

Appendix 2 - Requests for Traffic Management Measures: Requests Proposed for Removal, sorted by Ward, then Street.

| Line No. | Ward | Type of Request / Proposal | Street | Location | Details | Officer Comments |
|----------|-------|----------------------------|----------------------|---|---|---|
| 1 | 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. |
| 2 | Abbey | Cycle Access | Friar Street East | Between Queen Victoria Street & Station Approach, including Blagrave 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. |
| 3 | 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. |
| 4 | 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. |
| 5 | 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. |
| 6 | 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. |
| 7 | 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. |
| 8 | 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. |
| 9 | 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. |

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| 10 | Abbey | Cycle access | Various linked to Minster 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. |
| 11 | Caversham | Pedestrian Crossing | Bridge Street | Junction of Bridge Street, Church Street and Church Road | Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction. | <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. |
| 12 | 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. |
| 13 | Caversham | Banned Vehicle Movement | Peppard Road | Junction with Derby Road | 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. They feel that a 'no-left-turn' restriction on Peppard Road, with appropriate exemptions for residents, would reduce these occurrences. | <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. |
| 14 | Caversham Heights | Speed calming | Conisboro Avenue | Entire Length | 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. | <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. |

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| 15 | 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. |
| 16 | Caversham Heights | Pedestrian Crossing | Upper Woodcote Road (and Woodcote Road) | General | A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street. | <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 |
| 17 | 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. |
| 18 | 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. |

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| 19 | 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. |
| 20 | 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. |
| 21 | 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. |
| 22 | 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. |
| 23 | 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 places 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. |

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| 24 | 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. |
| 25 | 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. |
| 26 | 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. |
| 27 | 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. |
| 28 | 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. |
| 29 | 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). |

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| 30 | Kentwood | 20mph | Armour Hill | Dudley Close Larissa Close area | 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. | <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. |
| 31 | 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. |
| 32 | 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. |
| 33 | 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 existing 20 zone along St Barnabas Rd only (not side streets). |

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| 34 | 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. |
| 35 | Multiple: Caversham Heights / Caversham | Pedestrian Crossing | Oakley Road | Close to junction with Hemdean/Rotherfield | 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. |
| 36 | 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 |
| 37 | 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. |

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| 38 | 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 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. |
| 39 | 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 |
| 40 | 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. |
| 41 | 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. |
| 42 | 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. |

Appendix 2 - Requests for Traffic Management Measures: Requests Proposed for Removal, sorted by Ward, then Street.

| Line No. | Ward | Type of Request / Proposal | Street | Location | Details | Officer Comments |
|----------|-----------|------------------------------|-------------------------------|--|--|---|
| 43 | 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. |
| 44 | 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. |
| 45 | 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. |
| 46 | 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. |