

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE AND SPORT

TO:	TRAFFIC MANAGEMENT ADVISORY PANEL		
DATE:	11 NOVEMBER 2009	AGENDA ITEM:	5
TITLE:	CRADOCK ROAD AND BOULTON ROAD ALTERATIONS TO CURRENT WAITING RESTRICTIONS - OBJECTIONS TO TRAFFIC REGULATION ORDER		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	KATESGROVE
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1. EXECUTIVE SUMMARY

- 1.1 To inform the Panel of objections received in respect of a traffic regulation order recently advertised for alterations to current waiting restrictions within Cradock Road and Boulton Road and for the Panel to consider the objections.

2. RECOMMENDED ACTION

- 2.1 That the Panel note the report.
- 2.2 That the contents of this report are considered along with the objections and that Panel decide whether or not to recommend proceeding with the waiting restrictions as advertised.
- 2.4 That no public enquiry be held into the proposals.
- 2.5 That the objectors be informed accordingly.

3. POLICY CONTEXT

- 3.1 The provision of movement restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

4. THE PROPOSAL

Background

- 4.1 At its meeting on 9<sup>th</sup> June 2009 the Advisory Panel considered a report seeking approval to carry out statutory consultation for alterations to the current yellow line restrictions within Cradock Road and Boulton Road. This was in

response to businesses of the area concerned about damage to kerbs and verges by parked vehicles making the area appear rundown and unattractive. It was agreed that statutory consultation be carried out and any objections be presented to a future meeting of the panel.

- 4.2 The proposals were advertised in the local press and by notices erected on the street. The closing date for objections/comments has now passed and 21 separate objections have been received. In addition to the separate objections two petitions have also been received; one from a named business from within the immediate area containing 17 signatures, the second from an unidentifiable source containing 21 signatures.
- 4.3 Since the damage to verges came to light changes have been made to the level of enforcement within this area. The current single yellow line restrictions prevent parking Monday to Saturday 8am to 6.30pm. With this revision to the level of enforcement little on-street and verge parking now takes place and the verges are in a much improved condition.
- 4.4 However, at the far eastern end of Cradock Road the kerbs and verges are still badly damaged and cut up. This appears to be due to larger vehicles manoeuvring rather than parking. As section 106 monies are available to improve the area consideration may need to be given to altering the layout of eastern end of Cradock Road to accommodate these larger vehicles.
- 4.5 The objections appear to relate to parking throughout the business day which is already restricted by the single yellow line. The current restrictions have been in place since 1980 and remain relevant today as damage to the verges shows. Clearly Cradock Road cannot support parking with the larger vehicles needing to access the area. Drivers clearly acknowledge that traffic flow is compromised by on-street parking which is why the verges are parked on leading to the damage. Where on-street parking was occurring this led to larger vehicles mounting kerbs to pass parked vehicles again damaging kerbs and verges.
- 4.6 As long as enforcement is maintained within this area the current waiting restrictions are adequate. On the basis that enforcement is having a positive impact in terms of kerb and verge damage there appears to be little need to change the current restrictions.
- 4.7 Any objections to the formal notice are specific to that advertised and amendments to the proposal are not possible. The Panel can only agree with or overrule any objection. Where there is agreement to an objection the recommendation shall be to drop the proposal or reconsider an amendment in a future review. Where an objection is overruled the proposal will be implemented as advertised.

## 5. CONTRIBUTION TO STRATEGIC AIMS

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

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 The statutory consultation was carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations.

## **7. LEGAL IMPLICATIONS**

7.1 To make the traffic regulation order with omissions if agreed under the Traffic Management Act 2004 and/or Road Traffic Regulation Act 1984 as required.

## **8. FINANCIAL IMPLICATIONS**

8.1 Any works will be funded from developer contributions.

## **9. BACKGROUND PAPERS**

9.1 Traffic Management Advisory Panel report June 2009.