

## TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 17 JUNE 2015

**Present:** Councillor Page (Chair)

Councillors Debs Absolum, Ayub, Dennis, Hacker, Hopper, Jones, McDonald, Terry and Whitham.

**Also in attendance:** Councillors Rodda and Vickers

### 1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM

#### (1) Questions

Questions on the following matters were submitted, and answered by the Chair:

Questioner	Subject
Mark Drukker	Reading Half-Marathon road closures
Mark Drukker	Pedestrian Crossings

(The full text of the questions and replies were made available on the Reading Borough Council website).

#### (2) Presentation - Review of Reading Bridge Closure - Construction and Traffic Impact

Sam Shean, Streetcare Services Manager, gave a presentation on the Reading Bridge Strengthening Scheme, including photographs that showed the deterioration of the Bridge which led to the need for the restorative work and details of the work completed thus far.

**Resolved:**

- (1) That Sam Shean be thanked for his presentation;
- (2) That Sam Shean and his colleagues be thanked for their contributions in ensuring the success of the project to secure the bridge and for minimising the disruption to traffic during its closure.

#### (3) Friends of the Earth Campaign - objection to the M4 widening proposals

John Booth from Reading Friends of the Earth outlined the current proposals by Highways England to widen the M4 between junctions 3 and 12, which involved the use of the hard shoulder and the replacement of bridges, and informed the Sub-Committee of the opportunity to object to this scheme via the Planning Inspectorate (PINS) website.

**Resolved:** That the position be noted.

### 2. MINUTES

The Minutes of the meeting of 12 March 2015 were confirmed as a correct record and signed by the Chair.

### 3. QUESTIONS FROM COUNCILLORS

There were no questions submitted in accordance with the Panel's Terms of Reference.

#### 4. PETITIONS

##### (a) Petition for a 20mph zone in Briants Avenue and surrounding roads

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 294 signatures asking the Council to introduce a 20mph zone in Briants Avenue and surrounding roads.

The petition read as follows:

*"We the undersigned request that Reading Borough Council improve road safety on our streets by implementing a 20mph zone in Briants Avenue and surrounding roads including, Nelson Road, Montague Street, Marscak Street, St John's Road, South View Avenue, Washington Road and Ardler Road".*

The report stated that the issues raised within the petition were to be investigated fully and a report submitted to a future meeting of the Sub-Committee for consideration.

At the invitation of the Chair, lead petitioners Caroline Langdon and Beryl Jelliman addressed the Sub-Committee.

#### **Resolved:**

- (1) That the report be noted;
- (2) That the issue be investigated and a report submitted to the next meeting of the Sub-Committee for consideration;
- (3) That the lead petitioners be informed accordingly.

#### 5. PETITION FOR A ZEBRA CROSSING OUTSIDE ENGLISH MARTYRS CATHOLIC SCHOOL ON DEE ROAD - UPDATE

Further to minute 86 of the meeting on 12 March 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the investigations and assessment of the wider traffic concerns that had been raised by parents and representatives of both English Martyrs Catholic School and St Michael's Primary School.

The report stated that the initial assessments had been completed and concluded that it would be too difficult to carry out significant change to this area within Dee Road due to the residential nature of the street and positioning of private driveways that provided little scope for additional traffic calming features, raised crossing points or improved parking measures to stop footway parking. Consideration was therefore given to the conversion of both crossing points outside each school to zebra crossings, subject to the usual road safety audit process, along with any other changes required as a result of the concept and final designs.

The report stressed that there was not currently a measurable road safety problem on Dee Road and so the risks of carrying out changes to the highway had to be assessed. However, it was felt the presence of formal crossing should encourage better driving, although the

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crossing zig-zag markings would limit the on-street parking and so could lead to an increase in irresponsible parking on the footways.

The report explained that the width of the dropped kerbs would need to be increased at the current pedestrian crossing points and a short length of the parking bay removed to create the width required for a zebra crossing. There would also be a requirement to alter the current waiting restrictions as the crossing zig-zags would overlay the 'School Keep Clear' markings. The police had also requested a review of the gap in the current waiting restrictions on Dee Road between Elvaston Way and the bus stop. In addition the school warning signs on the approach to the schools would be replaced for programmable ones that came on automatically.

The report concluded that the recommendation was to proceed with the detailed design work and promote the formal zebra crossings as indicated. The estimated cost of this scheme was £50,000, with the final value determined at the detailed design stage.

At the invitation of the Chair, lead petitioner Mrs Simpson-Holland and Councillor Vickers addressed the Sub-Committee.

### **Resolved:**

- (1) That the report be noted;**
- (2) That the proposal proceeded to detailed design and, subject to the results of a safety audit, the changes outlined within the report to introduce two zebra crossings for the schools in Dee Road be implemented;**
- (3) That the Head of Legal and Democratic Services be authorised to carry out the statutory notice procedures of the intention to establish two pedestrian crossings for the schools in Dee Road in accordance with Section 23 of the Road Traffic Regulation Act 1984;**
- (4) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals in accordance with the Traffic Regulation Orders;**
- (5) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to advertise the Traffic Regulation Orders for the proposed introduction of traffic calming in accordance with the Local Authorities Traffic Orders and Section 90c of the Highways Act 1980 and subject to no objections being received to make the Traffic Regulation Order;**
- (6) That any objections to the statutory consultations be reported to a future meeting of the Sub-Committee.**

**6. TARGET JUNCTION IMPROVEMENT REVIEW AND OPTIONS AND RESUBMISSION OF PETITION TO CANCEL PLANS TO SWITCH OFF THE TRAFFIC LIGHTS AT BROAD STREET/ WEST STREET JUNCTION**

The Director of Environment and Neighbourhood Services submitted a report on the resubmission of a petition with additional signatories asking the Council to cancel plans to switch off the traffic lights at the Broad Street/West Street junction. The report stated that this petition had originally been presented to the committee in March 2015 (Minute 85b refers).

The petition read as follows:

*“Elderly and disabled people in particular would be put in danger. Generally, the loss of these lights would mean that pedestrians have to estimate whether or not they have time to cross the road before oncoming traffic reaches them. This is nerve wracking when you know that drivers may not allow for you to be slower than most.*

*In particular, blind people depend on the beeps that sound when the traffic lights are on green for pedestrians. Without those they are lost and have to depend on strangers who may know nothing about guiding them - nor care - to take them across. That at the same time as RBC is planning to cut spending on disabled adults supposedly in the interests of improving their independence.”*

The report explained that the traffic signal switch off was being carried out on a trial basis and that a full evaluation report had been submitted to this meeting (as detailed below).

The Director of Environment and Neighbourhood Services had also submitted a report informing the Sub-Committee of the results of the trial switch-off of the traffic signals at the ‘Target’ Junction, which was the intersection of Broad Street, St Mary’s Butts, Oxford Road and West Street. A drawing showing proposed opportunities for the junction (TC/target concepts/01) was attached to the report at Appendix 1.

The report stated that observations from a week-long failure of the traffic signals at the ‘Target’ junction in 2014 had led to the question as to whether the traffic signals actually served any purpose as it seemed that during their failure both pedestrians and public transport appeared to benefit. This had led to a six month trial period, which had commenced in January 2015, to allow all users to experience the junction in an ‘uncontrolled’ state. As a result of the trial there had been a petition collected by both The Guide Dogs for the Blind and the Berkshire Blind Society but very little other feedback had been received from the general public.

The report explained that the main area of concern remained crossing at the junction by blind and partially sighted people who said that they could not tell from which direction vehicles were approaching. An independent road safety assessment had been carried out and had concluded that the risk of an injury to anyone at the junction, as a result of a collision, was low prior to the trial and remained so without the traffic signals operating.

The report laid out the options for the future as follows:

- To switch the lights back on at the Target junction;

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- To continue with the experimental switch-off;
- To remove the traffic signals and reconfigure the junction to create a 'shared space' facility that catered better for the blind and partially sighted people, especially across Broad Street (West).

The details of the opportunities that would be created without the signals were outlined in the report and on the drawing that was attached to the report at Appendix 1. These included enhancing the 'shared space' area, providing a dedicated route for blind and partially sighted users, improving cycle parking and improving visibility for bus drivers.

The report also stated that the Reading Taxi Association had expressed support for the trial and that Reading Buses had reported shorter journey times on most routes using the junction. Reading Buses had also estimated that the change had eliminated a cumulative 12 hours of bus idling each weekday with commensurate reductions in particulate and nitrous oxides emissions.

At the invitation of the Chair, Mrs M Cross, Mr J Young and Mrs K Rowland addressed the Sub-Committee.

### **Resolved -**

- (1) That the report be noted;
- (2) That the representations and feedback received thus far be noted and the trial be continued to allow for further public consultation;
- (3) That the proposals shown on the drawing TC/target concepts/01 be the basis of a public consultation and the results be reported to the next meeting of the Sub-Committee, along with a final scheme proposal;
- (4) That specific meetings be arranged with representatives of The Guide Dogs for the Blind and Blind Associations, the Access and Disabilities Working Group, Reading Buses and other relevant organisations.

## **7. RIDGEWAY SCHOOL - TRAFFIC MANAGEMENT REVIEW**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a review of the current traffic management measures at the junction of Whitley Wood Road and Hillbrow and between this junction and the pedestrian access on Whitley Wood Road to the Ridgeway Primary School. A map showing the location of Whitley Wood Road and Hillbrow was attached to the report at Appendix 1 and a photograph of parking was attached to the report at Appendix 2.

The report stated that Ridgeway Primary School was being extended from a one form entry school to a three form entry school and that part of this proposed expansion included the provision of a new vehicular entrance from Hillbrow. This new entrance would allow access for deliveries and visitors, with the staff vehicular access from Willow Gardens being retained.

The report explained that the pedestrian access would be maintained via the existing footpath to the school which was located behind the properties on the west side of

Hillbrow. As a result of this footpath, parents of pupils attending the school dropped off and picked up from Hillbrow, with some parking taking place within close proximity of the junction of Whitley Wood Road and Hillbrow, as demonstrated in the photograph at Appendix 2.

The report also stated that no restrictions were currently provided at the junction and so it was proposed to provide a 'No Waiting at Any Time' restriction around the junction. This would ensure visibility at the junction was maintained and that vehicles did not park to the detriment of road safety. It was also proposed that the 'No Waiting at Any Time' restriction be extended 25 metres to the west along Whitley Wood Road so that it adjoined the existing 'School Keep Clear' markings to ensure that parents did not drop off and/or pick up their children from Whitley Wood Road, which would have detrimental implications for visibility at the junction.

**Resolved:**

- (1) That the report be noted;**
- (2) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the proposed 'No Waiting at Any Time' restriction at the junction of Whitley Wood Road and Hillbrow (as shown in Appendix 1) in accordance with the Local Authorities Traffic Orders Regulations and subject to no objections being received to make the Traffic Regulation Order;**
- (3) That any objections to the statutory consultations be reported to a future meeting of the Sub-Committee.**

**8. BI-ANNUAL WAITING RESTRICTION REVIEW - STATUTORY CONSULTATION**

The Director of Environment and Neighbourhood Services submitted a report seeking approval from the Sub-Committee to carry out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions. The Bi-Annual Waiting restriction review programme list of streets, with officer's recommendations, was tabled as Appendix 1 at the meeting.

The report stated that the council regularly received correspondence from the public, councillors and organisations with requests for new or alteration to formal waiting restrictions and that these requests were reviewed on a six monthly basis, commencing in March and September of each year, to ensure best value from the statutory processes.

The report explained that further to the report submitted to the meeting of the Sub-Committee in March 2015 (Minute 87 refers), consultation with Ward Councillors had been completed and the resultant proposals to take forward to the statutory consultation process were detailed in Appendix 1.

At the invitation of the Chair, Mrs J Hanfling, resident of Redlands Road, and Mr & Mrs Harrington, residents of Honey End Lane, addressed the Sub-Committee.

**Resolved -**

- (1) That the report be noted;
- (2) That, in consultation with the Chair of the Sub-Committee/Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals listed in Appendix 1 (with the exception of those detailed in (3) below) in accordance with the Local Authorities Traffic Orders Regulations and subject to no objections being received to make the Traffic Regulation Order;
- (3) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows;
  - (i) Norcot/Southcote: Cockney Hill and Honey End Lane - to defer the decision and a meeting be convened with residents, Ward Councillors and officers to discuss issues;
  - (ii) Park/Redlands: Eastern Avenue - that the revised plan (tabled at the meeting) be advertised, subject to any changes required to accommodate the use of the road by buses;
  - (iii) Redlands: Newcastle Road - to defer the request;
  - (iv) Redlands: Cintra Ave and Warwick Road - to defer the request.
- (4) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That the Head of Transport, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport be authorised to make minor changes to the proposals;
- (6) That consideration be given to prioritising future Section 106 funding to widening Eastern Avenue and providing parking bays.

**9. REMOVAL OF HIGHWAY VERGES - LOCAL POLICY**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the need to align local policy to national policy to protect the loss of natural drainage through the removal of highway verges.

The report stated that there had been a recent change in planning requirements, prompted by national policy in response to concerns of urban flooding, that meant that the removal of an existing permeable area such as a front garden to a non-permeable hard-standing over 5m<sup>2</sup> now required planning permission. Often the conversion of a front garden was linked with a request for a dropped kerb to cross the footway or verge and whilst the Council provided a service to carry out such work (funded by the applicant), the applicant was free to use any private contractor who was authorised to work on the public highway and who met the Council's requirements.

The report explained that there was potentially an inconsistency in providing a dropped crossing as such alterations to the public highway could be done as a permitted development and so planning permission did not apply. Therefore the dropped crossing

could be constructed in a non-permeable material which could affect drainage water if it had involved the removal of a verge and so to ensure consistency with national policy any loss of highway verge should be included and the cost of creating a permeable dropped crossing should be fully covered by the applicant. This would protect the urban drainage and reduce the risk of flooding by slowing down the run-off into surface water drains.

The report added that the same policy would also apply to the loss of verge for any other alterations, including, for example, the construction of parking laybys by a developer, although all other options must firstly be considered before the removal of verge to create parking.

**Resolved -**

- (1) That the report be noted;**
- (2) That local policy be aligned to national policy in ensuring that any loss in highway verge be replaced with an approved permeable surface.**

**10. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the current major transport and highways projects in Reading, namely A33 and Reading Bridge Pinch Point Schemes, Reading Station Area Redevelopment, the new Pedestrian and Cycle Bridge and MereOak and Winnersh Triangle park and ride schemes.

A33 Pinch Point Scheme

The report stated that the scheme comprised of a range of measures to improve journey time reliability and to reduce congestion, and included extending the left-turn filter lanes for exiting the A33 onto Rose Kiln Lane (north and southbound). The scheme would also provide more direct pedestrian and cycle links that would be built up to road level. This would ensure that they were safer for users and that they would not be affected by seasonal flooding.

The report explained that the project team had continued to review the current programme to minimise any disruption whilst the improvement works took place by limiting lane closures to off peak hours and some night working. Works on the northbound approach to the A33/Rose Kiln Lane junction had been completed in April 2015 and had created additional left turn capacity and improvements to the overall operation of the gyratory.

Reading Bridge Pinch Point Scheme

The report stated that essential work had commenced in November 2014 to strengthen Reading Bridge, which was a 92 year old structure on a major strategic route and in need of strengthening and waterproofing to continue to carry the amount of traffic in future years. The Department for Transport had awarded the Council capital grant funding from their Pinch Point Fund to enable these works to be carried out.

The initial phase had involved filling a large void under the southern approach structure with foam concrete and from February 2015 the work had moved onto concrete and stone



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repairs. The full advertised bridge closure had taken place between 18 and 30 May 2015 when the entire road surface was removed down to the bridge deck and concrete repairs carried out before carbon fibre strengthening rods were inserted, the deck covered in water proofing and the road layers rebuilt. Work was currently continuing under off-peak lane closures and included replacement of the footway slabs with Fibre Reinforced Polymer (FRP) slabs, carbon fibre strengthening under the central section of the bridge river span, completion of the concrete repairs and painting of the bridge.

### Reading Station Area Redevelopment

The report stated that the Cow Lane Bridges Public Inquiry had been held and completed on 13 January 2015 and that the Secretary of State for Transport had now confirmed the Compulsory Purchase Order (CPO) and the SRO. Network Rail were due to commence the procurement process for the works which were expected to start in August 2015.

The report also stated that a new 300 rack cycle parking hub was being developed in the multi-storey car park and was due to be completed in autumn 2015.

### Pedestrian and Cycle bridge

The report explained that the major construction works for the pedestrian cycle bridge over the River Thames were underway with completion expected in September 2015. The bridge would provide a key new route for pedestrians and cyclists between Caversham, Reading Station and central Reading.

The report stated that the majority of the preparatory work for the bridge had been completed and that the remaining six sections of the bridge, including the 37 metre high mast would be transported in overnight in June 2015. When complete, the bridge would be approximately 120m long, with a 68m span across the River Thames.

The report also stated that it was necessary to dedicate the new bridge and the associated new footway/cycle links as Public Highway and that this would be completed as a Declaration under the provisions of the Highways Act 1980.

### MereOak and Winnersh Triangle Park and Ride schemes

The report stated that construction works were underway for the new park and ride sites at MereOak, south of M4 junction 11 and Winnersh Triangle, located near to Winnersh Station, which together would deliver nearly 1,000 parking spaces. The two sites were being constructed simultaneously with a planned completion date of August 2015 for MereOak and September 2015 for Winnersh Triangle.

### **Resolved -**

- (1) That the report be noted;
- (2) That the new Pedestrian and Cycle Bridge and associated footway and cycleway links be dedicated as Public Highway under the provisions of the Highways Act 1980.

**11. RESIDENTS PARKING - REVIEW OF RESIDENT PERMIT RULES/ DEFINITIONS AND REVIEW OF HUNTER'S WHARF HOUSEHOLDS - 25, 27, 30 AND 32**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the proposal to change the Resident Parking Permit Scheme Rules and Definitions to include the option for second permit fees to be refunded or transferred. The new Refund/Transfer Process for second permit charges in the Permit Management Definitions was attached to the report at Appendix 1.

The report laid out the proposals for refunds which would be offered on a scale from £10 if the permit was returned within 10 calendar months since issue and rising to £40 if returned within 1-3 months since issue. It was also proposed to offer a transfer option for Residents permit holders who moved within six months of issue to another or within the same permit zone. These proposals would only apply where the second permit fee had been paid and would not apply to other permit types such as Visitors, Business, Discretionary or Temporary.

The report also explained that there were four properties within Hunter's Wharf in Katesgrove Lane that had no parking associated with them (Flats 25, 27, 30 and 32), whereby the other households in Hunter's Wharf were eligible for one off-street parking place. The report sought approval to include these four properties within the Permit Parking Zone 10R.

At the invitation of the Chair, Councillor Rodda and Ms F Green, resident of Hunter's Wharf, addressed the Sub-Committee.

**Resolved -**

- (1) That the report be noted;
- (2) That the Permit Management Rule Definitions be updated to reflect the changes set out in the report;
- (3) That Hunter's Wharf Flats 25, 27, 30 and 32 be included within Permit Parking Zone 10R with an entitlement of one permit per household.

**12. LOCAL SUSTAINABLE TRANSPORT FUND UPDATE**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on progress with delivery of the Local Sustainable Transport Fund (LSTF) Small Package, for which £4.9m funding had been approved by the Department for Transport (DfT) in July 2011 and the LSTF Large Partnership Package, for which £20.692m funding had been approved by the DfT in June 2012. An additional £996,000 of LSTF revenue funding had been awarded to the Council by the DfT for 2015/16 to be spent on a range of sustainable transport initiatives focused on neighbourhood-based active travel interventions and to develop more interactive online resources, which would help to support the Council's ongoing digital services initiatives.

The report provided an update on each of the five delivery themes of the LSTF programme, which were Personalised Travel Planning, Ticketing and Information, Cycle Hire, Active Travel and Park & Ride/Rail. Within these themes 25 projects had been identified and a summary of progress on these projects included the following:

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- The completion of the Personalised Travel Planning programme;
- The upgrade of the traffic signals at Bath Road/Hogarth Avenue, Bath Road/Burghfield Road, The Meadway/Church End Lane, Queens Road/Sidmouth Street, Berkley Avenue/Coley Avenue and the pedestrian crossing at Caversham Road/Randolf Road would lead to improved junction efficiency across modes;
- The continued increase in usage of the ReadyBike cycle hire scheme, with total rentals to the end of April 2015 recorded as 22,595, which covered an estimated 115,557 miles;
- The installation of a new cycle hire docking station at Earley Station in March 2015;
- Proposals to relocate a small number of docking stations from areas of very low usage to areas of high demand in order to ensure the longer-term sustainability of the scheme, along with investigating the opportunity to appoint a sponsor for the scheme;
- The implementation of two corridor advisory schemes for cyclists along Lower Henley Road and Wokingham Road that included on-carriageway advisory cycle markings. However, in response to a complaint, the Local Government Ombudsman had concluded that the section of advisory cycle lane on the north side of Wokingham Road between Regis Park Road and Melrose Avenue should be removed. A detailed plan was attached to the report at Appendix 1.

Following a discussion on the advisory cycle lanes it was agreed that the current ones were unsuitable and that no further lanes should be introduced at present as, although the Sub-Committee were supportive of the Cycle Strategy, many of the roads in Reading were too narrow to include cycle lanes due to the width required to avoid the hazard posed by doors opening on parked cars.

### **Resolved -**

- (1) That the progress made on the Local Sustainable Transport Fund Projects be noted;
- (2) That the current advisory cycle lane schemes be removed but retaining, where possible, the cycle logos which would provide a reminder to motorists;
- (3) That no further advisory cycle lane schemes be implemented pending a review of the Cycle Strategy.

### **13. WEST AREA TRANSPORT STUDY**

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on the rationale for the establishment of the West Reading Transport Study which would identify, define and priorities transport and related issues and opportunities in the Southcote area of Reading.

The report stated that the objective of the study would be to take a balanced approach to enhancing the local area and connecting links through measures that improved accessibility, road safety for all users, better managed traffic and parking and encouraged the use of public transport, cycling and walking.

The report explained that the study would focus on the challenges and opportunities presented by the expansion of Southcote Primary School, the opening of the Wren

Secondary Free School at the former Elvian School site on Southcote Lane and the proposed residential development at the former DEFRA site on Coley Avenue.

It was proposed in the report that the West Reading Transport Study Steering Group be established to direct progress of the study and that the membership of the Steering Group included the Councillors for the Southcote and Minster Wards. The Terms of Reference for the Steering Group and a map of the proposed study area were attached to the report at Appendix 1.

**Resolved -**

- (1) That the report be noted;
- (2) That the Terms of Reference for the West Reading Transport Study Steering Group and the proposed study area be approved.

#### **14. EXCLUSION OF PRESS AND PUBLIC**

**Resolved -**

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of Item 98 below, as it was likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act.

#### **15. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS**

The Director of Environment and Neighbourhood Services submitted a report giving details of the background to her decisions to refuse applications for Discretionary Parking Permits from a total of 10 applicants, who had subsequently appealed against these decisions.

**Resolved -**

- (1) That with regard to applications 1.0 and 1.3, a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That with regard to applications 1.1 and 1.6, a discretionary permit be issued, personal to the applicant;
- (3) That with regard to application 1.7, a discretionary permit be issued if the applicant provided the evidence required with regard to ownership of property and registration of the vehicle;
- (4) That with regard to application 1.9, the decision be deferred to obtain more information from the applicant with regard to the use of a disabled parking badge;
- (5) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.2, 1.4, 1.5 and 1.8 be upheld.

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30pm and finished at 9.00pm).