

Traffic Management Sub-Committee

11 September 2024



Reading
Borough Council
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Title	Station Hill – Revocation of pay and display bays on Greyfriars Road and replacement with waiting restrictions to facilitate advisory cycle lanes on both sides of the carriageway. Revocation of pay and display bays on Garrard Street and replacement with no waiting restriction.
Purpose of the report	To make a decision
Report status	Public report
Report author	Darren Cook
Lead councillor	John Ennis – Lead Councillor for Climate Strategy and Transport
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 Lead Councillor for Climate Strategy and Transport, 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 of the Station Hill site, which is bounded by Station Hill, Greyfriars Road and Garrard Street.
- 1.2. These proposals include the revocation of pay and display bays on Greyfriars Road and replacement with waiting restrictions to facilitate advisory cycle lanes on both sides of the carriageway along with the replacement of the existing speed cushions with islands and priority signage.
- 1.3. The existing pay and display bay at the eastern end of Garrard Street is also to be reduced from 25m to 12m, to aid servicing access for Station Hill and Thames Tower located opposite.

- 1.4. Revocation of 12.5m of 'No Waiting at Any Time' restriction across the new access into the Phase 2 car park.
- 1.5. This report seeks approval to undertake the necessary statutory consultation and notice processes relating to the proposed alterations. However, it should be stated that the Advisory Cycle Lane on Greyfriars Road does not require a legal consultation.
- 1.6. Appendix 1 provides a comparison between the existing and proposed layouts, details of each area are highlighted within the proposal text below. For information also included is the full cycle design that incorporates the changes described within this report, which is provided over three drawings and can be found at Appendices 2 to 4, with the drawings listed below:

Appendix 1 - Comparison Between Existing and Proposed Layouts
Appendix 2 - SHRN-STN-SW-ZZ-DR-CH-0702 Rev P05 Cycle Design Sheet 1 Of 3
Appendix 3 - SHRN-STN-SW-ZZ-DR-CH-0703 Rev P05 Cycle Design Sheet 2 of 3
Appendix 4 - SHRN-STN-SW-ZZ-DR-CH-0704 Rev P06 Cycle Design Sheet 3 of 3
- 1.7. Please note that dedicated drawings will be prepared for the consultation by the developers however this was not possible prior to the Committee meeting.

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. On 22nd July 2021 a Hybrid Planning Permission was granted for Phases 2 and 3 of the Station Hill development. The Phase 2 works have commenced on the site and consist of demolition of existing structures, erection of an eighteen storey building containing office use (Class B1) and flexible retail, non-residential institution and assembly and leisure uses (Class A1, A2, A3, A4, A5, D1 and D2). Provision of podium deck, vehicular access and parking. New public open space and landscaping and bridge link over Garrard St.
- 3.2. The proposal subject to this report consists of the revocation of pay and display bays on Greyfriars Road and replacement with waiting restrictions to facilitate advisory cycle lanes on both sides of the carriageway along with the replacement of the existing speed cushions with islands and priority signage. Details of the proposals are as follows.
- 3.3. The pay and display bays along Greyfriars Road located south of the junction with Garrard Street are to be revoked which equates to a length of 40m and could accommodate 7 cars. When the principle of the scheme was assessed at the planning application stage

this was not determined to be a significant loss and could be easily accommodated within the pay and display bays on the surrounding residential streets.

- 3.4. To ensure unrestricted parking does not occur along this section of carriageway a 'No Waiting At Any Time' restriction along with a 'No Loading' between 7.30 – 9.30am and 4.00 and 6.00pm restriction is proposed to replace the pay and display bays. It should be noted that the proposed restriction would be consistent with the existing restrictions along the remainder of Greyfriars Road. The proposed waiting restrictions will ensure that no parking occurs in this location to aid cycle movements within the proposed advisory cycle lane although loading and unloading would still be permitted outside of the restricted times to help service the surrounding businesses.
- 3.5. The changes described above can be found at Area 1 of Appendix 1.
- 3.6. To facilitate the Advisory Cycle Lane at the southern end of Greyfriars Road it is necessary to remove the existing speed cushions as these would create conflict for cyclists. The design now includes the provision of priority working with two islands creating separation for the Advisory Cycle Lanes that are continued on the outside. Traffic heading north is provided with the priority and a give way is proposed for traffic heading south. It should be noted that any traffic heading south would only be travelling to Sackville Street given that the top section of Greyfriars Road is one-way only apart from the existing south bound contraflow cycle lane.
- 3.7. The changes described above can be found at Area 2 of Appendix 1.
- 3.8. In addition to the works on Greyfriars Road additional changes are required along Garrard Street to aid access and egress into the shared loading facility located between Station Hill Phase 2 and Thames Tower. This requires the revocation of 13m of the existing pay and display bay from 25m to 12m, which results in a loss of 2 parking bays.
- 3.9. However, it should be mentioned that the loss of pay and display bays in the above location is mitigated by the provision of 2 additional pay and display parking bays that were provided on Garrard Street as part of the Station Hill Phase 1 scheme.
- 3.10. A 'No Waiting at Any Time' restriction is proposed to replace the revoked section of the pay and display bays, described above, which is in keeping with the remainder of Garrard Street.
- 3.11. These proposed changes described above can be found at Area 3 of Appendix 1.
- 3.12. The scheme also proposes the revocation of 12.5m of 'No Waiting at Any Time' restriction across the new vehicular access for Phase 2. These changes can be seen at Area 4 of Appendix 1.
- 3.13. It should be noted that the scheme has been subject to a Road Safety Audit and all points raised within the Audit have been addressed that are within the scope of the S278 Highway Agreement.
- 3.14. This report seeks the Sub-Committee to agree to the statutory consultation and notice processes for the works detailed above.

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 90A – 90I 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 works are to be undertaken by the developer by way of the S278 Highways Agreement with the developer advising that this work is to take place at the end of 2024 or the beginning of 2025. An exact timetable is unknown at this time.

12. Background papers

12.1. There are none.

Appendices

Appendix 1 - Comparison Between Existing and Proposed Layouts

Appendix 2 - SHRN-STN-SW-ZZ-DR-CH-0702 Rev P05 Cycle Design Sheet 1 of 3

Appendix 3 - SHRN-STN-SW-ZZ-DR-CH-0703 Rev P05 Cycle Design Sheet 2 of 3

Appendix 4 - SHRN-STN-SW-ZZ-DR-CH-0704 Rev P06 Cycle Design Sheet 3 of 3