

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE AND SPORT

TO:	TRAFFIC MANAGEMENT ADVISORY PANEL		
DATE:	11 NOVEMBER 2009	AGENDA ITEM:	7
TITLE:	NEWTOWN PARKING REVIEW - UPDATE		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	PARK
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**1. EXECUTIVE SUMMARY**

- 1.1 This report is to update the Panel on progress into the review of parking problems within Newtown and the growing call for resident permit only parking across the whole area. A previous report to TMAP (9 June 2009) highlighted the consequence of residents permit parking particularly to Liverpool Road. This report considers that if one on-street space per household can be achieved what further and supporting traffic management measures would also need to be considered to introduce residents permit only parking.

**2. RECOMMENDED ACTION**

- 2.1 That the Panel note this report.

**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 24<sup>th</sup> March 2009 the Advisory Panel heard a petition from residents of Filey Road requesting residents only parking. A further report was presented to the Panel on 9<sup>th</sup> June 2009 highlighting how much kerb-side space would be lost if residents permit only parking was to be introduced across the whole of Newtown.

- 4.2 A review of Newtown (non-residents permit area) counting the amount of kerbside space versus the number of dwellings has been completed. Within this area of Newtown (Liverpool Road, Freshwater Road, Coventry Road, Norton Road, Filey Road, Radstock Road and Manchester Road) there are 654 dwellings. The current kerbside as measured metres (minus double yellow lines for traffic flow and junction protection) provides space for 634 cars plus 12 marked disabled bays. In addition, there is a kerb build out at the junction of Manchester Road with Liverpool Road that can accommodate a further 8 cars (there are already 2 marked disabled bays at this point plus evidence that another 6 cars are being parked here). This, as measured metres, gives an exact match of available roadside space for one vehicle per household. However, this would require a change to the residents permit parking scheme that currently allows one free and one second permit at a cost per household.
- 4.3 However, as previously reported Liverpool Road is not wide enough for formal marked bays that are required to legalise residents permit parking. Liverpool Road will have to be one-way or the footpath removed as parking is already taking place on the footway. To make Liverpool Road one-way requires very careful consideration as most of the other streets within this area of Newtown are already one-way. The three roads; Cholmeley Road, Liverpool Road and Manchester Road allow for two-way traffic with Radstock Road, Filey Road, Norton Road, Coventry Road and Freshwater Road one-way. The one-way streets largely run east/west to the north/south of the two-way streets. With Liverpool Road providing an east/north outer edge of Newtown the current traffic flow layout works very well. To make Liverpool Road one-way will increase traffic flow elsewhere as new routes are established to ensure drivers can get back to the London Road. It naturally seems most sensible to make Liverpool Road one-way in a northerly direction from its junction with Radstock Road and for the rest of its length. This retains the most on-street parking as the first section of Liverpool Road is already free of parking on one side to maintain traffic flow.
- 4.4 However, in order for drivers to be able to get back to London Road traffic flow would have to be reversed on Radstock Road. To reverse the flow on Radstock Road would then have a knock-on to all the other one-way flows potentially leading them all to be reversed. For all drivers wishing to exit Newtown to turn left out onto the London Road they Liverpool Road is the only option as Cholmeley Road is right turn only. Clearly reversing traffic flow on Radstock Road the street will become one of only two routes out of the area. Alternatively if Liverpool Road becomes one-way in a southerly direction Radstock Road traffic flow will not have to be reversed. The consequence of this arrangement will mean that all traffic coming into the Newtown area from Liverpool Road will have to use Radstock Road. This will lead to the greatest traffic increase within Radstock Road of the two options.
- 4.5 To take any of these options forward there will need to be significant support from residents. As previously reported Newtown is an enclosed residential area without through traffic although there is a school and a handful of businesses. Traffic is relatively light and vehicles using the roads are doing so because they live there, work there or are visiting someone there.

- 4.6 For completeness there is a relatively small amount of off-street parking within this area of Newtown but 'driveways' still need to be kept clear so these have been counted as the one space to that associated dwelling. The other half of 'Newtown' is already residents parking (zone X1) extending from Orts Road across to Cholmeley Road. The current residents permit data suggests that there are 537 spaces on street with a total of 528 permits issued within X1. Permits issued will include some second permits and others such as discretionary and carers.
- 4.7 The council is carrying out a borough wide review of the resident only permit parking scheme. With such a significant review being undertaken any residents permit scheme within Newtown should wait and consider the results and recommendations of the review.

### **Conclusion**

- 4.8 Previous resident consultation has been very mixed with no clear majority support for further resident permit parking. With the practical difficulty of implementing formal restrictions coupled with the question of what residents may think of changing traffic flows very careful consideration is required before further work is undertaken. In addition, results and recommendations of the resident permit scheme review need to be taken in to account before any further consideration is given to extending the scheme within Newtown.

## **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 None as a result of this report.

## **7. LEGAL IMPLICATIONS**

- 7.1 None as a result of this report

## **8. FINANCIAL IMPLICATIONS**

- 8.1 None as a result of this report.

## **9. BACKGROUND PAPERS**

- 9.1 None.