

READING BOROUGH COUNCIL

TRAFFIC MANAGEMENT SUB-COMMITTEE

12 JUNE 2019

QUESTION NO. 1

Josey Njoroge to ask the Chair:

Safety Issue in Upton Road Tilehurst

I have lived in Upton Road since 2012. I have noticed that Upton Road is getting a little bit dangerous with drivers speeding up on that road and joy riders too. I have two children and they can't even play with their bikes. My question is can we get at least three humps please before an accident happens ?

REPLY by the Chair of the Traffic Management Sub-Committee.

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

REPLY by Councillor Page, Lead Councillor for Strategic Environment, Planning and Transport:

I thank Ms Njoroge for her question.

Although Upton Road is a no-through-road, there will be a significant number of staff, visitors and delivery vehicles to the businesses located at the end of the street, in addition to residents.

We measure road safety based on recorded evidence, in this case, identifiable patterns from Police-supplied details of incidents that have involved injury. This is a national standard. I am pleased that there have been no such recorded incidents on Upton Road in the last 5 years. However, I can appreciate the concern that has been raised around the poor and inappropriate behaviour that some of these motorists appear to be displaying.

This Sub-Committee receives a report twice-annually, with an update of traffic management measures that have been requested, but which fall outside of existing programmes and are otherwise unfunded. The contents of this report are used during processes that can lead to the sourcing of funding, such as our recent public consultation on the allocation of local CIL (Community Infrastructure Levy) contributions. Some of the items on this list have become directly funded as a result.

I will ask officers to include your request for speed calming measures in the next report, which is expected to be received by this Sub-Committee at our meeting in September.

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QUESTION NO. 2

Adam Hewitt to ask the Chair:

Pedestrian Crossing on Pepper Lane

Can the Lead Councillor for Strategic Environment Planning and Transport please provide me with an update on any progress that has been made in the respect of the question I asked at the meeting on 12 September 2018 regarding the pedestrian crossing on Pepper Lane between Reading University and Leighton Park School ?

REPLY by the Chair of the Traffic Management Sub-Committee.

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

REPLY by Councillor Page, Lead Councillor for Strategic Environment, Planning and Transport:

I thank Mr Hewitt for his question.

At the September 2018 meeting of this Sub-Committee, I recall you asking for an explanation of the criteria for installation of a pedestrian crossing and for details of the process that could lead to the installation of such a facility on Pepper Lane.

I provided you with the legislative and design guidance associated with such facilities and outlined the mechanisms that we have, which could lead to the implementation of a facility.

The Council receives many requests for new traffic management measures and it is unfortunate that, alongside continued central government transport funding cuts, money for relatively small-scale general traffic management schemes is increasingly difficult to secure.

Since October 2018 I have been in correspondence with Leighton Park School and the University of Reading and I am pleased to report that they have agreed to jointly fund a crossing on Pepper Lane (subject to an agreed financial cap) and we are now looking at the next steps to take forward the scheme.

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QUESTION NO. 3

Adam Hewitt to ask the Chair:

20mph Zones in Reading

Can the Lead Councillor for Strategic Environment Planning and Transport detail the planning and strategy behind the 20mph zones in Reading, their enforcement, signage and alignment with RoSPA recommendations ?

REPLY by the Chair of the Traffic Management Sub-Committee.

I invite Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport to make the response on my behalf.

REPLY by Councillor Page, Lead Councillor for Strategic Environment, Planning and Transport:

I thank Mr Hewitt for his question.

Our borough contains many areas of 20mph speed restrictions that have been implemented not through reaction to casualties, but through a shared desire to enhance the perception of safety and the environment for residents and visitors to the areas, reducing the risks associated with higher vehicle speeds.

We have a preference for implementing **zones**, with complementary traffic calming features (e.g. speed humps), rather than **limits**, which are signing-only. This is due to the more self-enforcing nature of the zone restriction, which comes about from the greater impact that physical traffic calming features will have on reducing vehicle speeds.

These approaches align with the findings and pro-active/preventative implementation recommendations from RoSPA.

The implementation of 20mph zones is costly, particularly those with physical traffic calming, but we seek opportunities to attract and utilise external funding opportunities to deliver such enhancements and have been successful in doing so.

Examples of these schemes include areas of 20mph that we have delivered outside schools, as part of a 'Safer Routes to School project' and the recently-delivered large area schemes in East Reading, Southcote and Coley Park, which have been developer-funded. In addition, colleagues have also earmarked £100k of local CIL monies towards the better enforcement of 20 MPH zones in Reading.

Enforcement of speeding is not currently within our civil enforcement powers and, as such, is entirely the responsibility of the Police.

It is my view that, given the fact that speed enforcement is declared to be a very low policing priority by TVP, there is now a compelling case for all speed enforcement in Reading to be transferred from TVP to RBC in the same way that parking enforcement was transferred nearly 20 years ago.

On 24th June I shall be meeting with senior officers of Thames Valley Police Roads Policing to discuss this and other options to deliver better and more effective enforcement of traffic speeds in Reading.