

# Traffic Management Sub-Committee

13 June 2024



**Reading**  
Borough Council  
Working better with you

<b>Title</b>	Upper Redlands Road-Results Statutory Consultation
<b>Purpose of the report</b>	To make a decision
<b>Report status</b>	Public report
<b>Report author</b>	James Clements, Transport Programme Manager
<b>Lead Councillor</b>	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport
<b>Ward</b>	Redlands
<b>Corporate priority</b>	Healthy Environment
<b>Recommendations</b>	The Sub-Committee is asked to: 1. Note the content of this report. 2. Approve the implementation of the proposed measures. 3. Authorise the Assistant Director of Legal and Democratic Services to make the Traffic Regulation Order and that no public inquiry be held into the proposal.

## 1. Executive Summary

- 1.1 Reading Borough Council was awarded £75k through the DfT Active Travel Fund 4, to support the implementation of improved crossing facilities on Upper Redlands Road.
- 1.2 At the Sub-Committee on 7 March 2024, Officers updated members on the results of the initial consultation, and outlined proposals for an amended design, which required changes to the current parking restrictions.
- 1.3 The purpose of this report is to inform the Sub-Committee of objections and other feedback received during the statutory consultation and to recommend the implementation of the scheme as detailed within the report.

## 2. Policy Context

- 2.1 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.

2.

## 3. The Proposal

- 3.1 This scheme would deliver a pedestrian crossing on Upper Redlands Road and is jointly promoted by the Council, St Joseph's College and University of Reading. There is no safe place for children, university students or local residents to cross Upper Redlands Road. This scheme would provide safer routes for children to walk to school as well as linking to the university via Elmhurst Road to our ATF2 scheme on the Shinfield Road as well as our ATF4e Development scheme at Christchurch Green.

- 3.2 At the Sub-Committee meeting on 7 March 2024, Officers proposed a revised layout which saw the new zebra crossing being placed 7 metres east, away from its junction with Alexandra road for a total of approximately 33.5 m eastward from that junction. Adjacent to the crossing, Officers proposed retaining 15 metres of the existing parking bay, with the remaining 16 metres to be repurposed into a Bus Stop. The location of the new bus stop has been carefully made following extensive internal deliberations and thorough assessments of highway constraints (narrow and bendy) along Upper Redlands Road.
- 3.3 The removal of 18m of parking bays in this location is not expected to have a detrimental impact on parking in this area due to the existing provision of parking bays elsewhere on Upper Redlands Road and Elmhurst Road.
- 3.4 While this action reduces the availability of shared-use parking, it beneficially confines it between zig-zags and a designated bus stop area. Moreover, the potential for bus stop overcrowding is mitigated by placing it between parking spaces and school-keep-clear restrictions. This approach is anticipated to promote better compliance and reduce the overall length of kerbside occupation, thereby minimizing potential congestion and, importantly, enhancing forward visibility.
- 3.5 The proposal also keeps the bus stop furthest from the crossing to further aid intervisibility at the crossing.
- 3.6 The removal of the current parking bay on Upper Redlands Road necessitates the revocation of the existing Traffic Regulation Order and the establishment of a new one.
- 3.7 A Statutory consultation has been carried out between 11 April and 1 May 2024 and 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').
- 3.8 A total of 2 consultation responses were received, and although these were both objections, one raised concern with the removal of the speed cushions, with the other being a general observation on poor driver behaviours. Whilst Transport Officers acknowledge the concerns raised as a result of the removed speed cushions, we are satisfied that a Road Safety Audit did not raise this as a safety concern, and the addition of the new zebra crossing also acts as a form of traffic calming, which should mitigate the concerns raised. No objections were made in relation to the removal of the parking bays. The detailed comments can be seen in Appendix 1 of this report.
- 3.9 Further to the consultation results, Officers are recommending that the sub-committee approve the implementation of the proposals set out in this report.

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

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

##### **Healthy environment**

- 4.2 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.
- 4.3 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 26 February 2019 (Minute 48 refers).
- 5.2 A Climate Impact Assessment has been conducted, which considers a net 'NIL' impact as a result of the Sub-Committee agreeing to the recommendations of this report.
- 5.3 The implementation of this scheme, if agreed, will require a level of civil engineering work to be undertaken and the installation of electrically powered lighting for zebra crossings.
- 5.4 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 zebra crossing lighting. They will, however, be long-standing facilities and it is expected that the installation of these schemes will remove barriers that many people will have to walking and cycling, which will offset these impacts by a likely reduction in private vehicle journeys. While it is difficult to quantify, it is expected that the benefits will outweigh the impacts over time.

## **6. Community Engagement**

- 6.1 Ward Councillors and the Lead Councillor for Climate Strategy and Transport have been provided with briefing notes for the officer recommendations and have engaged in discussions with officers to arrive at schemes that are agreed in principle. This has also provided an opportunity for comment and local informal consultation.
- 6.2 A Statutory consultation has been carried out between 11 April and 1 May 2024 and 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').
- 6.3 Traffic Management Sub-Committee are public meetings. 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 deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. Statutory consultation processes will be conducted, where required, 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

## **9. Legal Implications**

- 9.1 Notice will be given for the implementation of zebra crossings under Section 23 of the Road Traffic Regulation Act 1984.
- 9.2 This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake this process.

## **10. Financial Implications**

- 10.1 The Council has been awarded £75,000 from Active Travel England's Active Travel Fund Tranche 4 funding allocation issued through a Capital Grant.
- 10.2 A local contribution of £8,500 has also been made in private pledges from St Joseph's College, Upper Redlands Road.
- 10.3 This gives an overall budget for this scheme of £83,500.

## **11. Timetable for Implementation**

- 11.1 Subject to approval the installation of the new zebra crossing on Upper Redlands Road is expected to be complete by the end of August 2024/beginning September 2024

## **12. Background Papers**

- 12.1 None

## **Appendices**

- Appendix 1 – Upper Redlands Road New Waiting and Parking Restrictions - Statutory Consultation Results**
- Appendix 2 – Upper Redlands Road Location Drawing**

## FINANCIAL IMPLICATIONS

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

### 1. Revenue Implications

Use this Table in the report or as an Appendix to set out the revenue implications:

	2023/24 £000	2024/25 £000	2025/26 £000
Employee costs (see note1) Other running costs Capital financings costs	NIL	NIL	NIL
<b>Expenditure</b>	NIL	NIL	NIL
Income from: Fees and charges (see note2) Grant funding (specify) Other income	NIL	NIL	NIL
<b>Total Income</b>	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

The net cost of the proposal can be funded from (specify service and approved cost centre budget).

**Note 1:** Specifying any one off early retirement and redundancy costs. With regard to early retirement costs set out capitalised pension cost and pay back period in a separate paragraph.

**Note 2:** In a separate table/appendix set out detailed fees and charges proposals and sensitivity analysis.

### 2. Capital Implications

Capital Programme reference from budget book: page line	2023/24 £000	2024/25 £000	2025/26 £000
Proposed Capital Expenditure	£83,500	NIL	NIL
Funded by Grant (Active Travel Tranche 4 Award) Section 106 (specify) Other services Capital Receipts/Borrowing Other (private pledges from St Joseph's College)	£75,000   £8,500	NIL	NIL
Total Funding	£83,500	NIL	NIL

**Note:** where more than one option /proposal is being made it may be easier to set out the above information in an Appendix.

### **3. 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 levels of additional funding would deliver schemes that 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 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 provide an independent perspective and professional, constructive scrutiny of the scheme designs, which can assist in defending potential challenges.

### **4. 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, there is always 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.