

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	25 <sup>TH</sup> JUNE 2014	AGENDA ITEM:	9
TITLE:	OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDERS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	ABBEY, REDLANDS & PARK
LEAD OFFICER:	ANDREW STURGEON JIM CHEN	TEL:	0118 937 2101 0118 937 2198
JOB TITLE:	ASSISTANT ENGINEER NETWORK MANAGEMENT TECHNICAN	E-MAIL:	Andrew.sturgeon@reading.gov.uk Jim.Chen@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To note the objections received to Traffic Regulation Orders that have been advertised since the Traffic Management Sub Committee in March 2014.
- 1.2 Members must agree on either to implement the proposed schemes as advertised or not to proceed with implementation.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That objections and comments of support for schemes, noted in Appendices are considered with an appropriate recommendation to either implement or reject the proposals.
- 2.3 That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Orders and no public inquiry be held into the proposals.

2.4 That the objectors be informed of the decisions of the Sub-Committee accordingly.

### 3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.

### 4. BACKGROUND

#### 4.1 NEW ROAD (Redlands)

- 4.1.1 Following on from workshops held for local residents and informal consultations carried out with residents; a proposal for residents parking was put forward to introduce a residents parking scheme within New Road. In addition a no entry except cycles is to be introduced from Upper Redlands Road.
- 4.1.2 In response to the statutory consultation, carried out during April and May 2014. 19 letters were received. 15 residents of New Road supported the scheme. 4 objections to the scheme (3 from New Road and 1 from Redlands Rd) were received; these are attached in Appendix 1a for councillor's consideration.
- 4.1.3 Based on the level of support for the scheme from residents, officers would recommend implementing the restrictions as advertised.

#### 4.2 THE MOUNT (Redlands)

- 4.2.1 Residents of The Mount have raised concerns regarding the increasing volume of day time parking within The Mount, which causes obstructions to footways and larger vehicles using the road.
- 4.2.2 Within the centre of The Mount dwellings have no off street parking provision and often find it difficult to park during the day. Due to the conservation nature of the area, residents were in agreement that the amount of signs and lines should not be overbearing to the area
- 4.2.3 To ensure the minimum amount of signs whilst protecting parking within the street for residents during the day a controlled parking zone was proposed. As a no through road these could be achieved with signs on entry. This restriction would be the first of its kind

within Reading. Two workshop sessions have been held with residents and consultation with residents was carried out to discuss details prior to the commencement of statutory consultation.

4.2.4 Following on from the statutory consultation a number of comments both in support and objection to the scheme have been received and these have been summarised in Appendix 2a

4.2.5 Officers would recommend implementing the restrictions as advertised.

#### 4.3 COLLEGE ROAD & CULVER ROAD (Park)

4.3.1 A petition from residents of College Road and Culver Road was submitted to the Traffic Management Sub-Committee in January 2013 requesting that the council investigate options for a residents parking scheme within these streets.

4.3.2 An informal consultation was carried out with residents to gauge the level of support for a resident parking scheme and their preference on operational hours of shared use (Either 8am-8pm or 10am-4pm). 72 % of respondents voted in favour of the 10am-4pm option. These hours were subsequently taken forward to form part of the statutory consultation.

4.3.3 12 responses were received to the statutory consultation which was carried out during April/May 2014. Of these 9 objected and 3 were in favour of the scheme. The responses are summarised in Appendix 3a

4.3.4 The main objection from businesses in the street are to loading and unloading during morning and evening peak hours, which would not have been an issue had the schemes shared use operational hours been 8am to 8pm.

4.3.5 Officers would recommend introducing the scheme as advertised.

#### 4.4 TOWN CENTRE PAY & DISPLAY (Abbey)

4.4.1 Three additional areas within the Town Centre have been identified in Hosier Street, Fobney Street and Kenavon Drive that would benefit from pay and display restrictions and are shown in Appendix 4b. The proposed restrictions in Hosier Street would apply all day on a Sunday, Monday and Tuesday so as to not interfere with the operation of the Market. The proposed restrictions in Fobney Street would operate between 8am and 8pm, 7 days a week, maximum stay 2 hours no return within 2 hours. The proposed restrictions in Kenavon Drive would operate between 8am and 8pm, 7 days a week,

maximum stay 3 hours no return within 2 hours. This is intended to match the existing pay and display restrictions.

4.4.2 The purpose of such restrictions is to encourage turnover of spaces and provide further flexibility to accommodate parking for blue badge holders who are also able to use these bays at no charge in accordance with the national Blue Badge Scheme.

4.4.3 Any comments or objections received in relation to this order will be tabled on the night of the meeting.

#### 4.5 20MPH ZONE (Redlands & Park)

4.5.1 Area wide surveys and workshop sessions have been carried out with residents as part of the Eastern Area and University/Hospital Study Areas. A number of residents expressed support for the introduction of a 20mph speed limit within the area.

4.5.2 Statutory consultation was carried out for the area within the Eastern Area study, south of the A4 and A329 as shown in Appendix 5b. This was advertised in May 2014 and comments received in relation to the scheme are shown in Appendix 5a

4.5.3 Further consultation will be carried out on the remaining areas, to the north and east of the A4 and A329, which formed part of the Eastern Area and University/Hospital Study Areas. Objections to these areas will be reported back to the September Traffic Management Sub-Committee.

### 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

### 6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Informal workshop consultations and leaflet drops have been carried out with residents prior to the statutory consultation, for all the schemes with the exception of Pay & Display within the Town Centre.

### 7. LEGAL IMPLICATIONS

7.1 Statutory consultation was carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

### 8. FINANCIAL IMPLICATIONS

8.1 Costs of scheme implementation will be funded through existing transport and parking budgets.

**9. BACKGROUND PAPERS**

9.1 For New Road & The Mount Traffic Management Sub-Committee reports 12<sup>th</sup> September 2013 & 16<sup>th</sup> January 2014.

9.2 For College Road & Culver Road Traffic Management Sub-Committee reports 17<sup>th</sup> Jan 2013, 13<sup>th</sup> June 2013 & 16<sup>th</sup> January 2014.

9.3 For Town Centre Pay & Display Traffic Management Sub-Committee report 16<sup>th</sup> January 2014.

9.4 For 20mph Zone Traffic Management Sub-Committee report 16<sup>th</sup> January 2014.