

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 JANUARY 2022	AGENDA ITEM:	
TITLE:	ACTIVE TRAVEL FUND TRANCHE 2 - SHINFIELD ROAD - PROPOSALS FOR STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to seek approval from the Sub-Committee to undertake necessary statutory consultations/notice processes to progress the Active Travel Fund Tranche 2 Shinfield Road scheme. Approval relates specifically to the installation of a new signalised pedestrian crossing near the junction with Cressingham Road and the implementation of traffic restrictions in the form of double yellow lines along the entire length of the scheme (Christchurch Green to Shinfield Rise). This report also informs the Sub-Committee of the intention to make Temporary Traffic Regulation Orders where necessary to temporarily control vehicle or pedestrian activities throughout the construction phase of this scheme.
- 1.2 Appendix 1 - Active Travel Fund Tranche 2: Shinfield Road Detailed Designs

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes for the proposed signalised pedestrian crossing designs and double yellow line restrictions on Shinfield Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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| 2.3 | That the Strategic Transport Manager, in agreement with the Lead Councillor for Strategic Environment, Planning and Transport, be able to make minor alterations to the agreed proposals. |
| 2.4 | That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order and proposed works will commence. |
| 2.5 | That should any objection(s) be received during the statutory consultation period, that these be reported to a future meeting of the Sub-Committee for consideration and decision regarding scheme delivery. |
| 2.6 | That no public inquiry be held into the proposals. |

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). The signalised crossing proposals will complement the Council's Climate Emergency Strategy and Health and Wellbeing Strategy by removing barriers to the greater use of sustainable, healthy transport options.

4. THE PROPOSAL

- 4.1 In November 2020, the Department for Transport announced the award of £1.179m to Reading for the Active Travel Fund Tranche 2. This award was on the basis of a detailed, high quality and ambitious bid submitted by the Council, resulting in Reading being awarded 100% of the indicative allocation available.
- 4.2 A two-stage engagement and consultation approach was undertaken for this scheme. An initial engagement exercise ran from 24th February to 23rd April 2021 (8-weeks) whereby 928 responses were received from residents, businesses and organisations. The outcome of this exercise identified the Shinfield Road scheme was the best supported and least opposed scheme.
- 4.3 A further consultation on the Shinfield Road scheme was undertaken on 26th October to 6th December 2021 (6-weeks). Officers are currently analysing responses received and will update final designs accordingly.
- 4.4 The indicative timeline for the Tranche 2 programme is set out below:
- Initial consultation - February to April 2021 - Completed
 - Initial consultation results review and recommendation for scheme(s) to be taken forward - May to June 2021 - Completed
 - Committee approval to undertake statutory consultation - June 2021 - Completed
 - Detailed design - Summer/Autumn 2021 - Completed
 - Statutory consultation - Autumn 2021 - Completed
 - Statutory consultation results review and update scheme design - Winter 2021/22
 - Statutory consultation on Traffic Regulation Orders - Winter 2021/22
 - Scheme delivery - from Spring 2022 onwards

- 4.5 In order to progress this scheme, officers seek authority to undertake statutory consultation/notification processes for the proposed installation of a new signalised pedestrian crossing north of the junction with Cressingham Road and double yellow line restrictions on Shinfield Road between Christchurch Green and Shinfield Rise, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 4.6 Should the Council receive objections during these statutory consultation periods, officers will report these back to the Sub-Committee at a future meeting (expected March 2022), where they can be considered, and a decision made regarding potential scheme implementation. Should this not be the case, it is intended that officers progress these proposals to delivery.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This proposal contributes to the Council's Corporate Plan themes as set out below:

- **Healthy environment**

Waiting restrictions can assist in preventing obstructive, hazardous or nuisance parking. In some situations, inconsiderate parking can compromise safety or result in difficulties for residents and businesses. Many parking issues can create delays or accessibility obstructions for users of the network such as pedestrians, cyclists, domestic vehicles, delivery vehicles, emergency services and public transport.

The installation of signalised pedestrian crossings aims to improve the experience for pedestrians in the area. Pedestrians will be more visible to motorists and vehicles will be required to stop for pedestrians to cross.

Proposals for this Shinfield Road scheme can help to reduce some of these parking issues. They can lead to more efficient traffic flow, clearer footways, improvements to perceived Highway safety and greater containment. These can lead to lower vehicle emissions, and removal of barriers to active travel. The overall scheme will contribute to the Council's goal of making the town carbon neutral by 2030.

- 5.2 Full details of the Council's [Corporate Plan](#) are available on the website and include information on the projects which will deliver these priorities.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 A Climate Impact Assessment has been conducted, which considers a net 'NIL' impact as a result of the Sub-Committee agreeing to the recommendations of this report.

The implementation of the signalised pedestrian crossing is likely to be the most impactful elements of the report recommendations, as these require a level of civil engineering work to be undertaken and the installation of electrically-

powered traffic signals. The recommendations for Shinfield Road double yellow line restrictions is a lining only schemes.

This will have a minor negative impact during installation and a very minor ongoing negative impact due to the continued energy use by the traffic signals. They will, however, be long-standing facilities and it is expected that the installation of these crossings will remove barriers that many people will have to walking, which will offset these impacts by a likely reduction in private vehicle journeys. This is particularly so with these proposed schemes, as they are on good links to/from school routes and/or shopping areas, so should encourage good footfall. While it is difficult to quantify, it is expected that the benefits will outweigh the impacts over time.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Church Ward Councillors and the Lead Councillor for Strategic Environment, Planning and Transport were provided with some early concept proposals for the Shinfield Road scheme. This has provided an opportunity for comment and local informal consultation. Further consultation was held with the public and stakeholders as discussed in section 4.3.
- 7.2 Statutory notifications/consultation required for both the proposed signalised pedestrian crossing and double yellow line restrictions will be conducted in accordance with appropriate legislation. Notices of intention will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area. The Police are a statutory consultee and will be directly notified. The consultation will be hosted on the Council's website (the 'Consultation Hub'), where details and plans will be available.
- 7.3 Policy Committee and Traffic Management Sub-Committee are public meetings. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, 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 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. Statutory consultation processes will be conducted, where applicable, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

9. LEGAL IMPLICATIONS

- 9.1 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.
- 9.2 Notice will be given for the implementation of signalised pedestrian crossings under Section 23 of the Road Traffic Regulation Act 1984.
- 9.3 This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake these processes.
- 9.4 There are no foreseen legal implications relating to either proposals.

10. FINANCIAL IMPLICATIONS

- 10.1 The Shinfield Road scheme is included in the Council's Capital Programme.
- 10.2 Funding for the Shinfield Road scheme is set out within this report has been allocated from the Department for Transport's Active Travel Fund and Integrated Transport Block grant funding allocations as set out in the table below:

Capital Implications

	2020/21 £000	2021/22 £000	2022/23 £000
Proposed Capital Expenditure: Active Travel Fund - Tranche 2	25	985	500
Funded by			
Grant (Active Travel Fund Tranche 2)	25	985	169
Grant (Integrated Transport Block)	0	0	331
Total Funding	25	985	500

Value for Money (VFM)

The proposed Shinfield Road scheme has been signed off by Reading Borough Councils Section 151 officer as providing Value for Money.

11. BACKGROUND PAPERS

- 11.1 Active Travel Programme Report, Policy Committee - 18th May 2020
- 11.2 Active Travel Programme and School Streets Update Report, Strategic Environment, Planning and Transport Committee - from July 2020 onwards