

To: Councillor Ayub (Chair)
Councillors Debs Absolom, David Absolom,
Barnett-Ward, Carnell, Duveen, Ennis,
Hacker, Page, R Singh, Stanford-Beale,
Terry and Whitham

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Your contact is: **Richard Woodford - Committee Services**

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 9 JANUARY 2020

SUPPLEMENTARY INFORMATION - TWO EXTRA ITEMS

Further to the agenda sent to you for the meeting of the Traffic Management Sub-Committee which will be held on Thursday, 9 January 2020 at 6.30 pm in the Council Chamber, Civic Offices, Reading, please find attached two additional reports for the agenda:

- Agenda Item 9a - Oxford Road Corridor Study Update
- Agenda Item 9b - Parking Conditions in the Marlborough Avenue and Elmhurst Road Area

Please add these to your papers for the meeting.

Richard Woodford
Committee Administrator

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC DEVELOPMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	9th JANUARY 2020		
TITLE:	OXFORD ROAD CORRIDOR STUDY - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PLANNING, TRANSPORT AND REGULATORY SERVICES	WARDS:	ABBEY/BATTLE/NORCOT
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	INTERIM HEAD OF TRANSPORT	E-MAIL:	Cris.butler@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update the Sub-Committee on progress with the Oxford Road corridor Study.
- 1.2 Drawings associated to the Oxford Road corridor study can be viewed on the council website at:

<http://www.reading.gov.uk/transport-schemes-and-projects>

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note the contents of this report and the proposed delivery programme.

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.

4. BACKGROUND AND PROPOSALS

- 4.1 The Council, as the Local Highway Authority, is responsible for the provision, improvement and maintenance of transport infrastructure within the Borough. In support of this work the Council developed a number of area transport studies to investigate transport improvements for the area in line with the Council's objectives as set out in the Local Transport Plan 2011-26.
- 4.2 The Oxford Road corridor study was established with the purpose of identifying, defining and prioritising transport schemes following the opening up of Cow Lane to full height vehicles. The overriding objective of the study was to take a balanced approach to enhancing the local area and connecting links, through measures that improve accessibility, road safety for all users, better managing traffic and parking, and encouraging the use of public transport, cycling and walking.
- 4.3 As reported to the Sub-Committee earlier this year, a series of revised proposals were submitted to further enhance the previous plans and in particular provide improvements to bus journey times. The proposals achieve this through the reallocation of existing road space, or by minor adjustments to the road alignment. Where these adjustments have been considered necessary, Officers have sought to design the scheme in a way that minimises the extent of these works to ensure that they are cost effective, relative to the anticipated benefits.
- 4.4 These improvements to bus lanes will also provide additional areas for cycling outside of the general traffic lanes and further encourage cycling as a transport mode.
- 4.5 In order to take the proposals forward to delivery, a further statutory consultation will need to be carried out. This consultation is programmed to take place in February/March 2020 with supporting public exhibitions to help raise awareness of the project with residents, businesses and local road users. The exhibitions will take place in Battle Library as it is regarded as the most central location.
- 4.6 Subject to no objections being received during the consultation, officers plan to commence works during the summer holidays. The programme of works is likely to take 6-8 weeks to complete. If objections are received, they will be considered at the Traffic Management Sub-Committee in June 2020.
- 4.7 Alongside the measures detailed in this report, there will be further phases of the study which will specifically focus on the use of the Oxford Road corridor and surrounding roads. This will include the potential for an area-wide 20mph speed limit or zone, measures to prevent through traffic such as bus gates/lanes, environmental enhancements and a full review of the current Strategic HGV route to the Oxford Road from Junction 12 of the M4. All of

these areas will be considered as a part of the development of the next Local Transport Plan for Reading which is currently being prepared for consultation during Spring/Summer 2020.

Oxford Road - Pay and Display Scheme

- 4.8 During the March 2018 meeting of the Sub-Committee, members agreed to the implementation of an on-street charging scheme in place of the limited waiting bays on Oxford Road, between Howard Street and Brock Barracks.
- 4.9 Ward members have since asked officers to review the agreed tariff and consider the impact of a free period. There is some concern that drivers will seek free parking in the side roads where there is some shared use provision to avoid payment. Whilst this is a valid concern in reality drivers seek parking in side streets now as kerbside space along the Oxford Road can be hard to find. The current parking only allows 20 minutes maximum stay but this is difficult to enforce and consequently cars are parked much longer than the regulation allows. Part of the justification for on-street charging is to ensure drivers only park for the time they need. The charges, as already agreed by TM Sub, are designed to encourage a turnover of space, which in-turn will increase access to kerbside space and promote local trade. Also, by applying charges, this is an opportunity to increase the length of stay. At the moment only a maximum of 20 mins is permitted. The new charges allow up to 2 hours giving increased choice to park on the Oxford Road and not just the side streets as currently.
- 4.10 However, should a free period be desired there are costs to be considered. As the tariff is offered in 20min segments the obvious consideration is to make the first 20mins free of charge. From an analysis of existing on-street charges offered in 20 minute segments just over 15% of drivers use just the first 20 minutes. The current equipment does not allow for a free period and to ensure any such free period is managed this requires a change. The only way to manage a free period is to link this to the vehicle parked by registering the vehicle registration number. This requires a key pad to be added to the on-street payment machine where the driver has to declare their registration number when they take a ticket. This is not a typical application within Reading and will cost approx. £2K to carry out this change. To ensure only one free period is taken once within the no return period this requires an annual software licence of £2040 for the 17 pay machines installed under this scheme.
- 4.11 There is no allocated funding for making the change to the tariff, introducing a free period and ensuring the free period is then not abused. Furthermore, on-street parking charges form part of the Council's Medium-Term Financial Strategy (MTFS) to ensure it remains sustainable.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of schemes outlined in this report help to deliver the following Corporate Plan Service Priorities:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Informal and formal statutory consultation has already been carried out. Further statutory consultation and public exhibitions will take place early in 2020.

7. LEGAL IMPLICATIONS

7.1 The Traffic Regulation Orders will be made under the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Serving of notices for pedestrian crossings will be carried out to the requirements of the Road Traffic Regulation Act 1984 (section 23).

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 has considered the equality impact for the proposals in the study area. There is expected to be significant benefit to all users of the highway within the study area but particularly to public transport users, pedestrians and cyclists.

9. FINANCIAL IMPLICATIONS

9.1 The Oxford Road corridor study is funded from developer contributions collected through Battle Hospital Section 106 or the Community Infrastructure Levy (CIL). This funding is capital

expenditure and does not affect the Council's revenue budget position.

- 9.2 On-street parking charges already form part of the Council's MTFS to ensure the council remains sustainable. Any changes to this scheme will require funding (circa £2K capital and £2040.00 annual additional revenue. The implications of the loss of income, expected to be 15%, will need assessment within the MTFS.

10. BACKGROUND PAPERS

- 10.1 Oxford Road Corridor Study - Update (Traffic Management Sub-Committee, March 2018 & January 2019).
- 10.2 Results of Informal Consultation - Possible Closure of Meadow Road and Milford Road (Traffic Management Sub-Committee, June 2018).
- 10.3 Major Transport and Highways Projects - Update (Traffic Management Sub-Committee, September 2018).
- 10.4 Results of Statutory Consultations - Bus Lanes and On-Street Pay & Display (Traffic Management Sub-Committee, March 2018).

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	9 JANUARY 2020		
TITLE:	PARKING CONDITIONS IN THE MALBOROUGH AVENUE AND ELMHURST ROAD AREA		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	REDLANDS
LEAD OFFICERS:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLES:	NETWORK & PARKING MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 Cllr Jones, as Redlands ward Councillor, at the November meeting of the TM Sub-committee to give consideration to parking conditions in the Marlborough Avenue and Elmhurst Road area with some suggestions for changing the current waiting restrictions.
- 1.2 This report informs the Sub-Committee of the details of the question asked and gives consideration of the solutions offered for further action.

2. RECOMMENDED ACTIONS

- 2.1 That the Sub-Committee notes the report.

3. POLICY CONTEXT

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

4. BACKGROUND AND RECOMMENDATIONS

- 4.1 Cllr Jones, Redlands ward councillor, asked at the November meeting of the Sub-committee the following: *'Can you please consider amending the parking conditions in the Marlborough Avenue and Elmhurst Road area. In particular will you consider:*
 - *New arrangements for Marlborough Avenue which includes 8am to 8pm, 7-day week, parking and share parking areas.*

- *Reduce the double yellow lines in the area.*
- *Removing the residents only provision in Elmhurst Road on the east side / university campus side and on the section of the road to the north of the junction with Marlborough Avenue.*
- *Review and reduce the pay and display tariffs on Elmhurst Road.*

4.2 The response provided by Councillor Page, the Lead Councillor for Strategic Environment, Planning and Transport was:

A shared use resident permit restriction (Mon-Fri, 10am-4pm and at all other times RP only) was first introduced in Marlborough Avenue in 2015, as part of the Waiting restriction review programme 2015A.

Upon the request of residents, via ward councillors, a revised shared use permit restriction of Mon-Fri, 8am-5.30pm and at all other time RP only was introduced as part of the wider University/Hospital parking scheme in 2016.

The Council will consider alteration of parking/permit restrictions in the area under the Bi-Annual waiting restriction review programme to be reported next at the March meeting of the Sub-committee. This will require a statutory process and invite comments/objections in the usual way.

With regard to the pay and display tariffs on Elmhurst Road these are currently under review. Approval was given by the Sub-Committee in 7th March 2019 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions.

4.3 Changes within Marlborough Avenue to extend the shared use period to the typical model used across Reading 8am to 8pm Monday to Sunday requires statutory advertisement. Any changes to the double yellow line and extending resident permit parking bays also requires the council to follow the statutory process. To bring about any change for residents as quickly as possible it is proposed to advertise the 8 until 8 Monday to Sunday restriction within the next waiting restriction review from March 2020. The waiting restriction review has been established to offer the very best value for money by using both staff and funding resources in the most efficient way. It may be the case that the change to the permit times meets the expectation of residents and further changes are not necessary. To carry out a statutory process outside of the established programme will require funding and possibility additional staff time. The cost of statutory advertisement is estimated at £2500 outside of programme. The cost of the changes applied to street (for signing) is estimated at £1800.

4.4 Changes to the tariff in Elmhurst Road is not recommended at this time but will be done as a part of the annual tariff review in June. However, as we have done so in Pepper Lane we are able to offer discounted parking paid by phone. This requires the user to register an account and can be managed to ensure the integrity of the original scheme is maintained.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This programme supports the aims and objectives of the local parking strategy and wider objectives of the Local Transport Plan and helps to deliver the following Council Priorities:

- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 Persons requesting waiting restrictions are informed that their request will form part of the waiting restriction review programme and are advised of the timescales of this programme.
- 6.2 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7. LEGAL IMPLICATIONS

- 7.1 Any proposals for waiting restrictions are advertised under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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, victimization 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 An equality impact assessment scoping exercise will be conducted prior to recommending schemes to progress to statutory consultation or implementation.

9. FINANCIAL IMPLICATIONS

- 9.1 It is intended that these works will be funded from within existing transport budgets and as a part of an established programme. The estimated cost of statutory process outside of the established programme is £2500 to which funding will have to be found if this is desired.
- 9.2 The cost of the waiting restriction review programme is dependent on a number of factors, including the number proposals that are agreed for investigation, the number progressed to statutory consultation, the number agreed for implementation and the extent/complexity of the schemes. Lining-only schemes, such as double-yellow-line restrictions will be considerably less costly to implement, compared with restrictions that require signing.

10. BACKGROUND PAPERS

10.1 Questions to TM Sub November 2019

10.2 Waiting restriction review programme 2015A

10.3 Various University and Hospital (Redlands) parking scheme reports dating back to 2010.