

Traffic Management Sub-Committee

13 November 2023



Reading
Borough Council
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Title	Petition – Hemdean House School
Purpose of the report	To note the report for information
Report status	Public report
Report author	James Penman, Network Services Manager, Network Services
Lead councillor	John Ennis
Corporate priority	Healthy Environment
Recommendations	The Committee is asked to: 1. Note the content of this report. 2. Note that officers will consider the content of the petition and provide a petition response report to a future meeting.

1. Executive summary

- 1.1. To report to the Sub-Committee the receipt of a petition from Hemdean House School.
- 1.2. While at the time of writing the detailed content of the petition is not yet known by officers, it is expected to request measures to reduce safety risks outside the school on Hemdean Road. There has been good engagement between the school, Ward Councillors, and officers around potential measures.
- 1.3. Officers will consider the content of the petition and provide a petition response report to a future meeting. Resultant agreed measures will require funding, so it is likely that the petition response report will recommend a new/amendment to an existing entry onto the 'Requests for Traffic Management Measures' report.

2. Policy context

- 2.1. The recommendations of this report will not directly lead to the introduction of changes. However, the implementation of risk reduction measures, such as traffic calming, would be expected to align with the following theme in the Council's Corporate Plan for the years 2022/25:
 - Healthy Environment

3. The proposal

Current Position

- 3.1. Representatives from Hemdean House School have been in contact with Ward Councillors and officers, following their review of Hemdean Road and considering changes that could reduce risks.

These proposals primarily included speed reduction measures, such as 20mph and traffic calming, signage as well as cycling improvements. The school has been provided with high-level feedback to inform their further review of desirable changes and notified the Council of their intention to bring a petition to this Sub-Committee meeting.

- 3.2. At the time of writing, officers are not aware of the full content for the petition.
- 3.3. For context, the section of Hemdean Road in the vicinity of the school is open to two-way traffic including a scheduled bus route. There is a slight bend in the road as it passes the school and there is on-street parking on both sides of the road to the north and south of the school. Parking is restricted immediately outside the school by the provision of 'School Keep Clear' markings.

Within the latest 3-year period of Police-supplied casualty data (period up to 1st June 2023), there are no recorded incidents on Hemdean Road between its junctions with Queen Street and Hemdean Hill. Officers therefore consider requested measures to be in the context of risk reduction, rather than casualty reduction.

- 3.4. The regular 'Requests for Traffic Management Measures' report contains an entry for a desired area 20mph zone in lower Caversham. This request is line 69, Appendix 3 of the report to this Sub-Committee, which is also available on our website [here](#). This line refers to an earlier report that proposed a concept area including the section of Hemdean Road outside the school and this report (and concept area plan) are available on our website [here](#).

This 'Requests for Traffic Management Measures' report typically comes to this Sub-Committee twice-annually and 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.

The lower Caversham 20mph zone concept was developed at a time when significant developer contributions were expected. Unfortunately, these did not materialise, however, this is still a desirable scheme for development and delivery. While the scale of the concept area is such that it would require significant funding, smaller funding nominations could contribute to a phased delivery on an area priority basis.

Options proposed

- 3.5. It is proposed that officers consider the content of the petition and provide a petition response report to a future meeting of this Sub-Committee. This report will contain recommendations for the next steps.
- 3.6. It is likely that the recommendation of the petition response report will be a new entry, or amendment to an existing entry, on the aforementioned 'Requests for Traffic Management Measures' report. Officers will make recommendations about what measures should be added to this report, following consideration of the petition contents and professional recommendations in response.

Other options considered

- 3.7. 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).
- 6.3. Ward Councillors and officers have been engaging with representatives of Hemdean House School leading up to this Sub-Committee meeting.

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 –

There are none.