

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 12 JUNE 2019

Present: Councillor Ayub (Chair)

Councillors Debs Absolom, David Absolom, Barnett-Ward, Carnell, Duveen, Ennis, Hacker, Page, R Singh, Stanford-Beale, Terry and Whitham.

1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

(1) Cleaner Air and Safer Transport Forum

Councillor Barnett-Ward explained that there was no presentation in the Former Transport User's Forum section of the meeting, and that a Cleaner Air and Safer Transport Forum was in the process of being set up by the Council, which she would be chairing.

(2) Questions

Questions on the following matters were submitted, and as the questioners were not present at the meeting, answers were provided in writing in accordance with Standing Order 9 (5):

Questioner	Subject
Josey Njoroge	Safety Issue on Upton Road Tilehurst
Adam Hewitt	Pedestrian Crossing on Pepper Lane
Adam Hewitt	20mph Zones in Reading

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

2. MINUTES

The Minutes of the meeting of 7 March 2019 were confirmed as a correct record and signed by the Chair.

3. SCHOOL CROSSING FACILITY UPGRADES

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing an update on improvements to school crossing facilities in the Borough, following the decision of Policy Committee in February 2018 to progress savings to the school crossing patroller budget and a proposal for a controlled crossing for Caversham Primary School, which would complement the savings proposal. The design proposal for a new zebra crossing to serve Caversham Primary School was attached to the report at Appendix 1.

The report explained that, following the decision at Policy Committee on 19 February 2018 (Minute 75 refers) to progress savings to the school crossing patroller budget, the potential to make improvements to school crossing facilities at schools which currently had a crossing patroller had been investigated. A zebra crossing had been installed on Wensley Road, outside St Mary's and All Saints Primary School, as part of the West Reading

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Transport Study, which had provided a significant improvement on the previous raised table at the location.

Caversham Primary School was currently served by a school crossing patroller located on Kidmore Road, to the south side of the junction with Oakley Road and, due to this being a clear desire-line and on the school side of Oakley Road, officers had investigated a possible location for a permanent controlled crossing (zebra crossing). Officers were seeking approval to serve a notice of intention for the placement of the crossing facility. Officers would first arrange for a utility plant search and safety audit to be conducted and also sought approval to make minor amendments to the design accordingly. This was a challenging location for a crossing, due to the location of driveway accesses and a relatively narrow footway. However, this was the existing crossing desire-line and locating the crossing to the north side of the junction would necessitate further crossing facilities on Oakley Road for which a suitable location could not be identified. Complementary alterations to the give-way on Oakley Road were intended to further aid visibility at the junction.

Alfred Sutton Primary School was served by signalled crossings on Wokingham Road but officers were aware of the wish for a 'controlled' crossing on Crescent Road. This type of crossing required a long stretch of clear road, away from junctions and accesses. Unfortunately, there was not a suitable location for a controlled crossing on Crescent Road due to the proliferation of driveway accesses along the road and up to the junction. Officers would investigate potential improvements that could provide some informal/uncontrolled crossing improvements.

The report explained that there was an existing zebra crossing facility for pupils attending Redlands Primary School on Addington Road which was currently used by the school crossing patroller. This facility was considered to be sufficient and therefore no alterations were being recommended.

Opportunities to provide enhanced crossing facilities at other schools within the Borough would continue to be investigated, subject to available budgets, as part of the Council's ongoing work with schools to promote safe and sustainable travel.

It was suggested at the meeting that this could include investigating formalising the implied crossing at the bottom of Oakley Road by the Hemdean Road roundabout, to also assist Highdown School pupils in crossing Oakley Road, and officers agreed to include this possibility in their further investigations.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to carry out the Statutory Notice procedures for the intention to install a new zebra crossing on Kidmore Road, to the south side of the junction with Oakley Road, as set out in Appendix A and paragraph 4.4, in accordance with Section 23 of the Road Traffic Regulation Act 1984;
- (3) That, subject to the results of utility investigations, safety audit and serving of the Section 23 notice, the crossing be implemented to contribute toward the agreed savings proposal.

4. NATIONAL CYCLE NETWORK ROUTE 422 - UPDATE

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing an update on key progress and milestones associated with the new National Cycle Network Route (NCN 422) between Bath Road/Greenwood Road and the Three Tuns. A plan showing the removal of the Traffic Island to the west of Ashley Road was attached to the report at Appendix A and a revised plan for the route between Grange Avenue and Pitcroft Avenue was attached to the report at Appendix B.

The report explained the progress on Phases 1 and 2 of the NCN 422 scheme and that a Notice of Intention was required for the removal of a traffic island on Berkeley Avenue, 35 metres west of Ashley Road, in accordance with Section 23 of the Road Traffic Regulation Act 1984. The removal of the traffic island would enable the existing advisory cycle lane to be upgraded to a mandatory cycle lane.

Phase 3 of the scheme built on previous works that had been delivered as part of the Local Sustainable Transport Fund programme by extending shared use facilities along Wokingham Road from Cemetery Junction to the Three Tuns and had been granted scheme and spend approval by the Strategic Environment, Planning and Transport Committee on 21 November 2018 (Minute 30 refers). Measures included improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening. Phase 3 works had commenced in April 2019 and were due to be completed by summer 2019. Works that had been completed to date had concentrated on the section between Cemetery Junction and Palmer Park Avenue, including improved pedestrian and cycle crossing facilities at side road junctions and the conversion of the pedestrian crossing, to the east of St Bartholomews Avenue, to a tiger crossing. The in-house Highways Team would now focus on improvements to the path running adjacent to Wokingham Road through Palmer Park. This phase would be further complemented by works proposed between Grange Avenue and Melrose Avenue, as part of the annual resurfacing programme.

The report explained that revised designs for Wokingham Road between Grange Avenue and Pitcroft Avenue had been finalised and had been shared with Ward Councillors. A Stage 1 and 2 Road Safety Audit had been carried out on the revised design by an independent auditor and had not identified any concerns in respect of the changes that had been proposed. Further Notices of Intention had been advertised for alterations to existing traffic calming features along Wokingham Road, between Palmer Park Avenue and St Peters Road, and for converting the existing pedestrian crossing to a tiger crossing to the west of Pitcroft Avenue, both in accordance with Section 23 of the Road Traffic Regulation Act 1984 and Section 90C of the Highways Act 1980.

It was requested at the meeting that the Ward Councillors be briefed on the removal of the traffic island on Berkeley Avenue.

Resolved -

- (1) That the progress on delivering the NCN programme as set out within the report be noted;
- (2) That the Assistant Director of Legal & Democratic Services be authorised to carry out the Statutory Notice procedures for the removal of a traffic island on Berkeley Avenue between Bath Road and Ashley Road, as part of the NCN 422 scheme, as set out in Appendix A and in accordance with

Section 23 of the Road Traffic Regulation Act 1984, subject to a briefing being provided for the Ward Councillors.

5. BI-ANNUAL WAITING RESTRICTION REVIEW - 2019A PROPOSALS FOR STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report seeking approval for carrying out statutory consultation on and, subject to no objections being received, implementation of requests for or changes to waiting/parking restrictions.

The following appendices were attached to the report:

Appendix 1 - Bi-Annual waiting restriction review programme, list of streets and officer recommendations, including any Councillor comments.

Appendix 2 - Drawings to accompany the officer recommendations in Appendix 1.

The report explained that approval had been given at the meeting on 7 March 2019 (Minute 53 refers) to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions. Officers had investigated the issues that had been raised in the list and had considered appropriate measures that could be implemented to overcome each issue. Proposals had been shared with Ward Councillors to provide them with an opportunity to informally consult with residents, consider the recommendations and provide any comments.

Resolved -

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 1 and 2;
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transport, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (6) That no public inquiry be held into the proposals.

6. RESULTS OF STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of objections and other feedback that had been received during the statutory consultation on proposals for:

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- a) Implementing a Resident Permit Parking Scheme in Lower Caversham; and
- b) Closing Milford Road and Meadow Road and reducing the speed limit on Wigmore Lane, Portman Road, Cow Lane and Richfield Avenue from 40mph to 30mph.

The responses to the statutory consultation for the Lower Caversham Resident Permit Parking proposal were attached to the report at Appendix 1 and the responses to the statutory consultation for the closure of Milford Road and Meadow Road and the proposed speed limit reduction on Wigmore Lane, Portman Road and Richfield Avenue were attached to the report at Appendix 2.

The statutory consultation period for the second proposal had closed on 7 June 2019, after publication of the papers for the Sub-Committee, so an updated version of Appendix 2 had been produced after the close of the consultation period and circulated prior to the meeting.

a) Lower Caversham Resident Permit Parking Scheme

The report explained that a number of requests for resident permit parking had been received from residents living in Lower Caversham. These had been pulled together and an area scheme had been proposed, which had been added to the list of Resident Permit Parking requests. The scheme had been prioritised by the Sub-Committee at its meeting on 13 March 2017 (Minute 77 refers). Informal consultations had been conducted to inform the desire for development of a scheme and allow feedback on concept designs to be considered and a public drop-in session had also taken place. The resulting proposals had been agreed by the Sub-Committee to proceed to statutory consultation at its meeting on 10 January 2019 (Minute 39 refers). The consultation had been carried out over a three week period.

At the invitation of the Chair, Jennifer Loucaides addressed the Sub-Committee on the Lower Caversham Resident Permit Parking Scheme.

b) Closures of Milford Road and Meadow Road and reduction of speed limit on Wigmore Road, Portman Road, Cow Lane and Richfield Avenue.

The report explained that the results of an informal consultation that had been carried out by Abbey Ward Councillors in May 2018 on the principle of closing Meadow Road and Milford Road to through traffic had demonstrated a favourable consensus toward the development of the proposals and a design had been submitted to the Sub-Committee on 10 January 2019 (Minute 40 refers). The proposal included the closures and also the removal of the width restriction on Addison Road, thus removing an access issue that could be created for a number of businesses on Cardiff Road. The removal of this width restriction would not create a rat-run and had allowed the scheme proposal to include extending nearby resident permit parking bays.

The report explained that at the Sub-Committee on 12 September 2018 (Minute 20 refers), officers had proposed a reduction of the speed limit, from 40mph to 30mph, on the Cow Lane corridor between Oxford Road and Caversham Road, taking in Wigmore Road, Portman Road, Cow Lane and Richfield Road, which would improve access/egress to/from side roads and accesses along the corridor and improve the perception of safety for pedestrians and cyclists.

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Both proposals had been approved for progression to statutory consultation and officers had considered that they were complementary proposals relating to the vicinity of Cow Lane and therefore had combined them into a single statutory consultation. This consultation had been conducted over a three week period.

Resolved -

- (1) That the report be noted;
- (2) That, following consideration of the objections and other feedback noted in Appendix 1 and Appendix 2, the proposals for the Lower Caversham Resident Permit Parking Scheme and the Closures of Milford Road and Meadow Road and reduction of speed limit on Wigmore Road, Portman Road, Cow Lane and Richfield Avenue be agreed for implementation as advertised;
- (3) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public enquiry be held into the proposals;
- (4) That the respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly.

7. WEST READING STUDY

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing an update on the measures that had been introduced to date and those measures that were yet to be implemented as part of the West Reading Study. It also explained an issue of traffic rat-running in the vicinity of Fawley Road and proposed a solution to this issue. Drawings that demonstrated the current issue and the proposal to resolve the issue, which was recommended for statutory consultation, were attached to the report at Appendix 1.

The report explained that the West Reading Transport Study had been established in June 2015, with the purpose of identifying, defining and prioritising transport schemes within Southcote and the western section of Coley Park. The overriding objective of the study was to take a balanced approach to enhancing the local area and connecting links, through measures that improved accessibility, road safety for all users, better managing traffic and parking, and encouraging the use of public transport, cycling and walking.

a) Progress Update

The report set out measures which had been delivered in the study area and the following measures which were being developed:

- Conversion of a strip of verge on Wensley Road into a parking layby;
- Procedures and costings were being developed and considered for the potential Highway adoption and street lighting of the long footpath that ran between the western end of Wensley Road and Coley Avenue (south);
- Options for uncontrolled crossing facilities were being investigated for Southcote Lane, near to the junction with Fawley Road;

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- Herringbone surface printing would be installed to highlight uncontrolled crossing points around the two roundabouts on Southcote Lane at Circuit Lane and Virginia Way;
- Alterations to the speed cushions on Southcote Lane, near to its junction to Burghfield Road, were being considered to increase their effectiveness;
- Signing 'tidy-up' in Southcote - removing unnecessary and damaged signing;
- Designing and sharing a 'kiss & drop' lining proposal with Southcote Primary School, which they could consider for implementation on their land to aid with school traffic flow.

b) Recommendation for statutory consultation

The report explained that, to avoid peak time traffic on sections of the A4 Bath Road, and the eastbound bus gate on Southcote Lane, a significant number of motorists were using Silchester Road and Faircross Road to access Southcote Lane. They were turning left onto the road (there was a no-right turn and traffic island that restricted the right-turn) and conducting a U-turn in the junction with Fawley Road so that they might re-join the A4 Bath Road further to the east. These movements posed a number of issues and concerns as follows:

- It increased traffic levels in the already-congested residential streets around Southcote Primary School during school drop-off times;
- Motorists turning at the junction with Fawley Road did so with varying levels of success and consideration of those around them.

The report proposed that the most effective method to stop the rat-running and turning movements was to reverse the one-way directions of Silchester Road and Faircross Road. The 'left-turn only' restriction from Faircross Road onto Southcote Lane and 'no-entry' from Southcote Lane onto Faircross Road would be revoked, with a 'no entry' from Circuit Lane onto Silchester Road and from Silchester Road onto Faircross Road also being proposed. Reversing the one-way directions of Silchester Road and Faircross Road would remove the ability for traffic to bypass the Southcote Lane bus gate and proceed toward the town centre. This would stop the rat-run and stop the turning movements in the junction of Fawley Road for this purpose.

The report acknowledged that changing the one-way direction would require those wishing to access Southcote Lane in the morning by private motor vehicle to do so via its eastern end at the roundabout with the A4 Bath Road. However, this could have some benefit to reducing the use of private motor vehicle travel and increased consideration of using other modes of transport. Residents of Silchester Road and Faircross Road wishing to travel eastbound would also be required to join the A4 Bath Road via Circuit Lane during the times at which the Southcote Lane bus gate was operational.

The report explained that the proposal would require statutory consultation and therefore recommended that authorisation to conduct the consultation should be granted to officers and that any objections should be reported to a future meeting. If no objections were received, the report recommended that officers be granted authority to develop the proposals for implementation, with the West Reading Transport Study Steering Group.

The report noted that the proposal, set out in Appendix 1, highlighted a number of considerations, such as the movement/removal of traffic islands and adjustments to the

Highway to accommodate the one-way reversals, so the plan should be considered as indicative at this stage. Pending the outcome of the statutory consultation, detailed investigations could be carried out, the designed finalised and costed. The Steering Group would consider the cost of the changes alongside the anticipated costs for the remaining aspects of the study and the Steering Group could then decide its delivery priorities against the remaining level of developer funding available.

Resolved -

- (1) That the report be noted and the ongoing delivery of the study outcomes be supported;**
- (2) That the recommended proposals for reversing the one-way directions of Silchester Road and Faircross Road in 'Part b)' of the report proceed to statutory consultation;**
- (3) That the Assistant Director of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (4) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;**
- (5) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;**
- (6) That the Head of Transport, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;**
- (7) That no public enquiry be held into the proposals.**

8. CAR PARK TARIFF REVIEW 2019

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on a proposal to change the 'off-street' car parking orders which had come about as a result of a review of the tariffs. A copy of the proposed car park Tariff Charges 2019 was attached to the report at Appendix 1, details of Season Tickets 2019 were attached at Appendix 2 and a comparison of car park charges 2019 was attached at Appendix 3.

The report explained that the car park tariffs had last been reviewed in June 2018 with changes proposed to the tariffs in Broad Street, Queens Road, Cattle Market, Hills Meadow and King's Meadow car parks, plus season tickets. The tariffs reflected the different types of off-street parking that was available, for example, the local centre shoppers' car parks were charged differently to town centre car parking. On 4 October 2018 the management contract with NCP had been terminated, the car parks had been brought back in-house, and none of the proposed tariff changes that had been agreed at the 13 June 2018 meeting (Minute 7 refers) had been implemented. A further review of the tariffs had since been carried out.

The review of the car park tariffs had taken into account who the main customer segments were (for example, retail or commuter), the appropriate products available, optimal

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pricing strategies and reviewed financial models, to understand the risks and opportunities. The full listing of proposed car park charges was set out in Appendices 1 and 2 and, subject to the changes being agreed, and the associated Traffic Regulation Order being implemented, it was planned to introduce them from August/September 2019, provided there were no objections to the order.

The report stated that town centre car parks currently had spare capacity during the day, and overnight, and for this reason tariffs were very competitive. Within the town centre area, the Oracle, Q Parks, NCP and APCOA car parks were all run by commercial operators who set their tariffs on a 'supply and demand' basis. This tariff review had considered the competitive nature of parking within Reading and its objective was to offer good value for money in this competitive market. Rather than encourage increased car use, the plan was to increase the Council's share of the market, and the tariff review also set the scene for setting an environmental tariff; for example, electric vehicles would pay a lower tariff and higher polluting vehicles would pay a higher tariff. Longer term opportunities included running car shares for an increasing residential population in the town centre alongside other initiatives like bike share hubs.

The report set out the current and proposed tariffs for each of the car parks and explained that, as well as the existing Cattle Market Pay and Display Car Park, a new Pay on Foot Cattle Market car park area would be constructed, to be re-branded as Station West once completed, as the Cattle Market was a popular car park for commuters using Reading Railway Station.

Resolved -

- (1) That the changes to the car park tariffs as set out in Appendices 1 and 2 be agreed;**
- (2) That the statutory requirements for changes to the Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) Order 2019 be agreed and the Assistant Director of Legal and Democratic Services be authorised to advertise the proposals, including the renaming of the rear Cattle Market car park to Station West, within the Traffic Regulation Order process.**

9. CYCLE FORUM MEETING NOTES

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions from the Cycle Forum held on 19 March 2019, the meeting note of which was appended.

Resolved - That the notes from the Cycle Forum held on 19 March 2019 be noted.

10. EXCLUSION OF PRESS AND PUBLIC

Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of item 11 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

11. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Executive Director for Economic Growth and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of 19 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to application 5 the matter be deferred to request further information on the applicant's case and on the possible impact of adding their profession to the list of approved professions to be allowed to be issued with Healthcare Professional Permits;**
- (2) That, with regard to applications 2, 4, 7, 11 and 12, a first discretionary resident permit be issued, personal to the applicant, subject to supplying adequate proofs where not already provided;**
- (3) That, with regard to application 18 a second discretionary resident permit be issued, personal to the applicant, subject to supplying adequate proofs;**
- (4) That, with regard to applications 9, 10, 14, 16, 17 and 19, a third discretionary resident permit be issued, personal to the applicant, subject to supplying adequate proofs where not already provided;**
- (5) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 3, 6, 13 and 15 be upheld;**
- (6) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 8 be upheld, but the applicant be advised that, if they had an appropriate medical reason, they could apply for a disabled person's badge.**

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

(The meeting started at 6.30 pm and finished at 8.01 pm).