

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 JANUARY 2018	AGENDA ITEM:	8
TITLE:	BUS LANES - PROPOSALS FOR STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
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1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval for Officers to undertake statutory consultation for the implementation of enforceable bus lanes as part of the South Reading MRT project and for Beresford Road and Garrard Street.
- 1.2 To inform the review of vehicle-type exclusions in Reading's bus lanes, this report seeks approval for Officers to implement an experimental Traffic Regulation Order (TRO) on Kings Road inbound bus lane to better manage the vehicles that are permitted to use this public transport infrastructure.
- 1.3 Appendix 1 - South Reading MRT drawings
Appendix 2 - Beresford Road location plan
Appendix 3 - Garrard Street location plan
Appendix 4 - Kings Road location plan
Appendix 5 - Regulated traffic sign for proposed Kings Road restriction

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Head of Legal and Democratic Services be authorised to undertake statutory consultations as recommended in the

proposals for South Reading MRT, Beresford Road and Garrard Street, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 2.3 That subject to no objection(s) being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders.
- 2.4 That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee.
- 2.5 That the Head of Legal and Democratic Services be authorised to carry out the statutory notice procedures for the intention to implement a new controlled pedestrian crossing on London Street, in accordance with Section 23 of the Road Traffic Regulation Act 1984.
- 2.6 That the Head of Legal and Democratic Services be authorised to make the experimental Order as recommended for the proposal on Kings Road, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.7 That subject to no objections being received, the Head of Legal Services be authorised to make the appropriate permanent traffic regulation order.
- 2.8 If objections are received these will be reported back to the Sub-Committee at the appropriate time.
- 2.9 That no public inquiry be held into the proposals.
- 2.10 As per Item 6.3, the lead petitioner will be informed about the decision of the Sub-Committee, with regards to recommendation 2.6, following publication of the meeting minutes.

3. POLICY CONTEXT

- 3.1 The proposals are in line with Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 and current traffic management policies and standards.
- 3.2 Under the Traffic Management Act 2004 the authority has a duty to maintain and manage the road network and secure the safe and expeditious movement of traffic.

4. BACKGROUND, PROPOSALS AND RECOMMENDATIONS

South Reading MRT

- 4.1 This report recommends that Officers be granted approval to undertake statutory consultation for the implementation of enforceable bus lane restrictions, as part of the Council's South Reading MRT scheme, as detailed in Items 4.2 - 4.8. It also recommends the Officers be granted approval to undertake the statutory notice procedure for implementing a new controlled pedestrian crossing on London Street.

London Street, southbound bus lane:

- 4.2 A southbound bus lane will be built by utilising spare space currently hatched out on London Street from its junction with Mill Lane to south of its junction with Crown Street. The space made available will allow the existing southbound lane to be relocated to the centre of the road allowing the new bus lane to be located at the nearside adjacent to existing bus stops. The existing capacity of the road will be increased by the segregation of buses into their own lane.
- 4.3 In order to provide a safe crossing point for pedestrians the existing refuge islands will be replaced with a controlled crossing to the south of South Street, subject to Officers receiving approval to conduct the statutory notice procedure for the implementation of this facility and the successful completion of the stage 1 and 2 road safety audits.

Bridge Street, northbound bus lane:

- 4.4 An extension to the existing northbound bus lane on Bridge Street will be built by reconstructing the central island at the junction with The Oracle roundabout and by removal of the existing central island on the Bridge Street bridge. The space made available will allow the existing northbound bus lane to be extended south to commence under the bridge over The Oracle roundabout.
- 4.5 In order to provide for safe crossing of the road by pedestrians the existing crossing island on the bridge will be replaced by a relocated island suitable for cyclists and pedestrians adjacent to the Fobney Street junction, subject to the successful completion of the stage 1 and 2 road safety audits.

A33, southbound bus lanes:

- 4.6 A southbound bus lane will be built by reconstructing the verges alongside the A33 to provide space for bus lanes between:
 - a. the junction with Rose Kiln Lane (North) to the existing left hand slip lane to Rose Kiln Lane (South); and
 - b. south of the River Kennet A33 bridge to the existing left hand slip lane to Lindsifarne Way.
- 4.7 In addition, a TRO is needed in order to enforce the use of the existing bus lane from Lindisfarne Way to Bennet Road.

A33, northbound bus lanes:

- 4.8 A northbound bus lane will be built by reconstructing the verges alongside the A33 to provide space for bus lanes between:
 - a. the junction with Bennet Road to the junction with Island Road; and
 - b. from the junction with Island Road to north of the junction with Rose Kiln Lane (South).

Beresford Road

- 4.9 At the roundabout with Portman Road and Cow Lane there are width restrictions for the north and southbound traffic lanes and a single centre lane that is restricted by 'No Entry Except Buses' in both directions. The intension of these restrictions is to reduce the traffic volumes using Beresford Road as a short-cut between Cow Lane and Oxford Road and to prohibit large vehicles, such as HGVs from doing the same.
- 4.10 'No Entry' restrictions are not currently enforceable by Reading Borough Council, as a local authority, and this restriction is regularly being ignored. With the commencement Network Rail's road improvement works on Cow Lane and the eventual removal of the height-restriction on the new bridge, the risks of abuse increase.
- 4.11 This report recommends that Officers be granted approval to undertake statutory consultation for the implementation of an enforceable bus [only] gate restriction in place of the 'No Entry' restriction and that this be enforced by camera, subject to implementation and the availability of funding.

Garrard Street

- 4.12 Following delays to the commencement of the major Station Hill development works, the Council agreed to temporarily re-open Garrard Street for use as a taxi (Hackney Carriage) feeder rank to the temporarily re-opened 'horseshoe' rank outside Reading Railway Station (south-east).
- 4.13 Officers have received reports that the 'gate' restriction that permits vehicles to exit Garrard Street onto Station Road is being abused by unauthorised vehicles. It is also likely that this temporary feeder rank will be in operation for longer than originally anticipated, due to uncertainty regarding the commencement date of the development works that will necessitate the closure of Garrard Street.
- 4.14 Recent changes to national regulations provide local Highway Authorities with greater flexibility regarding the restrictions that can be implemented to control the types of vehicles authorised to travel through bus gates and along bus lanes.
- 4.15 This report recommends that Officers be granted approval to undertake statutory consultation for the implementation of an enforceable gate restriction on Garrard Street, at its junction with Station Road, signed to permit buses, bicycles and 'authorised vehicles' to pass through. The TRO will define 'authorised vehicles' to be Reading Borough Council Licenced Hackney Carriages only.
- 4.16 Officers consider that this restriction reflects the intended use of this facility and allows the restriction to be enforced by camera, subject to implementation and the availability of funding.

Kings Road (inbound/westbound)

- 4.17 The inbound/westbound bus lane runs between Cemetery Junction and the junction with Orts Road, allowing access by buses, cyclists, motorcycles, taxis (Hackney Carriages) and private hire vehicles.
- 4.18 This bus lane is an important facility, which expedites the journey times of key public transport routes, such as the Number 17 Reading Buses route, particularly during peak traffic periods. However, the facility is being compromised by the volumes of vehicles that are accessing it, whether legitimately or otherwise (this facility is not currently camera-enforced). It is not currently considered that the use of this facility by motorcycles is compromising its effectiveness as public transport infrastructure, due to the relatively small 'footprint' that such vehicles have.

- 4.19 At the November 2017 meeting of the Sub-Committee, Officers recommended conducting a review of vehicle-type access restrictions throughout Reading's bus lane network, following requests from motorcyclists and Reading Borough Council licenced private hire drivers for greater access. Concerns have also been raised regarding the access that vehicles registered as Hackney Carriages by other Local Authorities have to certain areas, when they are not necessarily the wheelchair-accessible 'black-cab' style vehicles that Reading Borough Council licences as Hackney Carriages.
- 4.20 As per Item 4.14, local authorities have greater flexibility over the vehicle-type restrictions that can be implemented on bus lanes. This report recommends that Officers be granted approval to implement an experimental TRO to replace the existing bus lane restriction with a restriction signed to permit buses, bicycles, motorcycles and 'authorised vehicles' to pass along the lane (Appendix 5). It is proposed that the TRO will define 'authorised vehicles' to be Reading Borough Council Licenced Hackney Carriages and Reading Borough Council Licenced Private Hire Vehicles only.
- 4.21 It is considered that the proposed restriction will likely result in a reduction in the numbers of vehicles that use the facility and will not only benefit mass rapid transit vehicles (buses), but Reading's Hackney Carriage and private hire vehicles in their public transport activities for Reading's residents and visitors.
- 4.22 This will be Reading Borough Council's first implementation of such a restriction, alongside that in Garrard Street, and will inform the review noted in Item 4.19. The experimental status of the Order will allow Officers to consider the effectiveness of the restriction, any implications that may arise, particularly with enforcement, and propose any amendments that may be necessary before a permanent Order is promoted.
- 4.23 After the initial 6-months of the experimental Order, the Sub-Committee will be required to consider any objections received and to decide whether or not to continue with the scheme. Any significant changes to the scheme that may be necessary will be reported to the Sub-Committee. Should it be decided to keep the new restriction, the experimental TRO can run for a maximum of 18-months before being made permanent.

Conclusion

4.24 The Sub-Committee is asked to support the undertaking of statutory consultations for the South Reading MRT bus lanes, the Beresford Road and Garrard Street bus gates and the use of an experimental TRO to implement the Kings Road inbound bus lane restriction. The Sub-Committee is also asked to support the undertaking of the statutory notice procedures necessary for the implementation of a new controlled pedestrian crossing on London Street.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 These proposals support the aims and objectives of the Local Transport Plan and contribute to the Council's strategic aims, as set out below:

- Providing the infrastructure to support the economy.
- Keeping the town clean, safe, green and active.
- Remaining financially sustainable to deliver these service priorities.

5.2 The proposals also contribute to the Council's strategic aim to:

- Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.

6. COMMUNITY ENGAGEMENT AND INFORMATION

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

6.2 The proposals for defining 'authorised vehicles' for Garrard Street and Kings Road have been produced in liaison with Reading Borough Council's Licencing department. It is intended that Officers will share the definitions with their counterparts in the surrounding Local Authorities, so that they may provide due warning to their respective taxi trades.

6.3 The report noted in Item 10.1 resulted from a petition that was received by the Council. The lead petitioner will be informed of the decisions of this meeting, with regard to the proposed experimental TRO for the Kings Road inbound bus lane, following publication of the meeting minutes.

7. LEGAL IMPLICATIONS

- 7.1 The creation of - and changes to existing - Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.2 The intended London Street pedestrian crossing will be locally advertised under Section 23 of the Road Traffic Regulation Act 1984
- 7.3 Implemented restrictions will be signed in accordance with the Traffic Signs, Regulations and General Directions 2016.

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 does not consider that the proposals will have a direct impact on any groups with protected characteristics. However, this will be reviewed as a part of the consultation process and assessed again prior to recommending the permanent implementation of any restrictions, as appropriate.

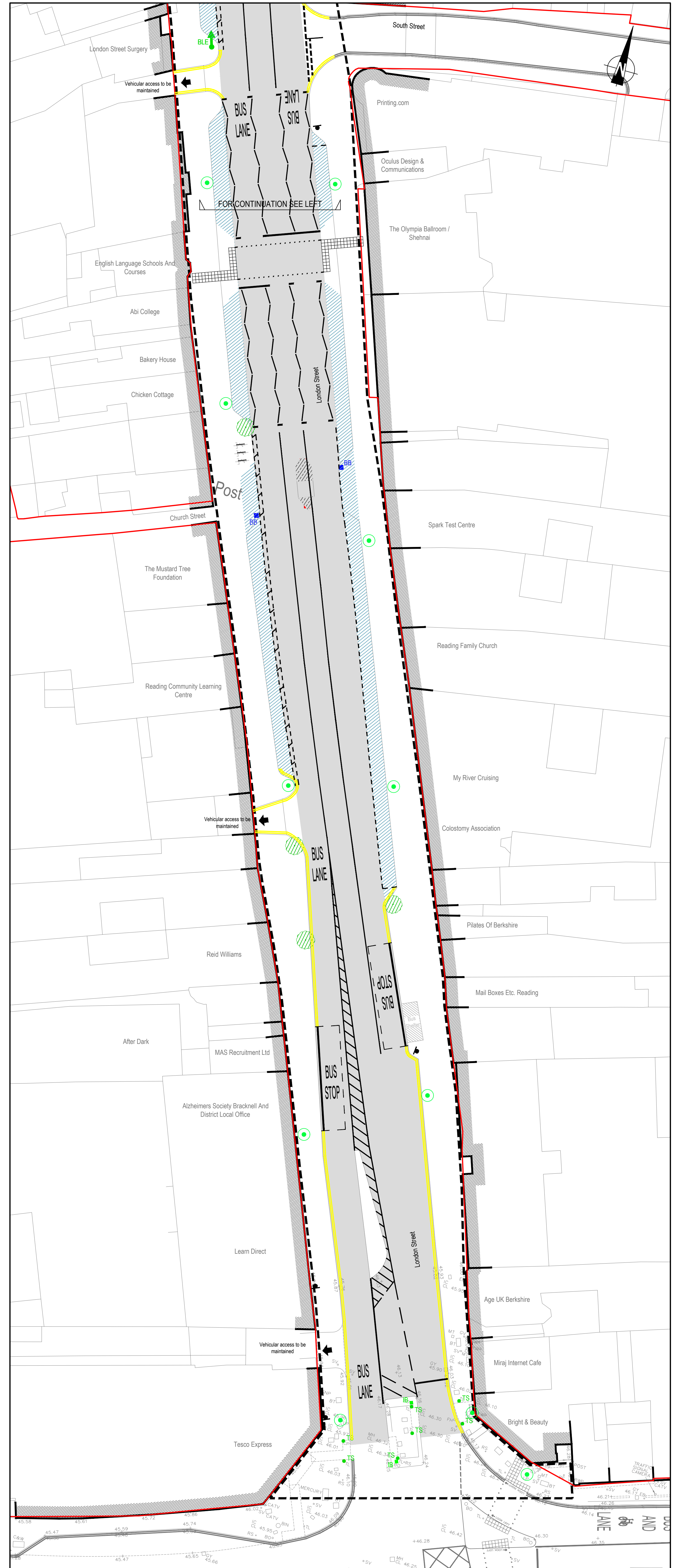
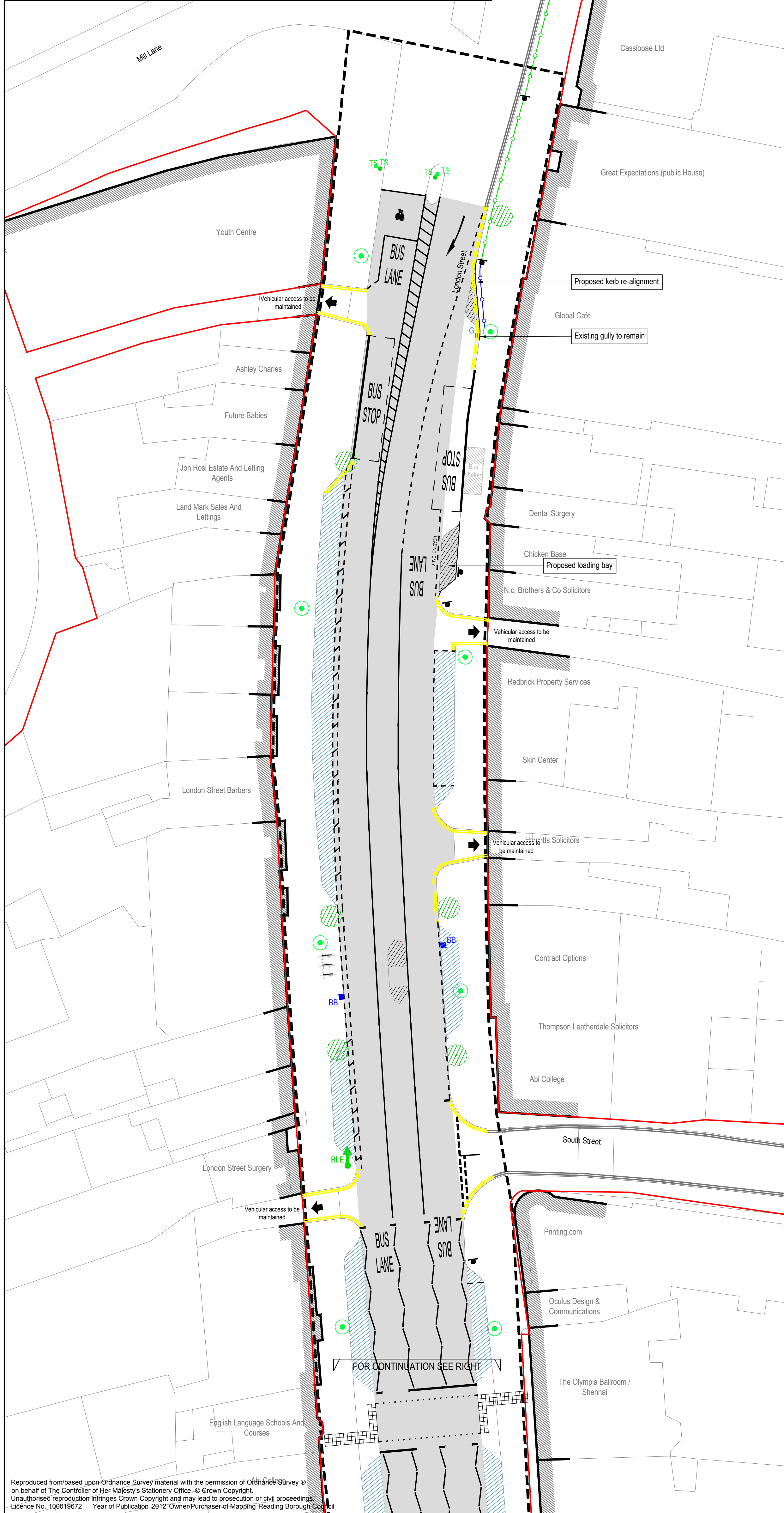
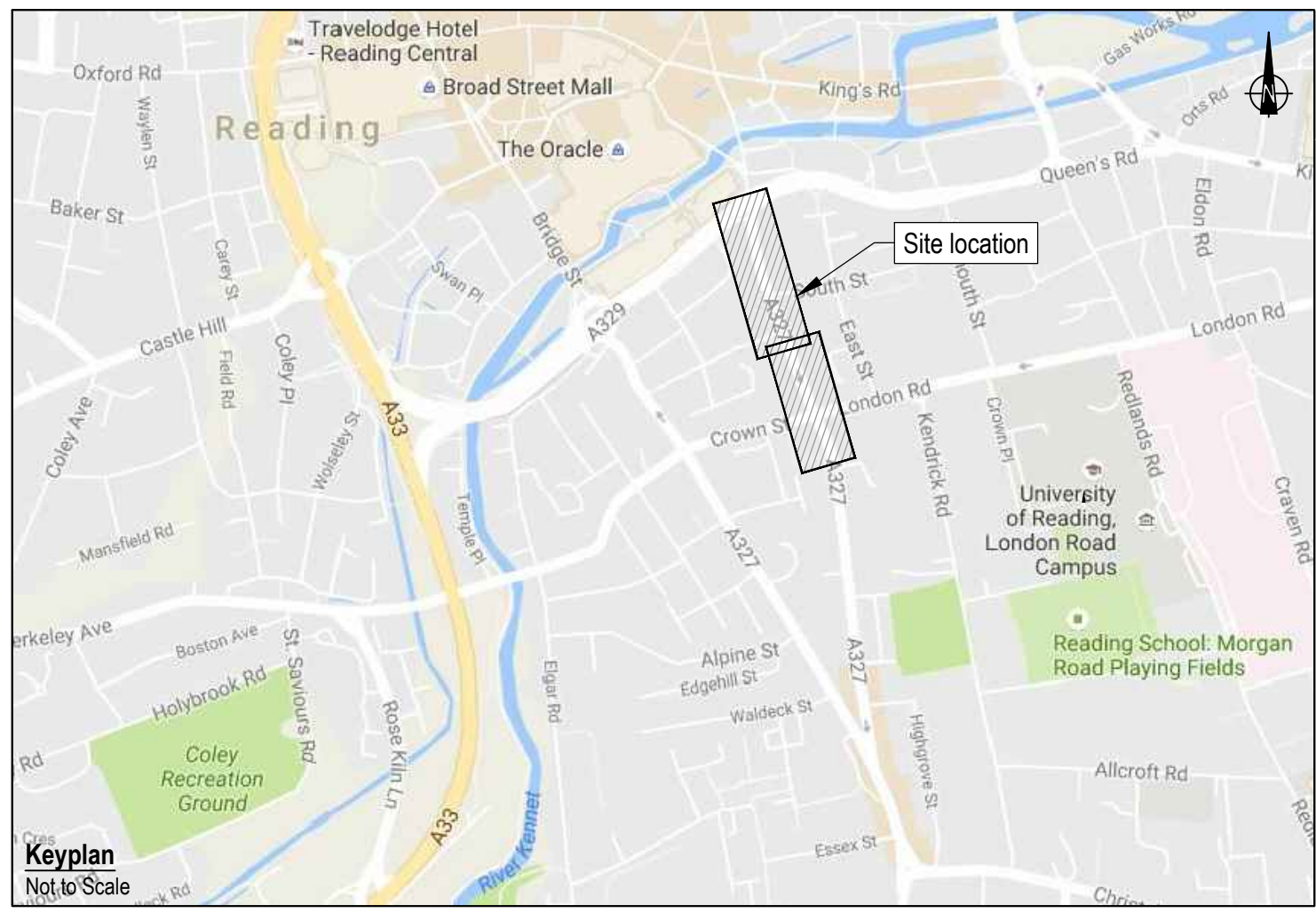
9. FINANCIAL IMPLICATIONS

- 9.1 Budgets for the construction of further South Reading MRT lanes are funded by Thames Valley LEP in accordance with an agreed programme covering financial years 2017/18, 2018/19 and 2019/20.
- 9.2 Funding for the advertisement requirement of the statutory consultation and experimental Order process will be identified from existing Transport budgets and will be a relatively low cost.

- 9.3 Funding for the advertisement requirement of making the experimental order for Kings Road, as well as the signing changes for the bus lane, will be identified from existing Transport budgets. Signing changes are minor, so total costs will be relatively low.
- 9.4 Funding for the installation of bus lane enforcement cameras will need to be identified, with the exception of the South Reading MRT works, which will have funding allocated as per Item 9.1.

10. BACKGROUND PAPERS

- 10.1 Petition Update - New Entry Restriction on Minster Street and Lack of Access Through Bus Lanes for Private Hire Vehicles (Traffic Management Sub-Committee - November 2017).



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- Key**
- Site boundary
 - Highway boundary
 - Existing pedestrian guardrail to be retained
 - Proposed pedestrian guardrail
 - Existing parking areas to remain
 - Proposed carriageway resurfacing extents
 - Proposed carriageway (full depth construction)
 - Proposed tactile paving
 - Proposed sign locations (see note 4)
 - Proposed road markings
 - Existing trees to be protected during the construction period
 - Existing bus lane enforcement camera to be retained
 - Existing lighting columns to be retained
 - Existing belisha beacon to be removed
 - Proposed belisha beacon
 - Existing traffic signal equipment to remain
 - Existing illuminated bollard to remain

- Notes**
1. This drawing is to be read in conjunction with all other drawings.
 2. All works to be in accordance with the Highway England Specification for Highway Works.
 3. For details of pavement and kerb types refer to drawing Nos 36234/2002/3b/LS/05 and 36234/2002/SD01.
 4. For details of traffic signs and road markings refer to drawing Nos 36234/2002/3b/LS/06.
 5. The on-street parking has increased in length by 7m from 206m in the existing layout to 213m.

NB.

- General arrangement layout is diagrammatic only. Detailed design drawings take precedence

Mark	Revision	Date	Drawn	Chkd	Appd
A	REVISED CROSSING AND ROAD MARKINGS	30.11.17	JHC	DH	DH

SCALING NOTE: Do not scale from this drawing. If in doubt, ask UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

FOR PRICING

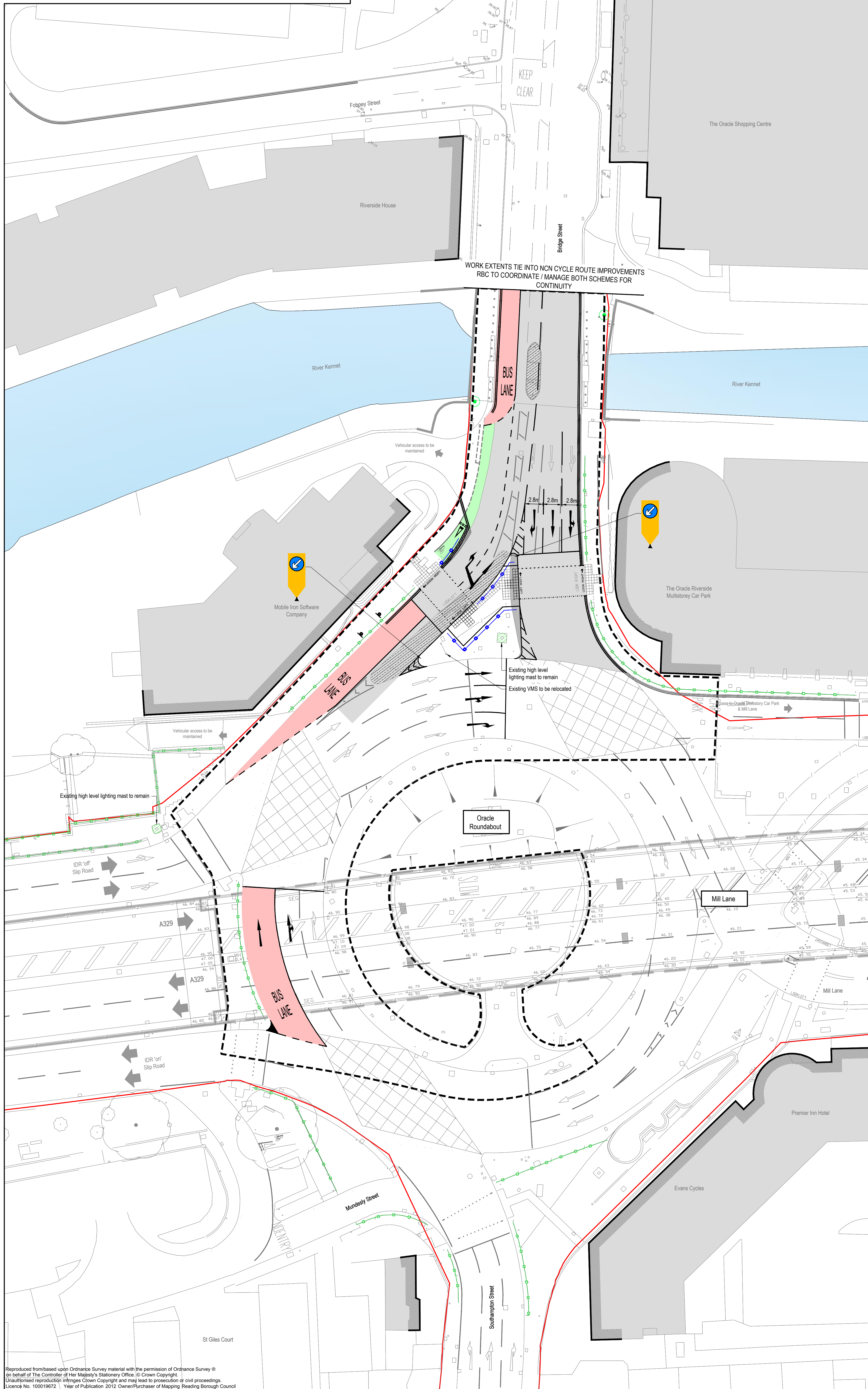
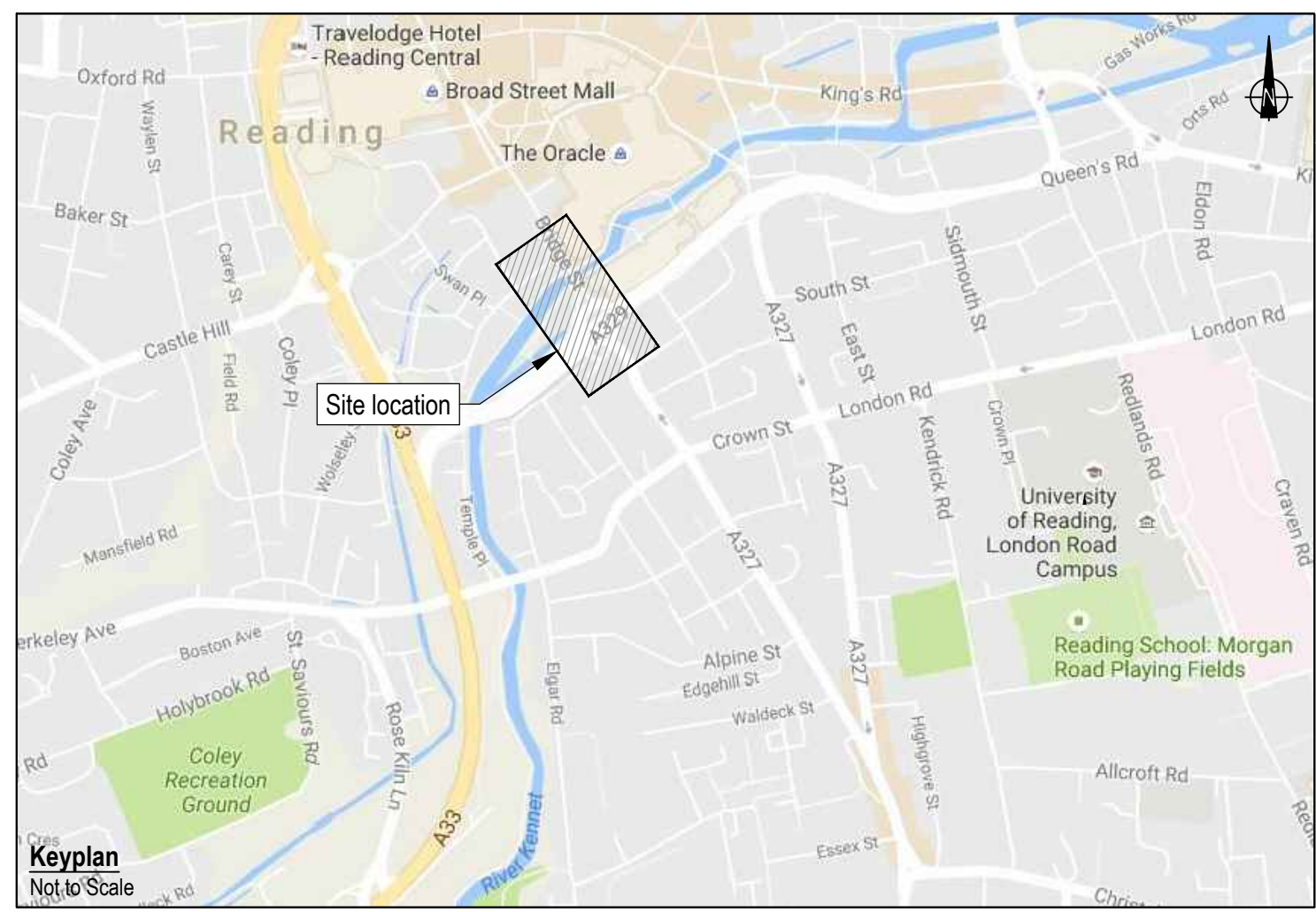
**READING MRT SOUTH HIGHWAY WORKS
PHASE 3B - LONDON STREET
GENERAL ARRANGEMENT PLAN**

Client

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Date of 1st Issue	Designed	Drawn
23.11.17	LC	SF
B1 Scale	Checked	Approved
1:250	DN	SE
Drawing Number	Revision	
36234/2002/3b/LS/01	A	



- Key**
- Site boundary
 - Highway boundary
 - Existing pedestrian guardrail to be retained
 - Proposed pedestrian guardrail
 - Proposed carriageway resurfacing extents
 - Proposed carriageway (full depth construction)
 - Proposed carriageway resurfacing (MRT route)
 - Proposed footway construction
 - Extent of proposed green surface dressing for Cycle Lane
 - Proposed tactile paving
 - Proposed sign locations (see note 4)
 - Proposed road markings
 - Existing lighting columns to be retained
 - Existing cast iron bollard to remain
 - Existing illuminated bollard to be removed off site to contractors tip
 - Existing collapsible bollard to be relocated
 - Existing belisha beacon to be relocated
 - Proposed collapsible bollard TMP (Type 'EVO S' bollard in retention socket or similar approved). Bollard to be blank on reverse face

- Notes**
- This drawing is to be read in conjunction with all other drawings.
 - All works to be in accordance with the Highway England Specification for Highway Works.
 - For details of pavement and kerb types refer to drawing number 36234/2002/3b/OR/05.
 - For details of traffic signs and road markings refer to drawing number 36234/2002/3b/OR/06.
 - For details of proposed traffic signal layout refer to drawing number 36234/2006/3b/OR/10.

NB.

- General arrangement layout is diagrammatic only. Detailed design drawings take precedence

Mark	Revision	Date	Drawn	Chkd	Appd
A	Alignment amended / Pedestrian crossing removed	05.12.17	LC	DN	SE

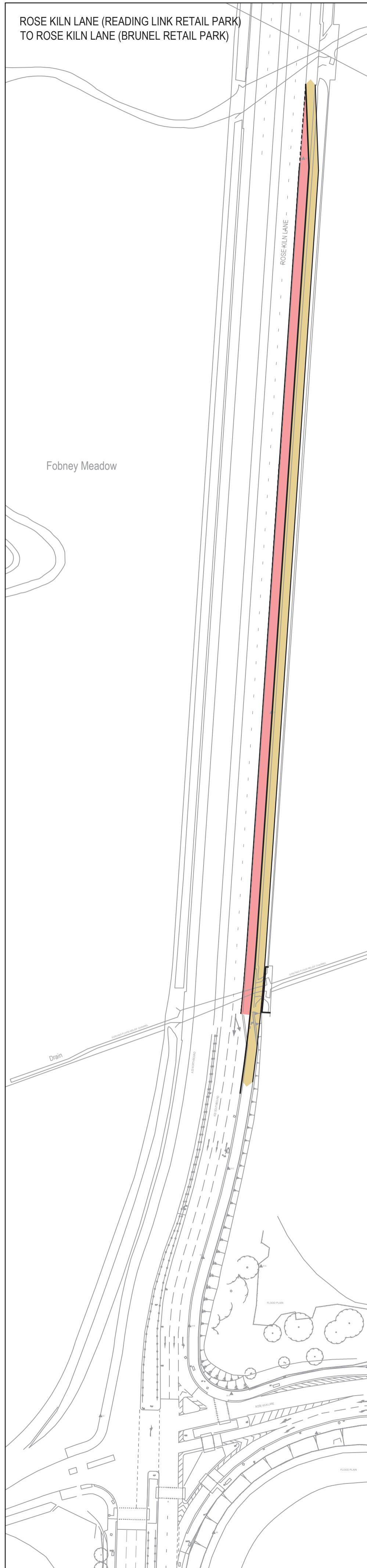
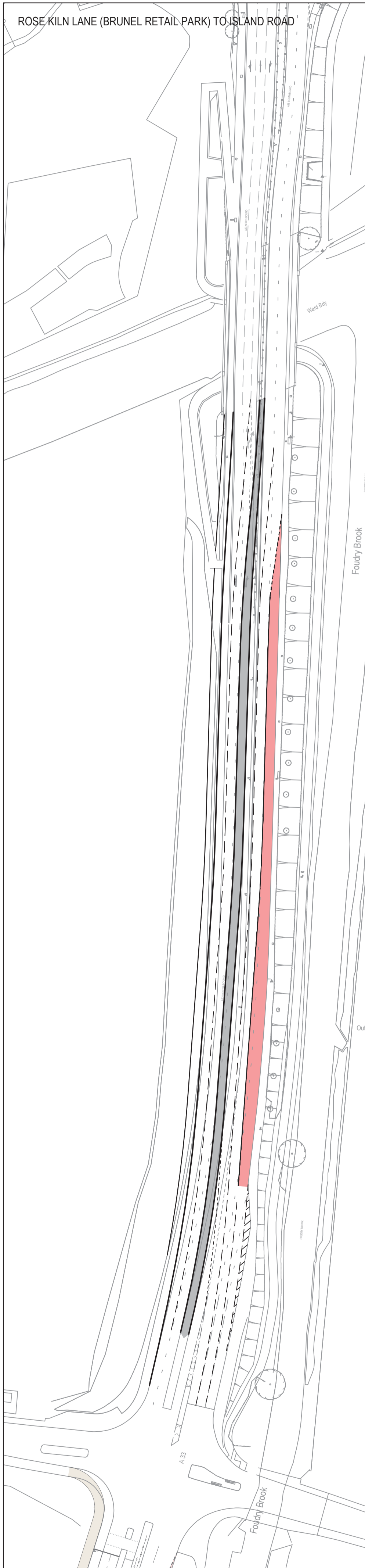
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FOR INFORMATION

**READING MRT SOUTH HIGHWAY WORKS
PHASE 3B - THE ORACLE ROUNDABOUT
GENERAL ARRANGEMENT PLAN**

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Date of 1st Issue	Designed	Drawn	Checked
23.11.17	LC	SF	DN
B1 Scale	Checked	Approved	SE
1:250	DN	SE	
Drawing Number	Revision		
36234/2002/3B/OR/01	A		

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KEY

- FOOTWAY (2.0M MINIMUM)
- MRT LANE (3.25M MINIMUM)



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Drawing Issue Status: **FOR INFORMATION**

**SOUTH READING - MRT
 PHASE 4
 S.BOUND BETWEEN READING LINK RETAIL
 PARK AND ISLAND ROAD**

Client		
 Reading Borough Council Working better with you		
Date of 1st Issue	Designed	Drawn
15/02/2016	GS	GS
A2 Scale	Checked	Approved
1:1000	-	-
Drawing Number	Revision	
28791/5510/014	-	

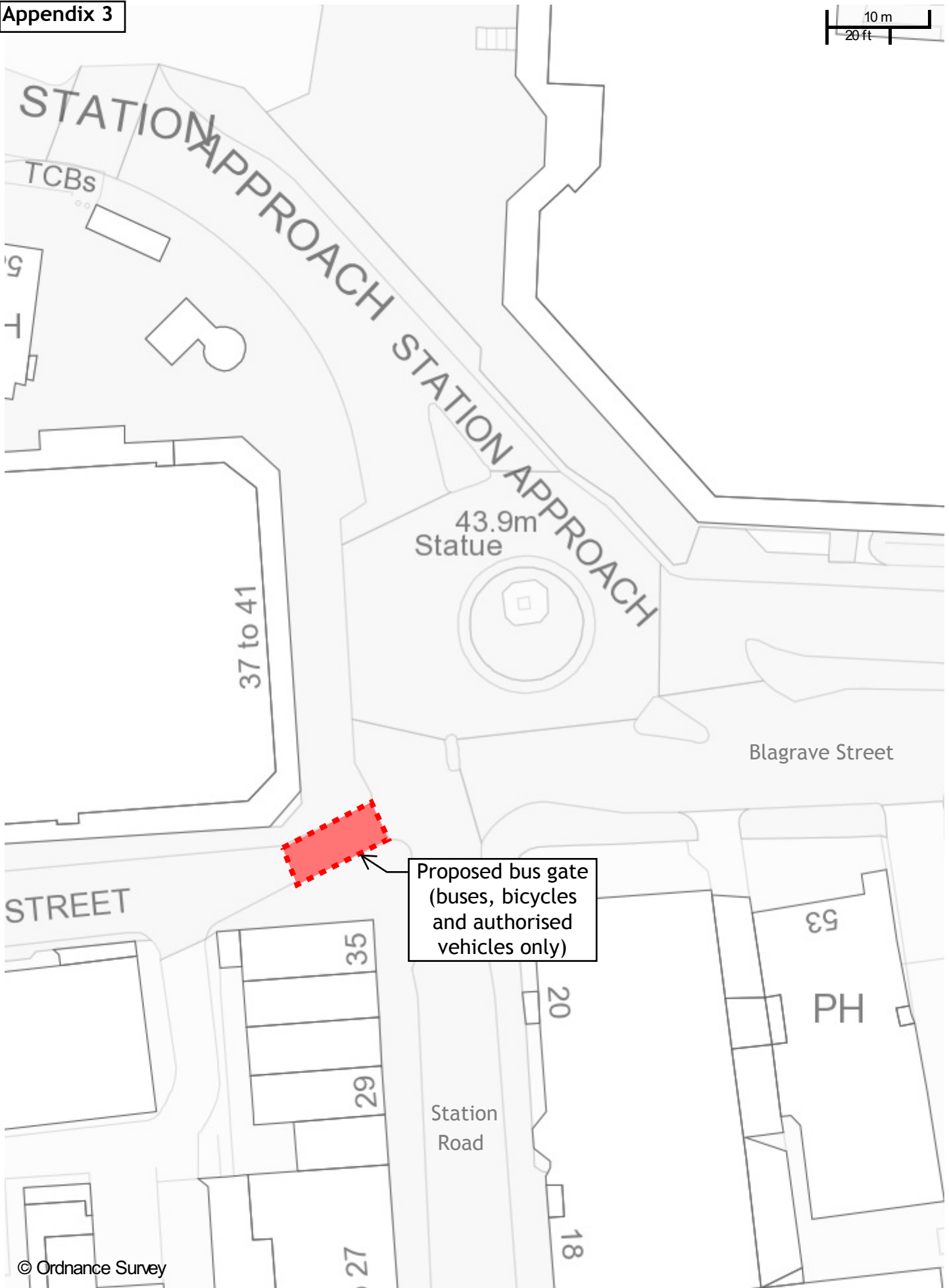
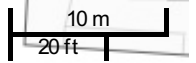

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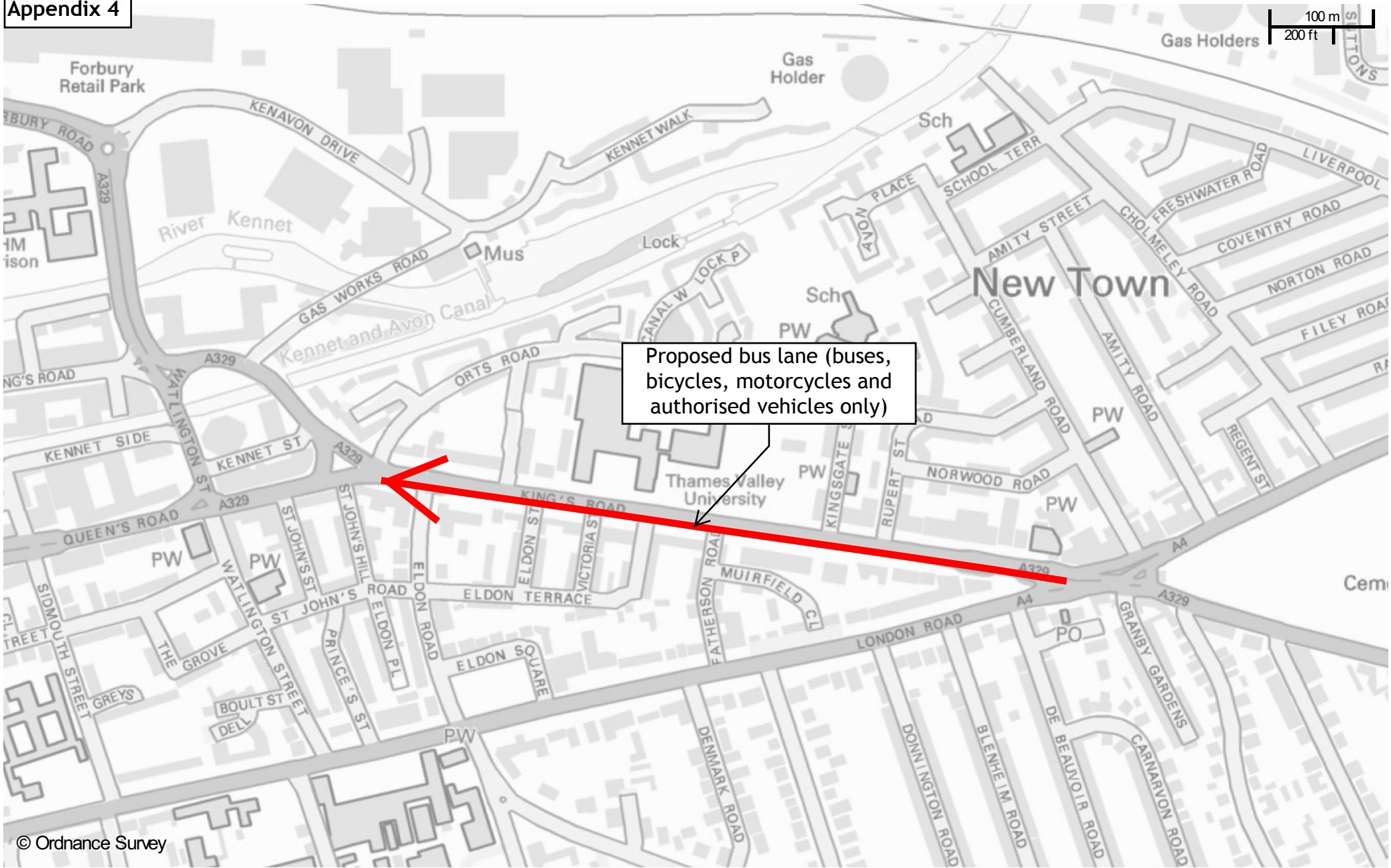


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Proposed bus lane (buses, bicycles, motorcycles and authorised vehicles only)

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