

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	7 MARCH 2019	AGENDA ITEM:	5(a)
TITLE:	PETITION FROM RESIDENTS OF NORCOT ROAD, HOUSE NUMBERS 275 TO 291 - OBJECTION TO RED ROUTE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	KENTWOOD / NORCOT
LEAD OFFICER:	JAMES PENMAN	TEL:	01189 372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	James.Penman@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee the receipt of a petition objecting to a section of the Red Route scheme.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the petition and its contents be recorded as an objection to the Red Route, for inclusion in a future report on the western section of the Red Route.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision for waiting restrictions is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

- 4.1 The Council has received a petition from residents of Norcot Road, which contains 11 signatures, on behalf of 14 persons at 9 different addresses.
- 4.2 The reads as follows:

*'We are petitioning for the red route scheme recently implemented along the stretch of Norcot Road house numbers 275-291, to be replaced by an alternative scheme. Our houses sit back from the highway, with tarmac access to our driveways for vehicles and there are 2 pedestrian pathways (one by the road and one in front of the houses). In the past we have always parked cars on the access to our driveways or on the grass in between. (Photo attached). **By parking there we didn't cause an obstruction or hazard on the highway or the pedestrian paths. Since the introduction of the red route, numerous parking fines have been incurred due to cars being parked in this way.** The impact of the scheme has meant that we are now having to park cars in local side streets where space is already limited and the obvious difficulties that occur with deliveries being made.*

It seems ludicrous that these areas cannot be used to park vehicles in when it causes no disruption to traffic flow or presents obstacles or hazards to pedestrians or cyclists, which is why the scheme was implemented.

Attached are details of the residents raising objections to this scheme together with contact details. We would welcome a site visit to discuss in more detail.

We understand the need for busses and cars to flow freely and the need for a scheme that stops parking on the highway. We would like the red route changed to another scheme to enable us to park outside our houses without incurring fines or an exclusion area for this stretch of the road'.

- 4.3 The Sub-Committee is asked to note the petition.
- 4.4 The western section of the Red Route, to which this petition refers, has been implemented under an experimental order and we are, as such, still within the formal consultation phase.

This process invites objections and other comments that can be considered for potential alterations to the experimental, and/or final Traffic Regulation Order.

- 4.5 Officers will record and consider the contents of this petition in the context of the aforementioned consultation and will be reporting on the western section of the Red Route at a future meeting. Officer recommendations relating to this, and any other comments received, will be reported at this meeting.
- 4.6 Parking on the footways and verges can cause obstruction to pedestrians, particularly those with mobility aids or push-chairs, and obstruction to sightlines for users of other vehicles, whether motor vehicles or bicycles.

- 4.7 The footways and verges are not constructed to support vehicular traffic, unless specifically indicated otherwise, and there are legislative offences that apply to obstruction, driving on a footway (other than gaining access to an off-street parking place via a specially-constructed footway crossing) and damaging the public Highway.

Damage can make an area look unsightly, increase Council maintenance costs and put members of the public at increased risk. Damage may also be incurred to utility apparatus, which also may not be constructed or placed in such a way that is safe for vehicular passage.

- 4.8 Red Route restrictions are waiting restrictions, in the same 'family' of restrictions as yellow-lines. Just like these other waiting restrictions, they apply to the entire width of Highway land, from the centre of the carriageway to the boundary on the same side of the road as the marking/signing - this includes areas of footway and verge.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 This programme supports the aims and objectives of the Local Transport Plan and helps to deliver the following Council Priorities:

- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 The lead petitioner will be informed of the decisions of the Sub-Committee, following publication of the meeting minutes.

7. LEGAL IMPLICATIONS

- 7.1 The western section of the Red Route is currently implemented by an experimental Traffic Regulation Order. This petition will be recorded as an objection to the Order and reported for consideration of the Sub-Committee - alongside other comments received and following Officer consideration of the contents - at a future meeting of the Sub-Committee, when Officers will seek changes to the Order, or to make the Order permanent.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to 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.

8.2 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. The experimental Order creates a long period for statutory consultation, which provides an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals permanently.

9. FINANCIAL IMPLICATIONS

9.1 None arising from this report.

10. BACKGROUND PAPERS

10.1 None.