

READING BOROUGH COUNCIL

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

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| TO: | TRAFFIC MANAGEMENT SUB-COMMITTEE | | |
| DATE: | 4 MARCH 2021 | AGENDA ITEM: | |
| TITLE: | REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES a. UPDATED LIST b. SCHEMES PROPOSED FOR CONSULTATION | | |
| LEAD COUNCILLOR: | TONY PAGE | PORTFOLIO: | STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT |
| SERVICE: | TRANSPORT | WARDS: | BOROUGHWIDE |
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1. PURPOSE OF REPORT & EXECUTIVE SUMMARY

- 1.1 'Part a' of 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 have either been previously reported, or those that would not typically be addressed in other programmes, where funding is yet to be identified.
- 1.2 For this part, the Sub-Committee is asked to consider the Officer recommended action for each new item in Appendix 1, which relate to whether a scheme should remain on the list for future investigation (Appendix 2, subject to funding availability) or removed from the list. Members may wish to consider whether any previously reported items can now be removed on Appendix 2.
- 1.3 'Part b' of this report provides a brief update regarding to the implementation of schemes funded by local CIL (Community Infrastructure Levy) funding.
- 1.4 Appendix 1 provides the list of new requests for 'Part a', with initial Officer comments and recommendations.
- 1.5 Appendix 2 provides the main list of requests for 'Part a'.

2. RECOMMENDED ACTION

- 2.1** That the Sub-Committee notes the content of this report.
- 2.2** That the Sub-Committee considers the officer recommendation for each new request in Appendix 1 and takes a decision on whether to remove or retain these entries on the main list of requests (Appendix 2).
- 2.3** That the Sub-Committee may wish to consider whether any previously reported items in Appendix 2 can now be agreed for removal.

3. POLICY CONTEXT

- 3.1** Any proposals in Part a would need to be considered alongside the Borough Council's Traffic Management Policies and Standards, Council Priorities, the Local Transport Plan and the Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP).

4. BACKGROUND AND RECOMMENDATIONS

Part a (List of Requested Measures)

- 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 any 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** Appendix 2 provides the current list of requested schemes and requests for measures, which is currently held by Officers.

It is likely that the primary sources of funding for these schemes will be local CIL contributions and other third-party contributions. If funding has been allocated to a scheme, this will be reflected on the list and this list may be used for seeking contributions for specific schemes (for example, during the planning process for a new development).

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.

- 4.4 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.

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.

- 4.5 Appendix 1 provides the list of requests that have been received by officers since the last update to the Sub-Committee.

Members are asked to consider the recommended action for each scheme and agree the outcome as follows:

4.8.1 Retain - These items will remain on the list in Appendix 2, awaiting funding for further investigation and development.

4.8.2 Forward to [Scheme/Programme] - These items will be noted, for information, in a separate section of the list. They will, however, be moved for consideration as part of a different scheme or programme, such as an active Area Study.

4.8.3 Remove - These items will be removed from the list and will not be retained for further investigation and development.

Part b (CIL Locally Funded Schemes Update)

- 4.6 The Council has allocated CIL funding to enable the delivery of a number of traffic management schemes, the majority of which originated from the main part of this regular report (Part a). Private/third-party funding has also been received, or indicated, for some entries.
- 4.7 The following table provides a summary of the scheme development to date:

| Scheme | Update |
|--|---|
| Elgar Road South (HGV signing) | Delivered |
| Grovelands Road double-mini-roundabout signing/markings improvements | Delivered |
| Brunswick Street & Western Road 20mph zone | Delivered |
| Southcote Road, Western Road & Parkside Road 20mph zone | Delivered |
| Ridgeway Primary School (Whitely Wood Road) zebra crossing | Zebra crossing installed and implementing final elements at the time of writing |
| Northumberland Avenue 20mph zone extension | Being delivered at the time of writing |
| Gosbrook Road tiger crossing | Being delivered at the time of writing |
| Redlands 20mph zone enhancements | Being delivered at the time of writing |
| Oxford Road tiger crossing | Delivery plan being finalised with contractors at the time of writing |

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 'Part a' of 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 will 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 will 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 'Part a' of this report. Funding will need to be identified prior to the resourcing of investigation, progression and development of requests/schemes.
- 10.2 The CIL and private funding contributions do not provide additional revenue funding, so the maintenance cost implications of any measure will need to be carefully considered.
- 10.3 These schemes in 'Part b' of this report are being funded from the allocated local CIL contributions. These contributions are to cover the whole project costs.

11. BACKGROUND PAPERS

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