

**READING BOROUGH COUNCIL  
REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE & SPORT**

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>7 MARCH 2019</b>	<b>AGENDA ITEM:</b>	<b>6</b>
<b>TITLE:</b>	<b>RED ROUTE - ROUTE 17</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>TILEHURST, KENTWOOD, BATTLE, ABBAY, REDLANDS, PARK</b>
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**1. EXECUTIVE SUMMARY**

- 1.1 To update the sub-committee on the introduction of a *Red Route* waiting restriction along the Reading Buses Route 17 corridor.
- 1.2 The *Red Route* waiting restriction has been in place on the east side (Borough boundary to the IDR) of the Reading Buses Route 17 for just over a year. The west side *Red Route* restriction from the junction of Park Lane with Mayfair in Tilehurst to the IDR has been in place since late summer 2018.
- 1.3 Initial enforcement was limited to busiest periods and focused on drivers pulling up onto the footway. Since October 2018 enforcement has been increased to daytime operations using the camera vehicle.
- 1.4 Relatively few comments have been made on the use of the no stopping restriction and of those that have been received they are very specific to individual experiences.
- 1.5 A sample of bus journey times taken in January 2019 and comparing them to the same journey in the same period in January 2018 shows promising benefits to public transport.
- 1.6 This report seeks to make permanent the east side *Red Route* restriction which has been in place for over a year. An assessment of the west side will be made and brought back to the Sub-committee in June 2019.

1.7 Appendix 1 - consultation sample material used

Appendix 2 - sample of bus journey times, east side *Red Route*.

Appendix 3 - Red Route PCN issue to end January 2019

## **2. RECOMMENDED ACTION**

2.1 That the Sub-Committee note this report.

2.2 That the Sub-committee agree to:

2.2.1 The Head of Legal Services be authorised to make the appropriate experimental Traffic Regulation Order into a permanent Traffic Regulation Order under the Road Traffic Regulation Act 1984, advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2.2.2 The issue of parking on the verge and footway within the *Red Route* as highlighted in 4.5 will be addressed at the next meeting of the Sub-committee.

2.2.2 That no public enquiry be held into the proposal.

## **3. POLICY CONTEXT**

3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

## **4. THE PROPOSAL**

4.1 The *Red Route* waiting restriction has been in place on the east side (Borough boundary to the IDR) of the Reading Buses Route 17 for just over a year. The west side *Red Route* restriction from the junction of Park Lane with Mayfair in Tilehurst to the IDR has been in place since late summer 2018. Appendix 1 is a sample of the material used during the initial consultation of the Red Route.

4.2 As the east side of the Reading Buses Route 17 *Red Route* has been in place for over a year the initial objection period has now elapsed. The reason the restriction remains under an experimental order is due to the west side of the restriction taking longer than expected to deliver. Once the west side of the route was delivered enforcement has been increased to cover the busiest periods of the day by the camera vehicle. The increase of enforcement commenced in October 2018 (see Appendix 3). Since commencement of enforcement action over one thousand penalty charge notices (PCNs) have been issued. A *Red Route* is a no stopping restriction and enforcement initially focused on drivers pulling up and stopping on the footway.

- 4.3 In the main the *Red Route* replaced yellow line restrictions already in place to manage parking and permitted stopping activities. Many of the double yellow line restrictions along the whole corridor included loading bans either at all times or during the busiest periods of the day. The replacement of the yellow line restrictions with the *Red Route* is intended to improve the management of parking and journey times along this important public transport corridor. The number of PCNs issued demonstrates the level of abuse of the waiting restrictions that, in essence, have existed for many years.
- 4.4 Relatively few comments have been made on the use of the no stopping restriction to the east side of the route. Of the few comments received they are very specific to loading/unloading activities. Where additional consideration is required for loading/unloading activities special authorisation may be granted. Appendix 2 is a summary of the three requests for change received since the introduction of the *Red Route* to the east side of the Route 17.
- 4.5 Although not directly related to the east side *Red Route* parking on the footway or verge has been raised by some residents. There are a small number of residents who have been parking on the footway/verge in contravention of the Highways Act. All waiting restrictions apply to the whole of the highway and the Red Route is no exception. Consequently PCNs have been issued where footway/verge parking has been detected along the *Red Route*. This subject will be addressed at the June meeting of the Sub-committee.
- 4.6 Appendix 2 is a sample of bus journey times for the east side *Red Route* taken in January 2019 and comparing them to the same journey in the same period in January 2018. These samples of actual journeys made show promising benefits to public transport. As can be seen public transport journeys have improved and, most importantly, journey times are more consistent. Consistent journey times are significant to public transport operators in providing a reliable service. These are just sample counts and it is a little early to make any meaningful assessment. As is demonstrated by the numbers of PCNs being issued there is significant abuse of the restriction with vehicles stopping on the *Red Route*. This will only improve through enforcement but the expectations are journey times for all users will continue to improve.
- 4.7 In conclusion; with minimal feedback, no formal objection and signs of improvement to public transport journey times the recommendation is to make the east side *Red Route* restriction permanent.

## **6. CONTRIBUTION TO STRATEGIC AIMS**

- 6.1 This proposal supports the aims and objectives of the Local Transport Plan and helps to deliver the following Corporate Plan Service Priorities:
- Providing infrastructure to support the economy.
  - Remaining financially sustainable to deliver these service priorities.

## **7. COMMUNITY ENGAGEMENT AND INFORMATION**

- 7.1 Initial informal consultation and feedback from events as previously reported. Over a year of use of the east side *Red Route* has provided the opportunity for users to comment.

## **8. LEGAL IMPLICATIONS**

- 8.1 The Order 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.

## **9. EQUALITY IMPACT ASSESSMENT**

- 9.1 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, victimization 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.

- 9.2 The Council has carried out an equality impact assessment scoping exercise, and considers that the proposals do not have a direct impact on any groups with protected characteristics. However, this will be reviewed as a part of the informal consultation process and assessed again prior to statutory consultation as appropriate.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 The making permanent of the Traffic Regulation Order (TRO) will be funded from within existing transport budgets.

## **11. BACKGROUND PAPERS**

- 11.1 Policy Committee 20<sup>th</sup> July 2015, TM Sub-committee March 2017, TM Sub-committee September 2017.