

Traffic Management Sub-Committee

14 June 2023



Reading
Borough Council
Working better with you

Title	Parking Restrictions at Altered Vehicular Access for Former Reading Cold Store, Deacon Way
Purpose of the report	To make a decision
Report status	Public report
Report author	Darren Cook
Lead councillor	John Ennis
Corporate priority	Not applicable, but still requires a decision
Recommendations	<p>The Committee is asked to:</p> <ol style="list-style-type: none">1. That the Sub-Committee notes the report.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 1.3. 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.4. That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.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.6. That no public inquiry be held into the proposals.

1. Executive summary

- 1.1. To report to the Sub-Committee traffic management measures associated with the development at Reading Cold Store, Deacon Way.
- 1.2. This report seeks approval from the Sub-Committee to carry out a Statutory Consultation on the alteration of waiting restrictions within the new vehicular access into the proposed industrial units situated on Deacon Way.
- 1.3. The proposal is illustrated on Drawing 2211031 - 04 Rev C which can be found at Appendix 1.

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.

3. The proposal

- 3.1. Planning permission was granted on 6th April 2023 for a front and side extension on the ground and first floor, following the partial demolition of the building, the replacement of external materials, reconfiguration of internal layouts, and relocation of the vehicular access. The relevant planning application reference is 221003. Commencement of the development is subject to the positive outcome of this consultation as the changes are fundamental to the proposed access arrangement, without them access would not be possible for larger delivery vehicles because of the current on street parking arrangement.
- 3.2. The proposal subject to this report consists of redistributing the existing single and double yellow line waiting restrictions on both sides of Deacon Way in the vicinity of the site. The current restrictions include a single yellow line ‘No Waiting Between 8pm and 6am’ restriction on the southern side of Deacon Way measuring 21.25m in length with a double yellow line restriction provided on the northern side which includes an unrestricted section of parking 27m in length. The Existing Waiting Restriction Layout can be seen within drawing 2211031 - 03 Rev B which can be found at Appendix 2.
- 3.3. The current restrictions allow for up to 9 cars to park on carriageway with these spaces provided directly opposite one another along Deacon Way therefore reducing the carriageway to single file traffic flow.
- 3.4. The new access would be located central to the site as well as the current areas of parking along Deacon Way therefore necessitating the required changes. This therefore requires removal of the ‘No Waiting Between 8pm and 6am’ restriction on the southern side which would be replaced with 19.5m of ‘No Waiting’ restriction and 14m of no restriction. On the northern side 24m of ‘No Waiting’ restriction will be replaced with a section of no restrictions and the current unrestricted section would be replaced with 33.5m of a ‘No Waiting’ restriction. The proposed Waiting Restriction Layout can be seen within drawing 2211031 - 04 Rev D which can be found at Appendix 1.
- 3.5. The proposed alterations do result in a reduction of 3 on street parking spaces however this is mitigated by the provision of 7 on-site parking bays whereby historically the former Reading Cold Store site provided none. Overall, the scheme would present a benefit to the wider area by reducing the demand for on street parking and as such creating an additional space on street.
- 3.6. In addition, the staggered arrangement of the proposed parking areas provides for a better flow of vehicles along Deacon Way by ensure greater length of carriageway that can allow for two vehicles to pas one another.
- 3.7. It is therefore requested that a statutory consultation be permitted in order to facilitate these waiting restrictions, the extent of which are illustrated on Drawing 2211031 - 04 Rev D and can be found at Appendix 1.

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 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. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. A climate impact assessment has been conducted for the recommendations of this report.
- 5.3. 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.
- 5.4. 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.
- 5.5. 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.

6. Community engagement

- 6.1. 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.

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, 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.
- 7.2. 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.

8. Other relevant considerations

- 8.1. Not Applicable.

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 will be paid for by the developer and this is currently being progressed. The implementation of the waiting restrictions will be undertaken by the developer by way of a Section 184 licence, which will also be required for the construction of the access.

11. Timetable for implementation

- 11.1. The new access and lining works will be undertaken by the developer. A Timetable for the works is currently unknown but the developer is keen to commence development of the site.

12. Background papers

- 12.1. There are none.

Appendices

- 1. Proposed Waiting Restriction Layout - Drawing 2211031 - 04 Rev D**
- 2. Existing Waiting Restriction Layout - Drawing 2211031 - 03 Rev B**