from proposed development works at the school. • Recommended Action: Retain.
76	Tilehurst	Road closure	Gratwicke Road	Junction with Corwen Road	Request received for the closure of the road at the junction with Corwen Road to prevent the alleged rat-running of traffic trying to bypass the Norcot Road/Armour Road/Kentwood Hill/School Road junction.	<ul style="list-style-type: none"> • General: The proposal would limit access to the street, by severing access via Tilehurst Road. This request raises similar issues to that for Recreation Road. It would be advisable that an informal consultation be conducted with residents prior to developing any proposals, should it appear that funding is likely to be forthcoming. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: Reduction in through-traffic, but could cause inconvenience to many residents with a lengthy diversion for access/egress. • Anticipated Costs: Medium - high, depending on signing and closure measures. • Recommended Action: Retain.
77	Tilehurst	20mph zone & One-way plug	Recreation Road	Entire length, considering Blundells Road also.	A petition to September 2014 TMSC requested measures to address rat-running traffic and perceived traffic speeding issues. The petition included a request for 20mph speed limits and consideration of a one-way plug.	<ul style="list-style-type: none"> • General: It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals. • Benefits/Impact: Reduced traffic volumes and reduced vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: Medium - High, depending on proposals for the scheme. • Recommended Action: Retain.
78	Tilehurst	20mph & Pedestrian Crossing	School Road	Outside The Laurels	Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.	<ul style="list-style-type: none"> • General: Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing). • Casualty Data: No incidents involving casualties in the latest 3 year period (up to June 2017) where speeding has been considered a contributing factor, or where pedestrians crossing the street have been injured. • Benefits/Impact: Improved pedestrian crossing facilities, particularly beneficial at school drop-off/pick-up times. Potential reduction in vehicle speeds. • Anticipated Costs: Survey: Low. Implementation: High. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
79	Tilehurst	20mph Zone	St Michaels Road	Whole length	Request for a reduced speed limit along this street.	<ul style="list-style-type: none"> • General: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. • Casualty Data: 1 'serious' and 1 'slight' incident recorded in latest 3 year period of data (up to July 2019), but neither has been recorded with speeding as a factor. • Benefits/Impact: The type of traffic calming features will need careful consideration. Full-width humps will be the most effective, but also be the most impacting to public transport and emergency service vehicles, with the potential to create additional road noise for residents, increase scheme and maintenance costs. The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds. • Anticipated Costs: High - very high, depending on type and extent of measures to be installed. • Recommended Action: Retain.
80	Tilehurst	Lining Alteration	The Meadway	Roundabout with St Michaels Road	Request to review lining on approaches ('unnecessary' 2 lane approaches) to encourage correct use of the roundabout and reduce the number of vehicles cutting across it.	<ul style="list-style-type: none"> • General: Officers agree that reducing the number of lanes on approach to this mini roundabout could have a positive impact on driver behaviour and improve compliance. • Casualty Data: 1 serious and 2 slight injuries in the latest 3 year period (up to June 2017), where vehicles have failed to give way. However, these incidents were recorded with a number of contributing factors. • Benefits/Impact: Improved driver behaviour and compliance at the roundabout. • Anticipated Costs: Low - Medium. • Recommended Action: Retain.
81	Tilehurst	Prevent one way contraventions	The Triangle and Walnut Way	Junction with St Michaels Road	Councillor request for investigation into measures to discourage motorists from contravening the one way restriction at this location.	<ul style="list-style-type: none"> • General: There is a correctly signed no-entry restriction at the junction with St Michaels Road. These restriction types are not currently within the Council's powers of enforcement - this is police-enforceable only. Any measures will likely be lining-based, to act as deterrents, but are ultimately unlikely to deter those who are determined to willingly disobey the restriction. • Casualty Data: No recorded incidents involving casualties within the latest 5 year period (up to Feb 2019), which can be attributed to this issue. • Benefits/Impact: Possible additional deterrent to abuse of the restriction. • Anticipated Costs: Low-medium. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
82	Tilehurst	Pedestrian Crossing	Westwood Road	Junction with School Road	Request received to install improved pedestrian crossing facilities (ideally controlled) near to the roundabout with School Road.	<ul style="list-style-type: none"> • General: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table with imprinting could be considered - this could compliment the separate request for traffic calming along the street. • Casualty Data: No incidents involving pedestrian casualties in the latest 3 year period (up to March 2018). • Benefits/Impact: Improved pedestrian crossing facility, but consideration needs to be made to the impact on emergency service and public transport vehicles, should a full-width raised crossing be installed. Potential reductions in vehicle speeds, depending on the measures to be implemented. • Anticipated Costs: Medium (uncontrolled) to very high (signalised). • Recommended Action: Retain.
83	Whitley	Pedestrian Crossing	Imperial Way	Close to the new development Tidman Rd	Request for safe crossing for residents of the new development.	<ul style="list-style-type: none"> • General: There is a significant increase in costs for installation and maintenance between a signalised crossing and a zebra crossing. It is recommended that a zebra crossing is the preferred facility. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to July 2019). • Benefits/Impact: The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. • Anticipated Costs: High • Recommended Action: Retain
84	Whitley	20mph	Whitley Wood Lane	Whole length	Request for speed limit to be reduced to 20mph.	<ul style="list-style-type: none"> • General: The street has traffic calming (speed cushions), so changes would be the TRO, signing and installation of repeater markings. • Casualty Data: 6 'slight' incidents recorded over the latest 3 year period of data, with a variety of causation factors, but not attributed to speeding. • Benefits/Impact: The benefits should be a perceived improvement in road safety, enhancing the area and potentially encouraging more cycling and walking. There may be a reduction in traffic volumes, once physical measures are in place to reduce vehicle speeds. • Anticipated Costs: Medium. • Recommended Action: Retain.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
85	Whitley/ Church	Traffic calming	Northumberl and 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)