

Traffic Management Sub-Committee

13 September 2023



Reading
Borough Council
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Title	Petition – Tackling Speeding on Francis Street
Purpose of the report	To make a decision
Report status	Public report
Report author	James Penman, Network Services Manager, Network Services
Lead councillor	John Ennis
Corporate priority	Healthy Environment
Recommendations	<p>The Committee is asked to:</p> <ol style="list-style-type: none">1. Note the content of this report.2. Agree to the existing entry on the 'Requests for Traffic Management Measures' report being updated to reflect the receipt of this petition.3. Agree to the lead petitioner being informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.4. Agree that no public inquiry be held into the proposals.

1. Executive summary

- 1.1. To report to the Sub-Committee the receipt of a petition requesting the Council to address alleged speeding and traffic volumes along Francis Street.
- 1.2. The report notes that there is an existing entry on the regularly reported 'Requests for Traffic Management Measures' for a 20mph scheme on Francis Street, and recommends that this entry is updated to reflect the receipt of this petition. This report entry is recorded for future funding allocation and the next update is expected at the November 2023 meeting of this Sub-Committee.

2. Policy context

- 2.1. The recommendations of this report will not directly lead to changes being introduced. However, the implementation of such a traffic calming scheme would be expected to align with the following theme in the Council's Corporate Plan for the years 2022/25:
 - Healthy Environment
- 2.2. Such a scheme is expected to reduce risks and severity of casualty incidents through a self-enforcing scheme of speed reduction measures, such as speed humps, and additionally through an expected reduction in use by through-traffic. This may also lead to an improvement in localised air quality.

3. The proposal

Current Position

- 3.1. On 8 August 2023, a petition was submitted to the Council, at the time of writing containing 32 unique signatories.
- 3.2. The wording of the petition stated the following:

Reading Council, non resident car owner, delivery vans, and bin vans often drive too fast on Francis Street. Residents' cars are parked on both sides of the street. With an increase of "through" traffic and the number of wide vans, residents' cars are regularly scratched, dented and damaged often with no recourse or named parties given for insurance claims.

We would like to park our cars without worrying that they will be damaged and want to avoid a pedestrian or cyclist being hurt. Reading Council; the residents agree that we need to tackle speeding on Francis Street with anti-speeding measures and investigate other ways to cut the volume of traffic on the street.

- 3.3. For context, Francis Street is a one-way road, running west-to-east between Elgar Road and Sherman Road. Appendix 1 provides a mapping extract.

Within the latest 5-year period of Police-supplied casualty data (period up to 1st April 2023), there are no recorded incidents on Francis Street.

- 3.4. The 'Requests for Traffic Management Measures' report that comes to this Sub-Committee twice-annually contains an entry for requested traffic-calmed 20mph restrictions on Alpine Street, Francis Street and Edgehill Road specifically. This list was last reported to the Sub-Committee at their meeting in March 2023 (available [here](#), line 43 on Appendix 3 of item 54) and an update is intended for the next meeting in November 2023.

This report captures requests for traffic management schemes that do not currently have identified funding. Schemes originating from this list have attracted funding nominations, including those from Local 15% Community Infrastructure Levy and successful government funding bids, such as the Active Travel Tranche 4.

Options proposed

- 3.5. There is currently no allocated funding for the development and delivery of a 20mph zone on Francis Street and officers are aware of the desire for similar treatment in the surrounding area. Officers acknowledge the concerns that have been raised by residents both in this petition and with prior direct contact and 20mph appears appropriate for the nature of the street.
- 3.6. It is recommended that the report entry referred in Item 3.4 be updated to reflect the receipt of this petition, with expectation that scheme development will commence once funding has been identified.
- 3.7. The application of traffic calming features, such as speed humps, require statutory consultation and can be locally controversial, but would likely also deter motorists from using these streets as 'short-cuts' additionally address the concerns raised in relation to current traffic volumes.

Other options considered

- 3.8. None at this time.

4. Contribution to strategic aims

- 4.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
- Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 4.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
- People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - Collaborating with others
- 4.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the [Council's website](#). These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 4.4. The recommendation of this report does not directly deliver changes. Requests for new traffic management measures would need to be considered alongside the Borough Council's Strategic Aims, the Local Transport Plan (LTP), and Local Cycling, Walking and Infrastructure Plan (LCWIP).
- 4.5. When funded and delivered, such a scheme is expected to reduce risks and severity of casualty incidents through a self-enforcing scheme of speed reduction measures, such as speed humps, and additionally through an expected reduction in use by through-traffic. This may also lead to an improvement in localised air quality.

5. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. The recommendation of this report does not directly deliver changes, so a Climate Impact Assessment has not been considered necessary at this time.

6. Community engagement

- 6.1. The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.
- 6.2. Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website (www.reading.gov.uk).

7. Equality impact assessment

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

7.2. It is not considered that an Equality Impact Assessment is relevant at this time as the report recommendation does not directly lead to any physical change. Assessment will be considered once funding for development and delivery of a scheme is identified.

8. Other relevant considerations

8.1. None expected from the recommendations and decisions for this report.

9. Legal implications

9.1. There are no foreseen legal implications relating to the recommendation of this report.

10. Financial implications

10.1. None arising from the recommendation of this report.

11. Timetable for implementation

11.1. Not applicable.

12. Background papers

12.1. There are none.

Appendices –

1. Map extract to show Francis Street in context