

Traffic Management Sub-Committee

14 June 2023



Reading
Borough Council
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Title	Reading Green Park Station – TRO Consultation Results
Purpose of the report	To make a decision
Report status	Public report
Report author	James Clements, Transport Programme Manager
Lead councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
Ward	Whitley
Corporate priority	Thriving Communities
Recommendations	<p>The Committee is asked to approve:</p> <ol style="list-style-type: none">1. That the Assistant Director of Legal and Democratic Services be authorised to approve the proposed traffic restrictions on Reading Green Park Station in accordance with the Local Authorities Traffic Orders Procedure)(England and Wales) Regulations 1996.2. That the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order and no public inquiry be held into the proposal.

1. Executive summary

- 1.1. This purpose of this report is to inform the Sub-Committee of objections and other feedback received during the statutory consultation, relating to the proposed measures at Reading Green Park Station. Members are asked to consider these objections and conclude the outcome of the proposal.

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 Local Transport Plan supports the delivery of new transport infrastructure to manage levels of congestion, improve air quality and reduce carbon emissions, whilst enabling the economic recovery and planned levels of growth in the borough and wider urban area. The Council's approved Capital Programme provides capital funding of approximately £50m for the projects listed in this report. Funding is provided from grants received from the Local Enterprise Partnership (LEP) and Central Government, developer contributions (through Section 106 agreements), investment from Network Rail and GWR, and Council borrowing.

3. The proposal

- 3.1. Reading Green Park Station is a new railway station on the Reading to Basingstoke line. The station and multi-modal interchange will significantly improve accessibility and connectivity to this area of south Reading which has large-scale development proposed including the expansion of Green Park business park, Green Park Village residential development and the Royal Elm Park mixed use development.
- 3.2. The Station opened on 27 May 2023 and therefore the proposed TRO measures should now be implemented to ensure the safe management of traffic and parking within the wider station site. The full details of the measures are reference in the associated report presented to the Traffic Management Sub-Committee in [March 2023](#), but are also listed below:
- Implementation of No Waiting No Loading At Any Time
 - Implementation of Prohibition Of Vehicles Except Bus, Cycle And Authorised Vehicles Only
 - Implementation of A Bus Stand - No Stopping Except Buses At Any Time
 - Implementation of No Waiting At Any Time Except Taxis
 - Implementation of Short and Long Stay Car Parks
 - Implementation of No Stopping Except Disabled (Blue) Badge Holders At Any Time. Maximum stay 24 Hours. No Return Within 2hrs.
 - Implementation of No Stopping Except Rail Industry Permit Holders At Any Time. Maximum stay 12 Hours. No Return Within 4hrs.
- 3.3. A Statutory consultation has been 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'). The Consultation commenced on 6th April 2023 and ended on 30th April 2023.
- 3.4. A total of 3 consultation responses were received. The responses supported the majority of the measures being proposed, however 2 of the responses objected to the measures being proposed for the Short Stay Car Park. The following comments were noted:
- The short stay limit should be increased from 20min to 35mins
 - The Parking charges of the short stay car park are too high.
- 3.5. We have registered an objection also to the proposal Reading Green Park Station Long Stay Car Park and to the proposal Disabled Badge Holders At Any Time. Maximum stay 24 Hours. No Return Within 2hrs

- 3.6. Officers recommend that the proposed Traffic Regulation Orders be made without further amendment, noting that the proposals are consistent with the intended operation of interchange and parking facilities.

4. Contribution to strategic aims

- 4.1. The delivery of Reading Green Park Station contributes to the Council's Corporate Plan themes as set out below:

Healthy environment

- 4.2. The implementation of rail facilities will help to alleviate queues on the busy A33 and lead to an increase in uptake of this sustainable transport mode. This can lead to a reduction in motor-vehicle journeys, particularly short local journeys, which can be some of the most polluting, improving air quality by reducing emissions.

Thriving Communities

- 4.3. The new station will deliver major benefits to residents living in the south of Reading, businesses at Green Park and supporters of Reading FC. The new station will be an integral part of Reading's sustainable transport infrastructure with more homes, businesses and leisure developments planned in the south of the borough. It will also be another option for football fans heading to the Select Car Leasing Stadium on match days, again taking the pressure off our busy roads.
- 4.4. The new station will significantly improve accessibility to the south Reading area where large-scale development is taking place, including the expansion of Green Park Business Park and Green Park Village.

Inclusive economy

- 4.5. The proposal will bring new employment opportunities, and encourages regeneration and investment, and reduces congestion. It can change lives by driving social mobility and offering equality of access to centres of employment. It can also simply bring people closer together. Supporting a sustainable expansion of the railway network into local communities is vital to catalysing this socio-economic growth and potential.

5. Environmental and climate implications

- 5.1. Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the Reading Climate Emergency Strategy 2020-25, this figure is lower in Reading with transport accounting for around 20% of carbon emissions. However, significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.
- 5.2. The Climate Impact Assessment tool has been used to assess the proposal as set out within this report, resulting in an overall **Net Medium Positive** impact. This is due to the programme being focused on encouraging the use of sustainable transport, walking and cycling as attractive alternatives to the private car, with the aim of removing congestion from the A33.

6. Community engagement

- 6.1. A Statutory consultation was conducted between on 6th April 2023 and ended on 30th April 2023 in accordance with appropriate legislation, including Traffic Regulation Orders as appropriate. Notices were advertised in the local newspaper and were erected on lamp columns within the affected area. The feedback received during this consultation, is set out in Appendix 1.

- 6.2. The Traffic Management Sub-Committee is a public meeting and 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 of the Equality Act 2010, a public authority must 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, and
 - 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 proposal is not deemed to be discriminatory to persons with protected characteristics and statutory consultation 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.

8. Other relevant considerations

- 8.1. None.

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/revoked in accordance with the same regulations.
- 9.2. A Statutory consultation was conducted in accordance with this legislation, and this report seeks agreement for the Assistant Director of Legal and Democratic Services to conclude this process, in the making of the Traffic Regulation Order

10. Financial implications

- 10.1. The only immediate financial implications resulting from the recommendations of this report will be for the advertising of proposed Traffic Regulation Order, which is a requirement as part of the statutory consultation process.
- 10.2. It is considered that the recommendations of the report provide value for money as the benefits of the proposal can be realised with very modest costs.
- 10.3. There are no foreseen financial risks related to the recommendations of the report.

11. Timetable for implementation

- 11.1. Reading Green Park Station opened on Saturday 27 May 2023 and so should the TRO measures contained within this report be approved, then they will be implemented with immediate effect.

12. Background papers

- 12.1. None

Appendices

- **Appendix 1 - Feedback received to the statutory consultation**