

Traffic Management Sub-Committee

13 September 2023



Reading
Borough Council
Working better with you

Title	Petition – Improve Safety at the Kenilworth Avenue and Monks Way Entrances
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. Acknowledge that the request for waiting restrictions has been captured in the 2023B Waiting Restriction Review programme and agree that it is developed through this programme.3. Agree that the requests for raised tables at the entrances to Kenilworth Avenue and Monks Way be added to the next 'Requests for Traffic Management Measures' report update.4. Agree to the lead petitioner being informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.5. 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 improve the safety of the entrances of Kenilworth Avenue and Monks Way, with requests for raised pedestrian crossings and waiting restrictions.
- 1.2. The report notes that the requested waiting (parking) restrictions have already been captured on list of new requests for the 2023B Waiting Restriction Review programme, being reported later in this same meeting, and will be considered within that programme.
- 1.3. The report recommends that the requests for raised pedestrian crossings be added to the regularly reported 'Requests for Traffic Management Measures', where they will await funding allocation for further development. This development work will consider design, particularly in the context of the Highway boundary, and necessary statutory consultation.

2. Policy context

- 2.1. The recommendations of this report will not directly lead to changes being introduced. However, the implementation of such Highway alterations 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 speed reduction measures and improved visibility from the junction with Kenilworth Avenue.

3. The proposal

Current Position

- 3.1. On 22 August 2023, a petition was submitted to the Council from the Southcote Park Estate Committee. The petition is attached as Appendix 1, with sensitive data redacted.
- 3.2. The petition requests three changes:
 - 3.2.1. The implementation of double-yellow lines around the eastern corner of Kenilworth Avenue, continuing eastbound along Southcote Lane. This is being requested to improve visibility for motorists existing Kenilworth Avenue onto Southcote Lane, which is currently being compromised by on-street parking.
 - 3.2.2. Raised table/bump across Kenilworth Avenue, at its junction with Southcote Lane. This is being requested to align with other junctions along Southcote Lane that have this treatment. It is anticipated to help reinforce pedestrian priorities at the junction, which the recent Highway Code changes introduced.
 - 3.2.3. Raised table/bump across Monks Way, at its junction with Southcote Lane. The reasoning is as per 3.2.2.
- 3.3. Beyond their junctions with Southcote Lane, these sections of Kenilworth Avenue and Monks Way are not adopted Highway. However, the Highway adoption of Southcote Lane extends into the junctions, so any feature/design, will need to be feasible within that adopted section.

Tables of this nature should be set back from the junction give way lines to reduce risks of vehicle destabilisation when turning and to ensure that the give-way markings are prominent (i.e. on a flat surface and not on a ramp). The table will have entry/exit ramps of a prescribed gradient and a minimum table width of 1.5m should be provided for pedestrians – this is the minimum desirable footway width. It is expected that the current extent of adopted land will not fully accommodate this, so development of a scheme would likely require further land adoption, albeit a relatively small extent, to make the scheme feasible. This would allow necessary realignment of the approaching footways and an offset of the table from the junction.

For reference, other raised tables along Southcote Lane are set back from the junction, occupying approximately 5 – 5.5m between the junction and the end of the furthest ramp. These are relatively wide tables, which could be reduced for application at Kenilworth Avenue and Monks Way, but not to the ~3m adopted length suggested within the petition.

Surface water drainage will be a consideration of the design and if additional gullies are required, this may also necessitate additional potential adoption of land to enable feasibility of the installation.

- 3.4. Within the latest 5-year period of Police-supplied casualty data (period up to 1st April 2023), there are no recorded incidents either at the junction of Kenilworth Avenue or Monks Way.
- 3.5. Twice-annually, requests for new waiting restrictions on adopted Highway land across the borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme. These are split into 'A' and 'B' programmes, with the new requests typically being reported at Sub-Committee meetings in March and September each year.

These programmes have a dense development plan that includes multiple reporting stages and decision points. Changes to waiting restrictions requires statutory

consultation of the proposed Traffic Regulation Order, so delivery of a requested change cannot be guaranteed.

The programmes allow multiple requests for change to be considered, investigated and consulted in a resource-efficient manner. The programmes have modest budgets for relatively small-scale changes to waiting restrictions.

- 3.6. There is a 'Requests for Traffic Management Measures' report that comes to this Sub-Committee twice-annually, typically at the March and November meetings. 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

- 3.7. The request for double-yellow-lines has already been captured on the list of new requests proposed for the 2023B Waiting Restriction Review programme. This is a later item on the agenda for this Sub-Committee meeting. The request will be developed as part of this programme.
- 3.8. There is currently no allocated funding for the development and delivery of the two requested raised crossings, but officers acknowledge the concerns that have been raised in the petition.
- 3.9. It is recommended that these requests be added to the 'Requests for Traffic Management Measures' report, referred in Section 3.5. Once funding is allocated, scheme development can be programmed and resourced.

These development processes will include the requirement for statutory public consultation, so it should be noted that they would not be guaranteed for delivery, even when funding becomes available.

Other Options Considered

- 3.10. 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).

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.

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 recommendations of this report.

10. Financial implications

- 10.1. None arising from the recommendations of this report.

11. Timetable for implementation

- 11.1. Not applicable.
- 11.2. The request for waiting restrictions has a timetable associated with the Waiting Restriction Review programme. This is separately reported.
- 11.3. The next 'Requests for Traffic Management Measures' report update is expected at the November 2023 Sub-Committee meeting.

12. Background papers

- 12.1. There are none.

Appendices –

1. Redacted Petition