

Traffic Management Sub-Committee

13 November 2023



Reading
Borough Council
Working better with you

Title	Parking Restrictions at Former Retail Park Exit Chatham Street
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 the Former Wickes site on Weldale Street/Chatham Street.
- 1.2. This report seeks approval from the Sub-Committee to carry out a Statutory Consultation on the introduction of loading restrictions within a vehicular exit onto Chatham Street related to the retail park that was previously occupied by Wickes and Iceland.
- 1.3. The proposal is illustrated on Drawing 04243 B 1200 Revision A9 which can be found at Appendix 1 with an inset of that drawing showing the details clearer at Appendix 2.

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 in March 2018 for the redevelopment of the former Wickes/Iceland site bounded by Weldale Street to the north and Chatham Street to the south. The permission included the provision of 427 residential units (Class C3) and 1 flexible ground floor commercial unit, planning reference 170326. The first phase of development has been completed with the second phase having commenced.
- 3.2. As a result of the development a S278 Highway Works Agreement was necessary which among other things was to close off the historic exit from the retail park on Chatham Street albeit that some egress is to be retained. The design ensures that vehicles can exit but the area is secured by way of bollards making the ramp mainly for the use of pedestrians.
- 3.3. The proposal subject to this report consists of providing a double yellow line no loading or unloading at any time restriction across the former exit to tie into existing restrictions either side of the former exit with the exiting no waiting restriction to the east revised to also include no loading or unloading. The inclusion of the waiting restrictions was deemed necessary to ensure that indiscriminate parking or loading does not occur along the Chatham Street frontage of the development causing obstructions to the flow of traffic along Chatham Street and the intervisibility between pedestrians and drivers at the zebra crossing located at the Chatham Street/Friar Street/IDR roundabout junction.
- 3.4. The loading restrictions are therefore essential to dissuade drivers from parking vehicles within the recessed exit and close to the existing zebra crossing.
- 3.5. 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 04243 B 1200 Revision A9 and can be found at Appendix 1 and 2.
- 3.6. It should be noted that a specific drawing will be provided for the consultation process but this has not been possible prior to the committee.

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 comes from S278 Highways Agreement which was secured to facilitate the waiting restrictions described above. The implementation of the waiting restrictions will be undertaken by the developer by way of the Section 278 Agreement, which is in place to secure alterations to the existing Highway.

11. Timetable for implementation

- 11.1. The new access has been constructed by the developer and the new lining will be installed by the developers' contractors as soon as possible post consultation on the proposed waiting restrictions.

12. Background papers

- 12.1. There are none.

Appendices

1. **Drawing 04243 B 1200 Revision A9**
2. **Inset of Drawing 04243 B 1200 Revision A9**