

**READING BOROUGH COUNCIL**

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

|                         |   |                   |                                       |
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| <b>TO:</b>              | <b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>               |                   |                                       |
| <b>DATE:</b>            | <b>12 JANUARY 2022</b>                                |                   |                                       |
| <b>TITLE:</b>           | <b>KENAVON DRIVE - INSTALLATION OF BUS STOP CAGES</b> |                   |                                       |
| <b>LEAD COUNCILLOR:</b> | <b>TONY PAGE</b>                                      | <b>PORTFOLIO:</b> | <b>CLIMATE STRATEGY AND TRANSPORT</b> |
| <b>SERVICE:</b>         | <b>HIGHWAYS &amp; TRAFFIC SERVICES</b>                | <b>WARDS:</b>     | <b>THAMES</b>                         |
| <b>LEAD OFFICERS:</b>   | <b>DARREN COOK</b>                                    | <b>TEL:</b>       | <b>0118 937 2612</b>                  |
| <b>JOB TITLES:</b>      | <b>TRANSPORT DEVELOPMENT CONTROL MANAGER</b>          | <b>E-MAIL:</b>    | <b>DARREN.COOK@READING.GOV.UK</b>     |

**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 Homebase and Toys R Us site on Kenavon Drive.
- 1.2 This report seeks approval from the Sub-Committee to carry out a Statutory Consultation on changes to the waiting restrictions and a pay and display bay along Kenavon Drive to facilitate the installation of a bus stop cage on either side of the carriageway.
- 1.3 Appendix 1 - O446-37454-SW-XX-C-0107 Rev C02 KENAVON DRIVE SECTION 278 WORKS, PAVING TRAFFIC SIGNS AND ROAD MARKINGS LAYOUT illustrates the proposals surrounding the development and the exact line markings proposed. This drawing only identifies the areas where signing and lining changes are required any gaps between the lining are areas of existing waiting restrictions and will be unaltered.

**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 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 proposed scheme.
- 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 complement the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy as they will facilitate dedicated bus stop facilities to help promote alternative modes of travel other than the private car. This will not only aid movements generated by the development but also those that are associated with surrounding residential and retail units therefore reducing car use in and around the Town Centre Area.

### **4. BACKGROUND AND PROPOSALS**

- 4.1 On 10<sup>th</sup> October 2018 Planning Permission was granted for demolition of two existing retail (Homebase and Toys R Us) structures and the erection of new buildings, providing 765 (18 x studio, 302x1, 409x2 and 36x3- bed) residential units (Class C3), 5 commercial units (3x flexible Class A1-5, B1 or D1-2 uses, 1x flexible Class A1-A5 use, 1x flexible Class A3 or A4 use), various works to the public realm, including a new riverside square, landscaping, accesses, parking and associated works.
- 4.2 The development has been under construction for some time with works currently taking place to construct the final building on the site. Highway works required to facilitate reconfigured and new vehicular accesses to the site have commenced with further works likely to proceed early next year, although exact timescales are unclear at this time.
- 4.3 During the application discussions it was agreed that dedicated bus stops cages would be provided on both sides of Kenavon Drive to facilitate bus route Buzz 42. The buses currently stop in these locations however, the developer was to provide the bus cages to fully identify the location of the bus stops and help promote public transport as an alternative mode of travel.
- 4.4 The revisions to the existing waiting revisions and pay and display bays are as follows:

Northern Side of Kenavon Drive

Reduce the existing pay and display bay to the east of the Forbury Retail Park access by 7.5m. Install a 13m bus cage between the Forbury Retail Park access and the pay and display bay.

#### Southern Side of Kenavon Drive

At a distance 133m from the Kenavon Drive / Forbury Road roundabout junction remove a 13m section of a double yellow line no waiting at any time restriction and install a 13m bus cage. After which point the no waiting at any time restriction recommences east along Kenavon Drive.

4.5 The proposed alterations 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 alterations can help to reduce some of these parking issues by helping to promote the bus as an alternative mode. 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 improvements to public transport infrastructure within the vicinity of the site.

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

**Ambitious** - The scheme ensures that dedicated bus top facilities are provided to highlight the bus route along Kenavon Drive, although bus stops are currently provided these are solely in the form of bus stop flag signs attached to existing lamp columns and as such are not always identifiable. The bus cages will aid in the bus routes further visibility for those travelling to and from the residential properties or to the surrounding retail parks.

**Make a Difference** - As per the above.

## 6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

6.1 The Council declared a Climate Emergency at its meeting on 26<sup>th</sup> 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 mitigated by Officers travelling to the site through walking and cycling. 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 monies secured through the developers S278/38 Highways Agreement to alter the parking restrictions / install bus stop cages surrounding this development. The implementation of the bus cages and revised 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.

## **11. BACKGROUND PAPERS**

- 11.1 None.