

REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 1

New requests for potential entry onto the principal list, following last reported update (March 2024)

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Caversham	Pedestrian crossing	St Peters Hill/ Church Rd	Near Caversham Court Gardens	Request to install a crossing facility in the vicinity of the gardens, due to concerns about pedestrian safety when crossing in this area.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to take place to determine if there is an appropriate location for a crossing in this area. There are bends in the road and a number of access points which will restrict locations for a crossing, which must have good visibility due to the high traffic volume in the area. • Casualty Data: No accidents have been reported in the area around Caversham Court Gardens in the latest 3 year period (up to June 2024). • Anticipated Costs: A very high level estimate would be around £80k for a zebra crossing, however, a detailed investigation would need to take place and high-level concept of desirable (and feasible) measures developed before costings can be correctly estimated. • Officer recommendation: Retain (noting feasibility concerns)
2	Church	Traffic calming	Cressingham Road	Entire Road	Residents have raised concerns via their Ward Councillor of recent multiple accidents along the road despite the existing buildouts and traffic islands. They are requesting the Council to review the effectiveness of existing traffic calming features and consider if additional vertical features would be appropriate.	<ul style="list-style-type: none"> • Comment: Additional calming features such as humps could be installed in this road, however, it should be considered alongside other requests for traffic calming in the wider area. Nearby schemes such as the Northcourt Ave 20mph scheme could also be expanded to include Cressingham Road (and side roads) in the area. • Casualty Data: 3 accidents reported in the latest 3 year period (up to June 2024). Speeding was not considered a contributing factor in these incidents. • Anticipated Costs: A high-level estimate of £50k for the consultation and installation of speed humps. This would increase significantly if we were to include other roads and create a larger 20mph zone. • Officer recommendation: Retain

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3	Kentwood	Traffic calming	Broomfield Road	Entire length	Cllr Raj Singh expressed speeding concerns and requested consideration for traffic calming measures on Broomfield Rd	<ul style="list-style-type: none"> • Comment: We should consider whether a 20mph zone would be beneficial to the area, though humps can be installed with or without a lower speed limit. Any features such as speed humps may generate noise and could be unpopular with residents. A full statutory consultation would also need to be carried out before any new speed limit or calming features could be introduced. Calming features could have the benefit of reducing traffic volume on the road. • Casualty Data: 2 accidents reported in the latest 3 year period (up to June 2024). Both of these incidents involved turning at the junction with Norcot Road, and did not involve speeding on Broomfield Road. • Anticipated Costs: A high-level estimate of £30k for the consultation and installation of speed humps. • Officer recommendation: Retain.
4	Kentwood	New Give Way priority	Pottery Road/Wealden Way	At the junction	Request from resident to change the give way priority so that vehicles coming out of Wealden Way have to give way to vehicles on Pottery Road, due to concerns about safety at this junction.	<ul style="list-style-type: none"> • Comment: Reversing the give way could increase speeds on Pottery Road, where currently vehicles are required to give way to vehicles on Wealden Way. A more detailed assessment of the junction will need to take place to review visibility before we can make a recommendation. It should be noted that changing the give way will likely require the removal of the traffic island and realignment of the kerb. • Casualty Data: 1 accident reported in the latest 3 year period (up to June 2024). The accident was at the Wealden Way/Pottery Road junction but speeding was not a contributing factor. • Anticipated Costs: Costs could be up to £50k if significant kerb work is required, alongside removing the traffic island. • Officer recommendation: Retain (noting potential feasibility concerns)

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5	Multiple: Norcot and Tilehurst	Traffic calming	The Meadway	Entire length, but particularly between Dee Road and Coombe Road	CLlr Lovelock reporting high volume of concern raised regarding speeding in this section. Residents would like to see speed calming measures introduced.	<ul style="list-style-type: none"> • Comment: 20mph may not be appropriate, or needed, and speed calming can be introduced regardless. The nature and location of the features will be challenging given that this is a busy bus route and there are other feasibility challenges such as a relatively high density of driveway accesses. • Casualty Data: 11 accidents reported along the Meadway in the latest 3 year period (up to June 2024). Speeding was considered a causation factor in 1 of these incidents, which was in the vicinity of the Dee Road junction. • Anticipated Costs: A detailed investigation would need to take place and high-level concept of desirable (and feasible) measures developed before costings can be estimated. • Officer recommendation: Retain (noting feasibility concerns)
6	Park	Traffic calming	Norris Road	Entire length	Request via MP enquiry for speed humps to be installed, as resident experiencing speeding along this 20mph road.	<ul style="list-style-type: none"> • Comment: Features would require statutory consultation and may not be favourable to nearby residents nor road users. • Casualty Data: No accidents have been reported on this road in the latest 3 year period (up to June 2024). • Anticipated Costs: A high-level estimate of £20k for the consultation and installation of speed humps. • Officer recommendation: Retain

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