

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	02 MARCH 2022		
TITLE:	WAITING RESTRICTION REVIEW - a. 2022B PROGRAMME UPDATE b. 2023A PROGRAMME NEW REQUESTS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	HIGHWAYS & TRAFFIC SERVICES	WARDS:	BOROUGH WIDE
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 9372202
JOB TITLE:	NETWORK SERVICES MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 Requests for new waiting restrictions across the borough, or amendments to existing restrictions, are collated and considered for investigation as part of a Waiting Restriction Review Programme.
- 1.2 This report provides a progress update for the 2022B programme, following agreement at the January 2023 meeting to undertake the statutory consultation.
- 1.3 This report also provides the Sub-Committee with the list of new requests, for potential inclusion in the 2023A programme. Members are asked to consider the requests alongside any officer comments and agree whether the investigation of these requests and potential development of design proposals, should be resourced as part of this next review programme.
- 1.4 Appendix 1 - New requests for consideration in the 2023A programme.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee Notes the report.
- 2.2 That the Sub-Committee considers the requests made for waiting restriction changes in Appendix 1 and agree whether each request should, or should not, be investigated by officers as part of the 2023A review programme.
- 2.3 That the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for local

consultation (informal) and for their comments to be included in the next report to the Sub-Committee.

- 2.4 That, should funding permit, a further report be submitted to the Sub-Committee seeking agreement to conduct the Statutory Consultation on the recommended schemes for the 2023A programme.

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 ensuring that the programme can be progressed within the expected timescales.

Larger area schemes will be moved to the 'Requests for Traffic Management Measures' list for development when funding is allocated through local CIL contributions, for example.

Requests for new area Resident Permit Parking schemes will not form part of this review programme, but will be considered separately, dependant on available resources and local support. Minor alterations to relatively small areas of existing Resident Permit Parking restrictions may be considered for inclusion within this programme.

2022B Programme Update

- 4.2 Approval was given by the Sub-Committee in September 2022 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions.

Investigations were carried out and a recommendation for each scheme was shared with Ward Councillors for their comments ahead of the January 2023 Sub-Committee meeting.

- 4.3 A further report to the Sub-Committee in January 2023 sought approval for officers to conduct a statutory consultation for these recommended schemes.

It is with regret that there has been insufficient time between the January 2023 and this meeting in which to conduct the necessary processes for conducting and feeding back the results of the statutory consultation. It is expected that the

results of the consultation will be reported to the June 2023 meeting so that a decision can be made regarding the delivery of the schemes within this programme.

- 4.4 The process of conducting a statutory consultation first requires writing the full proposed legal Traffic Regulation Order (TRO). This TRO must contain elements of other TROs that would need to be revoked, due to the new proposals creating alterations to existing restrictions. It needs to contain full written descriptions of every new restriction being proposed and those amendments to the surrounding restrictions that would be required on either side. These are the 'schedules', that will also include the scheme drawings.

The TRO will then require written 'articles', which in broad terms describe how the restrictions are applied and enforced, including definitions of terms and detail about each type of restriction within the proposed Order.

The consultation must run for a minimum of 21 days, be advertised in the local newspaper, with on street notices (written, printed and erected) and is 'hosted' via a dedicated page on the Council's website. The newspaper advertising currently ties Reading Borough Council to consultation launch dates on a Thursday and the advertisers require the Notices in advance. This is a four-week process in itself.

The consultation period needs to elapse, whereby the feedback can be collated, anonymised and shared with Ward Councillors and Sub-Committee members in good time ahead of the Sub-Committee meeting, with reports being published a week in advance.

This is a resource-intensive process and it is crucial that it is undertaken correctly to avoid the potential of legal challenges.

2023A Programme: New Requests

- 4.5 Appendix 1 provides a list of requests that have been received for potential consideration in the 2023A programme.

For each request that is agreed for inclusion in this next Waiting Restriction Review programme, Officers will investigate the issue and consider a recommendation. This may be a proposed scheme that would assist in mitigating/overcoming an issue, but may instead be a recommendation against developing a scheme.

- 4.6 Officer recommendations will be shared with respective Ward Councillors. This period provides Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in the recommendations report to the Sub-Committee.

The next stage of programme development will be a report to this Sub-Committee seeking approval for Officers to undertake the statutory consultation for the recommended schemes.

Options Proposed

- 4.7 The Sub-Committee is asked to consider whether each request for potential inclusion in the 2023A Programme (Appendix 1) should, or should not, be considered in this next programme.

The Sub-Committee is asked to consider the resources required in investigating, designing and sharing schemes, when considering a recommendation to include requests in this programme. This same resource is shared across numerous projects reported through this Sub-Committee.

Other Options Considered

- 4.8 None at this time.

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 a relatively 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 will be some minor negative impacts for investigation and design, through travel and energy usage. Travel impacts will be 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 are informed that their request will form part of the waiting restriction review programme and are advised of the timescales of this programme.
- 7.2 Ward Councillors are provided with the recommended proposals prior to these being agreed for statutory consultation by the Sub-Committee. This provides an opportunity for a level of informal consultation in order to provide initial feedback to officers.

Ward Councillors are also 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').
- 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, 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 and recommendations of this report are not deemed to be discriminatory to persons with protected characteristics and statutory consultations provide an opportunity for the content of 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.

The agreed requests for the 2023A programme (Appendix 1) will be investigated and the equality impact will be considered as these proposals develop.

9. LEGAL IMPLICATIONS

9.1 None arising from the recommendations of this report.

10. FINANCIAL IMPLICATIONS

The cost of implementing the 2022B and developing the 2023A programmes will be dependent on a number of factors, including the number proposals that are agreed for implementation (2022B) / investigation (2023A), the number progressed to statutory consultation (2023A), the number subsequently agreed for implementation (2023A) and the extent/complexity of the 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 Grant funding Other income	NIL	NIL	NIL
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	£100	£100
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	Capital integrated transport block (ITB) grant funding	Capital integrated transport block (ITB) grant funding	Capital integrated transport block (ITB) grant funding
Total Funding	£100	£100	£100

The above table is representative of the expected / average full project costs for delivery of the typical Waiting Restriction Review programmes as they currently operate.

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 2022B programme is the deferral of a decision regarding the elements of the programme to be agreed (or otherwise) for delivery. 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 a number of projects, 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 2023A 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 Restriction Review: 2022B Proposals for Statutory Consultation (Traffic Management Sub-Committee, January 2023).

11.2 Waiting Restriction Review - Objections to Waiting Restriction Review 2022A & Requests for Waiting Restriction Review 2022B (Traffic Management Sub-Committee, September 2022).