

Traffic Management Sub-Committee

14 June 2023



Reading
Borough Council
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Title	CIL LOCALLY FUNDED SCHEMES: RESULTS OF STATUTORY CONSULTATIONS a. OBJECTIONS TO PEDESTRIAN CROSSINGS ON IMPERIAL WAY AND WHITLEY WOOD LANE b. OBJECTIONS TO TRAFFIC CALMING PROPOSALS ON SHAW ROAD AND BOSTON AVENUE
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	The Committee is asked to: 1. Note the content of this report. 2. That objections noted in Appendix 1 are considered and the Sub-Committee agrees to either implement, amend, or reject each proposal. 3. That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting. 4. That no public inquiry be held into the proposals.

1. Executive summary

- 1.1 Community Infrastructure Levy (CIL) contributions have enabled development of a number of local Transport-related schemes, following allocations agreed in 2022.
- 1.2 This report provides the objections resulting from the statutory consultations for the agreed proposals of zebra crossings on Imperial Way and Whitley Wood Lane, and for traffic calming measures on Shaw Road and Boston Avenue. Members are asked to consider these objections and conclude the outcome of the proposals.

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 proposals align with the principles of the Council's Local Transport Plan (LTP), Local Cycling, Walking and Infrastructure Plan (LCWIP). The zebra crossing proposals will complement the Council's Climate Emergency Strategy and Health and Wellbeing Strategy by removing barriers to the greater use of sustainable, healthy transport options.

3. The proposal

Current Position

- 3.1 At Policy Committee in March 2022, the Council agreed to allocate local CIL funding to enable the development and intended delivery of initiatives across many Council service areas. Within these allocations were a number of traffic management schemes, all of which had been previously captured within the 'Requests for Traffic Management Measures' report that is brought to this Sub-Committee twice annually.
- 3.2 Proposals for pedestrian crossings on Imperial Way and Whitley Wood Lane, as well as traffic calming on Shaw Road and Boston Avenue were reported to the Sub-Committee at its meeting in March 2023 (report available [here](#)), where it was agreed that the proposals should proceed to statutory consultation. The drawings for these proposals are in Appendix 1.
- 3.3 Statutory consultations were carried out between 11 May and 1 June 2023. The feedback that was received is contained in Appendix 1.

Options Proposed

- 3.4 The Sub-committee is asked to consider the feedback received against each scheme in Appendix 1 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. The detail of that amendment will need to be agreed by the Sub-Committee and officer representatives at this meeting.

Other Options Considered

- 3.5 None at this time.
- 3.6 The proposed location for these zebra crossings has taken into account the restrictions associated with the funding and feasibility – some alternative potential locations have already been discounted. They have additionally been the subject of independent road safety audit. Relocation of the crossings elsewhere would necessitate recommencing investigation and safety audit work and undertaking further statutory consultation.

- 3.7 Alteration to the traffic calming proposals would require further investigation works for feasibility and compliance, the potential for a new road safety audit and would require further statutory consultation.

4. Contribution to strategic aims

- 4.1 This proposal contributes to the Council's Corporate Plan Themes as set out below:

Healthy Environment

The installation of zebra crossings is expected to improve the experience of pedestrians in the area. They reinforce the spirit of the revised Highway Code in providing priority for pedestrians and require motorists and pedestrians to be more observant of their surroundings. Reductions in traffic speed and the potential reductions in cut-through traffic volumes as a result of traffic calming can lead to a nicer environment for cycling.

Complementing other Council initiatives, these measures will contribute to encouraging people to make healthy transport choices through the removal of barriers toward doing so. This will contribute toward the Council's goal of making the town carbon neutral by 2030, through reducing emissions by private vehicle use.

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.

The implementation of a zebra crossing is likely to be the most impactful element of the report recommendations, as these require a level of civil engineering work to be undertaken and the installation of electrically-powered beacons.

These will have a minor negative impact during installation and a very minor ongoing negative impact due to the continued energy use by the low-energy LED beacons. They will, however, be long-standing facilities and it is expected that the installation of these crossings will remove barriers that many people will have to walking, which will offset these impacts by a likely reduction in private vehicle journeys. This is particularly so with these proposed schemes, as they are on good links to/from school routes and/or shopping areas, so should encourage good footfall. While it is difficult to quantify, it is expected that the benefits will outweigh the impacts over time.

The placement of speed reduction measures on the road network in residential areas can make these streets less appealing as short-cut/rat-run routes. This should improve air-quality in the areas and increase the perception of road safety, potentially removing barriers that some may have toward walking and cycling.

Speed calming, such as humps and cushions, within a low-speed zone (i.e. 20mph) are intended to encourage motorists to remain at a consistently low speed. Driven thus, these vehicles should be emitting no more pollutants – potentially fewer – than without the measures.

6. Community engagement

- 6.1 Ward Councillors and the Lead Councillor for Climate Strategy and Transport (at the time) have been provided with briefing notes for the officer recommendations and have engaged in discussions with officers to arrive at schemes that were agreed in principle. This has also provided an opportunity for comment and local informal consultation prior to reporting for this Sub-Committee. Local CIL scheme development is communicated to Ward Councillors and to a CIL Members Working Group that has been established.

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.

- 6.2 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'). Notices have been advertised in the local printed newspaper and erected, typically on lamp columns, as close as possible to affected area.
- 6.3 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 been 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 – Following delivery of an agreed scheme, a further independent Road Safety Audit will be commissioned to review the scheme in situ. This will form part of the scheme delivery process and funded by the local CIL allocation.

9. Legal implications

- 9.1 There are no foreseen legal implications relating to the proposal for a zebra crossing or the installation of traffic calming features.

Financial implications

- 10.1 The financial implications arising from the proposals set out in this report are set out below: -

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

Staff costs are being capitalised.

10.3 Capital Implications

Capital Programme	2023/24 £000	2024/25 £000	2025/26 £000
Proposed Capital Expenditure Scheme a Scheme b	157.5 49	NIL	NIL
Funded by Grant	Local CIL funding allocation 2022	N/A	N/A
Total Funding	206.5	NIL	NIL

10.4 Value for Money (VFM)

Officers consider that the recommended proposals within this report offer the best outcomes based on the funding available and the purpose to which it has been allocated. It is not considered that modest additional funding would deliver a scheme that would offer significantly greater benefits against the purposes to which the funding has been allocated.

The schemes have been investigated and designed by officers of Reading Borough Council and all civil engineering work will be undertaken by the Council's in-house delivery team. The exceptions will be specialisms that currently lay outside of the Council's resources, such as certain elements of the lining implementation, sign creation and the supply, installation and electrical connection of the zebra crossing beacons. However, these will be appointed through existing contracts and using contractors that conduct these works to a scale that provides value for money through their chargeable rates.

Road Safety Audits have been outsourced to a contractor with these specialisms, but also to provide an independent perspective on the scheme designs, which can assist in defending potential challenges.

10.5 Risk Assessment

There will always be an element of financial risk regarding more complex works that require excavation and adjustment to the Highway layout. These risks should be minimised pre-excavation, as officer investigations have included colleagues from the delivery team. However, is a risk of unforeseen engineering challenges, even following the receipt of utility plans. It is beneficial that the majority of the civil engineering work is being conducted by Reading Borough Council, as this ensures close communication and true joint working throughout delivery.

11. Timetable for implementation

- 11.1 Should a decision be made to implement these proposals as advertised, then Officers intend for the schemes to be delivered within this financial year.

10. Background papers

- 10.1 There are none.

Appendices

1. Feedback received to the consultations and the advertised scheme drawings.