

**Present:** Councillor Page (Chair).

Councillors Debs Absolom, Ayub, Dennis, Duveen, Hacker, Hopper, Jones, Terry, and Whitham.

**Apologies:** Councillor McDonald.

#### **54. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEM**

##### **(1) Questions**

A question on the following matter was submitted, and answered by the Chair:

Questioner	Subject
Tanja Rebel	LED Street Lighting Programme

(The full text of the question and reply was made available on the Reading Borough Council website).

##### **(2) Presentation - Transport Funding - Past, Present and Future**

Cris Butler, Strategic Transportation Programme Manager, gave a presentation on Transport Funding - Past, Present and Future. The presentation covered funding sources, the Local Transport Plan, past projects, present projects, current EU projects and future projects.

**Resolved - That Cris Butler be thanked for his presentation.**

#### **55. MINUTES**

The Minutes of the meeting of 3 November 2015 were confirmed as a correct record and signed by the Chair.

#### **56. QUESTIONS FROM COUNCILLORS**

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

Questioner	Subject
Cllr Whitham	Improving Road Safety Outside Schools

(The full text of the question and reply was made available on the Reading Borough Council website).

#### **57. PETITIONS**

##### **(a) Petition for a Zebra Crossing on Gosbrook Road**

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council to install a new zebra crossing on Gosbrook 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 petitioner Ed Hogan 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 petitioner be informed accordingly.

(b) Petition for Safe Crossing Places for School Children on Rotherfield Way

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 462 signatures asking the Council to implement a crossing place for school children on Rotherfield Way.

The petition read as follows:

*'We demand Reading Borough Council urgently implement an appropriately located crossing place for school children on Rotherfield Way.'*

*'Why is this important?'*

*Every child deserves a safe route to school.*

*There have been two serious incidents involving school children in the last two years. Coupled with a number of near misses, we demand that the council urgently review traffic conditions and the location of crossing places on Rotherfield Way.*

*We believe there is a significant volume of traffic exceeding the speed limit on this very busy road. Additional crossing places are required, in particular by the Surley Row junction where numerous school children are crossing during morning rush hour.*

*We cannot wait for one of our children to die before action is taken.'*

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 petitioner Annie Beauchamp 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 petitioner be informed accordingly.

(c) Petition for Permit Parking in Crescent Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition with 41 signatures asking the Council for permit parking in Crescent Road.

The petition read as follows:

*'Parking in Crescent Road in the evening can be a real struggle. We would like to see residents' parking introduced in our road to improve the situation for people living in the 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 petitioner Tony Hoskins 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 petitioner be informed accordingly.

**58. PETITION FOR A RESIDENTS PARKING PERMIT SCHEME IN LOWER HAMILTON ROAD - UPDATE**

Further to minute 37 of the meeting on 3 November 2015, the Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on a petition that had been submitted to the 16 September 2015 meeting (Minute 19(A) refers) requesting the Council to consult with residents over a residents parking permit scheme for Lower Hamilton Road.

The report explained that at the November 2015 meeting it had been recommended that parking within Hamilton Road be investigated as part of the current six monthly waiting restriction review and a scheme be brought to the January 2016 meeting following local consultation. However, since November 2015 a further petition had been received from residents of Crescent Road for parking restrictions. These were neighbouring streets and it was clear that they could not be looked at in isolation therefore it was proposed to investigate and consult both streets at the same time and within the next waiting restriction review.

**Resolved -**

- (1) That the report be noted;

- (2) That, in light of a petition being received from residents of Crescent Road, the request to consider a formal parking scheme for both Hamilton Road and Crescent Road be investigated as part of the next six-monthly waiting restriction review;

- (3) That the lead petitioner be informed accordingly.

**59. TARGET JUNCTION TRIAL TRAFFIC SIGNAL SWITCH-OFF - UPDATE (BROAD STREET/ST MARY'S BUTTS/OXFORD ROAD/WEST STREET)**

The Chair read out the following statement in respect of Target Junction Trial Traffic Signal Switch-off:

“On 21 December 2015 the Council received a judicial review claim from Unity Law on behalf of Mr Simon Goodall. Unity Law is seeking to challenge the decision made by the Traffic Management Sub-Committee on 15 September 2015. The Council has now submitted its response to that claim, and will continue to defend its position robustly.”

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

**60. 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. A series of maps showing the locations of each of the waiting/parking restrictions was attached to the report at Appendix 1 and the Bi-Annual Waiting restriction review programme list of streets, with officer's recommendations, was attached to the report at Appendix 2.

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 on 16 September 2015 (Minute 23 refers), consultation with Ward Councillors had been completed and the resultant proposals to take forward to the statutory consultation process were detailed in Appendix 2.

The Sub-Committee discussed the report and considered the list of streets and proposed restrictions requiring statutory consultation.

**Resolved -**

- (1) That the report be noted;
- (2) That in consultation with the chair of the Sub-Committee, the 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, and as detailed in (3) below, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;

- (3) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows;
  - (i) Kentwood: Lyndhurst Road - that the situation be kept under review;
  - (ii) Norcot: Tern Close (including Taff Way)/Elan Close - that the situation be kept under review;
  - (iii) Redlands: Cintra Avenue and Warwick Road - amend to introduce a “floating one hour restriction” to deter commuter parking issues;
- (4) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (5) That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (6) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (7) That no public enquiry be held into the proposals.

#### **61. RESIDENTS PARKING - REVIEW OF RESIDENT PERMIT RULES**

The Director of Environment and Neighbourhood Services submitted a report advising the Sub-Committee of proposals to make changes to the Resident Parking Permit Rules and Definitions.

The report explained that the permit scheme rules had last been reviewed at the meeting of the Sub-Committee on 16 January 2014 (Minute 82 refers), when it was agreed to review the permit scheme charges. It was proposed to make amendments to the rules and definitions of the scheme in respect of the following:

- “Household” Definition;
- “Healthcare Professional” Permit definition update;
- “Tradesperson Permit” Definition - Daily permit proof;
- Teacher Permits Definition;
- Permit Management Rules - Charges;
- Refund or Transfer Definitions;
- Temporary Permit Definitions;
- Visitor Permits Definitions.

The Sub-Committee discussed the definitions and agreed the following:

Teacher Permits Definition - That a decision on the Teacher Permit definition be deferred to a future meeting to allow time for officers to gather information on the implications for other schools and colleges in the Borough.

Refund or Transfer Definitions - That a decision on the Refund and Transfer definition be deferred to a future meeting to allow time for further consideration.

Visitor Permits Definitions - The report proposed that if households did not have any resident permits they might be granted a single discretionary visitor permit that would allow 'ANY' vehicle to park. A charge of £120 would apply and the household would waive their entitlement to books of visitor permits. The Sub-Committee agreed that the proposed change be trialled for a year and then a report submitted to the Sub-Committee detailing the results of the trial.

**Resolved -**

- (1) That the changes to the Resident Parking Permit Rules and Definitions as set out in paragraph 4.2 of the report be agreed as follows:**
  - (a) Household Definition to include House of Multiple Occupation;**
  - (b) Healthcare Professional definition to include Social Workers from NHS in the approved profession list;**
  - (c) Tradesperson Permit definition to amend proofs required for daily permit;**
  - (d) Teacher Permit definition be deferred to a future meeting to allow time for officers to gather information on the implications for other schools and colleges in the Borough;**
  - (e) Permit Management Rule charges be amended for second Discretionary Resident permit, second to fourth Charity and Community Agency to £120, to be introduced on 1 February 2016;**
  - (f) The Refund and Transfer definition changed to reflect new charges;**
  - (g) A decision on the definition of Refund and Transfer be deferred to a future meeting to allow time for further consideration;**
  - (h) Temporary Permits definitions to include (Emergency) Temporary Accommodation situations**
  - (i) The proposed change in respect of Visitor Permits definitions, as detailed in the report, be trialled for a year and a report submitted to the Sub-Committee detailing the results of the trial;**
- (2) That the permit charges be introduced on 1 February 2016.**

**62. IMPLICATIONS OF DELAYS TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS ON CURRENT SCHEMES**

Further to Minute 41 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report highlighting the implications of the further delay of the new Traffic Signs Regulations and General Directions (TSRGD).

The report explained that it had been expected that the new TSRGD would have been laid before Parliament in 2015 and would have come into force before the end of the year. However, this had now been delayed for further consultation to which the Department of Transport was considering all responses. At the start of the review process the government had committed to making it more cost effective for local highway authorities to use 20mph within the urban environment. The Council had consulted on an area wide 20mph scheme for east Reading and the expectation of the new TSRGD was that illumination of 20mph signs would no longer be required. This had significant cost implications for the scheme where currently around 80 signs would require illumination.

The report stated that there had been no official announcement as to when the new TSRGD would come into force. However, the draft documentation had been presented to the European Union suggesting that no further changes would be made to the current draft version. Plans to implement 20mph in east Reading had been on hold for around 18 months which meant that the two year deadline for implementing an advertised Traffic Regulation Order (TRO) was fast approaching. There was a requirement to implement a TRO within two years of advertising otherwise the restriction would have to be re-advertised. This would come at an additional cost unless the scheme was implemented and the order sealed before May 2016; the cost of advertising the east Reading scheme was in the region of £8,000. This was money that would be better spent on implementation of the scheme rather than repeating the legal process.

The cost of illumination of the 20mph signs for east Reading had been considered and the estimated current market value to connect the speed limit signs to mains electricity was £180k to £200k. To use solar powered illuminated signs would cost around £100k and for signs only, with no illumination, the cost of implementing the east Reading scheme was estimated at £35k. With the revised TSRGD expected later in 2016 it had been recommended to implement the east Reading scheme without illumination at an estimated cost of £35K for the signs.

**Resolved -**

- (1) That the report be noted;**
- (2) That the East Reading 20mph scheme go ahead without illumination of the signs before May 2016, as detailed in the report.**

**63. UNIVERSITY AND HOSPITAL AREA STUDY - UPDATE**

Further to Minute 42 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the latest position with regard to the identification of transport issues and potential solutions in the residential areas around the University of Reading and Royal Berkshire Hospital. A copy of the proposals east of Alexandra Road and west of Alexandra Road

(including Alexandra Road) were attached to the report at appendices 1 and 2 respectively and a copy of the Equality Impact Assessment - Scoping Report was attached at Appendix 3.

The report stated that a local consultation, including a local exhibition, had taken place in September and October 2015 by the Redlands Ward Councillors on the latest plans. The results of the consultation had been reviewed and liaison with key stakeholder, such as the Emergency Services, had been completed.

The report detailed the proposals for the area east of Alexandra Road and explained that the proposed residents parking schemes in Foxhill Road, Cardigan Road, Cardigan Gardens, Donnington Road, Donnington Gardens, Blenheim Road, Blenheim Gardens, and Hatherley Road are intended as parking protection for residents due to the likelihood of displacement from the Hospital and University areas where a change in restriction is proposed. These roads were narrow, and whilst parking was currently unrestricted and commonly seen on both sides of the road, formalising parking would include the requirement to maintain access for emergency services and larger vehicles such as refuse vehicles at all times. This would change the way in which vehicles could park and in some cases parking could only be provided on one side of the road due to the available road space. The majority of feedback from residents at the local exhibition had been focused on the reduction in parking spaces and a review of the written feedback that had been received from residents had also focused on this area, with the majority objecting to such a scheme progressing.

Officers had also completed the review of the proposals alongside the Emergency Services and had concluded that the proposed parking protection scheme in the roads detailed above could not be altered any further in order to increase parking provision with a formalised parking scheme. It was therefore recommended that no further action be taken in these roads and any future issues be considered on a road by road basis alongside detailed liaison with Ward Councillors.

With regard to the proposals for the area to the west of Alexandra Road, including Alexandra Road itself, these included new areas of pay and display parking and residents parking in order to create a managed parking scheme to improve parking allocation and turnover. Feedback on these ideas had been positive generally and it was therefore recommended that the proposals were progressed to the formal three week Statutory Consultation and any objections submitted to a future meeting.

The Sub-Committee discussed the report and it was suggested that the areas of pay and display on Elmhurst Road at the junction of Upper Redlands Road be moved further away from the junction and that the crossing areas further down Elmhurst Road also be moved.

### **Resolved -**

- (1) That the report be noted;**
- (2) That in consultation with the Chair of the Sub-Committee, the 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 on the proposed new waiting restrictions as shown in Appendix 2, attached to the report and in**



accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, subject to the areas of pay and display on Elmhurst Road at the junction of Upper Redlands Road being moved further away from the junction and the crossing areas further down Elmhurst Road also moved;

- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee;
- (5) That in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Transportation and Streetcare be authorised to make minor alterations to the proposals following the Statutory Consultation process;
- (6) That the proposals shown in Appendix 1, attached to the report be progressed no further.

#### **64. SCHOOL EXPANSION AND SUSTAINABLE TRANSPORT UPDATE**

Further to Minute 43 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress made towards encouraging sustainable travel to school through the development of new Travel Plans for the Primary Schools that were expanding in autumn 2016. A list of works that had been identified within the development process was attached to the report at Appendix 1.

The report explained that as a part of the development process a number of alterations, works and proposals, had already been identified in improving access to the schools being expanded. The Appendix attached to the report detailed works that had already taken place or would be carried out as a part of the development process and those requested for additional spend of the S106 monies to mitigate the impact of a larger school.

**Resolved -** That the report and the list of works, as detailed in Appendix 1, be noted.

#### **65. CYCLING IN BROAD STREET - RESULTS OF INFORMAL CONSULTATION**

Further to Minute 48 of the meeting on 3 November 2015 the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the results of the informal consultation on cycling in Broad Street. A copy of the Broad Street location plan was attached to the report at Appendix 1, the consultation report was attached at Appendix 2 and a copy of the Equality Impact Assessment was attached to the report at Appendix 3.

At the meeting on 3 November 2015 it had been agreed that an informal consultation be carried out and should focus on the following three questions:

- I support cycling along the whole length of Broad Street;
- I support a ban of cycling along the whole length of Broad Street;

- No change to the current system.

The report explained that the consultation had started on 9 November 2015 and had run until 31 December 2015. It had been available on the Council's web site and written feedback had been welcomed from those with no internet access. There had been a total of 1,283 responses and the results of the consultation were as follows:

- Support cycling along the whole length of Broad Street - 796 (62%);
- Ban cycling along the whole length of Broad Street - 448 (35%);
- No change - 39 (3%).

Based on the majority of consultation responses in support of permitting cycling along the whole length of Broad Street it was recommended that the formal Statutory Consultation commenced and any objections submitted to a future meeting.

The report stated that it had to be noted that if cycling was permitted along the entire length of Broad Street there would be no segregation for cyclists and the route would continue as a shared facility for all users.

**Resolved -**

- (1) That the report be noted;
- (2) That in consultation with the Chair of the Sub-Committee, the 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 on permitting cycling in Broad Street West as shown in Appendix 1 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

**66. CONNECTING READING: CAR CLUB AND MULTIMODAL HUBS**

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress towards linking car share to multimodal hubs including ReadyBike, Reading Buses, BetterPoints and cycling and walking routes and to report the results of the recently completed statutory consultation on a proposal to provide two new Car Club spaces in Reading with links to other modes of transport. Location plans for Oxford Road and Rectory Road were attached to the report at Appendix 1 and 2 respectively. Officers tabled an additional Appendix at the meeting setting out responses that had been received from residents in relation to the advertised Car Club space on Rectory Road.

The report stated that the project would build on the existing Car Club in Reading by introducing two new Car Club multi modal nodes which had significant connectivity to other sustainable modes of transport, including Reading cycle hire scheme (ReadyBike),

Reading bus services and walking and cycling routes. The two new cars at these nodes would be hybrid vehicles which used electric power when moving slowly around town and generated electricity using regenerative braking systems. The Council in partnership with Co-Wheels had been awarded £48.8k funding from the Department of Transport for the scheme as a Car Club Demonstration Project in March 2015. A short list of possible locations had been drawn up in partnership with Co-Wheels which brought together ReadyBike cycle hire, bus stops, suitable parking on street and high density housing with low car ownership where there was increased unmet demand for car share. The two sites which best met the criteria were Oxford Road in close proximity to Battle Library and Rectory Road in Caversham.

The sites and details of the scheme had been submitted to the Sub-Committee meeting on 16 September 2015 (Minute 26 refers). Spending approval for the project was granted as was approval to go forward through the statutory consultation (TRO) process. The consultation process for the two Car Club bays had commenced on 17 December 2015 for 21 days and had ended on 11 January 2016.

The Sub-Committee discussed the report and the responses that had been received from residents in relation to the advertised Car Club space on Rectory Road and agreed that a report should be submitted to the next meeting setting out proposals for the provision of an alternative Car Club space on Rectory Road that did not result in the loss of resident parking spaces.

### **Resolved -**

- (1) That the report be noted;
- (2) That the working group progress the joint branding and marketing of the multimodal hubs and the scheme be launched at the end of March 2016
- (3) That the provision of an alternative parking space for the Car Club is re-advertised without the loss of residents permit parking space within Rectory Road;
- (4) That a report being submitted to the next meeting setting out the re-advertised proposal for the provision of an alternative Car Club space on Rectory Road that did not result in the loss of resident parking spaces.

### **67. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE**

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the current major transport and highways projects in Reading, namely Cow Lane Bridges, Cycle Parking on the North of the Station, and Thames Valley Berkshire Growth Deal Schemes, which were Green Park Station, South Reading Mass Rapid Transit, National Cycle Network Route 422 and the Third Thames Bridge.

#### Cow Lane Bridges - Highway Works

The report stated that all objections to the Compulsory Purchase Order (CPO) had been withdrawn but as they were outstanding when the public enquiry had been held on 13 January 2015 the Department for Transport were not able to make a decision until they

had received the inspector's report. This process had now been completed and the Secretary of State for Transport had confirmed both the CPO and Side Roads Order (SRO). Network Rail had identified some potential issues with the overall cost profile to deliver the project and some design issues with existing utility services in the road. Network Rail were reviewing the cost profile and design to establish a future programme of works but this had added some delay to the expected delivery of the project by summer 2016.

### Cycle Parking on the North side of the Station

The report explained that the works programme had been confirmed with adjustments to an existing electricity cable having taken place in November 2015. The Council would commence the main construction works in January 2016 with completion expected by the end of March 2016. In the interim additional cycle parking for 212 bikes had been introduced to cater for the high demand in the area.

### Thames Valley Berkshire Growth Deal Schemes

#### Green Park Station

The report stated that the recent Hendy Review had included recommendations to delay electrification of the line to an unspecified date between 2019 and 2024. However, the Berkshire Local Transport Body had agreed that the scheme should be progressed in line with the original timescales and therefore officers would continue to work with colleagues at Network Rail and Great Western Railway to progress scheme development, including detailed design work for the station and a multi-modal interchange. The Lead Councillor had written again to the Secretary of State for Transport and the Chairman of Network Rail urging them to reconsider the electrification timescale so as to align it with the completion of Green Park Station.

#### South Reading Mass Rapid Transit

Phases 1 and 2 of the scheme, from M4 junction 11 to Island Road, had been granted full funding approval from the Berkshire Local Transport Body in November 2015. Officers were continuing to progress the detailed design for the scheme, including utility and geotechnical surveys, to enable a programme for scheme delivery during 2016/17 and 2017/18 to be finalised. In addition, options for Phase 3 of the scheme were currently being investigated to provide further bus priority measures between Island Road and Reading town centre.

#### East Reading Park and Ride and Mass Rapid Transit

The report stated that a consultation had been carried out by Wokingham Borough Council during November 2015 regarding the park and ride proposals and timescales for further development of each scheme were currently under review, subject to the outcome of the consultation and business case work.

#### National Cycle Network Route 422

The report explained that the scheme had been granted full funding approval from the Berkshire Local Transport Body in November 2015. Preferred option development and

detailed design for the scheme would be carried out in partnership with all authorities to ensure a programme for delivery of the full scheme could be agreed.

#### Third Thames Bridge

The report stated that the Wokingham Strategic Transport Model was currently being updated to enable the modelling and business case work to be carried out, with initial results expected in spring 2016 which would inform the next steps of the project.

**Resolved - That the report be noted.**

#### **68. CYCLE FORUM - MEETING NOTE**

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions arising from the 7 October 2015 meeting of the Cycle Forum under the auspices of the approved Cycling Strategy.

The notes of the Cycle Forum meeting of 7 October 2015 were attached to the report at Appendix 1.

**Resolved - That the report be noted.**

#### **69. 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 Items 70 and 71 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.

#### **70. EXTENSION OF WINTER MAINTENANCE TERM CONTRACT 2009 - 2013 (PREVIOUSLY EXTENDED)**

The Director of Environment and Neighbourhood Services submitted a report setting out details to extend further the Winter Maintenance Term Contract 2009-2013 until the end of May 2016.

**Resolved - That the Director of Environment and Neighbourhood Services, in consultation with the Lead Councillor for Strategic Environment Planning and Transport be authorised to extend the Winter Maintenance Term Contract 2009-2013 (previously extended) until the end of May 2016.**

#### **71. 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 1.4, 1.5 and 1.10 a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;
- (2) That with regard to applications 1.3 and 1.6 a discretionary permit be issued, personal to the applicants;
- (3) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.0, 1.1, 1.2, 1.7, 1.8 and 1.9 be upheld.

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

(The meeting started at 6.30 pm and finished at 9.25 pm).