

## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>16 SEPTEMBER 2020</b>	<b>AGENDA ITEM:</b>	<b>6</b>
<b>TITLE:</b>	<b>REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORT</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
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#### 1. PURPOSE OF REPORT & EXECUTIVE SUMMARY

- 1.1 This report informs the Sub-Committee of requests for new traffic management measures that have been raised by members of the public, other organisations/representatives and Members of the Borough Council. These are measures that would not typically be addressed in other programmes, where funding is yet to be identified.
- 1.2 The list appended to this report contains only those requests where a decision is requested from members of the Sub-Committee.
- 1.3 The Sub-Committee is asked to consider the Officer recommended action for each item, which relate to whether a request should be added to the master list of requests for future investigation (subject to funding availability) or removed from the list.
- 1.4 Appendix 1 provides the list of requests with initial Officer comments and recommendations.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.

**2.2 That the Sub-Committee considers the requests in Appendix 1 against the officer recommendations, agreeing either to retain the request on the master list, or to remove the request.**

### **3. POLICY CONTEXT**

3.1 Any proposals would need to be considered alongside the Borough Council's Traffic Management Policies and Standards, the Council's Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP) and the priorities set out in the Council's Corporate Plan.

### **4. BACKGROUND AND RECOMMENDATIONS**

4.1 The Council receives many requests for new traffic management measures across the borough and has a number of programmes in which they may be addressed. Such programmes include the Waiting Restriction Review, Resident Permit Parking and Road Safety. However, with central government transport funding cuts, monies for addressing general traffic management issues is harder to secure.

4.2 This report does not affect major strategic transport and cycling schemes that are funded as a part of a major scheme project award from central Government and/or the Local Enterprise Partnership. It does, however, include requests that are received by a number of Council departments and includes requests made by the Cycle Forum.

4.3 For this report, Appendix 1 provides the requested schemes that require a decision from members of the Sub-Committee. These are schemes that have been received since the last update report and for each request, Members are being asked to consider the officer recommendation and agree either to:

- 'Retain' the request - The request will be moved to the master list; or
- 'Remove' the request - The request will not be retained.

4.4 The list contains some categorised commentary around each scheme/request, providing some contextual background information such as casualty data and, in some cases, indicative costs.

4.5 Until a scheme is fully investigated, designed and quotes have been received from appropriate contractors, it is not possible to provide detailed cost estimates. Appendix 1 typically provides a high-level estimation of likely costs, ranging from 'Low', which will be hundreds-of-pounds, to 'Very High', which will be many tens-of-thousands-of-pounds.

4.6 There can be many legislative and physical aspects that can influence the feasibility of a scheme and the resources required to investigate requests and develop designs will incur costs. For this reason, it is not intended that any request is investigated further until funding has been identified and Members are asked to note that no item on this list is guaranteed as being deliverable.

4.7 It is intended that a CIL funded scheme update report will be brought to the Sub-Committee at the November 2020 meeting and the master list of requests be reported as part of the next update report.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 This programme supports the aims and 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. ENVIRONMENTAL IMPLICATIONS**

6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).

6.2 None arising from this report.

6.3 The placement of speed reduction measures on the unclassified road network in residential areas can make these streets less appealing as short-cut/rat-run routes. This should improve noise and air-quality in the areas, but also increase the perception of road safety, potentially removing barriers that some may have toward walking and cycling.

The placement of controlled crossings, particularly near to education establishments, should have a similar effect to the perception of safety. These features could have a positive impact on chosen transport modes, with a hoped increase in walking and reduced car journeys around student arrival and departure times.

## **7. COMMUNITY ENGAGEMENT AND INFORMATION**

7.1 Requests received from members of the public, or their representatives, can be added to the list of issues.

7.2 Requests that are progressed into active schemes may require statutory consultation and/or public notification.

7.3 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.

7.4 Notices of intension will be given in accordance with appropriate legislation and printed copies will be placed on site. The Police are the statutory consultee.

## **8. LEGAL IMPLICATIONS**

8.1 None arising from this report.

8.2 New, or changes to existing, Traffic Regulation Orders 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. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations.

8.3 Notice must be given for the implementation of zebra crossings under Section 23 of the Road Traffic Regulation Act 1984, in consultation with the Police.

8.4 Notice must be given for the implementation of vertical traffic calming features under Section 90C of the Highways Act 1980, in consultation with the Police.

## **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 An Equality Impact scoping exercise will be considered as part of any detailed scheme design, prior to implementation.

- 9.3 The Council does not consider that the proposals will be discriminatory to any groups with protected characteristics. Statutory consultations provide opportunities for objections/support/concerns to be raised and considered prior to a decision being made on whether to implement a scheme.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 None arising from this report. Funding will need to be identified prior to the resourcing of investigation, progression and development of requests/schemes. Funding would need to cover the whole project costs, including surveys/investigation works, not just the deliverables of the resultant scheme.
- 10.2 Capital funding, including CIL and private funding contributions, do not provide additional revenue funding for operational and maintenance costs once a scheme has been delivered. These costs and budgetary risks will be considered as part of the scheme design.

## **11. BACKGROUND PAPERS**

- 11.1 Requests for New Traffic Management Measures (Traffic Management Sub-Committee - March 2020).