

TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 16 JANUARY 2014

Present: Councillors Page (Chair), Anderson, Ayub, Davies, Duveen, Hacker, Hopper, T Jones, Rodda, Terry, Whitham and Willis.

Also in attendance: Councillors Ennis and White.

70. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS

Presentation - Reading Transport/Readibus

James Freeman, Chief Executive Officer, Reading Transport, gave a presentation and answered questions on Reading Transport. The presentation covered recent awards, the bus fleet and staff, how the company was helping to improve air quality with its use of electric hybrid and compressed natural gas powered buses, recruitment and latest developments and future options. Reading Transport were also making use of social networking and could be followed on Facebook and Twitter. Finally, James informed the meeting that the annual Reading Buses open day would take place on 29 June 2014.

Peter Absolon, General Manager, Readibus, gave a presentation and answered questions on Readibus. The presentation covered use of the service, journey requests and types of journeys, the bus fleet, structure and staffing, the website, traffic management and access issues at places in the town.

Resolved - That James Freeman and Peter Absolon be thanked for their presentations.

71. MINUTES

The Minutes of the meeting of 5 November 2013 were confirmed as a correct record and signed by the Chair.

With regard to Item 53, Verge and Footway Parking Ban Update - Tilehurst and Southcote, at the invitation of the Chair, Councillor Duveen, and Local residents, addressed the Sub-Committee on emerging concerns raised by some residents and officers were requested to submit a report to the next meeting setting out potential options.

72. PETITIONS

(1) Southcote Lane - Petition for a Zebra Crossing

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition requesting a zebra crossing on Southcote Lane near Circuit Lane roundabout.

The petition, containing 524 signatures, read as follows:

"We, the undersigned, call upon the Traffic Management Network Department, to install a zebra crossing in Southcote Lane, to be situated west of Circuit Lane roundabout, opposite Maker Close footpath. This installation will ensure a safe crossing for the many school children and other people on what is a very busy and sometimes dangerous road. Although there are several schools, a child centre, two health surgeries, shops, library and other community establishments within Southcote, there are no safe crossings other than the existing traffic islands, which cannot accommodate pedestrian volumes during busy times. There is a definite need for a crossing as Southcote Lane suffers a heavy flow of traffic which often travels in excess of the speed limit. We, the signatories, would like the

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Traffic Network Management to install a zebra crossing in Southcote Lane to help with the safe crossing of all pedestrians”

The issues raised in the petition were to be fully investigated and a report would be submitted to a future meeting for consideration.

At the invitation of the Chair, lead petitioner Stewart Faulkner, and Councillor Ennis addressed the Sub-Committee.

Resolved:

- (1) That the report be noted:
- (2) That the issue be investigated and a further report be submitted to the Sub-Committee for consideration;
- (3) That the lead petitioner be informed accordingly.

(2) Norcot Road - Petition for Residents Parking

The Director of Environment and, Neighbourhood Services submitted a report on the receipt of a petition requesting residents parking in Norcot Road.

The petition, containing 15 signatures, read as follows:

“We, the undersigned, residents of Norcot Road, believe that the current parking situation for residents in the area should be addressed and fully supported by Reading Borough Council.”

The issues raised in the petition were to be fully investigated and a report would be submitted to a future meeting for consideration.

At the invitation of the Chair, lead petitioner Ruby Hepburn addressed the Sub-Committee.

Resolved:

- (1) That the report be noted:
- (2) That the issue be investigated and a further report be submitted to the Sub-Committee for consideration;
- (3) That the lead petitioner be informed accordingly.

(3) Highmoor Road/Albert Road - Petition for a Safer Crossroads

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition requesting that the crossroads of Highmoor Road/Albert Road be made safer for pedestrians, cyclists and motor vehicles.

The petition containing 228 signatures, read as follows:

“We the undersigned insist that Reading Borough Council act urgently to make Highmoor Road/Albert Road crossroads safer to use for pedestrians, cyclists and motor vehicles; historically we have had a number of near misses. We do not want to wait for a serious accident to occur before you act”

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The issues raised in the petition were to be fully investigated and a report would be submitted to a future meeting for consideration.

At the invitation of the Chair, lead petitioner Gabriela Scicluna, and other residents, addressed the Sub-Committee.

Resolved:

- (1) That the report be noted;
 - (2) That the issue be investigated and a further report be submitted to the Sub-Committee for consideration;
 - (3) That the lead petitioner be informed accordingly.
- (4) St Barnabas Road/Grove Road Area - Petition for a Safer Crossing Point

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition requesting a safer crossing area for persons crossing the road around the junction of St Barnabas Road/Grove Road.

The petition containing 96 signatures, read as follows:

"The lead petitioner would like to see additional crossing points on St Barnabas Road and Grove Road, and additional no waiting at any time restrictions to ensure better visibility for pedestrians and enable a safer walking route to school for children. The issues raised are most prominent during the school drop off/pickup times and the signatories are concerned regarding the difficulties they face crossing the road, especially with younger children, due to parked vehicles close to the junctions and existing refuge island."

The issues raised in the petition were to be fully investigated and a report would be submitted to a future meeting for consideration.

At the invitation of the Chair, lead petitioner Andrea Rado-Hicks addressed the Sub-Committee.

Resolved:

- (1) That the report be noted;
 - (2) That the issue be investigated and a further report be submitted to the Sub-Committee for consideration;
 - (3) That the lead petitioner be informed accordingly.
73. **NORTHERN END OF NORTHUMBERLAND AVENUE - PETITION FOR A PEDESTRIAN CROSSING**

Further to Minute 52 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of investigation that had been carried out in Northumberland Avenue following receipt of a petition from some residents of Warwick Road. The report also requested the Sub-Committee to consider the needs of Milward Court residents within the Pocket Places initiative, as reported to the Sub-Committee on 12 September 2013 (Minute 40 refers).

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The report stated that the request for a pedestrian crossing facility at the northern end of Northumberland Avenue had been investigated and, based on initial site investigations, the width of the road was not sufficient to accommodate a pedestrian refuge island without realigning the carriageway by reducing the width of the footways and removing a large amount of on-street parking.

The report explained that the recent Pocket Places community engagement programme had consulted with over 120 residents through door-step interviews that had been specifically designed to identify barriers to walking and cycling. Within this initiative a number of requests had been made to improve access and mobility for pedestrians along the whole of the Northumberland Avenue corridor. Pocket Places had provided the Council with a platform to bid for additional central government funding to deliver improved mobility within the neighbourhood. The consultation results had been reported to the Sub-Committee on 12 September 2013 and a further report would be submitted to the Sub-Committee in Spring/Summer 2014.

The report stated that although it seemed that the road layout prevented pedestrian islands from being considered close to the junction with Warwick Road, further work was being considered in improving mobility along the Northumberland Avenue corridor subject to central government funding. It was therefore recommended that the needs of residents from Milward Court were considered within the longer term objectives of the Pocket Places initiative, subject to government funding.

Resolved -

- (1) That the report be noted;
- (2) That the results of the initial investigation showing that the carriageway was not wide enough to support a pedestrian island near to the junction of Northumberland Avenue and Warwick Road be noted;
- (3) That the needs of residents from Milward Court be considered within the longer term objectives of the Pocket Places initiative, subject to central government funding;
- (4) That the lead petitioner be informed accordingly.

74. ST PETER'S ROAD PETITION - UPDATE

Further to Minute 52 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the results of a review of parking along St Peter's Road near Church Road following a petition from some residents of the local area.

The report stated that as the issues that had been raised within the petition related to inconsiderate parking on the existing parking restrictions, it was proposed to increase the level of enforcement patrol in the area, especially during the school pick-up and drop-off period. The Council would continue to monitor the parking situation to ensure the restrictions were adhered to and provided safe access to and from St Peter's Road for all road users.

Resolved -

- (1) That the report be noted;
- (2) That regular enforcement of the existing restrictions at the St Peter's Road and Church Road junction take place specifically during the school peak hours.

75. HEATH ROAD - RESPONSE TO PETITION

Further to Minute 52 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of how waiting restrictions would be promoted within Heath Road following a petition from 24 residents of Heath Road.

The report stated that in the early 2000s waiting restrictions had been promoted within Heath Road, but due to the level of objections to the scheme these had not been implemented. Subsequently, Heath Road had remained unrestricted except for no waiting at any time (double yellow lines) at its junction with Wokingham Road and Church Road. The majority of properties were located on the northern side and had off-street parking, while observations showed that, on-street parking took place on the southern side. However, due to the alignment of the road, forward visibility could be difficult around the bend and, although the street was two-way, once vehicles were parked on one side of the carriageway this caused potential conflict with oncoming traffic, as forward visibility was reduced.

The report stated that an informal consultation would be carried out with Ward Councillors to ascertain the level of demand from residents for waiting restrictions, and following this, should the introduction of waiting restrictions be proposed, this would be done within the waiting restriction review programme commencing with the submission of a report to the March 2014 meeting of the Sub-Committee.

Resolved - That the report be noted.

76. GEORGE STREET, CAVERSHAM - RESPONSE TO PETITION TO BE INCLUDED IN PARKING PERMIT ZONE 02R

Further to Minute 26 of the meeting on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of a proposal to take the issue of the inclusion of George Street, Caversham, in the Residents Parking (RP) Area 02R forward as part of a wider resident parking review programme; the review would also consider wider calls from residents for RP around the fringes of existing RP zones.

The report explained that Zone 02R was a tightly constrained resident parking area encompassing Coldicutt Street, Kings Road and Queens Road. Due to the amount of available kerb side space and the number of permits issued, the zone was the most oversubscribed zone, currently at 135% capacity. Residents of George Street (properties 24-70, even side) had historically applied for discretionary permits to park within this area. Following a permit parking rule change in 2011, RP areas which were oversubscribed by 105% were turned down by officers. However, on appeal these had subsequently been approved and currently there were three resident permits and one business permit issued for properties in George Street.

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As a strategic route (B3345) parking was currently prohibited on George Street (except for a lay-by which was shared use resident parking for Zone 02R) and could accommodate four cars. Residents of George Street were finding it increasingly difficult to park near their properties, with the nearest limited parking on Gosbrook Road (Mon-Sat 8.00am to 6.30pm two hours, no return within two hours).

The report stated it was intended to commence the second phase of the RP Review with a report to the March 2014 meeting. This boroughwide review would consider requests from residents on the fringes of existing RP zones to be included within RP areas.

Resolved -

- (1) That the report be noted;
- (2) That following discussions with Ward Councillors, proposals be taken forward as part of the second phase of the residents' parking review and a report containing proposals to include George Street within a Resident Parking area be submitted to the March 2014 meeting of the Sub-Committee.

77. PROPOSED WIDTH RESTRICTIONS IN KENNET ISLAND - RESPONSE TO STATUTORY CONSULTATION

Further to Minute 45 of the meeting held on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the recently completed statutory consultation on a proposal to introduce 6'6" width restrictions in Longships Way and Fair Isle Way, Kennet Island. A table of objections and comments received in response to the proposed width restrictions was attached to the report at Appendix 1.

The report explained that officers had reviewed the available options of reducing the road safety concerns and encouraging those drivers travelling the fastest to reduce their speed without affecting the use of the road by the local residents. It had been proposed to introduce two 6'6" width restrictions, one in Longships Way and one in Fair Isle Way, to act as a traffic calming feature and remove large commercial vehicles using the estate as a short cut. Between 14 November and 5 December 2013 the Statutory Consultation had been completed on the proposed restrictions and one letter of comment had been received from the Fire Service and was attached to the report at Appendix 1. In light of the comments received it was recommended that the proposed 6'6" width restrictions in Longships Way and Fair Isle Way be relocated further south towards the Commercial Road junction. This would address the concerns that had been raised by the Fire Service by creating the emergency routes of access to all properties in Kennet Island via the A33 or Basingstoke Road.

Resolved -

- (1) That the report be noted;
- (2) That the proposed width restrictions in Longships Way and Fair Isle Way be relocated further south towards the junction with Commercial Road in order to resolve the concerns raised by the Fire Service.

78. RESIDENTS PARKING - REVIEW OF ON-STREET BAYS - RESPONSE TO STATUTORY CONSULTATION

Further to Minute 27 of the meeting held on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with responses to the statutory consultation on proposed amendments to the Residents Parking (RP) Traffic Regulation Order that had been carried out between 28 November and 19 December 2013. A table setting out the comments and objections received was attached to the report at Appendix 1 and a series of maps showing all the restrictions that were proposed was attached to the report at Appendix 2.

The report explained that waiting restrictions within existing RP areas had been reviewed with a view to maximising kerb side space for resident permit parking and ensuring restrictions were relevant for the needs of residents. This followed on from work that had been carried out with Ward Councillors, picking up on residents concerns regarding bay lengths, no waiting restrictions and areas of unrestricted parking within RP areas. Every RP area had been visited, both day and night, to ascertain the level of demand against the number of permits that had been issued, and where possible changes to waiting restrictions, for example no waiting at any time, had been made to convert RP Bays to accommodate more kerb side parking space for residents.

A total of 107 potential changes had been proposed, of which 13 proposals had received letters of support or objection. In addition to the physical signing and lining changes on street, the traffic regulation order had been amended for clarification, at the request of the Motorcycle Action Group. The proposed amendment clarified the situation that enabled motorcycles to not display a resident parking permit when parked in RP only or shared use RP (two hours no return within two hours) bays.

The Sub-Committee discussed the comments and objections that had been received during the statutory consultation period, along with the comments and recommendations by officers, as set out in the table attached to the report at Appendix 1, and made a number of changes to the recommendations.

At the invitation of the Chair, Councillor White spoke on this item.

Resolved -

- (1) That the report be noted;
- (2) That the amendments to the Residents Parking Traffic Regulation Order, as set out in Appendix 1, regarding the following orders be implemented:
 - Westfield Road
 - Barry Place
 - Audley Street
 - Albany Road
 - Bemont Road
 - Brunswick Hill
 - Millman Road
 - Fatherson Road and Eldon Terrace
 - Cholmeley Terrace
 - Cholmeley Place

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- (3) That the amendment to the Residents Parking Traffic Regulation Order regarding Coley Park Road be withdrawn and removed from the order;
- (4) That the amendment to the Residents Parking Traffic Regulation Order regarding west side of Field Road be withdrawn, the extra five metres of residents permit bay be removed from the order and the no waiting at any time retained;
- (5) That the amendments to the Residents Parking Traffic Regulation Order regarding De Beauvoir Road/Carnarvon Road/Junction Road be investigated further by officers and a report submitted to a future meeting;
- (6) That the amendments to the Residents Parking Traffic Regulation Order regarding Granby Gardens be deferred and re-advertised;
- (7) That the existing Residents Permit Restriction on the east side of St Bartholomews Road be converted to shared use, 8.00am to 8.00pm, the additional Residents Permit Bay be removed from the order and the existing doctor's bay be removed;
- (8) That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Order, insofar as it referred to (1) above, and no public inquiry be held into the proposals;
- (9) That the objectors be informed accordingly.

79. NEW ROAD AND THE MOUNT - REQUEST TO PROCEED WITH STATUTORY CONSULTATION

Further to Minute 33 of the meeting held on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the outcome of a workshop meeting that had been held with residents of The Mount and New Road on 26 November 2013. A copy of the proposals for waiting and movement restrictions within New Road was attached to the report at Appendix 1 and the proposals for waiting restrictions within The Mount was attached to the report at Appendix 2.

The report stated that residents of New Road had raised concerns about the amount of "all day parking" within their street from non-residents, which meant it was difficult for them to find parking within New Road. They were also concerned about the volume of through traffic from Upper Redlands Road to Redlands Road, with parking on both sides of the carriageway that often caused conflict with oncoming vehicles. The majority of residents supported a "No Entry Plug" at the Upper Redlands Road, but there was a mixed response to proposals for resident parking restrictions. However, the majority did want to see waiting restrictions introduced to ensure kerb side space was available for resident parking. Having a shared use provision within the street would also enable short term visitors to the area during the day.

Similar to New Road, residents of the Mount had raised concerns with all day parking but in addition, they also had concerns with vehicles parking on footways and obstructively near junctions. A proposal for a Residents Parking (RP) scheme had been discussed, but the majority of residents had felt unease at the amount of signs and lines that would need to be implemented within The Mount as a conservation area. To eliminate the visual

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intrusion of signs and lines, some residents had brought forward a suggestion of a Restricted Parking Zone, where there would be signs on entrance and within marked bays only. This was not something that had been promoted within Reading before, and some residents had raised concerns about whether the public would understand such a restriction. However, this was a nationally recognised sign and could be used within Reading. The Progress Theatre, as a resident of The Mount, had expressed concern regarding the loading/unloading that needed to take place in front of the theatre and further discussions would need to take place with the theatre to discuss their specific concerns.

The report stated that to ensure a consistent and cost effective approach to the legal advertisement of waiting restrictions, it was proposed that these restrictions were advertised as part of the annual review of waiting restrictions, see Minute 81 below, and that any objections were reported to a future meeting.

Resolved -

- (1) That the report be noted;
- (2) That the proposals be advertised as part of the annual waiting review programme;
- (3) 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 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 to advertise the proposal and, subject to no objections being received, to implement the proposal;
- (4) That any objections received to the statutory consultation be reported to a future meeting.

80. COLLEGE ROAD AND CULVER ROAD RESIDENTS PARKING REVIEW

Further to Minute 9 of the meeting held on 13 June 2013 the Director of Environment and Neighbourhood Services submitted a report detailing the results of the informal public consultation on a proposal to introduce a new residents parking scheme in College Road and Culver Road.

The report stated that officers had looked at a number of different resident parking scheme options taking into consideration the traffic flow within both Culver Road and College Road. However, the junction layout at Culver Road and Wokingham Road limited the type of scheme available and the only option that could be realistically delivered, whilst maintaining the maximum number of parking spaces to meet the resident parking demand but maintain road safety, was to introduce Resident Permit (RP) bays on both sides of the road and retain two-way traffic with small passing bays on College Road. The location of the proposed passing bays and two RP operation time options had also formed part of the consultation exercise.

The informal consultation had been carried out between 12 November and 6 December 2013 and the majority of respondents had been in support of a RP scheme. As at 16 December 2013 60% of households had responded to the consultation (55 out of a possible

91), of which 64% were in favour. Of the respondents 72% had preferred the RP time option between 10.00am and 4.00pm and 60% had agreed with the passing bay proposal. The results of the public consultation were set out in a table included in the report.

The report stated that based on the latest consultation, and the fact that the majority of respondents had been in favour of the proposals, officers had recommended that a Statutory Consultation should be carried out in 2014. This would provide residents with a further opportunity to express their thoughts on the proposed scheme and if any objections were received they would be reported to a future meeting.

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 consultation and advertise the proposals shown on plan reference NM/JC/LP/COLLEGE/002 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;
- (5) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals.

(Councillor Hopper declared a non-pecuniary interest in this item, on the basis that he lived in Culver Road).

81. ANNUAL WAITING RESTRICTION REVIEW - STATUTORY CONSULTATION

Further to Minute 28 of the meeting held on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report that sought the Sub-Committee's approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for or changes to waiting/parking restrictions and to complete an informal consultation on proposals to address parking problems in the Lower Caversham area. A copy of the Annual Waiting Restriction Review Programme list of streets was attached to the report at Appendix 1.

The report explained that the annual review had typically involved the investigation and consultation on a number of individual requests and that the purpose of the review was to ensure best value, as the statutory processes involved were lengthy and expensive. The consultation with Ward Councillors had been completed and the resultant proposals of streets where Councillors were happy to proceed with schemes to take forward to the statutory consultation process were listed at Appendix 1.

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The report stated that over the previous 12 months officers had received several requests from residents and Ward Councillors to review the current on-street parking provision and existing restrictions in the Lower Caversham Area. The requests had come from residents living in the area to the south of Gosbrook Road between Patrick Road and Wolsey Road and predominantly related to issues with non-residents parking and visiting the local businesses or the town centre.

The report explained that rather than treating each request and road individually, it was recommended to complete a review on an area basis to ensure the best solution was found without relocating the parking problems to neighbouring roads. Officers were working on possible solutions and would share any proposals with Ward Councillors prior to completing an informal consultation with the residents. The results of the informal consultation would be submitted to a future meeting.

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

At the invitation of the Chair local residents addressed the Sub-Committee.

Resolved -

- (1) That the report be noted;
- (2) That, subject to (3) and (4) below, 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, attached to the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (3) That the proposed restrictions in Millman Road and Harrow Court not be implemented, removed from the order and a revised proposal be submitted to a future meeting;
- (4) That the proposed restriction in Haywood Court not be implemented and introduced at the same time as the recommendations relating to the on-street parking bay in St Bartholomew's Road;
- (5) That no waiting at any time within the Hemdean Road junction with Sheriden Avenue be introduced on the south side only and no waiting at anytime around the junction of Badgers Rise be removed from the order;
- (6) That subject to no objections being received the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (7) That any objections received following the statutory advertisement be report to a future meeting;
- (8) That the Head of Transportation and Street Care, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (9) That no public inquiry be held into the proposals;

- (10) That an informal consultation on a series of new parking restrictions in the Lower Caversham area be completed by officers and the results of the Lower Caversham area consultation be reported to a future meeting.

82. RESIDENTS PARKING - REVIEW OF RESIDENT PERMIT CHARGES

Further to Minute 69 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report advising the Sub-Committee of the proposed changes to the Resident Parking Permit Fees in the Parking Permit Scheme Rules and Definitions. A full list of the proposed charges, with the second Permit Charge at £80, was attached to the report at Appendix 1.

The report explained that at the Internal Overview and Scrutiny Commission meeting on 23 January 2013 (Minute 21 refers) a review of introducing first permit charges had been considered to cover administration costs; a charge of either £20 or £30 for a first resident permit had been considered. The estimated increased income that would be generated by either option was shown in a table included in the report which had been updated with the new second permit charge that had been introduced in June 2013.

Some alternative options had also been investigated for the January 2013 Scrutiny Commission report: one to introduce a charge for a first resident permit but to decrease the charge for a second permit and another increasing the second permit fee to either £75 or £90. At the meeting of Council on 26 February 2013 (Minute 55 refers) it had been agreed to introduce a charge of £75. Officers had also explored the option of increasing the second permit charge to £80.

The report explained that the Council charged for other permits and these were listed in a table included in the report with the current and proposed charges. There were no proposals to change the free visitor permit books, the daily trade persons/landlord permits and the free discretionary permits for carers, doctors, healthcare professionals etc.

The report set out a summary of the proposals as follows:

- Increase Second Permit charge from £75 to £80;
- Increase Visitor Permit Books charge from £20 to £22;
- Increase Business Permits charge from £250 to £275;
- Increase Temporary Permits charge from £10 to £15;
- Increase Discretionary Business permits from £300 to £330;
- Discretionary 3rd Permit charges to increase to £160;
- Increase Duplicate Charge from £30 to £40.

The current second permit charges had been changed on 1 June 2013 and it was recommended that any change to the resident permit charges should come into effect from 1 June 2014.

Resolved -

- (1) That the following changes be made to Resident Parking Permit Charges:

Second Resident Permit Charge	£80
Second to fourth Charity Permit Charge	£80
Second Discretionary Resident Permit Charge	£80
Third Discretionary Resident Permit Charge	£160

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Visitor Permit Book Charge (including business and discretionary)	£22
Temporary Permit Charge	£15
Business Permit Charge	£275
Discretionary Business Charge (Business, Tradesperson, Landlord, Foreign Vehicle)	£330
Duplicate Fee Charge	£40

- (2) That the Permit Management Rules and Permit Management Rule Definitions be updated to reflect the charges agreed in (1) above;
- (3) That the permit charges be introduced on 1 June 2014.

83. HM GOVERNMENT CONSULTATION ON LOCAL AUTHORITY PARKING - DRAFT RESPONSE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee about a Government consultation on local authority parking, including a draft response that would be submitted on behalf of the Council.

The report stated that the Government was inviting views on amending significant elements of local authority parking policy including the following:

- Stopping the use of CCTV for on-street parking enforcement;
- Giving local communities and businesses new rights to require authorities to review aspects of their parking strategies such as the level of parking charges and whether all double yellow lines were appropriate and necessary at particular locations;
- Introducing limited "grace periods" where a driver had stayed in a parking place for a short period before issuing a parking ticket;
- Updating statutory guidance to local authorities to emphasise a less heavy-handed approach to parking enforcement and re-emphasise that parking charges and fines could be used as a means to raise revenues.

The list of questions, with an early draft response from officers working within the Parking Services team, was attached to the report as Annex A, and other officers within the Transport and Streetcare service were currently considering their own responses specific to their service areas. It was proposed that the final officer response be approved by the Lead Councillor for Strategic Environment, Planning and Transport for submission and then circulated to the members of the Sub-Committee. The consultation period would close on 14 February 2014.

Resolved -

- (1) That the report be noted;
- (2) That the final response to the consultation be approved by the Lead Councillor for Strategic Environment, Planning and Transport for submission and then circulated to the members of the Sub-Committee.

84. CAR PARK TARIFF CHANGES 2014

The Director of Environment and Neighbourhood Services submitted a report advising the Sub-Committee of the proposal to change the "off street" car parking orders as a result of

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a review of the tariffs. The proposed Car Park Tariff Charges 2014 were attached to the report at Appendix 1 and a comparison of Car Park Charges was attached to the report at Appendix 2.

The report explained that the car park tariffs had last been reviewed on 13 June and 12 September 2013 (Minutes 11 and 43 refer respectively) with changes made to tariffs in Hills Meadow, Kings Meadow and Cattle Market car parks. The tariffs reflected the different types of off-street car parking that were available: for example, with the local centre shopper's car parks charged differently to town centre car parking.

The report stated that should the proposed car park charges be agreed, and the associated Traffic Regulation Order be implemented, it was planned to introduce the charges from March/April 2014. In Broad Street Mall, Queens Road and Civic Car Park B it was proposed to change the charges as follows:

	Current	Proposed	Change
1 Hour	£1.60	£1.70	+£0.10
1 - 2 Hours	£3.20	£3.30	+£0.10
2 - 4 Hours	£6.50	£6.60	+£0.10
4 - 6 Hours	£11.00	£11.10	+£0.10
6 - 24 Hours	£15.00	£15.10	+£0.10
Night Rate	£3.50	£3.50	£0

There were currently no proposals to change the car park tariff rates in Hills Meadow, Cattle Market, Kings Meadow, Chester Street in Caversham, Dunstall Close in Tilehurst and Recreation Road in Tilehurst.

The report explained that the proposed tariff charges had been compared with other car parks in the town centre, and also other towns/cities in the south. The proposed tariff charges would keep them at a level with the Oracle car park and Q Park, although slightly more expensive, but were cheaper than Garrard Street Car Park; all these car parks had reviewed their own tariffs since July 2013. The proposed tariff charges were cheaper when compared to other towns/cities in the south.

Resolved -

- (1) That the car park tariff in Broad Street Mall, Queens Road and Civic Car Park B as set out in Appendix 1, be agreed;
- (2) That the Head of Legal and Democratic Services be authorised to advertise Notice of Variation of car park order of the Borough of Reading (Civil Enforcement Area) (Off Street Parking Places) (Amendment) Order 2013;
- (3) That Tariff changes be implemented by the Head of Transportation and Street Care under delegated authority.

85. ON STREET PAY AND DISPLAY - UPDATE

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of a proposal to introduce additional areas of on street pay and display in Hosier Street. Plans of the proposed schemes were attached to the report at Appendix 1.

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The report stated that in the context of flexibility of town centre on street parking provision several areas of pay and display bays had been introduced over the previous two years. The purpose of such restrictions was to encourage turnover of spaces and provide further flexibility to accommodate parking for Blue Badge holders who were also able to use these bays at no charge, in accordance with the national Blue Badge Scheme.

The report explained that an additional area had been identified in Hosier Street that would benefit from pay and display restrictions that would apply all day on a Sunday, Monday and Tuesday only, so as not to interfere with the operation of the Market. In addition to the proposed new restrictions, officers would also review the potential options for regulating the unofficial parking that took place overnight on the current footprint of the market.

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 consultation and advertise the proposals shown on plan references NM/CB/HosierP&D01 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;
- (5) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (6) That officers investigate measure to deal with people parking on the pavement in Hosier Street and on the pavement on the western side of St Marys Butts, in particular overnight and at weekends.

86. ELECTRIC VEHICLE CHARGE POINTS

Further to Minute 47 of the meeting held on 12 September 2013, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress of the project to provide electric vehicle charge points in the Borough and seeking delegated authority for final decisions on the location and level of any usage fees for the charge points, to ensure the project could be progressed within the timescales associated with the Office for Low Emission Vehicles (OLEV) grant conditions.

The report explained that a competitive procurement process had been carried out and SSE Utility Solutions had been appointed as the lead contractor for the project. In addition to the minimum specification for the charge points as defined by the OLEV and to ensure the charge points were compatible with the maximum number of electric vehicles, the Council had specified that the rapid charge points had to include the two most widely used outlets for use with current and planned electric vehicles. A review of the proposed

locations in the OLEV bid was being carried out with the contractor to ensure usage of the charge points was maximised and due to the limited timescales that had been imposed by OLEV, as part of the grant conditions, the report proposed that the Head of Transportation and Streetcare be given delegated authority, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, to make the final decision on the location of the charge points.

The report stated that it was proposed to provide two dedicated parking spaces for the use of electric vehicles only at each location in order to maximise availability of the charge points. In addition time limited waiting restrictions would be applied that were suitable for the nature of the charge point, for example, 30 minutes for a rapid charger and four hours for a fast charger.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Transportation and Streetcare, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, be authorised to make final decisions on the location of the charge points and the level of usage fees.

87. 20MPH SPEED LIMITS/ZONES - UPDATE

Further to Minute 59 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report summarising the current position within Reading and the requirements of national legislation and guidance that had been provided by the Department of Transport (DfT) to progress a local 20mph policy for the Borough. The results of speed surveys that had been carried out as part of the Eastern Area Study was attached to the report at Appendix 1, a drawing of the eastern area of Reading highlighting the streets that could be lowered to 20mph as part of a wider zone and the roads that would remain at 30mph was attached to the report at Appendix 2 and a summary of the Road Safety GB study was attached to the report at Appendix 3.

The report explained that in estimating the costs of delivering a wider use of 20mph within the Borough comparisons had been carried out with towns and cities already involved in delivering the lower limit, including Bristol, Cambridge, York and Brighton and Hove. Based on the experience of the local authority areas the estimated cost for a targeted area based 20mph approach for the Borough was currently £1.2m. However, it was hoped that changes to national legislation in 2014/15 would reduce this figure. In estimating the cost there were some points to be borne in mind from the local authorities, such as, there being reduced support for the introduction of a 20mph limit on C classified roads and where there was a public transport service and increased resistance to 20mph within the core classified network which resulted in estimated budgets being revised to allow for additional supporting measures. Most recently Brighton and Hove City Council had scaled back its plans for 20mph limits because a majority of the public had opposed the lower limit in some areas.

The report stated that the Eastern Area and the Oxford Road Studies would enable the Council to deliver a targeted area-based 20mph strategy subject to consultation that could be used across the Borough, where residents supported the lower limit and where funding had become available.

Resolved - That the report be noted.

88. KINGS ROAD BUS LANE EXTENSION - SCHEME REVIEW

The Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with details of a review of the Kings Road bus lane extension scheme and confirming the positive impact of the new bus lane.

The report stated that performance of both route sets had improved enormously both in terms of journey time reduction, worst case journeys, and consistency of journeys. These factors had helped to make consistent timetable planning better and journeys more reliable for passengers. In the longer term this would lead to passenger growth as passengers confidence in the reliability and speed of the service increased. The new bus lane had been designed in such a way as to not reduce the existing general traffic lane capacity and the same number of general traffic lanes had been maintained. Capacity for general traffic in the area had increased due to the bus services relocating into the separated bus lane and Reading buses had recently confirmed that the bus lane extension had made such a difference they were considering increasing the frequency of route 17 buses.

Resolved - That the report be noted.

89. MERRIVALE GARDENS AND TEMPLETON GARDENS - INSTALLATION OF ROAD HUMPS TO REDUCE RISK OF SURFACE WATER FLOODING

The Director of Environment and Neighbourhood Services submitted a report that sought approval to carry out Statutory Consultation on the installation of road humps on Merrivale Gardens and Templeton Gardens, at their junctions with Stockton Road, with the aim of reducing the risk of surface water flooding during extreme rainfall events. A drawing detailing the road hump proposals was attached to the report at Appendix A.

The report explained that the surface water run-off from woodland and park areas in the upstream catchment entered a series of connecting ditches before discharging into adopted Thames Water sewers in the lower catchment. During storms the surface water run-off could exceed the capacity of the sewers in the lower catchment which was exacerbated by overland flows from the upper catchment. As a consequence surface water flowed into the lower catchment resulting in flooding of the properties in Merrivale Gardens and Templeton Gardens, where there was little drainage provision, and no formal channel lines or kerbs preventing run-off from impacting on private properties. The proposals were for highway drainage and mitigation measures to include the installation of a road hump at the junction of Merrivale Gardens and Templeton Gardens with Stockton Road to manage and control water on the surface, which would significantly increase the standard of protection to the adjacent properties and would reduce the future risk of surface water flooding. The scheme would afford flood protection and reduce the risk of future flooding.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to advertise the proposed road humps as shown in Appendix A, attached to the report, and subject to no objections being received to implement the proposal;

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- (3) That any objections received following the consultation be reported to a future meeting.

90. READING STATION - HIGHWAY WORKS UPDATE

The Director of Environment and Neighbourhood Services submitted a report providing a progress update on the Reading Station Redevelopment Project and the associated highway works. The report highlighted the key programme dates for future works associated with Reading Station.

Resolved -

- (1) That the report be noted;
- (2) That officers investigate the parking enforcement issues at the northern interchange of the Station caused by drivers parking on double-yellow lines as they waited to collect people from the station.

91. EASTERN AREA STUDY UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on progress with implementation of the pedestrian and cycle schemes being delivered through the Eastern Area Transport Study.

Resolved - That the report be noted.

91. HIGHWAY MAINTENANCE UPDATE

Further to Minute 65 of the meeting held on 5 November 2013, the Director of Environment and Neighbourhood Services submitted a report on the current position regarding additional pothole repairs.

The report contained details of the numbers of potholes that had been identified and repaired in each of the categories of road included in the pothole repair plan. An update was also given at the meeting, the latest figures as of 20 December 2013 being as follows:

PRIORITY	POTHOLES IDENTIFIED	POTHOLES REPAIRED
Priority 1	123	114
Priority 2	11	11
Priority 3	510	484
Priority 4	99	99
Priority 5	207	187
Priority 6	151	76

The roads included in each category were detailed in Appendix 1. Inspection of the Priority 1 to 6 roads had been completed.

It was reported at the meeting that the repair of Priority 1 potholes on London Road had been put on hold until Sonning Bridge was re-opened.

Resolved -

- (1) That the current position regarding additional pothole repairs be noted;

- (2) That a further progress report be submitted to the next meeting;
- (3) That staff be thanked for their speed and response in repairing the damage and dealing with the schedule of repairs following the storms prior to Christmas 2013 and dealing with the recent flooding.

92. LOCAL SUSTAINABLE TRANSPORT FUND - UPDATE

The Director of Environment and Neighbourhood Services submitted a report updating the Sub-Committee on progress with the delivery of the Local Sustainable Transport Fund (LSTF) Small Package, for which £4.9m funding, had been approved by the DfT in July 2011, and the LSTF Large Partnership Package, for which £20.692m funding had been approved by the DfT in June 2012.

The report provided an update on each of the five delivery themes of the LSTF programme, with particular focus on progress that had reached milestones within the previous three months.

In particular, the Sub-Committee was asked to note the following:

- The progress made in the Local Sustainable Transport Fund Projects to date and the fact that officers would continue to deliver the programme and report progress to the Sub-Committee;
- That the Cycle Hire scheme in Reading would be called 'Readybike' and that construction was underway;
- The progress of the works at Theale Station;
- The proposal to run a pilot retrofit programme for taxis in Reading to run on Compressed Natural Gas to improve air quality and reduce carbon emissions.

Resolved - That the report be noted.

93. 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 94 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.

94. 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 three applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to application 1.0 a discretionary second residents' permit be issued on the understanding that the issue of the permit was personal to the applicant, a fee was applicable for this permit;

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- (2) That with regard to application 1.1 a residents' permit be issued on the understanding that the applicant would renew the permit on-line without re-applying for a discretionary permit each year;
- (3) That with regard to application 1.2 two individual carers permits be issued on the understanding that the permit remained in force as long as the applicant's father was resident at the property.

(The meeting started at 6.30pm and finished at 10.07 pm).