

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 14 JANUARY 2021

Present: Councillors Debs Absolom (Vice-Chair in the Chair), David Absolom, Ayub (Chair), Barnett-Ward, Carnell, Duveen, Ennis, Hacker, Page, Stanford-Beale, Terry and Whitham.

Apologies: Councillor R Singh

29. DECLARATIONS OF INTEREST

Councillor Terry declared an interest in item 33 on the basis that she lived in the vicinity.

30. MINUTES

The Minutes of the meeting of 12 November 2020 were confirmed as a correct record.

31. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS

A question on the following matter was submitted, and answered by the Lead Councillor for Strategic Environment Planning and Transport on behalf of the Chair:

Questioner	Subject
Councillor Duveen	Notification of residents regarding parking consultations

(The full text of the question and the reply was made available on the Reading Borough Council website).

32. PETITION RESPONSE: HAMILTON ROAD PLANTERS

Further to minute 22 of the meeting held on 12 November 2020, the Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the findings of Officer investigation regarding the implementation of traffic calming planters on Hamilton Road, as proposed by the petition. Signatories to the petition had suggested a number of benefits to the proposals, which were set out in the report.

The report stated that an external representation, opposing the implementation of the planters, had been shared with Councillors ahead of the meeting held on 12 November 2020. In summary, the representation considered that the planters would have no positive effect on traffic speed above that already provided by the current speed bumps and parked traffic and would cause adverse effects for road users and pedestrians.

Officers, having considered the content of the petition, the external representation made to Councillors in November 2020, had investigated the proposal and recommended against progressing proposals to place planters along Hamilton Road. The reasons were set out in detail in report. They included the following observations:

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- Parking capacity - the current layout of the bays maximised the parking capacity while maintaining visibility at junctions and providing sufficient space for traffic to flow. Siting planters on the carriageway would reduce the number of parking spaces available for residents and their visitors and, along with the risk of the vegetation growing taller and could compromise visibility along the road and around junctions/accesses.
- Speeding and safety - Hamilton Road was already a traffic calmed street with speed humps and there was no pattern of speed-related (or other) incidents involving casualties.
- Notwithstanding that the petition suggested that a number of residents would be willing to plant and maintain the vegetation in the planters, the expectation would be for the Council to maintain and remove them; this would have cost implications, were the planters not maintained locally.

The Sub-Committee discussed the proposal and considered that the concerns identified by Officers outweighed the arguments put forward by the petitioners.

Officers confirmed at the meeting that they would be notifying the lead petitioner of the Sub-Committee's decision and would be happy to engage with the petitioners on any modified proposal which they might wish to submit. The Sub-Committee suggested that it would also be helpful if a copy of the report, which set out Officers' reasons as to why they recommended against progressing the proposal, was sent to the lead petitioner, together with the offer of further engagement with them, should they wish to do so.

Resolved -

- (1) That the report be noted;
- (2) That the Officer's recommendation not to progress with the implementation of planters on Hamilton Road be agreed;
- (3) That a copy of the report, together with the Sub-Committee's decision, be sent to the lead petitioner, with the offer of further engagement with Officers, should the petitioners wish to do so.

33. CIL LOCALLY FUNDED SCHEME - REDLANDS 20MPH ENHANCEMENTS: RESULTS OF CONSULTATION

Further to minute 24 of the previous meeting, the Executive Director for Economic Growth and Neighbourhood Services submitted a report, providing the Sub-Committee with the feedback that had been received regarding all elements of the proposed scheme of physical traffic calming measures focused on improving motorist compliance to the 20mph zone in Redlands Ward, but also covering Kendrick Road, which was partially in Katesgrove Ward. Drawings to show the recommended range of physical measures reported in November 2020 were attached to the report at Appendix 1. This included the installation of speed humps at various locations along Allcroft Road, speed cushions and rubber kerbing with TMP bollards and tapers at various locations along Kendrick Road, speed humps at various locations along Morgan Road, speed cushions and parking bay build-outs with priority restrictions at various locations along Redlands Road.

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The report recommended the implementation of speed cushions on Redlands Road instead of the parking bay build-out features requested during consultation as it was considered that they would be more effective measures that would affect traffic flow in both directions. However, should the Sub-Committee agreed to the implementation of the parking bay build-out feature for Redlands Road, in place of the southernmost set of cushions. Officers considered that they could be implemented on the north-western approach to the parking bay, subject to the road safety audit results.

In respect of the latter feature, the report explained that at the time of writing, Officers were awaiting the completion of the independent road safety audit for the build-out solution along Redlands Road and that once received, Officers would need to review this information.

A copy of the consultation feedback that had been received was attached to the report at Appendix 2. The feedback suggested significant support for the scheme; of the objections received, many referred to speed enforcement such as cameras as being the most effective solution. However, it was noted that it was not within the Council's legal remit to enforce speed compliance, as this was a matter for the Police. The Council was continuing to lobby for speeding enforcement powers, or for greater influence over Police enforcement.

Upon reviewing the consultation feedback and bearing in mind that the objective of the scheme was to reduce vehicle speeds/improve speed compliance, the report recommended implementing the scheme as reported to the Sub-Committee in November 2020 and advertised.

Officers provided a verbal update at the meeting. They advised that they had now received the initial feedback from the independent road safety audit, which had been circulated to members of the Sub-Committee that afternoon before the meeting. Officers considered that the comments raised in the audit necessitated some minor alterations to the exact location of some speed cushion sets (those inside the crossing 'zig-zag' markings for Kendrick Road and Redlands Road), which fell within the minor alterations/tolerances allowed and did not cause any difficulty in proceeding with the proposed scheme.

The Sub-Committee welcomed the proposed schemes and were content with Officers' proposed implementation of the scheme, as reported to the Sub-Committee in November 2020 and as advertised. However, bearing in mind that there was a strong local objection to the proposed speed cushions on Redlands Road, towards the junction with Elmhurst Road (as set out in objection number 31 of Appendix 2), it was suggested by the local ward councillors for Redlands Ward that a build-out feature, similar to those proposed on Kendrick Road, at the approaching end (north west direction) of the parking bay should be used instead. Officers advised that were the Sub-Committee to agree to this minor variation, it would not be necessary to re-consult, but had discussed a recommendation for a more 'substantial' feature than those proposed for Kendrick Road.

Resolved -

- (1) That the report be noted;**
- (2) That the scheme, as reported to the Sub-Committee in November 2020 and advertised, be implemented, subject to the speed cushion proposed on**

Redlands Road, towards the junction with Elmhurst Road, being replaced with a parking bay build-out feature;

- (3) That no public inquiry be held into the proposal;
- (4) That any money left over from this scheme be used for other highways schemes in Redlands Ward.

(Councillor Terry declared an interest on this item the basis that she lived in the vicinity).

34. CIL LOCALLY FUNDED SCHEME - OXFORD ROAD TIGER CROSSING: RESULTS OF STATUTORY NOTICE

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on feedback that had been received following statutory consultation regarding the proposed installation of a new tiger crossing on Oxford Road. - A copy of the drawing of the consulted crossing design was attached to the report at Appendix 1 and a letter dated 26 November 2020 from Thames Valley Police was attached to the report at Appendix 2.

The report advised that Officers had commissioned the undertaking of an independent road safety audit for this scheme, which had identified some potential concerns being raised regarding vehicular visibility to the proposed crossing. Officers had reviewed carefully the content of the safety audit and undertook detailed on-site evaluations. Officers concluded that the inter-visibility of 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 the Oxford Road should be established. It was also recognised that the roundabout could benefit from some minor adjustments. Appendix 1 showed the adjusted scheme design which was intended to visually reduce the carriageway width and better position vehicles across the roundabout.

Officers had served the Notice of Intention to install the crossing on Oxford Road, which had commenced a statutory consultation process in November 2020 with the local police (Thames Valley Police).

Thames Valley Police had objected to the design of the crossing due to concerns relating to vehicular visibility to the proposed crossing and its close proximity to the roundabout. Concerns were also raised in respect of vehicle speeds.

In December 2020 a speed survey had been conducted on the northern circulatory of the roundabout and also at the proposed crossing location. The results had shown that the average vehicle speeds were 17.7 miles per hour and 21.8 miles per hour respectively. The results also suggested the achievable inter-visibility distance of 43 metres between the driver and the pedestrians waiting to use the crossing, which was compliant with the Department for Transport's guidance, as recommended in the LTN 02/95, The Pedestrian Design Guide.

Having considered the representations made, and in light of the results of the surveys that had been conducted and the on-site evaluations that had taken place, Officers were satisfied that was appropriate to proceed with implementing the scheme as advertised.

The Sub-Committee welcomed the proposal. In respect of Thames Valley Police's concern about lighting potentially being compromised by an overhanging tree, it was suggested that this could be dealt with by arranging for the tree to be cut back and officers agreed to make arrangements for this to be done.

Resolved -

- (1) That the report be noted;**
- (2) That the CIL locally funded scheme for a new tiger crossing on Oxford Road, to the east of the roundabout with Overdown Road, be implemented;**
- (3) That no public inquiry be held into the proposal.**
- (4) That arrangements be made for the cutting back of any tree branches potentially causing visibility/lighting obstructions**

35. ANNUAL WAITING RESTRICTION REVIEW - 2020 PROPOSALS FOR STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report seeking the Sub-Committee's approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions, which would address the issues raised in the initial list of requests. The initial list of requests had been agreed for investigation by the Sub-Committee at its meeting on 16 September 2020 (minute 13 refers). It was noted that the recommendations within the report had been shared with Ward Councillors, with an opportunity for them to comment.

The annual waiting restriction review programme list of streets and officer recommendations (including any Ward Councillor comments) was attached to the report at Appendix 1. Appendix 2 contained drawings to accompany Officer recommendations in Appendix 1.

The Sub-Committee considered the recommendations for each of the items listed on the review programme at Appendix 1. This included considering which of the options it wished to proceed to statutory consultation in respect of line 1 of Mapledurham Ward and lines 5 and 7 of Redlands Ward, which had multiple options.

In respect Redlands Ward (line 7 in Appendix 1), Officers advised that the reference to the permit zone contained in the plans showing Marlborough Avenue and Elmhurst Road was incorrectly referenced as 13R and should have read 15R, albeit there was no proposal to alter the existing permit zone reference.

Resolved -

- (1) That the report be noted;**
- (2) That in respect of Mapledurham Ward, Hewett Avenue (line 1 in Appendix 1), option two be agreed - namely the request be removed from the programme until the new school had been opened. This is to allow Officers to take a reactionary approach to any parking issues that had arisen and address the needs of the area holistically;**

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- (3) That in respect of Redlands Ward, De Beauvoir Road, Carnavon Road/Junction Road (line 5 in Appendix 1), option 1 be agreed - namely to convert De Beauvoir Road to "Permit Holders Only" restriction, as shown in drawing WRR2020/RE2;
- (4) That in respect of Redlands Ward, Marlborough Avenue and Elmhurst Road (line 7 in Appendix 1), option 2 be agreed - namely change the restriction timings of the permit bays on Elmhurst Road and Marlborough Avenue, as well as installing a new single yellow line restriction on Marlborough Avenue;
- (5) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows:
 - In respect of Church Ward, Shinfield Road (line 5 in Appendix 1), the scheme be brought back /investigated if the referenced Tranche 2 Active Travel scheme is not taken forward
 - In respect of Norcot Ward, Water Road (line 7 in Appendix 1), it be noted that this scheme did not fall under the developing Grovelands Road area Resident Permit Scheme, as stated in the Officer recommendation
 - In respect of Redlands Ward, Newcastle Road (line 8 in Appendix 1), the scheme be retained - later clarified as being 'rolled-over' into the next WRR programme (2021A)
 - In respect of Thames Ward, Albert Road and Wrenfield Drive (lines 1 and 6 respectively in Appendix 1), these schemes be retained - later clarified as being 'rolled-over' into the next WRR programme (2021A)
 - In respect of Thames Ward, Hemdean Road (line 3 in Appendix 1), the double-yellow-lines be installed along the western side of Hemdean Road, following a local request received during the consultation, and not the eastern side, as set out in the report.
- (5) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within Appendix 1 and 2, subject to resolutions (2), (3) and (4) above;
- (6) That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (7) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (8) That the Head of Transport, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (9) That no public inquiry be held into the proposals.

36. KENAVON DRIVE, OSCAR WILDE CLOSE, ROBERT PARKER ROAD & ALEXANDER TURNER CLOSE - FORMERLY KNOWN AS 42, KENAVON DRIVE DEVELOPMENT SITE

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on traffic management measures associated with the Highway Adoption of Kenavon Drive, Oscar Wilde Close, Robert Parker Road and Alexander Turner Close, which was due to take place in approximately March 2021, subject to remedial works. The proposed restrictions at various locations throughout the site were attached to the report at Appendices 1 to 3.

The report explained that during the later stages of construction of the site that extensive commuter parking occurred on Kenavon Drive and throughout the development. It had therefore been agreed with the developer that to ensure commuter parking did not occur, a private enforcement company would manage parking throughout the development and prior to adoption. It was proposed that the continuation of the current traffic management measures currently in place be managed/enforced by the Council, following the adoption of the internal road network.

The report set out a description of the proposals, as listed at paragraphs 4.11 to 4.34 of the report and sought approval to carry out Statutory Consultation on the proposals which included:

- Creation of 7 parking areas that allow for '4 hour parking no return within 2 hours' restriction at various locations throughout the development.
- Creation of a 'No Waiting at Any time' restriction on both sides of the carriageway from the junction of Kenavon Drive and Gas Works Road through the development to the eastern extent of the site on Alexander Turner Close.
- Creation of a bus stop on Kenavon Drive to serve bus route Buzz 42.

The Sub-Committee discussed the report and agreed that it was important for the existing traffic management measures currently in place to be managed by the Council following adoption of the internal road network in approximately March 2021.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed restrictions on Kenavon Drive, Oscar Wilde Close, Robert Parker Road and James Alexander Close, as per items 4.11 to 4.34 in the report;
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;

- (5) That the Head of Transport (or appropriate Officer), in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (6) That no public enquiry be held into the proposals.

37. OXFORD ROAD WAITING RESTRICTION CHANGES (READING WEST STATION UPGRADE)

The Executive Director for Economic Growth and Neighbourhood Services submitted a report seeking approval for Officers to undertake statutory consultation for recommended alterations to waiting restrictions on the Oxford Road at Reading West Station. This was in order to facilitate the building of a new station building as part of the station upgrade scheme, for which a separate planning application 201448 had been submitted. A plan of the proposed amendments was attached to the report at Appendix 1.

The Sub-Committee noted that at its meeting on 13 January 2021 the Planning Application Committee had granted consent for application 201448 (Minute 68 of that meeting refers) and construction work was due to commence on site in Spring 2021.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within Appendix 1;
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transport, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (6) That no public enquiry be held into the proposal.

38. ABATTOIRS ROAD JUNCTION WITH CAVERSHAM ROAD - BANNED RIGHT TURN MOVEMENTS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report seeking approval for Officers to undertake statutory consultation for banned (right turn) movements at the junction of Abattoirs Road with Caversham Road. The report explained that with the imminent closure of the NCP Garrard Street car park, the intention was to make Cattle Market car park more accessible. This would entail a proposed vehicle entrance

from Caversham Road via Abattoirs Road. Consequently, there was a need to manage turning movements at the junction whilst maintaining road safety.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for banned right turn movements at the junction of Abattoirs Road with Caversham Road;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transport, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (6) That no public enquiry be held into the proposal.

39. PARKING TARIFF REVIEW 2021

The Executive Director for Economic Growth and Neighbourhood Services submitted a report advising the Sub-Committee of the proposal to change the on-street and off-street car parking order, which had come about following a review of the tariffs. The following appendices were attached to the report: -

Appendix 1 - Proposed Car Park tariff Charges 2021

Appendix 2 - Proposed Car Park season ticket Charges 2021

Appendix 3 - Proposed On-Street Pay & Display tariff Charges 2021

The report advised that should the changes be agreed, and the associated Traffic Regulation Order be implemented, it was planned to introduce them from 1 April 2021 provided there were no objections to the order.

It was noted that in Appendix 1, the 'Proposed Weekends' tariff for the initial 30-minute parking at Queens Road car park, should have read £1.00 (i.e. No Change).

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, as recommended in the proposals for:
 - (i) Changes to on-street Pay and Display tariffs;
 - (ii) Changes to off-Street car park tariffs;

- (3) That subject to no objections being received during the periods of statutory consultation, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That no public enquiry be held into the proposals.

40. ANNUAL PARKING SERVICES REPORT 2019-2020

The Director of Environment and Neighbourhood Services submitted a report presenting financial and statistical data on the Council's civil parking enforcement activities during 2019-2020. A copy of the Parking Services Annual Report 2019-2020 was attached to the report at Appendix 1.

The report stated that it was intended that the Annual Report for 2019-2020 would be published in January 2021.

The Sub-Committee discussed the report and it was suggested that it would be helpful if future annual parking services reports included a map showing the location of all the Residents Parking Permit Zones in the Borough. The possibility of including information on the different types of parking offences such as parking on grass verges was also suggested.

Resolved -

- (1) That the report, and the availability of annual reports for 2015-2019 on the Council's website, be noted;
- (2) That the intention to publish the Annual Report for 2019-2020 in January 2021 be noted.

41. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of item 42 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

42. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report giving details of the background to the decisions to refuse applications for Discretionary Parking Permits from 18 applicants, who had subsequently appealed against these decisions.

Resolved -

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- (1) That application 2 be deferred for officers from Transportation and Streetcare to have further discussions with officers from Brighter Futures for Children regarding which roles for healthcare professionals are to be included on the list of approved professions for a Healthcare Professional permit, and report back to Traffic Management Sub-Committee;
- (2) That with regard to application 3, a first Discretionary Residents Parking Permit, personal to the applicant, be issued;
- (3) That with regard to applications 4 and 14, they be deferred for further consideration on the possible impact of adding their professions to the list of approved professions to be allowed to be issued to Healthcare Professional, and report back to Traffic Management Sub-Committee;
- (4) That with regard to applications 7 and 8, a second Discretionary Resident Parking Permit, personal to the applicant, be issued, subject to adequate proofs being provided;
- (5) That with regard to applications 9 and 12, a first Discretionary Residents Parking Permit, personal to the applicant, be issued, subject to adequate proofs being provided;
- (6) That with regard to application 16, a third Discretionary Resident Parking Permit, personal to the applicant, be issued, subject to adequate proofs being provided;
- (7) That with regard to application 17, a second Discretionary Resident Permit be issued, personal to the applicant, subject to confirmation that the second Discretionary Resident Permit has expired; if it has not expired and has been renewed, a third Discretionary Resident Permit can be offered.
- (8) That application 18 be deferred until the next meeting in order for officers, in consultation with the Chair and Vice-Chair of the Sub-Committee, to investigate why the previous application for one book of discretionary visit permits was allowed. The Chair and Vice-Chair of the Sub-Committee to decide the application following the completion of the investigation.
- (9) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 5,6, 10, 11, 13 and 15 be upheld.

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 8.18 pm).