

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 NOVEMBER 2020	AGENDA ITEM:	5
TITLE:	RESULTS OF STATUTORY CONSULTATIONS - CIL LOCALLY FUNDED SCHEMES		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BOROUGHWIDE
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1. PURPOSE OF REPORT & EXECUTIVE SUMMARY

- 1.1 This report provides the Sub-Committee with the feedback received as part of the legal consultations that were necessary for the development of a number of Transport-related schemes, funded by local Community Infrastructure Levy (CIL) contributions.
- 1.2 While all feedback has been reported, only those items that have received objections require Member decisions on the implementation, or otherwise, of the scheme as advertised. These will be clearly indicated in the report and appendix documents, but a summary of all the Transport CIL schemes has also been provided in Item 4.4.
- 1.3 Appendix 1 provides the consultation feedback of schemes that have received applicable objections - Member decisions required.
- 1.4 Appendix 2 provides the consultation feedback of schemes that have not received applicable objections - for Member information only.

2. RECOMMENDED ACTION

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

- 2.2 That for each scheme in Appendix 1, objections are considered and the Sub-Committee agrees to either implement, amend or reject the proposals.
- 2.3 That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public inquiry be held into the proposals.
- 2.4 That respondents to the statutory consultations be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.

3. POLICY CONTEXT

- 3.1 The proposals align with the principles of 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 At the November 2019 and March 2020 meetings of this Sub-Committee, officers reported the concept designs for the Transport CIL-funded schemes, which had been shared with respective Ward Councillors beforehand.

Officers received agreement, based on these concept designs, to proceed with the necessary legal consultations that were required to enable many of these schemes to proceed toward delivery.

An update on proposals to enhance compliance across the Redlands 20mph zone are being reported separately at this meeting.

- 4.2 For applicable schemes, there were three different types of consultation that applied to specific elements, as follow:

	Proposed scheme elements	Type of consultation
A	Adjusting existing / adding new parking restrictions. Altering speed limits (introducing a 20mph zone).	Full public consultation under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996
B	Introducing a new zebra / tiger crossing.	Notice is given* for the implementation of zebra/tiger crossings under Section 23 of the Road Traffic Regulation Act 1984
C	Introducing vertical traffic calming features (e.g. speed humps).	Notice is given* for the implementation of vertical traffic calming features under Section 90C of the Highways Act 1980

*This is still a consultation, for which any organisation or person effected may object.

Where the Council has received objections applicable to these consultations, the Sub-Committee is asked to consider these and make one of the following decisions:

- i. Agree with objections - the recommended proposal will not be implemented.
- ii. Overrule objections - the recommended proposal will be implemented, as advertised.
- iii. Amend a proposal - an amended proposal will be implemented, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order.

Decisions i. and iii. above will have implications on the deliverability of the scheme as designed, which will need to be considered. It is likely that the scheme will need to be reassessed from a detailed design perspective and further details reported to the Sub-Committee prior to further scheme development stages being possible. This may require further consultation works (following design amendments and further road safety audit) or could render the scheme undeliverable.

Where no objections have been received, the proposal will be implemented as advertised, as previously agreed by the Sub-Committee.

- 4.3 Appendix 1 provides the consultation feedback received for schemes that have received at least one objection. These are the schemes where the Sub-Committee is asked to make decisions about the outcomes.

Appendix 2 provides the consultation feedback received for schemes that have not received applicable objections. This feedback is for information only and the proposals will be implemented as advertised.

- 4.4 A summary of scheme development and the outcome of consultations (see table in 4.2 for reference) for each Transport CIL scheme is as follows:

Scheme	Consultation outcomes
Tiger Crossing on Gosbrook Road	See Appendix 1 A: Completed. Applicable to alterations to parking restrictions. Objections received. B: To be conducted, pending the decision resulting from consultation A. C: N/A

Scheme	Consultation outcomes
Zebra crossing for access to The Ridgeway school	See Appendix 2 A: Completed. Applicable to alterations to parking restrictions. B: Completed. Overcame initial objection, upon clarifying the scope of the scheme. C: N/A
Extension of 20mph zone past Reading Girls School	See Appendix 1* A: In progress, at the time of writing. Results to be reported to the Sub-Committee. B: N/A C: In progress, at the time of writing. Results to be reported to the Sub-Committee. Other Notes: *The results have been included in appendix 1 because the consultation will still be in progress at the time of report publication. Appendix 1 provides the comments received to date and will be updated prior to the meeting date.
Enforcement of 20mph in Redlands	Please refer to separate report to the Sub-Committee for an update on this scheme.
Signs for HGVs (Elgar Road South)	A: N/A B: N/A C: N/A Other Notes: Scheme implemented.
20mph zone on Brunswick Street and Western Road	See Appendix 2 A: Completed. Applicable to proposed introduction of 20mph zone. B: N/A C: Completed. Other Notes: Scheme implementation has been co-ordinated with resurfacing programme and delivery has commenced.
To reduce speeding on Southcote Road and Westcote Road	See Appendix 2 A: Completed. Applicable to proposed introduction of 20mph zone. B: N/A C: Completed.
Improvements to double roundabout signing, Grovelands Road	A: N/A B: N/A C: N/A Other Notes: Scheme being implemented alongside road resurfacing programme. Anticipated delivery mid-November 2020.
Pedestrian Crossings, Oxford Road and Overdown Road	See Appendix A: N/A B: In progress, at the time of writing. Results to be reported to the Sub-Committee. C: N/A Other Notes:

- 4.5 For schemes that have received no objections, officers are progressing with the sealing (making) of the resultant Traffic Regulation Orders and are developing a delivery programme alongside the Council's in-house Highway works delivery team and applicable external contractors/suppliers.

Subject to the agreements reached against those schemes in Appendix 1, officers will commence this same process, once the draft meeting minutes have been agreed.

Officers will update scheme development progress with respective ward Councillors and the CIL Delivery Board.

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 It is not anticipated that the result of the decisions arising from this report will have significant environmental implications.

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 and 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 Many of the schemes noted in this report originated from local demand/support.

7.2 Statutory consultation has been conducted in accordance with appropriate legislation. Notices were advertised in the local printed newspaper, were erected on nearby fixed street furniture (e.g. lamp columns) within the affected area and were made available on the Council's website. Supporting information, such as scheme drawings, were also made available online.

7.3 Notices of intension were given in accordance with appropriate legislation and printed copies placed on site.

8. LEGAL IMPLICATIONS

- 8.1 The resultant Traffic Regulation Orders will be sealed and advertised under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 8.2 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.
- 8.3 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 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 The schemes in this report will be funded from Community Infrastructure Levy (CIL) contributions.
- 10.2 This funding will cover the whole project costs, including the surveys/investigation works, not just the deliverables of the resultant scheme.

- 10.3 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 have been considered as part of the scheme design.

11. BACKGROUND PAPERS

- 11.1 Requests for New Traffic Management Measures (Traffic Management Sub-Committee - March 2020).
- 11.2 Traffic Management Measures - CIL Funded Schemes (Traffic Management Sub-Committee - November 2019).