

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	11 SEPTEMBER 2014	<b>AGENDA ITEM:</b>	8
<b>TITLE:</b>	PETITION UPDATE - FOR ACTION AGAINST PARKING ON PAVEMENTS ON LOWER BULMERSHE ROAD AND HAMILTON ROAD		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORTATION & STREETCARE	<b>WARDS:</b>	PARK
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#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the proposals to limit footway parking on Bulmershe Road and Hamilton Road following the receipt of a petition which was reported to the June Traffic Management Sub Committee requesting action against vehicles parking on the pavements within Hamilton Road and the lower section of Bulmershe Road.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That should ward councillors following consultation with residents wish to see waiting restrictions introduced within Bulmershe Road and Hamilton Road then these will be considered within the biannual waiting restrictions.

### **3. POLICY CONTEXT**

- 3.1 The provision of waiting restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

### **4. THE PROPOSAL**

- 4.1 Bulmershe Road and Hamilton Road both run parallel with each other connecting Crescent Road and Wokingham Road. Both roads are two way for the duration and have traffic calming features, with the only waiting restrictions being no waiting at any time on both sides from the Wokingham Road end, to enable visibility and two way traffic to function at this junction without disruption to Wokingham Road.

- 4.2 Due to the historic build of the street both the footways and carriageways become narrower from south to north towards Wokingham Road. Due to the width of the carriageway being approximately 5.8 metres, drivers have taken to parking half on the footway. With narrow footways as well this practice blocks the footway and forces pedestrians to walk in the carriageway.

- 4.3 The road is not wide enough to accommodate vehicular parking on both sides with all four wheels on the carriageway and maintain two way traffic flow. To ensure footways are kept clear the only recourse would be to introduce waiting restrictions on one side and allow parking on the opposite side. This would mean a reduction in parking within these streets but would be beneficial to pedestrians

- 4.4 The use of bollards would not be considered to deter parking on the footway, and where they have been historically used with waiting restrictions there locations will be considered.

### **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 The lead petitioner will be informed of the findings of the Sub-Committee.

### **7. LEGAL IMPLICATIONS**

- 7.1 None arising from this report.

### **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 The Council will carry out an equality impact assessment scoping exercise prior to submitting the update report to a future meeting of the Sub-Committee.

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 Traffic Management Sub Committee June 2014