

## TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 14 SEPTEMBER 2016

**Present:** Councillor Page (Chair).

Councillors Davies, Dennis, Duveen, Hacker, Hopper, Jones, Terry, and White.

**Apologies:** Councillors Debs Absolom and McDonald.

### 22. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

#### (1) Questions

A question on the following matter was submitted, and answered by the Chair:

Questioner	Subject
Mark Drukker	Basingstoke Road/Buckland Road Junction

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

#### (2) Presentation - Pot Holes and Selection Criteria for Resurfacing

Sam Shean, Streetcare Services Manager, gave a presentation on Pot Holes and the Selection Criteria for Resurfacing. The presentation covered highways and drainage, maintenance, statutory duties, street cleaning operations, highway works and income generation and flood alleviation. The presentation also covered how roads were chosen for resurfacing, road surveys, road assessments and assessment criteria, the pothole implementation plan and the WDM Asset Management System.

At the invitation of the Chair, members of the public asked Sam questions on his presentation.

(A copy of the presentation slides was made available on the Reading Borough Council website).

**Resolved - That Sam Shean be thanked for his presentation.**

### 23. MINUTES

The Minutes of the meeting of 15 June 2016 were confirmed as a correct record and signed by the Chair.

### 24. QUESTIONS FROM COUNCILLORS

A question on the following matter was submitted, and answered by the Chair:

Questioner	Subject
Councillor White	Tackling Dangerous Double Parking on the Wokingham Road

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

## 25. PETITIONS

### (a) Petition for Resident Permit Parking Scheme in Avebury Square

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition from residents of Avebury Square, asking the Council to introduce a resident parking scheme in Avebury Square.

The petition read as follows:

*'We, the undersigned, request that Reading Borough Council implement a Residents' Parking scheme in Avebury Square with the following elements:*

- *Access to residents parking permits for all households, with on free permit per household and more available as per the Council's standard Scheme*
- *Waiting on the outside verge of the Square restricted to:*
- *Residents with valid permits, or*
- *Non-residents between the hours of 10am and 4pm, on all days of the week, for no more than 2 hours and with no return within 2 hours*
- *Protection to driveway entrances through the use of white H-bars*
- *No parking to be allowed on the inside of the Square at any time*

*Ideally, we would like the double yellow lines needed on the inside of the Square to be narrower and a more subtle yellow than standard: we understand that the regulations would allow 50mm width and BS381C (Primrose) colour to be used, which would be less intrusive on the character of the Square.*

*We would be happy to discuss these requests with you or with Council officers, especially with regard to any detailed implementation questions that arise.*

*This request stems from a meeting of residents of the Square on 14<sup>th</sup> July at which the majority of the houses in the Square were represented, with a number of other residents expressing support. As the signatures below demonstrate, we are confident that the vast majority of residents of the Square will support the Council in implementing these proposals.*

*Yours faithfully'*

The Sub-Committee discussed the report and agreed that Avebury Square, and particularly the points raised in the petition detailed above, should be included in the University and Hospital Area Study (see Minute 37 below).

**Resolved -**

- (1) That the report be noted;
- (2) That Avebury Square, and the points raised in the petition, be included in the University and Hospital Area Study;
- (3) That the lead petitioner be informed accordingly.

**26. PETITION FOR TRAFFIC CALMING IN NORTHCOURT AVENUE - UPDATE**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 15 June 2016 meeting (Minute 4(g) refers) requesting the Council to introduce traffic calming measures in Northcourt Avenue.

The report explained that in response to the petition an automatic traffic count had been carried out on Northcourt Avenue on 24 August 2016 for the duration of a week. The result of the survey had indicated that the mean speed had been recorded as 28.3mph; this was the speed at which most drivers were travelling and was used by local authorities for speed limit setting. Based on the results, the average vehicle speed had complied with the speed limit. The duty of the highway authority was to ensure that the highway was as safe as reasonably practicable. This was achieved by using accident data that had been supplied by the police where the Council could identify a pattern of those locations that had the worst record. The accident statistics had been checked for Northcourt Avenue and no injury accidents had been recorded within its entire length during the previous 36 month period.

The report explained that many requests had been received for measures to address specific issues such as speeding vehicles and traffic calming but, there were insufficient funds to deal with every such request and therefore priority was given to those sites with an existing history of injury accidents where there was a causation factor that was treatable. The vast majority of drivers did drive responsibly, but there would always be a small minority of drivers who would not drive at an acceptable speed, whatever measures were placed on the road to encourage them to do so. It might be the case that speed enforcement was the only option but, the focus was on casualty reduction and prolonged enforcement was targeted at those roads that already demonstrated a poor safety record.

The report stated that speeding within residential streets had been shown to be one of the greatest concerns for those that lived there. Since the introduction of community initiatives both by the Police, Neighbourhood Action Groups (NAGs) and the Council's community liaison officers, concerns of vehicle speed and/or the perception of speeding was one of the most requested areas for action. Speeding was only enforceable by the Police although the Council was responsible for the highway and the implementation of traffic management initiatives. With increasing concern of speeding being expressed by residents the Council had developed a speed awareness strategy and had a list of locations where concern of vehicle speed had already been raised throughout the Borough and Northcourt Avenue would be added to this list. The speed awareness campaign had been designed to provide the Council with a factual view of vehicle speeds within those areas of concern. The deployment of vehicle activated signs would enforce the message that a speed limit existed and would encourage drivers to comply with that limit. Where higher speeds had been recorded the speed awareness campaign would use the data collected to determine and justify other possibilities, for example enforcement and/or changes in traffic management.

At the invitation of the Chair, Bob Castelijm, Chair Northcourt Avenue Residents Association, and Geoffrey Hawkins, Northcourt Avenue Residents Association, addressed the Sub-Committee on behalf of the petitioners.

Councillor Page read a statement on behalf of Councillor Pearce, Church Ward Councillor, thanking residents for their petition.

Resolved -

- (1) That the report be noted;
- (2) That Northcourt Avenue continue to be monitored as part of the Council's ongoing road safety strategy and that vehicle activated signs be used when possible as part of the speed awareness programme;
- (3) That the lead petitioner be informed accordingly.

## 27. HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD - ROAD SAFETY UPDATE

Further to Minute 6 of the last meeting the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of works and meetings that had taken place to improve road safety at the junction of Highmoor Road with Albert Road, Caversham.

The report explained that at the last meeting it had been agreed that officers met with the Caversham and District Residents Association (CADRA) and the Highmoor Albert Road Campaign (HARC) to review the facts around the accidents that had occurred at the junction. Two meetings had taken place and had been constructive in exploring the evidence based on data for the junction; the data had included casualty data but, a broader discussion had taken place on vehicle speed and speeding. There was a perception locally that speed was an issue, particularly on Albert Road but, data that had been collected did not demonstrate this. The casualty data was consistent in showing that drivers were failing to stop at the STOP sign and colliding with vehicles travelling north on Albert Road. The accident data had clearly demonstrated this failure to stop indicating that Highmoor Road, when travelling east, suffered from a 'see through' problem. This was where drivers focus was beyond the junction with no acknowledgement that the junction existed.

The report stated that both CADRA and HARC would like some form of traffic calming measure within Albert Road with a raised table junction but, accident data did not suggest that collisions at the junction would be resolved by these measures. There appeared to be a local perception that visibility on the Highmoor Road eastbound approach was the cause of accidents but, the casualty data did not support this as it was consistently unfamiliar drivers on Highmoor Road that had resulted in people being hurt.

It had been accepted broadly by the representatives of both CADRA and HARC that the lining changes that had been carried out at the junction had been a positive development. Whilst this had improved the very final approach to the junction it was limited in its impact. It was also agreed that the relatively limited amount of on-street parking should be removed allowing an extension of the new marking. Further discussions had included consideration for additional signing with the inclusion of an offside STOP sign and advanced STOP signing. There was no advanced STOP sign that could be applied but there were options for advanced signs of a junction ahead. There appeared to be some evidence of shadowing across the STOP sign during bright periods, the casualty data did not indicate that visibility was compromised due to the vegetation growth at the junction but officers remained open minded over the shadowing.

The report proposed that the double yellow line waiting restriction should be extended further back from the junction along with the dragons teeth marking. There was also a

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good argument to clear all parking within the part of Highmoor Road between Buxton Avenue and the junction itself with Albert Road. The professional opinion was that as long as the junction remained a cross roads the risk of accidents resulting in casualties remained. The idea that had been presented by CADRA to close the east side of the Highmoor Road junction might be a more acceptable solution than the Council's original proposal, that had promoted a closure on the Highmoor Road west side approach to the junction with a dedicated bus only lane, but this had led to significant objections. The CADRA idea would keep Highmoor Road west-side open but would stop the cross movement into Highmoor Road east-side. Displaced traffic would then be dispersed along Albert Road rather than forced into Matlock Road and Buxton Avenue. This did not solve the visibility concern at the junction or the wider rat-running issue but completely eradicated the see through problem within Highmoor Road.

Since the dragons teeth marking had been applied a further CCTV survey had been carried out at the junction to evidence driver behaviour; the result of the survey had not been reviewed. If the process to remove parking and extend the road markings was approved a further CCTV survey would be carried out and if there was not sufficient evidence to demonstrate a positive change in driver behaviour the Sub-Committee might be asked to reconsider the two closure options. Any objections would be submitted to a future meeting and if this was the case then a further CCTV survey might not be completed until early 2017.

Simon Beasley, Network and Parking Services Manager, confirmed that he had met twice with representatives of CADRA and HARC since the last meeting and explained that the recommended action detailed in the report would ensure work continued to improve the Highmoor Road approach to the junction. He also showed the Sub-Committee a video from a dashboard mounted camera in a car approaching the junction on Highmoor Road travelling east, which showed the car approaching the junction on the wrong side of the road due to parked cars on Highmoor Road. The video also showed the new dragons teeth road markings. Removing the parked cars would mean drivers would be aligned on the correct side of the road when approaching the junction, the dragons teeth road markings would also be extended. The dragons teeth road markings had already improved the final approach to the junction and longer term issues included ensuring the road markings were well maintained. Other points that had been raised at the meetings with CADRA and HARC would require further research. Simon also showed the Sub-Committee information from 'CrashMap', a website that provided information on recorded injury collisions on the road, that showed two fatal accidents at the junction over a three year rolling period and two casualty accidents. Officers had also looked at the weather conditions when the accidents had occurred, on two occasions the weather had been fine and not particularly sunny and on another occasion it had been wet. Two of the accidents had taken place in the early evening and the fatal accident in May 2016 had occurred at 10.38am. Photographs of the junction on a bright sunny day had shown shading over the STOP sign. The local authority did have powers to address overhanging vegetation but this would be a lengthy legal process and it was suggested that it would be better to approach the residents directly. Going forward officers would continue to monitor the junction.

The Sub-Committee were also shown a series of photographs of the junction that had been taken by HARC.

At the invitation of the Chair Mike Johnson, HARC, and Paul Matthews, CADRA, addressed the Sub-Committee.

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Mike Johnson, HARC, thanked the Sub-Committee and Simon Beasley for engaging with HARC and welcomed the improvements that had been made to the junction to improve visibility. He agreed with the proposal to extend the dragons teeth road markings and to the imposition of some restrictions on parking on Highmoor Road. However, the junction had two major defects it was 'see-through' and there were problems with sight lines, in addition there was evidence of two drivers going through the junction since the improvements had been made. HARC would also like to see the dragons teeth road markings on all the approaches to the junction and additional signs warning drivers that the junction was ahead with the aim of increasing awareness. During the previous two years there had been six serious accidents at the junction and one fatality, all the accidents had taken place between May and August and had been on clear days. It was believed that deep shading from trees during some times of the day were an issue and small changes to vegetation and fencing around the junction could make a big difference. The addition of speed cushions would also result in slower traffic, would act as an additional warning and would assist with the see-through issue. Slowing the traffic would give drivers more time to react. HARC supported the proposed waiting restrictions along Highmoor Road but believed that it was over too long a distance and should be restricted to 50 metres. HARC had also spoken to the residents around the junction and although it was likely that the over-hanging tree would be pruned the fence was only likely to be lowered if it was part of a package of improvements.

Paul Matthews, CADRA, told the Sub-Committee that drivers' eye photographs had shown that bright sunlight reduced the contrast between the road surface and road markings and that the STOP sign was heavily shaded by a tall tree but, that the sign did show up well in dull conditions. The dragons teeth road markings, that contained glass beads, had helped to restore the contrast in bright conditions but had not solved the problem of the shaded STOP sign and, although not a primary cause of accidents, the high speed of vehicles on Albert Road contributed to the severity of collisions. CADRA believed that the data that had been collected demonstrated clearly that the speed of Albert Road through traffic was unacceptably high. It was also suggested that the junction could be changed to a raised table junction.

The Sub-Committee discussed the report, asked questions and made a number of suggestions with regard to improving safety at the junction and in relation to the recommended action detailed in the report including shortening the length of the proposed parking restrictions, adding dragons teeth road markings to all approaches to the junction, adding speed cushions on Highmoor Road to the west and installing a sign further down the west side of Highmoor Road warning drivers of the approaching junction. It was agreed that a report be submitted to the January 2017 meeting on the suggestions and their associated costs.

**Resolved -**

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the extension to the no waiting at any time restriction within Highmoor Road between the junctions with Albert Road and Buxton Avenue in accordance with the

Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;

- (3) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee;
- (5) That a report be submitted to the January 2017 meeting on the suggestions to improve safety at the Highmoor Road junction with Albert Road, including information on costs.

## 28. CYCLING INITIATIVES - FUNDING UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing an update on funding that had been secured by the Council from the Department for Transport (DFT) for the delivery of Bikeability cycle training and the EU-funded incentivisation project EMPOWER.

The report explained that Bikeability was the national standard cycle training scheme in schools for children aged 10 and above. The purpose of Bikeability funding had shifted since the Council had started administering the scheme in 2009/10 when the volunteer programme had been phased out. Funding had initially focussed on the delivery of a combined Level 1 and 2 course enabling children to learn to ride in a playground environment before being taken on-carriageway to build their skills and confidence in trafficked conditions. In 2012 funding had been secured for the delivery of Bikeability Level 3 enabling trainees aged eleven plus to improve their skills developed as part of the Level 2 course, including the opportunity to tackle busier and more complex junctions that might be encountered when riding independently to secondary school.

A DFT announcement had recently confirmed funding for the period September 2016 to March 2020 to the value of £189,469. The dedicated DFT grant would enable the Council to continue to deliver on the core Bikeability scheme that had been previously delivered and offered new modules to further develop trainees' cycle skills and extend the benefits of Bikeability to younger children. Bikeability Level 1 would be offered to children aged 8 and above and would be supported by Learn to Ride for children who were transitioning to ride a two wheeler with pedals or adults that were unable to cycle. Other modules aimed at children would teach them how to maintain their bicycle, subsidise recycled bikes and fund promotional events and campaigns.

The report explained that the Council had been accepted onto the EMPOWER EU Project as a Take Up City which had included an award of €100,000 to incentivise cycling in the Borough. The project set out to reduce substantially the use of conventionally fuelled vehicles by adopting a 'reward rather than punishment' approach. EMPOWER would use positive incentives delivered through smart phone technologies to persuade people to make modest shifts in their transport choices.

The project had four components which worked together as a package:

- Recruitment - Using special events to encourage people to find out about how they could start cycling more;

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- ICT - It had been proposed that the BetterPoints Smartphone App, already used in the Borough, would be developed to enable potential cyclists to log cycling journeys on a dashboard, to get information on journeys made and to receive personalised messages;
- Incentives - Prizes, points and competitions would be developed across the project period from September 2016 to July 2017 to encourage people to take up cycling;
- Marketing - The aim would be to increase awareness of the project to everyone including car drivers with the aim of encouraging people to take up cycling as a new means of travelling and to set up workplace challenges to encourage cycling.

Work would be progressed collaboratively with the project team and with other organisations and community groups in the Borough to draw up a package of initiatives to incentivise people who currently did not cycle to take up cycling, including people who had recently moved to the town and those seeking work. The EMPOWER project would run until July 2017 and therefore would not be affected by the recent EU referendum result.

**Resolved - That the report be noted and the Council participate in Bikeability cycle training and the EMPOWER EU project.**

### **29. RAISED TABLE JUNCTION AT THE ENTRANCE TO THE WELLS HALL DEVELOPMENT, UPPER REDLANDS ROAD**

The Director of Environment and Neighbourhood Services submitted a report on a review of the access arrangements that had been proposed for the Wells Hall development which had proposed a raised table junction at the junction of Upper Redlands Road/New Road/site access road. The report also sought approval to carry out a Statutory Consultation on the introduction of the raised table junction. A proposed design and location plan was attached to the report at Appendix 1.

The report explained that on 6 February 2013 the Planning Applications Committee (Minute 89 refers) had permitted the outline application (access only) for the demolition of all existing buildings, halls of residence and associated buildings and the redevelopment of the site to provide 34 dwellings, open space, landscaping, access to Upper Redlands Road and all associated works. The reserved matters planning application had since been permitted and works were currently commencing on site. The main access for the development would be from a new access road located directly opposite New Road. A crossroads would be created and a raised table installed on Upper Redlands Road to reduce vehicle speeds. The design of the junction and the creation of the cross roads were all in accordance with the criteria within the DFT, The Manual for Streets, 2007, which was the national design guide for Residential/Urban Roads.

**Resolved -**

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the proposed raised table at the junction of Upper Redlands Road / New Road / site access road shown in Appendix 1 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;



- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

**30. MINSTER STREET - EXTENTION TO BUS ONLY RESTRICTION OPERATIONAL HOURS**

The Director of Environment and Neighbourhood Services submitted a report asking the Sub-Committee to approve the request to advertise for an overnight (7pm to 7am) extension to the operational hours of the bus only restriction in Minster Street.

The report explained that there had been a long standing public safety concern during the night time economy period with the popularity of the bars within Gun Street, which was an historic street with relatively narrow footways and, due to the popularity of the night time economy, many people moved around the area. It was a regular occurrence that people encroached on the carriageway which raised very real public safety concerns.

During the restricted times between 7am and 11am and again between 4pm and 7pm Minster Street could only be used legally by buses, taxis and those that needed access. Unrestricted, 11am to 4pm and overnight between 7pm and 7am, Minster Street became a through route across the town centre area from east to west. By closing Minister Street to through traffic overnight, between 7pm and 7am, vehicle movements would be reduced thus improving the safety of large numbers of people using the narrow footways. The Council had been enforcing Minister Street for many years and had ensured that access was maintained for residents and others who needed access to the area. This change would not only help to improve the public safety concerns but also benefit the wider area by closing off a through route across the town centre.

**Resolved -**

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the extension to the operational hours of the bus only restriction of Minister Street to include the 7pm to 7am overnight period in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

**31. TOWN CENTRE PAY & DISPLAY EXPANSION**

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with proposals to increase the number of Pay and Display parking bays in the town centre following an officer review of parking availability and existing waiting

restrictions. A series of plans showing the alterations that had been proposed by officers was attached to the report at Appendix 1.

The report explained that officers had conducted a review of the existing on-street Pay and Display parking provision in the town centre, with consideration for any areas where bays could be increased in length, or new bays added. On street Pay and Display bays provided a short stay, high turnaround parking solution that was beneficial to local businesses and customers of the town centre. They also offered free parking for blue badge holders. The proposals were a combination of bay extensions, new bays and changes to existing parking restrictions and in total would provide space for an additional 70 Pay and Display parking spaces, based on an average car length of five metres. Due to the variation in car lengths the benefits were likely to be greater than this.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the proposals illustrated in Appendix 1, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

## 32. WATLINGTON STREET/SOUTH STREET - INFORMAL CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report that summarised the results of an informal consultation that had been conducted by Abbey Ward Councillors, which had invited feedback regarding proposed measures to improve road safety, reduce speeding traffic and improve the local environment in Watlington Street and South Street. A summary of the consultation results was attached to the report at Appendix 1.

The report explained that in early July 2016 Abbey Ward Councillors had delivered an informal consultation letter to residents in Watlington Street (between Queens Road and London Road) South Street (between Sidmouth Street and Watlington Street), The Grove, Boulton Street and The Dell. The informal consultation had been conducted following the receipt of numerous complaints regarding the volume of speeding traffic, especially during peak hours, associated with cars rat-running between London Road and Sidmouth Street.

The consultation had proposed that a road closure at the junction of South Street and Sidmouth Street would remove the rat-running traffic and also improve road safety at the junction. In the five years between 2011 and 2015 there had been three accidents which had resulted in casualties at the junction of Watlington Street and London Road. During the same period there had been eight accidents which had resulted in casualties at the junction of South Street and Sidmouth Street. The consultation document had asked whether the residents would support a closure of the junction of South Street and Sidmouth Street, whether they would support a proposal for new road humps along Watlington Street

and invited any other comments or suggestions. With a relatively low response it had been difficult for officers to provide a clear recommendation but from the consultation results there had appeared to be more support for traffic calming through road humps. However, this did not solve the root cause of concerns which was rat-running traffic. Officers had therefore recommended that further consideration should be given to the feedback that had been received from the informal consultation and that other options were considered for the area.

**Resolved -**

- (1) That the report be noted;
- (2) That further consideration be given to the consultation feedback and that other options are considered for this area.

### **33. WEST READING TRANSPORT STUDY UPDATE**

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on progress with the West Reading Transport Study.

The report explained that the West Reading Study had been started in order to address issues of traffic and transport in Southcote and Coley Park, given the opportunity presented by developments at the Elvian School and the DEFRA sites. The study had presented initial ideas for the Southcote area at a public exhibition that had been held in St Matthews Church, Southcote Lane, on 14 July 2016. Visitors to the exhibition had been shown initial possible ideas and had been invited to offer comments. There had been 72 names on the exhibition sign-in sheet, 19 feedback forms had been completed and 77 post-it notes had been attached to the plans. An online consultation had been available until 26 August 2016 and had produced 19 responses. Five questions had been proposed on the feedback and online forms: main concerns, comments regarding proposals for traffic and parking, public transport, walking and cycling and further comments. The report detailed the feedback to each of the questions and stated that officers would consider the detailed responses to the consultations and produce definitive proposals that would be based on the concerns and feedback that had been received.

**Resolved - That the report be noted and officers continue to work up specific proposals for transport projects in the study area.**

### **34. LOWER CAVERSHAM 20MPH & PROSPECT STREET ZEBRA CROSSING**

Further to Minute 5 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with a proposal for a 20mph zone in Lower Caversham, following a number of petitions and requests for such a reduction in the speed limit in this area of the Borough. An illustration of a proposed Lower Caversham 20mph zone was attached to the report at Appendix 1 and an illustration for an extension of the proposed Lower Caversham 20mph zone was attached to the report at Appendix 2.

The report stated that following receipt of a petition at the June 2016 meeting asking the Council to review the safety and signage of the zebra crossing in Prospect Street, Caversham, the police report had confirmed that the incident causation factors were beyond the scope of any road or crossing improvement. The Council had received a number of requests and petitions for the introduction of 20mph limits in areas of Lower

Caversham and, in particular, the central area that included Prospect Street, Church Street and Church Road. However, officers also believed that the residential streets leading from these main roads required consideration for possible inclusion in a wider 20mph zone.

The report explained that as a single, large zone, the area would require very few 'gateway' 20mph zone entrances/exit signs. Following the publication of the Traffic Signs, Regulations and General Directions 2016, it had been confirmed that such signs did not require illumination which would reduce significantly the installation and maintenance cost. However, the required traffic calming measures, such as '20' roundels' would likely be a significant cost due to the frequency in which they would need to be installed within the zone.

Officers had recommended that they met with Ward Councillors and CADRA to discuss the limits of the zone and would submit an update report to a future meeting. Officers had recommended that the Eastern Area 20mph zone was completed before proceeding further with the proposals for a Lower Caversham 20mph zone. Implementation of the zone would be subject to agreement by the Sub-Committee to proceed to statutory consultation, the results of the statutory consultation and funding having been identified. Should external funding become available officers would like to explore measures to improve further the experience for pedestrians and cyclists in the central Caversham area in consultation with Ward Councillors and CADRA. These measures could include the installation of footway-level pedestrian crossings.

**Resolved -**

- (1) That the report be noted;
- (2) That officers meet with Ward Councillors and CADRA to discuss the limits of the proposed zone;
- (3) That the Eastern Area 20mph zone is completed before proceeding further with the proposals for a lower Caversham 20mph zone.

### **35. PETITION FOR A ZEBRA CROSSING ON GOSBROOK ROAD - UPDATE**

Further to Minute 7 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with the results of the statutory consultation for the proposed alterations to parking restrictions, which would be required for the future installation of the crossing facility and the outline design for the crossing. The results of the consultation and an illustration of the changes to the parking bays that had been proposed in the statutory consultation was attached to the report at Appendix 1 and an outline design for the crossing was attached to the report at Appendix 2.

The report stated that alterations to the existing parking bays would be required to accommodate a proposed footway build-out into the carriageway and to provide the required visibility of oncoming traffic for waiting pedestrians. Officers had included these proposed parking restriction alterations in the statutory consultation for the 2016A Waiting Restriction Review Programme, to minimise the cost of the element of work. The Council had received five objections to the proposed parking bay changes, of which four had related to concerns about reducing parking space for parents to drop off/pick up children

at the temporary site of The Heights Primary School. The remaining objection had related to the proposed crossing and a reduction in parking for Christchurch Meadows.

The report explained that the crossing could not be delivered without a reduction in the length of the parking bays on either side and the installation of the crossing was still subject to funding being available. Officers would not propose altering the existing bays until funding for the crossing had been identified and the crossing was considered to be deliverable. Depending on the final design of the crossing it might be possible to reduce the length of bays that were affected and it was hoped that the installation of the crossing facility could remove one of the barriers to some parents allowing their children to walk or cycle to school and would have a wide catchment area for destinations on both sides of the river.

**Resolved -**

- (1) That the report be noted;
- (2) That the objections noted in Appendix 1 be considered, but the restrictions as per Item 4.6 be implemented;
- (3) That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Order and no public inquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (5) That the proposed crossing proceeds to detailed design and implementation, once funding has been identified;
- (6) That the lead petitioner be informed accordingly.

**36. WAITING RESTRICTION REVIEW - OBJECTIONS TO WAITING RESTRICTION REVIEW 2016 (A) & REQUESTS FOR WAITING RESTRICTION REVIEW 2016 (B)**

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received in respect of the traffic regulation order, which had recently been advertised as part of the waiting restriction review programme 2016A. This had involved proposed implementation and amendments of waiting restrictions at various locations across the Borough. The report also provided the Sub-Committee with the forthcoming list of requests for waiting restrictions within the Borough that had been raised by members of the public, community organisations and Councillors since March 2016.

The report recommended that the list of issues that had been raised for the bi-annual review should be investigated fully and Ward Councillors consulted. Upon completion of the Ward Councillor consultation, a report would be submitted to the Sub-Committee requesting approval to carry out the Statutory Consultation on the approved schemes. A summary of letters of support and objections that had been received to WRR 2016A, along with officer comments, were attached to the report at Appendix 1 and the requests for the waiting restrictions review programme 2016B were attached to the report at Appendix 2.

At the invitation of the Chair Mr Alexander Kebby-Jones, resident of Belgravia Court, addressed the Sub-Committee in respect of the proposal for Southcote Lane.

Resolved -

- (1) That the report be noted;
- (2) That the objections in Appendix 1, with the appropriate recommendation to either: implement, amend or reject the proposals be noted;
- (3) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (5) That the following proposals made under the waiting restriction review 2016A, as set out in Appendix 1, be implemented:
  - Gosbrook Road;
  - Ennerdale Road;
  - Overdown Road;
  - Wealdon Way;
  - Shared use bays Newtown area;
  - Green Road;
  - Mayfair;
- (6) That the following proposals made under the waiting restriction review 2016A, as shown in Appendix 1 be amended:
  - (i) Battle Square - remove the proposed No Waiting at Any Time, on the corner of Battle Square and Audley Street;
  - (ii) Romany Close - defer to the next meeting;
  - (iii) Southcote Lane - defer to a future meeting pending further discussion with residents;
- (7) That the requests made for waiting restrictions as shown in Appendix 2 be noted and that officers investigate each request and consult on their findings with Ward Members;
- (8) That, should funding permit, a further report be submitted to the Sub-Committee requesting approval to complete the Statutory Consultation on the approved schemes.

### 37. UNIVERSITY & HOSPITAL AREA STUDY - UPDATE

Further to Minute 13 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the latest position with regard to the identification of transport issues and potential solutions in the residential areas around the University and Royal Berkshire Hospital. Plans of the proposed parking schemes were appended to the report.

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The report explained that since the last meeting officers had continued to investigate a type of residents parking scheme where marked parking bays were not necessary which would be appropriate for Foxhill Road, Cardigan Road, Cardigan Gardens, Donnington Road, Blenheim Road, Hatherley Road, Donnington Gardens and Blenheim Gardens. Officers had discovered a new scheme in Coventry where similar problems existed and they had applied a residents parking scheme where marked bays were not applied and 'gateway signs' were displayed notifying road users where the residents parking scheme commenced. This model would be appropriate for the roads detailed above but, the standard 'shared use' residents parking scheme was not possible with this model and if a scheme was approved, following consultation, residents of the streets would be required to use their visitor permits for short or long term visitors.

If agreed, a new Statutory Consultation would have to take place on the proposed new residents parking scheme in the roads detailed above and it had been proposed that the following further items were including in the Consultation:

- Parking protection (Double yellow lines) in Avebury Square and Lancaster Close;
- New shared use residents parking scheme in Addington Road between Alexandra Road and Erleigh Road;
- New shared use residents parking scheme in Erleigh Road between Alexandra Road and Addington Road.

The Statutory Consultation would take place in early October 2016 for a period of 21 days and consultation notices would be placed on-street within the consultation area, alongside promotion via the Council's website and social media. If objections were received these would be submitted to the next meeting. If no objections were received the new proposals the suspended proposals that had been detailed in the report submitted to June 2016 meeting would proceed to implementation early in 2017.

At the invitation of the Chair Mr Andrew Last, resident of Avebury Square, and Councillor Gavin, Redlands Ward Councillor, addressed the Sub-Committee.

The Sub-Committee discussed the report and agreed that Lancaster Close and Avebury Square (see Minute 25(a) above) should be included in the proposals.

**Resolved -**

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation on the proposed new waiting restrictions as shown on Appendix 1, 2, 3 & 4 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and subject to the inclusion of Lancaster Close and Avebury Square;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;

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- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee;
- (5) That in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Transportation and Streetcare be authorised to make minor alterations to the proposals following the Statutory Consultation process.

### 38. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE (E P COLLIER SCHOOL)

Further to Minute 14 of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress that had been made towards encouraging sustainable travel to schools through the development of new Travel Plans for the primary schools that were currently expanding.

The report stated that, further to Minute 83 of the meeting held on 10 March 2016, it had been proposed to up-grade the pedestrian crossing across Caversham Road by York Road to a 'PUFFIN' crossing. This was particularly relevant as the crossing could be used by groups of parents and school children of EP Collier School. The pedestrian crossing further along Caversham Road by the Richfield Avenue roundabout had been up-graded to a PUFFIN during the summer of 2015. The cost of the upgrade was estimated to be no more than £50K and this work along with the introduction of a 20mph speed limit, as agreed at the March 2016 meeting, was expected to improve active and sustainable travel to the school with reduced reliance on car travel. Some alterations surrounding the school had been implemented, such as, dropped kerbs and pedestrian barriers. In addition some waiting restrictions would require alterations and officers would consult with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors before carrying out Statutory Consultation. Any objections would be submitted to the next meeting. Officers had also used the scheme as chance to de-clutter any signs that were no longer needed within the area.

The report explained that the work to implement a wider coverage of 20mph around EP Collier School had been delayed slightly. The introduction of 20mph had been subject to specific requirements as defined by the Traffic Signs Regulations and General Directions (TSRGD) which the Government had finally brought into force on 22 April 2016. Now that the TSRGD had been revised the lower speed limit could be promoted with confidence that it was affordable and enforceable within areas such as this. The 20mph zone had been set to go out to Statutory Consultation to commence on 8 September 2016 and any objections would be submitted to the next meeting.

Resolved -

- (1) That the report be noted;
- (2) That statutory consultation be carried out for new school zig zags outside EP Collier School to reflect the new school entrance and correspond with double yellow lines in the remaining spaces to aid traffic flow within the area.



### 39. MAJOR SCHEMES UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the current major transport and highways projects in Reading, namely:

#### Reading Station Area Development

##### Cow Lane Bridges - Highway Works

The report stated that the original cost estimates to deliver the scheme had been based on utilising Network Rail's existing contractor responsible for the viaduct, who were already mobilised between the two bridges. Unfortunately, the CPO process had delayed the proposed programme and the contractor had left the site. Network Rail had engaged their consultants to complete a value engineering exercise alongside the likely main contractor in order to identify potential cost savings by redesigning and reducing the scope of certain elements of the project. The Council had been involved in the review, primarily to ensure the essential elements of the scheme were retained. The Council remained reliant on Network Rail in confirming a programme of works and Network Rail remained the lead organisation in delivering the project. The value engineering exercise had identified some potential areas where the overall project scope could be reduced without affecting the overall project objectives. The main points to note related to the pedestrian facilities to cross the road between both bridges, a subsequent new layout to include a zebra crossing and a request by Network Rail to close Cow Lane throughout the duration of the works, which had been rejected by the Council. Final designs would now be prepared by Network Rail's consultant, with a more detailed presentation of the final layout expected in September 2016. It was also likely that Network Rail would be able to confirm the programme of works at this point.

#### Thames Valley Berkshire Growth Deal Schemes

##### Green Park Station

It had been agreed by the Berkshire Local Transport Body in July 2016 that an additional £2.75m funding from the LEP's unallocated capital pot should be allocated to Green Park Station. This would ensure that passenger facilities at the station could be enhanced in line with the increased anticipated demand for the station due to the level of proposed development in the surrounding area. Discussions were on-going between the DFT and Great Western Railway regarding the availability of trains to serve the station but, the Berkshire Local Transport Body had agreed that the scheme should be progressed in line with the original programme.

##### Reading West Station Upgrade

The Council had been working with Great Western Railway and Network Rail to produce a Masterplan for significantly improved passenger facilities at Reading West Station. Delivery of the scheme had been split into two distinct phases, with Network Rail due to implement Phase 1 as part of their wider programme of works for electrification of the line between Southcote Junction and Newbury. Phase 2, which included improvements such as the station building on Oxford Road, was currently unfunded. However, officers would continue to seek funding for the scheme from all available sources, including a bid to the Local Growth Fund for which a decision was expected from Government in November 2016.

### South Reading Mass Rapid Transit

A contractor had been appointed for construction of Phase 1A with works having commenced on site on 5 September 2016 for a period of three months. This initial phase of works would involve construction of a series of bus lanes between the A33 junction with Imperial Way and the existing bus priority provided through M4 Junction 11. The scheme would be achieved predominately by utilising space in the central reservations and realigning existing lanes where required. In addition, options for future phases of the South MRT scheme were currently being investigated to provide further bus priority measures between Island Road and the town centre. Phases three and four of the scheme had been ranked as the highest priority transport scheme in Berkshire for future funding from the Local Growth Fund and a decision was anticipated from Government in November 2016.

### East Reading Park & Ride and Mass Rapid Transit

Work on the planning application for the scheme was being progressed with the objective of submitting the application towards the end of the year. A public drop-in session had taken place on Tuesday 19 July 2016 to gain feedback on the scheme prior to the summer holidays. The exhibition had also been on display at the Civic Offices. The initial consultation had been completed and feedback had been incorporated into the scheme design prior to submission of the planning application. Preparation for the full scheme business cases for the park and ride and Mass Rapid Transit schemes was being progressed and both assessments were anticipated to be submitted to the Berkshire Local Transport Body in November 2016 to seek full financial approval for each scheme.

### National Cycle Network Route 422

Detailed design for the scheme was currently being carried out, focused initially on the provision of a shared path on the northern side of Bath Road between the Borough boundary and Berkeley Avenue. A programme of delivery of the full scheme was being agreed between project partners. However, it was anticipated that the works in Reading would be able to commence during the current financial year subject to detailed design work having been completed.

### Third Thames Bridge

A group had been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council and in partnership with Reading, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP. The Wokingham Strategic Transport Model was currently being updated to enable the modelling and business case work to be carried out and a bid had been submitted to the DFT to seek funding to carry out the next stage of the business case work for the scheme.

**Resolved - That the report be noted.**

(Councillor Duveen declared a non-pecuniary interest in this item. Nature of interest: Councillor Duveen's son worked for Network Rail)

40. 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 41 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 4 of Part 1 of Schedule 12A of that Act.

41. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Director of Environment 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 five applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to applications 1.2 a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.0 and 1.1 be upheld;
- (3) That with regard to application 1.4 a discretionary permit be issued, personal to the applicant;
- (4) That with regard to application 1.3, consideration of the application be deferred to the next meeting to allow officers time to seek further clarification.

(Councillor Terry declared a non-pecuniary interest in resolution (4). Nature of interest: Councillor Terry was employed by the applicant. Councillor Jones declared a non-pecuniary interest in this item. Nature of interest: Councillor Jones's partner, Councillor Terry, was employed by the applicant in resolution (4)).

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

(The meeting started at 6.30 pm and finished at 9.58 pm).