

# Traffic Management Sub-Committee

06 March 2024



**Reading**  
Borough Council  
Working better with you

<b>Title</b>	WAITING RESTRICTION REVIEW PROGRAMME: a. 2023B PROGRAMME UPDATE b. 2024A PROGRAMME NEW REQUESTS
<b>Purpose of the report</b>	To make a decision
<b>Report status</b>	Public report
<b>Report author</b>	Jemma Thomas – Assistant Engineer, Network Services
<b>Lead Councillor</b>	John Ennis
<b>Corporate priority</b>	Healthy Environment
<b>Recommendations</b>	<p>The Committee is asked to:</p> <ol style="list-style-type: none"><li>1. Note the content of this report.</li><li>2. Consider the requests made for waiting restriction changes in Appendix 1 and agree whether each request should, or should not, be investigated by officers as part of the 2024A review programme.</li><li>3. Agree that the officer recommendations, following investigation of the new requests, be shared with Ward Councillors, providing opportunity for local consultation (informal) and for their comments to be included in the next report to the Sub-Committee.</li><li>4. Agree that, should funding permit, a further report be submitted to the Sub-Committee seeking agreement to conduct the Statutory Consultation on the recommended schemes for the 2024A programme.</li><li>5. Agree that no public inquiry be held into the proposals.</li></ol>

## 1. Executive Summary

- 1.1. Twice-annually, requests for new waiting restrictions across the borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme.
- 1.2. This report provides the Sub-Committee with a progress update for the 2023B programme following agreement at the January 2024 meeting to undertake the statutory consultation.
- 1.3. This report also provides the Sub-Committee with the list of new requests, for potential inclusion in the 2024A programme. Members are asked to consider the requests alongside any officer comments and agree whether the investigation of these requests, and potential development of design proposals, should be resourced as part of this next review programme.

## **2. Policy Context**

- 2.1. The proposals align with the following theme in the Council's Corporate Plan for the years 2022/25.
  - Healthy Environment
- 2.2. The Waiting Restriction Review programme complements the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by addressing local parking issues that can impact on accessibility and risks to safety. The resulting improvements can support improved traffic flow (including public transport) with reduced emissions and the removal barriers to the greater uptake of sustainable, healthy transport options.

## **3. The Proposal**

- 3.1. The Waiting Restriction Review programme is intended for relatively small-scale alterations to waiting restrictions, to limit costs and resources required for development and ensure that the programme can be progressed within the expected timescales.

Requests for larger area schemes may be added to the 'Requests for Traffic Management Measures' list for development when funding becomes available from local CIL allocations, or other sources.

Requests for new area Resident Permit Parking schemes will not form part of this review programme. Minor alterations to relatively small areas of Resident Permit Parking restrictions may be considered appropriate for inclusion within this programme, on the basis that development of the proposals will follow the same timeline, resourcing and expectations as the rest of the programme.

### Current Position: 2023B Programme Update

- 3.2 Approval was given by the Sub-Committee in September 2023 to carry out investigations at various locations, following requests that the Council had received for new or amended waiting restrictions.

Investigations were carried out and a recommendation for each scheme was shared with Ward Councillors for their comments ahead of the January 2024 Sub-Committee meeting.

- 3.3 A further report to the Sub-Committee in January 2024 sought approval for officers to conduct a statutory consultation for these recommended schemes.

It is with regret that there has been insufficient time between the January 2024 and this meeting in which to undertake the necessary processes for conducting and feeding back the results of the statutory consultation. It is expected that the results of the consultation will be reported to the June 2024 meeting so that decisions can be made regarding the delivery of the schemes within this programme.

- 3.4 The process of conducting a statutory consultation first requires writing the full proposed legal Traffic Regulation Order (TRO), which can only be undertaken following the scheme decisions resulting from Traffic Management Sub-Committee. This TRO must contain elements of other TROs that would need to be revoked, due to the new proposals creating alterations to existing restrictions. It needs to contain full written descriptions of every new restriction being proposed and those amendments to the surrounding restrictions that would be required on either side. These are the 'schedules', that will also include the scheme drawings.

The TRO will then require written 'articles', which in broad terms describe how the restrictions are applied and enforced, including definitions of terms and detail about each type of restriction within the proposed Order.

The consultation must run for a minimum of 21 days, be advertised in the local newspaper, with on street notices (written, printed and erected) and is 'hosted' via a dedicated page on the Council's website. The newspaper advertising currently ties Reading Borough Council to consultation launch dates on a Thursday and the advertisers require the Notices in advance. This is a four-week process in itself.

The consultation period needs to elapse, whereby the feedback can be collated, anonymised and shared with Ward Councillors and Sub-Committee members in good time ahead of the Sub-Committee meeting, with reports being published a week in advance of that meeting.

This is a resource-intensive process and it is crucial that it is undertaken correctly to avoid the potential of legal challenges.

#### Current Position: 2024A Programme New Requests

- 3.5 Appendix 1 provides a list of requests that have been received for potential consideration in the 2024A programme.

For each request that is agreed for inclusion in this next Waiting Restriction Review programme, Officers will investigate the issue and consider a recommendation. This may be a proposed scheme that would assist in mitigating/overcoming an issue but may instead be a recommendation against developing a scheme.

- 3.6 Officer recommendations will be shared with respective Ward Councillors. This period provides Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in the recommendations report to the Sub-Committee.

The next stage of programme development will be a report to this Sub-Committee seeking approval for Officers to undertake the statutory consultation for the recommended schemes.

#### Options Proposed: 2024A Programme New Requests

- 3.7 The Sub-Committee is asked to consider whether each request for potential inclusion in the 2024A Programme (Appendix 1) should, or should not, be considered in this next programme.

The Sub-Committee is asked to consider the resources required for investigating, designing and sharing schemes, when considering a recommendation to include requests in this programme. This same resource is shared across numerous projects reported through this Sub-Committee.

#### Other Options Considered

- 3.8 None at this time.

### **4. Contribution to Strategic Aims**

- 4.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:

- Healthy Environment
- Thriving Communities
- Inclusive Economy

- 4.2. 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
- 4.3. 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.
- 4.4. 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 pose safety risks 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.

Proposals promoted through the Waiting Restriction Review programme can help to reduce some of these parking issues. They can lead to more efficient traffic flow, clearer footways, reductions in Highway safety risks and more efficient parking management/containment. These can lead to lower vehicle emissions, the removal of barriers toward the greater use of sustainable and healthy transport modes and the greater appeal for local communities to consider Play Street initiatives. 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.

There will be some minor negative impacts for investigation and design, through travel and energy usage. Travel impacts will be mitigated through preferred use of the Council’s electric pool cars and through walking and cycling to site wherever possible.

### **6. Community Engagement**

- 6.1. Persons requesting waiting restrictions are informed that their request will form part of the waiting restriction review programme and are advised of the timescales of this programme.
- 6.2. Ward Councillors are provided with the recommended proposals prior to these being put forward for statutory consultation at the next meeting of the Traffic Management Sub-Committee. This provides an opportunity for a level of informal consultation to provide initial feedback to officers.
- 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 Implications

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 anticipated to have a differential impact on people with protected characteristics. A statutory consultation has/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.

## 8. Other Relevant Considerations

8.1. None at this time.

## 9. Legal Implications

9.1. None at this time.

## 10. Financial Implications

10.1. The cost of developing the 2024A programme will be dependent on a number of factors, including the number proposals that are agreed for implementation and the extent/complexity of these schemes.

Section 3.1 outlines the remit of this review programme, which helps to mitigate financial and resource risks.

10.2 Revenue Implications

	2023/24 £000	2024/25 £000	2025/26 £000
Employee costs	NIL	NIL	NIL
Other running costs			
Capital financings costs			
<b>Expenditure</b>	NIL	NIL	NIL
Income from:			
Fees and charges	NIL	NIL	NIL
Grant funding			
Other income			
<b>Total Income</b>	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

While the above table is typical of the expected revenue implications for the implementation of a Waiting Restriction Review programme, it should be noted that there is potential for an increase in revenue through the civil enforcement of the restrictions that are delivered. This, however, cannot be guaranteed and the expectation upon delivery of the programme is of compliance with the signed restrictions.

Staff costs are capitalised.

### 10.3 Capital Implications

<b>Capital Programme</b>	<b>2023/24 £000</b>	<b>2024/25 £000</b>	<b>2025/26 £000</b>
Proposed Capital Expenditure	£100	£100	£100
Funded by Grant	Capital integrated transport block (ITB) grant funding	Capital integrated transport block (ITB) grant funding	Capital integrated transport block (ITB) grant funding
Total Funding	£100	£100	£100

The above table is representative of the expected / average full project costs for delivery of the typical bi-annual Waiting Restriction Review programmes.

### 10.4 Value for Money (VFM)

The programme provides value for money by collating requests and developing and delivering schemes as a single project. In comparison to an alternative of addressing requests on a more ad-hoc basis, this provides the benefit of resourcing efficiency and financial economies of scale. For example, the restrictions are included in a single Traffic Regulation Order, minimising advertising costs and the lining implementation is commissioned as a single project.

All aspects of the programme that can be delivered using Reading Borough Council's own resources will be delivered internally and not outsourced. This includes investigation and designing of the schemes, drafting creation of the Traffic Regulation Orders and the delivery of many engineering elements on street.

### 10.5 Risk Assessment

The financial risks against the 2024A programme should be mitigated by the Sub-Committee and Ward Councillors taking note of the remit of this programme, as outlined in Section 3.1. The costs of the programme, both in terms of deliverables and resource costs, will directly correlate to the scale and complexity of the resultant schemes.

## 11. Timetable for Implementation

- 11.1. Investigations for the agreed requests in the 2024A programme will be undertaken and recommendations expected to be shared with Ward Councillors in April/May. It is expected that officers will bring a scheme recommendation report to the Traffic Management Sub-Committee meeting in June 2024, with a recommendation that these proceed to statutory consultation.

It is expected that the results of the statutory consultation will be reported to the Sub-Committee meeting in September 2024, seeking an implementation (or otherwise) decision, and that those resultant schemes be implemented in Winter 2024.

## 12. Background Papers

- 12.1. There are none.

## Appendices

1. Summary of new requests for potential inclusion in the 2024A programme