

REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 1

New requests for potential entry onto the principal list, following last reported update (March 2022)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Pedestrian crossings	Bridge Street	Outside the Civic Offices	Request from resident to upgrade the existing traffic island with imprint to a full zebra crossing due to concerns about pedestrian safety.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing at this location, as it is not likely that a crossing can be installed anywhere else in this area. • Casualty Data: 2 slight incidents reported in the latest 3 year period (up to end May 2022), involving vehicles turning out of Fobney Street. Pedestrians were not involved in either of these incidents. • 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. • Recommended action: Retain
2	Battle	One way plug	Connaught Road	At its junction with Oxford Road	Request from residents to make this road one way due to issues caused by motorists refusing to give way.	<ul style="list-style-type: none"> • Comment: A detailed investigation will be required to determine the full impact of changes to this area and the feasibility of any physical measures that would be installed to prevent traffic from turning left into Connaught Road from Oxford Road. • Casualty Data: 2 slight incidents reported in the latest 3 year period (up to end May 2022) involving a vehicle turning out of Connaught Road and another where a vehicle reversed into Connaught Road from Oxford Road. No pedestrians were involved in these incidents. • Anticipated Costs: A detailed investigation would be required for the preferred solution before costs can be estimated. • Recommended action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
3	Caversham	Lining alterations	Church Street	At its junction with Hemdean Road	Request to review the lining on Church St to help reduce traffic build up caused by vehicles trying to turn right into Hemdean Road. A right turn filter lane was suggested.	<ul style="list-style-type: none"> • Comment: A detailed investigation will be required to determine what type of changes could be made to this junction. It is possible that this will not be feasible, given the width of road available. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to end May 2022) involving a pedestrian crossing near the garage. • Anticipated Costs: A full investigation will need to be made to determine whether or not any lining changes can be made to improve traffic at this location. • Recommended action: Retain
4	Caversham	Zebra crossing	Hemdean Road	Near Caversham Primary School	From Councillors on behalf of resident and school. More children are coming to the school through Balmore Park and there are concerns about safety risks when crossing Hemdean Road to access the school.	<ul style="list-style-type: none"> • Comment: Some feasibility concerns at this location. The bus stop would need to move, which could be challenging in terms of avoiding visibility issues at the crossing. Speed cushions would likely need to be removed, but potential to locate new ones nearby. The parking outside the school needs to be removed (being considered as part of a Waiting Restriction Review Programme). There are two desire-lines for different aged pupils, so precise positioning will need to be considered. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022) between its junctions with Hemdean Hill and Grove Hill. • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £100,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required. • Recommended action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
5	Caversham Heights	Traffic calming, pedestrian crossing and footway improvements	Kidmore Road (northern section)	Between its junctions with Richmond Road and Shepherds Lane	Request to install traffic calming features along this road and to make improvements to the footway to prevent pedestrians from having to walk in the road or cross. A crossing (formal or informal) would also be beneficial close to the Richmond Road junction. These would improve access and safety for pedestrians, including school children who walk through the area.	<ul style="list-style-type: none"> • Comment: A detailed investigation will be required to determine the scope of the footway work and feasibility of a crossing at the requested location. Traffic calming in a 30mph area would also require costly illuminated signs. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: A detailed investigation would be required before costs can be estimated. • Recommended action: Retain
6	Multiple: Church / Redlands	20mph	Shinfield Road / Christchurch Road	Entire length	<p>Request made by the Cycle Forum at their meeting in November 2021 for a scheme that introduces 20mph, to compliment the active travel scheme.</p> <p>Officers have included Christchurch Road, reflecting the officer comment on this item.</p>	<ul style="list-style-type: none"> • Comment: Officers consider that there could be beneficial and appropriate application of 20mph restrictions at certain locations on the road, particularly around the parade of shops on Christchurch Road and enhancements around the Shinfield Rise shops. This is due to the increased footfall expected at these 'destination' locations. However, it is not necessarily considered appropriate for the entire length of Shinfield Road. • Casualty Data: 8 slight and 3 serious incidents reported along all of Shinfield Road in the latest 3 year period (up to end May 2022). 5 incidents involved pedal cycles and 1 incident noted speeding as a contributing factor. • Anticipated Costs: Depending on the measures installed, an estimate for enhancing traffic calming features around the Shinfield Rise shopping area and adding a small zone around the Christchurch Road shops is £80,000. A zone covering the entirety of Shinfield Road is expected to exceed £150,000. • Recommended Action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
7	Multiple: Norcot / Southcote	20mph zone	Shilling Close / Honey End Lane	Whole of Shilling Close and section of Honey End Lane between The Meadway and Shilling Close	Request for a 20mph zone due to concerns regarding safety, due to vehicle speeds. This was raised alongside concerns about parking (including footway parking) on Shilling Close and a request to place restrictions throughout - parking likely to be contributing to the risks and will be considered in the Waiting Restriction Review Programme.	<ul style="list-style-type: none"> • Comment: Due to the severance of Honey End Lane at Shilling Close, this would be an appropriate and cohesive scheme. Physical traffic calming features (speed humps) would be required to make the scheme compliant, which may generate a level of local objection - they are indiscriminate features affecting all. It should be noted that this would apply only to areas of adopted Highway - there are sections of unadopted carriageway within the close. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022). • Anticipated Costs: A very high level estimate would be around £70,000. • Recommended action: Retain
8	Multiple: Norcot / Tilehurst	Pedestrian crossings	Usk Road	Near the school	Request for a zebra crossing near the school due to concerns about the safety of school children.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing at this location, as it is not likely that a crossing can be installed anywhere else in this area. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • 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. • Recommended action: Retain
9	Norcot	20mph zone	Cockney Hill	Close to Prospect School	Request to install a 20mph zone around the school due to concerns about the safety of school children in the area.	<ul style="list-style-type: none"> • Comment: There are existing traffic calming features in the area so a 20mph zone could be installed at a relatively low cost with signs and road markings. Consideration should be made as to whether or not other roads in the area should be included in the zone. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: Costs can be estimated once it is decided how many roads should be included in the scheme. The estimate for Cockney Hill alone would be around £10,000 if no additional humps are installed, but there may be a compliance requirement for additional features. • Recommended action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
10	Redlands	Pedestrian crossings	Craven Road	Near no.19	Request to upgrade the existing informal crossing outside the nursery at no.19 to a zebra crossing.	<ul style="list-style-type: none"> • Comment: A detailed investigation will be required to ensure that a crossing can be installed at this location, including a full road safety audit. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022) involving pedestrians. • Anticipated Costs: A very high level estimate would be around £90,000, if a zebra crossing could be installed, taking into account island alterations and electrical works. • Recommended action: Retain
11	Redlands	Pedestrian crossings	Craven Road	Junction with London Road	Request made by Councillor for the addition of a pedestrian phase to the existing signalised junction - this approach is currently uncontrolled for pedestrians. This has been raised by parents in the context of walking to/from school.	<ul style="list-style-type: none"> • Comment: This will require significant traffic signal alteration works and potential complete technical upgrade of the junction, in addition to reconfiguration of regional control software. It should also be noted that it will provide another opportunity for a junction 'all-red' to be triggered, which will impact on vehicular traffic flow during busier times. It is acknowledged that this alteration will bring greater confidence to those using the junction and could lead to encourage more walking for school travel. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022) involving pedestrians. • Anticipated Costs: Unknown at this time. Specialists would need to be commissioned to review the junction, ducting condition and provide anticipated upgrade costs. • Recommended Action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
12	Redlands	Traffic calming	Erleigh road	Entire length	Request to increase the height of the existing traffic calming measures on Erleigh Road, and to install additional ones where possible. This is due to concerns that motorists can speed over the existing humps and the area is busy with pedestrians and school children.	<ul style="list-style-type: none"> • Comment: Speed surveys should be carried out to assess vehicle speeds to determine if the entire road could benefit from additional calming measures. There is scope to alter existing and to install additional measures such as humps and repeater signs to improve speed compliance, although it should be noted that these will likely not eradicate the issues raised for those who are already wilfully driving inconsiderately. • Casualty Data: 1 serious and 2 slight incidents reported in the latest 3 year period of data (up to end May 2022). No pedestrians were involved and speeding was not considered a contributing factor in any of the incidents. • Anticipated Costs: A very high level estimate would be £55,000 but could increase significantly depending on the number of traffic calming features installed. • Recommended Action: Retain.
13	Thames	Pedestrian crossing	Gosbrook Road	Near its junction with St Johns Road.	A resident has asked for a pedestrian crossing near the junction with St Johns Road as it is used by many pedestrians and visibility towards Briants Ave is poor. The nearby traffic island is not very convenient and a new crossing at this location would be welcomed.	<ul style="list-style-type: none"> • Comment: There are some feasibility concerns at this location due to the number of off-street parking places on both approaches to this junction. We will need to visit the site to see if there are any spaces available to install a formal crossing. • Casualty Data: No incidents reported in the last 3 years (up to end May 2022). • 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. • Recommended action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
14	Tilehurst	Pedestrian crossing	Church End Lane	Close to the junction with Norcot Road.	Request for a crossing at this junction due to concerns about pedestrian safety. The junction is busy and there is also a school nearby.	<ul style="list-style-type: none"> • Comment: Due to the number of off street parking places and the proximity of the Chichester Road junction, it is not likely that a zebra crossing can be installed at the desire line. Installing a crossing further south may result in it not being used. Officers will need to investigate this further to establish what measures could be installed to help pedestrians cross this junction. A traffic island may be possible, for example. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: Costs can be estimated once a detailed investigation is made to determine what features could be installed here. • Recommended action: Retain
15	Tilehurst	Pedestrian crossings	Park Lane	Near City Road	Via MP and ward Councillor. Request for crossing, or even refuge island, to support children from Burlington Road attending Little Heath School.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing or refuge island at this location. It may not be possible to install these features due to the proximity of bus stops (visibility), numerous driveway accesses (vehicle movements), speed camera monitoring area impact and road width (for island). • Casualty Data: 1 slight incident involving a pedestrian reported in the latest 3 year period (up to end May 2022). • 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. • Recommended action: Retain
16	Tilehurst	Refuge Island	Walnut Lane	Junction with Corwen Road	Request via Ward Councillor for a raised island to be installed, in place of the white-painted area at the junction.	<ul style="list-style-type: none"> • Comment: It is expected that the installation of an island at this location, particularly of the dimensions required for a pedestrian refuge, will cause vehicle tracking issues for those wishing to turn right. The turn is constricted normally, due to the priority-flow and build-out feature on Corwen Road. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: Feasibility would need to be determined first, as wider engineering may be required if it is potentially deliverable. • Recommended action: Retain

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