

### REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 3

Principal list with updates following outcomes of previous report (September 2021).

Appended 'Appendix G' of the Local Walking and Cycling Infrastructure Plan: Prioritised list of cycling and walking measures

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"> <li>• Comment: Built-out alterations and/or signing and lining adjustments may reduce these instances.</li> <li>• Casualty Data: No incidents in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be £8,000 for minor changes to lines and signs, but build-out/kerbing alterations will be considerable additional costs, depending on the application.</li> </ul>
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. Reported to March 2014 TMSC.	<ul style="list-style-type: none"> <li>• Comment: A more detailed investigation is needed to ascertain feasibility due to the traffic lights. Potential alterations to yellow-box junctions, as part of forthcoming civil enforcement of moving traffic offences, may be necessary and these may be complimentary works funded by capital investment.</li> <li>• Casualty Data: 6 slight incidents reported on the roundabout in the latest 3 year period (up to August 2021) however, 4 of these incidents can be attributed to lane-changing.</li> <li>• Anticipated Costs: A high level estimate would be around £30,000 due to the level of traffic management required.</li> </ul>
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"> <li>• Comment: This has arisen from the Cycle Forum. This upgrade is hoped to be delivered, or at least funded, by development in this area but will remain on this list until this is confirmed.</li> <li>• Casualty Data: 7 slight and 1 serious accidents reported on the Caversham Rd roundabout in the latest 3 year period (up to August 2021). 4 of these incidents involved pedal cycles.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated, but it is hoped that this will be funded/delivered by development works in the vicinity.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
4	Abbey	Cycle Access	Cheapside	Cheapside/Friar Street	Allow right turn from Cheapside onto Friar Street	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. This would require a TRO change, lining and signing (including de-illumination) alterations. However, alterations to the pedestrian island are also recommended for consideration, to change the shallow angle that traffic turning right onto Cheapside is currently taking and to reduce the risks to cyclists (and other vehicles) waiting to turn right onto Friar Street. Visibility checks and a road safety audit would be necessary.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A high level estimate would be around £8,000 + any necessary alterations to the island.</li> </ul>
5	Abbey	Cycle Access	Friar Street East	Between Queen Victoria Street & Station Approach, including Blgrave Street	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. The pressure on kerb space within the town centre (including bus, taxi, loading facilities), significant pedestrian flows and the bend in the road make this a challenging proposal to deliver.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.</li> </ul>
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 TMSC referred to this request and an indicated funding contribution by the business community.	<ul style="list-style-type: none"> <li>• Comment: Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options. The crossing would need to be set back from the roundabout from a forward visibility perspective, which moves it onto the bridge structure and away from the crossing desire line. Visibility along the bridge is also a concern due to the pronounced 'hump' mid way.</li> <li>• Casualty Data: 4 serious and 9 slight incidents reported on the roundabout in the latest 3 year period (up to August 2021). None involved pedestrians crossing.</li> <li>• Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.</li> </ul>

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7	Abbey	Cycle access	Great Knollys Street	Entire street	Advance stop line for Great Knollys Street junction	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>
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"> <li>• Comment: This has arisen from the Cycle Forum. This will likely require alterations to traffic signal detection equipment and configuration.</li> <li>• Casualty Data: 1 serious and 2 slight accidents reported in this area in the latest 3 year period (up to August 2021). 1 slight incident involving a pedal cycle.</li> <li>• Anticipated Costs: A high level estimate would be around £10,000 if alterations are needed to the detection.</li> </ul>
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"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed given the narrow width of Market Place and the pedestrian flows/cafe usage along Butter Market.</li> </ul>
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"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>
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"> <li>• Comment: 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. Illuminated signs are also costly in a 30mph road, with ongoing revenue implications. Due to the bus and delivery traffic along the road, speed cushions are likely to be the most 'impactive' measures that could be introduced.</li> <li>• Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) where a pedestrian was involved but speeding was not considered a contributing factor.</li> <li>• Anticipated Costs: A high level estimate would be £50,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
12	Abbey	Cycle Access	Oxford Road	Oxford Road linking to Hosier Street via Queens Walk	Improved access to shared-use facilities via dropped kerb as full height kerb currently in place	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A high level estimate would be around £3000.</li> </ul>
13	Abbey	Cycle Access	Southern Inter-change	Garrard Street / Stanshawe Road / Southern Interchange	Improved access and signing to/from Garrard Street and Stanshawe Road junctions to Southern Interchange	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. It is anticipated that local redevelopment will lead to the delivery of cycle infrastructure on Greyfriars Road and Garrard Street. This request will remain on the list until this is confirmed/delivered.</li> <li>• Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but not involving a pedal cycle.</li> <li>• Anticipated Costs: This is expected to be delivered as part of local development works.</li> </ul>
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"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A high level estimate would be around £3000.</li> </ul>
15	Abbey	Cycle Signing	Various	Town centre	Improved clarity of cycle routes in town centre	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A high level estimate would be around £3000.</li> </ul>
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"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>
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"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
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"> <li>• Comment: This has arisen from the Cycle Forum. This would necessitate TRO alteration (consultation), signing changes and very likely require some traffic signal detection alterations to ensure that bicycles would be detected at the junction.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A high level estimate would be around £10,000.</li> </ul>
19	Abbey	Cycle Facilities	Watlington Street & Forbury Road	Watlington Street & Forbury Road, providing linking to Christchurch Bridge via Kings Meadow	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"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.</li> </ul>
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"> <li>• Comment: This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving. This may be covered by future capital investment bids.</li> <li>• Casualty Data: 2 slight and 1 serious incident reported in this area in the latest 3 year period (up to August 2021). None involved pedestrians.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the work needed.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
21	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"> <li>• Comment: There is likely to be some funding contribution toward measures through Section 106 contributions. The area will need to be reviewed to determine the best location for a crossing. This is particularly the case to find a good and suitable crossing link near to Bridgewater Close.</li> <li>• Casualty Data: One serious accident at the junction with Little John's Lane in the latest 3 year period (up to August 2021). No pedestrians involved. No accidents reported in the immediate area around Tesco or Bridgewater Close.</li> <li>• Anticipated Costs: A very high level estimate would be around £70-80k for one zebra crossing, due to the additional footway links that will be required across the verges. This could be significantly higher near Bridgewater Close, depending footway links on the southern side of the road.</li> </ul>
22	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"> <li>• Comment: A detailed investigation would be needed to ascertain what features can be installed. It is not at all likely that a zebra crossing can be installed in this area due to the visibility issues caused at the bend in the road, the number of dropped kerbs, junctions and the bus stop and it would also require the removal of a number of parking spaces. This would move the crossing further down the road, away from this desire line and would still require some parking removal.</li> <li>• Casualty Data: 1 slight and 1 serious incidents reported in the latest 3 year period (up to August 2021). These were at the southern end of Briants Ave but the serious incident involved a pedestrian crossing the road.</li> <li>• Anticipated Costs: Survey: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed. If a suitable and likely useful position can be found, a typical zebra crossing could cost around £60k-80k depending on the location and the level of works required.</li> </ul>
23	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	Petition received at November 2017 TMS for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> <li>• Comment: The petition update report at Jan 2018 TMS 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.</li> <li>• Casualty Data: 4 slight incidents reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
24	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"> <li>• Comment: 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 for pedestrians. 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.</li> <li>• Casualty Data: 3 slight incidents reported near the junction in the latest 3 year period (up to August 2021). 1 vehicle failed to give way, one was distracted and one failed to indicate left.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed and what underground services may be impacted by the necessary civil engineering works.</li> </ul>
25	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"> <li>• Comment: 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.</li> <li>• Casualty Data: 2 slight incidents in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: A crossing could cost around £60k-80k depending on the location and the level of works required.</li> </ul>
26	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"> <li>• Comment: 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. This will likely require a TRO motor vehicle prohibition to be consulted and implemented.</li> <li>• Casualty Data: No accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be £6k.</li> </ul>

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27	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"> <li>• Comment: 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. The outline area in the original report is very large, but this could be split into prioritised phases.</li> <li>• Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.</li> </ul>
28	Church	Traffic calming	Northcourt Avenue	Entire road	Concerns raised about vehicle speeds and request for speed reduction measures.	<ul style="list-style-type: none"> <li>• Comment: A 20mph zone could be introduced with physical traffic calming, signing and some lining to reinforce this. As a minimum, it is recommended that Wellington Avenue be included, which already creates a scheme that spans over 1200m. There could be further expansion opportunities to Ennerdale Road and beyond, subject to funding availability.</li> <li>• Casualty Data: 3 slight and one serious incidents reported in the latest 3 year period (up to August 2021). The serious incident listed speeding as a causation factor.</li> <li>• Anticipated Costs: It is estimated that the TRO work, signing, lining and physical traffic calming (and associated costs) for a 20mph zone on Northcourt Avenue and Wellington Avenue would total £200k.</li> </ul>
29	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"> <li>• Comment: This would be a low cost measure that could benefit residents and traffic flow on the main road.</li> <li>• Casualty Data: There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £1000.</li> </ul>



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30	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"> <li>• Comment: 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.</li> <li>• Casualty Data: One slight accident at the Elgar Rd/Waterloo Rd junction in the latest 3 year period (up to August 2021) where a driver lost control and hit a bollard.</li> <li>• Anticipated Costs: Unable to estimate at this time, as it is dependant on a wider piece of work and the types of technology that will be adopted.</li> </ul>
31	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"> <li>• Comment: A weight restriction will also restrict some vehicles needing to load/unload on behalf of residents, so could prove to be unpopular overall.</li> <li>• Casualty Data: One slight accident in the latest 3 year period (up to August 2021) not related to HGV traffic.</li> <li>• Anticipated Costs: A very high level estimate would be around £5,000 for the installation of the restriction (the TRO).</li> </ul>
32	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"> <li>• Comment: 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.</li> <li>• Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but speeding was not a contributing factor.</li> <li>• Anticipated Costs: A high level estimate would be £40,000.</li> </ul>

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33	Katesgrove	Traffic calming /road closure	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"> <li>• Comment: While this proposal will have a speed-calming impact across the street overall, it still leaves potential on either side, albeit that this would unlikely be as a result of non-resident (and their visitors) traffic. Officers recommend that a 20mph scheme with physical traffic calming measures also be considered. Both options would require statutory consultation for a new TRO.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated costs: A high level estimate would be £35,000 for a 20mph scheme. A closure would cost more and would depend on the features installed.</li> </ul>
34	Katesgrove	Cycle Facilities	Silver Street & Southampt on Street	Silver Street & Southampton Street	Reallocation of road space to accommodate on-carriageway cycle facilities	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum. Cycle facilities have been added as part of the Tranche 1 Active Travel initiative, funded by government emergency funding during the pandemic. It will remain on this list until this currently-temporary scheme has been agreed for permanent implementation.</li> <li>• Casualty Data: 5 slight and 3 serious incidents reported in the latest 3 year period (up to August 2021). 4 incidents involved cycles and two of these were caused by vehicles entering the bus lane.</li> <li>• Anticipated Costs: Minimal costs to retain existing measures as a 'permanent' scheme.</li> </ul>
35	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"> <li>• Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. The area to which the zone covers needs consideration and could feasibly include the entire street and those no-through roads off of Armour Hill. This would, however, increase the costs of the scheme, with upward of 1km of carriageway to be covered by traffic calming features.</li> <li>• Casualty Data: No incidents involving casualties recorded in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £120,000 for the abovementioned area.</li> </ul>

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36	Kentwood	Traffic calming	Kentwood Hill	Request related broadly to the section 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"> <li>• Comment: 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, which also attract ongoing revenue costs. Consideration should be made for making this a 20mph street instead, which would need a range of features and signing within.</li> <li>• Casualty Data: No accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate for a 20mph with traffic calming would be around £50k for this section of Kentwood Hill. This would increase if other roads were included, or if a greater length of the street were to be included.</li> </ul>
37	Kentwood	Traffic calming	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"> <li>• Comment: 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. £6k per sign). Officers recommend that a 20 zone with side roads be considered. There is another request on this list for a 20mph scheme on Westwood Rd which could be considered with this one.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for a 20mph scheme with side roads would be around £100,000.</li> </ul>

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38	Mapledurham	Speed Calming	Upper Woodcote Road	General	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"> <li>• Comment: 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). The types of traffic calming features would also be restricted as this is a nationally-classified 'A' road, with other feasibility challenges around the number of dropped vehicular crossings (driveway accesses) along the street.</li> <li>• Casualty Data: 1 serious and 1 slight incidents reported in the latest 3 year period (up to August 2021). Of these, the serious incident listed speeding as a likely causation factor (close to Shepherd's lane).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.</li> </ul>
39	Mapledurham	Pedestrian Crossing	Upper Woodcote Road (and 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"> <li>• Comment: A crossing has been installed close to its junction with Knowle Close, however, there would be benefit in considering some of the other areas that attract a higher footfall and providing appropriate facilities to assist pedestrians, expanding to Woodcote Road also. Facilities could range from informal, to controlled crossings (e.g. zebra crossings)</li> <li>• Casualty Data: 1 serious and 1 slight incidents reported in the latest 3 year period (up to August 2021). Of these, the serious incident listed speeding as a likely causation factor (close to Shepherd's lane).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.</li> </ul>
40	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"> <li>• Comment: 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.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A high level estimate would be £1000.</li> </ul>

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41	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"> <li>• Comment: 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.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
42	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"> <li>• Comment: 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.</li> <li>• Casualty Data: No accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: Unable to estimate at this time, as it is dependent on a wider piece of work and the types of technology that will be adopted.</li> </ul>
43	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"> <li>• Comment: To minimise the potential for loss of on-street parking, speed humps/cushions could be considered and it is recommended that Boston Avenue be included also.</li> <li>• Casualty Data: 3 slight accidents at the junction with Berkeley Avenue and 1 serious accident reported on Shaw Road in the latest 3 year period (up to August 2021). Some of these incidents were prior to the 20mph zone implementation, none referenced speeding as a cause.</li> <li>• Anticipated Costs: A very high level estimate would be around £50k, including both Shaw Road and Boston Avenue.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
44	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 was insufficient funding available to deliver this item.</p>	<ul style="list-style-type: none"> <li>• Comment: This entry was agreed for inclusion as it was a desirable element of the West Reading Study, for which the associated funding was unable to cover.</li> <li>• Casualty Data: 1 serious and 1 slight incident reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: Estimated costs (October 2019) £180k total.</li> </ul>
45	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"> <li>• Comment: 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 further enhance the visibility.</li> <li>• Casualty Data: 1 serious and 1 slight incident reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: Estimated costs (December 2019) £5k.</li> </ul>
46	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"> <li>• Comment: 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.</li> <li>• Casualty Data: There have been no recorded incidents in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £35,000 to extend the exiting 20 zone along St Barnabas Rd only (not side streets).</li> </ul>
47	Multiple: Abbey / Caversham	Walking /Cycling Improvements	Promenade Road & Caversham Road Round-about	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"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the number of features installed.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
48	Multiple: Abbey / Battle / Kentwood	Walking /Cycling Improvements	Thames Path	Thames Path, Tilehurst to Town Centre	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"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to increased access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
49	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 (i.e. between Abbotsmead Place and Hemdean Road) and additional cycle parking. Diversion of route would need to be agreed with Sustrans.	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
50	Multiple: Caversham / Thames	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	Petition received at November 2017 TMS for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> <li>• Comment: The petition update report at Jan 2018 TMS 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.</li> <li>• Casualty Data: 1 slight and 1 serious incidents involving pedestrians crossing in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed.</li> </ul>
51	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"> <li>• Comment: 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. These will need careful consideration in the context of the types of vehicles using the street (e.g. buses) and around drainage/ponding risks along the Whitley Wood Road hill.</li> <li>• Casualty Data: 5 slight accidents on Hartland Road and 3 slight accidents reported on Whitley Wood Rd in the latest 3 year period (up to August 2021). No accidents where speeding was considered a contributing factor. Most of the accidents relate to junction collisions.</li> <li>• Anticipated Costs: A high level estimate would be £200,000 for Hartland Rd and Whitley Wood Road though side roads should also be considered and would increase the costs further.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
52	Multiple: Kentwood, Norcot, Battle	20mph	Residential roads off Oxford Road	Entire streets	In January 2021, Labour Councillors from Battle, Kentwood and Norcot wards conducted a community survey to assess support for the introduction of a new 20mph zone in the area. Of the 219 respondents, more than 80% indicated in favour of introducing this restriction.	<ul style="list-style-type: none"> <li>• Comment: If this proposal is developed, there would need to be supplementary traffic calming features added. It would be possible to implement this large area in phases, but each phase would need to be a compliant, cohesive, standalone zone that could be expanded with further funding at a later date.</li> <li>• Casualty Data: 3 serious and 11 slight accidents reported in the latest 3 year period (up to August 2021). 8 on Water Rd/Grovelands Rd and 2 of these listed speeding as likely causation factors.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated for phasing the works, as it would depend on the number of streets and features included in the area. A very high-level estimate of at least £300k+ has been reported to the Sub-Committee for the entire area.</li> </ul>
53	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"> <li>• Comment: Signs can be installed without illumination.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £1500.</li> </ul>
54	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"> <li>• Comment: 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 (casualty) 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. Lining condition is regularly inspected and will be refreshed as necessary.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £2000</li> </ul>



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
55	Multiple: Redlands / Church	Traffic calming / One Way	Elmhurst Road, Marlborough Avenue and Redlands Road	Entire Road	Request from residents for traffic calming features such as speed humps to reduce vehicle speeds on these roads. Updated to include Marlborough Avenue, following presentation of the petition at September 2021 TMS. A further request has since been made to also consider Redlands Road and a possible one way system.	<ul style="list-style-type: none"> <li>• Comment: 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. Making Redlands Rd one-way will have an impact on the hospital and bus services as well as residential roads in the area so will need a more detailed investigation before its feasibility can be determined.</li> <li>• Casualty Data: 3 slight and 1 serious accidents around the Elmhurst Rd/Upper Redlands Rd junction and 2 serious and 4 slight accidents reported on Redlands Rd in the latest 3 year period (up to August 2021). 1 in 2019 on Redlands Rd where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: Very high level estimates would be around £30,000 for traffic calming in Elmhurst Road and Marlborough Ave, depending on the features. One way on Redlands Road would need further investigation before costs can be determined.</li> </ul>
56	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"> <li>• Comment: 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. Side roads should also be considered for inclusion. There is a separate request on this list for traffic calming on Oak Tree Road which could be considered with this one and would slightly reduce the overall combined costs, versus implementing them separately.</li> <li>• Casualty Data: 1 slight incident at the School Road junction reported in the latest 3 year period (up to August 2021) but it did not list speeding as a causation factor or involve pedestrians.</li> <li>• Anticipated Costs: A high level estimate would be £100,000 but this would increase if additional roads are included in the zone.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
57	Multiple: Tilehurst / Norcot	20mph	Elvaston Way & wider Tilehurst area	From Stanham Road to Taff Way	Raised by ward Councillor.	<ul style="list-style-type: none"> <li>• Comment: 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. There is some traffic calming in the area, but some illuminated signage (not required for 20mph) would need to be removing and there remains quite a significant overall length of carriageway that would require treatment.</li> <li>• Casualty Data: 2 slight incidents reported in the area in the latest 3 year period (up to August 2021). None where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: Survey: A high level estimate would be around £120,000 for the roads listed here.</li> </ul>
58	Multiple: Various	Walking /Cycling Improvements	Various	Portman Road Palmer Park Caversham Bridge Richfield Avenue	Improved clarity of shared-use facilities. For example: installation of tiles	<ul style="list-style-type: none"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
59	Norcot	Road Closure	Craig Ave	At its junction with Grovelands Road	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"> <li>• Comment: 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.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
60	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 TMSC 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"> <li>• Comment: 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, but the outcome would likely be a restriction (e.g. directional) that could impact on local accessibility to the area and could be controversial when consulted.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
61	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"> <li>• Comment: 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.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £1000 for one bollard but more if we change existing ones.</li> </ul>
62	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"> <li>• Comment: 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.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: Unable to estimate at this time due to the aspects around feasibility and likely requirement for land purchase (subject to agreement).</li> </ul>
63	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"> <li>• Comment: 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.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required for the preferred solution before costs can be estimated.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
64	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"> <li>• Comment: Feasibility concerns with regards to the access challenges that this will create for residents and the rear of the fire station and displacement of traffic onto neighbouring roads (Early Hill Road is a private road, for example), which will likely generate objections. The proposal would require statutory consultation and it is likely that some reduction of on-street parking will be required to accommodate the plug, which will be set back to facilitate turning in the junction (a further feasibility concern). It should also be noted that the no-entry restriction will be Police-enforceable only for the foreseeable future.</li> <li>• Casualty Data: 3 slight accidents at the junction with Wokingham Road in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £65,000 for a feature, which would not include any decorative items such as a planter.</li> </ul>
65	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"> <li>• Comment: A survey could be conducted to ascertain how many vehicles are turning right from this junction.</li> <li>• Casualty Data: 2 slight incidents reported at the junction with London Road in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £10,000 depending on sign requirements.</li> </ul>
66	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"> <li>• Comment: 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.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
67	Park	Traffic calming	St Bartholomews 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"> <li>• Comment: Depending on the measure(s), there may need to be some loss of parking. The features will likely necessitate statutory consultation.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level cost would be £30,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
68	Park	Pedestrian crossing enhancements	White-knights 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"> <li>• Comment: 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.</li> <li>• Casualty Data: 1 slight incident recorded in the latest 3 year period of data (up to August 2021). This incident did involve pedestrians.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
69	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"> <li>• Comment: There are some feasibility issues, with 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.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £15,000 to make some improvements.</li> </ul>
70	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"> <li>• Comment: 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.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £80,000.</li> </ul>
71	Peppard	One way	Grove Road	The section between no 59-87 Grove Rd	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"> <li>• Comment: This would require statutory consultation and may receive objections from residents.</li> <li>• Casualty Data: 1 slight accident in the latest 3 year period (up to August 2021) involving a pedestrian crossing the road.</li> <li>• Anticipated Costs: A very high level estimate would be around £20,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
72	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"> <li>• Comment: 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 (considering visibility and desire lines) and the area to be covered by the lower speed limit and traffic calming. A suggestion could be between Galsworthy Drive and Earlsfield Close to cover the bends in the road and the requested crossing location.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £65,000 for the crossing and minimum of £40,000 for a 20mph zone in a small area with calming.</li> </ul>
73	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"> <li>• Comment: 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.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for traffic calming in the entire area would be around £40,000.</li> </ul>
74	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"> <li>• Comment: This will require statutory consultation and the resultant solution would need to cater for legitimate access to the area (e.g. emergency service, property access, utility service providers).</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated. A high-level estimate would be £8,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
75	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"> <li>• Comment: A concept scheme has been developed and there has been some engagement with the University of Reading and St Josephs College regarding this design, which locates the crossing near to the junction with Alexandra Road. Fundraising has raised some private local funding commitments for developing the proposal.</li> <li>• Casualty Data: 1 serious and 3 slight incidents reported at the junction of Alexandra Road/Upper Redlands Road in the latest 3 year period (up to August 2021). None involving pedestrians.</li> <li>• Anticipated Costs: A high level estimate would be £60,000 for a 'standard' zebra crossing.</li> </ul>
76	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"> <li>• Comment: This has arisen from the Cycle Forum.</li> <li>• Casualty Data: N/A - this request relates to improved access.</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
77	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"> <li>• Comment: 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.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for a 'standard' zebra crossing at this location would be £80,000, factoring in the strong likelihood that kerbing works, parking restrictions and bus stop/infrastructure movement would be required.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
78	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"> <li>• Comment: This entry was agreed for retention by TMSC (Sept 2019). 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 sign(s) would require illuminating. The restriction would typically be used to benefit traffic flow on the main road, which it would not likely achieve in this application. Enforcement of this restriction is likely to be the primary deterrent. It is expected that Civil Enforcement powers will be provided to local authorities from summer 2022, until which time only the Police can enforce the restriction. Camera enforcement will be very costly, however.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £15,000 for the restriction, assuming 2 illuminated signs but not for enforcement.</li> </ul>
79	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"> <li>• Comment: A concept scheme is awaiting funding to enable it to progress to detailed design and implementation. Ground investigation works will determine the deliverability of the proposal.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be £80,000 for a zebra crossing.</li> </ul>
80	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"> <li>• Comment: 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 could be considered - this could compliment the separate request for traffic calming along the street.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for a zebra crossing here would be £60,000. Measures such as humps could increase the cost significantly in addition, or could form an informal facility on their own at a lower cost.</li> </ul>



Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
81	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"> <li>• Comment: 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. It may also be worth considering a 20mph zone in the road.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate would be around £50,000 to implement a 20mph zone with traffic calming.</li> </ul>
82	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"> <li>• Comment: Installing an island in the centre of the junction could be feasible, but there would need to be vehicle tracking checks to ensure that all movements would still be possible. This would necessitate removing the dedicated right-turn filter lane.</li> <li>• Casualty Data: 1 accident in involving a child crossing in October 2018. No other accidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate, subject to feasibility, would be around £30k.</li> </ul>
83	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"> <li>• Comment: 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.</li> <li>• Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021).</li> <li>• Anticipated Costs: A detailed investigation would be required before costs can be estimated.</li> </ul>
84	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"> <li>• Comment: Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing).</li> <li>• Casualty Data: No incidents on School Rd in this area but 1 incident involving a pedestrian (slight) on Corwen Road in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for a short section of 20mph with cushions would be £20-25,000 but a zebra crossing could be an additional £60,000.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
85	Tilehurst	20mph Zone	St Michaels Road	Whole length	Request for a reduced speed limit along this street.	<ul style="list-style-type: none"> <li>• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend including side roads in the zone.</li> <li>• Casualty Data: 1 slight incident reported at the junction with the Meadway in the latest 3 year period (up to August 2021) but did not list speeding as a contributing factor.</li> <li>• Anticipated Costs: A high level estimate would be £100,000, including a number of the no-through-roads.</li> </ul>
86	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"> <li>• Comment: There is a correctly signed no-entry restriction at the junction with St Michaels Road and it is going to be challenging to find an engineering solution that prevents access for those willingly contravening the restriction. This could be a potential site for future civil enforcement of moving traffic offences, subject to funding.</li> <li>• Casualty Data: No incidents reported in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: Unable to estimate at this time, as it is dependent on a wider piece of work and the types of technology that will be adopted.</li> </ul>
87	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"> <li>• Comment: There are significant feasibility issues for installing a controlled (e.g. zebra) crossing at this location, as once it would be set back from the junction sufficiently to meet visibility requirements, there are dropped crossings / accesses very close together for a considerable stretch of the road. The crossing would be very far away from the desire line. Uncontrolled options such as a raised table could potentially be considered, potentially as part of an area 20mph scheme.</li> <li>• Casualty Data: 1 slight incident at the School Road junction reported in the latest 3 year period (up to August 2021) but it did not list speeding as a causation factor or involve pedestrians.</li> <li>• Anticipated Costs: Unable to estimate at this time, as a scope of works would need to be considered.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
88	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"> <li>• Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend including nearby roads in the 20 zone to make it an area wide scheme, however, this would significantly increase the costs.</li> <li>• Casualty Data: 3 slight accidents reported at the Blandford Rd/Hartland Rd junction in the in the latest 3 year period (up to August 2021), none where speeding was considered a contributing factor.</li> <li>• Anticipated Costs: A very high level estimate would be around £70,000 for a 20 zone with calming on Blandford Road, however, this would increase significantly if additional roads are included in the zone.</li> </ul>
89	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"> <li>• Comment: It is recommended that a zebra crossing is the preferred facility. There will be a feasible location for this requested crossing, but this will need to be investigated for feasibility against desire lines and intervisibility, with speed surveys conducted and road safety audit on the concept design(s) when funding is available. It is likely that the Basingstoke Road/Imperial Way roundabout is a desirable crossing location, however, utilising the upgraded informal crossing facilities is likely to make the crossing too close to the roundabout.</li> <li>• Casualty Data: 1 serious incident reported in the latest 3 year period (up to August 2021) which did not involve a pedestrian but did list speeding as a causation factor.</li> <li>• Anticipated Costs: Considering the width of the road and the likely requirements to adjust traffic islands and existing footway approaches, a very high-level estimate of costs would be Imperial Way ~£80k</li> </ul>
90	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"> <li>• Comment: 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 with nearby roads included.</li> <li>• Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A very high level estimate would be around £100,000 for an area wide scheme with some traffic calming features.</li> </ul>

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
91	Whitley	20mph	Whitley Wood Lane	Whole length	Request for speed limit to be reduced to 20mph.	<ul style="list-style-type: none"> <li>• Comment: The street has traffic calming (speed cushions), so changes would be the TRO, signing (including removal of old illuminated units that would no longer be required) and installation of repeater markings. If there is a need to increase the size of existing humps then it may cost approximately £4000 per hump. It may also be worth including side roads in the scheme though this would also increase the cost.</li> <li>• Casualty Data: 5 slight and 1 serious incident reported in the latest 3 year period (up to August 2021). None where speeding was listed as a contributing factor.</li> <li>• Anticipated Costs: A high level estimate for just a 20mph scheme without other features would be £25,000.</li> </ul>
92	Whitley/ Church	Traffic calming	Northumberland 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"> <li>• Comment: 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, that it is a bus route and with the pedestrian facilities in this area. It is possible that an extension of the existing 20mph restriction further to the 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.</li> <li>• Casualty Data: No incidents reported in this area in the latest 3 year period (up to August 2021).</li> <li>• Anticipated Costs: A high level estimate for the extension of the 20 zone down to Hartland Road with cushions would be £75,000 though this could increase depending on the area covered.</li> </ul>

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

# **Local Cycling and Walking Infrastructure Plan**

## **APPENDIX G – PRIORITISED LIST OF CYCLING AND WALKING MEASURES**

Scheme Reference	Route	Section (From)	Section (To)	Description	Criteria										Total Score						
					1	2	3	4	5	6	7	8									
					LTP4 Theme - People and Places	LTP4 Theme - Healthy Lifestyles	LTP4 Theme - Clean and Green	LTP4 Theme - Inclusive Growth	LTP4 Theme - Smart Solutions	Deliverability	PCT flows	Estimated scheme cost									
<b>Strategic Cycle Routes</b>																					
S6	Wokingham Road (S6)	Cemetery Junction	Simons Lane	Physically protect cyclists where possible on 40mph roads, re-allocate road space - lining and carriageway widening, surface improvements, signage, crossing enhancements on side and main roads, junction improvements to cater for cyclists, parking restrictions, drainage in kerbs, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	5 (Highest PCT flows)	5	2 (Moderate cost band 2m to 4.9m)	2	<b>30</b>
S9	A33 (S9)	Mere oak Park and Ride	Bridge Street	Enhance area under IDR, connect shared use facilities, widen foot/cycleway to 3m, links to new developments south of M4, segregate where possible, crossing improvements on side and main roads, cycle priority at junctions, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	<b>30</b>
S1	Basingstoke Road (S1)	Oracle Roundabout	Whitley Wood Lane/Imperial Way	Re-allocate road space - lining and carriageway widening, crossing enhancements on side and main roads, bus stop bypasses, gridded gully covers, relocate street furniture, signage, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	5 (Highest flows)	5	1 (High cost band 5m to 9m)	1	<b>29</b>

S8	Shinfield Road/Redlands Road (S8)	Black Boy Roundabout	Queens Road	drainage in kerbs, signage, widen footways, lining, enhance cycle facilities at junctions, improve crossing of main and side roads, introduce shared foot/cycleway, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	28
S7	London Road/Reading Road (S7)	Forbury Road/Kings Road	Hurricane Way Roundabout	drainage in kerbs, de-clutter streetscape, enhance cycle facilities at junctions, resurface carriageways and footways, remove guard railing, widen footways, re-allocate road space, signage, lining, improve crossings of side and main roads, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	27
S4	Oxford Road (S4)	Oxford Road/IDR	Pangbourne Station	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, resurface carriageway and footway, signage, extend 20mph zone, crossing enhancements on side and main roads, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	1 (High cost band 5m to 9m)	1	26

S5	Bath Road (S5)	The Green	Bath Road/IDR	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, surface improvements, signage, crossing enhancements on side and main roads, widen/new ped/cycle bridge, parking restrictions, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Significant Deliverability Issues)	2	4	4	1 (High cost band 5m to 9m)	1	26
S3	Peppard Road (S3)	Norman Place/IDR	Borough Boundary	Signage, lining, widen shared foot/cycleways, maintain vegetation, surface improvements, introduce crossings on main roads and enhance crossing of side roads, introduce shared foot/cycleways, provision for cyclists at main junctions, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	24
S2	Hemdean Road (S2)	Richfield Avenue /Church Street	Gravel Hill	Re-allocate road space - lining and carriageway/footway widening, crossing enhancements on side and main roads, reduce guard railing, car parking restrictions, signage, surface bridleway, cycle enhancements at signal junctions, cycle counters	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	22



Orbital Cycle Routes																					
O2	Inner Distribution Road (O2)	Circular route	Circular route	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	4	4	1 (High cost band 5m to 9m)	1	27
O9	(O9)	Hartland Road/Basingstoke Road	Shepherd House Hill Roundabout	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	24
O6	(O6)	Beresford Road/Oxford Road	Richfield Avenue/Caversham Bridge	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	3 (Low cost band 0 to 1.9m)	3	23
O1	Lower Earley Way (O1)	Showcase Roundabout	M4 Junction 11	signage, maintenance of shared foot/cycleway, protection for cyclists on high speed sections of road, upgrade footway to shared use with widening and resurfacing, new foot/cycleway, priority for cyclists at junctions, crossing improvements, cycle enhancements at signal junctions	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	22

O3	(O3)	Tilehurst Railway Station/Oxford Road	Bath Road/Old Bath Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	22
O5	(O5)	Berkeley Avenue/Bath Road	London Road/Silver Street	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	3 (Low cost band 0 to 1.9m)	3	22
O10	(O10)	Cutbush Lane/Lower Earley Way	Meadow Road/Wokingham Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	21
O11	(O11)	Loddon Bridge Road/Wokingham Road	Butts Hill Road/Western Avenue	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21

O4	(O4)	Grovelands Road/Oxford Road	Liebenrod Road/Bath Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	21
O7	(O7)	Priest Hill/Hemden Road	Caversham Park Road/Henley Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21
O8	(O8)	Rose Kiln Lane/A33	Three Tuns	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21
Leisure Cycle Routes																					
L2	(L2)	West of Hanger Road/Station Road	Thames Valley Park	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	1 (No Fit)	1	4 (Limited deliverability issues)	4	3	3	2 (Moderate cost band 2m to 4.9m)	2	22
L3	(L3)	Rose Kiln Lane/A33	Park Lane	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate Fit)	3	4 (Significant Fit)	4	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	21
L5	(L5)	River Kennet/River Thames	Tilehurst Station	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	21

L1	(L1)	Sulham Hill	Nunhide Lane/Pincents Lane	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate Fit)	3	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	19
L4	(L4)	Southcote Farm Lane	Rose Kiln Lane/Mat alan	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	2 (Limited Fit)	2	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	1 (Insignificant flows)	1	3 (Low cost band 0 to 1.9m)	3	17
Local Cycle Routes																					
LO1	Town Centre (LO1)	n/a	n/a	crossing enhancements, cycle enhancements at signals, cycle counters, signage, allow cycling in new areas, lining, smart secure cycle parking	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate deliverability issues)	3	4	4	3 (Low cost band 0 to 1.9m)	3	28
LO2	North Reading (LO2)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	23
LO4	South Reading (LO4)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	23
LO3	East Reading (LO3)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	1 (High cost band 5m to 9m)	1	22

LO5	West Reading (LO5)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	1 (High cost band 5m to 9m)	1	22
<b>Prestige Walking Routes</b>																					
P2	Station Hill	Queen Victoria Street/Broad Street	Vastern Road	Enhance public realm, reposition street furniture, resurface, signal crossing improvements, enhance uncontrolled crossings	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Limited deliverability issues)	4	5 (Highest flows)	5	2 (Moderate cost band 2m to 4.9m)	2	30
P1	Broad Street	Kings Street/Broad Street	Oxford Road/Howard Street	Enhance public realm, reposition street furniture, resurface, signal crossing improvements, enhance uncontrolled crossings	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Limited deliverability issues)	4	5 (Highest flows)	5	2 (Moderate cost band 2m to 4.9m)	2	29
<b>Primary Walking Routes</b>																					
PM4	Redlands Road	Christchurch Road Local Centre	Duke Street/Broad Street	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	27
PM1	Caversham	Oracle Roundabout	Kidmore End Road	Signal crossing improvements, maintain vegetation, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, introduce footway on desire line at Peppard Road, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26
PM2	Wokingham Road	St Peters Road	Kings Street/Broad Street	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26

PM3	University of Reading	Christchurch Road Local Centre	Bridge Street/Broad Street	Enhance public realm, signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26
PM6	Oxford Road	Howard Street	Norcot Road	Signal crossing improvements, relocate or remove street furniture, side road crossing enhancements	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	26
PM5	Bath Road	Castle Street	Honey End Lane	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	25