

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2022	AGENDA ITEM:	5
TITLE:	WAITING RESTRICTION REVIEW: 2021B THE MOUNT DECISION & 2022A PROPOSALS FOR STATUTORY CONSULTATION		
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report seeks a decision from the Sub-Committee on whether or not the proposal for The Mount should be implemented. A proposal to amend the existing restrictions on The Mount was included in the 2021B waiting restriction programme. Following a full statutory consultation, the results were reported to the Sub-Committee at its meeting in March 2022. Having reviewed the objections, a decision was made to defer the decision pending further discussion between the ward Councillors and residents. The programme is currently on hold, pending this decision.
- 1.2 Appendix 1 shows the drawing showing the proposal for The Mount, which formed part of the 2021B programme consultation in February 2022.
- 1.3 This report also seeks approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions as part of the 2022A waiting restriction programme. These proposals aim to address the issues raised in the initial list of requests, which were reported to and agreed for investigation by the Sub-Committee at their meeting in March 2022.
- 1.4 The recommendations within this report have been shared with Ward Councillors and an opportunity provided for their comment within this report.
- 1.5 Appendix 2 includes the recommendations and drawings, by Council Ward for the 2022A programme.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the content of this report.
- 2.2 That the Sub-Committee agrees to either implement or reject the proposal for The Mount, which forms part of the larger 2021B programme and its accompanying Traffic Regulation Order.
- 2.3 That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order for the 2021B programme and no public inquiry be held into the proposals.
- 2.4 That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.
- 2.5 That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the 2022A programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 2.
- 2.6 That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the 2022A programme.
- 2.7 That any objection(s) received during the statutory advertisement be reported to a future meeting of the Sub-Committee.
- 2.8 That no public inquiry 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.
- 3.2 The Waiting Restriction Review programme also complements the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by addressing local parking issues that can impact on traffic flow, perceived safety and accessibility. The resulting improvements can support improved traffic flow (including public transport) with reduced emissions and the removal barriers to the greater use of sustainable, healthy transport options.

4. THE PROPOSAL

Current Position

- 4.1 The Waiting Restriction Review programme is intended for relatively small-scale alterations to waiting restrictions, to limit costs and resources required for

development and ensure that the programme can be progressed within the expected timescales.

Requests for larger area schemes will be added to the 'Requests for Traffic Management Measures' list for development when funding becomes available from local CIL allocations, or other sources.

Requests for new Resident Permit Parking areas will be reported within the associated reports to this committee and will not form part of this review programme. Minor alterations to relatively small areas of existing Resident Permit Parking restrictions may be considered appropriate for inclusion within this programme.

4.2 The proposal for The Mount formed part of the 2021B programme. The initial request for changes to the restrictions was received in May 2021 and it was presented to the Sub-Committee in September 2021, where we asked for permission to investigate it further. This was approved and a proposal for consultation was then reported to the Sub-Committee in January 2022. This was also approved and a statutory consultation took place from 3rd-23rd February 2022. The results of the consultation for the entire programme were then reported to the Sub-Committee in March 2022. The Sub-Committee were asked to decide if the consulted proposals should be implemented, amended or rejected. The decision for The Mount was deferred until this June 2022 meeting to allow Ward Councillors time to carry out further work and discussions with residents and the Progress Theatre.

4.3 If a decision is made to install the proposal shown in appendix 1, officers will proceed to seal the traffic regulation order for the 2021B programme and delivery of the schemes will be programmed.

If a decision is made not to pursue this further, it will be removed from the programme and the remaining traffic regulation order will be adjusted, sealed and delivery of the remaining schemes will be programmed.

Please note that programme delivery lead-in times for this 2021B programme will be impacted by the deferred decision as it will need to be programmed around the development of the 2022A draft traffic regulation order (and its statutory consultation) and the consultation and development of schemes in other workstreams.

4.4 With regards to the 2022A programme, approval was given by the Sub-Committee in March 2022 to carry out investigations at various locations across the borough, based on the reported list of requests that the Council had received for new or amended waiting restrictions.

Officers have investigated the issues that were raised and have considered appropriate measures that could be implemented to address each issue.

4.5 In accordance with the report to the Sub-Committee in March 2022, Officers shared their recommended proposals with Ward Councillors between 9th and 23rd

May 2022. This period provided Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in Appendix 2 of this report.

Options Proposed

- 4.6 The Sub-committee is asked to consider the proposal in Appendix 1 (The Mount) and can make the following decisions:
- Agree with objections - the recommended proposal will be removed from the programme and will not be implemented
 - Overrule objections - the recommended proposal will be implemented, as advertised.
- 4.7 This report seeks approval by the Sub-Committee to conduct statutory consultation on the recommended schemes in Appendix 2, taking into consideration any Ward Councillor comments that have been received and referenced.

The schemes will form part of a single proposed new Traffic Regulation Order and the feedback is intended to be reported to the Sub-Committee in September 2022.

Other Options Considered

- 4.8 It is understood that there may be a desire to pursue an alternative scheme of restrictions for The Mount. Should this be the case, these will need to be considered as part of a future Waiting Restriction Review programme and will require statutory consultation alongside those other proposals.

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 other 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.

Proposals promoted through the Waiting Restriction Review programme 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, the removal of barriers toward the greater use of sustainable and healthy transport modes and the greater appeal for local communities to consider Play Street initiatives. The proposals will contribute to the Council's goal of making the town carbon neutral by 2030.

- 5.2 This proposal contributes to the TEAM Reading Values, as set out below:

Together - The Waiting Restriction Review programme develops schemes based on community engagement throughout the development process, regarding local parking issues.

Efficiency - This programme develops various proposals in an efficient and cost-effective way (see Section 10).

Ambitious - As per section 5.1, Waiting Restrictions support the Council's goal of making Reading a carbon neutral town by 2030 by aiming to improve traffic flow and remove barriers to the greater adoption of healthy and sustainable transport options.

Make a Difference - As per the above.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

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

6.2 A climate impact assessment has been conducted for the recommendations of this report.

There has been some minor negative impact for investigation and design, through travel and energy usage. Travel impacts have been partly mitigated through preferred use of the Council's electric pool cars and through walking and cycling to site wherever possible. Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of schemes currently requires burning of fossil fuels for the specialist machinery and some road marking application/removal techniques.

The making of this permanent TRO will require (by regulation) advertisement of the legal Notice in the local printed newspaper, which will have a negligible, one-off impact in terms of likely additional printing and paper usage.

However, it is expected that these relatively minor negative impacts over a short period of time will be more than overcome by the benefits of scheme implementation. The proposals cover perceived local safety, accessibility and traffic flow issues that, once resolved, should improve traffic flow (lower emissions, improved flow for public transport) and remove some barriers toward increased use of sustainable and healthy transport options.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 Persons requesting waiting restrictions have been informed that their request will form part of the waiting restriction review programme and are advertised of the timescales of this programme.

7.2 Ward Councillors have been provided with the recommended proposals prior to the creation of this report to the Sub-Committee. This has provided an opportunity for a level of informal consultation and local consideration in order to provide initial feedback to officers.

Ward Councillors will also be made aware of the commencement dates for statutory consultation, so that there is an opportunity for them to encourage community feedback in this process.

7.3 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website (the 'Consultation Hub'). Notices will be advertised in the local printed newspaper and will be erected, typically on lamp columns, as close as possible to affected area.

7.4 Where this report contains petitions that have not been separately reported, the lead petitioner(s) will be informed of the decision of the Sub-Committee, following publication of the agreed meeting minutes.

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, victimization 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. A statutory consultation will be conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals. Waiting Restrictions can have a positive impact whereby the roads are made safer for all users as locally problematic parking issues are reduced.

9. LEGAL IMPLICATIONS

9.1 The Order for the 2021B programme of restrictions will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Following the making of this Order, the public must be afforded a period of six weeks to raise any legal challenge, prior to any alterations to the restrictions within being proposed through statutory consultation.

9.2 The order for the 2022A programme of restrictions will be drafted under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake this process.

10. FINANCIAL IMPLICATIONS

The cost of developing and implementing the 2021B and 2022A programme will be dependent on a number of factors, including the number proposals that are agreed for implementation and the extent/complexity of these schemes. Lining-only schemes, such as double-yellow-line restrictions will be considerably less costly to implement, compared with restrictions that require signing.

Section 4.1 outlines the remit of this review programme, which helps to mitigate financial and resource risks.

10.1 Revenue Implications

	2021/22 £000	2022/23 £000	2023/24 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
Expenditure	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

While the above table is typical of the expected revenue implications for the implementation of a Waiting Restriction Review programme, it should be noted that there is potential for an increase in revenue through the civil enforcement of the restrictions that are delivered. This, however, cannot be guaranteed and the expectation upon delivery of the programme is of compliance with the signed restrictions.

Staff costs are capitalised.

10.2 Capital Implications

Capital Programme	2022/23 £000	2023/24 £000	2024/25 £000
Proposed Capital Expenditure	£100	NIL	NIL
Funded by Integrated Transport Block (ITB) grant - Waiting Restriction Review	£100	NIL	NIL
Total Funding	£100	NIL	NIL

The above table is representative of the expected / average full project costs for delivery of bi-annual Waiting Restriction Review programmes and is based on delivery of the 2021B and 2022A programmes referred in this report during the typical programme timeframes.

10.3 Value for Money (VFM)

The programme provides value for money by collating requests and developing and delivering schemes as a single project. In comparison to an alternative of addressing requests on a more ad-hoc basis, this provides the benefit of resourcing efficiency and financial economies of scale. For example, the restrictions are included in a single Traffic Regulation Order, minimising

advertising costs and the lining implementation is commissioned as a single project.

All aspects of the programme that can be delivered using Reading Borough Council's own resources will be delivered internally and not outsourced. This includes investigation and designing of the schemes, drafting creation of the Traffic Regulation Orders and the delivery of many engineering elements on street.

10.4 Risk Assessment

The primary risk with the waiting restriction review programme is any deferral of a decision regarding the elements of the programme to be agreed (or otherwise) for delivery of the next stage. The Waiting Restriction Review programmes are developed on the basis of a short-turnaround for each stage and a deferral will result in crossover of resource-intensive elements for multiple programmes. With resources shared across numerous workstreams, this will result in slippage to other schemes, which could have financial implications as well as impacting on the delivery expectations of these other schemes.

The financial risks against the programme should be mitigated by the Sub-Committee and Ward Councillors taking note of the remit of this programme, as outlined in Section 4.1. The costs of the programme, both in terms of deliverables and resource costs, will directly correlate to the scale and complexity of the resultant schemes.

11. BACKGROUND PAPERS

- 11.1 Waiting Restrictions Review - Objections to Waiting Restriction 2021B & Requests for Waiting Restrictions Review 2022A (Traffic Management Sub-Committee, March 2022).