

# 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:	6
TITLE:	WENSLEY ROAD AREA PARKING SURVEY - RESPONSE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
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### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee a response to the parking survey submitted to the March 2014 Traffic Management Sub-Committee regarding parking issues within Wensley Road

### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.

### 3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport and Planning Policy.

### 4. THE PROPOSAL

- 4.1 Following requests from Reading Buses and ward councillors, the bus stop on Wensley Road was moved to accommodate more on street parking. In addition marked bays were provided to enable residents to park kerb side without causing an obstruction to traffic flow. These line changes were carried out in May 2013.
- 4.2 Since the introduction of the bay markings, residents have raised concerns regarding the lack of kerb side parking provision and obstructive parking. In addition Reading Buses have found the route impassable on occasions due to inconsiderate parking, which has required Police intervention. The bus route provides an important service to residents of Coley Park, and the bus stop was re-located in an area where kerb side parking would not be lost.

- 4.3 Wensley Road is a densely populated residential area with street lighting throughout. In 1995 a 20mph limit with traffic calming was introduced around the area. There has been no reported road traffic collisions, reported to the Police, within the Wensley Road loop during the previous five year period held on record.
- 4.4 A survey was carried out by Alok Sharma MP, in December 2013 which related to parking provision within the Coley Park area. From the survey results presented, residents supported the Number 11 bus service, serving the loop, but would like to see an increase in parking provision by converting areas of grass verges into hard standing parking areas.
- 4.5 Following a presentation of this survey to the Traffic Management Sub Committee in March 2014, an on-site meeting was arranged involving Alok Sharma MP, The Lead Councillor for Strategic Environment, Planning and Transport, the head of Transportation and Street care and residents within Wensley Road. Various options were discussed and these are detailed in the following paragraphs.
- 4.6 The potential for converting areas of grass verge to hard standing parking areas would require the restructuring of the carriageway and kerbs in addition to the relocation of equipment belonging to statutory undertakers. Indeed verges are an important part of the urban streetscape and the Government have recently passed legislation that makes it increasingly difficult to remove green space within the urban environment. Central government transport policy does not provide the opportunity for local highway authorities to apply for funding to remove verges to create parking and funding would not be available locally for such a measure.
- 4.7 Reducing the width of the existing marked bays would encounter the same issues as above, as this would encourage drivers to park with two wheels on the grass verges. Any footway parking should be discouraged as this not only damages the grass verges creating maintenance issues but also costly relocation of statutory undertaker's equipment.
- 4.8 The potential for the loop section to become a one way street was discussed. This would enable more kerb side parking provision to be created, but this will still be reliant on residents to park within marked bays and not cause an obstruction. In addition kerbing work would need to take place at the No Entry point to deter abuse. There can be a perception that vehicles speeds will increase on one way roads, however the area is already subject to traffic calming and a 20mph limit, In addition more kerb side parking would encourage more cautious driving.
- 4.9 Prior to the introduction of a one way order, the local authority would require support from residents and the emergency services prior to carrying out statutory consultation, and in particular support from the police as enforcement of no entry and one way restrictions would fall under their jurisdiction.

## **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

## **7. LEGAL IMPLICATIONS**

7.1 Any proposals for waiting and movement restrictions would have to be advertised under the Road Traffic Regulation Act 1984.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 Should the matter proceed to statutory consultation, The Council would carry out an equality impact assessment scoping exercise.

## **9. FINANCIAL IMPLICATIONS**

9.1 None at this stage.

## **10. BACKGROUND PAPERS**

10.1 Traffic Management Sub-Committee reports - March 2014.