

# Traffic Management Sub-Committee

13 June 2024



**Reading**  
Borough Council  
Working better with you

<b>Title</b>	WAITING RESTRICTION REVIEW PROGRAMME: a. OBJECTIONS TO 2023B PROGRAMME b. 2024A PROGRAMME PROPOSALS FOR STATUTORY CONSULTATION
<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>	Jacopo Lanzoni
<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 consultation feedback in Appendix 1 and agree to either implement, amend, or reject each proposal in the 2023B programme. These proposals were advertised as part of the same, single, draft Traffic Regulation Order.</li><li>3. Agree that the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order.</li><li>4. Agree that respondents to the statutory consultation, and the lead petitioner, be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting.</li><li>5. That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the 2024A programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 2.</li><li>6. 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 2024A programme.</li><li>7. That any objection(s) received during the statutory advertisement be reported to a future meeting of the Sub-Committee.</li><li>8. 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 informs the Sub-Committee of objections resulting from the statutory consultation for the agreed proposals that formed the 2023B programme. Members are

asked to consider these objections and conclude the outcome of the proposals. A decision will be required for all items before delivery planning can commence.

- 1.3. This report also seeks approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions as part of the 2024A programme. These proposals aim to address the issues raised in the initial list of requests, which were reported to and agreed for investigation by the Sub-Committee at their meeting in March 2024.
- 1.4. The recommendations within this report have been shared with Ward Councillors and an opportunity provided for their comment.

## **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 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 use 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 will 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 – a. Objections to 2023B Programme

- 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 between 23<sup>rd</sup> November and 14<sup>th</sup> December 2023 for their comments.

- 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. The statutory consultation took place between 21<sup>st</sup> March and 12<sup>th</sup> April 2024. The feedback received during this consultation, alongside the related scheme drawings, is contained in Appendix 1.
- 3.4. The statutory consultation process is a consultation with the public and other statutory consultees to create and seal a Traffic Regulation Order. Traffic Regulation Orders underlie on-street restrictions and allow them to be implemented and enforced.

The statutory consultation process is the Council proposing a new Traffic Regulation Order and in doing so, it must seek any objections so that these may be considered as part of the decision on whether the restrictions be implemented. The Order advertised for this programme contained all of the proposed restrictions and changes, so a decision must be made for all items before it can be sealed and any element implemented. No further development progress can be made on any element of the Traffic Regulation Order until the decisions for all elements have been made.

Statutory consultations are not voting processes, where a higher number of objections compared with comments of support would necessarily lead to proposals not being implemented. Rather, it is expected that the responses will be balanced toward objections and the Council needs to consider the reasons provided in the objections and decide whether a scheme is amended, removed or installed as advertised.

Statutory consultations are open for anyone considered to be impacted to respond, meaning that the respondent's address and other personal information is irrelevant. Under Data Protection law, capturing this information is not necessary and therefore is not a requirement.

#### Current Position – b. Officer recommendations for consultation on the 2024A programme

- 3.2 Approval was given by the Sub-Committee in March 2024 to carry out investigations at various locations across the borough, based on the reported list of requests that the Council had received for new or amended waiting restrictions.

Officers have investigated the issues that were raised and have considered their recommendations accordingly.

- 3.3 In accordance with the report to the Sub-Committee in March 2024, Officers shared their recommended proposals with Ward Councillors between 8<sup>th</sup> – 22<sup>nd</sup> May 2024. This period provided Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in Appendix 2 of this report.

#### Other Options Considered

- 3.5. 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. 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.

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.

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, improved flow for public transport) and remove some barriers toward increased use of sustainable and healthy transport options.

## **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 agreed for statutory consultation by the Sub-Committee. This provides an opportunity for a level of informal consultation in order to provide initial feedback to officers.

Ward Councillors are also made aware of the commencement dates for statutory consultation, so that there is an opportunity for them to encourage community feedback in this process.

- 6.3. 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').
- 6.4. Where this report contains petitions that have not been separately reported, the lead petitioner(s) will be informed of the decision of the Sub-Committee, following publication of the agreed meeting minutes. Respondents to statutory consultations will also be informed of the Sub-Committee decisions.
- 6.5. 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. Procedural Requirements and Regulatory Duties – Section 9 refers to the regulatory requirements for sealing and advertising Traffic Regulation Orders.

## **9. Legal Implications**

- 9.1. The Order for the 2023B programme of restrictions will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Following the making of this Order, the public must be afforded a period of six weeks to raise any legal challenge, prior to the implementation of any elements contained within.

- 9.2. This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake these processes.

## **10. Financial Implications**

- 10.1. The cost of developing and implementing the 2023B and 2024A programmes will be dependent on a number of factors, including the number proposals that are agreed for implementation and the extent/complexity of these schemes. Lining-only schemes, such as double-yellow-line restrictions will be considerably less costly to implement, compared with restrictions that require signing.

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

## 10.2 Revenue Implications

	<b>2023/24 £000</b>	<b>2024/25 £000</b>	<b>2025/26 £000</b>
Employee costs Other running costs Capital financings costs	NIL	NIL	NIL
<b>Expenditure</b>	NIL	NIL	NIL
Income from: Fees and charges Grant funding Other income	NIL	NIL	NIL
<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 2023B and 2024A programmes 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. Should a decision be made on all proposals for the 2023B programme, then the sealing of the legal order and the implementation of the agreed proposals is expected to be completed by the end of this calendar year.

11.2. It is expected that the results of the statutory consultation for the 2024A programme 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. Includes the objection report for the 2023B programme.**
- 2. Includes the recommendation report for the 2024A programme.**