

READING BOROUGH COUNCIL

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

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 JANUARY 2021	AGENDA ITEM:	9
TITLE:	KENAVON DRIVE, OSCAR WILDE CLOSE, ROBERT PARKER ROAD AND ALEXANDER TURNER CLOSE, FORMERLY KNOWN AS 42 KENAVON DRIVE DEVELOPMENT SITE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	ABBEY
LEAD OFFICER:	DARREN COOK	TEL:	0118 937 2612
JOB TITLE:	TRANSPORT DEVELOPMENT CONTROL MANAGER	E-MAIL:	DARREN.COOK@READING.GOV.UK

1. EXECUTIVE SUMMARY

1.1 To report to the Sub-Committee traffic management measures associated with the future adoption of Kenavon Drive, Oscar Wilde Close, Robert Parker Road and Alexander Turner Close.

1.2 This report seeks approval to carry out a Statutory Consultation on the proposals which include the following:

- Creation of 7 parking areas that allow for '4 hour parking no return within 2 hours' restriction at various locations throughout the development.
- Creation of a 'No Waiting at Anytime' restriction on both sides of the carriageway from the junction of Kenavon Drive and Gas Works Road through the development to the eastern extent of the site on Alexander Turner Close.
- Creation of a bus stop on Kenavon Drive to serve bus route Buzz 42.

1.3 Appendix 1 - 17-049-112 Rev E Kenavon Drive to Robert Parker Road location and restriction plan.

1.4 Appendix 2 - 17-049-113 Rev E Robert Parker Road to Alexander Turner Close location and restriction plan

- 1.5 Appendix 3 - LC20960:90:060 Rev C1 Limit of Adoption Plan for the western side of the site.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed restrictions on Kenavon Drive, Oscar Wilde Close, Robert Parker Road and James Alexander Close, as per Items 4.11 to 4.34.
- 2.3 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 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 Transport (or appropriate Officer), in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals.
- 2.6 That no public enquiry be held into the proposals.

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 PROPOSALS

- 4.1 On 20th December 2013 planning permission was granted for the erection of 190 dwellings with associated access, parking, landscaping and open space at 42 Kenavon Drive.
- 4.2 The development has been completed for some time with the Highway Adoption due in approximately March 2021 subject to remedial works.
- 4.3 During application discussions it was agreed that parking restrictions be included at specific locations within the site to reduce the impact of any overspill parking associated with the development. An indicative parking restriction layout was agreed at that stage.

- 4.4 However, it was evident during the later stages of construction that extensive parking occurred on Kenavon Drive and throughout the development. Through numerous site visits and in consultation with the developer it was identified that this parking was associated with commuters travelling to Reading Town Centre / Reading Railway Station given that it only occurred during the working hours of Monday to Friday.
- 4.5 It was therefore agreed with the developer that to ensure commuter parking did not occur a private enforcement company manage the parking throughout the development site prior to adoption. The extent of the parking restrictions was also increased over what had been agreed at the planning application stage given that extensive commuter parking could have still occurred.
- 4.6 A series of 4 hour no return within 2 hour bays are proposed through the development and this is to provide adequate parking for visitors to the development. These are mainly in the form of individual bays given the layout of the site i.e. junctions, speed reducing measures and private driveways. I should also stress that a 4 hour timeframe was proposed to allow a sufficient timeframe for visitors.
- 4.7 A no waiting at anytime restriction has been proposed to ensure that there are no issues with the movement of refuse vehicles travelling through the site and also vehicles associated with the Gas Holder Site to the east. Although the Gas Holder Site has now been granted planning permission in its own right there will be a requirement for HGV's associated with the demolition and construction of that site to travel through this development, this restriction therefore allows for the free movement through the site.
- 4.8 The private enforcement company currently manage the on-carriageway parking throughout the development site as per the proposals put forward in this report and illustrated in Appendix 1 and 2.
- 4.9 A bus stop clearway is also provided on Kenavon Drive to serve bus route Buzz 42 that serves the surrounding area.
- 4.10 This report seeks to agree the continuation of the existing traffic management measures currently in place, to be managed / enforced by the Council, following adoption of the internal road network. The description of the proposals are as follows starting on the north side of Kenavon Drive and following the development round and back to the southern side of Kenavon Drive:
- 4.11 The proposed 'No Waiting at anytime' restriction on the northern side of Kenavon Drive commences opposite the junction with Gas

Works Road at the point at which the current adoption concludes. This restriction continues east for a distance of 36m.

- 4.12 At this point a '4 hour no return within 2 hour' restriction is proposed for a distance of 17m accommodating the provision for three vehicles.
- 4.13 The 'No Waiting at anytime' restriction is then reintroduced and extends 105m north east continuing from Kenavon Drive onto Oscar Wilde Road concluding 9.8m north of the junction of Oscar Wilde Road and Robert Parker Road.
- 4.14 I must stress that the area surrounded red on Appendix 1 that would form the remainder of Oscar Wilde Road is not part of the adoptable area and although parking restrictions will continue further north these will be privately enforced. Please see Appendix 3 which is the adoption plan for the western half of the site, this identifies that the developer has not put forward the full extent of Oscar Wilde Road for adoption.
- 4.15 The 'No Waiting at Anytime' restriction is also provided on the eastern side of Oscar Wilde Road 9.8m to the north of the junction of Oscar Wilde Road and Robert Parker Road. This extends south for 9.8m then continues into Robert Parker Road on the northern side for a distance of 294m concluding 20m east of the junction of Robert Parker Road and Alexander Turner Close.
- 4.16 The 'No Waiting at Anytime' restriction commences on the southern side of the Robert Parker Road carriageway at the western end of the parking bay adjacent to No. 1 Alexander Turner Close. The restriction extends south into Alexander Turner Close on the eastern side of the carriageway for a distance of 95m concluding at the site boundary with the adjacent Gas Holder Site. I must stress that the area surrounded red on Appendix 2 indicating the parking bay on Robert Parker Road is to be retained as a private parking bay given that this will include dedicated parking for one of the adjacent residential properties.
- 4.17 The 'No Waiting at Anytime' restriction would then extend south along the boundary line of the Gas Holder Site for a distance of 9.8m.
- 4.18 The 'No Waiting at anytime' restriction then recommences on the southern side of Alexander Turner Close for a distance of 133m heading back north to and along Robert Parker Road.
- 4.19 A '4 hour no return within 2 hour' restriction is then proposed for a distance of 6m accommodating the provision for one vehicle.

- 4.20 The 'No Waiting at anytime' restriction then recommences on the southern side of Robert Parker Road for a distance of 9m.
- 4.21 A '4 hour no return within 2 hour' restriction is then proposed for a distance of 6m accommodating the provision for one vehicle.
- 4.22 The 'No Waiting at anytime' restriction then recommences on the southern side of Robert Parker Road for a distance of 65m which includes heading south into the rear parking court access concluding to the rear of No. 52 Robert Parker Road.
- 4.23 The 'No Waiting at anytime' restriction is then proposed on the southern side of Robert Parker Road parking court turning head adjacent to No. 171 Robert Parker Road heading west for a distance of 29m.
- 4.24 On the northern side of the turning head to the rear of No. 23 Robert Parker Road the 'No Waiting at anytime' restriction recommences and heads north out of the parking court onto the main Robert Parker Road carriageway heading west for a total distance of 58m.
- 4.25 A '4 hour no return within 2 hour' restriction is then proposed for a distance of 6m accommodating the provision for one vehicle.
- 4.26 The 'No Waiting at anytime' restriction then recommences on the southern side of Robert Parker Road for a distance of 9m.
- 4.27 A '4 hour no return within 2 hour' restriction is then proposed for a distance of 6m accommodating the provision for one vehicle.
- 4.28 The 'No Waiting at anytime' restriction then recommences on the southern side of Robert Parker Road for a distance of 27m.
- 4.29 A parking bay is then introduced that allows for the '4 hour no return within 2 hour' restriction, the parking bay is 10m long but due to the tapers on either side this only allows for the parking of one vehicle.
- 4.30 At the southern tip of the parking bay the 'No Waiting at anytime' restriction then recommences on the eastern side of Robert Parker Road to the junction with Oscar Wilde Road equating to a distance of 154m.
- 4.31 A further parking bay is then introduced on the eastern side of Oscar Wilde Road that allows for the '4 hour no return within 2 hour' restriction, the parking bay is 10m long but again due to the tapers on either side this only allows for the parking of one vehicle.
- 4.32 At the southern tip of the parking bay the 'No Waiting at anytime' restriction then recommences on the eastern side of Oscar Wilde

Road to the gated entrance of Kennet Walk which is a distance of 55m.

- 4.33 The 'No Waiting at anytime' restriction is also provided on the southern side of the Kennet Walk access and continues south along Kenavon Drive for 31m. A 12.5m long bus stop clearway is then provided to serve bus route Buzz 42 which is already in operation and has been for some time.
- 4.34 At the southern tip of the bus stop clearway the 'No Waiting at anytime' restriction then recommences on the eastern side of Kenavon Drive and continues to the eastern side of the Kenavon Drive / Gas Works Road junction which is a distance of 66m.
- 4.35 It should be noted that the section of double yellow lines included on the plan at Appendix 1 on the southern side of Kenavon Drive that extends into Gas Works Road, surrounded red, is not included within the future adoption and therefore the proposed restrictions conclude on the radii of the junction. The area surrounded red on the northern side of Kenavon Drive opposite Gas Works Road is the existing adopted Highway and no changes are proposed to these existing parking restrictions.
- 4.36 The proposed restrictions for whole site can be found at appendix 1 and 2.

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. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 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. LEGAL IMPLICATIONS

- 7.1 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. 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 be discriminatory to any groups with protected characteristics. Informal and 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.

9. FINANCIAL IMPLICATIONS

9.1 Funding for the statutory consultation comes from S106 monies secured to manage the onsite parking restrictions associated with this development and stipulated within the S106 agreement dated 20th December 2013. The implementation of the parking restrictions will be undertaken by the developer by way of the S38 Agreement, which is in place to secure the adoption of the site.

10. BACKGROUND PAPERS

10.1 None