

## TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 14 JUNE 2017

**Present:** Councillor Debs Absolom (Chair).

Councillors Ayub, Ballsdon, Davies, Duveen, Hacker, Hopper, Jones, Terry, and White.

**Apologies:** Councillor Page.

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

#### (1) Questions

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

Questioner	Subject
Peter Bloxam	Driving on Grass Verges

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

#### (2) Presentation - National Cycle Network 422 - Update

Emma Baker and Chris Maddocks gave a presentation on plans for the National Cycle Network 422, a new cycle route from Newbury to Ascot which was being developed in partnership with West Berkshire, Wokingham and Bracknell Forest Councils. Reading Local Enterprise Partnership was providing £1.2m towards the project and a further £200,000 was coming from s106 funds for Reading. The officers outlined the three phases of the construction project and the detailed design work and consultation with user groups and ward councillors which helped to deliver a project acceptable to users and residents. The route was due to be completed by spring 2019.

At the invitation of the Chair, members of the public asked the officers questions on his presentation.

A copy of the presentation slides was made available on the Reading Borough Council website.

**Resolved - That Emma Baker and Chris Maddocks be thanked for their presentation.**

### 2. MINUTES

The Minutes of the meeting of 9 March 2017 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 to Permanently Close the Road at the Junction of Sandcroft and Kidmore Road

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The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council to permanently close the road at the junction of Sandcroft and Kidmore Road.

The petition read as follows:

*“The undersigned would like the road permanently closed at the junction of Sandcroft Rd and Kidmore Rd for the following reasons:*

- *The visibility on exiting Sandcroft Rd is extremely poor as there is no line of sight on the right hand side to see oncoming traffic*
- *When entering Sandcroft Rd from Kidmore Rd, visibility is very poor due to the parked vehicles on the left hand side, you have to frequently enter the road “blind” on the wrong side of the road*
- *The evidently poor structure under the road would benefit from lack of through traffic saving the council money in the long term”*

The report explained that the parking issues that had been raised were to be considered as part of the Waiting Restrictions Review programme, to be discussed later in the meeting, and the results of officers’ investigation would be reported back to a future meeting of the Sub-Committee. A road closure would be investigated and considered by officers and if the Traffic Management Measures report was approved by the Sub Committee later in the meeting then the junction of Sandcroft Road and Kidmore Road would be added.

**Resolved -**

- (1) That the report be noted;
- (2) That the road closure be added to the Traffic Management measures report if adopted and approved later in this evening’s meeting (Minute 16 Refers);
- (3) That the lead petitioner be informed accordingly.

### **5. THAMES PATH CONSULTATION RESULTS - PROPOSAL TO CHANGE THE LEGAL STATUS TO A JOINT FOOTPATH AND CYLCE TRACK**

The Director of Environment and Neighbourhood Services submitted a report setting out the results of a consultation on the proposal to change the legal status of the Thames Path between Roebuck Cottage and Kennet Mouth, to a joint footpath and cycle track. The report explained that the consultation had been undertaken between 27 April and 25 May 2017.

The results of the consultation were set out in Appendix A to the report.

An Equality Impact Assessment of the proposals had been completed and circulated with the agenda papers as a separate enclosure.

The report explained that the Thames Path was legally classified as a public right of way by foot only. This resulted in cyclists being required to ride on-road, navigating busy roundabout junctions on Vastern Road and Caversham Road where there were high traffic

flows, or to divert their journey to the north side of the river. The consultation on making the Thames Path a joint footpath and cycle way had received 858 responses, of which 77% were in support and 23% raised objections. The log of objections was included in Appendix A to the report, which highlighted concerns about potential conflicts between pedestrians and cyclists, particularly children, the elderly and disabled, and footpath widths.

Given that cyclists and pedestrians already shared the Thames Path unofficially and there was strong support shown for the proposal, the officers' report recommended that the Cycle Track Orders be submitted to the Secretary of State for determination.

At the invitation of the Chair, Mr Paul Goddard and Mr John Lee, addressed the Sub-Committee.

**Resolved -**

- (1) That the results of the consultation be noted;**
- (2) That in consultation with the Chair of the Sub-Committee and the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal and Democratic Services be authorised to submit the Cycle Track Orders to the Secretary of State for determination, in accordance with the Cycle Tracks Act 1984 and Cycle Tracks Regulations 1984.**

**6. SOUTH STREET / SIDMOUTH STREET ROAD SAFETY UPDATE**

The Director of Environment and Neighbourhood Services submitted a report explaining that there was a history of traffic incidents at the junction of Sidmouth Street and South Street, which had resulted in casualties, in addition to a perception of speeding traffic along Watlington Street and South Street. The report provided proposals for the introduction of traffic management measures that should reduce the number of casualties at the junction and the perceived level of speeding along Watlington Street and South Street.

The report explained that whilst an obvious solution to the problem was a full road closure of South Street, at a point immediately east of its junction with Sidmouth Street, there appeared to be little support for this from those directly affected. However, an option enjoying substantial support was a closure at two junctions namely Watlington Street/South Street and Watlington Street/The Grove. This would create a cul-de-sac in Watlington Street served from the London road, whilst allowing residents of South Street and The Grove to continue to use the Sidmouth Street/South Street junction.

The report explained that these closures would significantly reduce traffic movements at the junction of Sidmouth Street with South Street, reducing risk of vehicle conflicts, removal of rat-run traffic along Watlington Street and South Street and reduced vehicle speeds by creating an area for use by residents and their visitors only.

At the invitation of the Chair, Mrs Munni Dodeja and Mr James Dettmer, addressed the Sub-Committee.

**Resolved -**

- (1) That the report be noted;**

- (2) That the Head of Legal and Democratic Services be authorised to carry out statutory consultation and advertise the closures as explained in paragraph 4.4 of the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That subject to no objection being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (4) That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;
- (5) That no public enquiry be held into the proposals.

## **7. WEST READING TRANSPORT STUDY - UPDATE**

The Director of Environment and Neighbourhood Services submitted a report providing an update on progress with the West Reading Transport Study and seeking approval to carry out statutory consultation on traffic calming measures within the 20mph zone.

The report explained that a list of measures in the West Reading Transport Study area had gained approval for the Sub Committee in November 2016 and January 2017 (Minutes 47 and 66 respectively refer). In addition to these measures, it was now proposed to include an additional proposal to introduce traffic calming measures in a proposed 20mph zone within the statutory consultation.

The report explained that it was a legal requirement to include at least one traffic calming measure within a 20mph zone. There were currently no such measures within the proposed 20mph zone in Southcote area, and although there were already existing speed cushions in parts of Coley Park Area, additional measures on Holy Brook Road and the eastern section of Wensley Road were recommended. The type of traffic calming measure would be subject to further detailed design work.

Plans showing the proposed 20mph zones and the locations of the proposed traffic calming in Southcote and Coley areas were attached to the report as Appendix 1 and 2 respectively.

### **Resolved -**

- (1) That the report be noted and officers continue to work up specific proposals for transport projects in the study area;
- (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 consultation and advertise the proposed traffic calming measures as shown in Appendix 1 & 2 of the report, 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 advertisement be reported to a future meeting of the Sub-Committee.

## **8. BI-ANNUAL WAITING RESTRICTION REVIEW - 2017A STATUTORY CONSULTATION**

The Director of Environment and Neighbourhood Services submitted a report seeking approval for carrying out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions.

The report explained that requests for new or alterations to existing waiting restrictions were reviewed on a 6-monthly basis commencing in March and September each year. It stated that in accordance with the report to the Sub-Committee on 9 March 2017 (Minute 80 refers), consultation with Ward Councillors had been completed.

Appendix 1 to the report provided a list of streets, officer recommendations and relevant proposed plans for the Bi-Annual Waiting restrictions review programme.

It was noted that a revised plan for the school entrance markings on Crescent Road had been agreed with Councillor White as ward Councillor.

The Sub-Committee accepted a Motion by Councillor Jones regarding safe access, including access for emergency vehicles, on Hamilton Road, which proposed to proceed urgently, subject to the necessary legal consultations, with the introduction of double yellow lines/no parking or waiting restrictions, all day Monday to Sunday, for the entire length of the west side of Hamilton Road (Whiteknights Road to Wokingham Road), at the earliest possible opportunity.

### **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 I to the report (subject to (3) below) and the additional proposal for Hamilton Road set out above, 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) Park: Crescent Road - to be revised as per the alteration agreed with Councillor White;
  - (ii) Redlands/Church: Upper Redlands Road - removal of the bus stop;
- (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 Transport, 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.

#### **9. RESIDENT PERMIT PARKING UPDATE - SCHEME PROGRESSION**

The Director of Environment and Neighbourhood Services submitted a report on the results of statutory consultation for the area parking scheme including Warwick Road and Cintra Avenue and the development of other schemes on the priority list.

A Plan showing the proposed scheme for Warwick Road and Cintra Avenue was attached to the report as Appendix 1.

A schedule of objections/comments received during the statutory consultation for the proposed scheme on Warwick Road and Cintra Avenue was attached to the report as Appendix 2.

A list of outstanding schemes, with priorities and additions, as agreed at the March 2017 meeting of the Sub-Committee (Minutes 77 refers), was attached to the report as Appendix 3.

The report explained that since the Sub-Committee had discussed the scheme in March 2017, officers had finalised the detail of the proposed scheme alongside Ward Councillors and had conducted statutory consultation. The report stated that the final elements of the Redlands Ward Hospital and University Area parking scheme had been delivered. The scheme, which included elements of Resident Permit parking and Pay & Display, was fully operational.

#### **Resolved -**

- (1) That the report be noted;
- (2) That the proposals be implemented as advertised;
- (3) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Orders and no public inquiry be held into the proposals;
- (4) That the objectors be informed of the decision of the Sub-Committee.

(Councillor Hopper declared a non-pecuniary interest in this item. Nature of interest: as a frequent user of Warwick Road/Cintra Avenue on the school run)

#### **10. HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD - ROAD SAFETY UPDATE REPORT**

The Director of Environment and Neighbourhood Services submitted a report on works that had taken place to improve road safety at the junction of Highmoor Road with Albert Road, Caversham. There had been a number of reports to the Sub-Committee relating to road safety at this junction. The most recent report, considered on 14 September 2016 (Minute 27 refers), had led to additional road markings and an extension to the double yellow line waiting restriction and the report provided an update for the Sub-Committee on this work.

The report explained that the works to extend the double yellow line waiting restriction and dragons teeth road markings had now been completed, making the presence of the junction clearer. These measures had reduced the risk of drivers failing to stop on the west side of Highmoor Road and reduced the risk of a traffic conflict occurring.

The report explained that the next steps would involve a further CCTV survey to gather evidence of the change of driver behaviour. Once this had been completed, officers would consider further options and opportunities and arrange to meet with both community groups, HARC and CADRA, to discuss improvements so far and further opportunities. The report recommended that in the meantime, additional dragons teeth markings be applied to the southbound Albert road approach to the junction as soon as possible.

The Sub-Committee noted that officers awaited clarification from the Coroner of the forensics report, which appeared to contradict the Thames Valley Police report of the events leading to the casualty on the junction.

Councillor Hopper requested costed proposals be prepared for introducing speed calming measures on Albert Road. The Chair advised this would be discussed later in the meeting under agenda item 17 (Minute 16 refers).

At the invitation of the Chair, Ms Lucy Holt (HARC) and Mr Paul Matthews (CADRA), addressed the Sub-Committee.

**Resolved -**

- (1) That the report be noted;
- (2) That in consideration of the changes carried out so far to improve road safety at this junction officers continue to review the situation and add further road markings to Albert road as defined in paragraph 5.1 of the report.

## **11. VASTERN ROAD ROUNDABOUT - PEDESTRIAN CROSSING FACILITIES**

The Director of Environment and Neighbourhood Services submitted a report on a request from the business community for improved pedestrian crossing facilities at the Vastern Road roundabout with George Street (Reading Bridge) and Napier Road.

The report explained that since the changes around the north side of Reading Station and wider improvements within Vastern road, crossing the road by pedestrians at the Reading bridge side had become busier. Whilst officers supported the concept of improved pedestrian crossing facilities at this location, reduction in government funding limited the Council's ability to achieve such improvements. It was not yet known if a formal facility could be installed at this point of the roundabout but the request provided an opportunity to develop a proposal. The report invited the Sub-Committee to welcome the opportunity where the business community was willing to provide funding for such improvements, and to support officers in exploring the potential further.

**Resolved -**

- (1) That the report be noted;

- (2) That the opportunity for external funding for improved pedestrian facilities at this location be welcomed and officers be supported in exploring this potential.

## 12. SCHOOL TRAVEL PLANS UPDATE

The Director of Environment and Neighbourhood Services submitted a report on the progress made towards encouraging sustainable travel to schools through the development and implementation of School travel Plans.

A table summarising the latest Travel Plans filed by every Primary and Secondary School in the Borough was set out at the back of the report. The report explained that a very small number of schools had not submitted a Travel Plan and a dialogue with officers had commenced with each of those schools to ensure a travel plan was produced as soon and possible. The next priority would be to encourage and provide information to the schools with the oldest, outdated Travel Plans to renew these as soon as possible.

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

## 13. TRAFFIC MIRRORS

The Director of Environment and Neighbourhood Services submitted a report presenting a proposal to alter the Council's policy on the placing of traffic mirrors within the public highway. The report explained that following the publication of a revised Traffic Signs Regulations and general Directions in 2016, the Department for Transport (DfT) would no longer provide special authorisation for the use of traffic mirrors. Accordingly, the report set out an alteration to the current policy to not allow traffic mirrors based on the previous position of the DfT. The Council's current policy on the use of traffic mirrors was set out in the Traffic management, Policy and Standards, Section 1.5.3 and the report explained that this would be altered to state that the Council did not allow the use of traffic mirrors, as follows:

*"Where Reading Borough Council as local highway authority receives a request to install a mirror on the highway the follow policy shall apply:*

*"The council will not allow new mirrors to be put on the highway. This is because experience nationally shows that rather than improving safety, a mirror could increase safety risks, which include;*

- *reduce the ability to judge an oncoming vehicle's speed*
- *create an unreasonable dependence on the mirror*
- *if dirty (including condensation), distort or restrict the view*
- *be damaged by vandals or by accident*
- *reflect light and interfere with a driver's vision*
  - *particularly misleading at night when reflecting headlights*
  - *affected by glare from sunlight*
- *confusing for non-local motorists*
- *difficult to site satisfactorily (particularly at crossroads)*

### **Exceptions**

*"Where there is severely restricted visibility and an identifiable injury accident record that has not been successfully resolved by all other traffic management*



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*measures, a mirror may be considered for a trial period of 12 months. Permanent authorisation will be based on evidence of how effective the mirror has been as a road safety measure through the measurable reduction of injury accidents.*

*“In addition to the above*

- Road mirrors at private entrances will not be put up on the public highway.*
- Any mirror placed within the public highway without our approval will be removed.*
- All such mirrors must be on private land with the approval of the landowner.”*

At the invitation of the Chair, Mr Steve Forman addressed the Sub-Committee regarding the recent removal of the traffic mirror at the junction of The Warren and St Peter's Hill.

**Resolved -**

- (1) That the report be noted;**
- (2) That the existing policy on the use of traffic mirrors within the public highway be altered as set out in section 6.0 of the report;**
- (3) That officers review the junction of The Warren with St Peter's Hill with a view to bringing forward proposals to the Sub-Committee to improve safety of egress from the Warren.**

### **14. CAR PARK TARRIF REVIEW 2017**

The Director of Environment and Neighbourhood Services submitted a report on proposals to change the “off-street” car parking orders following a review of the tariffs.

Proposed car park charges for 2017 were attached to the report at Appendix 1.

Proposed season ticket charges for 2017 were attached to the report as Appendix 2.

A comparison of charges across car parks was set out in Appendix 3.

The report explained that car park charges had last been reviewed in June 2016 with changes made to the tariffs in Broad Street, Queens Road, Civic B, Cattle Market, Hills Meadow and King's Meadow car parks. The tariffs reflected the different types of off-street car parking available, for example with the local centre shoppers; car parks charges differently to town centre parking. The report included an option to introduce an annual season ticket charge for Kensington Road Car Park, with a suggested annual charge between £150-£250.

**Resolved -**

- (1) That the car park tariff be amended as set out in Appendix 1 of the report;**
- (2) That the Orders in respect of Civic B Car Park, Thameside Promenade, and Kensington Road Car Parks be consolidated into the Off-Street Parking Places Traffic Regulation Order;**

- (3) That an annual season ticket charge of £150 be introduced for Kensington Road Car Park
- (4) That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the changes to the Off-Street Parking Places Order in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) regulations 1996;
- (5) That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (6) That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

## 15. 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:

- Reading Station Area Development - Cow Lane Bridges
- Thames Valley Berkshire Growth Deal Schemes - Green Park Station, Reading West Station Upgrade, Southern and Eastern Mass Rapid Transit, Thames Valley Park: Park and Ride, National Cycle Network Route 422, and Third Thames Bridge
- Whiteknights Reservoir Scheme

With regard to the Cow Lane Bridges scheme, the report explained that since previous reports to the Sub-Committee, tenders had now been received by Network Rail to select a contractor to construct the scheme and were in the process of being assessed. The outcome of the award of tender was expected at the end of July with an anticipated start date for works on site in September 2017, after the Reading Festival.

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

(Councillor Duveen declared a non-pecuniary interest in this item. Nature of interest: Councillor Duveen's son worked for Network Rail)

## 16. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

The Director of Environment and Neighbourhood Services submitted a report proposing a method in which to inform the Sub-Committee of requests for new traffic management measures that had been raised by members of the public, other organisations/representatives and Councillors. These would be measures that had either been previously reported, or those that would not typically be addressed in other programmes and which were currently considered unfunded.

The report explained that the Council received many requests for new traffic management measures across the borough and had a number of programmes in which they could be addressed. Such programmes included the Waiting Restriction Review, Resident Permit

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Parking and Road Safety Review. However, with continued central government transport funding cuts, monies for addressing general traffic management issues was harder to come by.

The report proposed the introduction of a mechanism to report and address requests for new traffic management measures that would not naturally sit within existing programmes. This report of requests would include, among others, schemes that had already been formally reported to the Sub-Committee but had no allocated funding to date, such as: the proposed new zebra crossing on Gosbrook Road; a parking bay within Eastern Avenue; and compass point (road) signing around the IDR. The report proposed that a list of such schemes was divided into Council Wards, and that officers developed a scoring system to be applied to each request.

The report proposed that officers would provide commentary on all requests and recommend to the Sub-Committee the following:

Recommended Works - These items would remain on the list and could be allocated a priority for further investigation, subject to technical feasibility and funding availability. Recommended works would be developed into schemes and reported back to the Sub-Committee with costings to then be prioritised as funding was identified (e.g. CIL monies).

Forward to [Scheme/programme] - These items would be noted, for information, in a separate section of the list. They would, however, be moved for consideration as part of a different scheme or programme, such as an Area Study.

Remove - to remove an item from the list.

The Sub-Committee noted that the request for a costed scheme for moving the stop line and adding further speed calming on Albert Road (Minute 10 above refers) would be included in the list, with officer commentary, for prioritisation.

**Resolved -**

- (1) That the report be noted;
- (2) that the proposed method for reporting requests for new traffic management measures be agreed, as set out in the report and becomes a regular agenda item for the Traffic Management Sub-Committee.

### **17. CYCLING STRATEGY IMPLEMENTATION PLAN 2017/18**

The Director of Environment & Neighbourhood Services submitted a report setting the programme for Cycling Strategy implementation Plan 2017/18 and reviewing progress towards delivery of the strategy objectives during 2016/17.

The report explained that a range of schemes and measures had been implemented over the past year, contributing towards achieving the overall objectives of the Cycling Strategy. Delivery highlights in 2016/17 had included:

- The commencement of Phase 1 of the NCN 422 delivery programme
- Improved cycle and pedestrian access into Kings Meadow from Napier Road

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- The continuation of Bikeability, including the delivery of newly funded modules that expanded the reach of cycle training to children aged 7.
- Securing €100,000 from the EU to encourage a shift from private vehicle trips to bicycle through incentivisation.

Appendix A to the report set out details of the delivery highlights achieved during 2016/17.

Appendix B to the report provided a location plan of serious cycle accidents 2014-2016

Appendix C to the report provided the Cycle Strategy Programme schemes for 2016/17

**Resolved -**

- (1) That the ongoing monitoring and progress made in delivering the cycling Strategy during 2016/17 as outlined in Appendix A and the location of serious accidents involving cyclists as set out in Appendix B, be noted;
- (2) That the Cycling Strategy delivery programme for 2017/18, as set out in Appendix C be approved.

### **18. 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 20 and 21 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 4 of Part 1 of Schedule 12A of that Act.

### **19. 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 26 applicants, who had subsequently appealed against these decisions.

**Resolved -**

- (1) That applications 1.0 and 1.5, be approved, subject to the necessary documentation and conditions being met as set out in the report, the permits are personal to the applicant and charged at the second permit fee;
- (2) That applications 1.6, 1.7, 1.8, 1.9, 2.0, 2.1, 2.2, 2.3, 2.4, 2.8, 3.2, and 3.3 be approved, subject to the necessary documentation and conditions being met, as set out in the report, the permits are personal to the applicant and any charges are applied as appropriate, applications 2.0, 2.1, 2.2, 2.8 charged at the third permit fee and application 3.2 charged as a third business permit;

- (3) That application 1.1 be approved subject to confirmation of the withdrawal of application 1.2, the permit is personal to the applicant and charged at the second permit fee;
- (4) That with regard to applications 1.3 and 1.4 the applicants be advised that one permit will be approved, subject to them confirming which, the permit is personal to the applicant and charged at the second permit fee;
- (5) That the Director of Environment and Neighbourhood Services' decision to refuse applications 2.5, 2.7, 2.9, 3.0, and 3.1 be upheld;
- (6) That application 3.4 be refused;
- (7) That the Director of Environment and Neighbourhood Services' decision to refuse application 2.6 be upheld and officers consider whether it would be appropriate to advise the applicant to apply for a blue badge.

(Councillor Ayub declared a non-pecuniary interest in one of the applications under this item and left the meeting during its consideration. Nature of interest: Councillor Ayub was related to an applicant).

## **20. 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 28 applicants, who had subsequently appealed against these decisions.

### **Resolved -**

- (1) That the Director of Environment and Neighbourhood Services' decision to refuse application 3.5 be upheld;
- (2) That application 3.6 be approved, subject to the necessary documentation conditions being met as set out in the report, the permit is personal to the applicant and charged at the third permit fee.

(Councillor Ayub declared a non-pecuniary interest in one of the applications under this item and left the meeting during its consideration. Nature of interest: Councillor Ayub's son was an applicant)

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

(The meeting started at 6.30 pm and finished at 9.35 pm).

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