

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES – 6 MARCH 2024

Present: Councillors Ayub (Chair for all items except item 47), Cross, Ennis, Gittings, Goss, Griffith, Hacker, Hornsby-Smith, Keeping, Kitchingham, Lanzoni (Vice Chair in the Chair for item 47), McCann, Moore, Singh and White.

Also Present via Microsoft Teams (non-voting): Councillors Barnett-Ward and Page.

42. DECLARATIONS OF INTEREST

Councillor Ayub declared an interest in item 47 on the grounds that he owned a hackney carriage.

43. MINUTES

The Minutes of the meeting of 11 January 2024 were confirmed as a correct record and signed by the Chair.

44. QUESTIONS

A question on the following matter was submitted, and answered by the Lead Councillor for Climate Strategy and Transport on behalf of the Chair:

Questioner	Subject
Councillor McCann	Funding Road Safety Improvements on Redlands Road

(The full text of the question and reply was made available on the Reading Borough Council website).

45. PETITIONS

(a) Petition – Request for Parking Control Measures in Southcote

The Sub-Committee received a report on the receipt of a petition requesting that the Council implement specific parking and access restrictions in Southcote. An extract from the petition was appended to the report.

The report stated that on 20 February 2024, a petition had been submitted to the Council containing 16 signatures, the petition read as follows:

“We the undersigned residents and organisations within the Borough of Reading would formally request that Reading Borough Council implement the following parking control measures:

- *Marked parking bays along the Southcote Lane, between Southcote Farm Lane and Circuit Lane.*
- *A new traffic order prohibiting traffic from entering Silchester Road between 07:30-08:45 and 14:15-15:30 Monday through Friday with an exemption for*

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residents of Silchester Road & Faircross Road who register their vehicles and school staff who register their vehicle via Southcote Primary School.

- *Explore the expansion of a Parking Permit Scheme with local residents and Councillors to protect Fawley Road, Aldworth Close, Southcote Farm Lane, and Shepley Drive.”*

The report explained that officers would consider the contents of the petition, share and discuss their recommendations with the Lead Councillor for Climate Strategy and Transport and Ward Councillors and submit the recommendations to a future meeting.

At the invitation of the Chair the lead petitioner Sam D’Arcy-Darling, addressed the Sub-Committee on behalf of the petitioners.

Resolved –

- (1) That the report be noted;**
- (2) That the officer intension to consider the contents of the petition and report their recommendations to a future meeting, following engagement with the Lead and Ward Councillors be noted;**
- (3) That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting;**
- (4) That no public inquiry be held into the proposals.**

46. PETITION RESPONSE – REQUEST TO IMPROVE ROAD SAFETY OF HAMILTON ROAD JUNCTION WITH CRESCENT ROAD

Further to Minute 2(a) of the meeting held on 14 June 2023, the Sub-Committee received a report providing an update and response to the petition that had requested the Council improve road safety at Hamilton Road junction with Crescent Road. A residents’ report of near misses and collisions was attached to the report at Appendix 1 and residents’ comments and ideas for crossroad improvement was attached at Appendix 2. The report followed officer investigation of the requested alterations in the petition and the presentation that had accompanied it and initial officer recommendations that had been made to the Lead Councillor for Climate strategy and Transport and Ward Councillors.

The report detailed comments from officers in response to the ideas that had been put forward in both the petition and the slideshow presentation.

The report stated that at the June 2023 meeting decisions had been made for other reports that would impact on the junction, namely a full-time loading ban to be introduced around the junction and for the experimental school street restriction on Crescent Road to become permanent. Officers had identified numerous illuminated speed hump warning signs in the area, with a number of these being located around the junction. Signing regulation no longer required these signs within a 20mph zone, so officers were working to get these disconnected and removed. With many of the signs being on standalone poles, the signing and poles could be removed entirely, which would remove signing and street furniture ‘clutter’ around the junction and had the potential to increase driver focus on the give way signs and surrounding

area. It might also remove some minor visibility obstructions at the junction. The removal of the signs was being funded as part of a Highway maintenance budget saving initiative and carbon reduction initiative.

The report stated that at this time it was considered that the forthcoming changes noted above would bring benefits to the junction both in terms of visibility and focusing drivers on the important messages and no further alterations were recommended. The proposed alterations that had been put forward in the petition and presentation represented significant changes that might have varying local impacts and would create new potential issues.

It was accepted that some options might help lower the resource burden on the Crescent Road School Street, have other sustainable transport and local enhancement benefits, but road closures, one-way plugs and similar features needed to be considered in a wider context; the impact on accessibility for local and emergency service vehicles, traffic displacement and local popularity. There was an entry in the Requests for Traffic Management Measure report that had reflected the 2017 concepts for partially closing Crescent Road, investigation and development of this, or an amended scheme, proposal would require funding and resourcing that was not currently available.

The Sub-Committee discussed the report and it was suggested that the junction be monitored and the situation reviewed, particularly in respect of a bus lane being installed in the area, with a view to possibly making changes in the future.

Resolved –

- (1) That the report be noted;**
- (2) That the officer recommendation set out in Section 3.9 of the report, namely that no further alterations to the junction were currently recommended and that potential options to address through-traffic could be investigated when funding and resourcing allowed, be agreed;**
- (3) That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting;**
- (4) That no public inquiry be held into the proposals.**

47. PRIVATE HIRE VEHICLE USE OF KINGS ROAD BUS LANE – RESULTS OF STATUTORY CONSULTATION

Further to Minute 37 of the previous meeting, the Sub-Committee received a report informing them of objections that had resulted from the statutory consultation in respect of the proposal agreed at the previous meeting to exclude non-Reading Borough Council licenced Hackney Carriage Vehicles and to permit Reading Borough Council licenced Private Hire Vehicles to use the Kings Road Bus Lane. A plan showing the alterations proposed in the advertised Traffic Regulation Order was attached to the report at Appendix 1 and feedback that had been received during the statutory consultation was attached to the report at Appendix 2.

The report explained that the statutory consultation had taken place between 1 and 21 February 2024. During the consultation period 849 responses had been received, of which 28 (3.3%) had been objections, 818 (96.3%) had been in support and 3 (0.4%) had neither

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supported or objected to the proposals. The report stated that it was unsurprising that the predominant benefits cited in the support responses had been a reduction in journey times for Private Hire Vehicles, leading to reduced fares and shorter journey times for customers, whether travelling to work, hospital, school or other destinations. The concerns that had been raised in the objections had related to safety, with a significant number related in particular to concerns about additional risk to cyclists/vulnerable road users. Thames Valley Police had also objected on these grounds, for which officers had raised concerns in previous reports, this had been reflected in the officer recommendations.

As set out in the report submitted to the previous meeting, to pursue the requested alteration of access along the Kings Road outbound bus lane would require the following:

- Identification of funding;
- Signing Review – Review and creation of signing specifications for the required changes along the route;
- Making the Order – Seal and advertise the made TRO;
- Implementation of the scheme – Updating exemptions on the enforcement camera software, change the signing on street.

The report stated that it should also be noted that if implemented, the Council might initially need to serve warning notices for first-time contraventions from the point of implementation, for a period of six months and addressing the point that had been raised in the objection letter from Thames Valley Police, the Council would monitor the profile of casualty incidents on Kings Road, following any changes to the bus gate to understand and act if that change was having an impact to the casualty rate along the street. This would be in addition to its existing review of incidents.

At the invitation of the Chair Kamran Saddiq, Chairman of the Reading Private Hire Association, addressed the Sub-Committee in favour of the proposal.

Resolved –

- (1) That the report be noted;**
- (2) That having considered the objections noted in Appendix 2, attached to the report, the proposals be implemented;**
- (3) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order;**
- (4) That respondents to the statutory consultation be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;**
- (5) That the Highways and Traffic Services Manager, in agreement with the Lead Councillor for Climate Strategy and Transport and Ward Councillors, be authorised to make minor alterations to the proposals as might be necessary;**
- (6) That no public inquiry be held into the proposals.**

(Councillor Ayub declared an interest in the above item on the grounds that he owned a hackney carriage. He left the room and took no part in the discussion or decision making.)

48. UPPER REDLANDS ROAD ZEBRA CROSSING - RESULTS OF STATUTORY CONSULTATION & DESIGN UPDATE

Further to Minute 20 of the meeting held on 13 September 2023 the Sub-Committee received a report providing an update on the results of the statutory consultation, asking the Sub-Committee to consider appropriate measures to be taken prior to the implementation of the scheme and sought approval to carry out a statutory consultation to implement the additional traffic restrictions. A copy of the Upper Redlands Road Pedestrian Crossing Revised Scheme Design was attached to the report at Appendix 1 and the consultation results were attached to the report at Appendix 2.

The report explained that the scheme would deliver a pedestrian crossing on Upper Redlands Road and had been jointly promoted by the Council, St Joseph's College and the University of Reading. The statutory consultation had taken place between 25 January and 8 February 2024 and a total of 87 responses had been received of which 79 (91%) had been in support, with the remaining 8 (9%) objecting to the proposal. The objections had fallen into three main categories: the location of the crossing, the location of the bus stop and perception of increased traffic/congestion.

Based on observations the crossing was positioned where the majority of people currently crossed for the school, considering the proximity of the bus stops on Alexandra Road and the catchment of students and others within the wider area. Relocating the crossing to the east of the school would distance it from the 'desire line', potentially reducing its utilisation and students and others might continue to cross at the desire line without assistance. At the time of the original design, the proposed bus stop relocation had appeared appropriate and there had been an additional intention to introduce as little change to the existing facilities as possible. However, after careful consideration, and acknowledging the concerns that had been raised through the consultation process, officers had revised their proposals, as set out in Appendix 1. The location of the new bus stop had been carefully made following extensive internal deliberations and thorough assessments of highway constraints along Upper Redlands Road. The removal of 18 metres of parking bays in this location was not expected to have a detrimental impact on parking in this area due to the existing provision of parking bays elsewhere on Upper Redlands Road and Elmhurst Road. While this action reduced the availability of shared use parking, it beneficially confined it between zig-zags and a designated bus stop area and the potential for bus stop overcrowding was mitigated by placing it between parking spaces and school-keep clear restrictions. This approach was anticipated to promote better compliance and reduce the overall length of kerbside occupation thereby minimising potential congestion and enhancing forward visibility. The proposal also kept the bus stop furthest from the crossing to further aid intervisibility at the crossing.

The report explained that the removal of the current parking bay on Upper Redlands Road necessitated the revocation of the existing Traffic Regulation Order and the establishment of a new one and was why the report sought approval to carry out statutory consultation for the proposed changes.

Resolved –

- (1) That the report be noted;**

- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes for the proposed changes to Parking Restrictions on Upper Redlands Road, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (3) That the Highways and Traffic Services Manager, in agreement with the Lead Councillor for Climate Strategy and Transport, be able to make minor alterations to the agreed proposals;**
- (4) That subject to no objections being received the scheme be considered as agreed for implementation enabling delivery planning to commence;**
- (5) That should a scheme receive objection(s) during the statutory consultation period, that these be reported to a future meeting for consideration and decision regarding scheme implementation;**
- (6) That subject to resolutions (2) to (5) above, the Assistant Director of Legal and Democratic Services be authorised to approve the proposed zebra crossing designs on Upper Redlands Road, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.**

49. OXFORD ROAD BUS LANE – APPROVAL TO CONSULT

Further to Minute 39 of the previous meeting, the Sub-Committee received a report that sought approval to carry out a statutory consultation for the removal of the eastbound bus lane on the Oxford Road, between 816 Oxford Road and Tidmarsh Street. The revocation was required to enable the new westbound lane to be introduced in line with the previously approved BSIP programme. A copy of the Oxford Road Revocation Drawing was attached to the report at Appendix 1.

The report explained that whilst the designs that had been appended to the report that had been submitted to the previous meeting had set out the scheme, the report had not clarified the requirement to revoke the existing eastbound bus lane between 816 Oxford Road and Tidmarsh Street or sought approval to carry out a consultation on these changes. The removal of the eastbound bus lane was not expected to have a detrimental impact on bus or vehicle movements as this section of Oxford Road had been observed to be relatively free flowing and traffic would clear through each signal phase at the Grovelands Road Junction as it was seen to do currently.

Resolved –

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes for the proposed bus lane revocation, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**

- (3) That subject to no objections being received the scheme be considered as agreed for implementation enabling delivery to commence;**
- (4) That should a scheme receive objection(s) during the statutory consultation period, that these be reported to a future meeting for consideration and decision regarding scheme implementation.**

50. CIVITAS ACADEMY SCHOOL STREET SCHEME

The Sub-Committee received a report that sought approval to make an Experimental Traffic Regulation Order for the implementation of a School Street scheme on Great Knollys Street for the Civitas Academy. A copy of the Civitas School Street Traffic Management Plan was attached to the report at Appendix 1.

The report explained that in autumn 2023 Civitas Academy, situated in Great Knollys Street, had carried out an informal consultation with affected properties and parents/carers on the proposal to implement an experimental School Street on Great Knollys Street and a School Street application had then been submitted by the school in January 2024. The proposal was for the closure of Great Knollys Street to all but eligible vehicles immediately to the east of its junction with Bedford Road. The closure would be from this point eastward for the length up to the point of Great Knollys Street where there was an existing traffic restriction and pedestrian and cycle link through to the eastern end of Great Knollys Street. There would be no obstruction to access Reading Buses as this was already inaccessible to vehicles. Apart from the school the only properties that would be affected within the closure area would be residential and under the terms of Reading's School Street scheme these vehicles would retain access under the eligible vehicle category. There was a two hour free parking bay adjacent to the school which would be inaccessible to ineligible vehicles throughout the closure although vehicles already parked there would be able to exit the area during the closure. The proposed time of the road closure for the School Street would be 8.30am to 9.00am for the morning drop-off and 2.55pm to 3.40pm for the afternoon pickup, Monday to Friday during term time only.

Officers had assessed the application, including carrying out parking surveys on the proposed School Street and neighbouring streets, to determine the current baseline usage of the streets and based on these reports it had been determined that there was adequate capacity on the highway network surrounding the area to accommodate any displaced vehicles. A Stage 1 Road Safety Audit had also been carried out by an independent road safety auditor on the proposed School Street and the only safety concern that had been raised regarded the amount of advanced warning signage which had subsequently been addressed in the traffic management plan. There was strong support from the school's leadership and senior management team with particular support from the Head Teacher and governors.

Resolved –

- (1) That the report be noted;**
- (2) That the making of an experimental School Street on Great Knolly Street, Reading at Civitas Academy be approved;**
- (3) That in consultation with the Lead Councillor for Climate Strategy and Transport and Ward Councillors, the Assistant Director of Legal and**

Democratic Services be authorised to make the appropriate (experimental) traffic regulation order for the proposed School Street on Great Knolly Street in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;

- (4) That the commencement of a six-month statutory consultation from the commencement of the experimental scheme be approved;**
- (5) That subject to no objections being received during the statutory consultation period, the Assistant Director of Legal and Democratic Services be authorised to make the experimental order permanent.**

51. WAITING RESTRICTION REVIEW PROGRAMME – 2023B PROGRAMME UPDATE AND 2024A PROGRAMME NEW REQUESTS

The Sub-Committee received a report providing a progress update on the progress of the 2023B Waiting Restriction Review Programme and the list of new requests for potential inclusion in the 2024A programme. A summary of new requests for potential inclusion in the 2024A programme was attached to the report at Appendix 1.

The report explained that with regard to the 2023B Programme Update there had been insufficient time since the previous meeting to carry out the necessary processes for conducting and feeding back the results of the statutory consultation. It was expected that the results of the consultation would be submitted to the next meeting so that decisions could be made regarding the delivery of schemes within the programme.

Resolved –

- (1) That the report be noted;**
- (2) That the requests made for waiting restriction changes in Appendix 1 attached to the report be investigated by officers as part of the 2024A review programme be agreed, subject to officers confirming what part of Devonshire Park in Church Ward the restrictions would apply to;**
- (3) That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for local consultation (informal) and for their comments to be included in the next report to the Sub-Committee;**
- (4) That should funding permit, a further report be submitted to the Sub-Committee seeking agreement to conduct the Statutory Consultation on the recommended schemes for the 2024A programme;**
- (5) That no public inquiry be held into the proposals.**

52. REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

The Sub-Committee received a report providing information on the requests for traffic management measures that had been raised with officers. These were measures that had either been previously reported or those that would not typically be addressed in other

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programmes, where funding was yet to be identified. The following appendices were attached to the report:

- Appendix 1 List of requests that were new to the update report with initial officer comments and recommendations;
- Appendix 2 List of requests that had been previously reported, where significant amendments had been proposed, with officer comments and recommendations;
- Appendix 3 The principal list of requests, as updated following the previous report in November 2023 and containing the prioritised list of cycling and walking measures from the LCWIP.

Resolved –

- (1) **That the report be noted;**
- (2) **That having considered the officer recommendations for each request set out in Appendix 1 attached to the report the entries be retained on the primary list of requests, as set out in Appendix 3 attached to the report, subject to Line 3 in Appendix 1, Norcot, Brockley Close, being removed from the list;**
- (3) **That having considered the officer recommendation for amendments to each request set out in Appendix 2, attached to the report and the amended entries be retained on the primary list of requests, as set out in Appendix 3 attached to the report.**

53. **PARKING SERVICES ANNUAL REPORT 2022-2023**

The Sub-Committee received a report that presented financial and statistical data on the Council's civil parking enforcement activities during 2022/2023. A copy of the Parking Services Annual Report was attached to the report at Appendix 1.

The report stated that it was intended to publish the Annual Report for 2022/2023 in March 2024.

The Sub-Committee discussed the report and asked that the table in Appendix A, Parking Penalty Charge Notices by Ward, be reproduced using the new Ward boundaries and that all streets in the Borough be included in the table that set out Parking Penalty Charge Notices by Street, prior to publication on the report.

Resolved –

- (1) **That the report and the availability of previous annual reports on the Council's website be noted;**
- (2) **That publication of the annual report for 2022-2023 in March 2024 be noted.**

54. **STATION HILL – ALTERATIONS TO EXISTING RESTRICTIONS ON FRIAR STREET AND GERRARD STREET – RESULTS OF STATUTORY CONSULTATION**

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Further to Minute 51 of the meeting held on 2 March 2023, the Sub-Committee received a report providing information on the objections that had resulted from the statutory consultation on alterations to existing restrictions on Friar Street and Gerrard Street. Copies of the scheme drawings were attached to the report at Appendices 1 to 3 and a copy of the Station Hill Objection Report was attached to the report at Appendix 4.

The report explained that although the highway layout had been agreed through the planning process alterations to the surrounding Traffic Regulation Orders was required. The alterations proposed included the provision of shared taxi/loading bays on Friar Street, increasing the existing capacity as well as the introduction of a loading bay and the repositioning and increase of existing pay and display bays on Gerrard Street. The developer was carrying out the works required through the S278 Highway Works Agreement.

Resolved –

- (1) That the report be noted;**
- (2) That the having considered the objections in Appendix 2 attached to the report the proposals be implemented;**
- (3) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order;**
- (4) That respondents to the statutory consultation be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;**
- (5) That the Highways and Traffic Services Manager, in agreement with the Lead Councillor for Climate Strategy and Transport and Ward Councillors, be authorised to make minor alterations to the proposals as might be necessary;**
- (6) That no public inquiry be held into the proposals.**

55. EXCLUSION OF PRESS AND PUBLIC

Resolved –

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of item 56 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

56. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Sub-Committee received a report giving details of the background to the decisions to refuse applications for Discretionary Parking Permits from 15 applicants, who had subsequently appealed against these decisions.

Resolved -

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- (1) That, with regard to application 1, the application for a first Discretionary Resident Permit be refused but the applicant be permitted to receive two further 8-week Discretionary Temporary Permits, issued consecutively, following the expiry of the applicant's current 8-week Discretionary Temporary Permit and charged at the standard rate;**
- (2) That, with regard to application 2, a first Discretionary Resident Permit be issued, personal to the applicant;**
- (3) That, with regard to application 5, the applicant be issued with one Discretionary Visitor Parking Permit Book, charged at the standard rate;**
- (4) That, with regard to application 6, a first Discretionary Resident Permit be issued, personal to the applicant, valid for one year;**
- (5) That, with regard to application 11, the application for a first Discretionary Resident Permit be refused;**
- (6) That, with regard to application 11, Discretionary Visitor Parking Permit Books be issued, personal to the applicant, subject to the standard scheme limits for the number of books that could be issued each year and charged at the standard rate;**
- (7) That, with regard to application 13, a second Discretionary Resident Permit be issued, personal to the applicant, subject to the applicant providing the appropriate proofs and documentation;**
- (8) That, with regard to application 15, the applicant be issued with one free of charge Discretionary Visitor Parking Permit Book;**
- (9) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 3, 4, 7, 8, 9, 10, 12 and 14 be upheld.**

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 8.40 pm).