

REQUESTS FOR TRAFFIC MANAGEMENT MEASURES, APPENDIX 3

Principal list of requests, as updated following the previous report to the Sub-Committee in November 2024.

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
1	Abbey	Pedestrianisation (motor vehicle prohibition)	Abbots Walk	Eastern end, beyond the turning head and rear access to numbers 10-12.	Requested via Ward Councillors. Request to pedestrianise this section of the carriageway as there is no vehicular access beyond this point, however, there are parking and vehicle movement issues being experienced. This is partly attributed to a suspicion that motorists believe that there is vehicular access beyond Abbots Walk.	<ul style="list-style-type: none">• Comment: A motor vehicle prohibition TRO would require advertising, implementing and signing, alongside a separate TRO for parking restriction alterations. It is recommended that the prohibition be set back from the turning head, to facilitate safe turning for vehicles accessing up to this point. It is recommended that the closure has physical measures to ensure compliance (e.g. lockable bollards).• Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022).• Anticipated Costs: A high-level estimate is £15k to cover TRO work, a single illuminated regulatory sign and bollards to prevent vehicular access.
2	Abbey	Pedestrian crossings	Bridge Street	Outside the Civic Offices	Request from resident to upgrade the existing traffic island with imprint to a full zebra crossing due to concerns about pedestrian safety.	<ul style="list-style-type: none">• Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing at this location, as it is not likely that a crossing can be installed anywhere else in this area.• Casualty Data: 2 slight incidents reported in the latest 3 year period (up to end May 2022), involving vehicles turning out of Fobney Street. Pedestrians were not involved in either of these incidents.• Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.
3	Abbey	Cycle Access	Cheapside	Cheapside/Friar Street	Allow right turn from Cheapside onto Friar Street	<ul style="list-style-type: none">• Comment: This has arisen from the Cycle Forum. This would require a TRO change, lining and signing (including de-illumination) alterations. However, alterations to the pedestrian island are also recommended for consideration, to change the shallow angle that traffic turning right onto Cheapside is currently taking and to reduce the risks to cyclists (and other vehicles) waiting to turn right onto Friar Street. Visibility checks and a road safety audit would be necessary.• Casualty Data: N/A - this request relates to increased access.• Anticipated Costs: A high level estimate would be around £8,000 + any necessary alterations to the island.

4	Abbey	Cycle Access	Friar Street East	Between Queen Victoria Street & Station Approach, including Blagrove Street	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. The pressure on kerb space within the town centre (including bus, taxi, loading facilities), significant pedestrian flows and the bend in the road make this a challenging proposal to deliver. • Casualty Data: N/A - this request relates to increased access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.
5	Abbey	Cycle access	Great Knollys Street	Entire street	Advance stop line for Great Knollys Street junction	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.
6	Abbey	Cycle access	Kings Road	Junction with Watlington Street	Provide advance stop line at bus lane on Kings Road / Watlington Street.	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. This will likely require alterations to traffic signal detection equipment and configuration. • Casualty Data: 1 serious and 2 slight accidents reported in this area in the latest 3 year period (up to August 2021). 1 slight incident involving a pedal cycle. • Anticipated Costs: A high level estimate would be around £10,000 if alterations are needed to the detection.
7	Abbey	Cycle Access	Market Place	Between Kings Road and Town Hall Square	Contraflow cycle facilities to allow two-way cycle flows through the town centre	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed given the narrow width of Market Place and the pedestrian flows/cafe usage along Butter Market.
8	Abbey	Cycle Access	Minster Street	Minster Street/Yield Hall Place	Improved access from Minster Street to Oracle Riverside	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.
9	Abbey	Cycle Access	Oxford Road	Oxford Road linking to Hosier Street via Queens Walk	Improved access to shared-use facilities via dropped kerb as full height kerb currently in place	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A high level estimate would be around £3000.

10	Abbey	Cycle Access	Southern Interchange	Garrard Street / Stanshawe Road / Southern Interchange	Improved access and signing to/from Garrard Street and Stanshawe Road junctions to Southern Interchange	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. It is anticipated that local redevelopment will lead to the delivery of cycle infrastructure on Greyfriars Road and Garrard Street. This request will remain on the list until this is confirmed/delivered. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but not involving a pedal cycle. • Anticipated Costs: This is expected to be delivered as part of local development works.
11	Abbey	Cycle Signing	Various	Town centre	Improved clarity of cycle routes in town centre	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A • Anticipated Costs: A high level estimate would be around £3000.
12	Abbey	Cycle Parking	Various	Various	Additional cycle parking at key points in the town centre. For example: St Mary's Butts, Station Road, Cross Street and Hosier Street.	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.
13	Abbey	Cycle access	Various linked to Abbey Quarter Development		Improve cycling facilities into/from/through Abbey Quarter development site	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.
14	Battle	One way plug	Connaught Road	At its junction with Oxford Road	Request from residents to make this road one way due to issues caused by motorists refusing to give way.	<ul style="list-style-type: none"> • Comment: A detailed investigation will be required to determine the full impact of changes to this area and the feasibility of any physical measures that would be installed to prevent traffic from turning left into Connaught Road from Oxford Road. • Casualty Data: 2 slight incidents reported in the latest 3 year period (up to end May 2022) involving a vehicle turning out of Connaught Road and another where a vehicle reversed into Connaught Road from Oxford Road. No pedestrians were involved in these incidents. • Anticipated Costs: A detailed investigation would be required for the preferred solution before costs can be estimated.

15	Battle	Pedestrian Crossings	Portman Road	East of Tesco and also near Bridgewater Close	<p>Request for pedestrian crossings as traffic levels have increased on this road in 2020, making it harder for pedestrians to cross to access the industrial estate.</p> <p>Amendments for November 2024: The crossing east of Tesco has now been funded through CIL allocations, so we recommend that this is removed from the list. The request for an additional crossing near Bridgewater Close will remain.</p>	<ul style="list-style-type: none"> • Comment: There is likely to be some funding contribution toward measures through Section 106 contributions. The area will need to be reviewed to determine the best location for a crossing. This is particularly the case to find a good and suitable crossing link near to Bridgewater Close. • Casualty Data: One serious accident at the junction with Little John's Lane in the latest 3 year period (up to August 2021). No pedestrians involved. No accidents reported in the immediate area around Tesco or Bridgewater Close. • Anticipated Costs: A very high level estimate would be around £70-80k for one zebra crossing, due to the additional footway links that will be required across the verges. This could be significantly higher near Bridgewater Close, depending footway links on the southern side of the road.
16	Caversham	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	<p>Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue.</p> <p>Amendment for March 2024: Further discussion with Councillor Lanzoni has led to concept development of an alternative potential concept. This is the upgrade of traffic and pedestrian refuge islands around the roundabout with Briants Avenue and Lower Henley Road, and new pedestrian refuge islands either side of the junction with South View Avenue.</p>	<ul style="list-style-type: none"> • Comment: Previous entries have raised concerns about the feasibility of a controlled crossing, namely that it would have to be positioned so far from the bend in the road (South View Avenue) that it would likely serve little benefit. The proposed amendment still has potential feasibility issues, such as available road widths and vehicle tracking, but appears more feasible, in the desired area and provides wider benefit. As such, it is the proposal that officers recommend as the favoured option, which should have the added benefit of slowing traffic at the roundabout and around this bend. • Casualty Data: At the northern end of the street, there have been 3 slight and 1 serious incidents involving casualties in the latest 3-year period of data (up to end May 2023). All were on the roundabout, and either vehicle vs vehicle or vehicle vs cycle. • Anticipated Costs: Survey: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed, following feasibility checks.
17	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	<p>Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.</p>	<ul style="list-style-type: none"> • Comment: The petition update report at Jan 2018 TMSC noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise. • Casualty Data: 4 slight incidents reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed.

18	Caversham	20mph & speed calming	Chiltern Road	Whole length, but officers would recommend inclusion of streets linked from Chiltern Road, to achieve a cohesive scheme.	Request for 20mph and speed calming due to reported vehicle damage caused by vehicles driving inappropriately fast.	<ul style="list-style-type: none"> • Comment: It would be advisable to consider the wider area and not just this road in isolation. Speed surveys should be carried out to assess vehicle speeds before deciding where traffic calming features should be used. • Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021). • Anticipated Costs: A very high level estimate would be £60,000.
19	Caversham	Lining alterations	Church Street	At its junction with Hemdean Road	Request to review the lining on Church St to help reduce traffic build up caused by vehicles trying to turn right into Hemdean Road. A right turn filter lane was suggested.	<ul style="list-style-type: none"> • Comment: A detailed investigation will be required to determine what type of changes could be made to this junction. It is possible that this will not be feasible, given the width of road available. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to end May 2022) involving a pedestrian crossing near the garage. • Anticipated Costs: A full investigation will need to be made to determine whether or not any lining changes can be made to improve traffic at this location.
20	Caversham	Zebra crossing	Hemdean Road	Near Caversham Primary School	From Councillors on behalf of resident and school. More children are coming to the school through Balmore Park and there are concerns about safety risks when crossing Hemdean Road to access the school.	<ul style="list-style-type: none"> • Comment: Some feasibility concerns at this location. The bus stop would need to move, which could be challenging in terms of avoiding visibility issues at the crossing. Speed cushions would likely need to be removed, but potential to locate new ones nearby. The parking outside the school needs to be removed (being considered as part of a Waiting Restriction Review Programme). There are two desire-lines for different aged pupils, so precise positioning will need to be considered. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022) between its junctions with Hemdean Hill and Grove Hill. • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £100,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.

21	Caversham	20mph	Hemdean Road	Adjacent to, and on approaches to Hemdean House School	Request follows receipt of a petition and the resultant petition response at TMSC January 2024, for speed calming measures outside the school.	<ul style="list-style-type: none"> • Comment: A section of appropriately traffic calmed 20mph is considered appropriate. The reporting referred to the wider 'Lower Caversham' 20mph zone, for which the concept area would cover this location, however, it was considered appropriate for this request to have its own entry. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 29th May 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated, but a very high-level cost estimate is £40k.
22	Caversham	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	<p>Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction. Another petition was received for this crossing in Oct 2022 with 1341 responses, reported to TMSC in November 2022.</p> <p>Amendment (for March 2023): A petition was reported to TMSC in November 2022, containing the results of a wider area survey undertaken by the local MP. The survey showed 1244 respondents in favour of a pedestrian crossing at this junction. There has been additional correspondence suggesting options, such as placement of crossings further back from the junction and an interim/lower-cost option of providing a pedestrian refuge island on the Henley Road approach, which the petition report makes reference.</p>	<ul style="list-style-type: none"> • Comment: The petition update report at Jan 2018 TMSC and November 2022 TMSC note the challenges in implementing this facility and other suggested options within the traffic signal controlled junction. • Casualty Data: 1 slight and 1 serious incident involving pedestrians in the latest 3 year period (up to the end of September 2022). • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed. The preferred option would involve a complete technical refresh and replacement of the signal equipment and associated engineering works.

23	Caversham	Pedestrian crossing	Peppard Road	Near the Chiltern nursery	Request from Ward Councillor for a pedestrian crossing to make it safer for pedestrians to cross. Concerns raised about vehicles speeding in the area making it difficult to cross.	<ul style="list-style-type: none"> • Comment: The grass verge on the west side of this road, as well as the trees (roots and canopy cover) will create challenges to installing a zebra crossing in this area, but there may be a feasible location nearby. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated. A high-level estimate for a 'standard' zebra crossing is £70k and there will be additional engineering work required to create a footway link at this location.
24	Caversham	Banned Vehicle Movement	Peppard Road	Junction with Derby Road	<p>Councillor has reported resident concerns about the volume of traffic entering Derby Road (a private Road), particularly around school drop-off/pick-up times, then conducting turns in the road to then leave.</p> <p>They feel that a 'no-left-turn' restriction on Peppard Road, with appropriate exemptions for residents, would reduce these occurrences.</p>	<ul style="list-style-type: none"> • Comment: This entry was agreed for retention by TMSC (Sept 2019). Such restrictions require a Traffic Regulation Order to have been formally, publicly, consulted and implemented. The allowable exemption sign would state 'Except authorised vehicles', with no reference to residents being permissible. The authorised vehicles would be defined in the TRO (e.g. vehicles belonging to residents and their visitors). The sign(s) would require illuminating. The restriction would typically be used to benefit traffic flow on the main road, which it would not likely achieve in this application. Enforcement of this restriction is likely to be the primary deterrent. It is expected that Civil Enforcement powers will be provided to local authorities from summer 2022, until which time only the Police can enforce the restriction. Camera enforcement will be very costly, however. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £15,000 for the restriction, assuming 2 illuminated signs but not for enforcement.

25	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.
26	Caversham Heights	Speed calming	Albert Road	Entire Length	Requested by Ward Councillor and follows a wide area survey of over 180 responses, undertaken by MP. 23 people raised Albert Road as their greatest area road safety concern with 16 supporting 20mph. It is a designated local cycling route on LCWIP.	<ul style="list-style-type: none"> • Comment: 20mph will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise. This request also needs to be considered in the context of other requests in the area and adjacent streets/links should also be considered, which will significantly increase the area and resultant scheme costs. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: 1 'slight' incident involving casualties recorded in the latest 3 year period of data (up to end of September 2022). Not specifically attributed to speeding. • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone on Albert Road (TRO, signing, lining and an assumption of speed humps or cushions) is £160k.

27	Caversham Heights	Speed calming	Conisboro Avenue	Entire Length	<p>Requested by Ward Councillor and follows a wide area survey of over 180 responses, undertaken by MP. 12 people raised Conisboro Avenue as their greatest area road safety concern with 10 supporting 20mph. It is a designated local cycling route on LCWIP.</p>	<ul style="list-style-type: none"> • Comment: 20mph will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise. This request also needs to be considered in the context of other requests in the area and adjacent streets/links should also be considered, which will significantly increase the area and resultant scheme costs. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone on Conisboro Avenue (TRO, signing, lining and an assumption of speed humps or cushions) is £130k.
28	Caversham Heights	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.	<ul style="list-style-type: none"> • Comment: Signs can be installed without illumination. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £1500.
29	Caversham Heights	Traffic calming, pedestrian crossing and footway improvements	Kidmore Road	Between its junctions with Highmoor Road and Shepherds Lane, sitting alongside separate request for the section south of Highmoor Road.	<p>Request to install traffic calming features along this road and to make improvements to the footway to prevent pedestrians from having to walk in the road or cross. A crossing (formal or informal) would also be beneficial close to the Richmond Road junction. These would improve access and safety for pedestrians, including school children who walk through the area.</p> <p>Amendment (November 2023): This entry has been extended from Richmond Road to Highmoor Road and, alongside a separate entry for the section south of Highmoor Road, is intended to capture the local desire for speed calming treatment along the entire length of the street.</p>	<ul style="list-style-type: none"> • Comment: A detailed investigation will be required to determine the scope of the footway work and feasibility of a crossing at the requested location. Traffic calming in a 30mph area would also require costly illuminated signs, so 20mph could be a consideration. • Casualty Data: 2 slight accidents reported in the latest 3 year period (up to 30th April 2023). Both near the Oakley Road junction. Speed was considered a contributing factor for both of these incidents. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.

30	Caversham Heights	20mph zone	Tokers Green Lane	Entire Road	A request for a 20mph zone on this road, which would be a jointly managed scheme between Reading Borough Council and South Oxfordshire District Council.	<ul style="list-style-type: none"> • Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. Feasibility risks around drainage and risks of ponding around any physical traffic calming features. Would require support, funding and a joined-up approach with Oxfordshire County Council, as the road spans local authority boundaries. • Casualty Data: No incidents in the latest 3 year period (up to August 2021, within the Borough of Reading). • Anticipated Costs: A very high level estimate would be around £20,000, based on a contribution to Reading's section only.
31	Caversham Heights	Signing/Lining	Upper Woodcote Road	The bend near Richmond Road	Resident has concerns about the safety of the bend near the junction with Richmond Road, stating that the police have told residents there is an adverse camber. Additional signs and refreshing existing lining could help highlight the bend.	<ul style="list-style-type: none"> • Comment: This location has a bend in the road and a junction with a right-turn filter lane. It is a wide section of road and is not significantly cambered, but is slightly barrelled across its profile. This is not a location with an evidenced road safety (casualty) issue and is not a high speed road. It is most likely that any incidents at this location are caused by motorists miss-judging their approach speed, the weather/road conditions or by intentions to cut the corner when the filter lane is being occupied. A review and potential improvement of the local warning signs and lining may be beneficial and of a relatively low cost. Lining condition is regularly inspected and will be refreshed as necessary. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £2000

32	Caversham Heights	Speed Calming	Upper Woodcote Road and Woodcote Road	General	<p>Request from residents for measures to be put in place to prevent speeding, such as a speed indicator device.</p> <p>Woodcote Road added, following additional complaints about speeding.</p>	<ul style="list-style-type: none"> • Comment: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign). The types of traffic calming features would also be restricted as this is a nationally-classified 'A' road, with other feasibility challenges around the number of dropped vehicular crossings (driveway accesses) along the street. Following additional correspondence, Officers also recommend that Woodcote Road be considered as part of this request. • Casualty Data: 4 slight and 1 serious incidents reported in the latest 3 year period (up to end May 2022). Of these, the serious incident listed speeding as a likely causation factor (Upper Woodcote Road, close to Shepherd's lane). 1 slight incident was on Woodcote Road. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.
33	Caversham Heights	Pedestrian Crossing	Upper Woodcote Road (and Woodcote Road)	General	<p>A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.</p>	<ul style="list-style-type: none"> • Comment: A crossing has been installed close to its junction with Knowle Close, however, there would be benefit in considering some of the other areas that attract a higher footfall and providing appropriate facilities to assist pedestrians, expanding to Woodcote Road also. Facilities could range from informal, to controlled crossings (e.g. zebra crossings) • Casualty Data: 1 serious and 1 slight incidents reported in the latest 3 year period (up to August 2021). Of these, the serious incident listed speeding as a likely causation factor (close to Shepherd's lane). • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.

34	Church	Traffic calming	Buckland Road	Entire road	Request for traffic calming such as speed humps in order to reduce vehicle speeds, especially on approach to the traffic lights at its junction with Basingstoke Road.	<ul style="list-style-type: none"> • Comment: On a 30mph street there would need to be (costly) illuminated warning signs, which also carry ongoing revenue costs. Consideration should be made for making this a 20mph street instead, which would need a range of features and signing within. • Casualty Data: 6 slight and 3 serious accidents in the latest 3 year period of data (up to August 2021), with a variety of causation factors. One incident involving a pedestrian where speeding was considered a contributing factor. • Anticipated Costs: A very high level estimate would be around £60,000 for a 20mph zone with some traffic calming features.
35	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.
36	Church	Traffic calming	Northumberland Avenue	Close to the junction with Stockton Road	Request for traffic calming to be considered or else remove the mini roundabout and revert it to a standard junction. Complaints received about drivers travelling too fast when approaching and manoeuvring around the junction.	<ul style="list-style-type: none"> • Comment: The issue of motorists choosing to drive at inappropriate speeds and driving across mini-roundabouts is challenging to address with physical measures, particularly considering the space constrictions, that it is a bus route and with the pedestrian facilities in this area. It is possible that an extension of the existing 20mph restriction further to the north along Northumberland Avenue could provide some benefits, with supporting traffic calming. The types of measures will need careful consideration, as this is a key public transport corridor and likely to be a useful emergency service route - simply installing lots of speed humps will not be appropriate. • Casualty Data: No incidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate for the extension of the 20 zone down to Hartland Road with cushions would be £75,000 though this could increase depending on the area covered.

37	Church	Lining - Keep Clear	Whitley Wood Road	Junction with Tamarisk Avenue	Request received to place a keep clear marking on Whitley Wood Road to facilitate the right-turn onto Tamarisk Avenue and avoid occasional queuing back into Shinfield Road junction.	<ul style="list-style-type: none"> • Comment: This would be a low cost measure that could benefit residents and traffic flow on the main road. • Casualty Data: There have been no recorded incidents involving casualties at this junction within the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £1000.
38	Coley	Pedestrian crossing	Bath Road	Close to its junction with Harrow Court	Request to upgrade the historic islands near the hospital to a formal crossing to either a pelican or puffin crossing, due to concerns about safety and vehicle speeds.	<ul style="list-style-type: none"> • Comment: For safety, controlled crossings require good (and specified) advance visibility and to be away from junctions. Either side will be challenging, as there are dropped kerbs for driveway accesses, junctions close to a bus stop that may need to be relocated. While detailed investigation would be required, it may be the case that a controlled crossing is not achievable near to the desire lines but that some other enhancements or informal features may help. Additional feasibility concerns around the available carriageway width in which to alter lining and islands to create a compliant 'split' crossing. • Casualty Data: 1 slight incident near this location in the latest 3 year period (up to August 2021) where speeding was considered a contributing factor. • Anticipated Costs: A very high level estimate would be around £90,000, if a zebra crossing could be installed, taking into account island alterations and electrical works.
39	Coley	Keep Clear markings	Berkeley Avenue	Junction with its service road	Request from resident via Councillor to install a keep clear marking to stop the junction from being blocked by queueing vehicles.	<ul style="list-style-type: none"> • Comment: The correct application of these markings is to reduce delays on the primary road, caused by right-turn traffic not being able to enter the side road due to queueing traffic. If this is the intended application, and not the perception of aiding traffic turning out of the side road, the recommendation is to retain this item on the list. • Casualty Data: N/A • Anticipated Costs: A high level estimate would be £1000.
40	Coley	Kerbing/ re-profiling	Berkeley Avenue	Cul-de-sac section	Request from resident, via Councillor, to re-profile the kerb line to better facilitate access for larger vehicles, that are otherwise mounting and damaging the corner of the verge.	<ul style="list-style-type: none"> • Comment: There would need to be funding available for detailed investigation of the make-up (and buried services, tree roots etc.) that may lay within this area. It would need to be reconstructed to take vehicular traffic, so this work will determine what is necessary (and at what cost) to make this alteration. • Casualty Data: N/A • Anticipated Costs: A detailed investigation would be required before costs can be estimated.

41	Coley	20 zone with traffic calming	Edenham Crescent	Entire road	Request from neighbourhood watch group for a 20 zone with road humps to help reduce vehicle speeds, which seems to have increased recently.	<ul style="list-style-type: none"> • Comment: Officers recommend that nearby roads be added to the 20mph scheme in order to create an area wide zone. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated, and consideration of the appropriate area to cover.
42	Coley	Restriction Enforcement (Potential)	Lower Field Road	Closure point, near to the junction with Garnet Hill	Residents have reported to Councillor considerable daily contravention of the road closure restriction by motorcyclists, using this as a rat-run between Berkeley Avenue and Castle Hill/Bath Road.	<ul style="list-style-type: none"> • Comment: It is going to be challenging to find an engineering solution that enables the legitimate access, but prevents access for these smaller motorised vehicles. This could be a potential site for future civil enforcement of moving traffic offences, subject to enforcement of this restriction being allowable in the regulations and subject to the vehicles being registered and registration plates being displayed. • Casualty Data: No accidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: Unable to estimate at this time, as it is dependent on a wider piece of work and the types of technology that will be adopted.
43	Coley	Resurfacing, adoption and illuminating footpath	Wensley Road	Links Wensley Road (near North Lodge Mews) with Coley Avenue South (to the south of Froxfield Avenue).	<p>It has been a long-standing desire of the West Reading Area Study to bring this footpath up to adoptable standards, to adopt it as part of the Highway network and to provide street lighting. This will increase the appeal to use it, improving accessibility through the area.</p> <p>The majority of the CIL-funded West Reading Area Study deliverables have been implemented, but there was insufficient funding available to deliver this item.</p>	<ul style="list-style-type: none"> • Comment: This entry was agreed for inclusion as it was a desirable element of the West Reading Study, for which the associated funding was unable to cover. • Casualty Data: 1 serious and 1 slight incident reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians. • Anticipated Costs: Estimated costs (October 2019) £180k total.
44	Coley	Zebra Crossing Upgrade	Wensley Road	Outside shopping area, east of St Saviours Road	There has been a request made, via ward Councillors, for an upgrade of the beacons at the existing zebra crossing to a 'brighter' LED type.	<ul style="list-style-type: none"> • Comment: This is a long standing crossing, but requests have been received to upgrade the type of beacon that is in place to a modern LED type, to further enhance the visibility. • Casualty Data: 1 serious and 1 slight incident reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians. • Anticipated Costs: Estimated costs (December 2019) £5k.

45	Emmer Green	Zebra Crossing	Caversham Park Road	In place of the uncontrolled crossing between Littlestead Close and the bus stop opposite.	Resident concern about difficulties in crossing the road, particularly for the elderly and for parents with young children. Resident would like a controlled crossing to be installed at this location to improve pedestrian safety.	<ul style="list-style-type: none"> • Comment: Officers have measured the visibility from the crossing, which meets design guidelines. The implementation of a controlled crossing will require movement of the bus stop and hard-standing on the verge and a re-profiling of the footway on the western side. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £80,000.
46	Emmer Green	20mph zone	Courtenay Drive	Entire road	Request from MP to install a 20mph speed limit in Courtenay Drive.	<ul style="list-style-type: none"> • Comment: Being a potential through-road, with other roads meeting it along its length, officers recommend that nearby roads be included in this scheme, in order to create an area wide 20 zone. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated, and consideration of the appropriate area to cover.
47	Emmer Green	One way	Grove Road	The section between no 59-87 Grove Rd	Request to make this section one way, due to issues caused by vehicles entering both ends of Grove Road and forcing vehicles to reverse.	<ul style="list-style-type: none"> • Comment: This would require statutory consultation and may receive objections from residents. • Casualty Data: 1 slight accident in the latest 3 year period (up to August 2021) involving a pedestrian crossing the road. • Anticipated Costs: A very high level estimate would be around £20,000.
48	Emmer Green	Speed Calming	Knights Way	Entire Length	Request via MP for speed calming	<ul style="list-style-type: none"> • Comment: Speed surveys should be carried out to assess vehicle speeds. Officers recommend a 20mph scheme with the addition of signs and road markings, as well as traffic calming features such as road humps. • Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021). • Anticipated Costs: A very high level estimate would be around £40,000 for a 20mph scheme with features.
49	Emmer Green	Pedestrian crossings	Lowfield Road	To the east of the Peppard Road junction / entrance to the shops car park, linking to the footpath network.	Requested via MP. Request for controlled pedestrian crossing facility to support walking to/from the shops using the footpath network in the area.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to assess whether or not a crossing can be installed at these locations. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: It is estimated that a basic zebra crossing installation would cost around £80k, provided that there are no significant engineering challenges (e.g. level/gradient issues, close proximity to suitable electrical supply).

50	Emmer Green	Pedestrian crossing and 20mph zone	Lowfield Road	Near the junction with Farnham Drive	Residents have raised concerns about speeding in this area, and have noted that there are now more children crossing the road since the new housing was built on 37-91 Lowfield Road. There have been requests to reduce the speed limit and install a pedestrian crossing.	<ul style="list-style-type: none"> • Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. The area will need to be reviewed to determine the best location for a crossing (considering visibility and desire lines) and the area to be covered by the lower speed limit and traffic calming. A suggestion could be between Galsworthy Drive and Earlsfield Close to cover the bends in the road and the requested crossing location. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be around £65,000 for the crossing and minimum of £40,000 for a 20mph zone in a small area with calming.
51	Emmer Green	Pedestrian crossings	Peppard Road	Between Wetherby Close and Caversham Park Road, linking footpaths to/from Clayfield Copse	Requested via MP. Request for controlled pedestrian crossing facility to support walking to/from Clayfield Copse using the footpath network in the area.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to assess whether or not a crossing can be installed at this location. There is a bus stop near Wetherby Close which may need to be relocated, if it will effect the visibility of the crossing. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: It is estimated that a basic zebra crossing installation would cost around £80k, provided that there are no significant engineering challenges (e.g. level/gradient issues, close proximity to suitable electrical supply).
52	Katesgrove	20mph with traffic calming	Alpine Street, Francis Street and Edgehill Street	Entire Roads	<p>Request for a 20mph zone with traffic calming such as speed humps in order to reduce vehicle speeds.</p> <p>Francis Street added, following complaints of speeding and parked vehicle damage.</p> <p>Amendment (November 2023): Petition received at September 2023 TMS for traffic calming measures, and measures to reduce traffic volumes on Francis Street. 32 signatures.</p>	<ul style="list-style-type: none"> • Comment: Officers recommended that Edgehill Street also be included as part of the original Alpine Street request. This is developing into a wider area scheme that could incorporate the streets between Elgar Road, Pell Street and Southampton Street. Speed surveys should also be carried out to assess vehicle speeds before determining what type of traffic calming features would be appropriate. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A very high level estimate would be around £70,000.

53	Katesgrove	Restriction Enforcement (Potential)	Elgar Road	At the road closure point, between Elgar Road and Elgar Road South.	The road is closed to vehicles and has a TRO in place for this, but allows cyclists and pedestrians through the closure. There is also a footway on either side for pedestrian access. The closure is being abused by users of motorcycles and quadbikes, who are managing to squeeze through the gaps between the bollards, left for legitimate access. Ward Councillors have raised this issue and would like a solution to prevent this.	<ul style="list-style-type: none"> • Comment: It is going to be challenging to find an engineering solution that enables the legitimate access, but prevents access for these smaller motorised vehicles. The bollard gaps are only marginally wider than the minimum guidance given to facilitate cyclist movements. This could be a potential site for future civil enforcement of moving traffic offences, subject to enforcement of this restriction being allowable in the regulations and subject to the vehicles being registered and registration plates being displayed. • Casualty Data: One slight accident at the Elgar Rd/Waterloo Rd junction in the latest 3 year period (up to August 2021) where a driver lost control and hit a bollard. • Anticipated Costs: Unable to estimate at this time, as it is dependant on a wider piece of work and the types of technology that will be adopted.
54	Katesgrove	Weight Restriction	Highgrove Street	Entire road	Request from resident for a weight restriction on this road to restrict HGVs from using this road. Reports of vehicles being damaged on several occasions from large vehicles moving through this area.	<ul style="list-style-type: none"> • Comment: A weight restriction will also restrict some vehicles needing to load/unload on behalf of residents, so could prove to be unpopular overall. • Casualty Data: One slight accident in the latest 3 year period (up to August 2021) not related to HGV traffic. • Anticipated Costs: A very high level estimate would be around £5,000 for the installation of the restriction (the TRO).
55	Katesgrove	20mph	Highgrove Street	Entire road	Complaint about speeding traffic in Highgrove Street by cars using the road as a short cut and because of this a request for a 20mph limit.	<ul style="list-style-type: none"> • Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) but speeding was not a contributing factor. • Anticipated Costs: A high level estimate would be £40,000.
56	Katesgrove	Traffic calming /road closure	Home Farm Close	Entire Street affected, closure point to be determined	Councillor request to stop speeding/joy-riding by permanently closing the road, potentially mid-way.	<ul style="list-style-type: none"> • Comment: While this proposal will have a speed-calming impact across the street overall, it still leaves potential on either side, albeit that this would unlikely be as a result of non-resident (and their visitors) traffic. Officers recommend that a 20mph scheme with physical traffic calming measures also be considered. Both options would require statutory consultation for a new TRO. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • Anticipated costs: A high level estimate would be £35,000 for a 20mph scheme. A closure would cost more and would depend on the features installed.

57	Katesgrove	Cycle Facilities	Silver Street & Southampt on Street	Silver Street & Southampton Street	<p>Reallocation of road space to accommodate on-carriageway cycle facilities</p> <p>Minor text update for November 2023: Tranche 1 Active travel schemes agreed as 'permanent' and address the majority of this request, however, section of Southampton Street between Crown Street and Mill Lane/IDR roundabout remains.</p>	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. Much of this request has been addressed, however, there is a remaining section of Southampton Street between Crown Street and the Mill Lane/IDR roundabout that is untreated. This is being considered as part of major strategic schemes. • Casualty Data: 5 slight and 3 serious incidents reported in the latest 3 year period (up to August 2021). 4 incidents involved cycles and two of these were caused by vehicles entering the bus lane. • Anticipated Costs: Minimal costs to retain existing measures as a 'permanent' scheme.
58	Kentwood	20mph	Armour Hill	Dudley Close Larissa Close area	<p>Requested reduction of speed limit from 30mph to 20mph due to the lack of visibility and perceived speeding in the area. Additional measures could also be investigated to improve visibility of junctions.</p>	<ul style="list-style-type: none"> • Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. The area to which the zone covers needs consideration and could feasibly include the entire street and those no-through roads off of Armour Hill. This would, however, increase the costs of the scheme, with upward of 1km of carriageway to be covered by traffic calming features. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £120,000 for the abovementioned area.
59	Kentwood	Traffic calming	Broomfield Road	Entire length	<p>Cllr Raj Singh expressed speeding concerns and requested consideration for traffic calming measures on Broomfield Rd</p>	<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 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.
60	Kentwood	Traffic calming	Kentwood Hill	Request related broadly to the section between Armour Hill and Armour Road.	<p>Concerns about speeding, despite the speed camera, and a request for traffic calming.</p>	<ul style="list-style-type: none"> • Comment: Due to this being a bus route, it is likely that speed cushions would be the highest 'impact' measures that could be introduced. On a 30mph street there would need to be (costly) illuminated warning signs, which also attract ongoing revenue costs. Consideration should be made for making this a 20mph street instead, which would need a range of features and signing within.

						<ul style="list-style-type: none"> • Casualty Data: No accidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A very high level estimate for a 20mph with traffic calming would be around £50k for this section of Kentwood Hill. This would increase if other roads were included, or if a greater length of the street were to be included.
61	Kentwood	Traffic calming	Oak Tree Road	Whole length	Request received for speed calming measures to address the perception of speeding traffic and rat-running.	<ul style="list-style-type: none"> • Comment: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £6k per sign). Officers recommend that a 20 zone with side roads be considered. There is another request on this list for a 20mph scheme on Westwood Rd which could be considered with this one. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate for a 20mph scheme with side roads would be around £100,000.
62	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.
63	Kentwood	Pedestrian crossing	Pottery Road	North of Tylers Place junction	Request from Cllr Keeping and Cllr Dennis for a pedestrian crossing near The Tyler's Rest	<ul style="list-style-type: none"> • Comment: May require build out on the east side of Pottery Road due to narrow footway. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 29th May 2023). • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.

64	Multiple Caversham Heights / Emmer Green	20mph	St Barnabas Road	Extension of existing scheme, northbound, to Surley Row.	Request received for an extension of the existing 20mph zone in a northbound direction to the junction with Surley Row, including a request for speed calming measures along this section.	<ul style="list-style-type: none"> • Comment: There have been complaints about safety, stating that vehicles get dangerously close to pedestrians especially at school drop off times. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: There have been no recorded incidents in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be around £35,000 to extend the exiting 20 zone along St Barnabas Rd only (not side streets).
65	Multiple: Norcot / Battle	20mph	Residential roads off Oxford Road	Entire streets	In January 2021, Labour Councillors from Battle, Kentwood and Norcot wards conducted a community survey to assess support for the introduction of a new 20mph zone in the area. Of the 219 respondents, more than 80% indicated in favour of introducing this restriction.	<ul style="list-style-type: none"> • Comment: If this proposal is developed, there would need to be supplementary traffic calming features added. It would be possible to implement this large area in phases, but each phase would need to be a compliant, cohesive, standalone zone that could be expanded with further funding at a later date. • Casualty Data: 3 serious and 11 slight accidents reported in the latest 3 year period (up to August 2021). 8 on Water Rd/Grovelands Rd and 2 of these listed speeding as likely causation factors. • Anticipated Costs: A detailed investigation would be required before costs can be estimated for phasing the works, as it would depend on the number of streets and features included in the area. A very high-level estimate of at least £300k+ has been reported to the Sub-Committee for the entire area.
66	Multiple: Park / Redlands	Traffic calming	Eastern Ave	Entire Road	Request for traffic calming such as speed humps in order to reduce vehicle speeds.	<ul style="list-style-type: none"> • Comment: This is in an existing 20mph zone and there are some existing calming features on the south end of the road which could be amended, though that section is used by buses. • Casualty Data: 2 slight and 1 serious incidents reported in the latest 3 year period (up to August 2021). Two were at junctions and the other was on the roundabout. Speeding was not a contributing factor in any of the incidents. • Anticipated Costs: A very high level estimate would be around £55,000.
67	Multiple: Caversham / Thames	Walking/Cycl ing Improvement s	Promenade Road & Caversham Road Roundabout	Promenade Road & Caversham Road Roundabout south of Caversham Bridge	Installation of dropped kerbs to aid access to Abbotsmead Place and Thames Path	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the number of features installed.

68	Multiple: Abbey / Battle / Kentwood	Walking/Cycling Improvements	Thames Path	Thames Path, Tilehurst to Town Centre	Convert the footpath to shared-use and undertaken improvements as detailed in risk assessment, including surface upgrade, speed reduction measures and signing.	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to increased access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
69	Multiple: Abbey / Caversham / Thames	Cycle Improvements	NCN 5	Caversham	Improve cycle facilities along route 5, or alter route, as part of redevelopment of St Martin's Precinct, including improved signing (i.e. between Abbotsmead Place and Hemdean Road) and additional cycle parking. Diversion of route would need to be agreed with Sustrans.	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
70	Multiple: Abbey / Katesgrove	Road Marking	Bridge Street	The 'Oracle' roundabout with Southampton Street	Design and implement 'spiral markings' on the roundabout to assist with lane discipline. Reported to March 2014 TMS.	<ul style="list-style-type: none"> • Comment: A more detailed investigation is needed to ascertain feasibility due to the traffic lights. Potential alterations to yellow-box junctions, as part of forthcoming civil enforcement of moving traffic offences, may be necessary and these may be complimentary works funded by capital investment. • Casualty Data: 6 slight incidents reported on the roundabout in the latest 3 year period (up to August 2021) however, 4 of these incidents can be attributed to lane-changing. • Anticipated Costs: A high level estimate would be around £30,000 due to the level of traffic management required.
71	Multiple: Abbey / Thames	Walking/Cycling Improvements	Caversham Road	South of Northfield Road	Cyclists are unable to turn right out of Northfield Road towards town - they have to navigate Caversham Road roundabout. Upgrade existing pedestrian crossings on Caversham Road (by Northfield Road) to toucan crossings.	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. This upgrade is hoped to be delivered, or at least funded, by development in this area but will remain on this list until this is confirmed. • Casualty Data: 7 slight and 1 serious accidents reported on the Caversham Rd roundabout in the latest 3 year period (up to August 2021). 4 of these incidents involved pedal cycles. • Anticipated Costs: A detailed investigation would be required before costs can be estimated, but it is hoped that this will be funded/delivered by development works in the vicinity.
72	Multiple: Abbey / Thames	Cycle Facilities	Watlington Street & Forbury Road	Watlington Street & Forbury Road, providing linking to Christchurch Bridge via Kings Meadow	Reallocate road space to pedestrians and cyclists through provision of segregated facilities, potentially kerb segregated. This would link Reading Station with NCN 422, and the new development site near Kenavon Drive. A high quality, strategic cycle route could be developed	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what measures can be installed.

					here. Induction loops at toucan crossings along Forbury Road and Watlington Street could be installed if not already in place.	
73	Multiple: Abbey / Thames	Junction improvement (pedestrians)	Watlington Street/Kin gs Road	Crossings at the meeting of Watlington Street/Forbury Road and Kings Road	Area Neighbourhood Officer has raised concerns regarding the inconsistency of tactile paving at the sites of the older traffic signal controlled pedestrian crossings.	<ul style="list-style-type: none"> • Comment: This work will likely require footway improvement works around the junction, in addition to the installation of tactile paving. This may be covered by future capital investment bids. • Casualty Data: 2 slight and 1 serious incident reported in this area in the latest 3 year period (up to August 2021). None involved pedestrians. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the work needed.
74	Multiple: Abbey, Battle, Norcot, Kentwood	Cycle Access	Oxford Road	Entire Road	Request for improved cycle facilities along the Oxford Road corridor	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum and an action to capture requests made by the forum that are not already on the main list of requests. It is expected that the Oxford Road Corridor Study will incorporate some improvements. Elements such as the Red Route and Active Travel Tranche 1 (if agreed to be made permanent) were intended to partially address this request. • Casualty Data: N/A - relates to improved access. • Anticipated Costs: To be confirmed, but will form part of a wider scope of works.

75	Multiple: Caversham / Caversham Heights	Speed calming	Kidmore Road	Section between Highmoor Road and The Mount	<p>A petition from residents of Kidmore Road was presented to the Sub-Committee in September 2022. The petition highlighted their concerns regarding the trees, rat running, speeding, road safety and the state of the pavement on Kidmore Road. A separate letter sent by MP Matt Rodda suggested that residents were in favour of a 20mph speed limit as well as other traffic calming features such as humps, chicanes and vehicle activated signs.</p> <p>A meeting between Ward Councillors, officers and representatives of residents took place in November 2022. Issues and potential mitigations were discussed and it was broadly agreed that 20mph with speed calming was desirable and whether some speed calming features could create build-outs around the most 'problematic' tree locations.</p>	<ul style="list-style-type: none"> • Comment: 20mph for this relatively narrow section of road seems entirely appropriate, but will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise, which were discussed in the resident meeting. Options for creating more walkway space around the trees were discussed and is going to be challenging, so a proposed solution is not yet clear. One option discussed was creating some build-outs as part of the speed calming scheme, but proximity of driveways, drainage and the inevitability of queuing traffic are significant factors to consider. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone (TRO, signing, lining and an assumption of full-width speed humps) is £100k.
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76	Multiple: Caversham / Caversham Heights / Emmer Green	Pedestrian Crossing and Traffic Calming measures	Rotherfield Way	<p>Pedestrian crossing - South-west of its junction with Surley Row</p> <p>Traffic calming - entire length</p>	<p>A petition to install 'safe crossing places' on Rotherfield Way was reported to Jan 2016 TMS. An update report went to March 2016 TMS. A further update report (with an outline zebra crossing design) was reported to June 2016 TMS.</p> <p>Amendment (November 2023): TMS agreed in March 2023 that this request be amended to include traffic calming following a new petition that was received. The petition highlighted resident's concerns about speeding in the area, alongside a desire for traffic calming features and a pedestrian crossing near Surley Row.</p> <p>Amendments for November 2024: Some CIL funding has been received for improvements in this area. Once the scheme development is underway, we will be able to clarify which features have been agreed for progression.</p>	<ul style="list-style-type: none"> • Comment: A concept scheme is awaiting funding to enable it to progress to detailed design and implementation for a zebra crossing. Ground investigation works will determine the deliverability of the crossing. A number of different traffic calming features can be explored, however, if the speed limit is 30mph, then costly illuminated signs will also need to be installed if features such as humps are installed on the road. 20mph could be a consideration. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to 30th April 2023). • Anticipated Costs: A high level estimate would be £80,000 for a zebra crossing. The cost of traffic calming features will vary greatly depending on whether or not the road remains 30mph, and what type of features are installed.
77	Multiple: Caversham / Thames	Footway and Junction improvements (vehicles & pedestrians)	Gosbrook Road	Jcn Westfield Road	<p>Resident has reported the issue with long vehicles turning left onto Westfield Road causing damage to wall of No.4, due to poor driving. Resident has asked for alteration to island or no-left-turn etc. to prevent this occurring. General concerns have been raised regarding the narrow footway width along Gosbrook Road.</p>	<ul style="list-style-type: none"> • Comment: The size of the island was reduced when the traffic signals were removed from this junction. It reinforces the no-right-turn onto Gosbrook Road and houses illuminated signs. It also acts as an informal refuge island for pedestrians. These factors need to be taken into account if any alterations are being considered. Footway widening may be technically possible and will be of widespread benefit to pedestrians, but will be costly. • Casualty Data: 3 slight incidents reported near the junction in the latest 3 year period (up to August 2021). 1 vehicle failed to give way, one was distracted and one failed to indicate left. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed and what underground services may be impacted by the necessary civil engineering works.

78	Multiple: Caversham / Thames	Pedestrian Crossing	Gosbrook Road	Between George Street and Briants Avenue	Request, via Councillor, to consider a crossing facility along this stretch of road.	<ul style="list-style-type: none"> • Comment: Investigation would be required to ascertain desire-lines (popular 'destinations') and feasibility (junctions, dropped kerbs, parking etc.). The type of facility (informal or controlled) can then be considered. • Casualty Data: 2 slight incidents in the latest 3 year period (up to August 2021). None involving pedestrians. • Anticipated Costs: A crossing could cost around £60k-80k depending on the location and the level of works required.
79	Multiple: Caversham / Thames	Vehicle restriction	School Lane	Entire road	Request to prevent vehicles from using School Lane by installing bollards at each end. It is a single lane road with no pavements and is used regularly by cyclists and pedestrians. Concerns that the development of the New Directions site could increase the number of vehicles using this lane and risk pedestrian and cyclist safety.	<ul style="list-style-type: none"> • Comment: Bollards would prevent cars entering the road, however, the features need to remain accessible for mobility aids and pushchairs etc., so could still be open to potential abuse by smaller motorised vehicles. We also need to ensure that any proposal doesn't create additional obstacles for those with impaired vision. This will likely require a TRO motor vehicle prohibition to be consulted and implemented. • Casualty Data: No accidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A very high level estimate would be £6k.

80	Multiple: Caversham / Thames	20mph	Various	Lower Caversham	<p>A report to Sept 2016 TMSC proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.</p> <p>At the request of Caversham Ward Councillors, this amendment for November 2022 separates out the Amersham Road area from the remainder of the proposal. In March 2024, it was agreed to separately capture the request for 20mph and speed calming on Hemdean Road, outside Hemdean House School.</p> <p>Amendments for Nov 2024: Petition at TMSC June 2024 to extend zone to include St Peters Road. Further Ward Councillor correspondence highlighting incidents at the bend on approach to Darell Road, so desire to include this Woodcote Road approach in the desirable area.</p>	<ul style="list-style-type: none"> • Comment: This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation. The outline area in the original report (as amended) is very large, but this could be split into prioritised phases and it has been requested to separate the Amersham Road area from this wider area for reporting. June 2024 petition report noted some of the feasibility challenges for implementing traffic calming features on St Peters Hill, due to the bends and gradient. • Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.
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81	Multiple: Caversham Heights / Caversham	Pedestrian Crossing	Oakley Road	Close to junction with Hemdean/Rother field	Concerns have been raised to Ward Councillor and officers about the number of pedestrians that cross on the Rotherfield Way and Oakley Road sides of this roundabout and controlled facilities have been requested.	<ul style="list-style-type: none"> • Comment: For safety, controlled crossings require good (and specified) advance visibility and to be away from junctions. Either side will be challenging, as there are dropped kerbs for driveway accesses, junctions nearby and bus stops that would need to be relocated. While detailed investigation would be required, it may be the case that a controlled crossing is not achievable near to the desire lines but that some other enhancements/informal features may help. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate for a 'standard' zebra crossing at this location would be £80,000, factoring in the strong likelihood that kerbing works, parking restrictions and bus stop/infrastructure movement would be required.
82	Multiple: Church / Redlands	20mph	Shinfield Road / Christchurch Road	Entire length	<p>Request made by the Cycle Forum at their meeting in November 2021 for a scheme that introduces 20mph, to compliment the active travel scheme.</p> <p>Officers have included Christchurch Road, reflecting the officer comment on this item.</p>	<ul style="list-style-type: none"> • Comment: Officers consider that there could be beneficial and appropriate application of 20mph restrictions at certain locations on the road, particularly around the parade of shops on Christchurch Road and enhancements around the Shinfield Rise shops. This is due to the increased footfall expected at these 'destination' locations. However, it is not necessarily considered appropriate for the entire length of Shinfield Road. • Casualty Data: 8 slight and 3 serious incidents reported along all of Shinfield Road in the latest 3 year period (up to end May 2022). 5 incidents involved pedal cycles and 1 incident noted speeding as a contributing factor. • Anticipated Costs: Depending on the measures installed, an estimate for enhancing traffic calming features around the Shinfield Rise shopping area and adding a small zone around the Christchurch Road shops is £80,000. A zone covering the entirety of Shinfield Road is expected to exceed £150,000.

83	Multiple: Church / Whitley	20mph	Hartland Road & Whitley Wood Road	From Basingstoke Road to Shinfield Road	Request, via Councillor, for 20mph speed reduction to improve the environment for residents, reduce the appeal as a cut through and to reduce safety risks in consideration of the nearby schools	<ul style="list-style-type: none"> • Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend a 20mph zone for this type of residential street as it would add a range of supporting physical measures to improve compliance. These will need careful consideration in the context of the types of vehicles using the street (e.g. buses) and around drainage/ponding risks along the Whitley Wood Road hill. • Casualty Data: 5 slight accidents on Hartland Road and 3 slight accidents reported on Whitley Wood Rd in the latest 3 year period (up to August 2021). No accidents where speeding was considered a contributing factor. Most of the accidents relate to junction collisions. • Anticipated Costs: A high level estimate would be £200,000 for Hartland Rd and Whitley Wood Road though side roads should also be considered and would increase the costs further.
84	Multiple: Katesgrove and Redlands	Traffic calming	Northumbe rland Avenue	Between George Palmer Close and Hexham Road	Requested via Councillor. Request for additional 20mph roundels and any other measures that could be effective as residents in this area frequently report that vehicles are speeding. Some residents have complained about noise and vibrations caused by the existing speed humps so there is no desire for additional humps.	<ul style="list-style-type: none"> • Comment: This area is part of an existing 20mph zone and has some traffic calming features. Adding vertical features could be challenging as much of this stretch is nearly at-grade with the footways. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: Additional signs and road markings could be install at relatively low cost as this is a short section of road. Should there be a desire for more significant alterations such as humps then this would significantly increase the cost of installation and would also likely require statutory consultation.
85	Multiple: Kentwood and Norcot	Pedestrian crossing	Norcot Road	Near its junction with Romany Lane	Request from Ward Councillor for a pedestrian crossing.	<ul style="list-style-type: none"> • Comment: The narrow footpath on one side of the road, along with the bus stop and nearby parking spaces and the junction will make it challenging to install a zebra crossing in this area so a detailed investigation needs to take place to see if it is feasible, and whether feasible locations would be at a crossing desire line. • Casualty Data: 1 slight accident reported in the latest 3 year period (up to 30th April 2023). Pedestrians were not involved in the incident. • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.

86	Multiple: Norcot / Southcote	20mph zone	Shilling Close / Honey End Lane	Whole of Shilling Close and section of Honey End Lane between The Meadway and Shilling Close	Request for a 20mph zone due to concerns regarding safety, due to vehicle speeds. This was raised alongside concerns about parking (including footway parking) on Shilling Close and a request to place restrictions throughout - parking likely to be contributing to the risks and will be considered in the Waiting Restriction Review Programme.	<ul style="list-style-type: none"> • Comment: Due to the severance of Honey End Lane at Shilling Close, this would be an appropriate and cohesive scheme. Physical traffic calming features (speed humps) would be required to make the scheme compliant, which may generate a level of local objection - they are indiscriminate features affecting all. It should be noted that this would apply only to areas of adopted Highway - there are sections of unadopted carriageway within the close. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022). • Anticipated Costs: A very high level estimate would be around £70,000
87	Multiple: Norcot / Tilehurst	Pedestrian crossings	Usk Road	Near the school	Request for a zebra crossing near the school due to concerns about the safety of school children.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing at this location, as it is not likely that a crossing can be installed anywhere else in this area. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.
88	Multiple: Norcot and Tilehurst	Traffic calming	The Meadway	Entire length, but particularly between Dee Road and Coombe Road	CIIR 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.

89	Multiple: Park / Redlands	Pedestrian crossing enhancements	Whiteknights Road	Roundabout with Upper Redlands Road	Concern has been raised with Councillor regarding pedestrians crossing the road from the University campus. Request made for enhancements at this difficult location.	<ul style="list-style-type: none"> • Comment: Officers have initially suggested consideration of pedestrian refuge islands (subject to feasibility) at the roundabout exits. These would slow traffic by removing opportunities to cut across hatched areas and allow pedestrians to cross in two parts. Potential re-profiling of the campus exit could also encourage pedestrians to cross further back from the roundabout to improve visibility. These will be relatively costly civils works, for which there would also need to be some vehicle tracking conducted, to ensure that longer vehicles could safely navigate a 'tightened' roundabout. Unfortunately, the exit and desire line are currently too close to the roundabout to place a controlled crossing facility. • Casualty Data: 1 slight incident recorded in the latest 3 year period of data (up to August 2021). This incident did involve pedestrians. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
90	Multiple: Tilehurst / Kentwood	20mph	Westwood Road	Whole length	Request received for a reduced speed limit and traffic calming measures to be installed.	<ul style="list-style-type: none"> • Comment: If this proposal is developed, there would need to be supplementary traffic calming features added. There would need to be careful consideration of the type of measure, as this is a bus route and will be a key emergency service vehicle route for parts of Tilehurst and beyond. Side roads should also be considered for inclusion. There is a separate request on this list for traffic calming on Oak Tree Road which could be considered with this one and would slightly reduce the overall combined costs, versus implementing them separately. • Casualty Data: 1 slight incident at the School Road junction reported in the latest 3 year period (up to August 2021) but it did not list speeding as a causation factor or involve pedestrians. • Anticipated Costs: A high level estimate would be £100,000 but this would increase if additional roads are included in the zone.

91	Multiple: Tilehurst / Norcot	20mph	Elvaston Way & wider Tilehurst area	From Stanham Road to Taff Way	Raised by ward Councillor.	<ul style="list-style-type: none"> • Comment: Dee Road is already included in a 20mph zone but we could expand the zone to include Stanham Rd, Combe Rd, Elvaston Way, Tern Close and Taff Way. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. There is some traffic calming in the area, but some illuminated signage (not required for 20mph) would need to be removing and there remains quite a significant overall length of carriageway that would require treatment. • Casualty Data: 2 slight incidents reported in the area in the latest 3 year period (up to August 2021). None where speeding was considered a contributing factor. • Anticipated Costs: Survey: A high level estimate would be around £120,000 for the roads listed here.
92	Multiple: Various	Walking/Cycl ing Improvement s	Various	Portman Road Palmer Park Caversham Bridge Richfield Avenue	Improved clarity of shared-use facilities. For example: installation of tiles	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
93	Norcot	20mph zone	Cockney Hill	Close to Prospect School	Request to install a 20mph zone around the school due to concerns about the safety of school children in the area.	<ul style="list-style-type: none"> • Comment: There are existing traffic calming features in the area so a 20mph zone could be installed at a relatively low cost with signs and road markings. Consideration should be made as to whether or not other roads in the area should be included in the zone. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: Costs can be estimated once it is decided how many roads should be included in the scheme. The estimate for Cockney Hill alone would be around £10,000 if no additional humps are installed, but there may be a compliance requirement for additional features.
94	Norcot	Road Closure	Craig Ave	At its junction with Grovelands Rd	Complaint from a resident stating that vehicles exiting Craig Ave cause unnecessary delays when they head eastbound down the Oxford Road.	<ul style="list-style-type: none"> • Comment: While officers understand the concerns raised, we are not aware of significant demand for this change. If the proposal is developed, it would require statutory consultation, which would provide opportunity for objection (and support), but an initial, simple informal consultation may be beneficial (and cost-effective) in the first instance. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.

95	Park	Remove/reduce rat-run	Crescent Road	Particularly between Wokingham Road and Bulmershe Road	<p>Concerns have been raised about the volume of traffic that can rat-run across east Reading using Crescent Road. Discussions have taken place at TMSG and with the East Reading Area Study Steering Group, but an agreeable solution is yet to be found.</p> <p>Proposed solutions have included reviewing streets to the east of Wokingham Road, which can also facilitate this cut-through movement.</p>	<ul style="list-style-type: none"> • Comment: An agreeable solution needs to be found and funded. It will not be possible to cost or fully analyse the potential benefits/impact at this stage, but the outcome would likely be a restriction (e.g. directional) that could impact on local accessibility to the area and could be controversial when consulted. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
96	Park	Construct new footway	Hamilton Road	Southern end of the road, leading from Whiteknights Road to the school entrance on the eastern side.	Request from ward Councillor for the construction of a footway - there is currently no footway on the eastern side of the street, leading up to the school entrance.	<ul style="list-style-type: none"> • Comment: Significant feasibility issues. There is currently insufficient Highway land to install the footway, which would require agreement to move the highway boundary into private land. This section of land would then need to be cleared back, which includes fencing, trees and other vegetation. Construction of the footway would also necessitate Highway drainage installation, movement of street lighting and potential utility diversion. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: Unable to estimate at this time due to the aspects around feasibility and likely requirement for land purchase (subject to agreement).
97	Park	Road Closure	Heath Road	One end	Councillor request to close off one end of Heath Road to prevent speeding and rat running	<ul style="list-style-type: none"> • Comment: This would require statutory consultation and may receive objections from residents, who may have significant diversions to reach their destination, or to find alternative parking. There will need to be a reduction in on-street parking availability to facilitate turning areas. There will not necessarily be a reduction in speeds, but this would prevent rat-running, which would then likely be pushed to neighbouring streets - this may also generate objections. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required for the preferred solution before costs can be estimated.

98	Park	One way plug	Holmes Road	One end	Councillor request to use a plug to make Holmes Road one way following petition from residents.	<ul style="list-style-type: none"> • Comment: Feasibility concerns with regards to the access challenges that this will create for residents and the rear of the fire station and displacement of traffic onto neighbouring roads (Early Hill Road is a private road, for example), which will likely generate objections. The proposal would require statutory consultation and it is likely that some reduction of on-street parking will be required to accommodate the plug, which will be set back to facilitate turning in the junction (a further feasibility concern). It should also be noted that the no-entry restriction will be Police-enforceable only for the foreseeable future. • Casualty Data: 3 slight accidents at the junction with Wokingham Road in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £65,000 for a feature, which would not include any decorative items such as a planter.
99	Park	No right turn	Liverpool Road	Approaching the junction with London Road	Councillor request to ban the right-turn onto London Road to reduce waiting times for traffic approaching the junction. Proposed that motorists wishing to turn right travel to the roundabout with the A3290 to come back into Reading.	<ul style="list-style-type: none"> • Comment: A survey could be conducted to ascertain how many vehicles are turning right from this junction. • Casualty Data: 2 slight incidents reported at the junction with London Road in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £10,000 depending on sign requirements.
100	Park	20mph enhancements	Newtown area	Entire area, in particular Coventry Road, Cholmeley Road and Amity Street	<p>Officers have received a request for additional physical speed calming measures and repeater signs for the 20mph limit along Coventry Road, a request for 20mph repeaters such as signs or roundels along Cholmeley Road and a request for a physical traffic calming measure such as a speed hump on the west end of Amity Street. These would remind motorists of the existing 20mph speed limit in this area and may also reduce the number of vehicles being damaged.</p> <p>Amendment (November 2023): This entry has been amended to include requests for Cholmeley Road and Amity Street.</p>	<ul style="list-style-type: none"> • Comment: Speed surveys should be carried out to assess vehicle speeds to determine which areas in Newtown could benefit the most from additional calming measures. There is scope for additional speed humps and for repeater signs to improve speed compliance, although it should be noted that these will likely not eradicate the issues raised for those who are already wilfully driving inconsiderately. • Casualty Data: No injury related accidents in the latest 3 year period (up to 30th April 2023) where speeding was considered a contributing factor. • Anticipated Costs: A very high level estimate would be £55,000 but could increase significantly depending on the number (and type) of traffic calming features installed.

101	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.
102	Park	Pedestrian crossing	Palmer Park Avenue	Near the Church	Request from Ward Councillor for a pedestrian crossing.	<ul style="list-style-type: none"> • Comment: There is currently an informal crossing at the junction with Wokingham Road. This would be the only location for an upgrade to a controlled crossing but a detailed investigation must take place to see if this is feasible. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.
103	Park	Weight restriction	Palmer Park Avenue	Culver Lane Bridge, and the streets linking from Wokingham Road/Church Road to the bridge.	Request from ward Councillor to prevent HGVs from using St Peter's Road, Brighton Road, Wykeham Road and Palmer Park Avenue to gain access to Wokingham via Culver Lane bridge.	<ul style="list-style-type: none"> • Comment: It should first be noted that such an area restriction would need to extend outside of the Reading Borough Council boundary, so would require collaboration with and agreement from Wokingham Borough Council - the entirety of the Culver Lane bridges is within their local authority area. This would also be the case for restrictions wholly within Reading Borough Council, as the implications will impact on their Highway network. There is an existing 3.6m height restriction in place on the bridge which will deter some larger vehicles from using this route. It should also be noted that we must continue to allow access to the area for large vehicles in order to carry out deliveries/house moving/refuse collection etc for residents of the area and as such, this would be a challenging restriction to enforce for both the police and the Council. It may not deter the most persistent offenders using the route as a cut through to Wokingham. • Casualty Data: No injury related accidents involving HGVs have been reported in this area in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: This will be dependant on the full extent of the scheme. In the immediate locality this would require a TRO and regulatory (illuminated) signing. More widely, will be advance warning signs and a likely strategic HGV diversion route signed within both local authority areas. Each illuminated regulatory sign is estimated to cost ~£7-8k.

104	Park	Traffic calming	St Bartholomews Road	Entire road	<p>Councillor request to introduce traffic calming to St Bartholomews Road which is in a 20 zone.</p> <p>Amendment (for March 2023): A petition was reported to TMS in January 2023, containing 64 signatures. This petitioned the Council to tackle speeding on this street.</p>	<ul style="list-style-type: none"> • Comment: Depending on the measure(s), there may need to be some loss of parking. The features will likely necessitate statutory consultation. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high level cost estimate is £45,000 on the basis of consulting and implementing a range of speed humps/cushions along the street.
105	Park	Pedestrian crossing	St Bartholomews Road	At the junction of St Bartholomews with London Road going east/west along London Road	Councillor request to introduce a pedestrian crossing.	<ul style="list-style-type: none"> • Comment: To be on the likely desire line for pedestrians, this would need to be incorporated into the signalised junction. This will require upgrades, additions and reconfiguring of the junction and to the regional traffic flow management system (SCOOT) by specialist contractors. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
106	Park	20mph enhancements	St Peters Road	Entire Length	Request via Ward Councillor for additions to the existing physical traffic calming features and/or potentially raising the height of existing speed humps to address concerns about speeding.	<ul style="list-style-type: none"> • Comment: St Peters Road complies with the requirements of a 20mph zone and has a number of existing full length road humps. It would be useful to conduct speed surveys to assess vehicle speeds and then determine if the existing humps should be upgraded. • Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021). • Anticipated Costs: A very high level estimate would be around £45,000.
107	Park	Crossing improvement	Wykeham Road	At junction with Brighton Road	Improvements needed to allow prams and wheelchair users to cross safely. There have been reports that some users have had difficulties and become stuck when crossing at this junction.	<ul style="list-style-type: none"> • Comment: There are some feasibility issues, with a few driveways at this location which could prevent any crossing points from being installed. There is also a high demand for on street parking in the area which should also be considered before removing any parking spaces. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be around £15,000 to make some improvements.

108	Redlands	Pedestrian crossings	Craven Road	Junction with London Road	Request made by Councillor for the addition of a pedestrian phase to the existing signalised junction - this approach is currently uncontrolled for pedestrians. This has been raised by parents in the context of walking to/from school.	<ul style="list-style-type: none"> • Comment: This will require significant traffic signal alteration works and potential complete technical upgrade of the junction, in addition to reconfiguration of regional control software. It should also be noted that it will provide another opportunity for a junction 'all-red' to be triggered, which will impact on vehicular traffic flow during busier times. It is acknowledged that this alteration will bring greater confidence to those using the junction and could lead to encourage more walking for school travel. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022) involving pedestrians. • Anticipated Costs: Unknown at this time. Specialists would need to be commissioned to review the junction, ducting condition and provide anticipated upgrade costs.
109	Redlands	Pedestrian crossings	Craven Road	Near no.19	Request to upgrade the existing informal crossing outside the nursery at no.19 to a zebra crossing.	<ul style="list-style-type: none"> • Comment: A detailed investigation will be required to ensure that a crossing can be installed at this location, including a full road safety audit. • Casualty Data: No incidents involving casualties recorded within the latest 3 years of data (up to end May 2022) involving pedestrians. • Anticipated Costs: A very high level estimate would be around £90,000, if a zebra crossing could be installed, taking into account island alterations and electrical works.
110	Redlands	No entry	De Beauvoir Road	At its junction with Carnarvon Road	Request from Councillor to add additional signs to reinforce the existing restriction at this junction, due to reports of multiple vehicles going through it.	<ul style="list-style-type: none"> • Comment: Due to the narrow pavement it will be challenging to install additional signs here, and a statutory consultation may also be required, depending on what is installed here. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.

111	Redlands	Speed calming features	Eldon Terrace	Entire street and immediate area	Request, via Councillor, for the installation of physical speed calming measures to aid motorist compliance.	<ul style="list-style-type: none"> • Comment: The street, and those leading to it, sit within an existing 20mph zone, which will negate the need for additional signing to be implemented alongside any vertical traffic calming measures. Considering the narrow nature of the streets and a level of on-street parking, chicanes or width restricting features are unlikely to be feasible. To improve compliance with the speed limit, speed humps will be the most effective measure. These features, however, will affect all motorists and there is often local concern of noise and vibration raised when such features are proposed to be installed in residential areas. Such features will require public consultation. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate for traffic calming in the entire area would be around £40,000.
112	Redlands	Traffic calming / One Way	Elmhurst Road, Marlborough Avenue and Redlands Road	Entire Road	Request from residents for traffic calming features such as speed humps to reduce vehicle speeds on these roads. Updated to include Marlborough Avenue, following presentation of the petition at September 2021 TMS. A further request has since been made to also consider Redlands Road and a possible one way system.	<ul style="list-style-type: none"> • Comment: The installation of traffic calming could result in noise complaints and will be costly. It may be beneficial to conduct a speed survey to assess vehicle speeds and investigation is needed to determine what measures could be appropriate here. Making Redlands Rd one-way will have an impact on the hospital and bus services as well as residential roads in the area so will need a more detailed investigation before its feasibility can be determined. • Casualty Data: 3 slight and 1 serious accidents around the Elmhurst Rd/Upper Redlands Rd junction and 2 serious and 4 slight accidents reported on Redlands Rd in the latest 3 year period (up to August 2021). 1 in 2019 on Redlands Rd where speeding was considered a contributing factor. • Anticipated Costs: Very high level estimates would be around £30,000 for traffic calming in Elmhurst Road and Marlborough Ave, depending on the features. One way on Redlands Road would need further investigation before costs can be determined.

113	Redlands	Traffic calming	Erleigh road	Entire length	Request to increase the height of the existing traffic calming measures on Erleigh Road, and to install additional ones where possible. This is due to concerns that motorists can speed over the existing humps and the area is busy with pedestrians and school children.	<ul style="list-style-type: none"> • Comment: Speed surveys should be carried out to assess vehicle speeds to determine if the entire road could benefit from additional calming measures. There is scope to alter existing and to install additional measures such as humps and repeater signs to improve speed compliance, although it should be noted that these will likely not eradicate the issues raised for those who are already wilfully driving inconsiderately. • Casualty Data: 1 serious and 2 slight incidents reported in the latest 3 year period of data (up to end May 2022). No pedestrians were involved and speeding was not considered a contributing factor in any of the incidents. • Anticipated Costs: A very high level estimate would be £55,000 but could increase significantly depending on the number of traffic calming features installed.
114	Redlands	Road Closure	Lydford Road	Between its junctions with Alexandra Road and Donnington Gardens	Request to install bollards to prevent traffic from going through Donnington Gardens to get to Lydford Road - there have been complaints about people accessing the school to pick/up drop off here and there is a perceived speeding issue.	<ul style="list-style-type: none"> • Comment: This will require statutory consultation and the resultant solution would need to cater for legitimate access to the area (e.g. emergency service, property access, utility service providers). • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated. A high-level estimate would be £8,000.
115	Redlands	Alterations to existing, and additional traffic calming features	Redlands Road, Morgan Road, Alexandra Road	Entire length of roads	<p>Requests for changes, including walkout, summarised in report to TMSC in June 2023.</p> <p>Amendments for November 2024: Some CIL funding has been received for the removal of the priority flow feature and to install a cycle-through feature on the Redlands Road width restriction. Once the deliverables for these funded elements are agreed, this entry can be adjusted accordingly (i.e. these elements can be removed).</p>	<ul style="list-style-type: none"> • Comment: Primary change is the removal of the priority flow feature, Redlands Road jcn Allcroft Road. Agreement needed about the replacement feature. Other requested changes include: Replacement of Redlands Road speed cushions with tables, replacement of priority flow between Upper Redlands Road and New Road (feature TBA), removal of build-outs between Addington and Allcroft Roads, entrance treatments for side roads off Redlands Road and reprofiling of speed humps on Allcroft and Morgan Roads. • Casualty Data: 2 serious & 3 slight casualty incidents during the latest 3 year period (up to 30th April 2023). Various factors, all Redlands Road and none specifically attributed to speeding. • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated and there be a consensus/agreement regarding the desirable replacement features, the suitability and feasibility of these. TMSC November 2022 report estimated c.£15k at the time for replacing the Redlands/Allcroft Road priority flow feature with speed cushions.

116	Southcote	Traffic calming	Kenilworth Avenue & Monks Way	At their junctions with Southcote Lane	<p>Request from Ward Councillor to install a raised table at these junctions similar to the one on Fawley Road/Southcote Farm Lane.</p> <p>Petition at TMSC September 2023 to request the same. Offer of support through potential financial and/or land contribution.</p>	<ul style="list-style-type: none"> • Comment: Southcote Lane is part of an existing 20mph zone, however, these streets are not adopted Highway. A petition report to September 2023 TMSC provided some options and challenges, which may include the need to adopt some of the private land to make a scheme deliverable. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated and costs will vary dependant on the necessity and extent of Highway adoption.
117	Southcote	Walking/Cycling Improvements	Southcote Farm Lane	Southcote Farm Lane & off-carriageway links to Southcote Primary School	Improve surface of Southcote Farm Lane and convert routes linking to Southcote Primary School to shared-use	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
118	Thames	Pedestrian Crossing	George Street (B3345)	North of the roundabout with Vastern Road and Napier Road	Businesses have requested the installation of an assisted pedestrian crossing to the north of this roundabout. A report to June 2017 TMSC referred to this request and an indicated funding contribution by the business community.	<ul style="list-style-type: none"> • Comment: Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options. The crossing would need to be set back from the roundabout from a forward visibility perspective, which moves it onto the bridge structure and away from the crossing desire line. Visibility along the bridge is also a concern due to the pronounced 'hump' mid way. • Casualty Data: 4 serious and 9 slight incidents reported on the roundabout in the latest 3 year period (up to August 2021). None involved pedestrians crossing. • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.

119	Thames	Pedestrian crossing	Gosbrook Road	Near its junction with St Johns Road.	<p>A resident has asked for a pedestrian crossing near the junction with St Johns Road as it is used by many pedestrians and visibility towards Briants Ave is poor. The nearby traffic island is not very convenient and a new crossing at this location would be welcomed.</p> <p>Amendment (for March 2023): A further request has been received for a pedestrian crossing facility, such as a refuge island near to the bus stop, which is closer to the junction with George Street. Concerns raised about distances to nearest crossings and the speed of motorists through this section, in addition to some visibility issues caused by parked vehicles.</p>	<ul style="list-style-type: none"> • Comment: There are some significant feasibility concerns at both locations due to the number of accesses to off-street parking places that would create hazards for potential controlled crossing locations and would be obstructed (and create hazards) should refuge islands be considered. The proposals would require restricting parking to obtain the intervisibility for the facility. • Casualty Data: No incidents reported in the last 3 years (up to end September 2022). • Anticipated Costs: If a controlled crossing is feasible, a very high level estimate would be around £80,000 each, but could be considerably higher depending on any special engineering requirements. Pedestrian refuge islands, if feasible, would be estimated at £10,000 each, if feasible Detailed investigation is required. <p>Recommended action: Retain</p>
120	Thames	Pedestrian crossing	Kenavon Drive	Near its junction with Forbury Road	<p>Request from resident for a formal crossing at the junction. Visually impaired pedestrians are struggling to cross this section safely.</p>	<ul style="list-style-type: none"> • Comment: Such a facility would need to be set back further than the existing traffic island in order to ensure there is adequate time for motorists to slow down when pedestrians are waiting to cross. Feasibility, from a safety perspective, may be challenging due to the proximity of junctions in this section of the road. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.
121	Thames	Road Closure (Relocation)	Milford Road	Southern end of street	<p>Requested via Ward Councillor. Request to relocate the current road closure near the junction with Cardiff Road, to the northern side of Printers Way. Printers Way has been severed by the developer and residents wish to be able to enter/exit the western side via Cardiff Road, which they currently cannot.</p>	<ul style="list-style-type: none"> • Comment: The relocation of the road closure will require a statutory consultation which may result in objections from residents. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated.

122	Thames	Speed calming	Napier Road	Entire road	Requests from residents for speed calming due to concerns about vehicles speeding when going to the nearby superstore. Residents say that vehicles do not slow down when approaching the existing zebra crossing and there are concerns about safety due to the increased number of pedestrians using this road.	<ul style="list-style-type: none"> • Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. Illuminated signs are also costly in a 30mph road, with ongoing revenue implications. Due to the bus and delivery traffic along the road, speed cushions are likely to be the most 'impactive' measures that could be introduced. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to August 2021) where a pedestrian was involved but speeding was not considered a contributing factor. • Anticipated Costs: A high level estimate would be £50,000.
123	Thames	Cycle Access	Vastern Road	Right turn into Trooper Potts Way	TRO amendment to enable right-turn from Vastern Road bus lane into Trooper Potts Way	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. This would necessitate TRO alteration (consultation), signing changes and very likely require some traffic signal detection alterations to ensure that bicycles would be detected at the junction. • Casualty Data: N/A - this request relates to increased access. • Anticipated Costs: A high level estimate would be around £10,000.
124	Tilehurst	Pedestrian Crossing / Traffic Calming	Chapel Hill	Near to junction with Normanstead Road and also between its junctions with Westwood Glen and Clements Mead	Request for a pedestrian crossing facility to assist with walking to/from Birch Copse primary school in the vicinity of Normanstead Road, with traffic calming measures. A separate request has also been received for a crossing between its junctions with Westwood Glen and Clements Mead due to concerns about pedestrian safety.	<ul style="list-style-type: none"> • Comment: An uncontrolled crossing will be significantly less costly, compared with a controlled crossing (e.g. zebra or traffic signals), as it will not require electrical connections. Options such as a raised table could be considered - this could compliment the separate request for traffic calming along the street. Officers recommend that additional features near Westwood Glen also be considered as part of this request. It is not likely that a controlled crossing can be installed there, but Officers could investigate this further to establish if an island or dropped kerb could be installed to help pedestrians cross in this area as well. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to end May 2022). • Anticipated Costs: A high level estimate for a zebra crossing here would be £80,000. Measures such as humps could increase the cost significantly in addition, or could form an informal facility on their own at a lower cost.

125	Tilehurst	Pedestrian crossing	Church End Lane	Close to the junction with Norcot Road.	Request for a crossing at this junction due to concerns about pedestrian safety. The junction is busy and there is also a school nearby.	<ul style="list-style-type: none"> • Comment: Due to the number of off street parking places and the proximity of the Chichester Road junction, it is not likely that a zebra crossing can be installed at the desire line. Installing a crossing further south may result in it not being used. Officers will need to investigate this further to establish what measures could be installed to help pedestrians cross this junction. A traffic island may be possible, for example. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: Costs can be estimated once a detailed investigation is made to determine what features could be installed here.
126	Tilehurst	Speed calming and traffic management measures Amendment (November 2023): Pedestrian Crossing	Conwy Close	Entire length	<p>Request from parent whose child attends the Avenue School, for road safety measures such as signs, lines, traffic calming and/or a pedestrian crossing to improve safety at this location. There are concerns about safety due to the high volume of vehicles and pedestrians that use this road e.g. taxis and minibuses parking on the pavement, double parking and general traffic build up.</p> <p>Amendment (November 2023): Request from Ward Councillor for a pedestrian crossing.</p>	<ul style="list-style-type: none"> • Comment: The installation of traffic calming could result in noise complaints and will be costly. It may be beneficial to conduct a speed survey to assess vehicle speeds and investigation is needed to determine what measures could be appropriate here. It may also be worth considering a 20mph zone in the road. Provision of a controlled crossing will be subject to feasibility. It would need to be set back from the junction with The Meadway to ensure acceptable intervisibility, but also away from driveway and car park accesses. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A high level estimate would be around £50,000 to implement a 20mph zone with traffic calming. A 'standard' zebra crossing is estimated to cost £70k, subject to feasibility and additional engineering challenges.
127	Tilehurst	One Way	Fern Glen	Entire road	Cllr Moore carried out an informal survey, with residents in favour of a one-way system from Elmstone Drive	<ul style="list-style-type: none"> • Comment: Fern Glen is a quiet residential street linking Pierce's Hill and Elmstone Drive, and comprises only 7 dwellings. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 29th May 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated, but a very high-level cost estimate is approximately 25k, largely due to sign illumination requirements.

128	Tilehurst	Road closure	Gratwicke Road	Junction with Corwen Road	Request received for the closure of the road at the junction with Corwen Road to prevent the alleged rat-running of traffic trying to bypass the Norcot Road/Armour Road/Kentwood Hill/School Road junction.	<ul style="list-style-type: none"> • Comment: The proposal would limit access to the street, by severing access via Tilehurst Road. This request raises similar issues to that for Recreation Road. It would be advisable that an informal consultation be conducted with residents prior to developing any proposals, should it appear that funding is likely to be forthcoming. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A detailed investigation would be required before costs can be estimated.
129	Tilehurst	Pedestrian crossings	Park Lane	Near City Road	Via MP and ward Councillor. Request for crossing, or even refuge island, to support children from Burlington Road attending Little Heath School.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to determine the feasibility of a crossing or refuge island at this location. It may not be possible to install these features due to the proximity of bus stops (visibility), numerous driveway accesses (vehicle movements), speed camera monitoring area impact and road width (for island). • Casualty Data: 1 slight incident involving a pedestrian reported in the latest 3 year period (up to end May 2022). • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.
130	Tilehurst	20mph zone, One-way plug and pedestrian crossing	Recreation Road	Entire length, considering Blundells Road also.	<p>A petition to September 2014 TMSC requested measures to address rat-running traffic and perceived traffic speeding issues. The petition included a request for 20mph speed limits and consideration of a one-way plug.</p> <p>In September 2021 officers received additional request for 20mph and for a pedestrian crossing outside the park.</p>	<ul style="list-style-type: none"> • Comment: It would be beneficial to conduct speed and traffic flow surveys (the traffic flow surveys should be conducted during - and outside of - school holidays) to provide the data for consideration in any proposals. There are feasibility issues surrounding the implementation of a controlled crossing outside the park entrance (the desire line). There are dropped kerbs for off-street parking in the vicinity and a significant level of on-street parking would need to be removed for visibility. However, in the context of a speed reduction, there are other options potentially available for an uncontrolled crossing. • Casualty data: No incidents reported in the latest 3 year period (up to August 2021). <p>Anticipated Costs: A very high level estimate for an informal crossing and a 20mph zone would be around £40,000. This would increase significantly if a full zebra crossing were to be installed. The cost of the one way plug would also require investigation before the cost could be estimated.</p>

131	Tilehurst	20mph & Pedestrian Crossing	School Road	Outside The Laurels	Concerns raised regarding perceived vehicle speeds and distance to the nearest assisted crossing point. Requested to consider lowering the speed limit and enhanced crossing facility in this location.	<ul style="list-style-type: none"> • Comment: Considering the proximity to the school, we would need to survey pedestrian flows and consider implementing a controlled crossing (e.g. zebra crossing). • Casualty Data: No incidents on School Rd in this area but 1 incident involving a pedestrian (slight) on Corwen Road in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate for a short section of 20mph with cushions would be £20-25,000 but a zebra crossing could be an additional £60,000.
132	Tilehurst	20mph Zone	St Michaels Road	Whole length	Request for a reduced speed limit along this street.	<ul style="list-style-type: none"> • Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend including side roads in the zone. • Casualty Data: 1 slight incident reported at the junction with the Meadway in the latest 3 year period (up to August 2021) but did not list speeding as a contributing factor. • Anticipated Costs: A high level estimate would be £100,000, including a number of the no-through-roads.
133	Tilehurst	Prevent one way contraventions	The Triangle and Walnut Way	Junction with St Michaels Road	Councillor request for investigation into measures to discourage motorists from contravening the one way restriction at this location.	<ul style="list-style-type: none"> • Comment: There is a correctly signed no-entry restriction at the junction with St Michaels Road and it is going to be challenging to find an engineering solution that prevents access for those willingly contravening the restriction. This could be a potential site for future civil enforcement of moving traffic offences, subject to funding. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: Unable to estimate at this time, as it is dependent on a wider piece of work and the types of technology that will be adopted.
134	Tilehurst	Improved pedestrian crossing facilities	Walnut Way	At the junction with Corwen Road	Request via Ward Councillor for a raised island to be installed, in place of the white-painted area at the junction. The width of Walnut Way at this junction makes it difficult for pedestrians to cross.	<ul style="list-style-type: none"> • Comment: It is expected that the installation of an island at this location, particularly of the dimensions required for a pedestrian refuge, will cause vehicle tracking issues for those wishing to turn right. The turn is constricted normally, due to the priority-flow and build-out feature on Corwen Road. The dedicated right turn filter lane would therefore need to be removed. • Casualty Data: No incidents reported in the latest 3 year period (up to end September 2022). • Anticipated Costs: Feasibility would need to be determined first, as wider engineering may be required if it is potentially deliverable.

135	Tilehurst	20mph zone	Westwood Glen	Entire road	Request from Ward Councillor for a 20mph zone in Westwood Glen.	<ul style="list-style-type: none"> • Comment: Officers recommend that nearby roads be included in this scheme, in order to create an area wide 20 zone. • Casualty Data: No accidents reported in this area during the latest 3 year period (up to 30th April 2023). • Anticipated Costs: A detailed investigation would need to take place before costs can be estimated, and consideration of the appropriate area to cover.
136	Tilehurst	Pedestrian Crossing	Westwood Road	Junction with School Road	Request received to install improved pedestrian crossing facilities (ideally controlled) near to the roundabout with School Road.	<ul style="list-style-type: none"> • Comment: There are significant feasibility issues for installing a controlled (e.g. zebra) crossing at this location, as once it would be set back from the junction sufficiently to meet visibility requirements, there are dropped crossings / accesses very close together for a considerable stretch of the road. The crossing would be very far away from the desire line. Uncontrolled options such as a raised table could potentially be considered, potentially as part of an area 20mph scheme. • Casualty Data: 1 slight incident at the School Road junction reported in the latest 3 year period (up to August 2021) but it did not list speeding as a causation factor or involve pedestrians. • Anticipated Costs: Unable to estimate at this time, as a scope of works would need to be considered.
137	Whitley	20mph speed limit	Blandford Road	Entire road	Request for a 20mph speed limit along this road due to complaints about vehicles travelling too fast and concerns about safety, as there are schools nearby.	<ul style="list-style-type: none"> • Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Officers recommend including nearby roads in the 20 zone to make it an area wide scheme, however, this would significantly increase the costs. • Casualty Data: 3 slight accidents reported at the Blandford Rd/Hartland Rd junction in the in the latest 3 year period (up to August 2021), none where speeding was considered a contributing factor. • Anticipated Costs: A very high level estimate would be around £70,000 for a 20 zone with calming on Blandford Road, however, this would increase significantly if additional roads are included in the zone.

138	Whitley	20mph	Spencer Road	Request related to this street, but a reasonable 'zone' could be created if including Vernon Crescent and the no-through roads that come from each of these.	Concerns raised by resident, regarding speeding along Spencer Road. It was alleged that vehicles are using the street to avoid speed reducing measures on Whitley Wood Lane/Road (humps and buses stopping).	<ul style="list-style-type: none"> • Comment: A speed survey will be necessary to consider suitability and in supporting the consultation with the Police. Physical measures can be placed in a 30mph area, but officers would recommend a 20mph zone for this type of residential street with nearby roads included. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A very high level estimate would be around £100,000 for an area wide scheme with some traffic calming features.
139	Whitley	20mph	Whitley Wood Lane	Whole length	Request for speed limit to be reduced to 20mph.	<ul style="list-style-type: none"> • Comment: The street has traffic calming (speed cushions), so changes would be the TRO, signing (including removal of old illuminated units that would no longer be required) and installation of repeater markings. If there is a need to increase the size of existing humps then it may cost approximately £4000 per hump. It may also be worth including side roads in the scheme though this would also increase the cost. • Casualty Data: 5 slight and 1 serious incident reported in the latest 3 year period (up to August 2021). None where speeding was listed as a contributing factor. • Anticipated Costs: A high level estimate for just a 20mph scheme without other features would be £25,000.

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

Scheme Reference	Route	Section (From)	Section (To)	Description	Criteria													Total Score			
					1	2	3	4	5	6	7	8									
					LTP4 Theme - People and Places	LTP4 Theme - Healthy Lifestyles	LTP4 Theme - Clean and Green	LTP4 Theme - Inclusive Growth	LTP4 Theme - Smart Solutions	Deliverability	PCT flows	Estimated scheme cost									
Strategic Cycle Routes																					
S6	Wokingham Road (S6)	Cemetery Junction	Simons Lane	Physically protect cyclists where possible on 40mph roads, re-allocate road space - lining and carriageway widening, surface improvements, signage, crossing enhancements on side and main roads, junction improvements to cater for cyclists, parking restrictions, drainage in kerbs, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	5 (Highest PCT flows)	5	2 (Moderate cost band 2m to 4.9m)	2	30
S9	A33 (S9)	Mereoak Park and Ride	Bridge Street	Enhance area under IDR, connect shared use facilities, widen foot/cycleway to 3m, links to new developments south of M4, segregate where possible, crossing improvements on side and main roads, cycle priority at junctions, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	30
S1	Basingstoke Road (S1)	Oracle Roundabout	Whitley Wood Lane/Imperial Way	Re-allocate road space - lining and carriageway widening, crossing enhancements on side and main roads, bus stop bypasses, gridded gully covers, relocate street furniture, signage, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	5 (Highest flows)	5	1 (High cost band 5m to 9m)	1	29

S8	Shinfield Road/Redlands Road (S8)	Black Boy Roundabout	Queens Road	drainage in kerbs, signage, widen footways, lining, enhance cycle facilities at junctions, improve crossing of main and side roads, introduce shared foot/cycleway, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	28
S7	London Road/Reading Road (S7)	Forbury Road/Kings Road	Hurricane Way Roundabout	drainage in kerbs, de-clutter streetscape, enhance cycle facilities at junctions, resurface carriageways and footways, remove guard railing, widen footways, re-allocate road space, signage, lining, improve crossings of side and main roads, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	27
S4	Oxford Road (S4)	Oxford Road>IDR	Pangbourne Station	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, resurface carriageway and footway, signage, extend 20mph zone, crossing enhancements on side and main roads, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	1 (High cost band 5m to 9m)	1	26

S5	Bath Road (S5)	The Green	Bath Road/IDR	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, surface improvements, signage, crossing enhancements on side and main roads, widen/new ped/cycle bridge, parking restrictions, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Significant Deliverability Issues)	2	4	4	1 (High cost band 5m to 9m)	1	26
S3	Peppard Road (S3)	Norman Place/IDR	Borough Boundary	Signage, lining, widen shared foot/cycleways, maintain vegetation, surface improvements, introduce crossings on main roads and enhance crossing of side roads, introduce shared foot/cycleways, provision for cyclists at main junctions, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	24
S2	Hemdean Road (S2)	Richfield Avenue /Church Street	Gravel Hill	Re-allocate road space - lining and carriageway/footway widening, crossing enhancements on side and main roads, reduce guard railing, car parking restrictions, signage, surface bridleway, cycle enhancements at signal junctions, cycle counters	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	22

Orbital Cycle Routes																					
O2	Inner Distribution Road (O2)	Circular route	Circular route	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	4	4	1 (High cost band 5m to 9m)	1	27
O9	(O9)	Hartland Road/Basingstoke Road	Shepherd House Hill Roundabout	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	24
O6	(O6)	Beresford Road/Oxford Road	Richfield Avenue/Caversham Bridge	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	3 (Low cost band 0 to 1.9m)	3	23
O1	Lower Earley Way (O1)	Showcase Roundabout	M4 Junction 11	signage, maintenance of shared foot/cycleway, protection for cyclists on high speed sections of road, upgrade footway to shared use with widening and resurfacing, new foot/cycleway, priority for cyclists at junctions, crossing improvements, cycle enhancements at signal junctions	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	22

O3	(O3)	Tilehurst Railway Station/Ox ford Road	Bath Road/Ol d Bath Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significan t Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	22
O5	(O5)	Berkeley Avenue/B ath Road	London Road/Sil ver Street	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	3 (Low cost band 0 to 1.9m)	3	22
O10	(O10)	Cutbush Lane/Low er Earley Way	Meadow Road/Wo kingham Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	21
O11	(O11)	Loddon Bridge Road/Wok ingham Road	Butts Hill Road/We stern Avenue	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significan t Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21

O4	(O4)	Groveland s Road/Oxfo rd Road	Liebenro od Road/Bat h Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	21
O7	(O7)	Priest Hill/Hemd ean Road	Caversh am Park Road/He nley Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21
O8	(O8)	Rose Kiln Lane/A33	Three Tuns	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21
Leisure Cycle Routes																					
L2	(L2)	West of Hanger Road/Stati on Road	Thames Valley Park	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	1 (No Fit)	1	4 (Limited deliverability issues)	4	3	3	2 (Moderate cost band 2m to 4.9m)	2	22
L3	(L3)	Rose Kiln Lane/A33	Park Lane	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate Fit)	3	4 (Significant Fit)	4	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	21
L5	(L5)	River Kennet/Ri ver Thames	Tilehurst Station	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	21

L1	(L1)	Sulham Hill	Nunhide Lane/Pincents Lane	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate Fit)	3	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	19
L4	(L4)	Southcote Farm Lane	Rose Kiln Lane/Mat alan	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	2 (Limited Fit)	2	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	1 (Insignificant flows)	1	3 (Low cost band 0 to 1.9m)	3	17
Local Cycle Routes																					
LO1	Town Centre (LO1)	n/a	n/a	crossing enhancements, cycle enhancements at signals, cycle counters, signage, allow cycling in new areas, lining, smart secure cycle parking	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate deliverability issues)	3	4	4	3 (Low cost band 0 to 1.9m)	3	28
LO2	North Reading (LO2)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	23
LO4	South Reading (LO4)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	23
LO3	East Reading (LO3)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	1 (High cost band 5m to 9m)	1	22

LO5	West Reading (LO5)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	1 (High cost band 5m to 9m)	1	22
Prestige Walking Routes																					
P2	Station Hill	Queen Victoria Street/Broad Street	Vastern Road	Enhance public realm, reposition street furniture, resurface, signal crossing improvements, enhance uncontrolled crossings	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Limited deliverability issues)	4	5 (Highest flows)	5	2 (Moderate cost band 2m to 4.9m)	2	30
P1	Broad Street	Kings Street/Broad Street	Oxford Road/Howard Street	Enhance public realm, reposition street furniture, resurface, signal crossing improvements, enhance uncontrolled crossings	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Limited deliverability issues)	4	5 (Highest flows)	5	2 (Moderate cost band 2m to 4.9m)	2	29
Primary Walking Routes																					
PM4	Redlands Road	Christchurch Road Local Centre	Duke Street/Broad Street	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	27
PM1	Caversham	Oracle Roundabout	Kidmore End Road	Signal crossing improvements, maintain vegetation, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, introduce footway on desire line at Peppard Road, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26
PM2	Wokingham Road	St Peters Road	Kings Street/Broad Street	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26

PM3	University of Reading	Christchurch Road Local Centre	Bridge Street/Broad Street	Enhance public realm, signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26
PM6	Oxford Road	Howard Street	Norcot Road	Signal crossing improvements, relocate or remove street furniture, side road crossing enhancements	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	26
PM5	Bath Road	Castle Street	Honey End Lane	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	25