

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2 JULY 2020	AGENDA ITEM:	9
TITLE:	RESULTS OF STATUTORY CONSULTATION: RED ROUTE BAYS ON OXFORD ROAD AND NORCOT ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BATTLE AND NORCOT
LEAD OFFICER:	GARY MILES	TEL:	01189 372616
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT & EXECUTIVE SUMMARY

- 1.1 Following the introduction of the experimental red route on the west side of Reading in the summer of 2018 a request for an additional loading bay on Oxford Road was received from a local business and installed later in October 2018. After a petition from residents in Norcot Road was sent to the Traffic Management Sub-Committee in January 2019 parking bays were installed for the residents on Norcot Road in July 2019.
- 1.2 The Traffic Management Sub-Committee agreed to make the west Reading red route order permanent and officers recommended that these additional bays be progressed through statutory consultation, for completeness of process. Officers were approved to carry out the statutory consultation for these bays at the Sub-Committee meeting in September 2019.
- 1.3 The statutory consultation took place between 5th - 26th March 2020.
- 1.4 Appendix 1 provides the publicly advertised plans which show the location and detail of the west Reading red route proposals.
- 1.5 Appendix 2 provides the objections and other comments, which were formally submitted.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers the objections in Appendix 2 and agrees to either implement, amend or reject the proposals. Officers recommend implementing the restrictions, as advertised.
- 2.3 That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.
- 2.4 That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.
- 2.5 That Officers progress the delivery of the resultant restrictions.

3. POLICY CONTEXT

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

4. BACKGROUND AND PROPOSALS

- 4.1 The west side of Reading red route was installed under an experimental order in summer 2018.

In October 2018, Officers installed a loading bay on Oxford Road, following concern from local businesses that there was a lack of nearby loading facilities in this area.

A petition was submitted to the Traffic Management Sub-Committee in January 2019 from residents of 275-291 Norcot Road, due to parking difficulties on this section of road. Residents were used to parking on the verge and tarmacked areas leading up to their drives but they were no longer allowed to do this when the red route was installed (as it constitutes highway and not private land). To assist residents and provide additional on-street parking, additional parking bays were installed in July 2019.

- 4.2 While the underlying western section of the Red Route was approved for 'permanent' implementation, Officers recommended to the Sub-Committee that a statutory consultation was conducted for these additional bays for completeness of process. This consultation was conducted between 5th March and 26th March 2020.

- 4.3 No objections to date have been received in respect of the new loading bay in Oxford Road, so it is recommended that this be implemented by making the Traffic Regulation Order.
- 4.4 There have been a number of comments provided for the Norcot Road bay restrictions. It is the view of Officers that the bays are located in appropriate locations for the nature and layout of the road and provide on-street and legitimate parking facilities for nearby residents and visitors. It is recommended that these be implemented by making the Traffic Regulation Order.
- 4.5 Members are asked to note that the bay on Oxford Road and the bays on Norcot Road were advertised in a single Traffic Regulation Order.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council's priorities, as set out below:
- Keeping Reading's environment clean, green and safe
 - Ensuring the Council is fit for the future

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 The decisions and recommendations of this report are not expected to have any environmental implications.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The Council conducted numerous drop-in and informal consultation sessions in advance of introducing the Red Route restrictions. These restrictions were introduced on an 'experimental' basis and allowed a long period of formal consultation, where feedback was received and changes considered prior to considering the 'permanent' introduction of the restrictions.
- 7.2 These additional bays were introduced as a result of feedback that officers received and the statutory consultation has provided further opportunity for formal feedback, prior to considering their permanent introduction.

8. LEGAL IMPLICATIONS

- 8.1 If agreed for implementation, the Order will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the

Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

9. EQUALITY IMPACT ASSESSMENT

9.1 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.

9.2 It is not considered that an Equality Impact Assessment (EIA) is relevant to the decisions arising from this report, as it is not considered that the decision will have a differential impact on any groups with protected characteristics.

10. FINANCIAL IMPLICATIONS

10.1 The bays and associated signing are already in place. If agreed for implementation, the only additional cost will be advertising the making of the Traffic Regulation Order. This modest cost will be funded using capital budgets allocated to delivering the Council's Medium-Term Financial Strategy.

11. BACKGROUND PAPERS

11.1 Red Route - Route 17 (Traffic Management Sub-Committee, September 2019).