

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE & SPORT

TO:	TRAFFIC MANAGEMENT ADVISORY PANEL		
DATE:	24 MARCH 2009	AGENDA ITEM:	4
TITLE:	CRADOCK ROAD WAITING RESTRICTIONS		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	KATESGROVE
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1. EXECUTIVE SUMMARY

- 1.1 Cradock Road is an industrial area to the west of the Basingstoke Road. The highway infrastructure, and most notably the grass verges, at its junction with Boulton Road and at the extreme western end of Cradock Road has suffered significant damage from heavy use by commercial vehicles. The grass verges are now rutted in places to a depth of 300mm, constituting a trip hazard for pedestrians and mud is regularly being deposited on the carriageway which is a skid hazard for vehicles. The indiscriminate parking of HGVs in this area also impedes turning movements into business premises. The area is now becoming rather tatty as a result of this damage, which impacts on all the local businesses. There are limited lengths of no waiting at any time and limited waiting around the junction, but this is insufficient to prevent verge parking and the resulting damage. Funding is available via Section 106 contributions and this report recommends that a comprehensive waiting restriction scheme be implemented to prevent parking around the junction and allow enforcement of verge parking. Once in place, verges, kerbs and carriageway can be reinstated, significantly improving the area for all users.

RECOMMENDED ACTION

- 2.1 That the Panel note the report.
- 2.2 That the following recommendations be made to Cabinet:
- 2.3 That the Head of Legal Services be authorised to carry out statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 to advertise the proposed

waiting restrictions as shown on Drawing NM/AS/CR/01/09 and subject to no objections being received to introduce the new waiting restrictions.

- 2.4 If objections are received during the statutory consultation, those objections will be reported back to a future meeting of the Panel.

3. POLICY CONTEXT

The proposals are in line with current Transport and Planning Policy.

4. THE PROPOSAL

- 4.1 Cradock Road is an industrial area to the west of the Basingstoke Road. The highway infrastructure, and most notably the grass verges, at its junction with Boulton Road and at the extreme western end of Cradock Road has suffered significant damage from heavy use by commercial vehicles. The grass verges are now rutted in places to a depth of 300mm, constituting a trip hazard for pedestrians and mud is regularly being deposited on the carriageway, which is a skid hazard for vehicles. The indiscriminate parking of HGV's in this area also impedes turning movements into and out of business premises. The area is now becoming rather tatty as a result of this damage, which has a negative impact on all the local businesses.
- 4.2 There are currently limited lengths of no waiting at any time and limited waiting around the junction, but this is insufficient to prevent verge parking and the resulting damage. Funding is available via Section 106 contributions and this report recommends that a comprehensive waiting restriction scheme be implemented to prevent parking around the junction and allow enforcement of verge parking.
- 4.3 Once the waiting restriction scheme is in place it will be possible to carry out repairs and improvements to the highway. Verges will be reinstated and protected by posts, tactile paving will be installed at crossing points, damaged and missing kerbs will be replaced and damaged areas of carriageway repaired. This comprehensive repair work, though needed, has not been carried out to date because further damage would have occurred soon after.
- 4.4 Aside from the safety risks, the damage to the highway has a negative impact on the visual amenity of the area, creating a 'down at heel' image which impacts on the businesses in the area. Regulating parking and repairs will improve this situation.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 To develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.

To promote equality, social inclusion and a safe and healthy environment for all.

5.2 Sustainable Community Strategy, Transport and Accessible Places section.

- To improve access for all to employment, education, and health care and food shops.
- Improve personal safety on the transport network.
- Protect and enhance the built and natural environment.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional local consultation will be carried out as required.

7. LEGAL IMPLICATIONS

7.1 The proposals for the movement and waiting restriction orders will be advertised under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.

8. FINANCIAL IMPLICATIONS

8.1 This proposal will be funded from Section 106 receipts allocated for that purpose.

9. BACKGROUND PAPERS

9.1 Section 106 agreement - Lyon House