

Traffic Management Sub-Committee

14 June 2023



Reading
Borough Council
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Title	WAITING RESTRICTION REVIEW PROGRAMME: a. OBJECTIONS TO 2022B PROGRAMME b. PROPOSALS FOR STATUTORY CONSULTATION (2023A)
Purpose of the report	To make a decision
Report status	Public report
Report author	Jemma Thomas, Assistant Engineer, Network Services
Lead councillor	John Ennis
Corporate priority	Healthy Environment
Recommendations	<p>The Committee is asked to:</p> <ol style="list-style-type: none">1. Note the content of this report.2. That objections noted in Appendix 1, and petitions in Appendix 2, are considered and the Sub-Committee agrees to either implement, amend, or reject each proposal. These proposals were advertised as part of the same, single, draft Traffic Regulation Order.3. That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.4. That respondents to the statutory consultation, and lead petitioners, be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.5. That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the 2023A programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 3.6. 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 2023A programme.7. That any objection(s) received during the statutory advertisement be reported to a future meeting of the Sub-Committee.8. That no public inquiry be held into the proposals.

1. Executive summary

- 1.1 Twice-annually, requests for new waiting restrictions across the borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme.
- 1.2 This report informs the Sub-Committee of objections (including petitions) resulting from the statutory consultation for the agreed proposals that formed the 2022B programme (report available [here](#)). Members are asked to consider these objections and conclude

the outcome of the proposals. A decision will be required for all items before delivery planning can commence.

- 1.3 This report also seeks approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions as part of the 2023A 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 2023 (available [here](#)).
- 1.4 The recommendations within this report have been shared with Ward Councillors and an opportunity provided for their comment.

2. Policy context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
 - Healthy Environment
 - Thriving Communities
 - Inclusive Economy
- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
 - People first
 - Digital transformation
 - Building self-reliance
 - Getting the best value
 - Collaborating with others
- 2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the [Council's website](#). These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 2.4. The Waiting Restriction Review programme complements the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by addressing local parking issues that can impact on accessibility and risks to safety. 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.

3. The proposal

- 3.1 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 area Resident Permit Parking schemes 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.

Current Position – a. Objections to Traffic Regulation Order: 2022B programme

- 3.2 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. The report is available [here](#).

Investigations were carried out and a recommendation for each scheme was shared with ward councillors between 14th November and 5th December 2022 for their comments.

- 3.3 A further report to the Sub-Committee in January 2023 (available [here](#)) sought approval for officers to conduct a statutory consultation for these recommended schemes.

The statutory consultation took place between 23rd February and 16th March 2023. The feedback received during this consultation, alongside the related scheme drawings, is contained in Appendix 1.

Three petitions were received, relating to the proposals in this programme. These have been referenced in Appendix 1 and summarised in Appendix 2.

- 3.4 The statutory consultation process is a consultation with the public and other statutory consultees to create and seal a Traffic Regulation Order. Traffic Regulation Orders underlie on-street restrictions and allow them to be implemented and enforced.

The statutory consultation process is the Council proposing a new Traffic Regulation Order and in doing so, it must seek any objections so that these may be considered as part of the decision on whether the restrictions be implemented. The Order advertised for this programme contained all of the proposed restrictions and changes, so a decision must be made for all items before it can be sealed and any element implemented. No further development progress can be made on any element of the Traffic Regulation Order until the decisions for all elements have been made.

Statutory consultations are not to be viewed as a vote, where a higher number of objections compared with comments of support would necessarily lead to proposals not being implemented. Rather, it is expected that the responses will be balanced toward objections and the Council needs to consider the reasons provided in the objections and decide whether a scheme is amended, removed or installed as advertised.

Statutory consultations are open for anyone considered to be impacted to respond, meaning that the respondent's address and other personal information is irrelevant. Under Data Protection law, capturing this information is not necessary and therefore is not a requirement for the response.

Current Position - b. Officer recommendations for consultation: 2023A programme

- 3.5 With regards to the 2023A programme, approval was given by the Sub-Committee in March 2023 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. The report is available [here](#).

Officers have investigated the issues that were raised and have considered their recommendations accordingly.

- 3.6 In accordance with the report to the Sub-Committee in March 2023, Officers shared their recommended proposals with Ward Councillors between 10th and 26th May 2023. This period provided Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in Appendix 3 of this report.

Options Proposed – a. Objections to the Traffic Regulation Order: 2022B programme

- 3.7 The Sub-committee is asked to consider the feedback received against each scheme in Appendix 1 and Appendix 2 and 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.
- Amend a proposal – an amended proposal will be implemented, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order. The detail of that amendment will need to be agreed by the Sub-Committee and officer representatives at this meeting.

Those proposals that did not receive objections, nor other comments, will be implemented as advertised.

Options Proposed – b. Officer recommendations for consultation: 2023A programme

- 3.8 This report seeks approval by the Sub-Committee to undertake statutory consultation on the recommended schemes in Appendix 3, 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 2023.

Other Options Considered

- 3.9 None at this time.

4. Contribution to strategic aims

- 4.1 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 pose safety risks 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, reductions in Highway safety risks and more efficient parking management/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. Environmental and climate implications

- 5.1 The Council declared a Climate Emergency at its meeting on 26th February 2019 (Minute 48 refers).
- 5.2 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 practicable. 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 Highway risk reduction, accessibility and traffic flow improvements 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.

6. Community engagement

- 6.1 Persons requesting waiting restrictions have been informed that their request will form part of the waiting restriction review programme and are advertised of the expected timescales of this programme.
- 6.2 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.

- 6.3 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.
- 6.4 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.
- 6.5 Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

7. Equality impact assessment

- 7.1 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.
- 7.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not anticipated to have a differential impact on people with protected characteristics. A statutory consultation has/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.

8. Other relevant considerations

- 8.1 Procedural Requirements and Regulatory Duties – Section 9 refers to the regulatory requirements for sealing and advertising Traffic Regulation Orders.

9. Legal implications

- 9.1 The Order for the 2022B 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 2023A 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.
- 9.3 This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake these processes.

10. Financial implications

- 10.1 The cost of developing and implementing the 2022B and 2023A 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 3.1 outlines the remit of this review programme, which helps to mitigate financial and resource risks.

- 10.2 Revenue Implications

	2023/24 £000	2024/25 £000	2025/26 £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.

10.3 Capital Implications

Capital Programme	2023/24 £000	2024/25 £000	2025/26 £000
Proposed Capital Expenditure	£100	£100	£100
Funded by Grant	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 bi-annual Waiting Restriction Review programmes.

10.4 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.

10.5 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 3.1. 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. Timetable for implementation

- 11.1 Should a decision be made on all proposals for the 2022B programme, then the sealing of the legal order and the final implementation of the agreed proposals is expected to be completed by the end of this calendar year.
- 11.2 The statutory consultation for the 2023A programme will be carried out over the summer, and the results are expected to be reported to the Sub-Committee in September 2023.

12. Background papers

- 12.1 There are none.

Appendices

- 1. Includes the feedback received to the consultation for the 2022B programme, along with the advertised drawings for the proposals.**
- 2. Summary of the petitions received against the consulted 2022B programme proposals for Charndon Close, Lyndhurst Road and Barry Place.**
- 3. Includes the officer recommendations for the 2023A programme, along with the drawings for the proposals.**