

Principal List North Reading - Nov 23

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
16	Caversham	Pedestrian Crossing	Briants Avenue	Near to South View Avenue	Local resident requested formal crossing (e.g. zebra) to ease the crossing of Briants Avenue. There is no controlled pedestrian crossing along Briants Avenue.	<ul style="list-style-type: none"> • Comment: A detailed investigation would be needed to ascertain what features can be installed. It is not at all likely that a zebra crossing can be installed in this area due to the visibility issues caused at the bend in the road, the number of dropped kerbs, junctions and the bus stop and it would also require the removal of a number of parking spaces. This would move the crossing further down the road, away from this desire line and would still require some parking removal. • Casualty Data: 1 slight and 1 serious incidents reported in the latest 3 year period (up to August 2021). These were at the southern end of Briants Ave but the serious incident involved a pedestrian crossing the road. • Anticipated Costs: Survey: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed. If a suitable and likely useful position can be found, a typical zebra crossing could cost around £60k-80k depending on the location and the level of works required.
17	Caversham	Pedestrian Crossing	Bridge Street	Junction of Bridge Street, Church Street and Church Road	Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction.	<ul style="list-style-type: none"> • Comment: The petition update report at Jan 2018 TMSC noted the challenges in implementing this facility within the traffic signal controlled junction and the need for traffic impact modelling, which will require external expertise. • Casualty Data: 4 slight incidents reported in the area in the latest 3 year period (up to August 2021). None involving pedestrians. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed.
18	Caversham	20mph & speed calming	Chiltern Road	Whole length, but officers would recommend inclusion of streets linked from Chiltern Road, to achieve a cohesive scheme.	Request for 20mph and speed calming due to reported vehicle damage caused by vehicles driving inappropriately fast.	<ul style="list-style-type: none"> • Comment: It would be advisable to consider the wider area and not just this road in isolation. Speed surveys should be carried out to assess vehicle speeds before deciding where traffic calming features should be used. • Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021). • Anticipated Costs: A very high level estimate would be £60,000.
19	Caversham	Lining alterations	Church Street	At its junction with Hemdean Road	Request to review the lining on Church St to help reduce traffic build up caused by vehicles trying to turn right into Hemdean Road. A right turn filter lane was suggested.	<ul style="list-style-type: none"> • Comment: A detailed investigation will be required to determine what type of changes could be made to this junction. It is possible that this will not be feasible, given the width of road available. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to end May 2022) involving a pedestrian crossing near the garage. • Anticipated Costs: A full investigation will need to be made to determine whether or not any lining changes can be made to improve traffic at this location.

Principal List North Reading - Nov 23

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
20	Caversham	Zebra crossing	Hemdean Road	Near Caversham Primary School	From Councillors on behalf of resident and school. More children are coming to the school through Balmore Park and there are concerns about safety risks when crossing Hemdean Road to access the school.	<ul style="list-style-type: none"> • Comment: Some feasibility concerns at this location. The bus stop would need to move, which could be challenging in terms of avoiding visibility issues at the crossing. Speed cushions would likely need to be removed, but potential to locate new ones nearby. The parking outside the school needs to be removed (being considered as part of a Waiting Restriction Review Programme). There are two desire-lines for different aged pupils, so precise positioning will need to be considered. • Casualty Data: No incidents reported in the latest 3 year period (up to end May 2022) between its junctions with Hemdean Hill and Grove Hill. • Anticipated Costs: If a controlled crossing can be
21	Caversham	Pedestrian Crossing	Henley Road	Junction of Henley Road, Peppard Road, Prospect Street and Westfield Road	<p>Petition received at November 2017 TMSC for the installation of controlled pedestrian crossing facilities at this junction. Another petition was received for this crossing in Oct 2022 with 1341 responses, reported to TMSC in November 2022.</p> <p>Amendment (for March 2023):</p> <p>A petition was reported to TMSC in November 2022, containing the results of a wider area survey undertaken by the local MP. The survey showed 1244 respondents in favour of a pedestrian crossing at this junction. There has been additional correspondence suggesting options, such as placement of crossings further back from the junction and an interim/lower-cost option of providing a pedestrian refuge island on the Henley Road approach, which the petition report makes reference.</p>	<ul style="list-style-type: none"> • Comment: The petition update report at Jan 2018 TMSC and November 2022 TMSC note the challenges in implementing this facility and other suggested options within the traffic signal controlled junction. • Casualty Data: 1 slight and 1 serious incident involving pedestrians in the latest 3 year period (up to the end of September 2022). • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed. The preferred option would involve a complete technical refresh and replacement of the signal equipment and associated engineering works.
22	Caversham	Banned Vehicle Movement	Peppard Road	Junction with Derby Road	Councillor has reported resident concerns about the volume of traffic entering Derby Road (a private Road), particularly around school drop-off/pick-up times, then conducting turns in the road to then leave. They feel that a 'no-left-turn' restriction on Peppard Road, with appropriate exemptions for residents, would reduce these occurrences.	<ul style="list-style-type: none"> • Comment: This entry was agreed for retention by TMSC (Sept 2019). Such restrictions require a Traffic Regulation Order to have been formally, publicly, consulted and implemented. The allowable exemption sign would state 'Except authorised vehicles', with no reference to residents being permissible. The authorised vehicles would be defined in the TRO (e.g. vehicles belonging to residents and their visitors). The sign(s) would require illuminating. The restriction would typically be used to benefit traffic flow on the main road, which it would not likely achieve in this application. Enforcement of this restriction is likely to be the primary deterrent. It is expected that Civil Enforcement powers will be provided to local authorities from summer 2022, until which time only the Police can enforce the restriction. Camera enforcement will be very costly, however. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £15,000 for the restriction, assuming 2 illuminated signs but not for enforcement.

Principal List North Reading - Nov 23

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
23	Caversham	20mph	Various	Amersham Road area	<p>A report to Sept 2016 TMS proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.</p> <p>At the request of Caversham Ward Councillors, this amendment for November 2022 separates out the Amersham Road area from the remainder of the proposal.</p>	<ul style="list-style-type: none"> • Comment: It has been requested that the Amersham Road area be separated from the wider Lower Caversham area for reporting. Speed surveys would be beneficial to see if the area could benefit from additional traffic calming measures, or to amend existing ones which are already in place. • Casualty Data: 1 slight incident reported in the latest 3 year period (up to end May 2022) on Amersham Road but speeding was not considered a contributing factor. • Anticipated Costs: Provided that there is no desire to amend the existing traffic calming features in the area, the installation of signs, lines and calming features on Ian Mikardo Way and Charles Evans Way would be estimated at around £30,000. The costs would increase significantly should there be a desire to amend any existing features.
24	Caversham Heights	Speed calming	Albert Road	Entire Length	<p>Requested by Ward Councillor and follows a wide area survey of over 180 responses, undertaken by MP. 23 people raised Albert Road as their greatest area road safety concern with 16 supporting 20mph. It is a designated local cycling route on LCWIP.</p>	<ul style="list-style-type: none"> • Comment: 20mph will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise. This request also needs to be considered in the context of other requests in the area and adjacent streets/links should also be considered, which will significantly increase the area and resultant scheme costs. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: 1 'slight' incident involving casualties recorded in the latest 3 year period of data (up to end of September 2022). Not specifically attributed to speeding. • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone on Albert Road (TRO, signing, lining and an assumption of speed humps or cushions) is £160k.
25	Caversham Heights	Speed calming	Conisboro Avenue	Entire Length	<p>Requested by Ward Councillor and follows a wide area survey of over 180 responses, undertaken by MP. 12 people raised Conisboro Avenue as their greatest area road safety concern with 10 supporting 20mph. It is a designated local cycling route on LCWIP.</p>	<ul style="list-style-type: none"> • Comment: 20mph will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise. This request also needs to be considered in the context of other requests in the area and adjacent streets/links should also be considered, which will significantly increase the area and resultant scheme costs. Speed calming and 20mph may create a beneficial reduction in the reported rat-running and overall traffic volumes. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone on Conisboro Avenue (TRO, signing, lining and an assumption of speed humps or cushions) is £130k.
26	Caversham Heights	Signing	Conisboro Avenue / Sandcroft Road	At the bend in the road, where the streets meet.	<p>Councillor requested, on behalf of residents, the installation of 'bend in the road' advance warning signs and a 'no through road' sign for Conisboro Avenue, to the north of this bend.</p>	<ul style="list-style-type: none"> • Comment: Signs can be installed without illumination. • Casualty Data: No incidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be £1500.

Principal List North Reading - Nov 23

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
27	Caversham Heights	20mph zone	Tokers Green Lane	Entire Road	A request for a 20mph zone on this road, which would be a jointly managed scheme between Reading Borough Council and South Oxfordshire District Council.	<ul style="list-style-type: none"> • Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. Feasibility risks around drainage and risks of ponding around any physical traffic calming features. Would require support, funding and a joined-up approach with Oxfordshire County Council, as the road spans local authority boundaries. • Casualty Data: No incidents in the latest 3 year period (up to August 2021, within the Borough of Reading). • Anticipated Costs: A very high level estimate would be around £20,000, based on a contribution to Reading's section only.
28	Caversham Heights	Signing/ Lining	Upper Woodcote Road	The bend near Richmond Road	Resident has concerns about the safety of the bend near the junction with Richmond Road, stating that the police have told residents there is an adverse camber. Additional signs and refreshing existing lining could help highlight the bend.	<ul style="list-style-type: none"> • Comment: This location has a bend in the road and a junction with a right-turn filter lane. It is a wide section of road and is not significantly cambered, but is slightly barrelled across its profile. This is not a location with an evidenced road safety (casualty) issue and is not a high speed road. It is most likely that any incidents at this location are caused by motorists miss-judging their approach speed, the weather/road conditions or by intentions to cut the corner when the filter lane is being occupied. A review and potential improvement of the local warning signs and lining may be beneficial and of a relatively low cost. Lining condition is regularly inspected and will be refreshed as necessary. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £2000
29	Caversham Heights	Speed Calming	Upper Woodcote Road and Woodcote Road	General	Request from residents for measures to be put in place to prevent speeding, such as a speed indicator device. Woodcote Road added, following additional complaints about speeding.	<ul style="list-style-type: none"> • Comment: There would need to be consideration about whether there is a desire to lower the speed limit and whether speed survey data and the Police would support this. Traffic calming can be applied to 30mph roads, but will require illuminated signing, which will considerably increase the scheme costs (est. £5k per sign). The types of traffic calming features would also be restricted as this is a nationally-classified 'A' road, with other feasibility challenges around the number of dropped vehicular crossings (driveway accesses) along the street. Following additional correspondence, Officers also recommend that Woodcote Road be considered as part of this request. • Casualty Data: 4 slight and 1 serious incidents reported in the latest 3 year period (up to end May 2022). Of these, the serious incident listed speeding as a likely causation factor (Upper Woodcote Road, close to Shepherd's lane). 1 slight incident was on Woodcote Road. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.

Principal List North Reading - Nov 23

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
30	Caversham Heights	Pedestrian Crossing	Upper Woodcote Road (and Woodcote Road)	General	A number of requests have been made for improvements to pedestrian crossings (and increased numbers) along the street.	<ul style="list-style-type: none"> • Comment: A crossing has been installed close to its junction with Knowle Close, however, there would be benefit in considering some of the other areas that attract a higher footfall and providing appropriate facilities to assist pedestrians, expanding to Woodcote Road also. Facilities could range from informal, to controlled crossings (e.g. zebra crossings) • Casualty Data: 1 serious and 1 slight incidents reported in the latest 3 year period (up to August 2021). Of these, the serious incident listed speeding as a likely causation factor (close to Shepherd's lane). • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features are installed.
40	Emmer Green	Zebra Crossing	Caversham Park Road	In place of the uncontrolled crossing between Littlestead Close and the bus stop opposite.	Resident concern about difficulties in crossing the road, particularly for the elderly and for parents with young children. Resident would like a controlled crossing to be installed at this location to improve pedestrian safety.	<ul style="list-style-type: none"> • Comment: Officers have measured the visibility from the crossing, which meets design guidelines. The implementation of a controlled crossing will require movement of the bus stop and hard-standing on the verge and a re-profiling of the footway on the western side. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate would be £80,000.
41	Emmer Green	One way	Grove Road	The section between no 59-87 Grove Rd	Request to make this section one way, due to issues caused by vehicles entering both ends of Grove Road and forcing vehicles to reverse.	<ul style="list-style-type: none"> • Comment: This would require statutory consultation and may receive objections from residents. • Casualty Data: 1 slight accident in the latest 3 year period (up to August 2021) involving a pedestrian crossing the road. • Anticipated Costs: A very high level estimate would be around £20,000.
42	Emmer Green	Speed Calming	Knights Way	Entire Length	Request via MP for speed calming	<ul style="list-style-type: none"> • Comment: Speed surveys should be carried out to assess vehicle speeds. Officers recommend a 20mph scheme with the addition of signs and road markings, as well as traffic calming features such as road humps. • Casualty Data: No injury related accidents reported in the latest 3 year period (August 2021). • Anticipated Costs: A very high level estimate would be around £40,000 for a 20mph scheme with features.
43	Emmer Green	Pedestrian crossings	Lowfield Road	To the east of the Peppard Road junction / entrance to the shops car park, linking to the footpath network.	Requested via MP. Request for controlled pedestrian crossing facility to support walking to/from the shops using the footpath network in the area.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to assess whether or not a crossing can be installed at these locations. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: It is estimated that a basic zebra crossing installation would cost around £80k, provided that there are no significant engineering challenges (e.g. level/gradient issues, close proximity to suitable electrical supply).

Principal List North Reading - Nov 23

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
44	Emmer Green	Pedestrian crossing and 20mph zone	Lowfield Road	Near the junction with Farnham Drive	Residents have raised concerns about speeding in this area, and have noted that there are now more children crossing the road since the new housing was built on 37-91 Lowfield Road. There have been requests to reduce the speed limit and install a pedestrian crossing.	<ul style="list-style-type: none"> • Comment: It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. Speed calming devices could increase noise complaints and will be costly. The area will need to be reviewed to determine the best location for a crossing (considering visibility and desire lines) and the area to be covered by the lower speed limit and traffic calming. A suggestion could be between Galsworthy Drive and Earlsfield Close to cover the bends in the road and the requested crossing location. • Casualty Data: No accidents reported in this area in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be around £65,000 for the crossing and minimum of £40,000 for a 20mph zone in a small area with calming.
45	Emmer Green	Pedestrian crossings	Peppard Road	Between Wetherby Close and Caversham Park Road, linking footpaths to/from Clayfield Copse	Requested via MP. Request for controlled pedestrian crossing facility to support walking to/from Clayfield Copse using the footpath network in the area.	<ul style="list-style-type: none"> • Comment: A detailed investigation would need to be carried out to assess whether or not a crossing can be installed at this location. There is a bus stop near Wetherby Close which may need to be relocated, if it will effect the visibility of the crossing. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: It is estimated that a basic zebra crossing installation would cost around £80k, provided that there are no significant engineering challenges (e.g. level/gradient issues, close proximity to suitable electrical supply).
54	Multiple Caversham Heights / Emmer Green	20mph	St Barnabas Road	Extension of existing scheme, northbound, to Surley Row.	Request received for an extension of the existing 20mph zone in a northbound direction to the junction with Surley Row, including a request for speed calming measures along this section.	<ul style="list-style-type: none"> • Comment: There have been complaints about safety, stating that vehicles get dangerously close to pedestrians especially at school drop off times. It would be beneficial to conduct surveys to assess vehicle speeds and appropriate measures. • Casualty Data: There have been no recorded incidents in the latest 3 year period (up to August 2021). • Anticipated Costs: A high level estimate would be around £35,000 to extend the exiting 20 zone along St Barnabas Rd only (not side streets).
57	Multiple: Caversham / Thames	Walking/ Cycling Improvements	Promenade Road & Caversham Road Roundabout	Promenade Road & Caversham Road Roundabout south of Caversham Bridge	Installation of dropped kerbs to aid access to Abbotsmead Place and Thames Path	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the number of features installed.
59	Multiple: Abbey / Caversham / Thames	Cycle Improvements	NCN 5	Caversham	Improve cycle facilities along route 5, or alter route, as part of redevelopment of St Martin's Precinct, including improved signing (i.e. between Abbotsmead Place and Hemdean Road) and additional cycle parking. Diversion of route would need to be agreed with Sustrans.	<ul style="list-style-type: none"> • Comment: This has arisen from the Cycle Forum. • Casualty Data: N/A - this request relates to improved access. • Anticipated Costs: A detailed investigation would be required before costs can be estimated.

Principal List North Reading - Nov 23

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
65	Multiple: Caversham / Caversham Heights	Speed calming	Kidmore Road	Section between Highmoor Road and The Mount	<p>A petition from residents of Kidmore Road was presented to the Sub-Committee in September 2022. The petition highlighted their concerns regarding the trees, rat running, speeding, road safety and the state of the pavement on Kidmore Road. A separate letter sent by MP Matt Rodda suggested that residents were in favour of a 20mph speed limit as well as other traffic calming features such as humps, chicanes and vehicle activated signs.</p> <p>A meeting between Ward Councillors, officers and representatives of residents took place in November 2022. Issues and potential mitigations were discussed and it was broadly agreed that 20mph with speed calming was desirable and whether some speed calming features could create build-outs around the most 'problematic' tree locations.</p>	<ul style="list-style-type: none"> • Comment: 20mph for this relatively narrow section of road seems entirely appropriate, but will require a robust set of physical features for compliance (making the restriction 'self-enforcing'). This comes with compromises, such as potential increases in road noise, which were discussed in the resident meeting. Options for creating more walkway space around the trees were discussed and is going to be challenging, so a proposed solution is not yet clear. One option discussed was creating some build-outs as part of the speed calming scheme, but proximity of driveways, drainage and the inevitability of queuing traffic are significant factors to consider. Speed calming and 20mph may create a beneficial reduction in the reported rat- running and overall traffic volumes. • Casualty Data: No incidents involving casualties recorded in the latest 3 year period of data (up to end of September 2022). • Anticipated Costs: A high-level estimate for delivering the core elements of a 20mph zone (TRO, signing, lining and an assumption of full-width speed humps) is £100k.
66	Multiple: Caversham / Thames	Footway and Junction improvements (vehicles & pedestrians)	Gosbrook Road	Jcn Westfield Road	Resident has reported the issue with long vehicles turning left onto Westfield Road causing damage to wall of No.4, due to poor driving. Resident has asked for alteration to island or no-left- turn etc. to prevent this occurring. General concerns have been raised regarding the narrow footway width along Gosbrook Road.	<ul style="list-style-type: none"> • Comment: The size of the island was reduced when the traffic signals were removed from this junction. It reinforces the no-right-turn onto Gosbrook Road and houses illuminated signs. It also acts as an informal refuge island for pedestrians. These factors need to be taken into account if any alterations are being considered. Footway widening may be technically possible and will be of widespread benefit to pedestrians, but will be costly. • Casualty Data: 3 slight incidents reported near the junction in the latest 3 year period (up to August 2021). 1 vehicle failed to give way, one was distracted and one failed to indicate left. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on what features can be installed and what underground services may be impacted by the necessary civil engineering works.
67	Multiple: Caversham / Thames	Pedestrian Crossing	Gosbrook Road	Between George Street and Briants Avenue	Request, via Councillor, to consider a crossing facility along this stretch of road.	<ul style="list-style-type: none"> • Comment: Investigation would be required to ascertain desire-lines (popular 'destinations') and feasibility (junctions, dropped kerbs, parking etc.). The type of facility (informal or controlled) can then be considered. • Casualty Data: 2 slight incidents in the latest 3 year period (up to August 2021). None involving pedestrians. • Anticipated Costs: A crossing could cost around £60k-80k depending on the location and the level of works required.

Principal List North Reading - Nov 23

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
68	Multiple: Caversham / Thames	Vehicle restriction	School Lane (Road to left of gym, as you drive through arch towards Waitrose	Entire road	Request to prevent vehicles from using School Lane by installing bollards at each end. It is a single lane road with no pavements and is used regularly by cyclists and pedestrians. Concerns that the development of the New Directions site could increase the number of vehicles using this lane and risk pedestrian and cyclist safety.	<ul style="list-style-type: none"> • Comment: Bollards would prevent cars entering the road, however, the features need to remain accessible for mobility aids and pushchairs etc., so could still be open to potential abuse by smaller motorised vehicles. We also need to ensure that any proposal doesn't create additional obstacles for those with impaired vision. This will likely require a TRO motor vehicle prohibition to be consulted and implemented. • Casualty Data: No accidents reported in the latest 3 year period (up to August 2021). • Anticipated Costs: A very high level estimate would be £6k.
69	Multiple: Caversham / Thames	20mph	Various	Lower Caversham	<p>A report to Sept 2016 TMSM proposed a 20mph zone that could cover the Lower Caversham and Amersham Road estate areas. This report was the result of a number of petitions and requests for 20mph in these areas. It was agreed that there would need to be further consultation with Councillors and CADRA, but noted that there was currently no funding for the scheme.</p> <p>At the request of Caversham Ward Councillors, this amendment for November 2022 separates out the Amersham Road area from the remainder of the proposal.</p>	<ul style="list-style-type: none"> • Comment: This scheme is awaiting funding to enable it to be fully investigated (e.g. conducting speed surveys) and to progress to detailed design and implementation. The outline area in the original report is very large, but this could be split into prioritised phases and it has been requested to separate the Amersham Road area from this wider area for reporting. • Casualty Data: This will be investigated, alongside surveys, as the scope of the scheme is developed. • Anticipated Costs: A detailed investigation would be required before costs can be estimated as it would depend on the extent of the scheme.
70	Multiple: Caversham Heights / Caversham	Pedestrian Crossing	Oakley Road	Close to junction with Hemdean/Rotherfield	Concerns have been raised to Ward Councillor and officers about the number of pedestrians that cross on the Rotherfield Way and Oakley Road sides of this roundabout and controlled facilities have been requested.	<ul style="list-style-type: none"> • Comment: For safety, controlled crossings require good (and specified) advance visibility and to be away from junctions. Either side will be challenging, as there are dropped kerbs for driveway accesses, junctions nearby and bus stops that would need to be relocated. While detailed investigation would be required, it may be the case that a controlled crossing is not achievable near to the desire lines but that some other enhancements/informal features may help. • Casualty Data: No incidents recorded in the latest 3 year period of data (up to August 2021). • Anticipated Costs: A high level estimate for a 'standard' zebra crossing at this location would be £80,000, factoring in the strong likelihood that kerbing works, parking restrictions and bus stop/infrastructure movement would be required.

Principal List North Reading - Nov 23

Line No.	Ward	Type of Request / Proposal	Street	Location	Details	Officer Comments
98	Thames	Pedestrian Crossing	George Street (B3345)	North of the roundabout with Vastern Road and Napier Road	Businesses have requested the installation of an assisted pedestrian crossing to the north of this roundabout. A report to June 2017 TMSC referred to this request and an indicated funding contribution by the business community.	<ul style="list-style-type: none"> • Comment: Project will need to consider feasibility of implementing a crossing (bridge structure, forward visibility), traffic impact when considering options. The crossing would need to be set back from the roundabout from a forward visibility perspective, which moves it onto the bridge structure and away from the crossing desire line. Visibility along the bridge is also a concern due to the pronounced 'hump' mid way. • Casualty Data: 4 serious and 9 slight incidents reported on the roundabout in the latest 3 year period (up to August 2021). None involved pedestrians crossing. • Anticipated Costs: If a controlled crossing can be installed, a very high level estimate would be around £80,000, but could be considerably higher depending on any special engineering requirements. Detailed investigation is required.
99	Thames	Pedestrian crossing	Gosbrook Road	Near its junction with St Johns Road.	<p>A resident has asked for a pedestrian crossing near the junction with St Johns Road as it is used by many pedestrians and visibility towards Briants Ave is poor. The nearby traffic island is not very convenient and a new crossing at this location would be welcomed.</p> <p>Amendment (for March 2023):</p> <p>A further request has been received for a pedestrian crossing facility, such as a refuge island near to the bus stop, which is closer to the junction with George Street. Concerns raised about distances to nearest crossings and the speed of motorists through this section, in addition to some visibility issues caused by parked vehicles.</p>	<ul style="list-style-type: none"> • Comment: There are some significant feasibility concerns at both locations due to the number of accesses to off- street parking places that would create hazards for potential controlled crossing locations and would be obstructed (and create hazards) should refuge islands be considered. The proposals would require restricting parking to obtain the intervisibility for the facility. • Casualty Data: No incidents reported in the last 3 years (up to end September 2022). • Anticipated Costs: If a controlled crossing is feasible, a very high level estimate would be around £80,000 each, but could be considerably higher depending on any special engineering requirements. Pedestrian refuge islands, if feasible, would be estimated at £10,000 each, if feasible Detailed investigation is required. <p>Recommended action: Retain</p>