

**READING BOROUGH COUNCIL**

**TRAFFIC MANAGEMENT SUB-COMMITTEE**

**15 June 2022**

**QUESTION NO. 1**

Susan McCarville to ask the Chair:

**Hogarth Avenue/New Lane Hill**

Will the Council install cameras on Hogarth Avenue/New Lane Hill as the speed bumps are now low and a number of cars are being driven far in excess of 39mph speed limit ?

**REPLY by the Chair of the Traffic Management Sub-Committee.**

I invite Councillor Page, the Lead Councillor for Climate Strategy and Transport to make the response on my behalf.

**REPLY by Councillor Page, Lead Councillor for Climate Strategy and Transport:**

I thank Ms McCarville for her question.

It is disappointing to hear of the issues that you have raised, which are issues of wilfully poor driver behaviour, despite the measures that are in place to encourage compliance with the speed limit.

I regret that all aspects of speed enforcement currently sit solely with Thames Valley Police. This includes the placement and operation of speed cameras (fixed and mobile) and the issuing of fines and licence penalty points.

It is our understanding that the TVP consider speed camera locations across their force area using criteria such as complaints that they receive about speeding, but primarily on road accident data and where there is a pattern of incidents involving casualties and where speeding has been a likely factor. They are, therefore, primarily using speed enforcement equipment as a road casualty reduction tool. We also understand that they use similar criteria for assessing potential mobile enforcement operations.

I regret, therefore, that Reading Borough Council will not be able to arrange for the placement of speed cameras on Hogarth Avenue and/or New Lane Hill, nor indeed many other desirable locations within the Borough.

Nevertheless Reading Borough Council will continue to campaign for a new power to be able to enforce speed limits of up to 40 MPH within the Borough, and I would draw the attention of Ms McCarville and colleagues to the press release (copied below) issued in November 2020 which gives further details.

ENDS

**[Council Calls for New Powers to Enforce](#)**

# 20mph Limits in Reading

- Council repeats call for new powers to enforce 20mph zones in Reading
- Local authorities under public pressure to increase number of 20mph zones, but these need enforcement

**READING Borough Council has reiterated its call for new powers to enforce 20mph zones in the town to create safer local communities.**

Speeding is one of the most raised issues in local community safety surveys as something local residents would like to see addressed, including better enforcement of the growing number of 20mph zones in Reading.

Next week's (Nov 12th) Traffic Management Sub-Committee (TMSC) will receive a copy of the Council's response to the Department for Transport (DfT) consultation (*Roads Policing Review: Future methods to improve safety and reduce casualties*). In its response, Reading Borough Council has called for new powers for local highway authorities to be actively involved in speed enforcement in residential areas.

In addition the Council wants the Government to move quickly to give councils outside of London the same powers to enforce moving traffic offences (such as ignoring banned turnings; one-way streets; obstructing yellow box junctions).

The Council points out that moving traffic offence enforcement powers, already held by local councils in London, have achieved higher levels of enforcement than police resources can deliver.

The Council's response to the DfT states: ***“Local highway authorities such as Reading could play a much more active role in speed enforcement, particularly in enforcing 20 mph speed limit zones.*”**

***“Local authorities, like Reading, are under continuing and understandable public pressure to extend the number of 20mph zones. We wish to do this but it obviously results in increased need for effective and regular enforcement.*”**

***“However, it is clear that Thames Valley Police has a declared policy of not supporting 20mph speed enforcement. This may be justified by the police in terms of reduced resources and the need to focus on higher policing priorities, but it leaves an entirely unacceptable situation for locally elected representatives. We need therefore to have the powers to devise more effective methods for enforcing 20mph zones.”*”**

In its response, the Council is clear it is not calling for a total decriminalisation of speed enforcement, but it does believe there is considerable scope for local highway authorities to enforce speed limits up to a certain threshold, such as 40mph.

The Council's response welcomes recent indications by the DfT that it is looking at allowing local authorities, rather than police, to enforce moving traffic offences ('Gear Change' Sept 2020, p30) and says: ***‘it is urgent and essential that these powers are commenced as soon as possible.’*** Next Thursday's TMSC report can be found at: <https://democracy.reading.gov.uk/documents/s14821/08%20-%20DfT%20roads%20policing%20review.pdf> The Council's response to the DfT consultation at: <https://democracy.reading.gov.uk/documents/s14822/DfT%20Roads%20Policing%20-%20Councils%20Response.pdf>

**Tony Page, Reading's Lead Councillor for Strategic Environment, Planning and Transport, said:**

“We firmly believe that a local authority such as Reading - which is willing and able to pilot and

resource local speed enforcement - should be allowed to do this in the interests of our local communities.

“By enabling local highway authorities to enforce 20mph zones local communities would benefit from safer roads.

*“In the same way that parking enforcement was transferred to the Council from the police many years ago so, too, it is now essential that speeding enforcement becomes a Council function. Action must be taken, and Reading Borough Council is willing and able to do this and should be allowed the necessary powers.*

“It is no longer acceptable for Thames Valley Police and the Police and Crime Commissioner to oppose our wish to enforce speed limits in the Borough, whilst at the same time refusing to commit their own resources to enforce lower speed limits in residential areas. The recent reductions in traffic levels have seen a rise in complaints about irresponsible speeding by car drivers and motorcyclists.

“It is important to understand this is no Council ‘cash grab’, as all fines would have to be reinvested in either further speed enforcement resources or local environmental measures, as currently happens by law with bus lane and parking fines.”

At the same TMSM meeting next week are a series of proposals to support the existing 20mph zone in Redlands Ward, in the area around the Royal Berkshire Hospital and the University of Reading. The full report can be found at <https://democracy.reading.gov.uk/documents/s14817/06%20-%20Redlands%20Local%20CIL%20Funding.pdf>

**Councillor Page added:**

“Allowing us to share speed enforcement powers with the police would complement other initiatives we are taking to enforce lower speeds in Reading. The latest example being the detailed proposals to enhance compliance with the existing Redlands 20 mph zone.

“Next week’s Traffic Management Sub-Committee will be invited to approve a range of new physical measures in the hospital and university area including new speed cushions and humps, width restrictions, staggered flow priority arrangements, and new and improved signage. It is hoped these measures will deliver some speed reductions but they also require wider speed enforcement powers.

“Reading Borough Council therefore calls on the Department for Transport, Home Office, Thames Valley Police and the Police and Crime Commissioner for the Thames Valley to work with us to allow the Council new powers to enforce speed limits in Reading.”

**QUESTION NO. 1**

Councillor White to ask the Chair:

**More Accidents on Kings Road**

Following the last Green Councillor question about road safety on King's Road there have been more serious road accidents on this busy stretch of road. Please can the Lead Councillor summarise the analysis which has been conducted of the accidents and what has been learned over the last three years.

**REPLY by the Chair of the Traffic Management Sub-Committee.**

I invite Councillor Page, the Lead Councillor for Climate Strategy and Transport to make the response on my behalf.

**REPLY by Councillor Page, Lead Councillor for Climate Strategy and Transport:**

I thank Councillor White for his question.

The Council and Thames Valley Police have an established protocol for collaboration where fatal, and some serious, road traffic accidents occur. This aids both the investigation process and identifying any subsequent patterns or learning.

In some instances alterations could be considered to reduce the likelihood of traffic accidents recurring, but that is not always the case, particularly where incidents are occurring for reasons that are outside of the control of the highway authority.

The Council is aware of the relatively high number of incidents along Kings Road, and reviews all accident data that is supplied by the Police. It would not be appropriate, nor permissible, for the Council to share or comment on details and causations of these incidents in a public forum, due to the sensitive information that is involved and the potential for upset that could be caused to relatives and friends of those persons involved.

From the nature of the incidents and summaries of Police investigations, it is challenging to identify reasonable engineering solutions that could be effective in mitigating future accidents.

The Council has not yet been contacted by the Police regarding their investigations into the most recent incident, which we would have expected if it related to the road layout. The numbers of casualties in Kings Road is of course concerning and the Council will continue to co-operate with the Thames Valley Police in delivering and promoting increased road safety.

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