

REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 1

New requests, or proposed updates to previous entries, since last reported update (March 2021)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1 (New)	Battle	Pedestrian Crossings	Portman Road	East of Tesco and also near Bridgewater Close	Request for pedestrian crossings as traffic levels have increased on this road in 2020, making it harder for pedestrians to cross to access the industrial estate.	<ul style="list-style-type: none"> • General: There may be funding available through S106. The area will need to be reviewed to determine the best location for a crossing. • Casualty Data: One serious accident at the junction with Little John's Lane in the latest 3 year period (up to March 2021). No pedestrians involved. No accidents reported in the immediate area around Tesco or Bridgewater Close. • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: Survey: Low implementation: High • Recommended Action: Retain
2 (New)	Caversham	Vehicle restriction	School Lane	Entire road	Request to prevent vehicles from using School Lane by installing bollards at each end. It is a single lane road with no pavements and is used regularly by cyclists and pedestrians. Concerns that the development of the New Directions site could increase the number of vehicles using this lane and risk pedestrian and cyclist safety.	<ul style="list-style-type: none"> • General: Bollards would prevent cars entering the road, however, the features need 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: No accidents reported in the latest 3 year period (up to March 2021). • Benefits/Impact: Improved safety for pedestrians and cyclists. • Anticipated Costs: Medium - High depending on measures chosen. • Recommended Action: Retain

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3 (New)	Katesgrove	Restriction Enforcement (Potential)	Elgar Road	At the road closure point, between Elgar Road and Elgar Road South.	The road is closed to vehicles and has a TRO in place for this, but allows cyclists and pedestrians through the closure. There is also a footway on either side for pedestrian access. The closure is being abused by users of motorcycles and quadbikes, who are managing to squeeze through the gaps between the bollards, left for legitimate access. Ward Councillors have raised this issue and would like a solution to prevent this.	<ul style="list-style-type: none"> • General: It is going to be challenging to find an engineering solution that enables the legitimate access, but prevents access for these smaller motorised vehicles. The bollard gaps are only marginally wider than the minimum guidance given to facilitate cyclist movements. This could be a potential site for future civil enforcement of moving traffic offences, subject to enforcement of this restriction being allowable in the regulations and subject to the vehicles being registered and registration plates being displayed. • Casualty Data: One slight accident at the Elgar Rd/Waterloo Rd junction in the latest 3 year period (up to March 2021). Not connected to the road closure. • Benefits/Impact: Ideally eradicating these contraventions through enforcement. Potential risk to these vehicles instead proceeding along the footways, which again brings accessibility vs. restriction challenges. • Anticipated Costs: Camera enforcement, if possible: very high. • Recommended Action: Retain
4 (New)	Katesgrove	Weight Restriction	Highgrove Street	Entire road	Request from resident for a weight restriction on this road to restrict HGVs from using this road. Reports of vehicles being damaged on several occasions from large vehicles moving through this area.	<ul style="list-style-type: none"> • General: A weight restriction will also restrict some vehicles needing to load/unload on behalf of residents, so could prove to be unpopular overall. Enforcement of this restriction is likely to be the primary deterrent. It is expected that Civil Enforcement powers will be provided to local authorities in FY22-23, until which time only the Police can enforce the restriction. Camera enforcement will be very costly, however. • Casualty Data: One slight accident in the latest 3 year period (up to March 2021) not related to HGV traffic. • Benefits/Impact: Reduce instances of vehicle damage, but likely challenges for delivery access and other 'legitimate' accesses. • Anticipated Costs: Medium (TRO and signing work). Very-high (enforcement, when possible) • Recommended Action: Retain

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5 (New)	Kentwood	Traffic calming	Kentwood Hill	Request related broadly to the area between Armour Hill and Armour Road.	Concerns about speeding, despite the speed camera, and a request for traffic calming.	<ul style="list-style-type: none"> • General: Due to this being a bus route, it is likely that speed cushions would be the highest 'impact' measures that could be introduced. On a 30mph street there would need to be (costly) illuminated warning signs. Consideration should be made for making this a 20mph street instead, which would need a range of features and signing within. • Casualty Data: No accidents reported in the latest 3 year period (up to March 2021). • Benefits/Impact: Lower traffic speeds providing perception of improved safety, which may remove some barriers toward using sustainable transport modes in the area. Physical traffic calming measures <i>can</i> generate some complaint of additional noise. • Anticipated Costs: High - very high, depending on the extent of physical measures that are desirable. • Recommended Action: Retain
6 (New)	Minster	Restriction Enforcement (Potential)	Lower Field Road	Closure point, near to the junction with Garnet Hill	Residents have reported to Councillor considerable daily contravention of the road closure restriction by motorcyclists, using this as a rat-run between Berkeley Avenue and Castle Hill/Bath Road.	<ul style="list-style-type: none"> • General: It is going to be challenging to find an engineering solution that enables the legitimate access, but prevents access for these smaller motorised vehicles. This could be a potential site for future civil enforcement of moving traffic offences, subject to enforcement of this restriction being allowable in the regulations and subject to the vehicles being registered and registration plates being displayed. • Casualty Data: No accidents reported in the latest 3 year period (up to March 2021). • Benefits/Impact: Ideally eradicating these contraventions through potential enforcement. Potential risk to these vehicles instead proceeding along the footways, which again brings accessibility vs. restriction challenges. • Anticipated Costs: Camera enforcement, if possible: very high. • Recommended Action: Retain

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7 (New)	Minster	Traffic calming	Shaw Road	Entire Road	Request for traffic calming to be considered on Shaw Road which is part of an existing 20mph zone.	<ul style="list-style-type: none"> • General: Depending on the measure(s), there may need to be some loss of parking. • Casualty Data: 3 slight accidents at the junction with Berkeley Avenue and 2 serious accident reported on Shaw Road in the latest 3 year period (up to March 2021). Some of these incidents were prior to the 20mph zone implementation, none referenced speeding as a cause. • 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.
8 (New)	Multiple: Church / Whitley	20mph	Hartland Road & Whitley Wood Road	From Basingstoke Road to Shinfield Road	Request, via Councillor, for 20mph speed reduction to improve the environment for residents, reduce the appeal as a cut through and to reduce safety risks in consideration of the nearby schools	<ul style="list-style-type: none"> • General: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend a 20mph zone for this type of residential street as it would add a range of supporting physical measures to improve compliance. • Casualty Data: 8 slight accidents on Hartland Road and 2 slight accidents reported on Whitley Wood Rd in the latest 3 year period (up to March 2021). 1 of the accidents on Hartland Rd listed speeding as a contributing factor, with many of the others relating to junction collisions. • Benefits/Impact: Reduced vehicle speeds, but need to consider the impact of the required traffic calming features on emergency service vehicles, public transport and residents (potentially increased traffic noise). • Anticipated Costs: Very high. Could consider delivering in phases. • Recommended Action: Retain.
9 (New)	Multiple: Redlands / Church	Traffic calming	Elmhurst Road	Entire Road	Request from residents for traffic calming features such as speed humps to reduce vehicle speeds on this road.	<ul style="list-style-type: none"> • General: The installation of traffic calming could result in noise complaints and will be costly. It may be beneficial to conduct a speed survey to assess vehicle speeds and investigation is needed to determine what measures could be appropriate here. • Casualty Data: 3 slight and 1 serious accident reported around the Elmhurst Rd/Upper Redlands Rd junction in the latest 3 year period (up to March 2021). None of these listed speeding as a contributing factor and none of these took place along the length of Elmhurst Road. • Benefits/Impact: Potential reduction in vehicle speeds. • Anticipated Costs: Low - High depending on measures

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						taken. <ul style="list-style-type: none"> • Recommended Action: Retain.
10 (New)	Park	Construct new footway	Hamilton Road	Southern end of the road, leading from Whiteknights Road to the school entrance on the eastern side.	Request from ward Councillor for the construction of a footway - there is currently no footway on the eastern side of the street, leading up to the school entrance.	<ul style="list-style-type: none"> • General: Significant feasibility issues. There is currently insufficient Highway land to install the footway, which would require agreement to move the highway boundary into private land. This section of land would then need to be cleared back, which includes fencing, trees and other vegetation. Construction of the footway would also necessitate Highway drainage installation, movement of street lighting and potential utility diversion. • Casualty Data: 1 slight accident just south of Waybrook Crescent in the latest 3 year period (up to March 2021), not involving pedestrians. • Benefits/Impact: Improved pedestrian access up to the school entrances, which could reduce the need for some students to cross Hamilton Road. • Anticipated Costs: Very high for footway construction elements alone. Many unknowns, including the need for land use, make predicting costs impossible at this stage. • Recommended Action: Retain, with caveats around feasibility.
11 (New)	Park	Crossing improvement	Wykeham Road	At junction with Brighton Road	Improvements needed to allow prams and wheelchair users to cross safely. There have been reports that some users have had difficulties and become stuck when crossing at this junction.	<ul style="list-style-type: none"> • General: There are a few driveways at this location which could prevent any crossing points from being installed. There is also a high demand for on street parking in the area which should also be considered before removing any parking spaces. Officers will need to visit the site to consider what options may be available. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to March 2021). • Benefits/Impact: Improved pedestrian crossing facilities. • Anticipated Costs: Medium • Recommended Action: Retain

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12 (New)	Peppard	One way	Grove Road	The section between no 59-87 Grove Road	Request to make this section one way, due to issues caused by vehicles entering both ends of Grove Road and forcing vehicles to reverse.	<ul style="list-style-type: none"> • General: This would require statutory consultation and may receive objections from residents. • Casualty Data: 1 slight accident in the latest 3 year period (up to March 2021) involving a pedestrian crossing the road. • Benefits/Impact: It is likely to make it easier for vehicles accessing the road to manoeuvre and reduce risks caused by having to reverse. It could reduce risks for pedestrians crossing the road if traffic is only approaching in one direction, but could lead to an increase in vehicle speeds for this same reason. • Anticipated Costs: High, depending on closure method and civil engineering requirements. • Recommended Action: Retain.
13 (New)	Peppard	Pedestrian crossing and 20mph zone	Lowfield Road	Near the junction with Farnham Drive	Residents have raised concerns about speeding in this area, and have noted that there are now more children crossing the road since the new housing was built on 37-91 Lowfield Road. There have been requests to reduce the speed limit and install a pedestrian crossing.	<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. The area will need to be reviewed to determine the best location for a crossing. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to March 2021). • Benefits/Impact: Potential reduction in vehicle speeds, improved pedestrian crossing facilities. • Anticipated Costs: Survey: Low implementation: High • Recommended Action: Retain

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14 (New)	Redlands	Speed calming features	Eldon Terrace	Entire street and immediate area	Request, via Councillor, for the installation of physical speed calming measures to aid motorist compliance.	<ul style="list-style-type: none"> • General: The street, and those leading to it, sit within an existing 20mph zone, which will negate the need for additional signing to be implemented alongside any vertical traffic calming measures. Considering the narrow nature of the streets and a level of on-street parking, chicanes or width restricting features are unlikely to be feasible. To improve compliance with the speed limit, speed humps will be the most effective measure. These features, however, will affect all motorists and there is often local concern of noise and vibration raised when such features are proposed to be installed in residential areas. Such features will require public consultation. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to March 2021). • Benefits/Impact: Benefits should include improvements in motorist compliance with the speed limit, reducing risks and severity of incidents and improving the perception of safety for the local community. However, there could be an impact of additional noise and vibration complaints and they will impact all motorists using the street, including those residents who do comply with the speed limit. • Anticipated Costs: Speed survey - very low. Implementation - High, but can be scaled depending on the number of features that are desirable. • Recommended Action: Retain
15 (New)	Tilehurst	Speed calming and traffic management measures	Conwy Close	Entire length	Request from parent whose child attends the Avenue School, for road safety measures such as signs, lines, traffic calming and/or a pedestrian crossing to improve safety at this location. There are concerns about safety due to the high volume of vehicles and pedestrians that use this road e.g. taxis and minibuses parking on the pavement, double parking and general traffic build up.	<ul style="list-style-type: none"> • General: The installation of traffic calming could result in noise complaints and will be costly. It may be beneficial to conduct a speed survey to assess vehicle speeds and investigation is needed to determine what measures could be appropriate here. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to March 2021). • Benefits/Impact: Potential reduction in vehicle speeds and improved crossing for those accessing the school. • Anticipated Costs: Low - High depending on measures taken. • Recommended Action: Retain.

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16 (New)	Tilehurst	Improved pedestrian crossing facilities	Corwen Road / Walnut Way	Near the junction	Request for a safe crossing at the top of Walnut Way near the junction with Corwen Road. The width of Walnut Way at this junction makes it difficult for pedestrians to cross. A traffic island has been suggested as a means of helping pedestrians cross the 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. • Casualty Data: 1 accident involving a child crossing in October 2018. No other accidents reported in the latest 3 year period (up to March 2021). • 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.
17 (New)	Whitley	20mph speed limit	Blandford Road	Entire road	Request for a 20mph speed limit along this road due to complaints about vehicles travelling too fast and concerns about safety, as there are schools nearby.	<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: No accidents reported in this area in the latest 3 year period (up to March 2021). • 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 - very high, depending on type and extent of measures to be installed. • Recommended Action: Retain.
18 (New)	Whitley	20mph	Spencer Road	Request related to this street, but a reasonable 'zone' could be created if including Vernon Crescent and the no-through roads that come from each of these.	Concerns raised by resident, regarding speeding along Spencer Road. It was alleged that vehicles are using the street to avoid speed reducing measures on Whitley Wood Lane/Road (humps and buses stopping).	<ul style="list-style-type: none"> • General: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Physical measures can be placed in a 30mph area, but officers would recommend a 20mph zone for this type of residential street. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to March 2021). • 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 - very high, depending on type and extent of measures to be installed. • Recommended Action: Retain.

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The following are recommended for removal						
19	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: Remove - Development proceeding with local CIL funding allocation.
20	Redlands	Pedestrian Crossing	Addington Road	Between Addington/Erleigh Rd and Addington/Easter n Ave jcns	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: Remove - Development proceeding with local CIL funding allocation.
21	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: Remove - Development proceeding with local CIL funding allocation.

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22	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: Remove - Development proceeding with local CIL funding allocation.
23	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: Remove - Development proceeding with local CIL funding allocation.

This table is arranged by Ward (A-Z), then by Street (A-Z)