

Traffic Management Sub-Committee

11 January 2024



Reading
Borough Council
Working better with you

Title	Wensley Road Introduction of Waiting and Loading Restrictions, Relocation of Speed Cushions and Introduction of a Bus Cage at Locations Surrounding the Site and Introduction of a One Way Road
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 statutory consultation/notification processes.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 residential development at Wensley Road.
- 1.2. This report seeks approval from the Sub-Committee to carry out a Statutory Consultation on the introduction of waiting restrictions at the new and existing vehicular access around the development as well as waiting restrictions provided along the new road that runs through the site.
- 1.3. The report also seeks approval to undertake the necessary notice processes relating to the relocation of 2 speed humps to facilitate an uncontrolled pedestrian crossing and new vehicular junction.
- 1.4. The full proposal is illustrated on Drawing M43749 JNP 90 XX DR C 2050 Rev C05 which can be found at Appendix 1. Given the extent of the development these are broken down into smaller sections, which can be found at Appendices 2 – 6.

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 16th December 2020 for the demolition of 29 garages and development of 46 new dwelling units, including the provision of affordable homes, provided in a mixture of houses and apartments. The relevant planning application reference is 200122. The development has been under construction for some time and is due to be completed in 2024.
- 3.2. The proposal subject to this report consists of the introduction of numerous changes surrounding the site and these have been broken down into smaller areas for ease of reference. I comment on each of these separately as follows:

Area 1 – Appendix 2

- 3.3. No waiting at any time restrictions are proposed on each side of two new bellmouth junctions located at the north-western corner of the site. The proposed waiting restrictions will ensure that no parking occurs in this location to aid pedestrian and vehicle movements and provide required visibility splays at the junctions.
- 3.4. To facilitate the delivery of an uncontrolled pedestrian crossing on Wensley Road linking the development to the Courage Park, located to the north, the proposal includes the provision of a no loading at any time restriction on the northern side of the Wensley Road carriageway to ensure suitable visibility splays are retained for those pedestrians crossing the road.
- 3.5. As a result of the proposed crossing facility the existing speed hump on Wensley Road is to be relocated 17m west to a position that avoids parking bays and private dropped crossings.

Area 2 – Appendix 3

- 3.6. No waiting at any time restrictions are proposed on each side of a new bellmouth junction located directly west of Wensley Court. The road adjoining Wensley Road forms the main route through the site replacing the former final section of Wensley Road, which has been stopped up and forms part of the redevelopment site. This junction will be utilised by buses running through the site and therefore the proposed waiting restrictions will ensure that no parking occurs in this location to aid pedestrian and vehicle movements and provide required visibility splays at the junctions.
- 3.7. To facilitate buses and larger vehicles turning right out of the new junction with Wensley Road and to provide pedestrian visibility for an uncontrolled pedestrian crossing located to the east of the junction a no loading at any time restriction is proposed on the northern

side of Wensley Road opposite the junction. This will aid vehicle movements and Highway safety for all users.

- 3.8. At the eastern boundary of the site a bus cage is proposed, which forms the relocated bus stop as a result of the existing location being replaced with the introduction of new parking bays along Wensley Road. This is an improvement over the existing situation given that no formal markings are currently present, and the bus stop flag is attached to an existing lamp column.

Area 3 – Appendix 4

- 3.9. A no waiting at any time restriction is proposed on the western side of the new road that runs through the development which commences at the parking bays to the north and concludes at the 90° corner of the road to the south. Along the southern boundary of the road the restriction becomes a no loading at any time restriction from the aforementioned corner, concluding at the proposed bus stop cage to the east. The proposed no loading restriction does recommence for a short 2m distance to the east of the bus stop. A further no loading at any time restriction is proposed on the inside radii of the bend i.e. the eastern side of the carriageway. These restrictions are required to ensure the safe movement of buses and larger vehicles through the site and to ensure suitable visibility splays are retained for those pedestrians crossing the road at the multiple crossing facilities within the vicinity.
- 3.10. No waiting at any time restrictions are proposed on each side of the new bellmouth junction where Wensley Road meets Lesford Road located at the eastern boundary of the site. The proposed waiting restrictions will ensure that no parking occurs in this location to aid pedestrian and vehicle movements and provide required visibility splays at the junctions.
- 3.11. Along the southern side of the new carriageway running through the development and to the north of Riversley Court a replacement bus stop with bus cage is to be provided. This is to replace the bus stop previously located in the layby within the section of Wensley Road now stopped up. The bus stop will be provided with a shelter as previously provided. The bus stop will be located within the heart of the development with access available from numerous routes for residents, the proposed location is therefore an improvement over the previous arrangement.

Area 4 – Appendix 5

- 3.12. No waiting at any time restrictions are proposed on each side of the new bellmouth junction located to the south-western boundary of the site and the two existing bellmouth junctions along the southern boundary that provide access to the redesigned parking areas. The proposed waiting restrictions will ensure that no parking occurs in this location to aid pedestrian and vehicle movements and provide required visibility splays at the junctions.
- 3.13. As a result of the redesigned parking bays accessed directly onto Wensley Road the existing speed hump on Wensley Road is to be relocated 33m west to a position that avoids the proposed parking bays and private dropped crossings. The speed hump will be located within the existing parking bay located on the southern side of Wensley Road but this currently occurs and is therefore not worsening an existing situation.

Area 5 – Appendix 6

- 3.14. The road running parallel along the western boundary of the site is to be one-way with access from the north and egress from the south. The road has been designed in this way due to land ownership and existing building constraints which meant that the kink in the centre of the site is unable to accommodate two-way traffic flow. This new road includes the benefit of alleviating some of the traffic having to travel the full way round the Wensley Road loop and does not create any rat running concerns given the route only

connects back onto the loop. The design ensures that the road can accommodate refuse and fire tender access to serve the development. The required signage and road markings will be provided to ensure traffic is directed appropriately.

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 where possible and/or undertaking numerous activities relating to the development whilst on site. 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 potential 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.
- 6.2. Statutory notifications/consultation required for the proposed relocating of traffic calming measures will be conducted in accordance with appropriate legislation. Notices of intention will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area. The Police are a statutory consultee and will be directly notified. The consultation will be hosted on the Council's website (the 'Consultation Hub'), where details and plans will be available and feedback (support or objection) can be submitted.

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.

9.2. Notice will be given for the implementation of vertical traffic calming features under Section 90C of the Highways Act 1980.

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 through a licence and / or Highway Agreement.

11. Timetable for implementation

11.1. The lining and relocation of the speed humps will be undertaken by the developer. A Timetable for the works is currently unknown but works are likely to take place early in 2024.

12. Background papers

12.1. There are none.

Appendices

1. **Proposed Waiting Restriction Layout - M43749 JNP 90 XX DR C 2050 Rev C05**

2. **Area 1**

3. **Area 2**

4. **Area 3**

5. **Area 4**

6. **Area 5**