

REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 1

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

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Pedestrianisation (motor vehicle prohibition)	Abbots Walk	Eastern end, beyond the turning head and rear access to numbers 10-12.	Requested via Ward Councillors. Request to pedestrianise this section of the carriageway as there is no vehicular access beyond this point, however, there are parking and vehicle movement issues being experienced. This is partly attributed to a suspicion that motorists believe that there is vehicular access beyond Abbots Walk.	<ul style="list-style-type: none"> • Comment: A motor vehicle prohibition TRO would require advertising, implementing and signing, alongside a separate TRO for parking restriction alterations. It is recommended that the prohibition be set back from the turning head, to facilitate safe turning for vehicles accessing up to this point. It is recommended that the closure has physical measures to ensure compliance (e.g. lockable bollards). • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate is £15k to cover TRO work, a single illuminated regulatory sign and bollards to prevent vehicular access. • Recommended action: Retain
2	Caversham Heights	Speed calming	Albert Road	Entire Length	Requested by Ward Councillor and follows a wide area survey of over 180 responses, undertaken by MP. 23 people raised Albert Road as their greatest area road safety concern with 16 supporting 20mph. It is a designated local cycling route on LCWIP.	<ul style="list-style-type: none"> • Comment: 20mph will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise. This request also needs to be considered in the context of other requests in the area and adjacent streets/links should also be considered, which will significantly increase the area and resultant scheme costs. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: 1 'slight' incident involving casualties recorded in the latest 3-year period of data (up to end of September 2022). Not specifically attributed to speeding. • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone on Albert Road (TRO, signing, lining and an assumption of speed humps or cushions) is £160k. • Recommended action: Retain

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3	Caversham Heights	Speed calming	Conisboro Avenue	Entire Length	Requested by Ward Councillor and follows a wide area survey of over 180 responses, undertaken by MP. 12 people raised Conisboro Avenue as their greatest area road safety concern with 10 supporting 20mph. It is a designated local cycling route on LCWIP.	<ul style="list-style-type: none"> • Comment: 20mph will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise. This request also needs to be considered in the context of other requests in the area and adjacent streets/links should also be considered, which will significantly increase the area and resultant scheme costs. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: No incidents involving casualties recorded in the latest 3-year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone on Conisboro Avenue (TRO, signing, lining and an assumption of speed humps or cushions) is £130k. • Recommended action: Retain
4	Emmer Green	Pedestrian crossings	Lowfield Road	To the east of the Peppard Road junction / entrance to the shops car park, linking to the footpath network.	Requested via MP. Request for controlled pedestrian crossing facility to support walking to/from the shops using the footpath network in the area.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to assess whether a crossing can be installed at these locations. • Casualty Data: No incidents involving casualties recorded in the latest 3-year period of data (up to end of September 2022). • Anticipated Costs: It is estimated that a basic zebra crossing installation would cost around £80k, provided that there are no significant engineering challenges (e.g. level/gradient issues, close proximity to suitable electrical supply). • Recommended action: Retain
5	Emmer Green	Pedestrian crossings	Peppard Road	Between Wetherby Close and Caversham Park Road, linking footpaths to/from Clayfield Copse	Requested via MP. Request for controlled pedestrian crossing facility to support walking to/from Clayfield Copse using the footpath network in the area.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to assess whether a crossing can be installed at this location. There is a bus stop near Wetherby Close which may need to be relocated, if it will effect the visibility of the crossing. • Casualty Data: No incidents involving casualties recorded in the latest 3-year period of data (up to end of September 2022). • Anticipated Costs: It is estimated that a basic zebra crossing installation would cost around £80k, provided that there are no significant engineering challenges (e.g. level/gradient issues, close proximity to suitable electrical supply). • Recommended action: Retain

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6	Multiple: Caversham / Caversham Heights	Speed calming	Kidmore Road	Section between Highmoor Road and The Mount	<p>A petition from residents of Kidmore Road was presented to the Sub-Committee in September 2022. The petition highlighted their concerns regarding the trees, rat running, speeding, road safety and the state of the pavement on Kidmore Road. A separate letter sent by MP Matt Rodda suggested that residents were in favour of a 20mph speed limit as well as other traffic calming features such as humps, chicanes and vehicle activated signs.</p> <p>A meeting between Ward Councillors, officers and representatives of residents took place in November 2022. Issues and potential mitigations were discussed and it was broadly agreed that 20mph with speed calming was desirable and whether some speed calming features could create build-outs around the most 'problematic' tree locations.</p>	<ul style="list-style-type: none"> • Comment: 20mph for this relatively narrow section of road seems entirely appropriate, but will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise, which were discussed in the resident meeting. Options for creating more walkway space around the trees were discussed and is going to be challenging, so a proposed solution is not yet clear. One option discussed was creating some build-outs as part of the speed calming scheme, but proximity of driveways, drainage and the inevitability of queuing traffic are significant factors to consider. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: No incidents involving casualties recorded in the latest 3-year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone (TRO, signing, lining and an assumption of full-width speed humps) is £100k. • Recommended action: Retain

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
7	Park	Weight restriction	Palmer Park Avenue	Culver Lane Bridge, and the streets linking from Wokingham Road/Church Road to the bridge.	Request from ward Councillor to prevent HGVs from using St Peter's Road, Brighton Road, Wykeham Road and Palmer Park Avenue to gain access to Wokingham via Culver Lane bridge.	<ul style="list-style-type: none"> • Comment: It should first be noted that such an area restriction would need to extend outside of the Reading Borough Council boundary, so would require collaboration with and agreement from Wokingham Borough Council - the entirety of the Culver Lane bridges is within their local authority area. This would also be the case for restrictions wholly within Reading Borough Council, as the implications will impact on their Highway network. There is an existing 3.6m height restriction in place on the bridge which will deter some larger vehicles from using this route. It should also be noted that we must continue to allow access to the area for large vehicles in order to carry out deliveries/house moving/refuse collection etc for residents of the area and as such, this would be a challenging restriction to enforce for both the police and the Council. It may not deter the most persistent offenders using the route as a cut through to Wokingham. • Casualty Data: No injury related accidents involving HGVs have been reported in this area in the latest 3-year period of data (up to end of September 2022). • Anticipated Costs: This will be dependent on the full extent of the scheme. In the immediate locality this would require a TRO and regulatory (illuminated) signing. More widely, will be advance warning signs and a likely strategic HGV diversion route signed within both local authority areas. Each illuminated regulatory sign is estimated to cost ~£7-8k. • Recommended action: Retain

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