

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	3 NOVEMBER 2015	AGENDA ITEM:	10
TITLE:	SOUTHCOTE VERGE AND FOOTWAY PARKING BAN UPDATE		
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1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee an update on the experimental footway and verge parking ban in the Southcote area.
- 1.2 No objections have been received to the experimental order although we have received a number of comments and specific requests of clarification.
- 1.3 The roads included within the ban are shown on the drawing - Appendix 1.
- 1.4 Recorded comments/enquiries during the first 6-months of the ban are shown in Appendix 2.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the report.
- 2.2 That the comments/enquiries recorded in response to the experimental verge and footway parking ban in Southcote as summarised in Appendix 1 be noted.
- 2.3 That the experimental Traffic Regulation Order that bans parking on footways and verges in Southcote continues for a further 10-months (to the full term of the 18-months as allowed by the experimental order).

3. POLICY CONTEXT

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

4. THE PROPOSAL

- 4.1 At the meeting of the Sub-committee in November 2013 approval was given to ban footway and verge parking in Southcote. The ban was introduced in February under an experimental order with a maximum term of 18-months. The first 6-months of an experimental order provides the opportunity for people to object. An experimental order is used where there is the flexibility to alter any temporary restriction should there be a need to do so. It is typical to report any objections received within the first 6-months of an experimental order back to the decision making committee.
- 4.2 When the ban was first introduced in February 2015 additional temporary warning/information notices were placed around Southcote. The restriction itself is zonal signed with gateway signs as you enter Southcote. Additional repeater signs are then placed on the streets where the restriction applies.
- 4.3 No objections to the legal order have been received although we have received a number of comments/enquiries which are summarised in Appendix 2. The overall feeling is that the ban has made a positive difference to Southcote with reduced verge parking and slower vehicle speed where vehicles are now parked in the road. Most of the enquiries relating to vehicles that are still parked on verges relate to land that is not part of the public highway. In some cases this land is council controlled (housing land) and officers are working together from the different areas of the council to consider options. It may be possible to modify the experimental order to include other council controlled land. As a part of the original decision the Sub-committee authorised the Head of Transport & Streetcare to make adjustments and alterations to the order where necessary and appropriate.
- 4.4 From the lack of objections and largely positive comments/enquiries it is concluded that the ban has largely been regarded as successful and has met its original objectives. There are some areas that need to be considered and this will take place over the remainder of the experimental order. The west Reading study (as presented to the Sub-committee in September 2015) will provide a platform to consider all the feedback and comments made.
- 4.5 The recommendation to the Sub-committee is that the experimental Traffic Regulation Order continues for a further 10-months and to the full term of the 18-months allowed.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 Service Priorities contained in the Corporate Plan 2015 - 2019.
- Safeguarding and protecting those that are most vulnerable.
 - Providing the best life through education, early help and healthy living.
 - Keeping the town clean, green and active.
 - Providing infrastructure to support the economy.
 - Remaining financially sustainable to deliver these service priorities.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Statutory consultation was carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. We will continue our dialog with the community through the Neighbourhood Action Group.

7. LEGAL IMPLICATIONS

- 7.1 Nothing further at this time - the experimental order will be allowed to continue to its full term of 18-months.

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.

9. FINANCIAL IMPLICATIONS

- 9.1 The projects are funded through existing Transport and Safer Communities budgets.

10. BACKGROUND PAPERS

- 10.1 TMAP reports - November 2012 and January 2013.
Traffic Management Sub-Committee reports - September and November 2013