

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	15 JUNE 2022	AGENDA ITEM:	8
TITLE:	COX AND WYMAN - PROPOSED ALTERATIONS TO WAITING RESTRICTIONS		
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee traffic management measures associated with the development of the former Cox and Wyman site which is bounded by Cardiff Road, Milford Road, Addison Road and Meadow Road.
- 1.2 This report seeks approval from the Sub-Committee to carry out a Statutory Consultation on changes to the waiting restrictions surrounding the site which includes the following:
 - Creation of 3 shared use residents parking bays with 2-hour waiting with no return within 2 hour between the hours of 8am and 8pm along Meadow Road.
 - Provision of double yellow lines along the remainder of Meadow Road between Milford Road and Addison Road.
 - Provision of double yellow lines either side and opposite of the new access onto Milford Road.
 - Provision of double yellow lines either side of the new main access onto Addison Road formalising a break in the existing shared user bay.
 - Provision of double yellow lines across the single vehicle dropped crossing onto Addison Road formalising a break in the existing shared user bay.
 - Extension of the existing shared user bay on Addison Road towards the Meadow Road junction by 10m.

The proposed scheme includes no alterations along Cardiff Road although where Highway works are required to facilitate the reinstatement of the existing dropped crossings some lines may require a refresh which would be undertaken by the developer.

- 1.3 Appendix 1 - 19-034/100 H GENERAL ARRANGEMENT illustrates the proposals surrounding the development.

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 2022A programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 1.
- 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 for the 2022A programme.
- 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 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 proposed alterations also compliment 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 with reduced emissions.

4. BACKGROUND AND PROPOSALS

- 4.1 On 19th November 2018 planning permission was granted for the erection of 96 residential dwellings including 40 flats within new apartment blocks and 48 x 3 bedroom town houses on the site formerly occupied by Cox and Wyman on Cardiff Road.

- 4.2 The development is currently under construction with some of the town houses now complete and occupied.
- 4.3 During the application discussions it was agreed that alterations to the existing parking restrictions would be necessary to protect the proposed accesses into the development. As such the proposal includes the provision of double yellow lines either side of the proposed accesses onto Milford Road and Addison Road with a further section of double yellow lines provided opposite the access onto Milford Road.
- 4.4 These restrictions will ensure that residents, delivery vehicles, refuse vehicles and emergency services can access and egress the development satisfactorily with swept path analysis being provided at the planning application and Section 278/38 stages.
- 4.5 The proposal to include double yellow lines either side of the access along Addison Road does reduce the length of the current shared user bay but this is mitigated by the extension of the bay 10m further north towards the junction with Meadow Road.
- 4.6 In addition to this minor extension to the bay on Addison Road the proposal includes the provision of three further parking bays along Meadow Road. These bays will be shared use providing additional residents parking and 2-hour parking for existing residents and visitors of the surrounding area. These bays will replace the existing loading bays along Meadow Road, which were fundamentally provided for and used by The Cox and Wyman site.
- 4.7 In combination the three proposed residents parking bays would create an additional 10 parking spaces for residents / visitors. Although this parking may be slightly detached from the existing residential properties within the residents parking zone it will reduce the need for residents and visitors to drive around and seek parking and / or allow for more curtesy in the way in which residents currently park.
- 4.8 Although the proposed residents parking bays are being provided by the developer the residents of the scheme will not be entitled to residents parking permits in line with the Councils standard planning processes and resident parking scheme rules. However, visitors to the proposed development would be able to make use of the 2-hour parking within the parking bays being created.
- 4.9 It should be mentioned that the length of the bays along Meadow Road have been reduced since the original planning application. This has been as a result of additional off-street parking bays being provided along Meadow Road, which has been agreed through a Non-Material Amendment planning application and also as a result of observations through the Section 278/38 process. This has only resulted in a minor reduction of approximately 2 car lengths, but the scheme overall still provides a significant benefit to the local area.
- 4.10 The proposed restrictions surrounding the site can be found at Appendix 1.

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.

The proposals promoted through the proposed alterations 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 the removal of barriers toward the greater use of sustainable and healthy transport modes. 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 - Proposed alterations brought forward through consultation with the Council and the developer to provide an increase in the available parking in the vicinity of the development site for existing residents and their visitors.

Efficiency - This scheme 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) within the vicinity of the development.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 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.

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 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.

10. FINANCIAL IMPLICATIONS

10.1 Funding for the statutory consultation comes from S106 monies secured to alter the parking restrictions surrounding this development and stipulated within the S106 agreement dated 19th November 2018. The implementation of the parking restrictions will be undertaken by the developer by way of the Section 278/38

Agreement, which is in place to secure alterations to the existing Highway and the adoption of the accesses into site.

11. BACKGROUND PAPERS

11.1 None.