

READING BOROUGH COUNCIL

**REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH &
NEIGHBOURHOOD SERVICES**

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	14 NOVEMBER 2019	AGENDA ITEM:	7
TITLE:	RESULTS OF STATUTORY CONSULTATION - REVERSAL OF ONE-WAY SYSTEM ON SILCHESTER ROAD AND FAIRCROSS ROAD		
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1. EXECUTIVE SUMMARY

- 1.1 This report informs the Sub-Committee of comments and objections received to the advertised Traffic Regulation Order, which proposed the reversal of the one-way system on Silchester Road and Faircross Road.
- 1.2 Members are asked to consider these objections and conclude the outcome of the proposals.
- 1.3 Appendix 1 provides a summary of the supports, objections and comments that have been received during the consultation period.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the comments and objections noted in Appendix 1 are considered with an appropriate recommendation to either implement, amend or reject the proposals.

- 2.3 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.
- 2.4 That the objectors be informed of the decision of the Sub-Committee, following publication of the meeting minutes.

3. POLICY CONTEXT

- 3.1 The scheme proposals are in line with Reading Borough Council's Local Transport Plan and current traffic management policies and standards.

4. BACKGROUND

- 4.1 To avoid peak-time traffic on sections of the A4 Bath Road, and the eastbound bus gate on Southcote Lane, a significant number of motorists are using Silchester Road and Faircross Road to access Southcote Lane. They are turning left onto the road (there is a no-right-turn and traffic island that restricts the right-turn) and conducting a U-turn in the junction with Fawley Road, so that they may re-join the A4 Bath Road further to the east.
- 4.2 It is proposed that the most effective method in which to stop the aforementioned rat-running and turning movements is to reverse the one-way directions of Silchester Road and Faircross Road.

The 'left-turn-only' restriction from Faircross Road onto Southcote Lane and 'no-entry' from Southcote Lane onto Faircross Road would be revoked, with a 'no-entry' from Circuit Lane onto Silchester Road and from Silchester Road onto Faircross Road also being proposed.

Reversing the one-way directions of Silchester Road and Faircross Road will remove the ability for traffic to bypass the Southcote Lane bus gate and proceed toward the town centre. This will stop the rat-run and stop the turning movements in the junction of Fawley Road for this purpose.

- 4.3 It is acknowledged that changing the one-way directions will require those wishing to access Southcote Lane in the morning by private motor vehicle, to do so via its eastern end at the roundabout with the A4 Bath Road. However, this could have some benefit to reducing the use of private motor vehicle travel and increased consideration of using other modes of transport.

Residents of Silchester Road and Faircross Road wishing to travel eastbound would also be required to join the A4 Bath Road via Circuit

Lane during the times at which the Southcote Lane bus gate is operational.

5. RECOMMENDATIONS

- 5.1 The Sub-Committee is asked to consider the comments of support, objections and comments in Appendix 1.
- 5.2 The Sub-committee can agree, overrule or modify any proposal that has received objections, provided such proposed modifications do not compromise the legality of the consultation process and resultant Traffic Regulation Order. Where there is agreement to an objection the recommendation shall be to remove the proposal. Where an objection is overruled, the recommendation will be to introduce the proposal as advertised and where the proposal is modified, this shall be noted and the proposal introduced accordingly.

6. CONTRIBUTION TO STRATEGIC AIMS

- 6.1 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

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Statutory consultation was conducted in accordance with appropriate legislation. Notices were advertised in the local printed newspaper and were erected on lamp columns within the affected area.
- 7.2 Objectors will be informed of the decision of the Sub-Committee, once the meeting minutes have been agreed.

8. LEGAL IMPLICATIONS

- 8.1 The sealed Traffic Regulation Orders will require advertisement, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 8.2 Necessary changes to Highway signing and lining will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016.

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, 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.

9.2 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to any groups with protected characteristics and a statutory consultation has been conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

10. FINANCIAL IMPLICATIONS

10.1 The cost of a scheme will be dependent on the necessary changes that are required as part of the detailed design work.

10.2 The study is being funded by local developer contributions, which are a combination of CIL (Community Infrastructure Levy) and Section 106 contributions.

10.3 The Steering Group will consider its delivery priorities within the confines of available funding.

11. BACKGROUND PAPERS

11.1 West Reading Transport Study - Update (Traffic Management Sub-Committee, June 2019).