

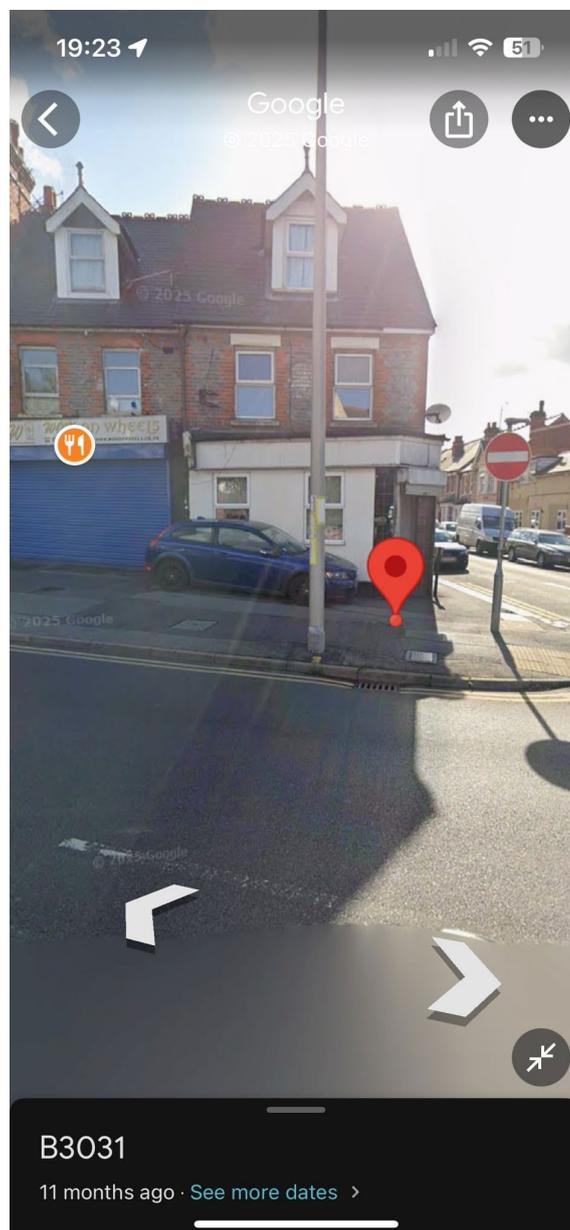
**QUESTION NO. 1**

Richard Wong to ask the Chair of the Traffic Management Sub-Committee:

**Pavement Parking at the junction of Basingstoke Road and Surrey Road**

I have spoken with residents in Katesgrove who have expressed concerns about illegal pavement parking at the junction of Basingstoke Road and Surrey Road. Vehicles parked in this manner obstruct the view of drivers exiting Surrey Road and pose a safety risk, particularly for disabled residents. I have attached a photo of the location, where you can even see a car parked there on Google Maps.

Please could the Council provide information on recent enforcement activity in this area? And are there any plans to increase enforcement or take further action to address illegal parking at this location?



**REPLY** by Councillor Lanzoni, Chair of the Traffic Management Sub-Committee.

I invite Councillor Ennis, Lead Councillor for Climate Strategy and Transport, to make the response on my behalf.

**REPLY by Councillor Ennis, Lead Councillor for Climate Strategy and Transport:**

Thank you for your question regarding pavement parking at the junction of Basingstoke Road and Surrey Road.

The vehicle shown in the attached image is parked on private land, which unfortunately means we are unable to enforce against it, as enforcement powers only apply to vehicles parked on the public highway.

However, enforcement activity has taken place in the surrounding area. Specifically, we have issued Penalty Charge Notices (PCNs) to vehicles parked on the double yellow lines at the junction of Surrey Road and Basingstoke Road. These vehicles were parked on the road itself, not on private land. So far this year, four PCNs have been issued at this location, with the most recent being in June. In addition, eight PCNs were issued last year for similar offences, vehicles parked in line with the no entry sign but still on the public highway.

Any vehicles observed parking in contravention of restrictions can be reported directly to the Council using our online reporting tool: **Report an illegally parked vehicle** - <https://myaccount.reading.gov.uk/resident2/s/report-an-illegally-parked-vehicle>. This helps our enforcement team respond more effectively to ongoing issues.

**QUESTION NO. 1**

Councillor White to ask the Chair:

**Improving Road Safety in Reading**

The number of people being killed and seriously injured on Reading's roads is too high. Reading has some 20 mph speed limits but much of Reading is faster. It would help motorists and improve road safety if there was a more consistent approach. Wales's 20 mph default speed limit has improved road safety. What plans does the Council have to roll out more 20 mph speed limits where people live and given the evidence from Wales will the Council speed up these plans ?

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

I invite Councillor Ennis, the Lead Councillor for Climate Strategy and Transport to make the response on my behalf.

**REPLY by Councillor Ennis, Lead Councillor for Climate Strategy and Transport:**

I thank Councillor White for his question.

The Council is dedicated to reducing casualties on its Highway network and will consider Police-supplied data to do so, where patterns of probable causes are recorded and engineering treatments considered where possible and appropriate.

Risks to highway users can be reduced by a variety of methods. Appropriate speed reduction schemes can be one such method, but controlled pedestrian crossings, mandatory/segregated cycling infrastructure, enforcement of restrictions and education/behaviour are further examples.

We acknowledge the position taken in Wales, but their reduction of the 'default' urban speed limit to 20mph relies heavily on compliance through the risk of speed enforcement, as many of these roads would have previously been 30mph without traffic calming measures.

Officers at Reading Borough Council always recommend that 20mph schemes are introduced appropriately as 'zone' restrictions, in which there are regular features to slow traffic (speed humps, for example).

This approach makes the restriction more 'self-enforcing' and arguably more successful in reducing vehicle speeds, particularly peak vehicle speeds, as it reduces the reliance on enforcement alone – an activity that can only be undertaken by the Police. Officers would expect strong Police objection to proposals that were not being designed in this way.

However, Councillor White and colleagues on this Sub-Committee will be aware that proposals to introduce speed humps and similar measures in residential areas are controversial. They require statutory public consultation and colleagues will recall seeing officer reports containing public objections to the proposed introduction.

Such objections are understandable, given that such features impact everyone, not just those who are wilfully breaking the law. They are also costly to deliver, and are not always appropriate/feasible to deliver for a variety of reasons. Councillor White and colleagues will be aware of the reported list of 'Requests for Traffic Management Measures' across the Borough. The Council has to balance its limited budgets across a massive range of statutory and desirable services and projects and while we have been able to deliver numerous schemes from this list of requests, the list in total represents £tens-of-millions of changes alone.

Work has been started with Ward Councillors to review and prioritise this list and as this work develops, updates will be reported to this Sub-Committee. Ward Councillors have periodic opportunity to nominate schemes for potential funding allocation (e.g. Local 15% Community Infrastructure Levy), other developer contributions can support the delivery of schemes, the Council has a good track record with successful bids for government grants (e.g. Active Travel) and officers are also seeking additional funding opportunities to enable development of improvement schemes.