

To: Councillor Debs Absolom (Chair);  
Councillors Ayub, Ballsdon, Davies,  
Duveen, Hacker, Hopper, Jones, Page,  
Terry and White.

Direct: ☎ 0118 937 2332  
e-mail:  
[richard.woodford@reading.gov.uk](mailto:richard.woodford@reading.gov.uk)

3 January 2018

Your contact is: Richard Woodford - Committee Services

### **NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE - 11 JANUARY 2018**

A meeting of the Traffic Management Sub-Committee will be held on Thursday 11 January 2018 at 6.30pm in the Council Chamber, Civic Offices, Reading. The meeting Agenda is set out below.

#### AGENDA

	<u>PAGE</u> <u>NO</u>
1. FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS	
(A) QUESTIONS submitted in accordance with the Panel's Terms of Reference	-
(B) PRESENTATION - COW LANE UPDATE	-

Members of the public attending the meeting will be invited to participate in discussion of the above items. All speaking should be through the Chair.

This section of the meeting will finish by **7.30 pm at the latest.**

Cont../

	<u>WARDS AFFECTED</u>	<u>PAGE NO</u>
2. MINUTES OF THE SUB-COMMITTEE'S MEETING HELD ON 2 NOVEMBER 2017	-	1
3. DECLARATIONS OF INTEREST	-	-
4. QUESTIONS FROM COUNCILLORS	-	-
Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.	-	-
5. PETITIONS		
To receive any petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.		
6. PETITION UPDATE - PEDESTRIAN CROSSINGS UPDATE	CAVERSHAM THAMES TILEHURST	15
A report providing the Sub-Committee with an update on the receipt of a petition asking the Council for improved pedestrian crossing facilities at the following locations: <ul style="list-style-type: none"> <li>• The junction of Bridge Street, Church Street and Church Road;</li> <li>• The junction of Peppard Road, Prospect Street, Henley Road and Westfield Road</li> <li>• Moorlands Primary School (Church End Lane)</li> </ul>		
7. BI-ANNUAL WAITING RESTRICTION REVIEW - 2017B STATUTORY CONSULTATION	BOROUGHWIDE	19
A report asking for the Sub-Committee's approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for/changes to waiting/parking restrictions.		
8. BUS LANES - PROPOSALS FOR STATUTORY CONSULTATION	ABBEY, BATTLE, MINSTER, PARK, REDLANDS AND WHITLEY	68
A report for the Sub-Committee's approval for Officers to undertake statutory consultation for the implementation of enforceable bus lanes as part of the South Reading MRT project and for Beresford Road and Garrard Street.		

9.	RESIDENT PERMIT PARKING UPDATE - BATTLE WARD INFORMAL CONSULTATION	BATTLE	85
	A report providing the Sub-Committee with the results of the informal public consultation that was carried out in October 2017 on a proposal to introduce a new Resident Parking Permit Scheme in Battle Ward.		
10.	OBJECTION TO ADVERTISED TRAFFIC REGULATION ORDER - BOSTON AVENUE	MINSTER	91
	A report asking the Sub-Committee to note the responses received to the advertised Resident Permit Traffic Regulation Order in Boston Avenue.		
11.	OFF-STREET PARKING MANAGEMENT AT LEISURE SITES - PROPOSALS FOR STATUTORY CONSULTATION	BATTLE, MINSTER, PARK, WHITLEY	104
	A report seeking approval for officers to undertake statutory consultation on the introduction of managed parking at some leisure sites.		
12.	ON-STREET PAY & DISPLAY AND REDLANDS PARKING SCHEME - MINOR AMENDMENTS	BOROUGHWIDE	109
	A report seeking approval for officers to undertake statutory consultation for the addition of Pay and Display parking on the outskirts of the Town Centre, Oxford Road and Wokingham Road.		
13.	MAJOR TRANSPORT AND HIGHWAY PROJECTS - UPDATE	BOROUGHWIDE	133
	A report providing an update on the major transport and highways projects in Reading.		
14.	PROJECT FUNDING AWARDS - C-ITS AND SMART CITY CLUSTER	BOROUGHWIDE	140
	A report informing the Sub-Committee of two capital funding awards for transport related projects; Co-operative Intelligent Transport Systems (C-ITS) and Smart City Cluster.		
15.	ANNUAL PARKING SERVICES REPORT 2016-2017	BOROUGHWIDE	145
	A report presenting financial and statistical data on the Council's civil parking enforcement activities during 2016-2017.		

The following motion will be moved by the Chair:

“That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the following item on the agenda, as it is likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act”

16. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

228

To consider appeals against the refusal of applications for the issue of discretionary parking permits.

**DATE AND TIME OF NEXT MEETING:**

Thursday 8 March 2018



## WEBCASTING NOTICE

Please note that this meeting may be filmed for live and/or subsequent broadcast via the Council's website. At the start of the meeting the Chair will confirm if all or part of the meeting is being filmed. You should be aware that the Council is a Data Controller under the Data Protection Act. Data collected during a webcast will be retained in accordance with the Council's published policy.

Members of the public seated in the public gallery will not ordinarily be filmed by the automated camera system. However, please be aware that by moving forward of the pillar, or in the unlikely event of a technical malfunction or other unforeseen circumstances, your image may be captured. **Therefore, by entering the meeting room, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.**

Members of the public who participate in the meeting will be able to speak at an on-camera or off-camera microphone, according to their preference.

Please speak to a member of staff if you have any queries or concerns.



## TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 2 NOVEMBER 2017

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

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

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

#### (1) Questions

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

Questioner	Subject
James Berrie	Bus Lanes
Rachel Van Der Kemp	Recreation Road Tilehurst

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

#### (2) Presentation - Highway Maintenance - Potholes and Winter

Sam Shean, Streetcare Services Manager, gave a presentation on Highway Maintenance, Potholes and Winter. The presentation covered statutory duties, highway maintenance operations and income generation works that included highway drainage operations. The presentation also set out what a pothole was, how potholes were repaired and how long it took to complete the repair as well as details of the Pothole Improvement Plan for 2017/2018.

The pothole repair plan would start in November 2017 and would specifically target the winter season, when potholes were more likely to develop. The presentation gave details of the preparation for the coming winter season including the equipment available, the process, availability of salt stocks, gritting routes and locations of grit bins. Finally, details of the Vaisala Weather Station, the Forecast Data Decision Sheet and the Metro Group and Temperature Status Graph were presented.

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

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

### 40. MINUTES

The Minutes of the meeting of 13 September 2017 were confirmed as a correct record and signed by the Chair.

### 41. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
------------	---------

Councillor Ballsdon	Bus Lanes
Councillor White	Cutting Air Pollution Outside Schools

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

#### 42. PETITIONS

- (a) Petition for a Pedestrian Crossing at the Junction of Bridge Street, Church Road and Church Street.

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council for a pedestrian crossing at the junction of Bridge Street, Church Road and Church Street.

The petition read as follows:

*"Petition to Reading Borough Council for the provision of a pedestrian crossing at the junction of Bridge St/Church Rd/Church St Caversham to facilitate safe crossing for pedestrians"*

At the invitation of the Chair the petition organiser, Sara Fullbrook and her son Alastair, addressed the Sub-Committee on behalf of the petitioners.

**Resolved -**

- (1) That the report be noted;
- (2) That the request for a pedestrian crossing be investigated and the results of the investigation reported to a future meeting of the Sub-Committee;
- (3) That the lead petitioner be informed accordingly.

- (b) Petition for a Pedestrian Crossing at the Junction of Prospect Street/Henley Road/Westfield Road

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council for a safer pedestrian crossing at the junction of Peppard Road, Prospect Street, Westfield Road and Henley Road Caversham.

The petition read as follows:

*"Petition to Reading Borough Council for traffic management to provide a safer pedestrian crossing at the junction of Peppard Rd/Prospect St/Westfield Rd & Henley Rd Caversham"*

At the invitation of the Chair the petition organiser, Lin Godfrey, addressed the Sub-Committee on behalf of the petitioners.

**Resolved -**

- (1) That the report be noted;

- (2) That the request for a pedestrian crossing be investigated and the results of the investigation reported to a future meeting of the Sub-Committee;
- (3) That the lead petitioner be informed accordingly.

(c) Petition for a Pedestrian Crossing on Church End Lane

The Director of Environment and Neighbourhood Services submitted a report on the receipt of a petition asking the Council for a pedestrian crossing on Church End Lane.

The petition read as follows:

*“After five years of taking my children to school at Moorlands Primary School on Church End Lane in Tilehurst the road has become increasingly more dangerous. Church End Lane has become a popular through road for drivers with some driving very erratically and speeding well above the speed limit of 20mph.*

*This year alone there has been frequent damage caused to the parked vehicles belonging to the local residents and parents who are dropping and collecting their children to and from school. Plus the most concerning incident of a young child being knocked down.*

*Moorlands Primary is due for expansion in 2018 which will mean, that there will be more children and parents at risk by crossing this busy, dangerous road on a daily basis.*

*There is nothing in place near to the school for children and their parents to cross safely apart from the traffic lights at the very top of Church End Lane, which means that a vast amount of children and parents have to walk 300-400 yards past the school just to cross safely.*

*I am starting this petition to approach Reading Borough Council to take action to put in a safe crossing for children, as Moorlands Primary is one of the only schools within the area without a zebra crossing or traffic lights opposite to their school.*

*I believe that with having this in place it will increase the safety of our children, and parents may feel a lot more comfortable allowing their children to walk to and from school independently. So therefore may also reduce parking shortages.*

*Thank you for taking the time to read my petition”.*

**Resolved -**

- (1) That the report be noted;
- (2) That the request for a pedestrian crossing be investigated and the results of the investigation reported to a future meeting of the Sub-Committee;
- (3) That the lead petitioner be informed accordingly.

**43. PETITION UPDATE - NEW ENTRY RESTRICTION ON MINSTER STREET AND LACK OF ACCESS THROUGH BUS LANES FOR PRIVATE HIRE VEHICLES**

Further to Minute 24(b) of the last meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the receipt of a petition against the new entry restrictions on the Minster Street bus lane and lack of access through bus lanes for private hire vehicles.

The report stated that the recommendation to consult on changes to the timings of the Minster Street access restriction had been submitted to the Sub-Committee on 14 September 2016 (Minute 30 refers). At that time the restrictions were in place from 7.00am until 11.00am and again from 4.00pm until 7.00pm, during which times a prohibition of motor vehicles came into force. The only legal exceptions to these restrictions were buses, wheelchair accessible taxis and permit holders. The report had raised safety concerns relating to the night time economy on Gun Street and had proposed that the access restriction should include the period between 7.00pm and 7.00am also, creating a restriction that would be in force between 4.00pm and 11.00am daily. There had been no proposal to amend the restriction itself, just the timings that it applied. Following statutory consultation it had been reported at the meeting on 3 November 2016 (Minute 45 refers) that no objections had been received and it was agreed that officers should implement the changes. These changes, which included the addition of further advance warning signs and road markings, had been completed in August 2017. There had been no material changes to the night time economy or to Gun Street and Minster Street since officers had made their original recommendations to increase the period for which the access restrictions were in force and they would not recommend reverting the restricted timings back to their previous periods of enforcement, a process that would require the start of a new statutory consultation.

The report explained that requests from motorcyclists, as well as private hire vehicle drivers, had been received asking to consider allowing them greater access to bus lanes in the Borough. To encourage people to consider alternative modes of transport, and ultimately help to manage congestion levels, it was important to create the infrastructure that facilitated a reliable public transport service offering with consistent journey times. Many of the bus lanes in the Borough also provided a less trafficked lane for cyclists and increasing the numbers of vehicles permitted to use bus lanes would begin to compromise its efficiency, so careful consideration needed to be made before such changes were proposed. The report proposed carrying out a review of the vehicle type exclusions from bus lanes with consideration being given to the rationale behind each restriction and the potential impact of any alterations to vehicle type exclusions. A report would then be submitted to a future meeting.

At the invitation of the Chair Mansoor Hussain addressed the Sub-Committee.

**Resolved -**

- (1) That the report be noted;**
- (2) That the part-time access restrictions on Minster Street remain as agreed at the November 2016 meeting of the Sub-Committee;**

- (3) That Officers review the current vehicle-type exclusions to bus lanes across the Borough and submit their recommendations to a future meeting of the Sub-Committee;
- (4) That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the meeting minutes.

(In accordance with Standing Order 38, Councillors Ballsdon, Duveen, Hopper and White requested that their votes against resolution (2), above, be recorded)

#### 44. WAITING RESTRICTION REVIEW 2017A: HAMILTON ROAD

Further to Minute 26 of the last meeting the Director of Environment and Neighbourhood Services submitted a report setting out proposals for waiting restrictions on Hamilton Road.

The report explained that at the previous meeting the objections to the proposal to install double yellow lines on the west side of Hamilton Road had been reported and the Sub-Committee had agreed to defer the implementation decision until November 2017, providing an opportunity for Ward Councillors and officers to discuss available options. Until the final design for Hamilton Road was agreed the Traffic Regulation Order for the 2017A Waiting Restriction Review programme could not be sealed and the restrictions within the programme could not be implemented.

Officers had met with Ward Councillors and their proposal for the scheme was set out in Appendix 1. The proposed restrictions would address a couple of specific parking issues, including the on-street parking of vehicles that caused driveway access/egress/visibility difficulties. Officers had agreed that the restrictions warranted further investigation, but they did not address the original justification for the statutory consultation (facilitating emergency vehicle access) and they were of the opinion that the implementation of these restrictions under the Waiting Restriction Review programme could lead to challenges on the legal processes that the Council had followed. The report also proposed that these were considered in the wider context of the East Reading Area Study. Proposals had not been received for a reduced scheme that still fulfilled the objectives of the original proposal, the report therefore proposed that one of the options below should be agreed, while considering the objections reported at the previous meeting:

- Implement the scheme as advertised;
- Remove the scheme from the 2017A programme (ie do not implement any restrictions as part of this programme).

The following amendment was moved by Councillor White and seconded by Councillor Hopper and LOST:

“Replace Recommended Action 2.2 with the following:

That the updated plans circulated to the Sub-Committee electronically and made available at the meeting, for waiting restrictions by the implementation of double yellow lines on Hamilton Road, be approved.

Delete Recommended Action 2.3 and re-number all subsequent actions accordingly”

The Sub-Committee discussed the report and agreed not to proceed with the implementation of any waiting restrictions on Hamilton Road as a part of the review programme.

**Resolved -**

- (1) That the report be noted;**
- (2) That the recommendation not to proceed with the implementation of any waiting restrictions on Hamilton Road as a part of the review programme, as set out in paragraph 4.7 of the report, be agreed;**
- (3) That the proposals shown in Appendix 1, attached to the report, be considered as part of the East Reading Area Study;**
- (4) That the Head of Legal and Democratic Services be authorised to seal the Traffic Regulation Order for the 2017A Waiting Restriction Review programme and no public inquiry be held into the proposals;**
- (5) That the objectors be informed of the decision of the Sub-Committee accordingly, following publication of the meeting minutes.**

(In accordance with Standing Order 38, Councillor White requested that his vote against the resolution be recorded)

**45. RESIDENT PERMIT PARKING - INFORMAL CONSULTATIONS**

The Director of Environment and Neighbourhood Services submitted a report setting out recommendations for a standardized 'document pack' for informal consultations in areas where the Council received requests for resident prioritized parking and that officers conduct informal consultations over the winter, in the remaining top five prioritized areas. The recommended informal consultation document pack was attached to the report at Appendix 1, the area plans for the recommended schemes for informal consultation were attached at Appendix 2 and the list of outstanding schemes were attached to the report at Appendix 3.

Informal Consultation Documents - The first stage in the potential development of a Resident Permit Parking (RPP) scheme was for the Council to conduct an informal consultation with residents and occupiers of properties within each area. This had traditionally been a relatively resource intensive undertaking where largely bespoke consultation documents were created and distributed. With increasing interest in RPP schemes across the Borough there was a need to reduce the resource requirements, provide consistent information and obtain consistent survey results. The report was therefore recommending the adoption of a generic information consultation pack that would provide information about the Council's revised RPP scheme, information about the types of restrictions that could be applied, a survey and details about the next stages in potential scheme developments. The information made it clear to residents that RPP schemes were area schemes. Each pack of documents would include a map to show the consultation area and private streets would be highlighted within this area. Should resources allow within the required delivery timescales officers would survey the road widths within the area and highlight those streets that would be too narrow for the installation of marked parking bays on both sides of the road. The report proposed



encouraging residents to complete their surveys on the Council's website, which would speed up the analysis of responses. The results of the surveys would allow the Council to analyse whether residents considered there to be parking issues in their street, whether they felt that an RPP scheme would help in resolving the issues, what their preferred restrictions would be and the number of resident/occupier vehicles currently parked in the street. The report recommended that any alteration to the standard documents was limited, with only very minor scheme specific alterations made if necessary, and that the survey was not altered scheme by scheme to ensure consistent results across consultation areas. To make efficient use of the Council's designing team the report also recommended that officers did not carry out any potential scheme design work prior to the informal consultation having been conducted, as the results of the survey could render much of this work unnecessary.

Informal Consultations - The Warwick Road and Cintra Avenue scheme had been implemented in September 2017 and the East Reading Study Steering Group had met in early October 2017. The Group had agreed on an action to ask the Sub-Committee for agreement to conduct an informal RPP consultation in the study area and if agreed it was intended that the consultation was conducted before the next Steering Group meeting in February 2018 and the results submitted to the Sub-Committee meeting on 8 March 2018. There was currently an RPP informal consultation being carried out in Battle Ward, Little Johns Lane area, which was now the priority 1 scheme on the list. This consultation would close in early November 2017 and the intention was to submit a report to the Sub-Committee meeting on 11 January 2018. At the last meeting (Minute 27 refers) it had been agreed that the Lower Caversham scheme should be extended to include requests in the Send Road area and on a section of Gosbrook Road. The report stated that it would also be prudent to include the separately itemised request for St Stephens Close in any informal consultation for RPP in lower Caversham. The report also proposed that informal RPP consultations were conducted for the Lower Caversham area, including St Stephens Close, Harrow Court and East Reading Area schemes. Officers would aim to carry out these consultations over the winter 2017/18 and submit a report setting out the results to the meeting on 8 March 2018. It was also proposed that each informal consultation remained open for a period of three weeks and the two weeks festive period would be avoided.

New and Outstanding Schemes - The list of the new and outstanding RPP schemes/requests was appended to the report for information.

**Resolved -**

- (1) That the report be noted;**
- (2) That the informal consultation pack, survey and methodology, as set out in paragraphs 4.4 - 4.9 of the report, be adopted as the Council's standard for Highway, on-street, Resident Permit Parking informal consultations;**
- (3) That Officers conduct informal consultations for Resident Permit Parking in the Lower Caversham, St Stephens Close, Harrow Court and East Reading Areas schemes, as set out in paragraphs 4.15 to 4.17 of the report;**
- (4) That the results of the informal consultations be reported to a future meeting of the Sub-Committee, intended to be March 2018.**

**46. HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD - ROAD SAFETY UPDATE REPORT**

Further to Minute 10 of the meeting held on 14 June 2017, the Director of Environment and Neighbourhood Services submitted a report asking the Sub-Committee to support the proposal to introduce priority junction markings (Give Way) on the Albert Road approach to the junction.

The report explained that a meeting had been held on 18 September 2017 between officers, representatives of the Highmoor-Albert Road Campaign (HARC) and the Caversham and District Residents Association (CADRA) where it had been concluded that the introduction of priority junction, Give Ways, to both Albert Road Approaches was worth pursuing. To introduce priority junctions on Albert Road, in addition to the current requirement to STOP on Highmoor Road, should further reduce the potential for vehicle conflict. The most recent edition of the Traffic Signs Regulations and General Directions (TSRGD) 2016 encouraged more local highway authority discretion than previously. Therefore the addition of priority junctions on both Albert Road approaches was entirely at the discretion of the Council as local highway authority. The introduction of 'Give Ways' required changes to road markings and vertical road signs; vertical road signs required illumination. Officers would consider the position of existing street furniture and electric supplies so not to compromise sight lines further at the junction.

The report also explained that whilst the use of discretionary road marking was delegated to officers, due to the recent casualty history at the junction the report was asking for the introduction of priority junctions on both Albert Road approaches to be endorsed. The expected cost of this change, subject to detailed design, had been estimated to be in the region of £4k and the existing traffic management and road safety budget would be used to carry out this change.

At the invitation of the Chair, Mike Johnson addressed the Sub-Committee on behalf of HARC.

**Resolved -**

- (1) That the report be noted;**
- (2) That in addition to the changes already agreed at the June 2017 meeting of the Sub-Committee, the proposal to introduce priority junctions (Give Ways) to both Albert Road approaches at the junction be supported.**

**47. CAVERSHAM CENTRE - ACHIEVING THE VISION**

The Director of Environment and Neighbourhood Services submitted a report reminding the Sub-Committee of the collective views of CADRA, CTA and over 100 people that had attended a meeting on 12 November 2013 and starting the process to deliver transport improvements, now possible with developer funding, to Caversham Centre. A copy of the 'Achieving The Vision' document that had been produced by CADRA and CTA was attached to the report at Appendix 1.

The report explained that the redevelopment was being carried out in phases and consequently Section 106 monies would become available as the precinct improvements were carried out. As the transport proposals were developed they would be presented to future meetings alongside the Section 106 funding available.

Resolved - That the report be noted.

**48. RELOCATION OF PEDESTRIAN CROSSING ON A33 NEAR TO IMPERIAL WAY ROUNDABOUT**

The Director of Environment and Neighbourhood Services submitted a report that sought approval from the Sub-Committee to carry out the statutory notice procedure on a proposal to relocate the A33 pedestrian crossing, that was currently situated mid-point between Imperial Way and South Oak Way roundabouts, closer to Imperial Way.

The report explained that as part of the Mass Rapid Transport (MRT) works that were currently being constructed on the A33 there was a temporary pedestrian crossing just north of the Imperial Way roundabout. This temporary pedestrian crossing had been provided whilst the permanent crossing at the mid-point between the Imperial Way roundabout and South Oak Way roundabout was out of use. This temporary crossing had proved to be a real benefit to many more users than the permanent crossing and catered in particular for people walking to and from the Tesco distribution centre. The relocated crossing would be subject to a detailed design and road safety audit but as part of the process there was a need to serve notice in accordance with Section 23 of the Road Traffic Act 1984. Progress about the proposal would be submitted to future meetings as part of the Major Schemes Report.

Resolved -

- (1) That the report be noted;
- (2) That the Head of Legal and Democratic Services be authorised to carry out the statutory notice procedures of the intention to relocate the pedestrian crossing on the A33 closer to the Imperial Road roundabout in accordance with Section 23 of the Road Traffic Regulation Act 1984.

**49. HIGHWAY MAINTENANCE - POTHOLE REPAIR PLAN 2017/2018**

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the £97,000 share from the £70 Million Pothole Action Fund in 2017/18 which had been made available to Reading Borough Council for pothole repairs in the current Financial Year, following the announcement in the Government's Autumn Statement 2015, and seeking approval for a Pothole Repair Plan to deliver improvements to the condition of roads within the Borough.

The report stated that the Council had welcomed the £97k share from the Pothole Action Fund and, as in previous years, it had been proposed that a Pothole Repair Plan be set up. This would enable potholes of a lesser depth than the Council's normal investigatory criteria to be repaired, which would help to extend the life of roads until such time that they required a more comprehensive maintenance treatment. The Council's standard investigatory depth for carriageway defects was 50mm and the Pothole Repair Plan would enable the Council to repair defects of a minimum depth of 30mm. For roads that did not meet the Council investigatory criteria a proprietary pothole repair material had been trialled on roads such as Whiteknights Road and Southcote Lane enabling potholes in the region of 20 to 30mm to be repaired. The current Financial Year's Pothole Repair Plan would, for the first time, be expanded to include such 'reduced depth' repairs. Potholes for inclusion in the Plan would be identified by Neighbourhood Officers through the cyclical

statutory highway inspections or following ad hoc reports/complaints that had been received by the Council. Roads which only received a cyclical highway inspection every 18 months, or those roads which were not due another formal inspection before the end of the current Financial Year, would be inspected for potholes at some point before March 2018 by the Neighbourhood Officers. This was to ensure that, in the interests of fairness, all roads received an inspection under the Plan and for appropriate repairs to be carried out.

This Pothole Repair Plan would operate concurrently with the statutory highway inspection regime, as was the case with previous Plans, and the delivery of the Plan would be carried out using existing Highway Operative resources and plant/equipment. The Plan would start immediately in November 2017 and would continue through to the end of the Financial Year, 31 March 2018. With the Plan starting in November 2018 it would specifically target the winter season which, typically, was the time of year when potholes were more prone to develop due to the effect of precipitation which was combined with cold/freezing temperatures on the road structure. An update on the Plan would be included in the 'Highway Maintenance Update and Programme 2018/2019' report, which would be submitted to the Sub-Committee meeting on 8 March 2018.

**Resolved -**

- (1) That the £97,000 share from the £70 Million Pothole Action Fund in 2017/18 allocated to the Council for pothole repairs this Financial Year following the announcement in the Government's Autumn Statement 2015 be noted;
- (2) That the Pothole Repair Plan proposal outlined in Section 4 of the report be approved.

**50. 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 - Highway Works**

The report explained that Network Rail had appointed a contractor to deliver the scheme and enabling works had commenced on-site, with a scheduled completion date of summer 2018, prior to the Reading Festival. Officers had been in discussion with Network Rail regarding traffic management requirements for the scheme, including demolition of the old railway bridge, with the objective of minimising disruption to the travelling public for the duration of the works. The majority of works would be carried out with temporary traffic signals, with a planned closure of the road between 3 November 2017 at 8.00am to 6 November 2017 at 5.00am. Following completion of the Network Rail scheme, the Council intended to deliver a series of complimentary public transport, walking and cycling enhancements on the Oxford Road corridor.

**Thames Valley Berkshire Growth Deal Schemes**

### South Reading Mass Rapid Transit

Construction works for Phase 1B and 2 of the scheme had commenced on-site in April 2017, this had involved the creation of outbound bus lanes between the junctions with Lindisfarne Way and Imperial Way, linking to the Phase 1A scheme. Off-peak lane closures would be required to facilitate construction works which were scheduled to be completed in November 2017. The scheme was progressing well with the first new section of southbound bus lane between Kennet Island and the Bennet Road gyratory having recently been opened. Phases 3 and 4 of the scheme, between Rose Kiln Lane and Longwater Avenue and sections within the Town Centre had been granted programme entry status by the Berkshire Local Transport Body (BLTB) in March 2017 and the full business case was due to be submitted to the BLTB in November 2017 to seek financial approval for the scheme, subject to approval at the November 2017 BLTB meeting. Works were due to commence on site in early 2018.

### Green Park Station

Design work for the station was being progressed in partnership with Network Rail and Great Western Railway (GWR) to ensure the station complied with the latest railway standards. Design work for the multi modal interchange and surface level care park was being progressed in parallel with the station design work. The funding package for the scheme included £9.15m from the Local Growth Fund, £4.6m from private developer Section 106 contributions and £2.3m from the New Stations Fund 2, which had been announced by the DfT in July 2017. The additional funding would enable enhanced passenger facilities to be provided at the station to help cater for the significant level of proposed development in the surrounding area. The concept designs for the station were being produced by Network Rail with a revised completion date of December 2017. The Council was in the process of appointing Balfour Beatty to carry out the detailed design and construction of the station, following approval of this approach by Policy Committee on 25 September 2017 (Minute 31 refers). An indicative programme for delivery of the station by summer 2019 had been agreed with the DfT, Network Rail and GWR, that had been based on the requirement for the station to be included within the specification for the Great Western Franchise. The programme had been revised due to delays in the design work to date which was being carried out by Network Rail and the change in scope of the project was due to the recently announced additional funding from the New Stations Fund.

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

The planning application had been submitted in July 2017 and further public exhibitions had taken place to raise awareness of the scheme. The planning application was currently being considered by both the Reading and Wokingham Borough Councils planning authorities. Preparation of the full scheme business case for the MRT scheme was being progressed and the assessment was anticipated to be submitted to the BLTB in November 2017 to seek full financial approval for the MRT scheme, subject to the outcome of the independent assessment of the business case by the LEP and their assessors.

### National Cycle Network Route 422

The first phase of the works had been completed in July 2017 and signage was currently being reviewed with the objective of improving clarity where required, for instance at the bus stop on Bath Road near to Berkeley Avenue and the bridges over the railway. Phase 2,

from Bath Road/Berkeley Avenue through the town centre to east Reading, had been granted scheme and spend approval by Policy Committee on 25 September 2017 (Minute 33 refers). The scheme included on and off carriageway improvements, including the proposed installation of a zebra crossing on Yield Hall Lane with parallel cycle facilities, which would also be added to the existing zebra crossing on London Street. The additional zebra crossing and parallel cycle facilities would help pedestrians and cyclists travelling between Kennet Side and the Oracle Shopping Centre. The improvements, which were due to commence on site in November 2017, had been developed in consultation with local interest groups. A plan showing the proposals for Yield Hall Place, including the zebra crossing was attached to the report at Appendix A.

### Unfunded Schemes

#### Reading West Station Upgrade

The report explained that the bid to the Local Growth Fund to support Phase 2 of the scheme had not been successful and therefore the Council would continue to explore other potential funding sources alongside Network Rail and GWR.

#### Third Thames Bridge

The report explained that a group had been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council and in partnership with Reading Borough Council, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP. Preparation of the Outline Strategic Business Case for the scheme had been completed and had been discussed at a Summit meeting that had been called by the MP for Reading East in September 2017. The business case showed that there was a strong case for a two lane traffic bridge in this location and the Cross Thames Travel Group was currently exploring options to fund the next stage of scheme development work. The business case documentation for the scheme had been made available on the Wokingham Borough Council website.

#### **Resolved -**

- (1) That the report be noted;**
- (2) That the Head of Legal and Democratic Services be authorised to carry out the statutory Notice procedures for the intention to establish a new zebra crossing and make alterations to an existing zebra crossing as part of the NCN 422 scheme as illustrated in Appendix A, attached to the report, in accordance with Section 23 of the Road Traffic Regulation Act 1984.**

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

#### **51. CYCLE FORUM NOTES**

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee on the discussions and actions from the Cycle Forum held in October 2017

**Resolved - That the notes from the Cycle Forum held on 25 October 2017 be received.**

**52. LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN**

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the outcome of an expression of interest that had been submitted to the Department for Transport for technical support to develop a long term strategy for cycling and walking.

The report stated that it was intended to complement the existing Local Transport Plan 2011 - 2026 (LTP3) sub-strategies through the development of a Local Cycling and Walking Infrastructure Plan, following the launch of the Government's Cycling and Walking Investment Strategy. The Plan would set out the Council's long-term vision for cycling and walking to encourage more people to consider travelling by these modes for local journeys, or as part of longer journeys, and work towards the Strategy's ambition of delivering Better Safety, Better Mobility and Better Streets. The core deliverables of the Plan would consist of the development of a network plan that would identify preferred routes linking communities with local destinations and a prioritised programme of improvements for future investment. These would be supported further by a report that would set out the approach and analysis that had been carried out.

The preparation of a Local Cycling and Walking Infrastructure Plan was non-mandatory. However, the Strategy stated that Local Authorities who had a plan would be "better placed to make the case for future investment". In order to encourage Local Authorities to develop a Local Cycling and Walking Infrastructure Plan, the DfT had announced the opportunity for Local Authorities to apply for technical assistance through an expression of interest process. A joint proposal to develop a Plan for the Reading urban area had subsequently been submitted to the DfT, in partnership with Wokingham and West Berkshire Councils and supported by Thames Valley LEP. The DfT had recently confirmed that the proposal had been granted technical support for up to 30 days, the maximum based on the population of the Borough. The DfT were now in the process of appointing a consultant to provide technical assistance to authorities who were able to demonstrate a clear strategic vision of working towards the delivery of the Local Cycling and Walking Infrastructure Plan objectives. The overall development of the Plan would be led by the Council using existing resources and would be supported by officers at Wokingham and West Berkshire, with whom officers in Reading were already working closely in the development of the new National Cycle Network route, NCN 422. In addition, the Department had also appointed the Active Travel Consortium led by Sustrans in partnership with Cycling UK and Living Streets, to provide further support in developing the strategic, economic and policy case. Inception meetings with the consultant and Sustrans were expected to take place in autumn 2017 and further updates on the development of the Plan would be submitted to future meetings.

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

**53. 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 54 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.**

**54. 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, with regard to application 1.2 a third discretionary permit be issued, personal to the applicants and charged at the third permit fee;**
- (2) That, with regard to application 1.5 a discretionary permit be issued, personal to the applicants and charged at the second permit fee;**
- (3) That application 1.3 be approved subject to the necessary documentation and conditions being met, as set out in the report, the permit is personal to the applicant and charged at the third permit fee;**
- (4) That the Director of Environment and Neighbourhood Services' decision to refuse applications 1.4, 1.6 and 1.7 be upheld;**
- (5) That with regard to applications 1.0 and 1.1 the decision to refuse discretionary parking permits be confirmed;**
- (6) That, with regard to application 1.8 temporary permits be issued for a maximum period of six months and charged at the temporary permit rate.**

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

(The meeting started at 6.30 pm and finished at 9.28pm).



## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	11 JANUARY 2018	<b>AGENDA ITEM:</b>	6
<b>TITLE:</b>	PEDESTRIAN CROSSING PETITIONS UPDATE		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORTATION & STREETCARE	<b>WARDS:</b>	CAVERSHAM, THAMES, TILEHURST
<b>LEAD OFFICER:</b>	KATE DRIVER	<b>TEL:</b>	0118 937 3923
<b>JOB TITLE:</b>	NETWORK MANAGEMENT TECHNICIAN	<b>E-MAIL:</b>	<a href="mailto:KATHERINE.DRIVER@READING.GOV.UK">KATHERINE.DRIVER@READING.GOV.UK</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 To report to the Sub-Committee an initial response to the petitions received asking the Council for improved pedestrian crossing facilities at the following locations:
- Junction of Bridge Street, Church Street and Church Road;
  - Junction of Peppard Road, Prospect Street, Henley Road and Westfield Road; and
  - Moorlands Primary School (Church End Lane).

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the requests for improved pedestrian crossing facilities be added to the 'Requests for Traffic Management Measures' report.
- 2.3 That the lead petitioners be informed accordingly.

#### 3. POLICY CONTEXT

- 3.1 The provision of pedestrian crossings is specified within existing Traffic Management Policies and Standards.

#### 4. BACKGROUND AND RECOMMENDATIONS

##### Bridge Street/Church Road/Church Street and Peppard Road/Prospect Street/Westfield Road/Henley Road petitions

- 4.1 Officers understand the perceived safety concerns at these junctions and have a statutory duty placed upon us, as the highway authority, to improve road safety through the reduction of casualties. We do this by analysing casualty data supplied to us by Thames Valley Police. An incident was recorded involving a pedestrian on 17<sup>th</sup> June 2016 on Church Road, with a number of causation factors reportedly contributing to the incident. This is the only casualty report at these junctions within the latest 3 year period of data that we hold, which suggests that these junctions have a very good Highway safety record.
- 4.2 These are very traffic-sensitive junctions, with the meeting of some major streets and one-of-two river crossings (Bridge Street/Church Road). The addition of an 'all-red-to-traffic' pedestrian phase to the junctions will have a significant impact on traffic flow. The recent Thames Water works on Church Street, requiring an additional traffic signal phase (from the current 2-phase junction to a temporary 3-phase junction) demonstrated the traffic sensitivity of this particular junction, with widespread congestion being experienced.
- 4.3 Any proposals will have to be traffic-modelled, so that the likely impact can be assessed and considered. This will require external resource to be employed. Funding will need to be identified for the investigation and modelling, as well as any implementation of the proposals. It is recommended that these requests be added to the regular 'Requests for Traffic Management Measures' report for unfunded schemes.

##### Moorlands School, Church End Lane petition

- 4.4 Potential investment in Moorlands Primary School could make funding available for the instillation of facilities to assist pedestrians. Options can be considered once funding is identified.
- 4.5 Analysis of the Police-supplied casualty data suggests that Church End Lane has a very good Highway safety record, with no pedestrian related incidents recorded within the latest 3 year period of data.
- 4.6 It is recommended that this request be added to the regular 'Requests for Traffic Management Measures' report for unfunded schemes.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council's strategic aims, as set out below:

- Providing the infrastructure to support the economy.
- Keeping the town clean, safe, green and active.
- Remaining financially sustainable to deliver these service priorities.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 The lead petitioners will be informed on the findings of the Sub-Committee, following publication of the meeting minutes.

## **7. LEGAL IMPLICATIONS**

7.1 None arising from this report.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council will carry out an equality impact assessment scoping exercise prior to proposing the introduction of any changes to the Highway.

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

- 10.1 Petition for a Pedestrian Crossing at the junction of Bridge Street, Church Road and Church Street (Traffic Management Sub-Committee - November 2017).
- 10.2 Petition for a Pedestrian Crossing at the junction of Peppard Road/Prospect Street/Henley Road/Westfield Road (Traffic Management Sub-Committee - November 2017).
- 10.3 Other Petitions (Moorlands Primary School) (Traffic Management Sub-Committee - November 2017).

**READING BOROUGH COUNCIL  
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES**

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 JANUARY 2018</b>	<b>AGENDA ITEM:</b>	<b>7</b>
<b>TITLE:</b>	<b>BI-ANNUAL WAITING RESTRICTION REVIEW - 2017B STATUTORY CONSULTATION</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION AND STREETCARE</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICERS:</b>	<b>JEMMA THOMAS / PHOEBE CLUTSON</b>	<b>TEL:</b>	<b>0118 937 2101 / 0118 937 3962</b>
<b>JOB TITLES:</b>	<b>ASSISTANT ENGINEER / TECHNICIAN</b>	<b>E-MAIL:</b>	<a href="mailto:Jemma.Thomas@reading.gov.uk">Jemma.Thomas@reading.gov.uk</a> <a href="mailto:Phoebe.Clutson@reading.gov.uk">Phoebe.Clutson@reading.gov.uk</a>

**1. EXECUTIVE SUMMARY**

- 1.1 To seek approval to carry out statutory consultation and implementation, subject to no objections being received, on requests for/changes to waiting/parking restrictions.
- 1.2 Appendix 1 - Bi-Annual waiting restriction review programme list of streets and Officer recommendations.
- 1.3 Appendix 2 - Drawings to accompany the Officer recommendations in Appendix 1.

**2. RECOMMENDED ACTION**

- 2.1 That the Members of the Sub-Committee note the report.
- 2.2 That the Head of Legal and Democratic Services be authorised to carry out statutory consultations and advertise the proposals listed in Appendix 1 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.4 That any objections received following the statutory advertisement be reported to a future meeting of the Sub-Committee.

**2.5 That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.**

**2.6 That no public enquiry be held into the proposals.**

### **3. POLICY CONTEXT**

3.1 The provision of waiting/parking restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

### **4. THE PROPOSAL**

4.1 The council regularly receives correspondence from the public, councillors and organisations that have a desire for the Council to consider new or amend existing waiting restrictions. Requests are reviewed on a 6 monthly basis commencing in March and September of each year.

4.2 This review has typically involved the investigation and consultation on a number of individual requests. The purpose for carrying out a bi-annual review is to ensure best value as the statutory processes involved are lengthy and expensive.

4.3 In accordance with the report to this Sub-Committee on 13<sup>th</sup> September 2017, consultation with Ward Councillors has been completed, and the resultant proposals where Councillors are happy to proceed with schemes to take forward to the statutory consultation process are listed in Appendix 1.

4.4 This report seeks the approval of the Sub-Committee to carry out the Statutory Consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

### **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council's strategic aims, as set out below:

- Providing the infrastructure to support the economy.
- Keeping the town clean, safe, green and active.
- Remaining financially sustainable to deliver these service priorities.

### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

### **7. LEGAL IMPLICATIONS**

7.1 Any proposals for waiting restrictions are advertised under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 as required.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 An Equality Impact scoping exercise will be conducted as part of the detailed scheme design, prior to recommending the implementation of any restrictions.

## **9. FINANCIAL IMPLICATIONS**

9.1 The works will be funded by existing Transport Budgets.

## **10. BACKGROUND PAPERS**

10.1 Waiting Restriction Review (Traffic Management Sub-Committee - September 2017).

APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2017B - OFFICER RECOMMENDATIONS

UPDATED: 15/12/2017

Ward	Street	Summary of Request	Officer recommendation
1. Abbey	Denbeigh Place	Request for single/double yellow lines to deter commuter parking.	Following consultation with ward Councillors we propose to install a 'floating' one-hour single yellow line to prevent long-term/commuter parking and some double yellow lines around the junction as shown in drawing WRR2017B/AB1.
2. Abbey	Watlington Street/South Street	Added to the programme in the Traffic Management Sub-Committee meeting in September 2017, following the decision to close South Street and The Grove at their junctions with Watlington Street. Need to review parking in both streets to ease vehicle turning.	In order to ease vehicle turning once the closures are installed, we recommend amending the permit bays as shown in drawing WRR2017B/AB2.
3. Abbey	Cardiff Road	Request to remove double yellow lines and replace with an extension to an existing permit bay in front of the garages. Resident states the garages are only 196cm wide and are therefore not suitable of being used to store a vehicle.	The properties with garages are currently able to apply for permits in the 03R zone. Installing bays across the garages would mean that anyone with a 03R permit could park there. This could potentially restrict access for the garage owners. For these reasons, we do not recommend that this be progressed in the waiting restriction review programme at this time.
4. Abbey	Princes Street	Request for doctor bays for the nearby surgery.	There is an area of off-street parking available for the surgery. The existing bays on Princes Street are a part of the 11R permit zone, which is at full capacity. As there is a high demand for resident parking we do not recommend that this be progressed in the waiting restriction review programme at this time.

Ward	Street	Summary of Request	Officer recommendation
5. Battle	Loverock Road 1	Requests for restrictions on Loverock Road (south side) from its junction with Little John's Lane to prevent obstructive and long term parking.	We recommend installing double yellow lines as seen in drawing WRR2017B/BA1.
6. Battle	Battle Square	Request for double yellow lines near the western park exit to improve safety. Children often run into the road and there is very little visibility.	We recommend installing double yellow lines as seen in drawing WRR2017B/BA2.
7. Battle	Deepdene Close	The close has minimal resident parking which means on-street parking is being abused with cars being left for weeks on end. Request for additional residents parking bays.	We recommend installing a permit holder only bay, a single yellow line and some double yellow lines as seen in drawing WRR2017B/BA3. This would allow some additional resident only parking whilst preventing long term parking in the rest of the close. We do not propose changing the existing shared use bay so there will still be parking available for visitors.
8. Battle	Loverock Road 2	Request for yellow lines adjacent to the vehicle access for 26 Portman Road from Loverock Road. Parked vehicles make it difficult to enter and exit the site. The vehicles also mount the kerb and are a danger to pedestrians.	We recommend installing double yellow lines as seen in drawing WRR2017B/BA4.
9. Battle	Connaught Road	Residents have stated that a nearby shop is advertising free 2 hour parking and people are going to Reading town centre and leaving there cars in this road. Concerns that emergency vehicles would struggle to get through this road. It can take 40 mins to find a space. Residents have suggested that the shared use bays be changed to permit holders	Connaught Road and its adjacent streets have shared use permit parking with 2 hours free parking between 8am and 8pm. The 07R zone is not at full capacity. Officers have visited the road at different times of the day and have found a number of spaces available. We will continue to enforce the restriction to minimise the perceived level of



Ward	Street	Summary of Request	Officer recommendation
		only or to change Connaught Road into a one way street.	abuse and do not recommend this be progressed in the waiting restriction review programme.

Ward	Street	Summary of Request	Officer recommendation
10. Caversham	Amersham Road	Requests for yellow lines to deter all day parking, on the corner of Managua Close, Amersham Road and near the Children's Centre. Parking causes problems for buses and general health and safety.	At the time of writing this report, Officers have not received any feedback from Ward Councillors. At this time it is, therefore, recommended that no further action be taken.

Ward	Street	Summary of Request	Officer recommendation
11. Church	Linden Road	Concern that vehicles are parking too close to the junction with Beech Road, causing visibility issues.	We recommend installing double yellow lines as seen in drawing WRR2017B/CH1.
12. Church	Northcourt Avenue	Request for double yellow lines around the Ennerdale Road/Northcourt Avenue junction to improve visibility.	Officers have met with a ward Councillor on site, who has explained the parking issues experienced by residents of Northcourt Avenue and mentioned that there isn't a demand for a resident permit scheme. We recommend installing a number of restrictions including a 'floating' one hour single yellow line, a 2hr limited waiting bay and a short length of double yellow lines as shown in drawing WRR2017B/CH2.  Following consultations with ward Councillors, officers also recommend installing single yellow line restrictions on Ennerdale Road and Wellington Avenue as seen in drawings WRR2016B/CH3 and WRR2016B/CH4.
13. Church	Barnsdale Road	Request for parking restrictions (SYL/DYL) opposite driveway as it is difficult to leave their drive when cars park opposite.	There are no restrictions on this road and many residents have driveways. Double yellow lines are not normally used to protect driveway access and we would recommend residents apply for access protection markings to ensure they have enough space to turn out of their drives. We therefore do not recommend that this be progressed in the waiting restriction review programme at this time.

Ward	Street	Summary of Request	Officer recommendation
14. Katesgrove	Waterloo Rise	Request for double yellow lines at turning point in Waterloo Rise as parked cars are causing congestion.	We recommend installing double yellow lines as seen in drawing WRR2017B/KA1.
15. Katesgrove	Canterbury Road	Request for waiting restriction to be extended on the park side.	When officers visited the site there were vehicles parked on the south side but there was nothing to indicate that this could cause an issue as the north side is protected by a single yellow line (Monday-Saturday 8am-6.30pm). We therefore do not recommend that this be progressed in the waiting restriction review programme at this time.

Ward	Street	Summary of Request	Officer recommendation
16. Kentwood	Elsley Road	Vehicles regularly being abandoned at weekends, request for the single yellow lines to be converted to double yellow lines.	The road currently has a single yellow line restriction in place which applies Monday to Friday between 7am-3pm. This prevents commuter and long term parking whilst allowing overnight and weekend parking.

Ward	Street	Summary of Request	Officer recommendation
			Changes were proposed in 2010 but a number of objections were received and many residents preferred the existing restriction. Only one resident has contacted us recently to ask for changes. For these reasons, officers do not recommend that this be progressed in the waiting restriction review programme unless residents can provide evidence of widespread support for increasing the restriction.
17. Kentwood	Overdown Road	Request for the single yellow line to be extended on the southern side, as resident has difficulty getting into their driveway due to vehicles parked on the opposite side of the road.	Officers have received requests from more than one resident to install additional restrictions in this road; however, this was previously consulted on as part of the waiting restriction review programme 2016A. The results of the consultation were reported to the Sub-Committee in September 2016. Only objections were reported and a decision was made not to implement the single yellow line. We therefore do not recommend that this be progressed in the waiting restriction review programme at this time.

Ward	Street	Summary of Request	Officer recommendation
18. Minster	Laud Close	Cars and vans parking close to the junction with Rose Kiln Lane, often causing vehicles to reverse back onto Rose Kiln Lane to allow vehicles to exit Laud Close. Request for double yellow lines to increase safety and visibility.	We recommend installing double yellow lines as seen in drawing WRR2017B/MI1.
19. Minster	Parkhouse Lane	Vehicles parking on both sides of the junction with Southcote Road, often causing an obstruction and access issues to Parkhouse Lane. Concern that emergency services would struggle accessing the road. Request for double yellow lines down one side of the road to prevent parking on both sides.	We recommend installing double yellow lines as seen in drawing WRR2017B/MI2.
20. Minster	Upavon Drive	Concern that vehicles are parking too close to the end of the road. Request for double yellow lines to be put at the end of the road to improve accessibility into Upavon Drive.	We recommend installing double yellow lines as seen in drawing WRR2017B/MI3.
21. Minster	Tyberton Place	Request for double yellow lines near the junction with St Saviour's Road. Concern that vehicles are parking too close to their driveway, causing accessibility issues.	We recommend installing double yellow lines as seen in drawing WRR2017B/MI4.

Ward	Street	Summary of Request	Officer recommendation
22. Norcot	Shilling Close / Honey End Lane	People are working at the hospital park on Honey End Lane and it makes it impossible to negotiate that section of the road. Cars also park around the entrance of the close and block wheelchair let downs and it can be difficult for elderly residents to cross the road. Emergency vehicles may not be able to get through. Request to make both roads no parking areas.	Officers have visited the site and requested that existing restriction markings are refreshed. Vehicles regularly park on the south side of Honey End Lane but removing this parking could increase the amount of parking in Shilling Close. We recommend extending the existing double yellow lines as seen in drawing WRR2017B/NO1.
23. Norcot	Pegs Green Close	A number of residents from the Close are concerned that people are parking inappropriately and blocking their driveways. Request for double yellow lines around the bell-mouth.	Officers have met ward councillors and residents on site. We have designed a proposal based on resident's concerns about parking in the close; however, in our last meeting some residents did not feel restrictions were necessary. We therefore do not recommend that this be progressed in the waiting restriction review programme at this

Ward	Street	Summary of Request	Officer recommendation
			time.
24. Norcot	Craig Ave / Strathy Close	Request for the double yellow lines that have recently been installed on Moriston Close/Craig Avenue junction on the northern side to be extended to the existing double yellow lines near the junction with Osbourne Road. Concern that this section of the road is very narrow, and cars parked here often force motorists to drive on the opposite side of the road. Concern regarding access for emergency services.	Ward Councillors have raised concerns about the displacement of vehicles that would be caused by installing additional double yellow lines in this area. We therefore do not recommend that this be progressed in the waiting restriction review programme at this time.
25. Norcot	Usk Road	Parking on both sides of the road is leaving little space for traffic to manoeuvre through the road. Concern that when meeting an oncoming vehicle, there is no space to give way. Concern that emergency services would struggle to access the road if met with an oncoming vehicle. This issue is exacerbated during school pick up/drop off. Request for parking restrictions.	Ward Councillors have raised concerns about the loss of parking spaces that would be caused by extending the loading ban restriction on Usk Road. We therefore do not recommend that this be progressed in the waiting restriction review programme at this time.
26. Norcot	Craig Ave	Resident has concerns that their driveway gets obstructed by non-residents parking in the vicinity of her driveway. Request for additional permit bays to be installed in the western section of the road.	Residents of Craig Avenue can already apply for permits in the Z1 zone. Most of the road already has permit only bays or double yellow lines. We therefore recommend installing a new permit holder only bay as seen in drawing WRR2017B/NO5.
27. Norcot	Usk Road / Severn Way and Usk Road / Cockney Hill	Concern regarding lack of visibility when walking to/from school, caused by vehicles parking close to - and on - the junctions. Request for double yellow lines round the junction of Usk Road with Cockney Hill extending 10-15m. Request for double yellow lines round the junction of Usk Road with Severn Way extending 10-15m.	We recommend installing double yellow lines as seen in drawings WRR2017B/NO6 and WRR2017B/NO7.

Ward	Street	Summary of Request	Officer recommendation
28. Park	Cholmeley Road	Residents of Eastgate Court are concerned that refuse collection vehicles are struggling to gain access to their development due to inconsiderate parking. Request for double yellow lines along the side of the end property facing the road to tackle the issue.	Access to the Eastgate Court is protected by an access protection marking, and the land inside the close is privately owned so we would not be able to install any restrictions in this area. We therefore do not recommend that this be progressed in the waiting restriction review programme.

Ward	Street	Summary of Request	Officer recommendation
29. Peppard	Surley Row 1	Request for Double Yellow Lines outside property as there is a problem with people parking when dropping off and picking up Children from Highdown School, this is reducing the visibility.	We recommend installing double yellow lines as seen in drawing WRR2017B/PE1.
30. Peppard	Marshland Square	Cars are parking too close to the junction with Evesham Road, making it dangerous for vehicles wishing to turn in to Marshland Square. Concern for access for emergency services to the care home. Request for double yellow lines.	We recommend installing double yellow lines as seen in drawing WRR2017B/PE2.
31. Peppard	Horse Close	Request for double yellow lines from the junction with Peppard Road up to the driveways on each side of the road to prevent dangerous parking.	We recommend installing double yellow lines as seen in drawing WRR2017B/PE3.
32. Peppard	Grove Road	Request for waiting restrictions on Grove Road opposite the allotment gate (no. 45) to allow HGV access.	We recommend extending double yellow lines as seen in drawing WRR2017B/PE4.

Ward	Street	Summary of Request	Officer recommendation
33. Peppard	Osterley Drive	Request for double yellow lines at the junction with Kingsway, as coming out of Osterley Drive is a blind corner.	We recommend installing double yellow lines as seen in drawing WRR2017B/PE5.
34. Peppard	Kingsway	Request for double yellow lines at the junction with Caversham Park Road, as parking here is causing safety issues for residents and parents dropping off their children to the nearby school.	There are two junctions between Kingsway and Caversham Park Road. Officers have visited both junctions and have found no evidence of vehicles parking over the junctions. We therefore do not recommend that this be progressed in the waiting restriction review programme at this time.
35. Peppard	Knights Way	There are an increasing number of vehicles parked half on the road and half on the grass verge. The verge outside the house is becoming churned up and in other places, deep ruts are beginning to appear.	It is likely that residents are parking on the verges in Knights Way (rather than commuters). To restrict verge and footway parking we would need to install parking restrictions such as bays or a verge/footway parking ban. This would have a significant impact on residents and we have only received one request for changes to date. For these reasons, officers do not recommend that this be progressed in the waiting restriction review programme unless residents can provide evidence of widespread support for introducing parking restrictions.

Ward	Street	Summary of Request	Officer recommendation
36. Redlands	The Mount	Concern that despite being a restricted parking zone, vehicles are parking at the far end of the road that runs down the side of the progress theatre car park, to the rear of 83 The Mount where wheelie bins are stored and parking in front of the garages. Request for better signage or to mark out more bays to give residents a better opportunity to find a parking space, and to prevent non-residents from parking there.	Officers have visited the site and identified two areas where additional bays could be installed. We recommend installing these bays as seen in drawing WRR2017B/RE1.  Please note that the installation of the three bays in the garage area will depend on the suitability of the road for markings. This will need to be assessed. Any amendments to the road surface would need to be funded independently of the waiting restriction programme.
37. Redlands	Craven Road	Loading ban needed as blue badge holders are causing obstruction by parking near islands preventing buses from passing	Officers have also been informed of a request for additional taxi bays on this road. We recommend installing additional taxi bays and loading ban restrictions to protect the islands as seen in drawing WRR2017B/RE2.
38. Redlands	Alexandra Road	Request for double yellow lines at the Lydford Rd/Alexandra Rd junction due to visibility issues	We recommend installing double yellow lines as seen in drawing WRR2017B/RE3.
39. Redlands	Hexham Road / Bamburgh Close	Added to the programme in the Traffic Management Sub-Committee meeting in September 2017. Request for restrictions at the corner of Hexham to be extended along to the junction with Bamburgh Close and continuing south along Bamburgh Close to prevent parking on both sides of the road. A fire engine was delayed attending to a fire at the end of the cul-de-sac.	We recommend extending existing double yellow lines as seen in drawing WRR2017B/RE4.

Ward	Street	Summary of Request	Officer recommendation
40. Southcote	Inkpen Close	Request for double yellow lines around the junction with Ashampstead Road. Concern that vehicles parking too close to the junction are obstructing driver's view when leaving the Close.	We recommend installing double yellow lines as seen in drawing WRR2017B/SO1.

Ward	Street	Summary of Request	Officer recommendation
41. Southcote	Tilehurst Road	Issue with access and parking around the entrance to English Martyrs Church from the Tilehurst Road. Cars and vans parked on either side of the gates are causing severe obstruction and potential safety issue. Pulling out of the car park, cars cannot be seen from either direction. Vehicles also park on the pavement. Request for bollards or restrictions on parking to be put in place.	Officers have visited the site and observed a number of vehicles parked between the entrance to the church and Elm Park. Most vehicles do not obstruct the footway; however, there are a few larger vehicles which will force pedestrians into the road. Restrictions cannot target these vehicles alone so the best option is to install double yellow lines as seen in drawing 2017B/SO2.
42. Southcote	New Lane Hill	Request to remove the existing parking bay to the rear of the old Horncastle PH in order to create an access for their new site.	Officers have been informed that amendments are no longer required to the restrictions on this road. We therefore do not recommend that this be progressed in the waiting restriction review programme.
43. Southcote	Southcote Lane	Request for yellow lines to be installed near their property as cars park close to their drive making it hard to see other vehicles approaching.	Officers recommend that residents apply for access protection markings in order to allow safer egress from their drives. This area is also part of the West Reading Study so amendments to the speed limit should make access and egress easier for residents. For these reasons, we do not recommend that this be progressed in the waiting restriction review programme at this time.

Ward	Street	Summary of Request	Officer recommendation
44. Tilehurst	Routh Lane	Vehicles parking by the lockable bollards, obstructing any vehicular access should there be a need for the bollards to be unlocked. Refuse collection vehicles having issues turning in the road.	At the time of writing this report, Officers have not received any feedback from Ward Councillors. At this time it is, therefore, recommended that no further action be taken.
45. Tilehurst	Elvaston Way	Request for waiting restrictions at the junction with Savernake Close.	At the time of writing this report, Officers have not received any feedback from Ward Councillors. At this time it is, therefore, recommended that no further action be taken.
46. Tilehurst	Corwen Road	Request to extend the existing limited waiting bays from 30 minutes to 1 hour, to allow visitors to the clinic sufficient time to park while attending appointments.	At the time of writing this report, Officers have not received any feedback from Ward Councillors. At this time it is, therefore, recommended that no further action be taken.
47. Tilehurst	Thicket Road	Request for double yellow lanes at the junction with Bramble Crescent. Concern that vehicles are parking too close to the junction, as well as opposite the junction, which is causing safety issues and making it difficult for vehicles to manoeuvre in and out of the road. Also a concern for the access of emergency vehicles and larger vehicles.	At the time of writing this report, Officers have not received any feedback from Ward Councillors. At this time it is, therefore, recommended that no further action be taken.
48. Tilehurst	Felton Way	Request for the double yellow lines on the southern side to be extended from the junction down towards the section of the road outside no.12. When vehicles are parked here it makes it difficult for residents to exit out of their driveways as the road is very narrow.	At the time of writing this report, Officers have not received any feedback from Ward Councillors. At this time it is, therefore, recommended that no further action be taken.
49. Tilehurst	Westwood Road	Concern that vehicles are parking opposite their driveway, making it difficult for the resident to reverse into their driveway. Request for an extension of the yellow lines.	At the time of writing this report, Officers have not received any feedback from Ward Councillors. At this time it is, therefore, recommended that no further action be taken.

Ward	Street	Summary of Request	Officer recommendation
50. Whitley	Whitley Wood Lane	Request for double yellow lines to address visibility issues; by the entrance to 68a-c Whitley Wood Lane, on the curve to protect the bus stop and by the entrance to Woodside Court.	Officers recommend installing double yellow lines as shown in drawing WRR2017B/WH1.

Ward	Street	Summary of Request	Officer recommendation
51. Whitley	Meavy Gardens	Request for double yellow lines at the junction with Brixham Road, to increase visibility and to prevent vehicles from parking too close to the junction.	Officers recommend installing double yellow lines as shown in drawing WRR2017B/WH2.
52. Whitley	Island Road	Concern that lorries are parking on the unrestricted sections and causing issues for vehicles wishing to access the HWRC. Request for waiting restrictions to address the issue.	Officers recommend installing double yellow lines as shown in drawing WRR2017B/WH3.
53. Whitley	Whitley Wood Road	Vehicles parking inconsiderately and obstructing a resident's driveway and their neighbour's disabled bay. Vehicles are also parking close to the corners of the road causing visibility issues.	There is a section of road between a driveway and a disabled bay where vehicles may attempt to park. The resident could apply for an access protection marking in order to discourage motorists from parking in the small space. Double yellow lines are not typically used for driveway protection. We therefore do not recommend that this be progressed in the waiting restriction review programme at this time.
54. Whitley	Manor Farm Road	Concern that large lorries are parking on the section of the road between Gillette Way and Kennet Island, causing visibility issues and delays for bus services. Vehicles receiving PCNs are willing to accept being ticketed; a concern that a full time load ban is unlikely to solve the issue.	There are existing restrictions at this location and Civil Enforcement Officers do patrol the area. A number of PCNs have already been issued. Officers do not believe that additional restrictions will prevent HGVs from parking at this location. Officers could communicate with local businesses to discourage parking. We therefore do not recommend that this be progressed in the waiting restriction review programme.

Ward	Street	Summary of Request	Officer recommendation
55. Mapledurham / Thames	Sandcroft Rd/ Kidmore Road	Petition received March from Sandcroft Rd residents asking for closure of Sandcroft/Kidmore Rd junction due to visibility issues when entering and leaving the road. Officers were asked to investigate any restrictions which could help.	Officers recommend installing double yellow lines as shown in drawing WRR2017B/TH_MA1.

Ward	Street	Summary of Request	Officer recommendation
56. Peppard/Thames	Surley Row 2	Request for double yellow lines across the bollards near the junction with Sheep Walk as people are parking next to them, restricting access for wheelchair users.	Keep clear markings could be installed to discourage motorists from parking near these bollards. We therefore do not recommend that this be progressed in the waiting restriction review programme.

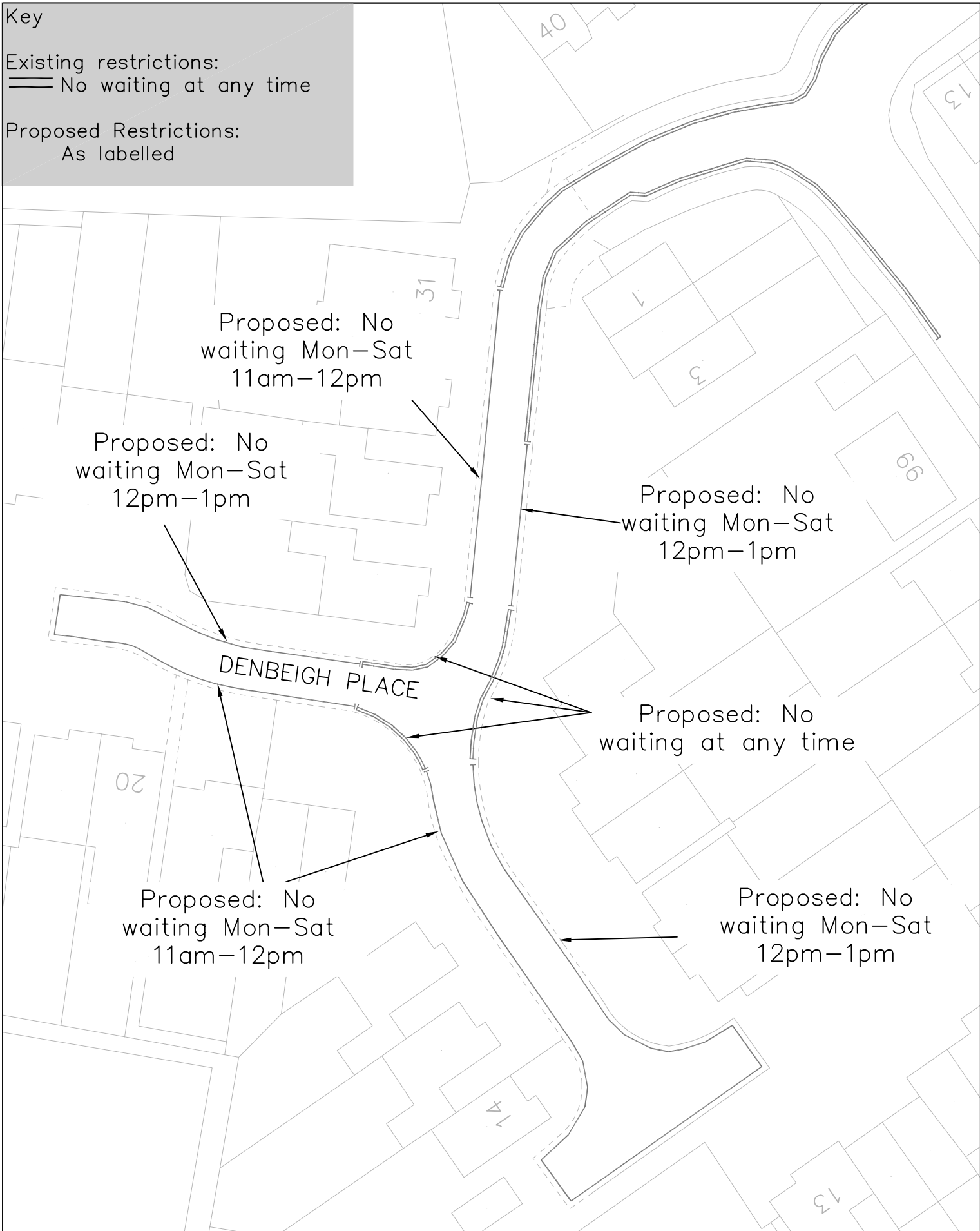
Key

Existing restrictions:

— No waiting at any time

Proposed Restrictions:

As labelled



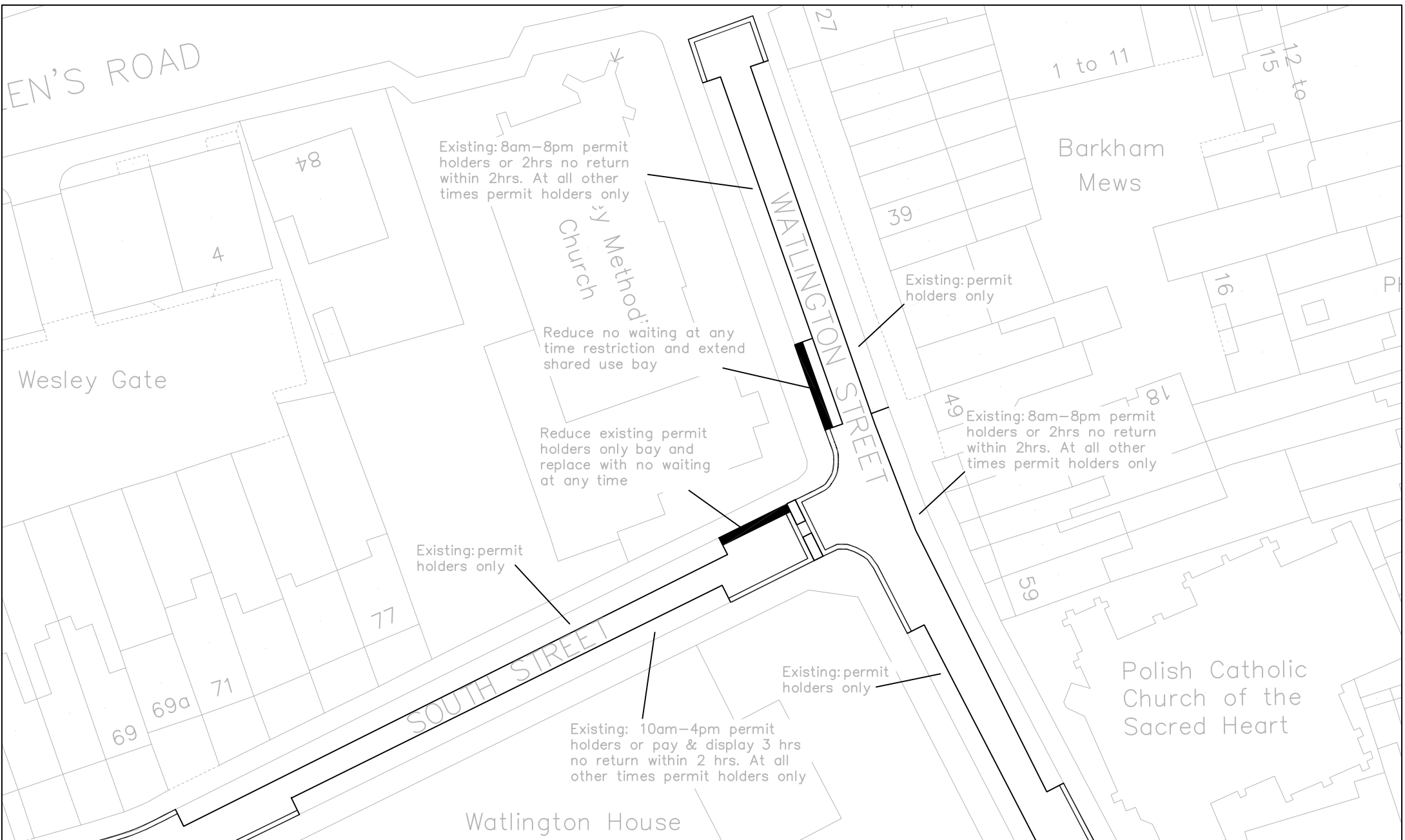
© Crown Copyright. All rights reserved. Reading Borough Council. Account No. 100019672. 2007



**Reading**  
Borough Council  
Working better with you

Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

project			WAITING RESTRICTION REVIEW 2017B		
drawing			DENBEIGH PLACE		
drawn	checked	approved			
JT	JC	JP			
scale	date	drawing no			
N.T.S	DEC 17	AB1_Denbeigh Place			



Crown copyright and database rights 2013 Ordnance Survey 100019672



Transportation & Streetcare Services  
 Civic Centre  
 Bridge Street  
 Reading  
 RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale NTS	Drawn JT
	Date NOV 17	Checked JC
Drawing AB2_Watlington St South St	Approved JP	
	Drawing No. WATLINGTON ST AND SOUTH ST	



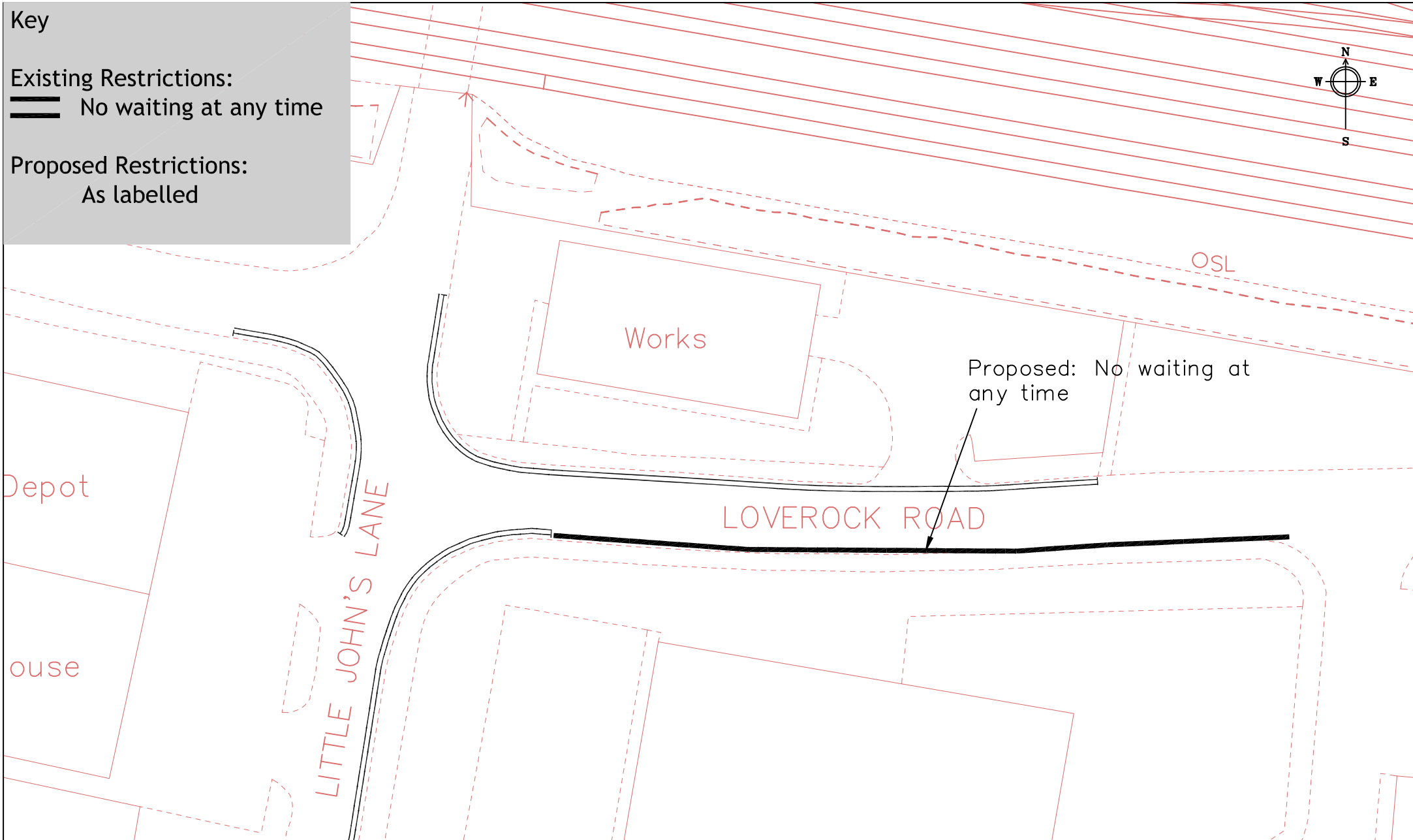
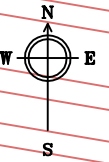
Key

Existing Restrictions:

 No waiting at any time

Proposed Restrictions:

As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale N.T.S	Drawn JT
	Date OCT 17	Checked JC Approved JP
Drawing LOVEROCK ROAD 1	Drawing No. BA1_Loverock Road	

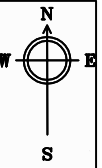
KEY

EXISTING RESTRICTIONS:

== No waiting at any time

PROPOSED RESTRICTIONS:

As labelled



PROPOSED NO  
WAITING AT ANY TIME

BATTLE SQUARE

Playground

Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transportation & Streetcare Services  
Bridge Street  
Civic Centre  
Reading  
RG1 2LU

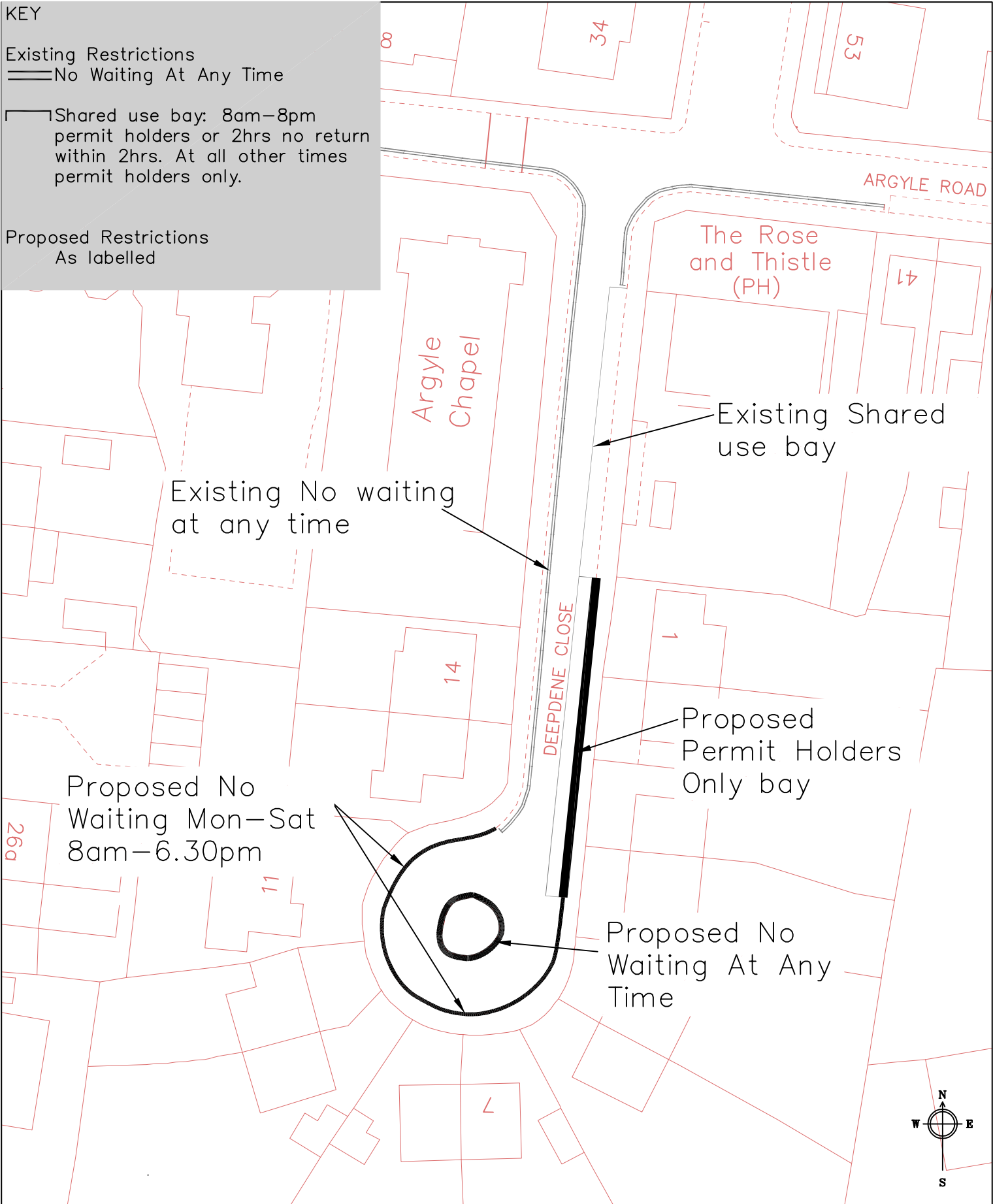
Project WAITING RESTRICTION REVIEW 2017B	Scale N.T.S	Drawn PC
	Date OCT 17	Checked JT Approved JP
Drawing BATTLE SQUARE - WEST SIDE	Drawing No. BA2_Battle Square	

**KEY**

Existing Restrictions  
 == No Waiting At Any Time

Shared use bay: 8am–8pm permit holders or 2hrs no return within 2hrs. At all other times permit holders only.

Proposed Restrictions  
 As labelled



© Crown Copyright. All rights reserved. Reading Borough Council. Account No. 100019672. 2007

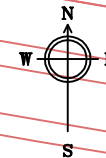


**Reading**  
 Borough Council  
 Working better with you  
 Transportation & Streetcare Services  
 Civic Centre  
 Bridge Street, Reading  
 RG1 2LU

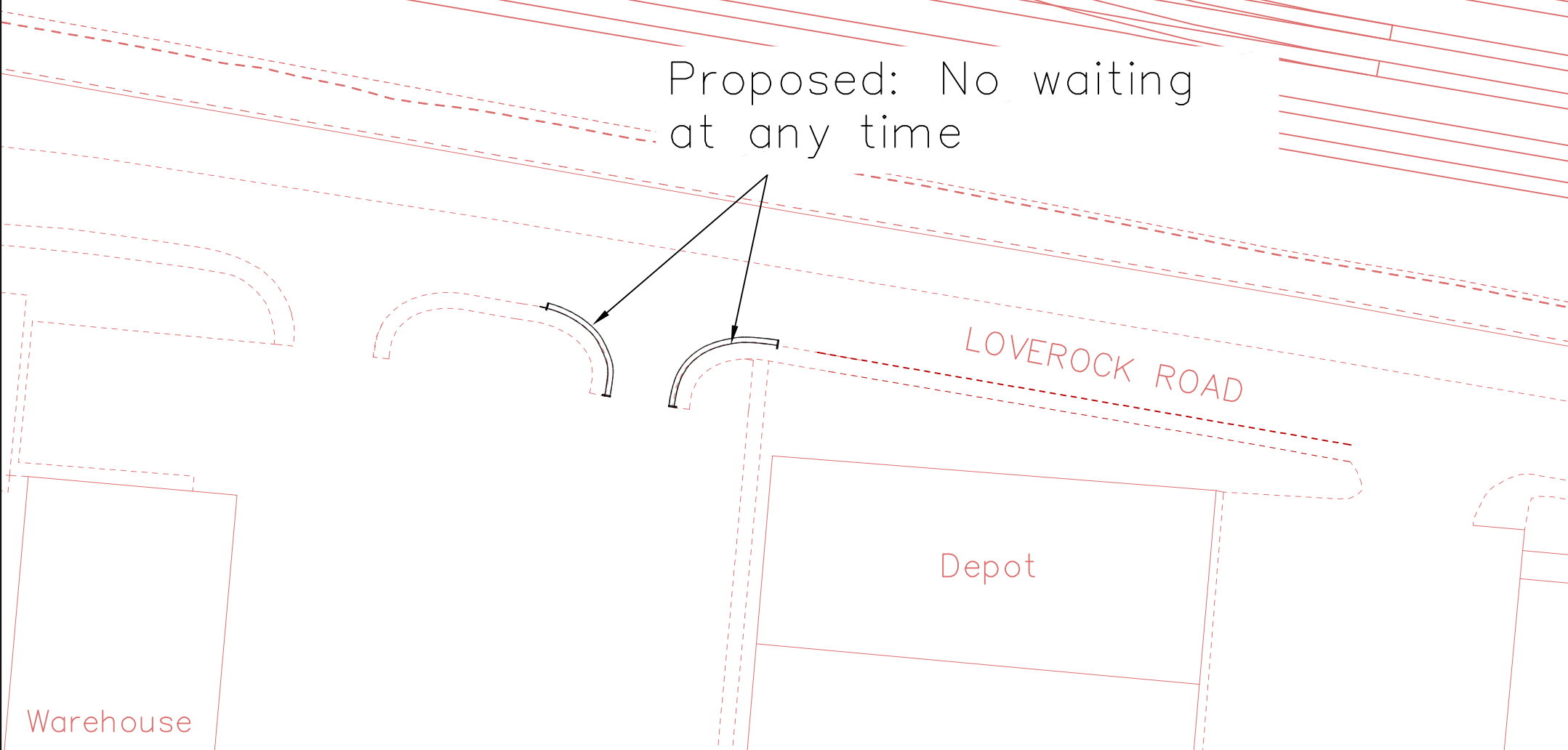
project			WAITING RESTRICTION REVIEW 2017B		
drawing			DEEPDENE CLOSE		
drawn	checked	approved			
JT	JC	JP			
scale	date	drawing no.			
N.T.S	NOV 17	BA3_Deepdene Close			

Key

Proposed Restrictions:  
As labelled



Proposed: No waiting  
at any time



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale N.T.S	Drawn JT
	Date NOV 17	Checked JC Approved JP
Drawing LOVEROCK ROAD 2	Drawing No. BA4_Loverock Road 2	

KEY

EXISTING RESTRICTIONS

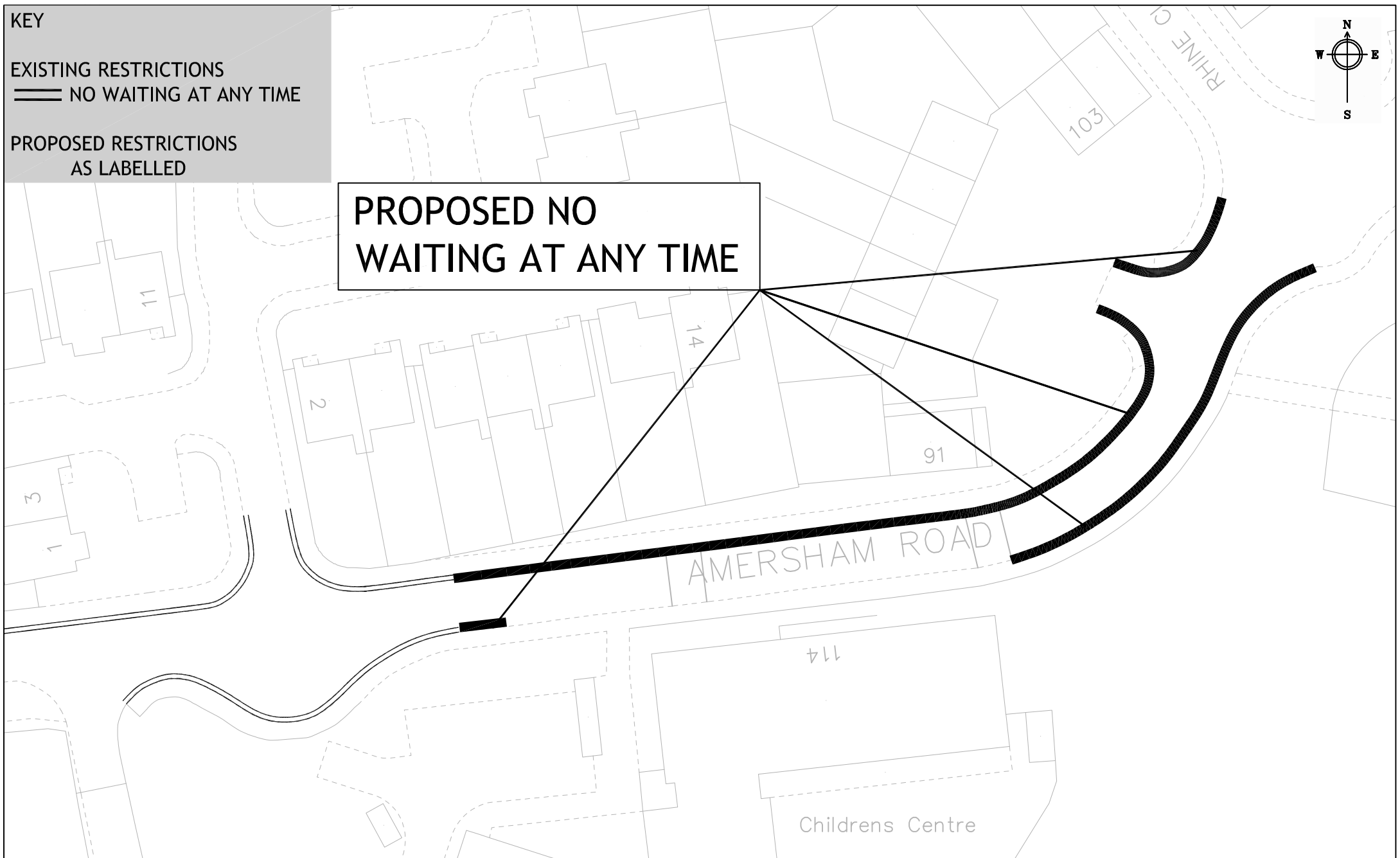
== NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED



PROPOSED NO  
WAITING AT ANY TIME



**Reading**  
Borough Council  
Working better with you

Transportation and Streetcare Services  
Civic Offices  
Bridge Street  
Reading  
RG1 2LU

Project  
Waiting Restrictions Review  
2017B

Drawing  
Amersham Road

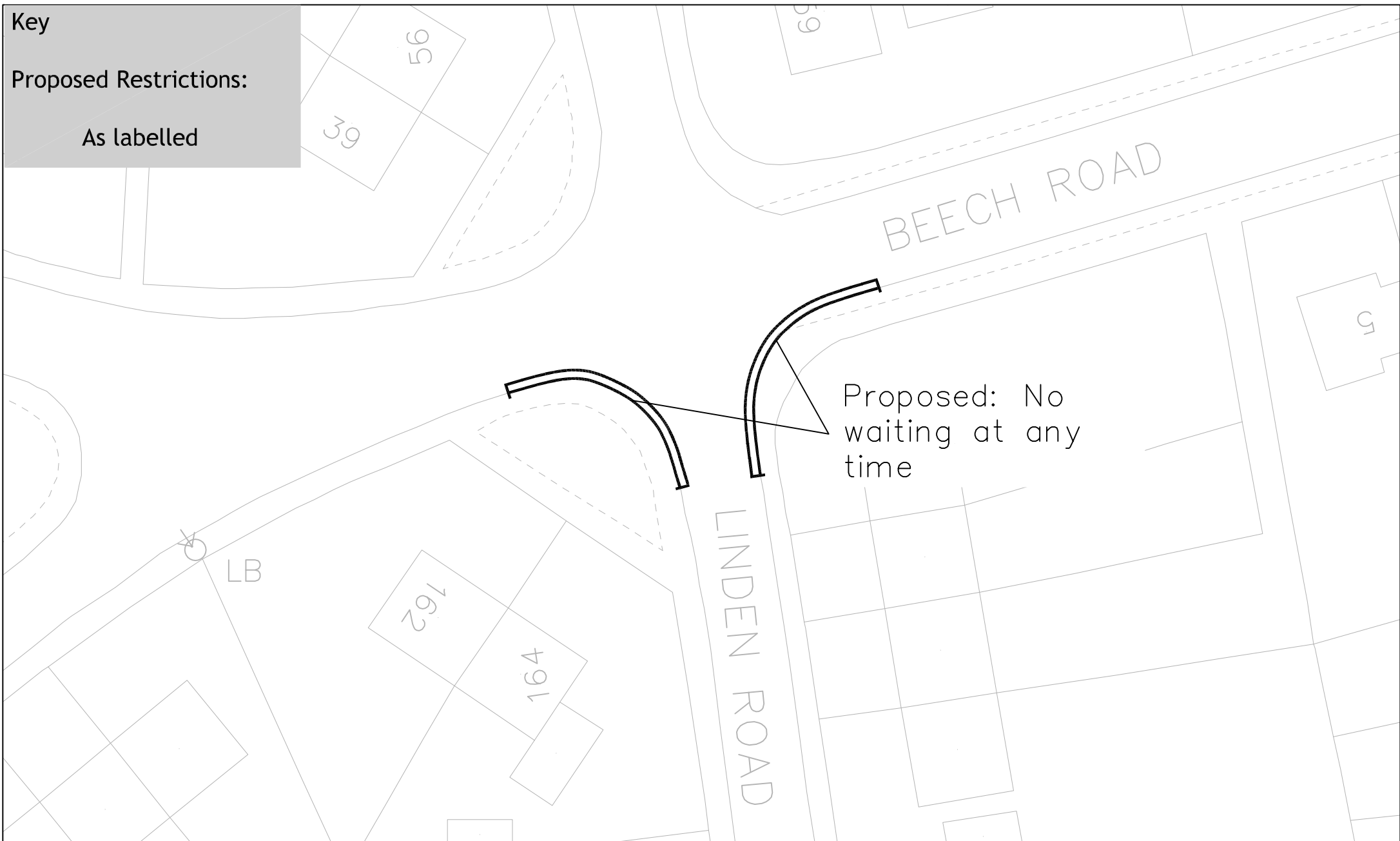
Scale  
NTS  
Date  
NOV 17  
Drawn JT  
Checked JC  
Approved JP

Drawing No.  
CA1\_Amersham Road

Key

Proposed Restrictions:

As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

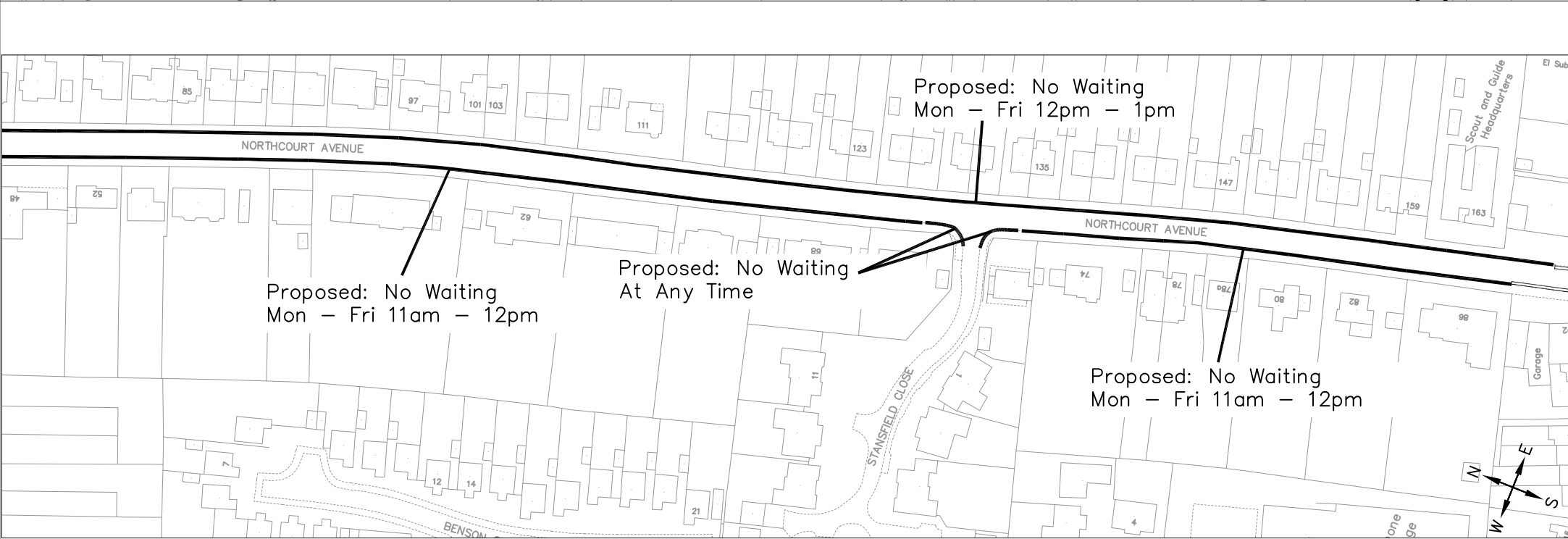
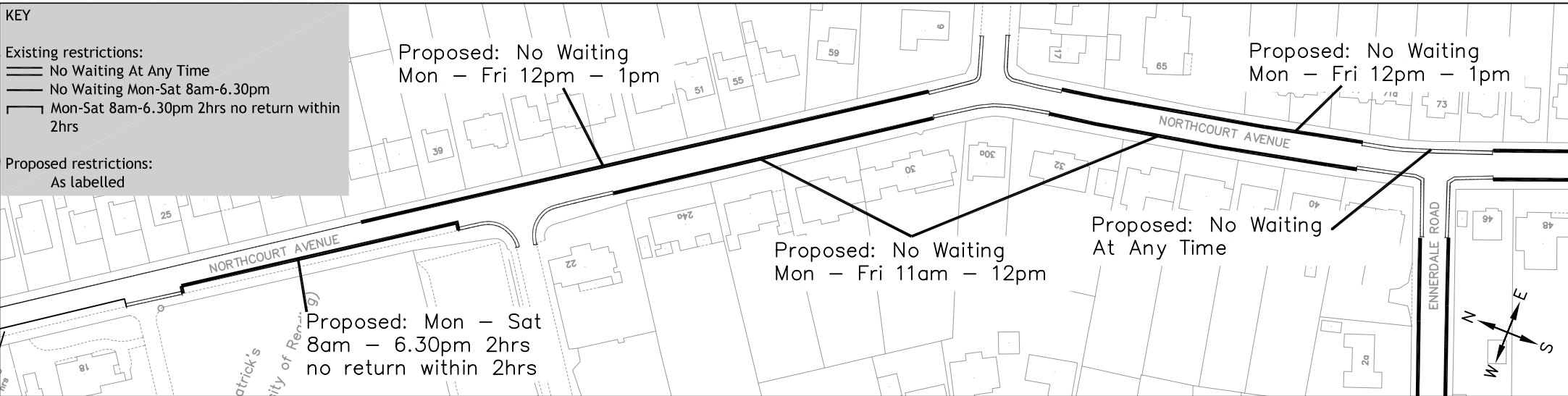
Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale NTS	Drawn JT
	Date OCT 17	Checked JC
Drawing LINDEN ROAD/BEECH ROAD	Approved JP	
	Drawing No. CH1_Linden Road	

**KEY**

Existing restrictions:  
 — No Waiting At Any Time  
 — No Waiting Mon-Sat 8am-6.30pm  
 — Mon-Sat 8am-6.30pm 2hrs no return within 2hrs

Proposed restrictions:  
 As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
 Borough Council  
 Working better with you

Transportation & Streetcare Services  
 Civic Centre  
 Bridge Street  
 Reading  
 RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale N.T.S	Drawn JT
	Date NOV 17	Checked JC
Drawing NORTHCOURT AVENUE	Approved JP	
	Drawing No. CH2_Northcourt Avenue	



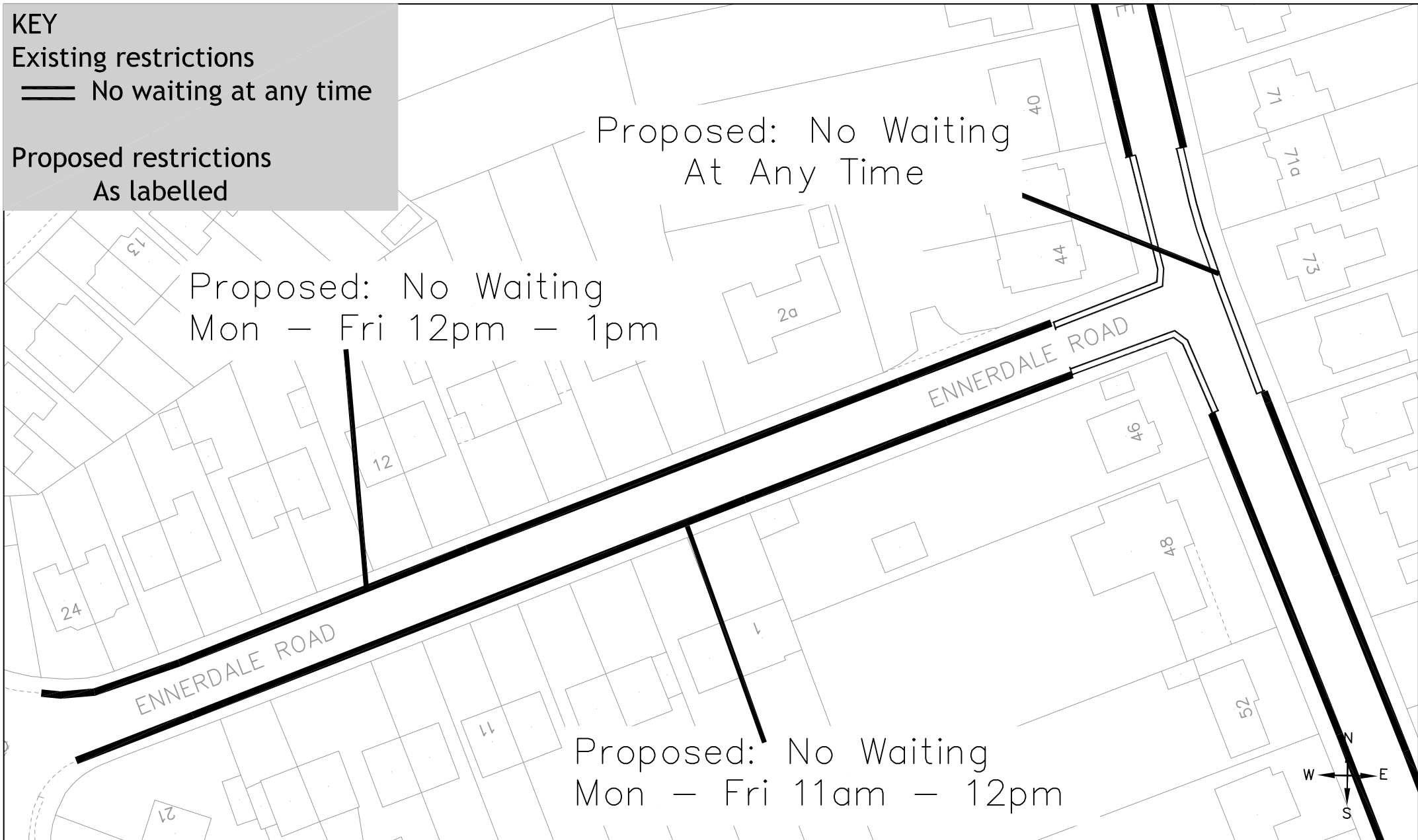
**KEY**

Existing restrictions

== No waiting at any time

Proposed restrictions

As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale N.T.S	Drawn JT
	Date NOV 17	Checked JC
Drawing ENNERDALE ROAD	Approved JP	
	Drawing No. CH3_Ennerdale Road	

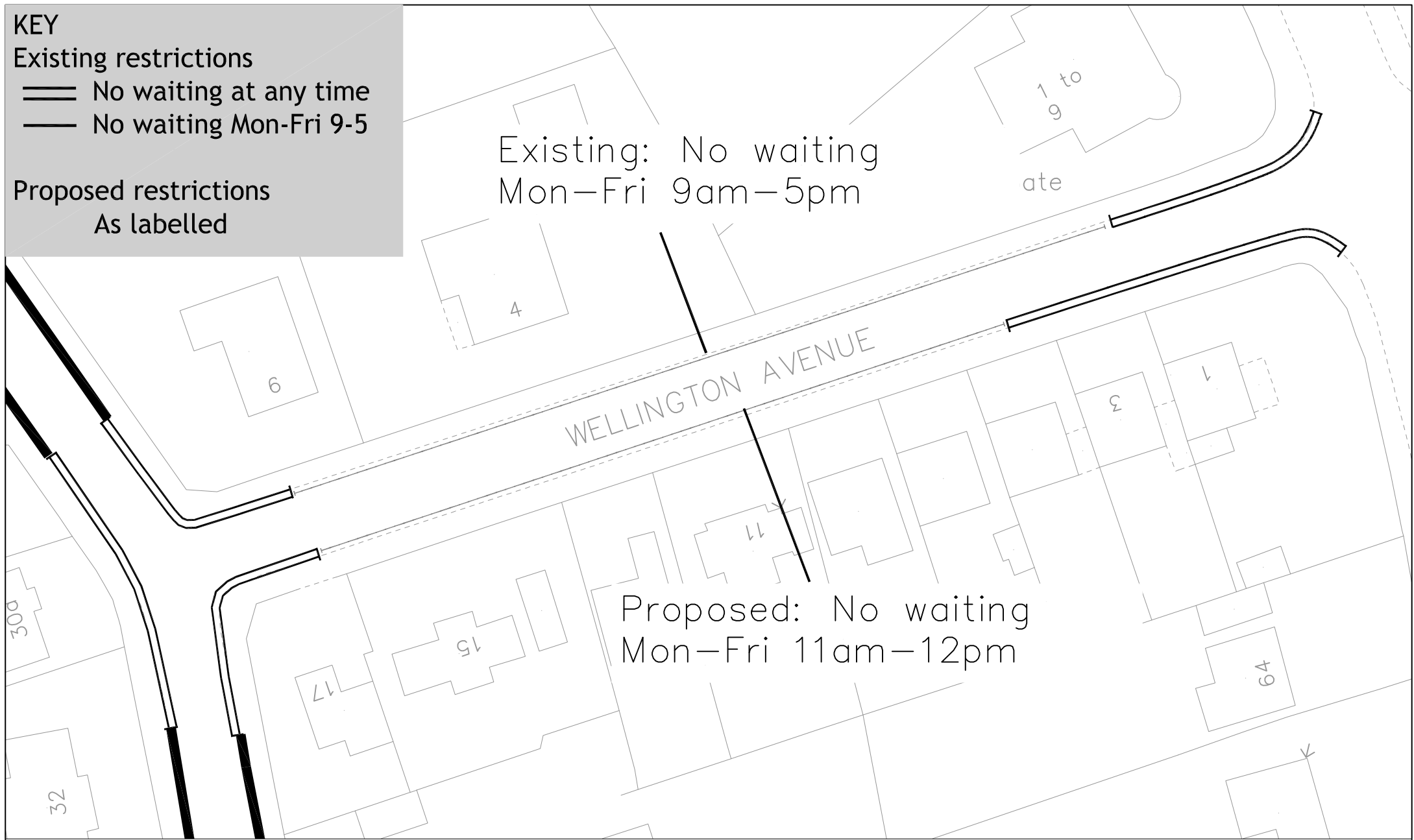


**KEY**

**Existing restrictions**

- === No waiting at any time
- No waiting Mon-Fri 9-5

**Proposed restrictions**  
As labelled



Existing: No waiting  
Mon-Fri 9am-5pm

Proposed: No waiting  
Mon-Fri 11am-12pm

Crown copyright and database rights 2013 Ordnance Survey 100019672



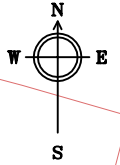
**Reading**  
Borough Council  
Working better with you

Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

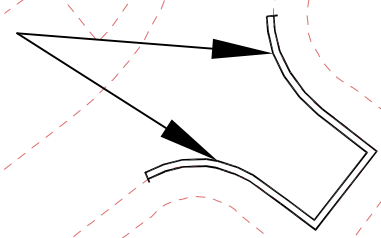
Project WAITING RESTRICTION REVIEW 2017B	Scale N.T.S	Drawn JT
	Date DEC 17	Checked JC Approved JP
Drawing WELLINGTON AVENUE	Drawing No. CH4_Wellington Avenue	

Key

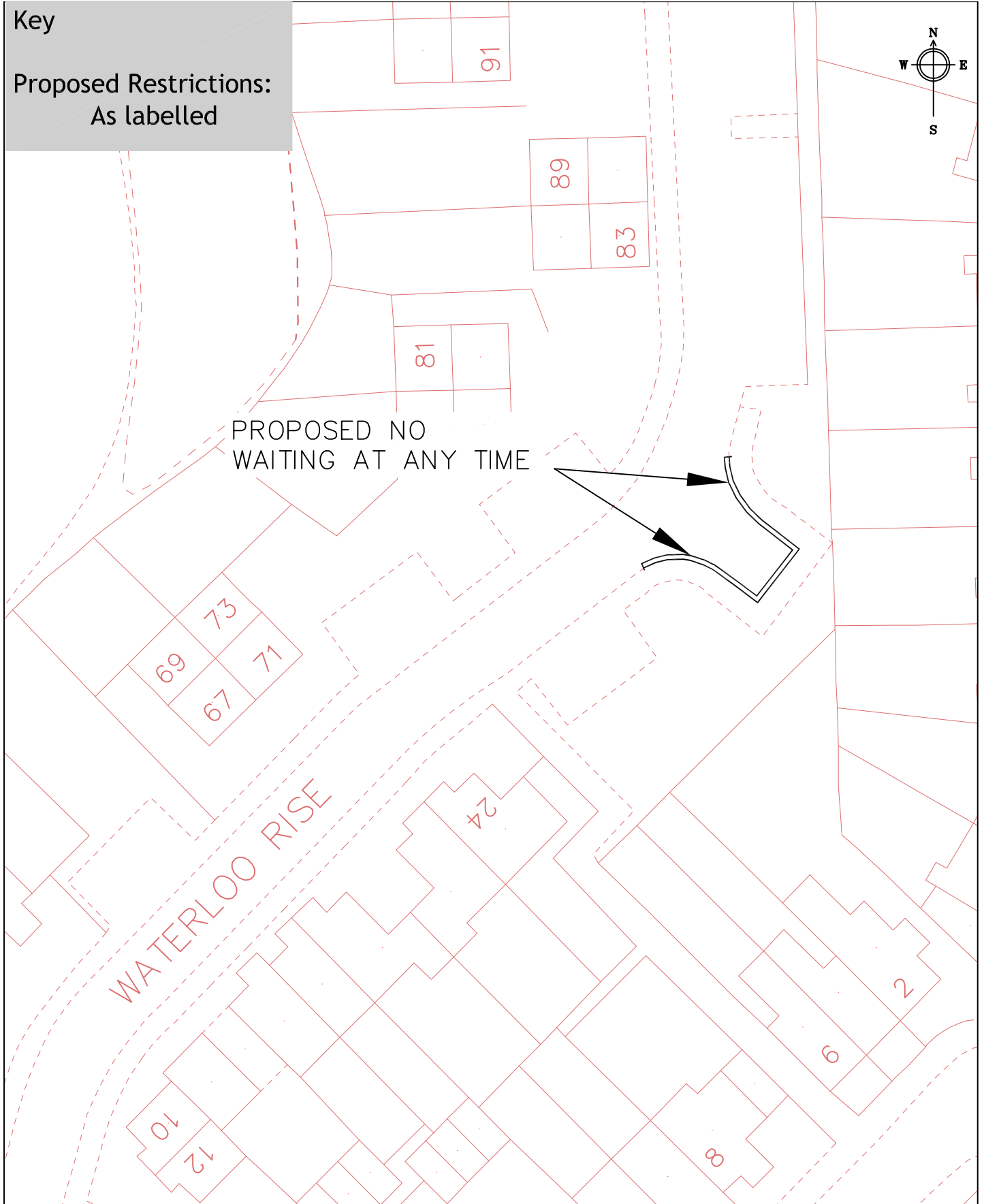
Proposed Restrictions:  
As labelled



PROPOSED NO  
WAITING AT ANY TIME



WATERLOO RISE



© Crown Copyright. All rights reserved. Reading Borough Council. Account No. 100019672. 2007



**Reading**  
Borough Council

Working better with you

Transportation & Streetcare Services  
Civic Centre  
Bridge Street, Reading  
RG1 2LU

CAD DRAWING LOCATION:

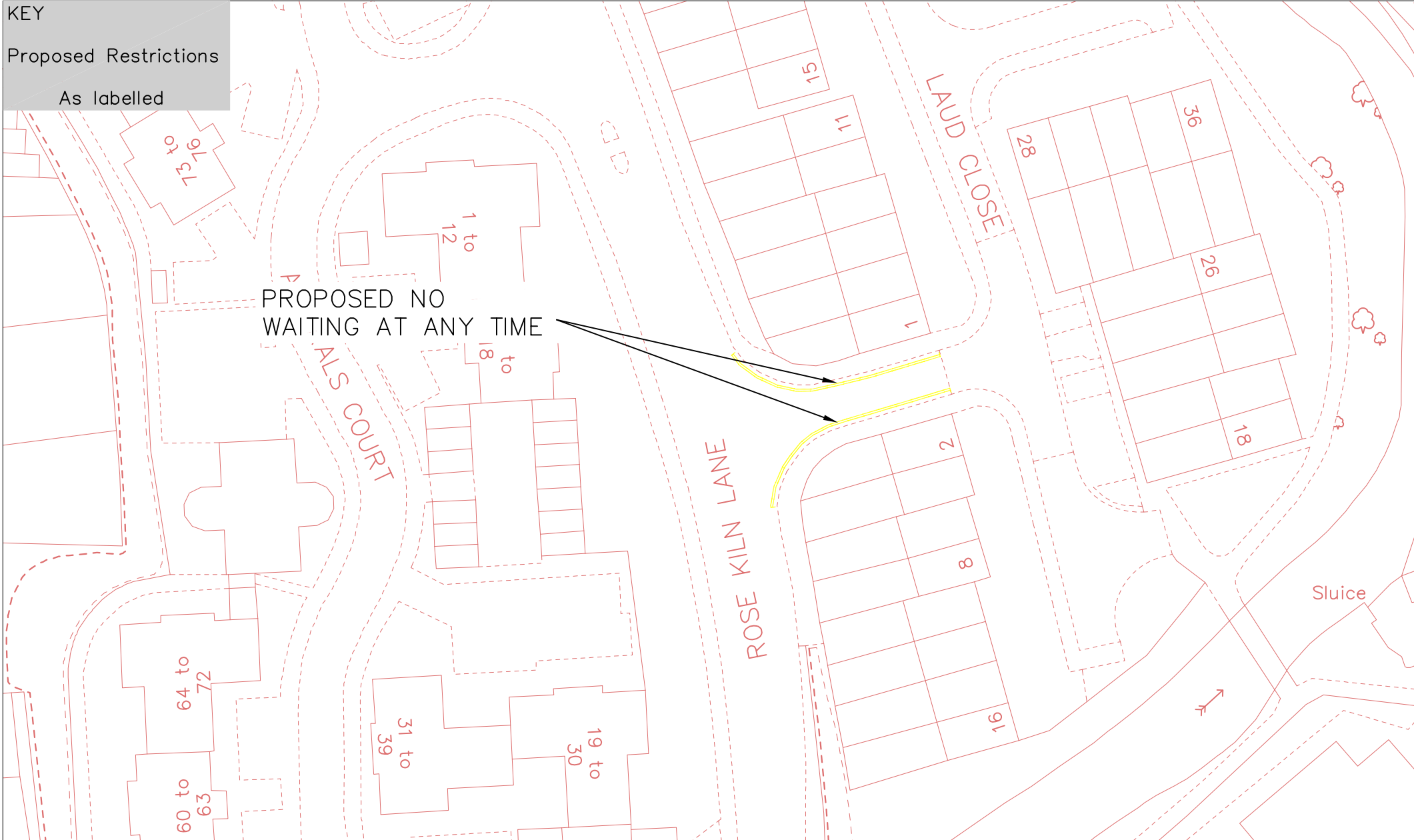
project  
WAITING RESTRICTION REVIEW 2017B

drawing  
WATERLOO RISE

drawn PC	checked JT	approved JP	date OCT 17
-------------	---------------	----------------	----------------

scale 40 N.T.S	drawing no. KA1_Waterloo Rise
-------------------	----------------------------------

KEY  
 Proposed Restrictions  
 As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
 Borough Council  
 Working better with you

Transport & Streetcare  
 Civic Offices  
 Reading  
 RG1 2LU

Project  
 WAITING RESTRICTION  
 REVIEW 2017B

Drawing  
 LAUD CLOSE

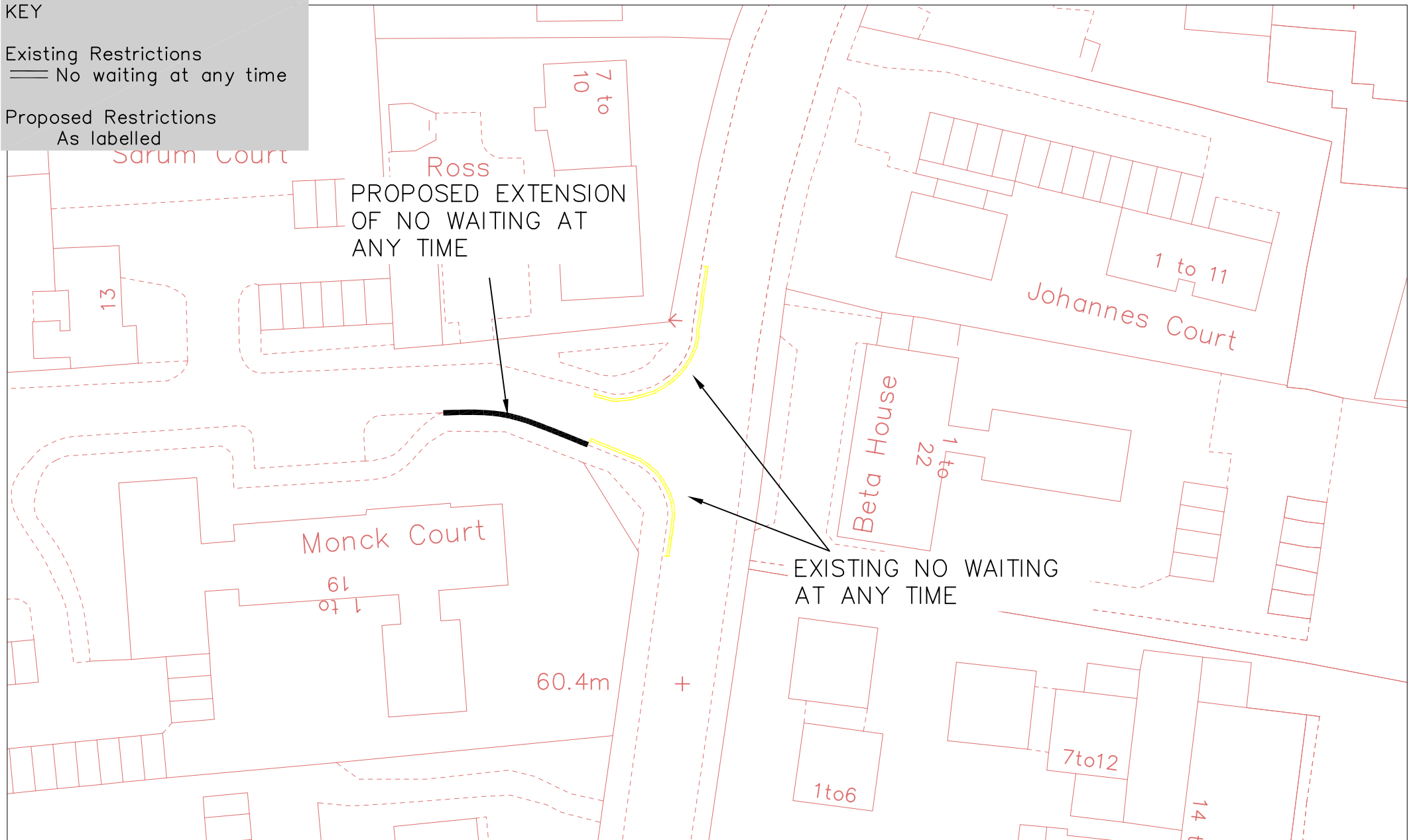
Scale NTS	Drawn PC
Date OCT 17	Checked JT
	Approved JT

Drawing No.  
 MI1\_LAUD CLOSE

KEY

Existing Restrictions  
 — No waiting at any time

Proposed Restrictions  
 As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
 Borough Council  
 Working better with you

Transport & Streetcare  
 Civic Offices  
 Reading  
 RG1 2LU

Project  
 WAITING RESTRICTION  
 REVIEW 2017B

Drawing  
 PARKHOUSE LANE

Scale  
 NTS

Date  
 OCT 17

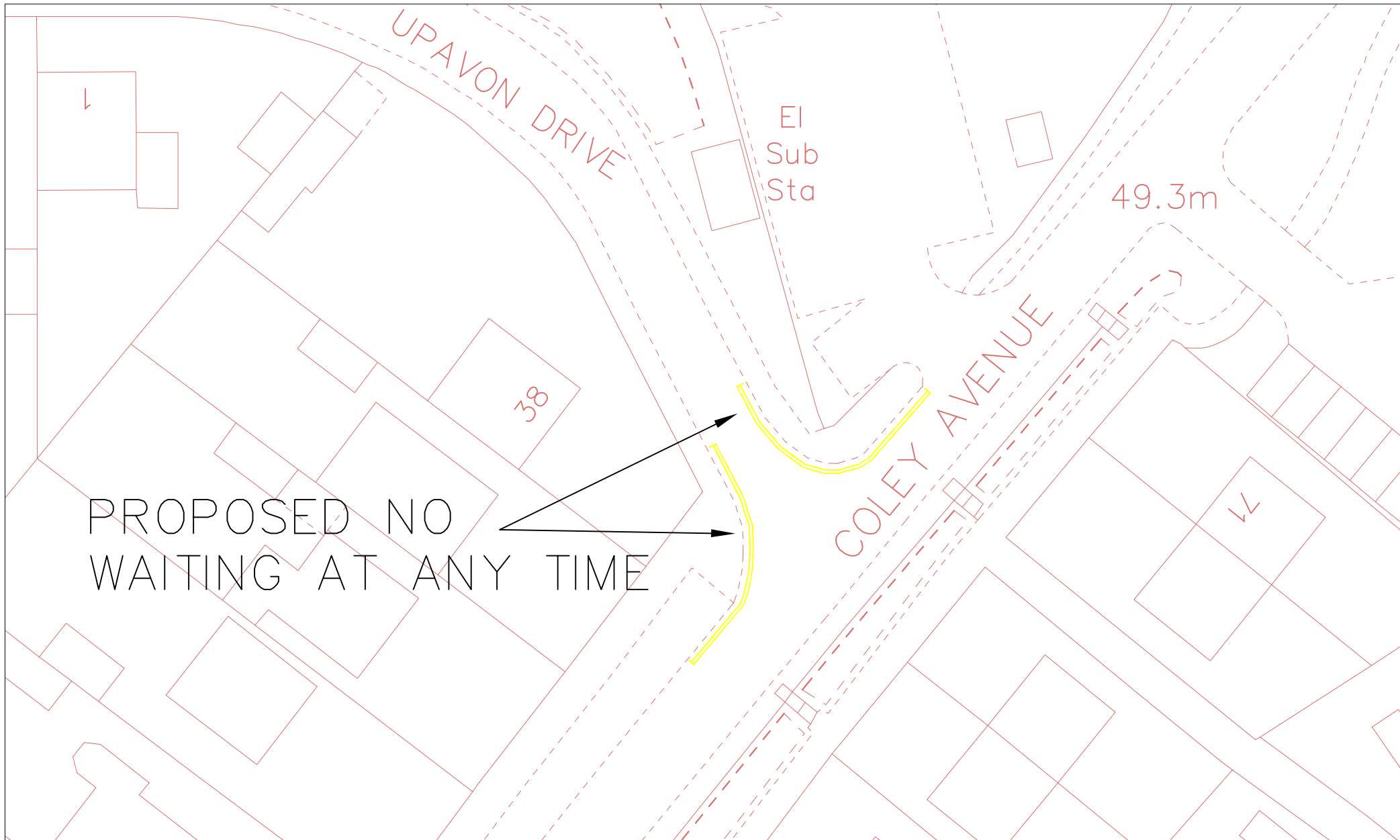
Drawing No.

Drawn PC

Checked JT

Approved JT

MI2\_PARKHOUSE LANE



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale NTS	Drawn PC
	Date OCT 17	Checked JT Approved JT
Drawing UPAVON DRIVE	Drawing No. M13_UPAVON DRIVE	



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project  
WAITING RESTRICTION  
REVIEW 2017B

Drawing  
TYBERTON PLACE

Scale  
NTS  
Date  
NOV 17

Drawn PC  
Checked JT  
Approved JT

Drawing No.  
MI4\_TYBERTON PLACE

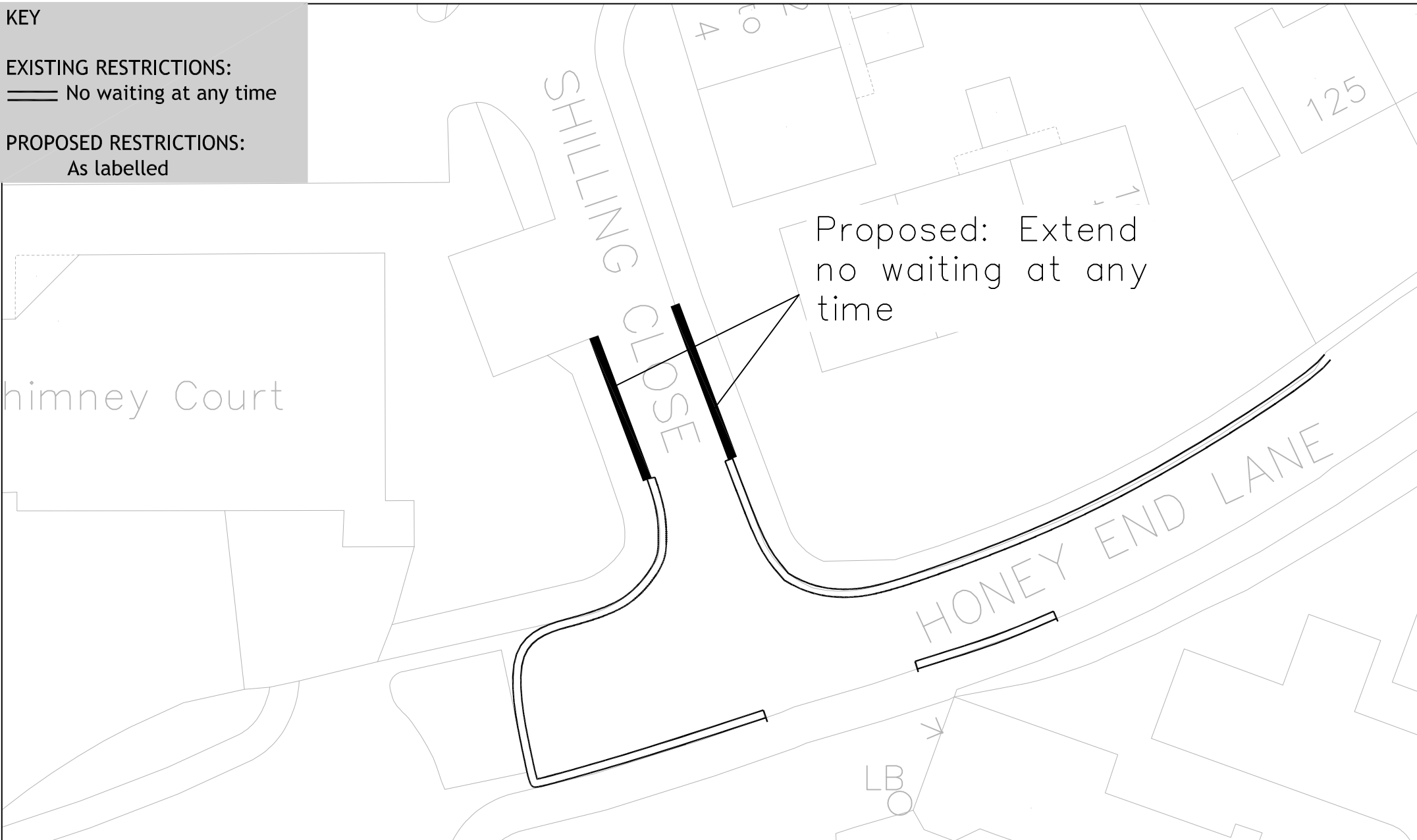
KEY

EXISTING RESTRICTIONS:

==== No waiting at any time

PROPOSED RESTRICTIONS:

As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale N.T.S	Drawn JT
	Date OCT 17	Checked JC
Drawing SHILLING CLOSE	Approved JP	
	Drawing No. NO1_Shilling Close	

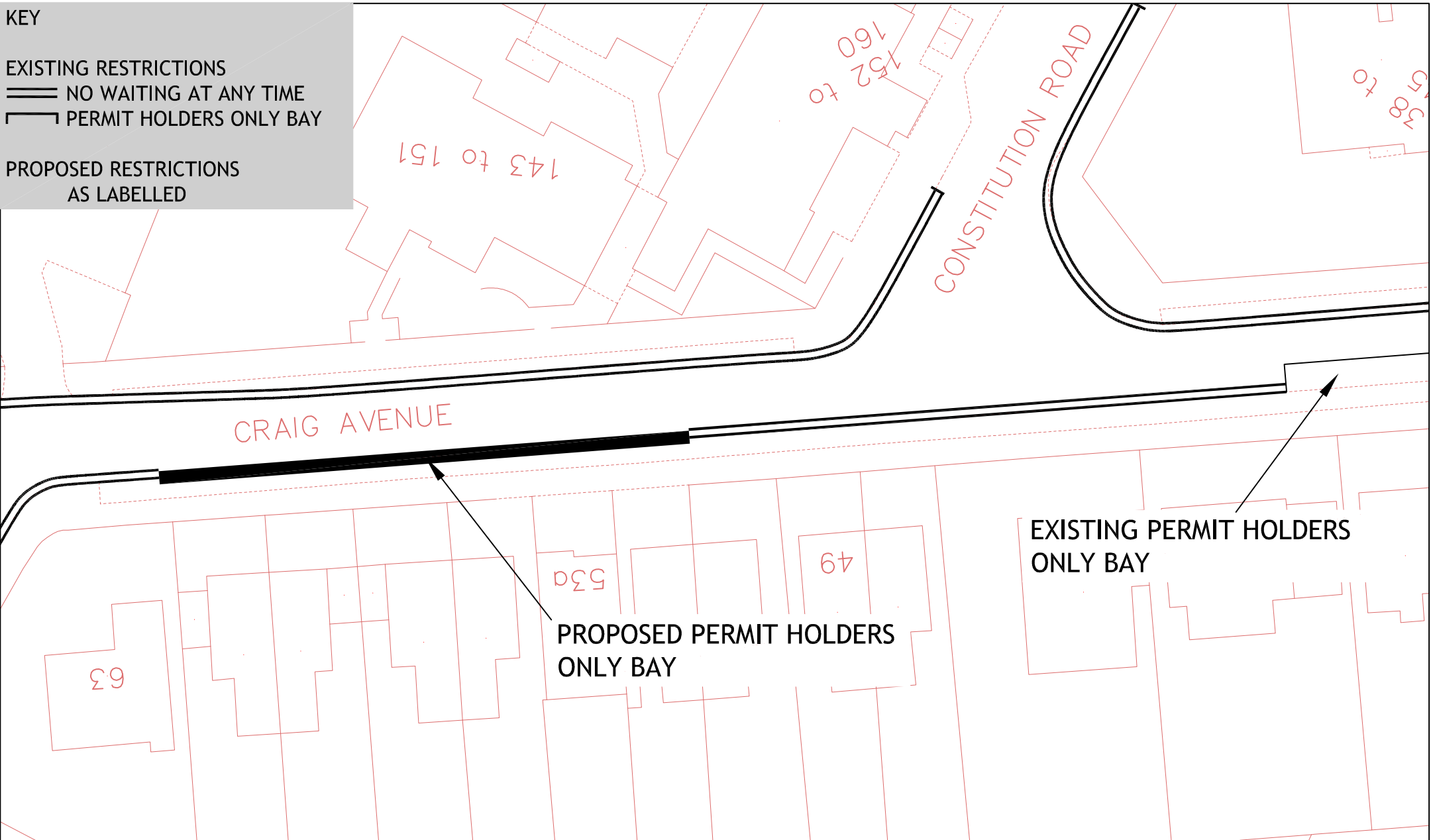


**KEY**

**EXISTING RESTRICTIONS**

- ==== NO WAITING AT ANY TIME
- └── PERMIT HOLDERS ONLY BAY

**PROPOSED RESTRICTIONS  
AS LABELLED**



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transportation & Streetcare Services  
Civic Offices  
Bridge Street  
Reading  
RG1 2LU

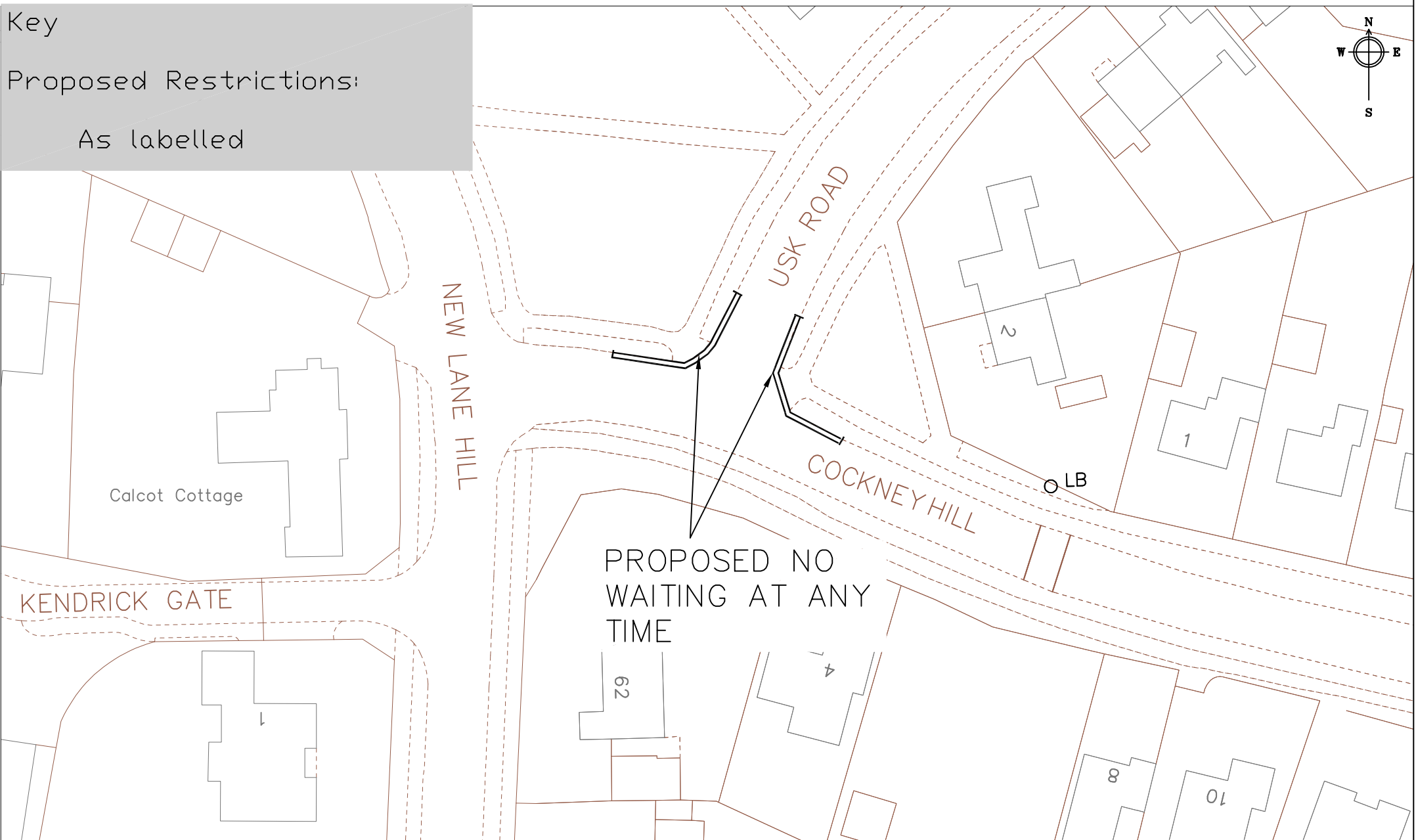
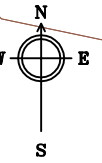
Project WAITING RESTRICTION REVIEW 2017B	Scale NTS	Drawn JT
	Date NOV 17	Checked JC
Drawing CRAIG AVENUE 2	Approved JP	
	Drawing No. N05_Craig Avenue 2	



Key

Proposed Restrictions:

As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport & Streetcare Services  
Civic Offices  
Bridge Street  
Reading  
RG1 2LU

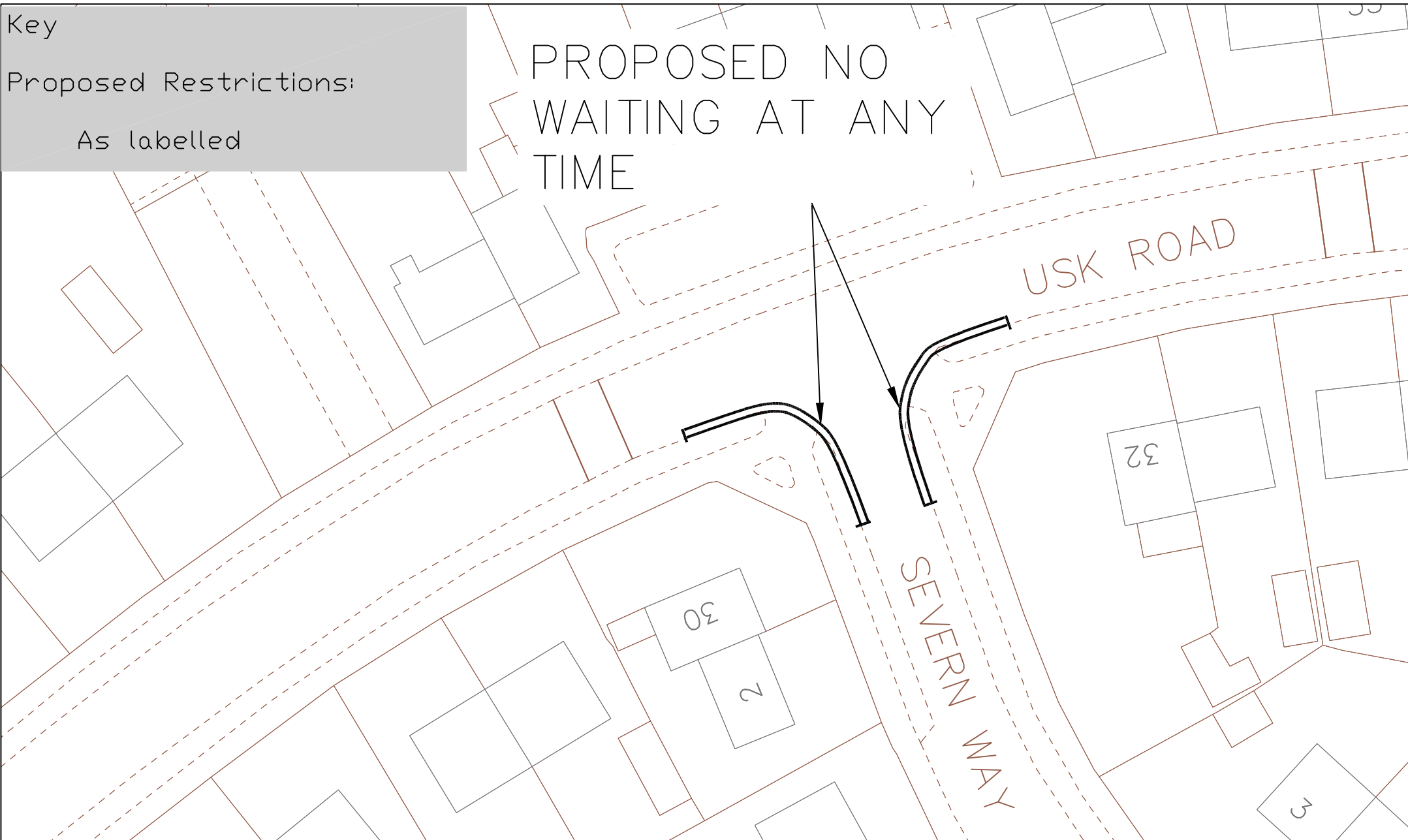
Project	Scale	Drawn
WAITING RESTRICTION REVIEW 2017B	NTS	PC
Drawing	Date	Checked
USK RD/COCKNEY HILL	NOV 17	JT
	Approved	JP
	Drawing No.	
	NO6_Usk Road Cockney Hill	

Key

Proposed Restrictions:

As labelled

PROPOSED NO  
WAITING AT ANY  
TIME



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport & Streetcare Services  
Civic Offices  
Bridge Street  
Reading  
RG1 2LU

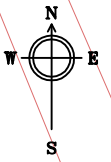
Project  
WAITING RESTRICTION  
REVIEW 2017B  
Drawing  
USK RD/SEVERN  
WAY

Scale NTS	Drawn PC
Date NOV 17	Checked JT
	Approved JP
Drawing No. N07_Usk Rd Severn Way	

Key

Proposed Restrictions:

As labelled



SURLEY ROW

116

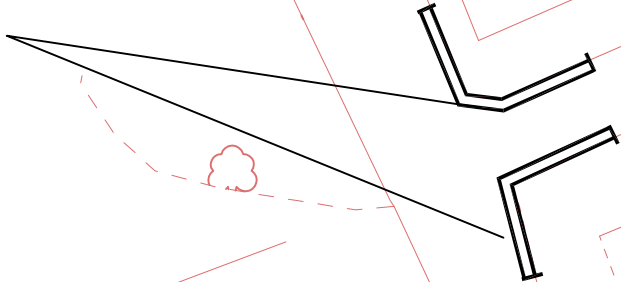
110

24

108

100

Proposed: No waiting at any time



© Crown Copyright. All rights reserved. Reading Borough Council. Account No. 100019672. 2007



**Reading**  
Borough Council

**Working better with you**

Transportation & Streetcare Services  
Civic Centre  
Bridge Street, Reading  
RG1 2LU

project

WAITING RESTRICTION REVIEW 2017B

drawing

SURLEY ROAD 1

drawn

JT

checked

JC

approved

JP

date

OCT 17

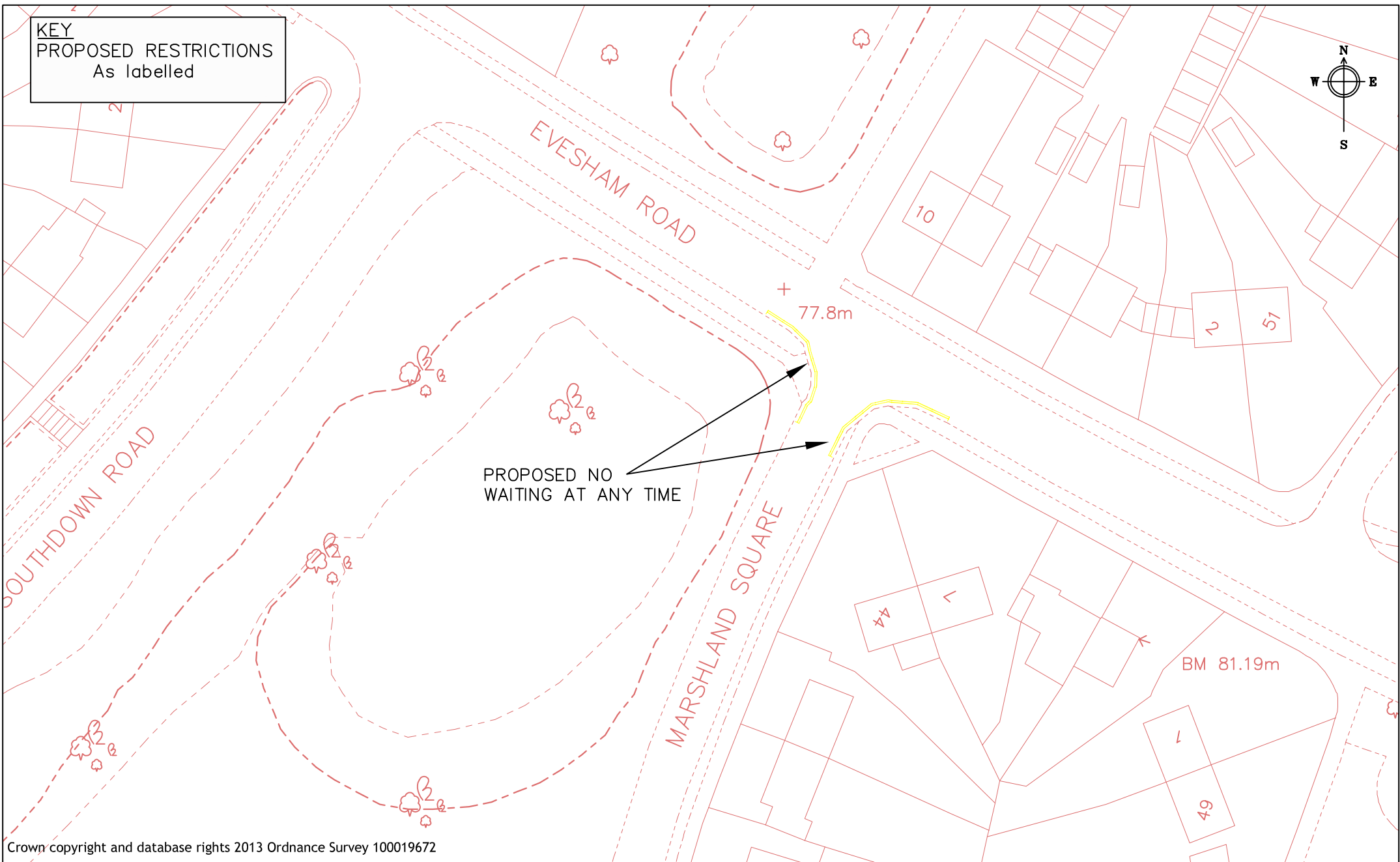
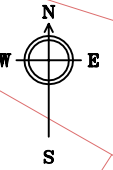
scale

N.T.S

drawing no.

PE1\_Surley Row

KEY  
 PROPOSED RESTRICTIONS  
 As labelled



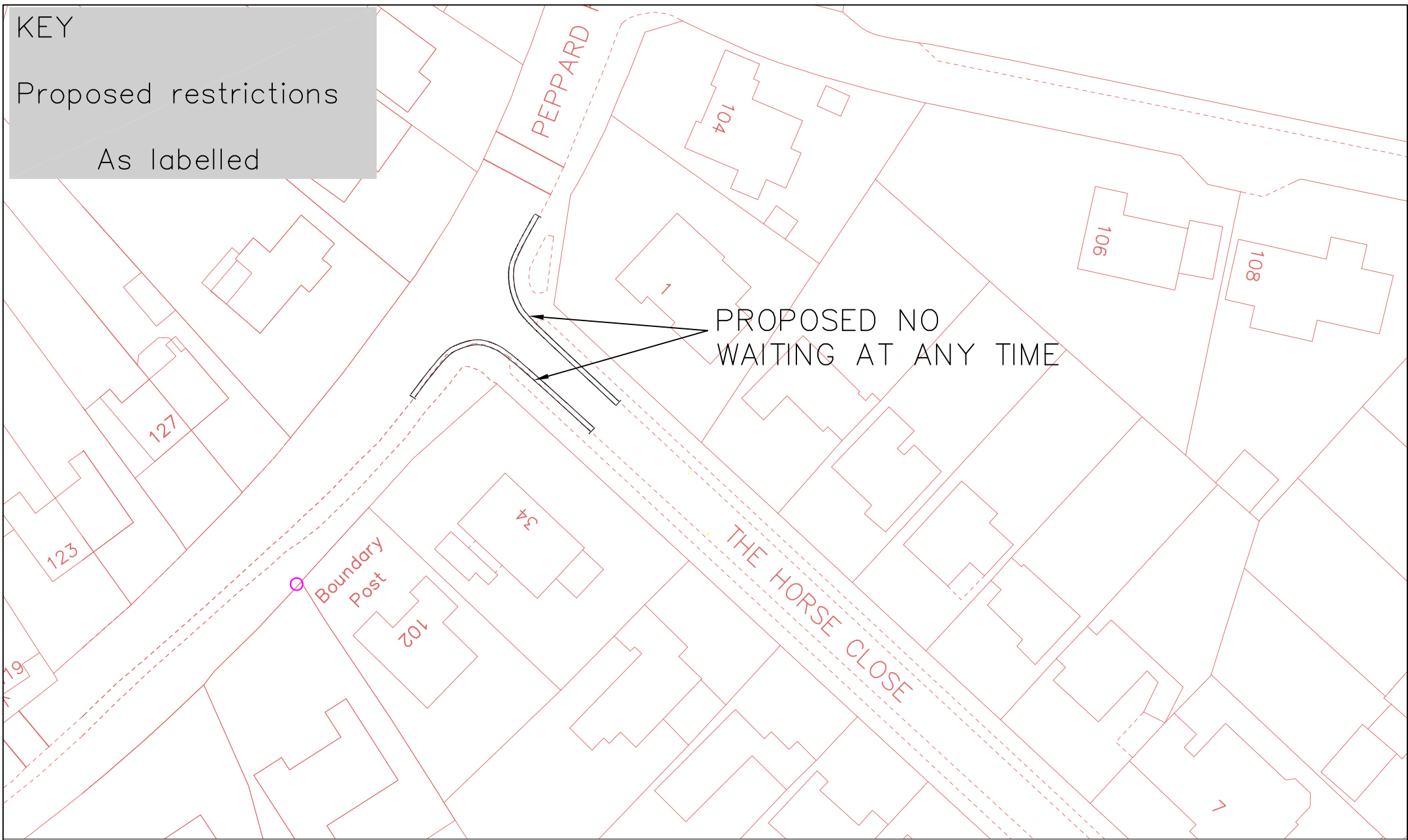
Crown copyright and database rights 2013 Ordnance Survey 100019672



Department of Environment  
 and Neighbourhood Services  
 Civic Centre  
 Reading  
 RG1 7AE

Project WAITING RESTRICTION REVIEW 2017B	Scale NTS	Drawn PC
	Date NOV 17	Checked JT Approved JT
Drawing MARSHLAND SQUARE	Drawing No. PE2_MARSHLAND SQUARE	

KEY  
 Proposed restrictions  
 As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
 Borough Council  
 Working better with you

Transportation & Streetcare Services  
 Civic Offices  
 Bridge Street  
 Reading  
 RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale NTS	Drawn PC
	Date NOV 17	Checked JT
Drawing THE HORSE CLOSE	Approved JT	
	Drawing No. PE3_THE HORSE CLOSE	

KEY

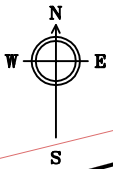
EXISTING RESTRICTIONS

— No waiting at any time

— No waiting Mon–Fri 8am–5pm

PROPOSED RESTRICTIONS

As labelled



Existing no waiting  
Mon–Fri  
8am–5pm

Existing no waiting  
at any time

GROVE ROAD

Proposed extension of  
no waiting at any time

OAK GROVE

Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transportation & Streetcare Services  
Civic Offices  
Bridge Street  
Reading  
RG1 2LU

Project

Waiting Restriction  
Review 2017B

Drawing

Grove Road

Scale  
N.T.S

Date  
Nov 17

Drawn JT

Checked JC

Approved JP

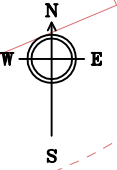
Drawing No.

PE4\_Grove Road

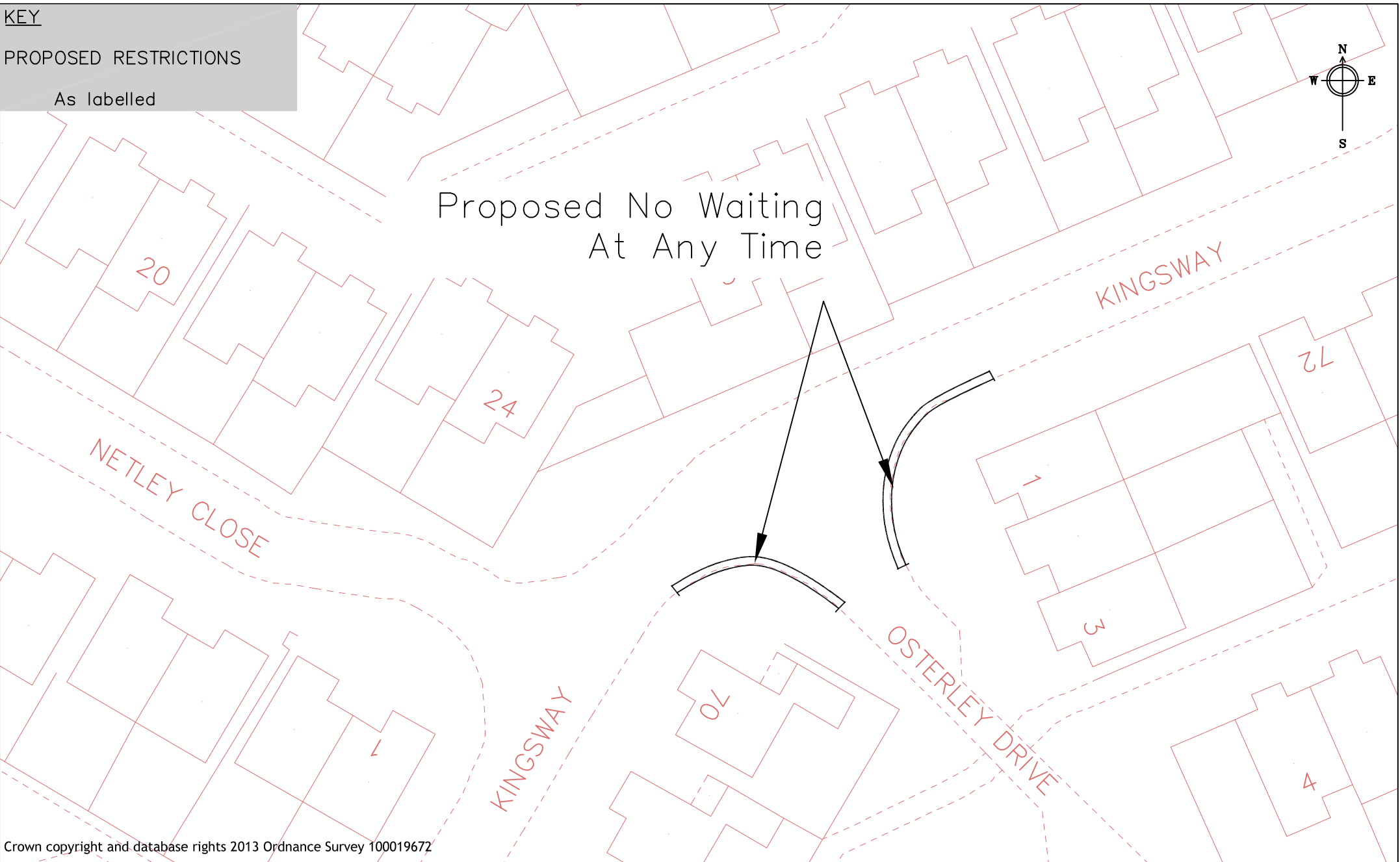
KEY

PROPOSED RESTRICTIONS

As labelled



Proposed No Waiting  
At Any Time



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transportation and Streetcare Services  
Civic Offices  
Bridge Street  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017A	Scale N.T.S	Drawn JT
	Date NOV.17	Checked JC
Drawing Osterley Drive	Drawing No. PE5_Osterley Drive	
		Approved JP



**Key**

**Existing Restrictions:**

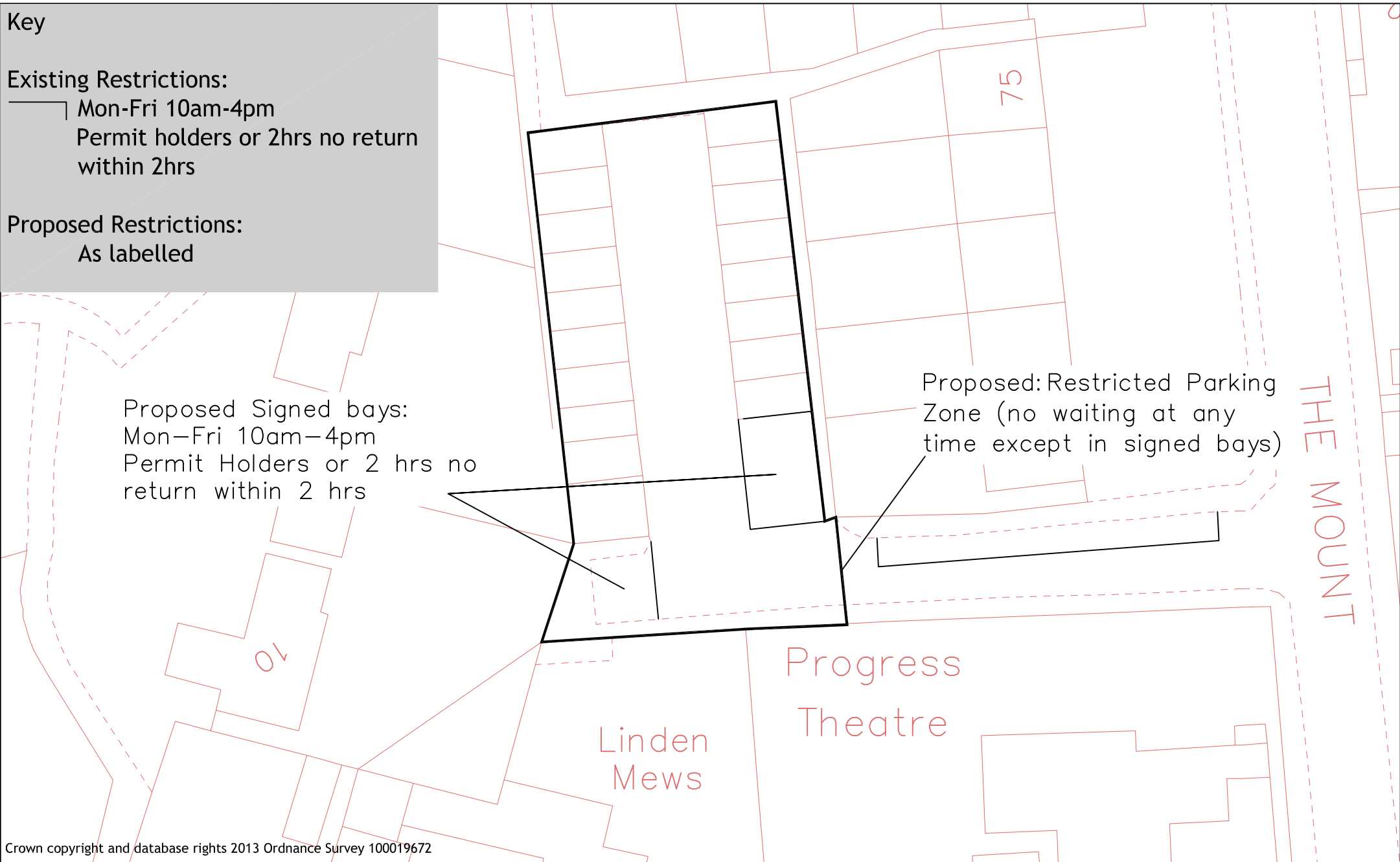
Mon-Fri 10am-4pm  
Permit holders or 2hrs no return  
within 2hrs

**Proposed Restrictions:**

As labelled

Proposed Signed bays:  
Mon-Fri 10am-4pm  
Permit Holders or 2 hrs no  
return within 2 hrs

Proposed: Restricted Parking  
Zone (no waiting at any  
time except in signed bays)



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you




Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project	Scale	Drawn
WAITING RESTRICTION REVIEW 2017B	N.T.S	JT
	Date	Checked
	OCT 17	JC
Drawing	Approved	
THE MOUNT/GARAGE AREA	JP	
	Drawing No.	
	RE1_The Mount	



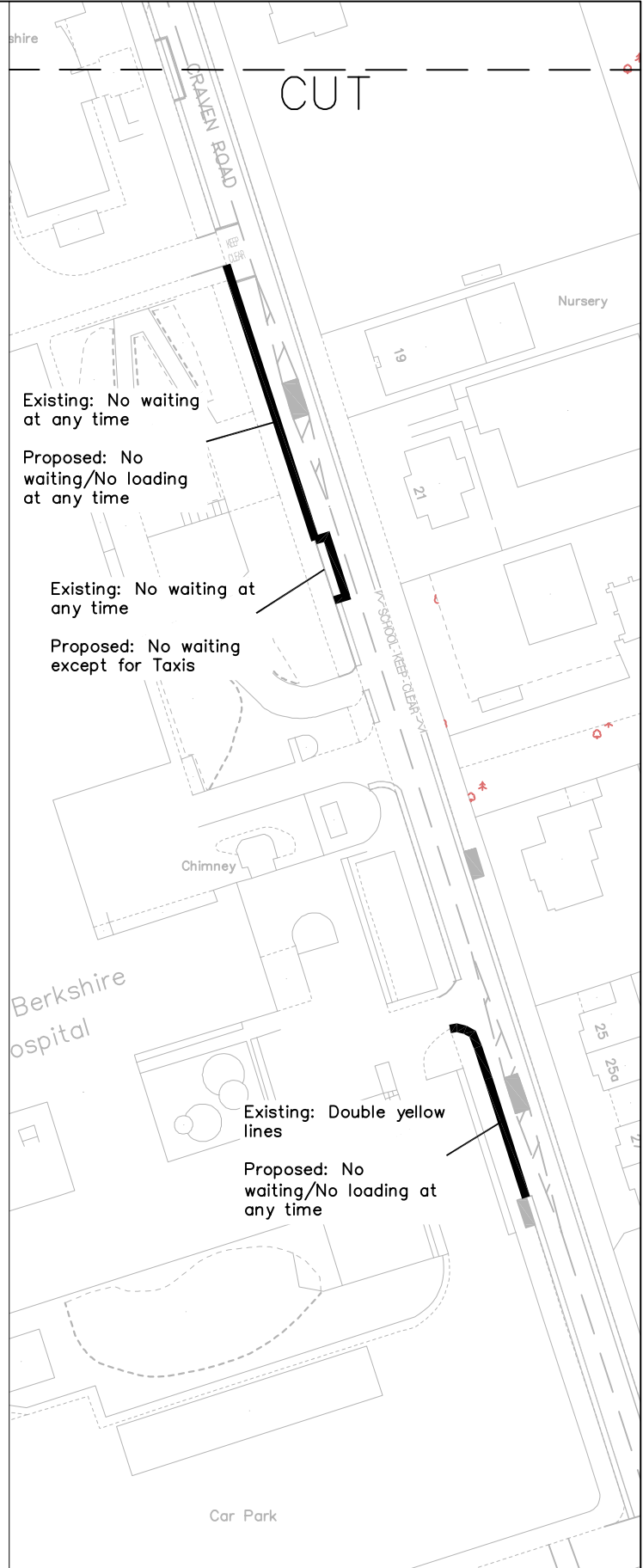
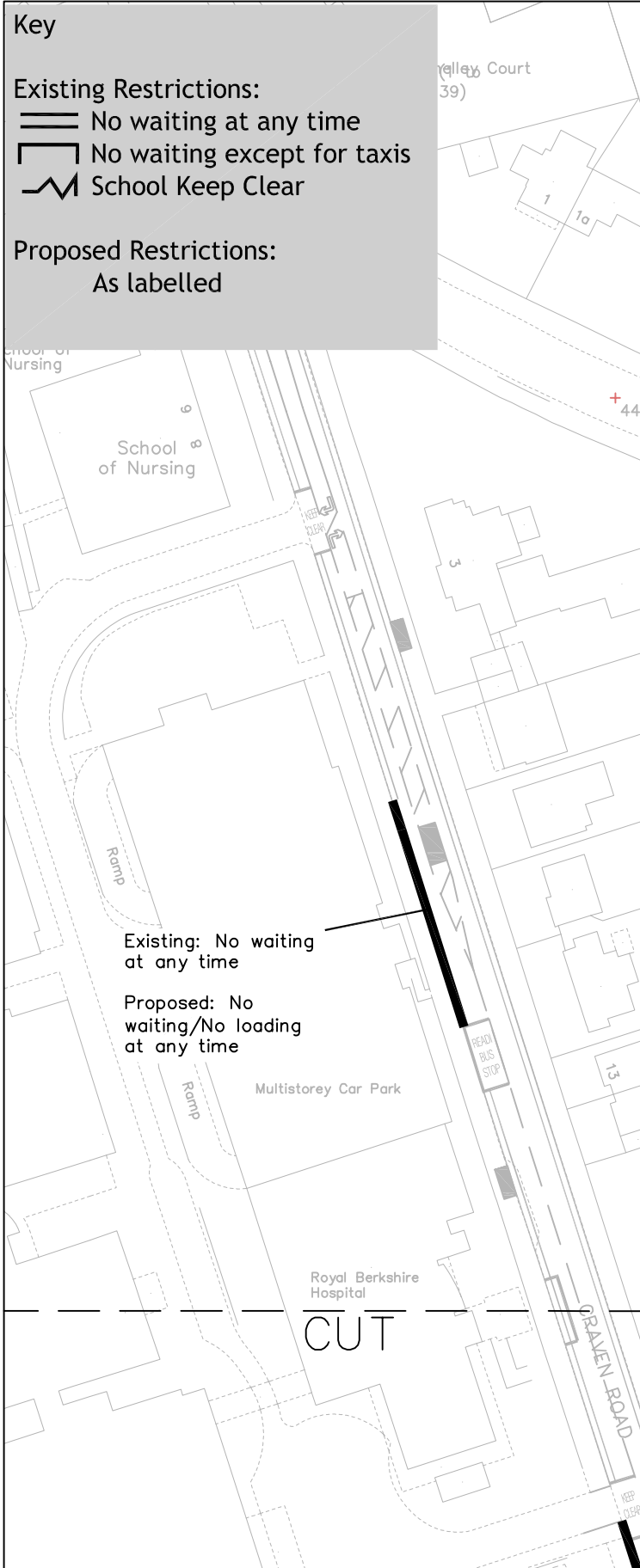
**Key**

**Existing Restrictions:**

-  No waiting at any time
-  No waiting except for taxis
-  School Keep Clear

**Proposed Restrictions:**

As labelled



© Crown Copyright. All rights reserved. Reading Borough Council. Account No. 100019672. 2007



**Working better with you**

Transportation & Streetcare Services  
Civic Centre  
Bridge Street, Reading  
RG1 2LU

project			
WAITING RESTRICTION REVIEW 2017B			
drawing			
CRAVEN ROAD			
drawn	checked	approved	date
JT	JC	JP	OCT 17
scale	drawing no.		
N.T.S	RE2_Craven Road		

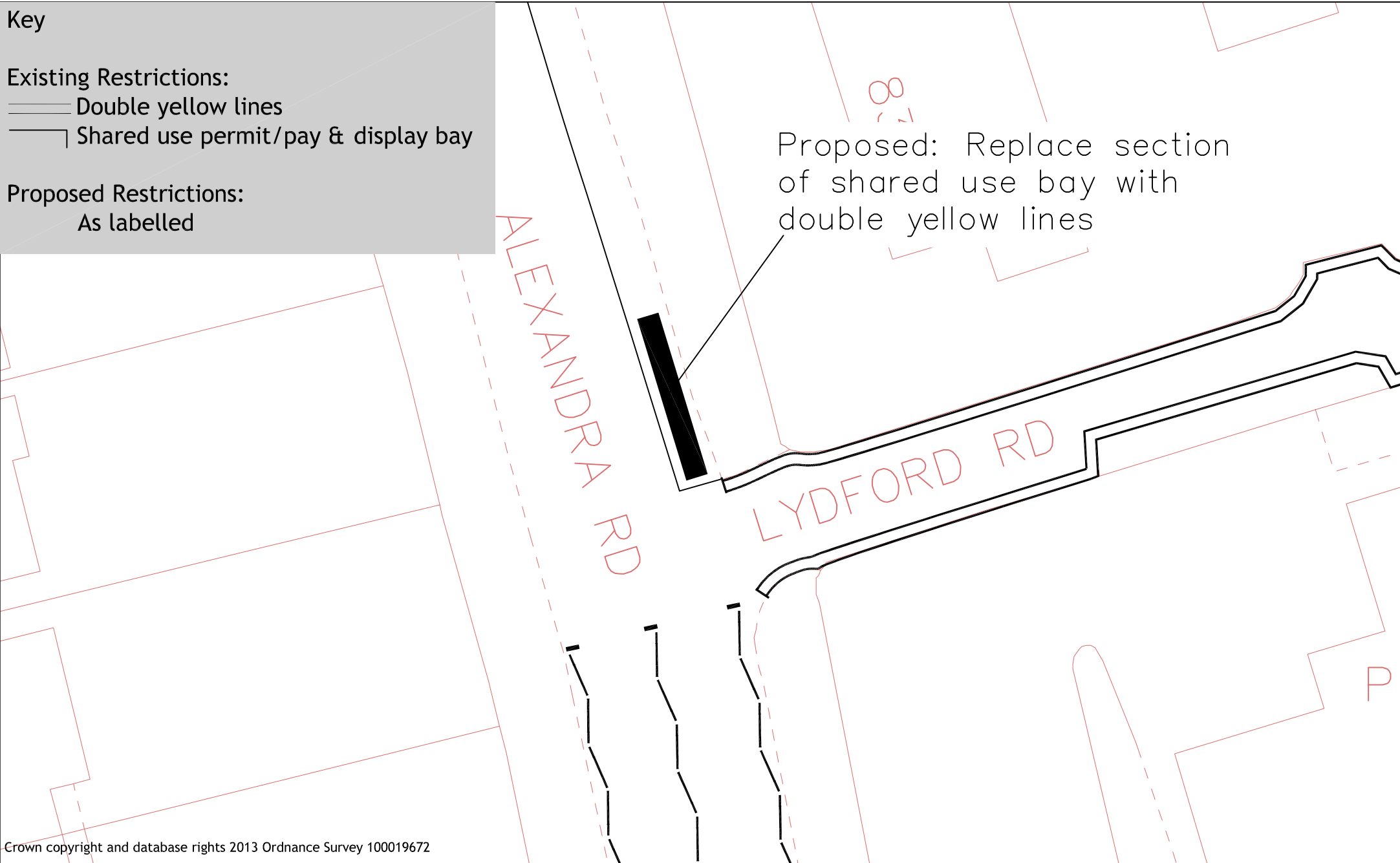
**Key**

**Existing Restrictions:**

- ==== Double yellow lines
- Shared use permit/pay & display bay

**Proposed Restrictions:**

As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

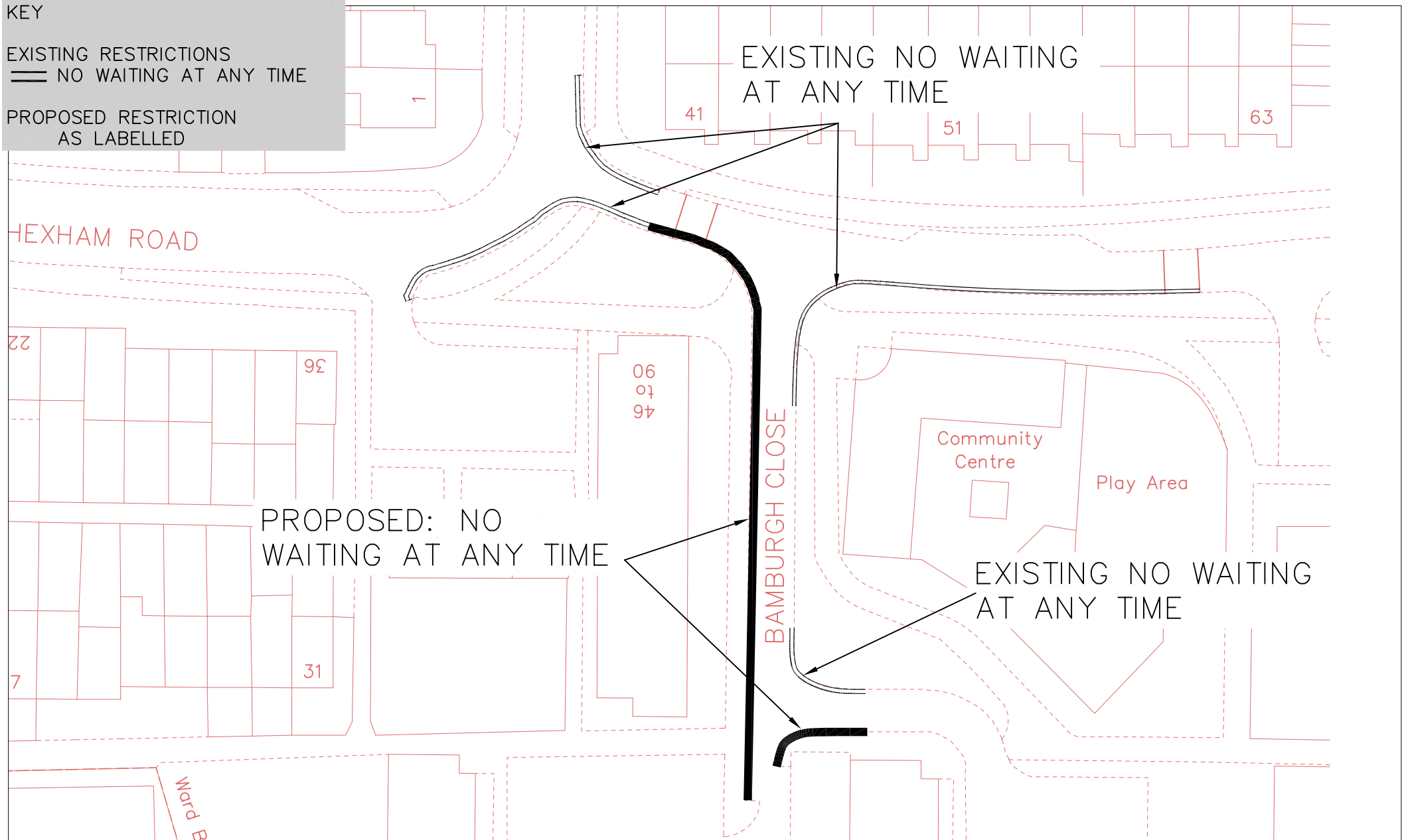
Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale N.T.S	Drawn JT
	Date OCT 17	Checked JC
Drawing ALEXANDRA ROAD/LYDFORD ROAD	Approved JP	
	Drawing No. RE3_Alexandra Rd	

**KEY**

EXISTING RESTRICTIONS  
 == NO WAITING AT ANY TIME

PROPOSED RESTRICTION  
 AS LABELLED



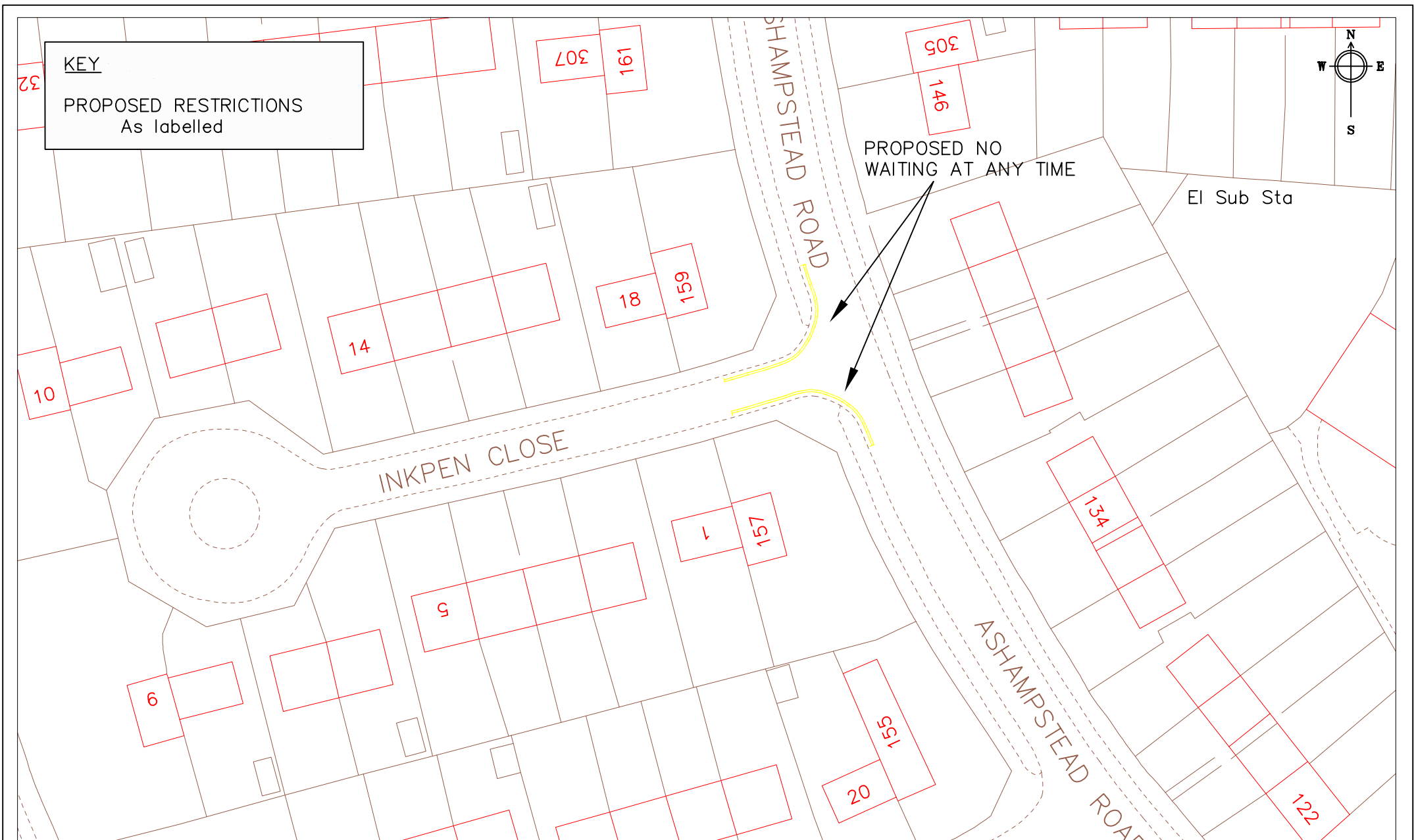
Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
 Borough Council  
 Working better with you

Transport & Streetcare  
 Civic Offices  
 Reading  
 RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale NTS	Drawn PC
	Date NOV 17	Checked JT
Drawing HEXHAM ROAD_BAMBURGH CLOSE	Approved JT	
	Drawing No. RE4_HEXHAM ROAD_BAMBURGH CLOSE	



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale NTS	Drawn PC
	Date NOV 17	Checked JT
Drawing INKPEN CLOSE	Approved JT	
	Drawing No. SO1_INKPEN CLOSE	

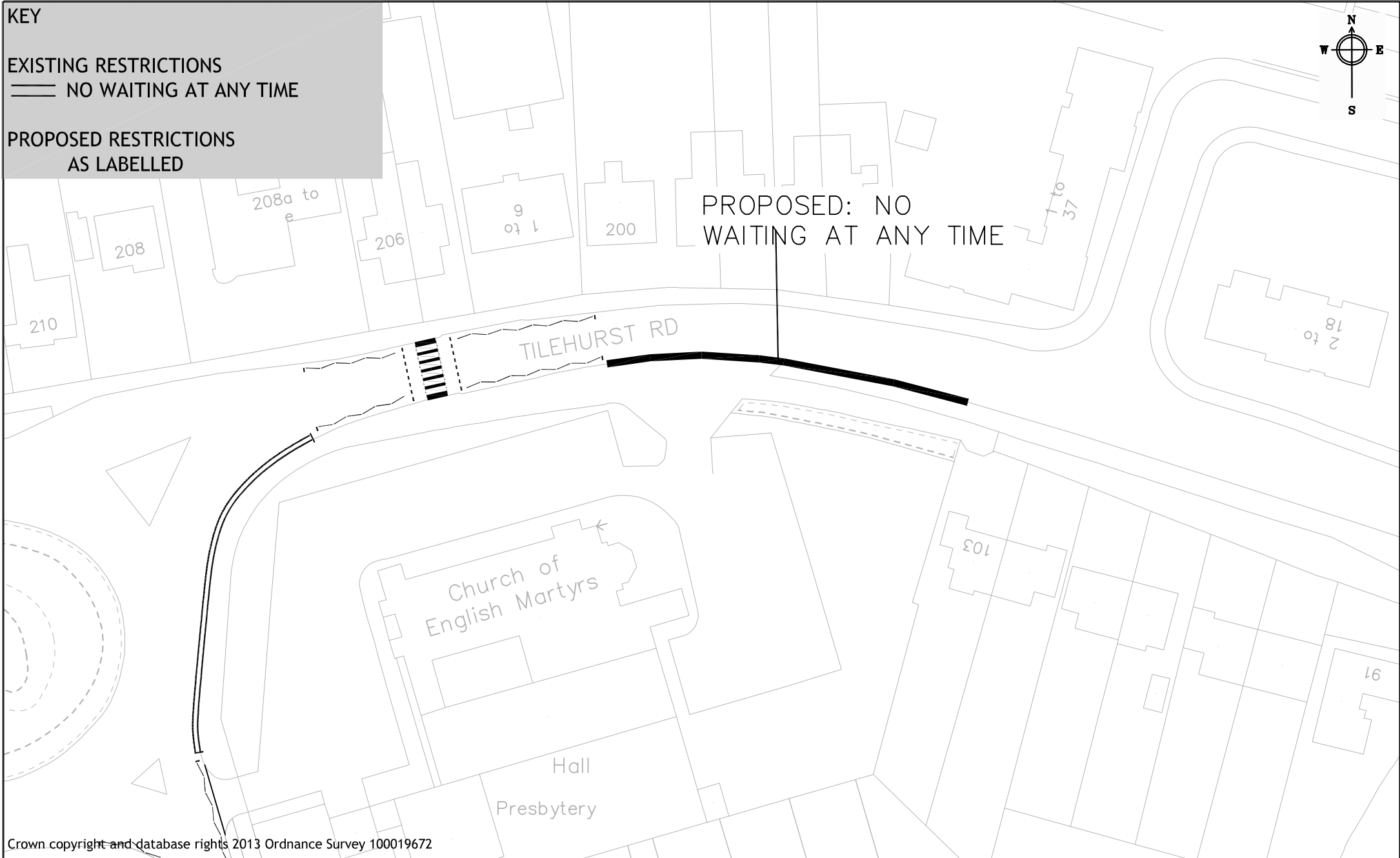
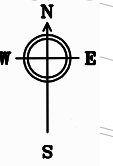
KEY

EXISTING RESTRICTIONS

— NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

AS LABELLED



PROPOSED: NO WAITING AT ANY TIME

Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

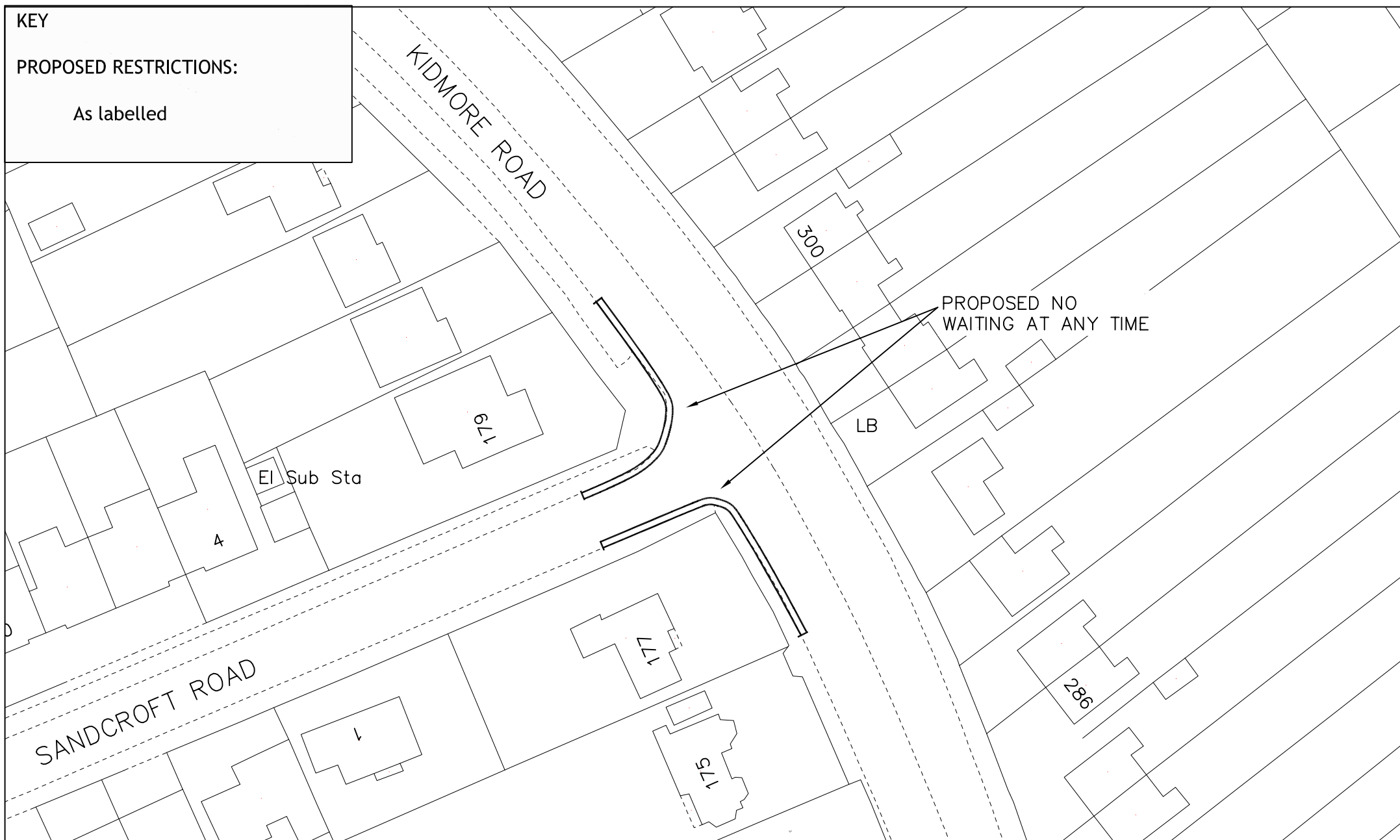
Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale N.T.S	Drawn JT
	Date NOV 17	Checked JC Approved JP
Drawing TILEHURST ROAD	Drawing No. SO2_Tilehurst Road	

KEY

PROPOSED RESTRICTIONS:

As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

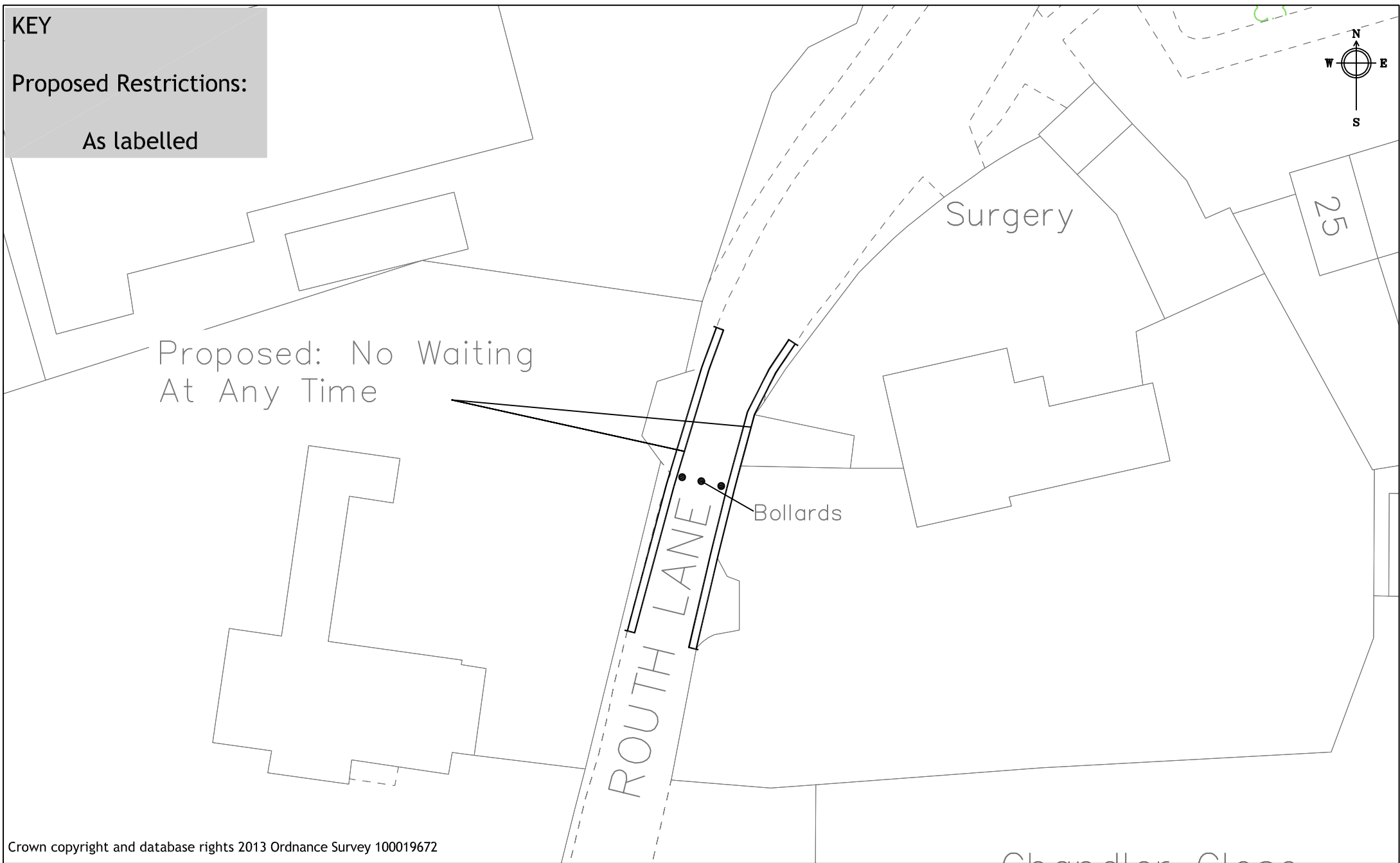
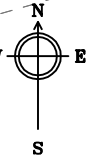
Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale NTS	Drawn JT
	Date OCT 17	Checked JC
Drawing SANDCROFT ROAD/KIDMORE ROAD	Approved JP	
	Drawing No. TH_MA1_Sandcroft Road	

**KEY**

Proposed Restrictions:

As labelled



Proposed: No Waiting  
At Any Time

Bollards

ROUTH LANE

Surgery

25

Crown copyright and database rights 2013 Ordnance Survey 100019672

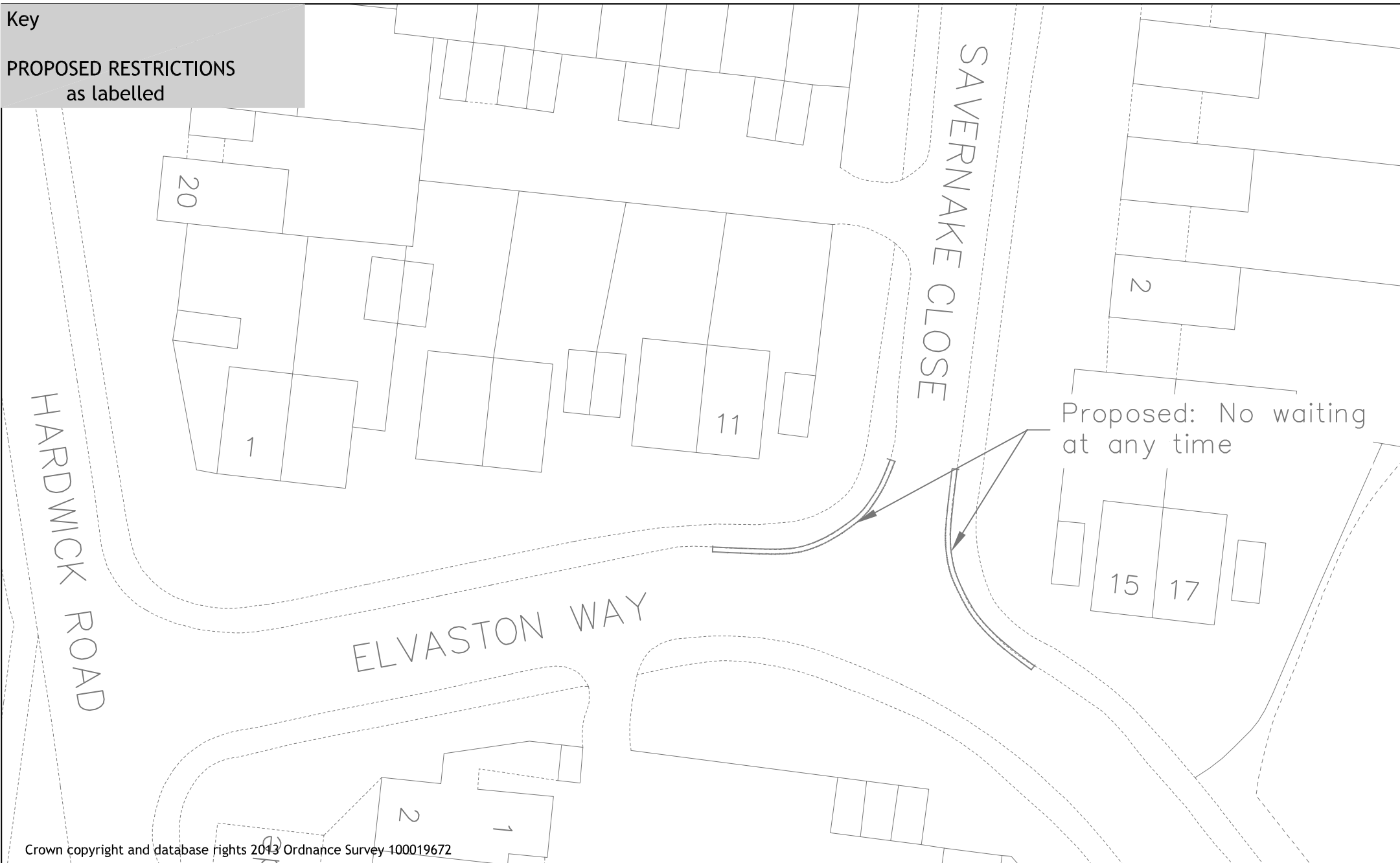


Transportation and Streetcare Services  
Civic Offices  
Bridge St  
Reading  
RG1 2LU

Project <b>WAITING RESTRICTION REVIEW 2017B</b>	Scale N.T.S	Drawn JT
Date NOV 2017	Checked JC	Approved JP
Drawing <b>ROUTH LANE</b>	Drawing No. <b>TI1_Routh Lane</b>	

Key

PROPOSED RESTRICTIONS  
as labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you



Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale N.T.S	Drawn JT
	Date NOV 17	Checked JC
Drawing ELVASTON WAY/SAVERNAKE CLOSE	Approved JP	
	Drawing No. TI2_Elvaston Way	



Key

Existing Restrictions

-  Limited waiting bay
-  No waiting at any time

Proposed Restrictions:  
As labelled



SCHOOL ROAD

Library

Existing: Mon-Sat 8am-6.30pm 30mins  
no return within 30mins

Proposed: Mon-Sat 8am-6.30pm 60mins  
no return within 60mins

Clinic

CORWEN ROAD

67

B2B

77

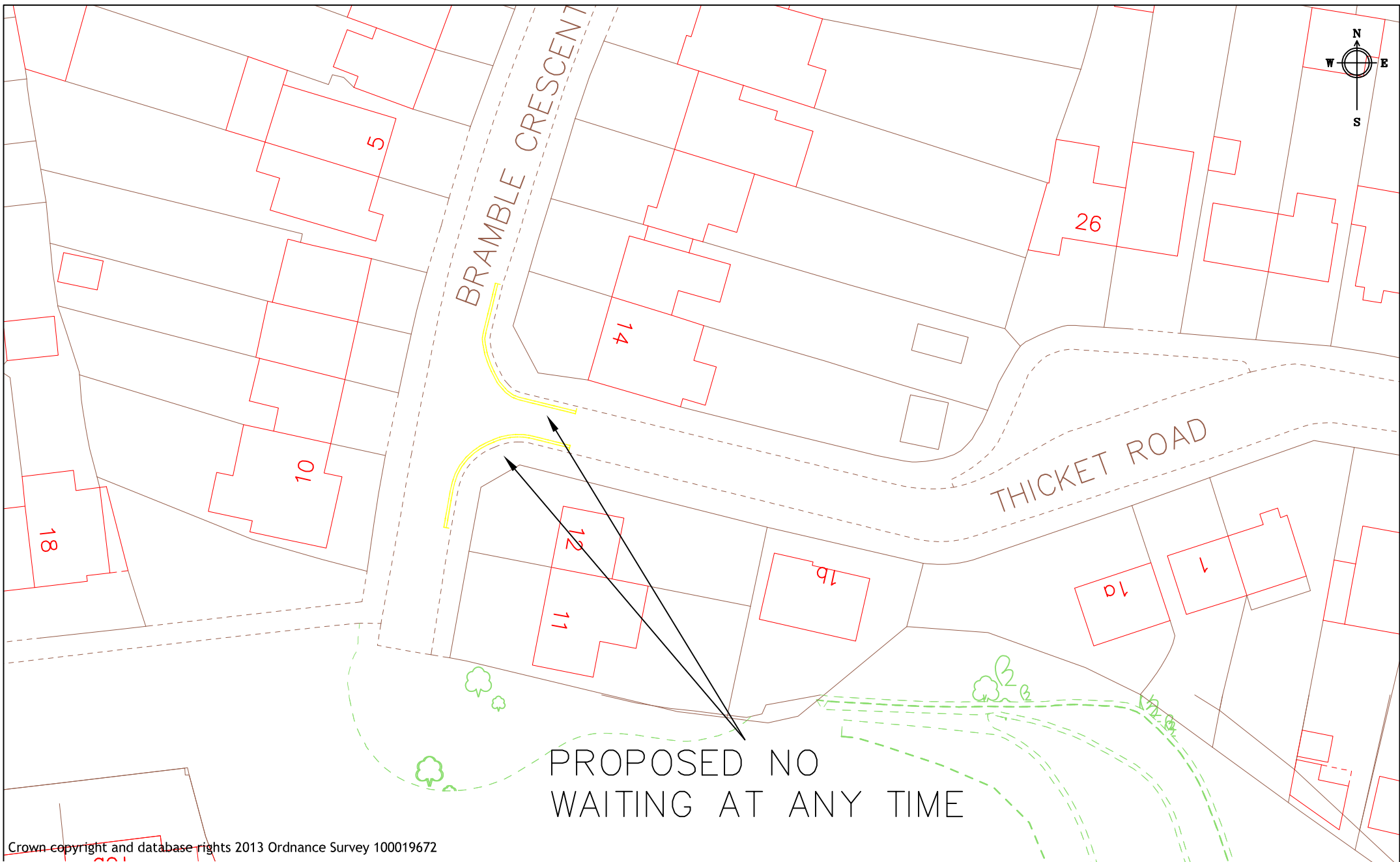
B2B

Crown copyright and database rights 2013 Ordnance Survey 100019672



Transportation & Streetcare Services  
Civic Offices  
Bridge Street  
Reading  
RG1 2LU

Project <b>WAITING RESTRICTION REVIEW 2017B</b>		Scale N.T.S.	Drawn JT
Drawing <b>CORWEN ROAD</b>		Date NOV 17	Checked JC
		Approved JP	Drawing No. <b>T13_Corwen Road</b>





Crown copyright and database rights 2013 Ordnance Survey 100019672

Project <b>WAITING RESTRICTION REVIEW 2017B</b>	Scale NTS	Drawn PC
	Date NOV 17	Checked JT
Drawing <b>THICKET ROAD</b>	Approved JT	
Drawing No. <b>TI4_THICKET ROAD</b>		

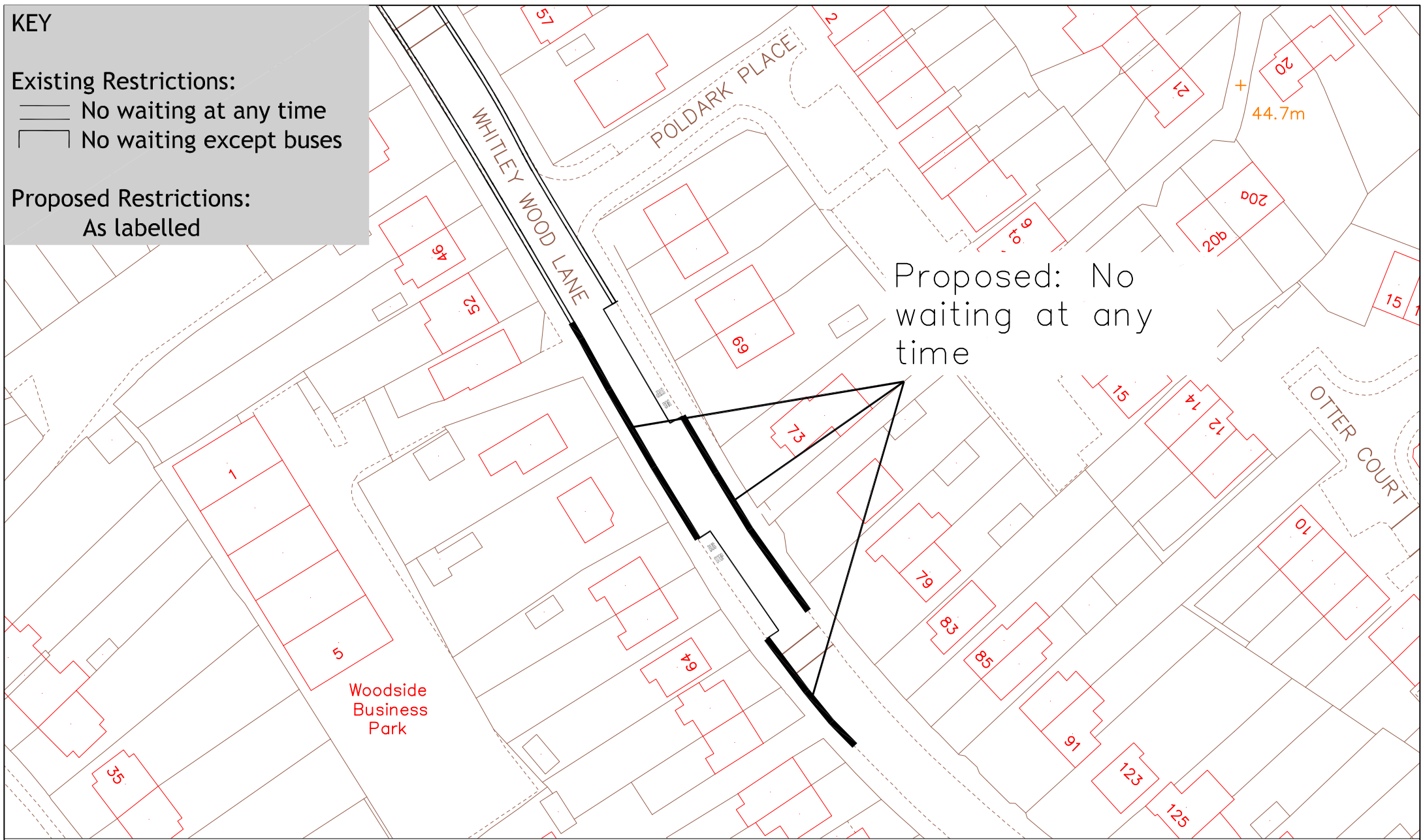
**KEY**

**Existing Restrictions:**

-  No waiting at any time
-  No waiting except buses

**Proposed Restrictions:**

As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672

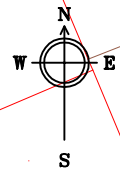


**Reading**  
Borough Council  
Working better with you

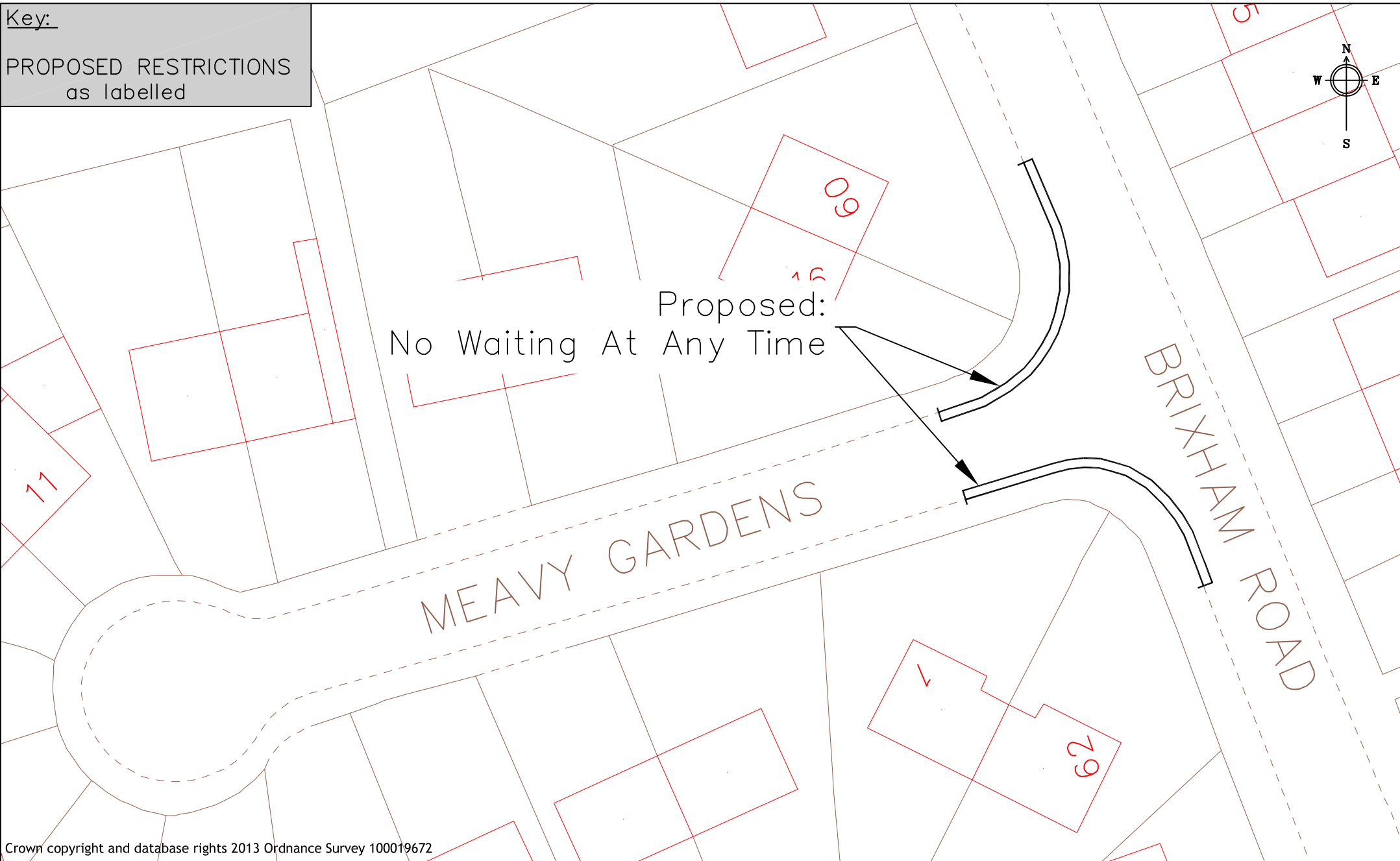
Transportation & Streetcare Services  
Civic Offices  
Bridge Street  
Reading  
RG1 2LU

Project	Scale	Drawn JT
	NTS	Checked JC
WAITING RESTRICTION REVIEW 2017B	Date	Approved JP
	OCT 17	
Drawing	Drawing No.	
WHITLEY WOOD LANE	WH1_Whitley Wood Lane	

Key:  
 PROPOSED RESTRICTIONS  
 as labelled



Proposed:  
 No Waiting At Any Time



Crown copyright and database rights 2013 Ordnance Survey 100019672



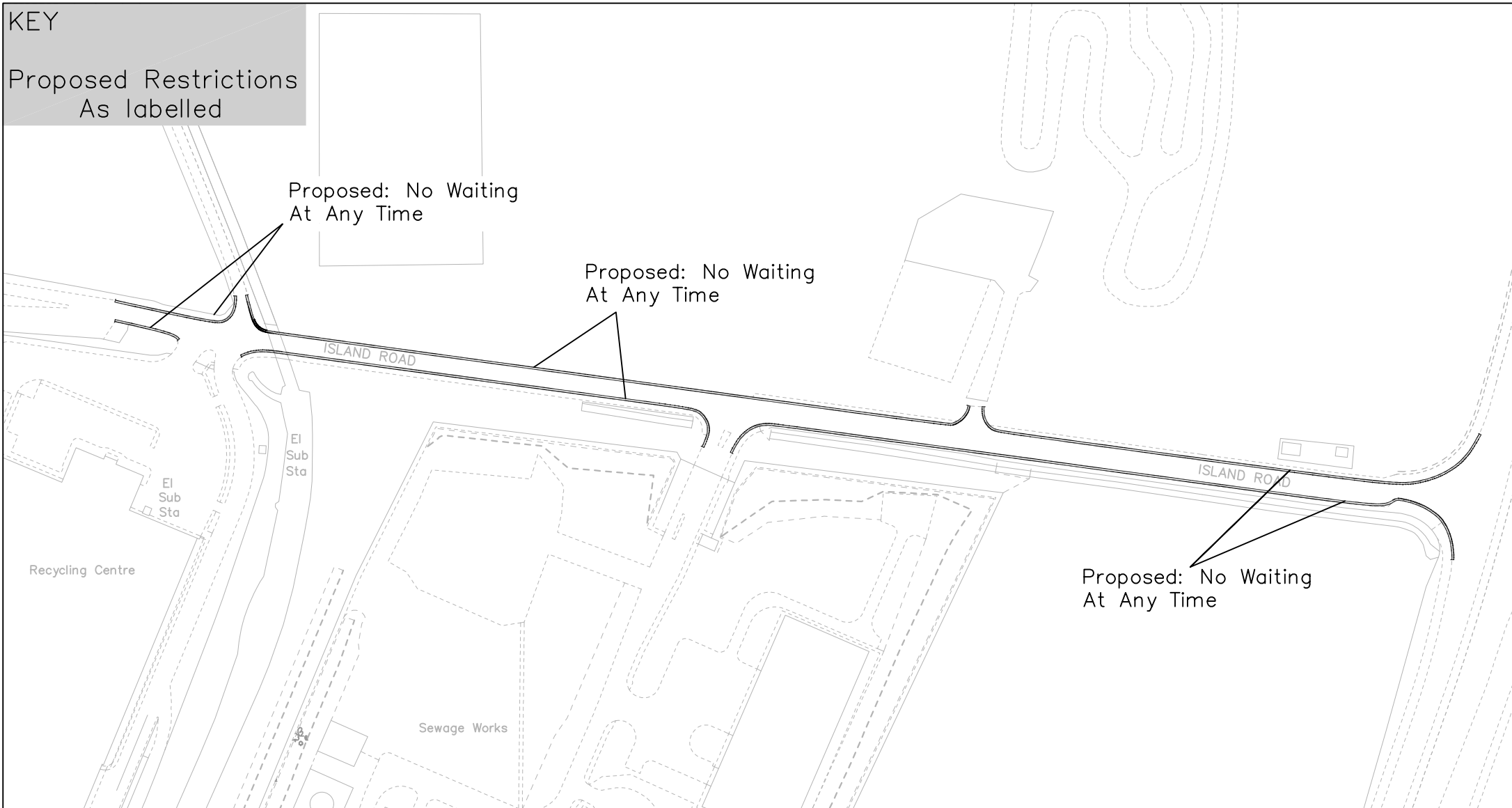
**Reading**  
 Borough Council  
 Working better with you

Transportation & Streetcare Services  
 Civic Centre  
 Bridge Street  
 Reading  
 RG1 2LU

Project	Scale	Drawn
WAITING RESTRICTION REVIEW 2017B	N.T.S	JT
	Date	Checked
	NOV 17	JC
Drawing	Approved	
MEAVY GARDENS	JP	
	Drawing No.	
	WH2_Meavy Gardens	

**KEY**

Proposed Restrictions  
As labelled



Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transportation & Streetcare Services  
Civic Centre  
Bridge Street  
Reading  
RG1 2LU

Project WAITING RESTRICTION REVIEW 2017B	Scale N.T.S	Drawn JT
	Date NOV 17	Checked JC
Drawing ISLAND ROAD	Drawing No. WH3_Island Road	
		Approved JP

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	11 JANUARY 2018	<b>AGENDA ITEM:</b>	8
<b>TITLE:</b>	BUS LANES - PROPOSALS FOR STATUTORY CONSULTATION		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORTATION & STREETCARE	<b>WARDS:</b>	ABBEY, BATTLE, MINSTER, PARK, REDLANDS, WHITLEY.
<b>LEAD OFFICER:</b>	JAMES PENMAN	<b>TEL:</b>	0118 937 2202
<b>JOB TITLE:</b>	ASSISTANT NETWORK MANAGER	<b>E-MAIL:</b>	<a href="mailto:JAMES.PENMAN@READING.GOV.UK">JAMES.PENMAN@READING.GOV.UK</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval for Officers to undertake statutory consultation for the implementation of enforceable bus lanes as part of the South Reading MRT project and for Beresford Road and Garrard Street.
- 1.2 To inform the review of vehicle-type exclusions in Reading's bus lanes, this report seeks approval for Officers to implement an experimental Traffic Regulation Order (TRO) on Kings Road inbound bus lane to better manage the vehicles that are permitted to use this public transport infrastructure.
- 1.3 Appendix 1 - South Reading MRT drawings  
Appendix 2 - Beresford Road location plan  
Appendix 3 - Garrard Street location plan  
Appendix 4 - Kings Road location plan  
Appendix 5 - Regulated traffic sign for proposed Kings Road restriction

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Head of Legal and Democratic Services be authorised to undertake statutory consultations as recommended in the

proposals for South Reading MRT, Beresford Road and Garrard Street, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

- 2.3 That subject to no objection(s) being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders.
- 2.4 That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee.
- 2.5 That the Head of Legal and Democratic Services be authorised to carry out the statutory notice procedures for the intention to implement a new controlled pedestrian crossing on London Street, in accordance with Section 23 of the Road Traffic Regulation Act 1984.
- 2.6 That the Head of Legal and Democratic Services be authorised to make the experimental Order as recommended for the proposal on Kings Road, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.7 That subject to no objections being received, the Head of Legal Services be authorised to make the appropriate permanent traffic regulation order.
- 2.8 If objections are received these will be reported back to the Sub-Committee at the appropriate time.
- 2.9 That no public inquiry be held into the proposals.
- 2.10 As per Item 6.3, the lead petitioner will be informed about the decision of the Sub-Committee, with regards to recommendation 2.6, following publication of the meeting minutes.

### **3. POLICY CONTEXT**

- 3.1 The proposals are in line with Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 and current traffic management policies and standards.
- 3.2 Under the Traffic Management Act 2004 the authority has a duty to maintain and manage the road network and secure the safe and expeditious movement of traffic.

## 4. BACKGROUND, PROPOSALS AND RECOMMENDATIONS

### South Reading MRT

- 4.1 This report recommends that Officers be granted approval to undertake statutory consultation for the implementation of enforceable bus lane restrictions, as part of the Council's South Reading MRT scheme, as detailed in Items 4.2 - 4.8. It also recommends the Officers be granted approval to undertake the statutory notice procedure for implementing a new controlled pedestrian crossing on London Street.

#### London Street, southbound bus lane:

- 4.2 A southbound bus lane will be built by utilising spare space currently hatched out on London Street from its junction with Mill Lane to south of its junction with Crown Street. The space made available will allow the existing southbound lane to be relocated to the centre of the road allowing the new bus lane to be located at the nearside adjacent to existing bus stops. The existing capacity of the road will be increased by the segregation of buses into their own lane.
- 4.3 In order to provide a safe crossing point for pedestrians the existing refuge islands will be replaced with a controlled crossing to the south of South Street, subject to Officers receiving approval to conduct the statutory notice procedure for the implementation of this facility and the successful completion of the stage 1 and 2 road safety audits.

#### Bridge Street, northbound bus lane:

- 4.4 An extension to the existing northbound bus lane on Bridge Street will be built by reconstructing the central island at the junction with The Oracle roundabout and by removal of the existing central island on the Bridge Street bridge. The space made available will allow the existing northbound bus lane to be extended south to commence under the bridge over The Oracle roundabout.
- 4.5 In order to provide for safe crossing of the road by pedestrians the existing crossing island on the bridge will be replaced by a relocated island suitable for cyclists and pedestrians adjacent to the Fobney Street junction, subject to the successful completion of the stage 1 and 2 road safety audits.



A33, southbound bus lanes:

- 4.6 A southbound bus lane will be built by reconstructing the verges alongside the A33 to provide space for bus lanes between:
  - a. the junction with Rose Kiln Lane (North) to the existing left hand slip lane to Rose Kiln Lane (South); and
  - b. south of the River Kennet A33 bridge to the existing left hand slip lane to Lindsifarne Way.
- 4.7 In addition, a TRO is needed in order to enforce the use of the existing bus lane from Lindisfarne Way to Bennet Road.

A33, northbound bus lanes:

- 4.8 A northbound bus lane will be built by reconstructing the verges alongside the A33 to provide space for bus lanes between:
  - a. the junction with Bennet Road to the junction with Island Road; and
  - b. from the junction with Island Road to north of the junction with Rose Kiln Lane (South).

#### Beresford Road

- 4.9 At the roundabout with Portman Road and Cow Lane there are width restrictions for the north and southbound traffic lanes and a single centre lane that is restricted by 'No Entry Except Buses' in both directions. The intension of these restrictions is to reduce the traffic volumes using Beresford Road as a short-cut between Cow Lane and Oxford Road and to prohibit large vehicles, such as HGVs from doing the same.
- 4.10 'No Entry' restrictions are not currently enforceable by Reading Borough Council, as a local authority, and this restriction is regularly being ignored. With the commencement Network Rail's road improvement works on Cow Lane and the eventual removal of the height-restriction on the new bridge, the risks of abuse increase.
- 4.11 This report recommends that Officers be granted approval to undertake statutory consultation for the implementation of an enforceable bus [only] gate restriction in place of the 'No Entry' restriction and that this be enforced by camera, subject to implementation and the availability of funding.

## Garrard Street

- 4.12 Following delays to the commencement of the major Station Hill development works, the Council agreed to temporarily re-open Garrard Street for use as a taxi (Hackney Carriage) feeder rank to the temporarily re-opened 'horseshoe' rank outside Reading Railway Station (south-east).
- 4.13 Officers have received reports that the 'gate' restriction that permits vehicles to exit Garrard Street onto Station Road is being abused by unauthorised vehicles. It is also likely that this temporary feeder rank will be in operation for longer than originally anticipated, due to uncertainty regarding the commencement date of the development works that will necessitate the closure of Garrard Street.
- 4.14 Recent changes to national regulations provide local Highway Authorities with greater flexibility regarding the restrictions that can be implemented to control the types of vehicles authorised to travel through bus gates and along bus lanes.
- 4.15 This report recommends that Officers be granted approval to undertake statutory consultation for the implementation of an enforceable gate restriction on Garrard Street, at its junction with Station Road, signed to permit buses, bicycles and 'authorised vehicles' to pass through. The TRO will define 'authorised vehicles' to be Reading Borough Council Licenced Hackney Carriages only.
- 4.16 Officers consider that this restriction reflects the intended use of this facility and allows the restriction to be enforced by camera, subject to implementation and the availability of funding.

## Kings Road (inbound/westbound)

- 4.17 The inbound/westbound bus lane runs between Cemetery Junction and the junction with Orts Road, allowing access by buses, cyclists, motorcycles, taxis (Hackney Carriages) and private hire vehicles.
- 4.18 This bus lane is an important facility, which expedites the journey times of key public transport routes, such as the Number 17 Reading Buses route, particularly during peak traffic periods. However, the facility is being compromised by the volumes of vehicles that are accessing it, whether legitimately or otherwise (this facility is not currently camera-enforced). It is not currently considered that the use of this facility by motorcycles is compromising its effectiveness as public transport infrastructure, due to the relatively small 'footprint' that such vehicles have.

- 4.19 At the November 2017 meeting of the Sub-Committee, Officers recommended conducting a review of vehicle-type access restrictions throughout Reading's bus lane network, following requests from motorcyclists and Reading Borough Council licenced private hire drivers for greater access. Concerns have also been raised regarding the access that vehicles registered as Hackney Carriages by other Local Authorities have to certain areas, when they are not necessarily the wheelchair-accessible 'black-cab' style vehicles that Reading Borough Council licences as Hackney Carriages.
- 4.20 As per Item 4.14, local authorities have greater flexibility over the vehicle-type restrictions that can be implemented on bus lanes. This report recommends that Officers be granted approval to implement an experimental TRO to replace the existing bus lane restriction with a restriction signed to permit buses, bicycles, motorcycles and 'authorised vehicles' to pass along the lane (Appendix 5). It is proposed that the TRO will define 'authorised vehicles' to be Reading Borough Council Licenced Hackney Carriages and Reading Borough Council Licenced Private Hire Vehicles only.
- 4.21 It is considered that the proposed restriction will likely result in a reduction in the numbers of vehicles that use the facility and will not only benefit mass rapid transit vehicles (buses), but Reading's Hackney Carriage and private hire vehicles in their public transport activities for Reading's residents and visitors.
- 4.22 This will be Reading Borough Council's first implementation of such a restriction, alongside that in Garrard Street, and will inform the review noted in Item 4.19. The experimental status of the Order will allow Officers to consider the effectiveness of the restriction, any implications that may arise, particularly with enforcement, and propose any amendments that may be necessary before a permanent Order is promoted.
- 4.23 After the initial 6-months of the experimental Order, the Sub-Committee will be required to consider any objections received and to decide whether or not to continue with the scheme. Any significant changes to the scheme that may be necessary will be reported to the Sub-Committee. Should it be decided to keep the new restriction, the experimental TRO can run for a maximum of 18-months before being made permanent.

## Conclusion

4.24 The Sub-Committee is asked to support the undertaking of statutory consultations for the South Reading MRT bus lanes, the Beresford Road and Garrard Street bus gates and the use of an experimental TRO to implement the Kings Road inbound bus lane restriction. The Sub-Committee is also asked to support the undertaking of the statutory notice procedures necessary for the implementation of a new controlled pedestrian crossing on London Street.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 These proposals support the aims and objectives of the Local Transport Plan and contribute to the Council's strategic aims, as set out below:

- Providing the infrastructure to support the economy.
- Keeping the town clean, safe, green and active.
- Remaining financially sustainable to deliver these service priorities.

5.2 The proposals also contribute to the Council's strategic aim to:

- Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

6.2 The proposals for defining 'authorised vehicles' for Garrard Street and Kings Road have been produced in liaison with Reading Borough Council's Licencing department. It is intended that Officers will share the definitions with their counterparts in the surrounding Local Authorities, so that they may provide due warning to their respective taxi trades.

6.3 The report noted in Item 10.1 resulted from a petition that was received by the Council. The lead petitioner will be informed of the decisions of this meeting, with regard to the proposed experimental TRO for the Kings Road inbound bus lane, following publication of the meeting minutes.

## **7. LEGAL IMPLICATIONS**

- 7.1 The creation of - and changes to existing - Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.2 The intended London Street pedestrian crossing will be locally advertised under Section 23 of the Road Traffic Regulation Act 1984
- 7.3 Implemented restrictions will be signed in accordance with the Traffic Signs, Regulations and General Directions 2016.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 The Council does not consider that the proposals will have a direct impact on any groups with protected characteristics. However, this will be reviewed as a part of the consultation process and assessed again prior to recommending the permanent implementation of any restrictions, as appropriate.

## **9. FINANCIAL IMPLICATIONS**

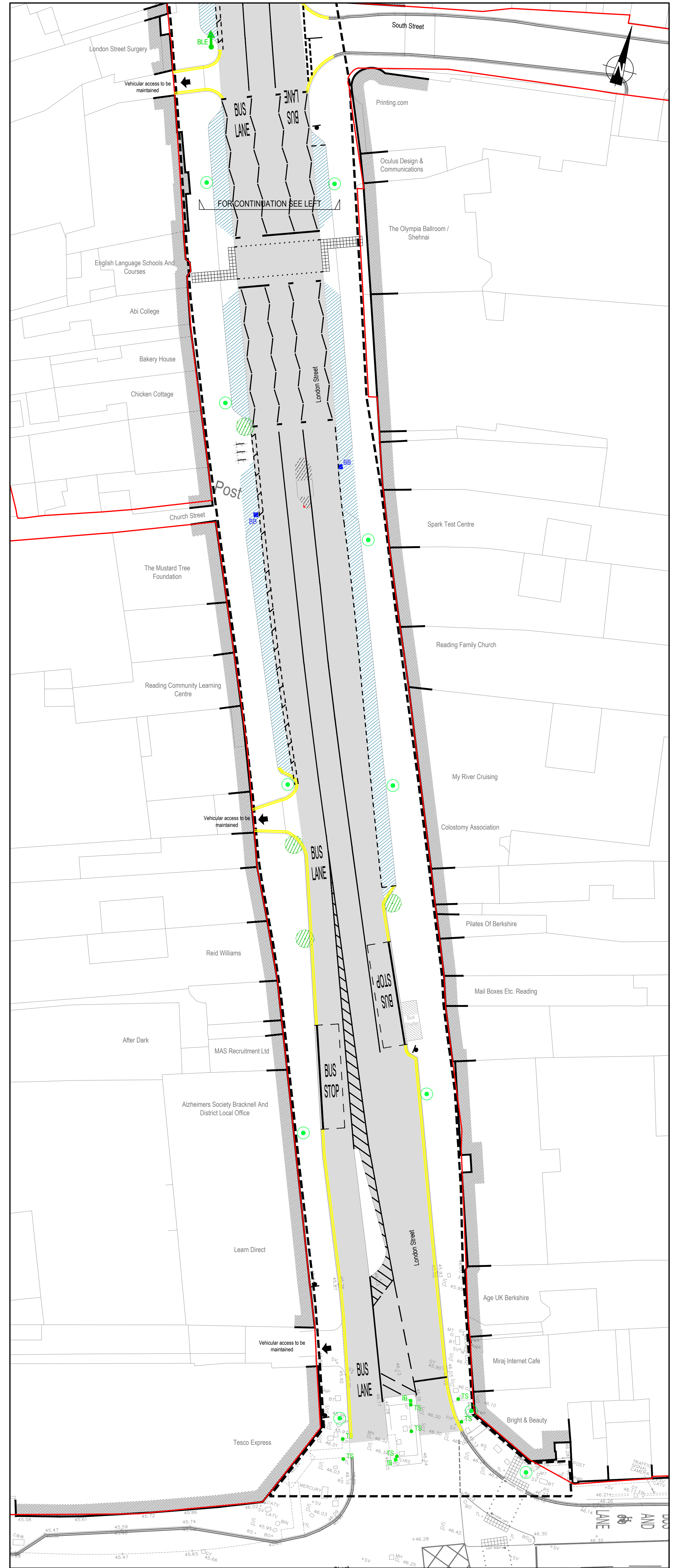
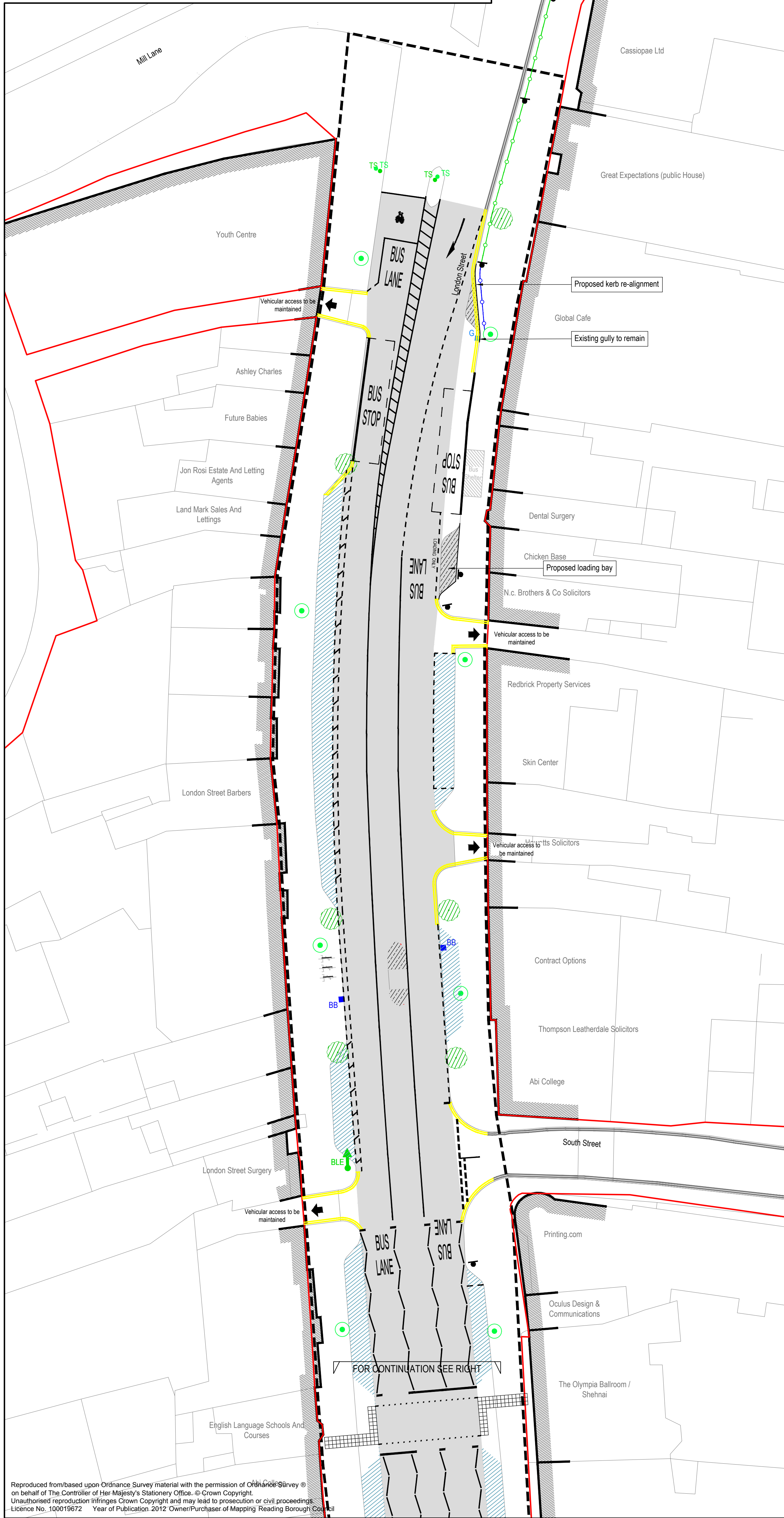
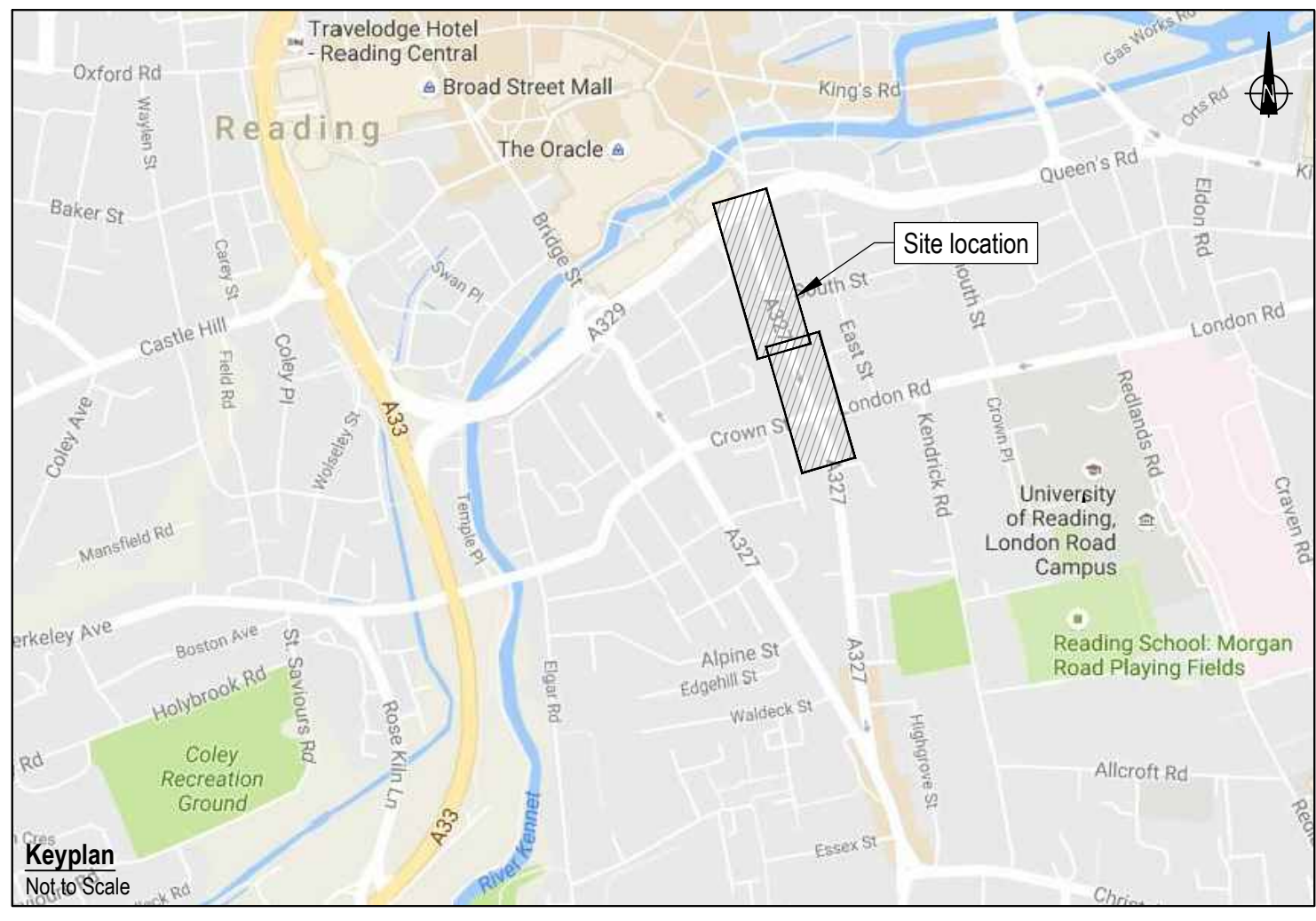
- 9.1 Budgets for the construction of further South Reading MRT lanes are funded by Thames Valley LEP in accordance with an agreed programme covering financial years 2017/18, 2018/19 and 2019/20.
- 9.2 Funding for the advertisement requirement of the statutory consultation and experimental Order process will be identified from existing Transport budgets and will be a relatively low cost.

- 9.3 Funding for the advertisement requirement of making the experimental order for Kings Road, as well as the signing changes for the bus lane, will be identified from existing Transport budgets. Signing changes are minor, so total costs will be relatively low.
- 9.4 Funding for the installation of bus lane enforcement cameras will need to be identified, with the exception of the South Reading MRT works, which will have funding allocated as per Item 9.1.

## **10. BACKGROUND PAPERS**

- 10.1 Petition Update - New Entry Restriction on Minster Street and Lack of Access Through Bus Lanes for Private Hire Vehicles (Traffic Management Sub-Committee - November 2017).





Reproduced from based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. 100019872. Year of Publication 2012. Owner/Purchaser of Mapping Reading Borough Council.

- Key**
- Site boundary
  - Highway boundary
  - Existing pedestrian guardrail to be retained
  - Proposed pedestrian guardrail
  - Existing parking areas to remain
  - Proposed carriageway resurfacing extents
  - Proposed carriageway (full depth construction)
  - Proposed tactile paving
  - Proposed sign locations (see note 4)
  - Proposed road markings
  - Existing trees to be protected during the construction period
  - Existing bus lane enforcement camera to be retained
  - Existing lighting columns to be retained
  - Existing belisha beacon to be removed
  - Proposed belisha beacon
  - Existing traffic signal equipment to remain
  - Existing illuminated bollard to remain

- Notes**
1. This drawing is to be read in conjunction with all other drawings.
  2. All works to be in accordance with the Highway England Specification for Highway Works.
  3. For details of pavement and kerb types refer to drawing Nos 36234/2002/3b/LS/05 and 36234/2002/SD01.
  4. For details of traffic signs and road markings refer to drawing Nos 36234/2002/3b/LS/06.
  5. The on-street parking has increased in length by 7m from 206m in the existing layout to 213m.

**NB.**

- General arrangement layout is diagrammatic only. Detailed design drawings take precedence

Mark	Revision	Date	Drawn	Chkd	Appd
A	REVISED CROSSING AND ROAD MARKINGS	30.11.17	JHC	DH	DH

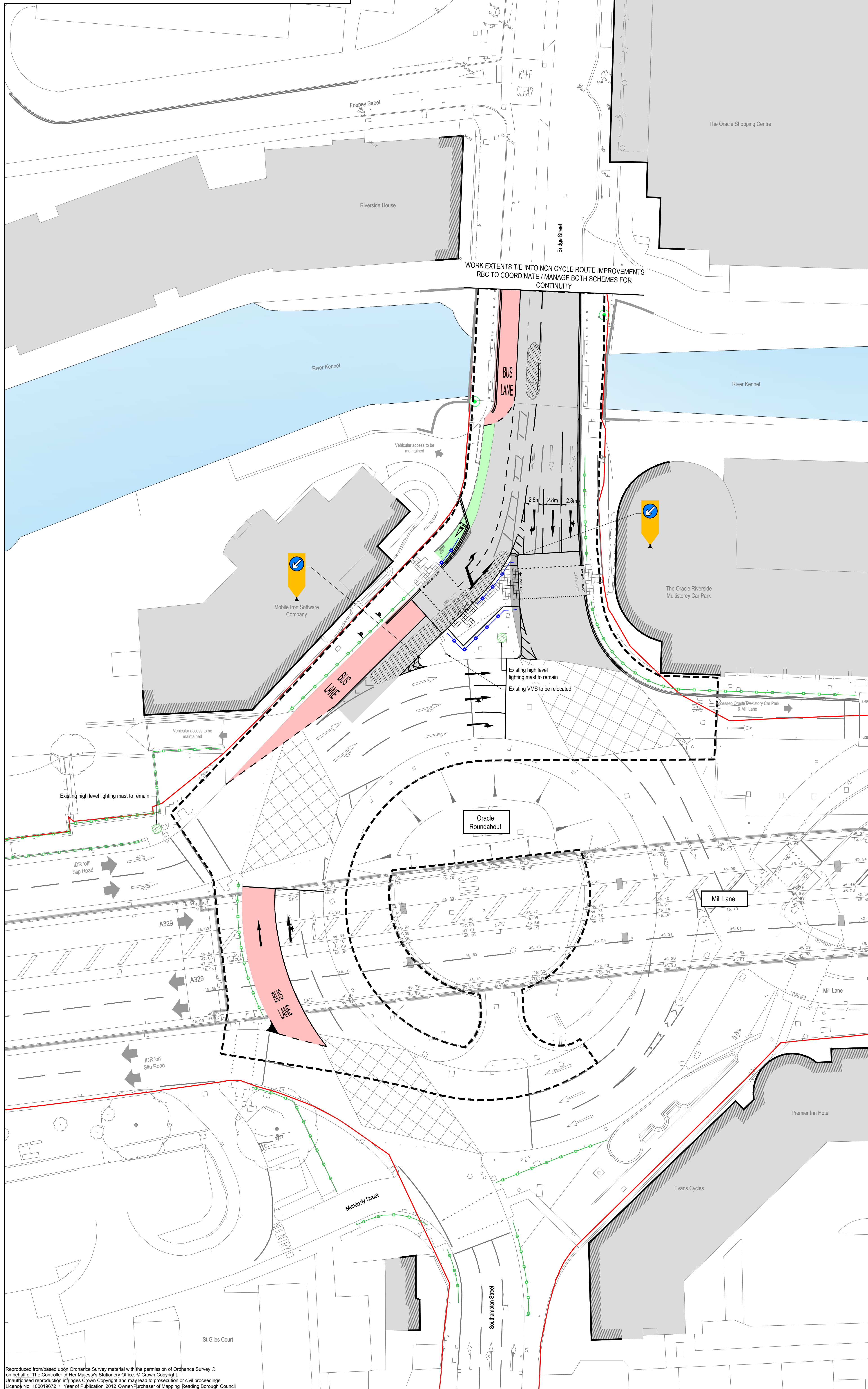
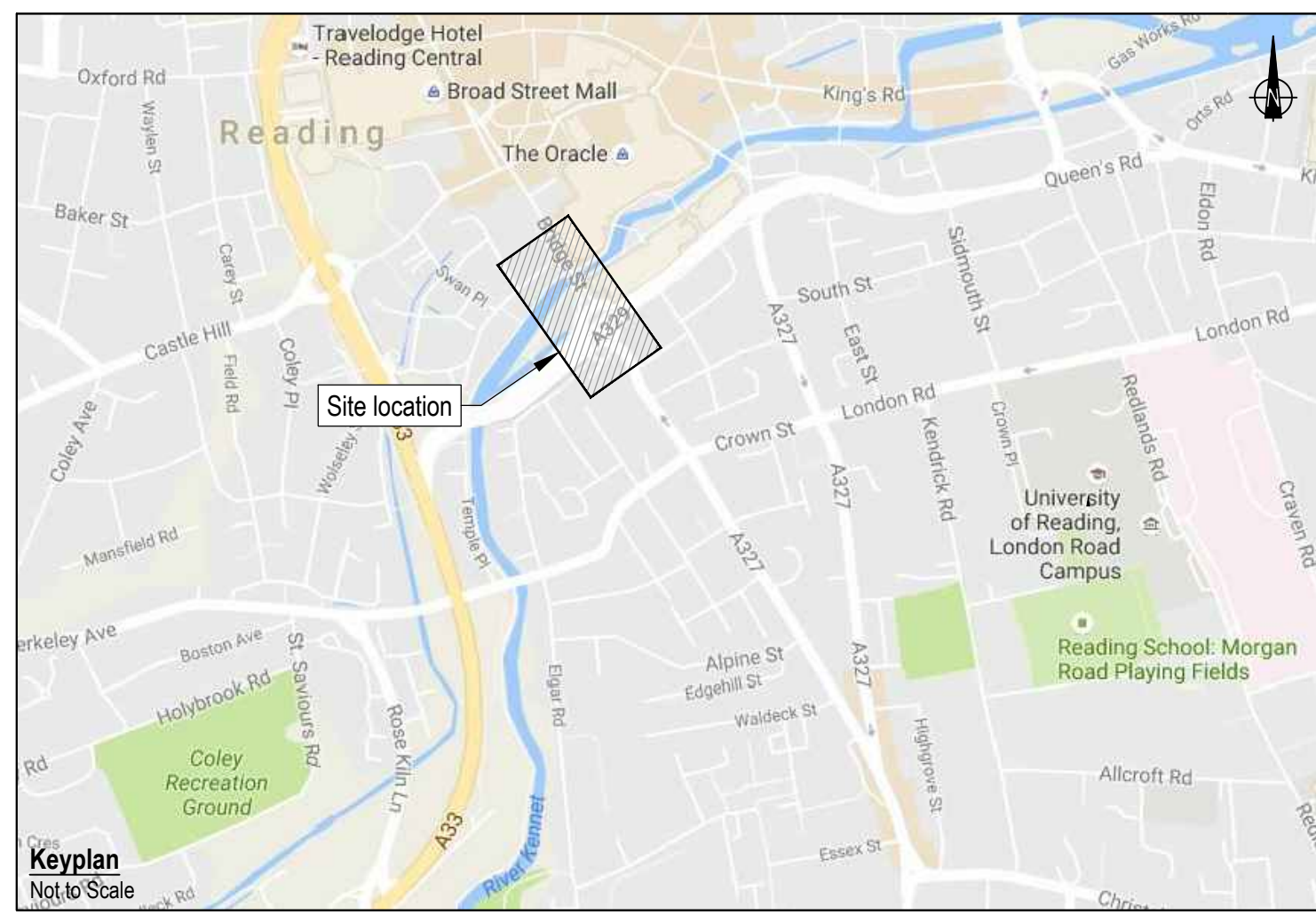
SCALING NOTE: Do not scale from this drawing. If in doubt, ask. UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

**FOR PRICING**

**READING MRT SOUTH HIGHWAY WORKS  
PHASE 3B - LONDON STREET  
GENERAL ARRANGEMENT PLAN**

Client		<p>Reading Borough Council Working better with you</p>		<p>Offices throughout the UK and Europe www.peterbrett.com © Peter Brett Associates LLP READING Tel: 0118 950 0761</p>	
Date of 1st Issue	23.11.17				
B1 Scale	1:250	Checked	DN	Approved	SE
Drawing Number	36234/2002/3b/LS/01	Revision	A		





- Key**
- Site boundary
  - Highway boundary
  - Existing pedestrian guardrail to be retained
  - Proposed pedestrian guardrail
  - Proposed carriageway resurfacing extents
  - Proposed carriageway (full depth construction)
  - Proposed carriageway resurfacing (MRT route)
  - Proposed footway construction
  - Extent of proposed green surface dressing for Cycle Lane
  - Proposed tactile paving
  - Proposed sign locations (see note 4)
  - Proposed road markings
  - Existing lighting columns to be retained
  - Existing cast iron bollard to remain
  - Existing illuminated bollard to be removed off site to contractors tip
  - Existing collapsible bollard to be relocated
  - Existing belisha beacon to be relocated
  - Proposed collapsible bollard TMP (Type 'EVO S' bollard in retention socket or similar approved). Bollard to be blank on reverse face

- Notes**
1. This drawing is to be read in conjunction with all other drawings.
  2. All works to be in accordance with the Highway England Specification for Highway Works.
  3. For details of pavement and kerb types refer to drawing number 36234/2002/3b/OR/05.
  4. For details of traffic signs and road markings refer to drawing number 36234/2002/3b/OR/06.
  5. For details of proposed traffic signal layout refer to drawing number 36234/2006/3b/OR/10.

**NB.**

- General arrangement layout is diagrammatic only. Detailed design drawings take precedence

Mark	Revision	Date	Drawn	Chkd	Appd
A	Alignment amended / Pedestrian crossing removed	05.12.17	LC	DN	SE

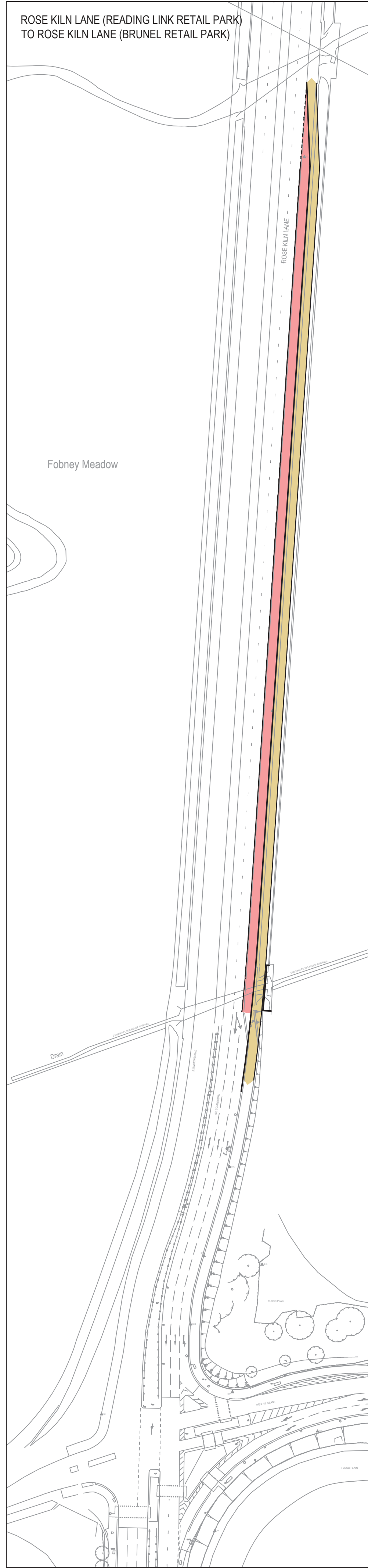
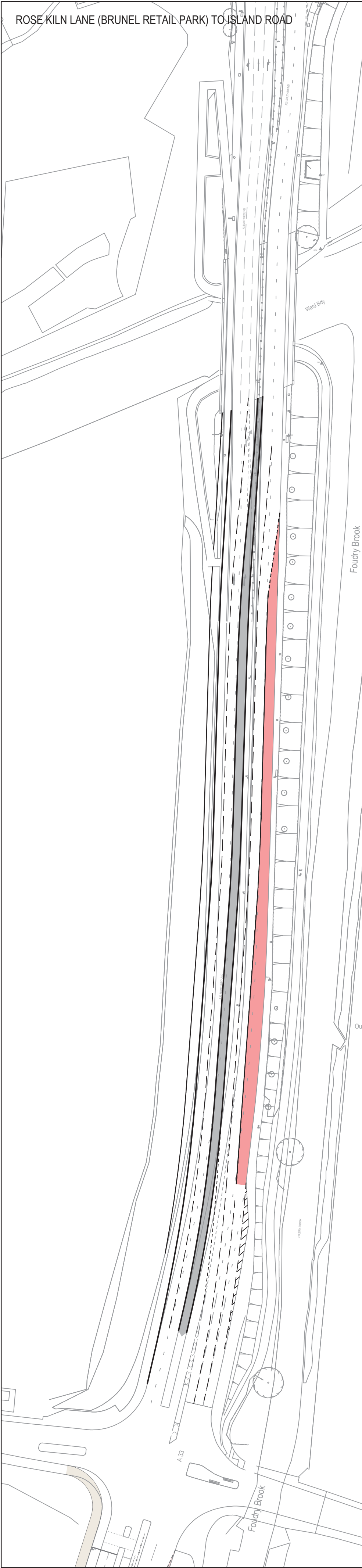
SCALING NOTE: Do not scale from this drawing. If in doubt, ask.  
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

**FOR INFORMATION**

**READING MRT SOUTH HIGHWAY WORKS  
PHASE 3B - THE ORACLE ROUNDABOUT  
GENERAL ARRANGEMENT PLAN**

<p>Client</p> <p>Reading Borough Council Working better with you</p>		<p>Offices throughout the UK and Europe <a href="http://www.peterbrett.com">www.peterbrett.com</a> Peter Brett Associates LLP READING Tel: 0118 950 0761</p>	
Date of 1st Issue	Designed	Drawn	Checked
23.11.17	LC	SF	DN
B1 Scale	Checked	Approved	SE
1:250	DN	SE	
Drawing Number	Revision		
36234/2002/3B/OR/01	A		





- KEY**
- FOOTWAY (2.0M MINIMUM)
  - MRT LANE (3.25M MINIMUM)

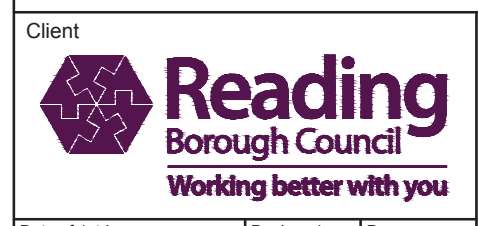


Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.  
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status: **FOR INFORMATION**

**SOUTH READING - MRT  
 PHASE 4  
 S.BOUND BETWEEN READING LINK RETAIL  
 PARK AND ISLAND ROAD**



Date of 1st Issue	Designed	Drawn
15/02/2016	GS	GS
A2 Scale	Checked	Approved
1:1000	-	-
Drawing Number	Revision	
28791/5510/014	-	

Client  
 Offices throughout the UK and Europe  
**www.peterbrett.com**  
 © Peter Brett Associates LLP  
 READING  
 Tel: 0118 950 0761







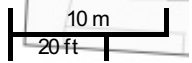


© Ordnance Survey

iShare printing

Scale: 1:500

Printed on: 28/12/2017 at 9:10 AM



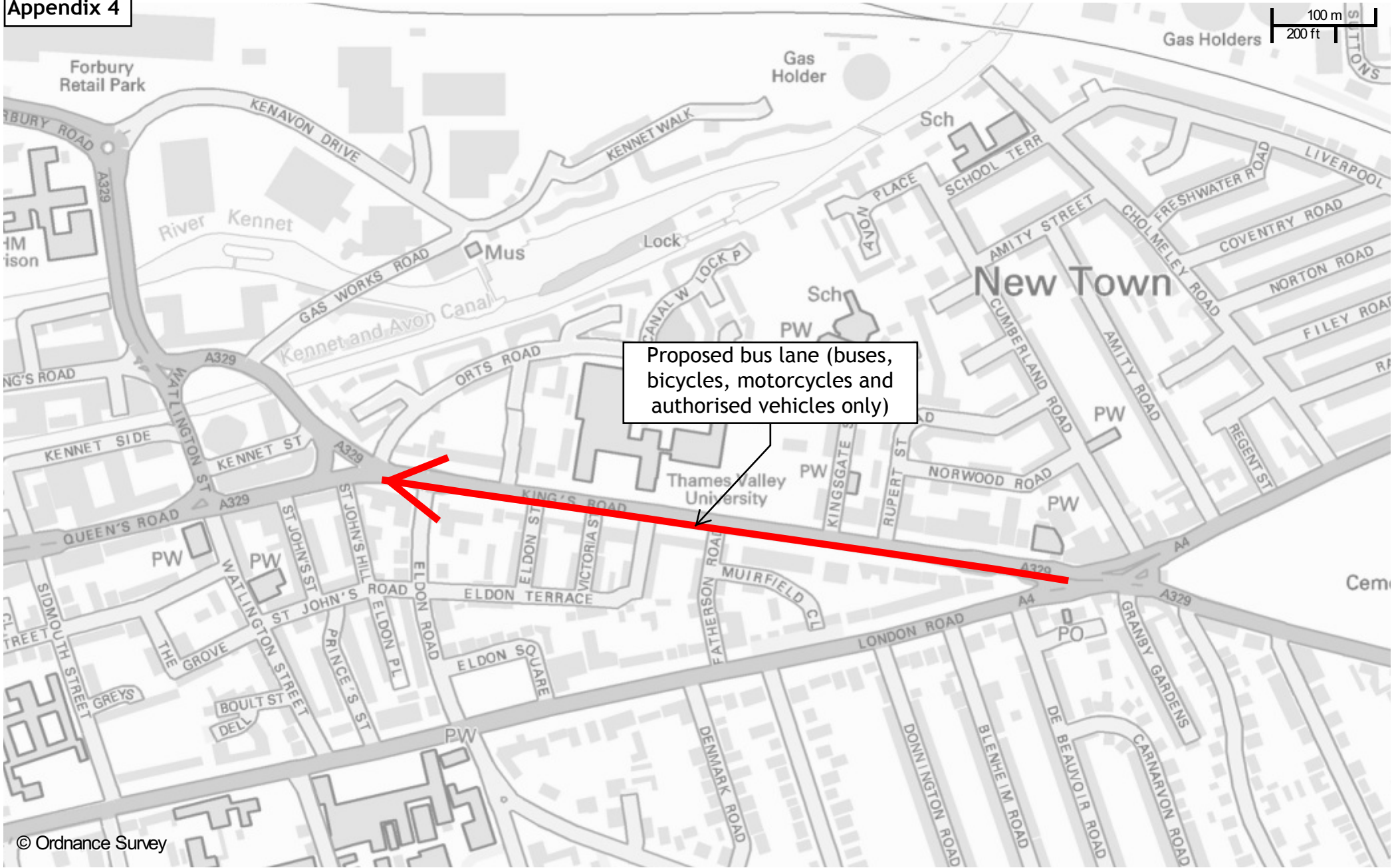
© Ordnance Survey

iShare printing

Scale: 1:500

Printed on: 28/12/2017 at 9:28 AM





© Ordnance Survey

iShare printing  
Scale: 1:5000

Printed on: 28/12/2017 at 9:36 AM





**AND  
AUTHORISED  
VEHICLES**

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 JANURARY 2018</b>	<b>AGENDA ITEM:</b>	<b>9</b>
<b>TITLE:</b>	<b>RESIDENT PERMIT PARKING UPDATE - BATTLE WARD INFORMAL CONSULTATION</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>BATTLE</b>
<b>LEAD OFFICER:</b>	<b>JIM CHEN</b>	<b>TEL:</b>	<b>0118 937 2198</b>
<b>JOB TITLE:</b>	<b>ASSISTANT ENGINEER</b>	<b>E-MAIL:</b>	<b>jim.chen@reading.gov.uk</b>

#### 1. EXECUTIVE SUMMARY

- 1.1 Following approval by Ward councillors and Traffic Management Sub-Committee in September to progress with resident permit parking (RPP) scheme.
- 1.2 Transport officers carried out an informal public consultation in October on a proposal to introduce a new RPP scheme in Battle Ward (next on the Resident Permit priority list).
- 1.3 This report details the results of the informal public consultation.
- 1.4 Appendix 1 - Plan of the proposed scheme.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for 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 in Appendix 1 in accordance with the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulation 1996.

- 2.3 That subject to no objection being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.
- 2.4 That any objection received following the statutory consultation be reported to a future meeting of the Sub-Committee
- 2.5 That the Head of Transportation & Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.

### **3. POLICY CONTEXT**

- 3.1 The provision of waiting (parking) restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

### **4. BACKGROUND AND RECOMMENDATIONS**

- 4.1 The request for a RPP scheme in the area bounded by Oxford Road, Alma Road and Chester Street has been high, as residents feel parking issue continue to worsen.
- 4.2 The main challenge to design a RPP scheme is to meet the high resident parking demand in this highly dense residential area.
- 4.3 The only option that can be realistically delivered whilst maintaining the maximum number of parking spaces is to consider a combination of shared use resident permit bays where carriageways are wide enough to accommodate parking on both sides of the road and “permit only pass this point” restriction in areas with narrower road width, i.e. Westbrook Road, Thornton Road and Fulmead Road, as shown in appendix 1
- 4.4 An informal consultation was carried out between 9<sup>th</sup> Oct 2017 and 10<sup>th</sup> November 2017.
- 4.5 A total of 135 responses were received to the informal consultation; of these 46 objected and 89 were in favour of the scheme. Details of the results are as follow:



Street	Total number of responses	In favour of RP scheme		No. of permits required		
		Yes	No	No permit	1	2
Chester Street (108 households)	33(31%)	28(85%)	5(15%)	3	18	12
Dorset Street (32 households)	11(34%)	7(64%)	4(36%)	1	6	2
Fulmead Road (89 households)	22(25%)	18(82%)	4(18%)	3	13	5
Gordon Place (23 households)	6(26%)	2(33%)	4(67%)	1	2	2
Oxford Road (No.450-640) (99 households)	7(7%)	3(43%)	4(57%)	1	4	2
Sherwood St (143 households)	36(25%)	20(56%)	16(44%)	3	19	14
Thornton Rd (9 households)	4(44%)	4(100%)	0	1	2	1
Westbrook Rd (33 households)	6(18%)	1(17%)	5(83%)	1	2	2
Alma Street (24 households)	4(17%)	3(75%)	1(25%)	0	2	2
Thornton Mews (19 households)	4(21%)	1(25%)	3(75%)	2	1	1
Little John's Lane (15 households)	2(13%)	2(100%)	0	0	2	0
<b>Total</b>	<b>135(23%)</b>	<b>89(66%)</b>	<b>46(34%)</b>	<b>16</b>	<b>71</b>	<b>44</b>

4.6 Based on the overall result of this informal consultation, 66% of the respondents are in favour of the proposed permit scheme. Although there are fewer supports from residents of Gordon Place, Westbrook Street and Thornton Mews; any permit scheme exclusion will likely result in displacement parking in those unrestricted areas. Officers would therefore recommend a statutory consultation to be carried out as shown in appendix 1 for the entire area.

4.7 The statutory public consultation will provide residents with a further opportunity to express their thoughts on the proposed scheme formally. If any objections are received during this period, they will be reported to a future meeting of the Traffic Management Sub-Committee.

## 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 This proposal contributes to the Council's strategic aims, as set out below:

- Providing infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 Changes to waiting restrictions will require advertisement of the sealed Traffic Regulation Order, prior to implementation.

6.2 Objectors will be informed of the decision of the Sub-Committee, once the meeting minutes have been agreed.

## **7. LEGAL IMPLICATIONS**

7.1 The sealed Traffic Regulation Orders will require advertisement, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7.2 Necessary changes to Highway signing and lining will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 An Equality Impact scoping exercise has been conducted. It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory and a statutory consultation has been conducted, providing the opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the scheme.

## **9. FINANCIAL IMPLICATIONS**

- 9.1 Funding for the advertisement requirement of the statutory consultation will be identified from existing Transport budgets and will be a relatively low cost.

## **10. BACKGROUND PAPERS**

- 10.1 Resident Permit Parking - New and Outstanding Requests (Traffic Management Sub-Committee, September 2017).

**KEY**  
EXISTING RESTRICTIONS

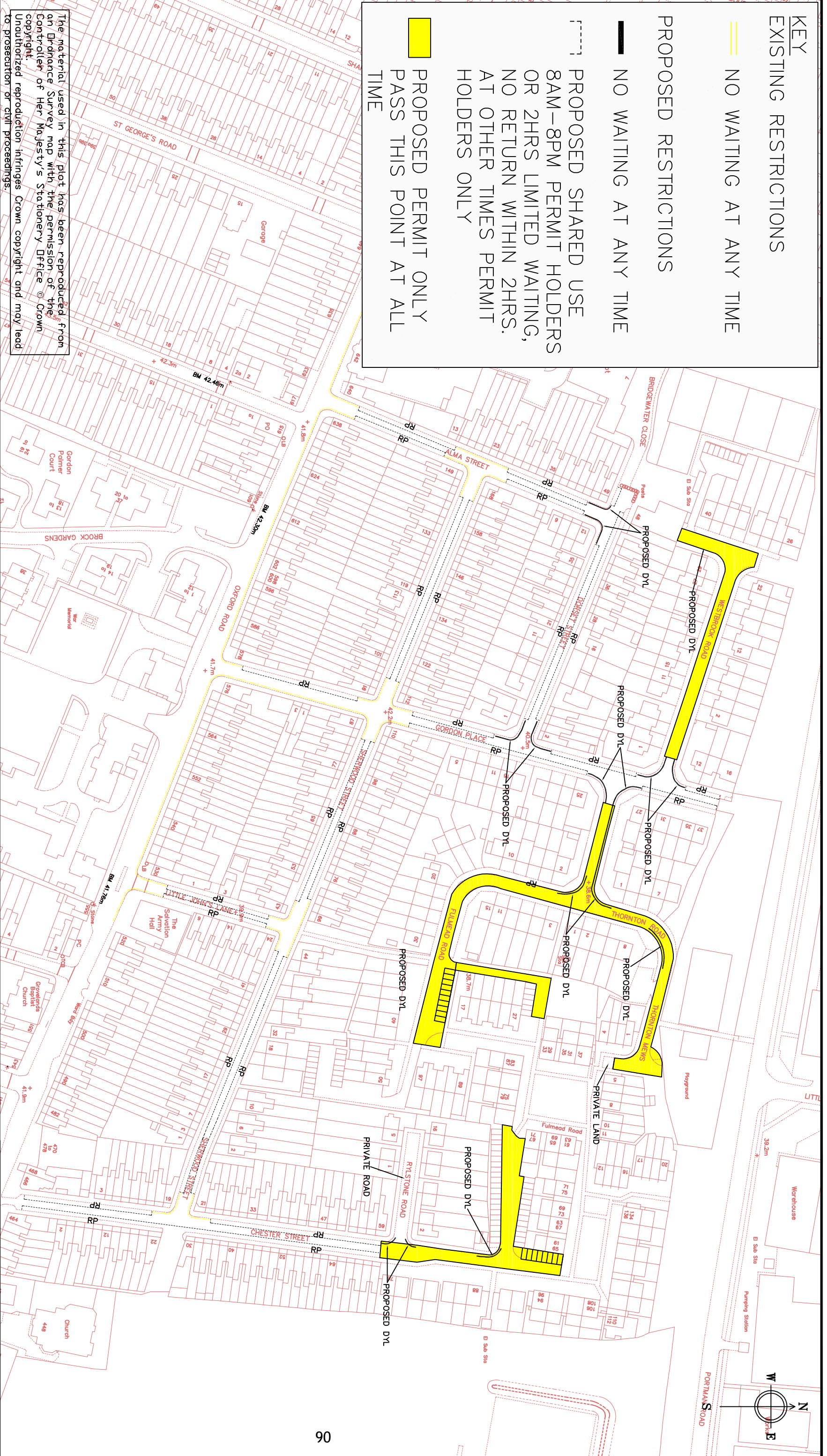
— NO WAITING AT ANY TIME

PROPOSED RESTRICTIONS

— NO WAITING AT ANY TIME

— PROPOSED SHARED USE  
8AM-8PM PERMIT HOLDERS  
OR 2HRS LIMITED WAITING,  
NO RETURN WITHIN 2HRS.  
AT OTHER TIMES PERMIT  
HOLDERS ONLY

— PROPOSED PERMIT ONLY  
PASS THIS POINT AT ALL  
TIME



The material used in this plot has been reproduced from an Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright.  
Unauthorized reproduction infringes Crown copyright and may lead to prosecution of civil proceedings.

© Crown Copyright. All rights reserved. Reading Borough Council. Account No. 100019672. 2007



Directorate of Environment and  
Neighbourhood Services  
Civic Centre, Bridge Street  
Reading  
RG1 2LU

project	PROPOSED RESIDENT PERMIT SCHEME		
	scale	N.T.S	
drawing	drawing no.	APPENDIX 1	
	drawn	JCH	checked SB
	approved	date AUG 2017	

CAD Drawing Location: S/NM/SP111/CllrcConsultation

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	11 JANURARY 2018	<b>AGENDA ITEM:</b>	10
<b>TITLE:</b>	OBJECTION TO ADVERTISED TRAFFIC REGULATION ORDER - BOSTON AVENUE		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORTATION & STREETCARE	<b>WARDS:</b>	MINSTER
<b>LEAD OFFICER:</b>	JIM CHEN	<b>TEL:</b>	0118 937 2198
<b>JOB TITLE:</b>	ASSISTANT ENGINEER	<b>E-MAIL:</b>	jim.chen@reading.gov.uk

#### 1. EXECUTIVE SUMMARY

- 1.1 To note the responses received to the advertised Resident Permit Traffic Regulation Order in Boston Avenue.
- 1.2 Members must agree on whether to implement the proposed scheme within Boston Avenue as advertised, or not to proceed with implementation.
- 1.3 Appendix 1 - Responses received in relation to the advertised Traffic regulation order.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That objections and support for the scheme, noted in Appendix 1, are considered by members and a recommendation is made to either implement or reject the proposals.
- 2.3 Should a decision be made to implement the proposals, that the Head of Legal and Democratic Services be authorised to seal the Boston Avenue Traffic Regulation Order, and no public inquiry be held into the proposals.

**2.4 That the objectors be informed of the decisions of the Sub-Committee accordingly.**

### **3. POLICY CONTEXT**

3.1 The provision of waiting (parking) restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.

### **4. BACKGROUND**

4.1 Parking within Boston Avenue has been a long standing issue due to its proximity to the town centre. Previous proposals to introduce a part-time waiting restriction and a one-way plug were rejected by local residents.

4.2 Both residents and Ward Councillors have continued to express their support for a resident permit parking scheme in Boston Avenue as they feel commuter parking has increased in recent years.

4.3 A statutory consultation on a proposal to introduce a shared use resident permit parking scheme was carried out on 23<sup>rd</sup> November for the duration of 3 weeks.

4.4 Of the 22 residents that responded to the statutory consultation, 14 (64%) objected to the proposed permit scheme.

4.5 The comments received are tabled in Appendix 1 for councillor's consideration.

### **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 This proposal contributes to the Council's strategic aims, as set out below:

- Providing infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 Changes to waiting restrictions will require advertisement of the sealed Traffic Regulation Order, prior to implementation.

6.2 Objectors will be informed of the decision of the Sub-Committee, once the meeting minutes have been agreed.

## **7. LEGAL IMPLICATIONS**

- 7.1 The sealed Traffic Regulation Orders will require advertisement, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.2 Necessary changes to Highway signing and lining will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 An Equality Impact scoping exercise has been conducted. It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory and a statutory consultation has been conducted, providing the opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the scheme.

## **9. FINANCIAL IMPLICATIONS**

- 9.1 The works will be funded from the transport capital programme.

## **10. BACKGROUND PAPERS**

- 10.1 Resident Permit Parking - New and Outstanding Requests (Traffic Management Sub-Committee, September 2017).

BOSTON AVENUE PARKING CONSULTATION - OBJECTIONS TO TRAFFIC REGULATION ORDER

ITEM 10 APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order (in the order received)

No.	Objections/support/comments received.	Officer Response
1	<p>Support</p> <p>We support the proposed Resident Parking in Boston Avenue</p>	<p>A total of 22 responses received, of which 7 in favour, 14 against and 1 comment to the proposed scheme.</p> <p>The view of objectors are that parking is generally not a problem within Boston Avenue and a resident permit parking scheme will bring unwelcome additional cost to family living in the street. A permit scheme in Boston Avenue will also result in displacement parking in surrounding areas.</p>
2	<p>Objection</p> <p>I am against any parking restrictions in Boston Avenue, it's not needed and would not deal with the worst cross drive parking incidents - usually caused by other residents being ignorant.</p> <p>It is also my opinion that any initial small charge is open to being increased in future years with no regard to costs of running schemes, they're just cash cows.</p> <p>I'm curious as to whether this is actually being proposed - the notes pushed through the letter box have no name and are unsigned.</p>	
3	<p>Objection</p> <p>I am writing to let you know I think this is a <u>gross waste of time and money and should be abandoned immediately.</u></p> <p>I have lived in this street for over three years (previously living elsewhere in Minster ward for over twenty five years before that). I have never had the slightest problem finding a parking space when necessary, though obviously not always right outside my own house.</p> <p>I believe parking schemes are not meant to be money raising projects for the Council. Either this is the case, and this is a pointless job creation scheme in a Council that likes its own importance, or it is an underhand way to milk more out of the residents. Either way, it is a misuse of power (and my money).</p> <p>I also think that having parking freedom is one of the small joys of living in Boston Avenue compared to where I was before, where there was a permit scheme. It is so much less hassle to just fetch up and look for a space and know your visitors can do</p>	



No.	Objections/support/comments received.	Officer Response
	<p>likewise, compared with fiddling about with permits.</p> <p>Life is complicated enough. I wish you would look at ways to do less rather than looking for more ways to inconvenience residents. I'm sure there are plenty of more important things you should be doing.</p>	
4	<p>Objection</p> <p>I understand that there are formal proposals to make Boston Avenue a permit holder parking area. I have lived in the road for 19 years and want to formally object to these proposals.</p> <p>We are usually able to park outside or near our home and think it is unfair to have to pay To park outside our own home. Also it will restrict family and friends being able to drop in regularly or our elderly parents coming to visit or stay for a few days. An extra bill of around 150 pounds as a minimum per year is not in our budget.</p> <p>We also view that we are in a residential area of Coley Park, not a central Reading location. Therefore to put parking restrictions in Coley Park on Boston Avenue will only move the parking problems to the adjacent Roads, namely Shaw Road and Holybrook Road and Wensley Road. As these Roads are access roads in and out of Coley Park and are very busy, I foresee other problems with access to Coley Park. Also as a new housing development on the old defra site is almost completed, the volume of traffic using these roads particularly to exit Coley Park, will increase. I have witnessed an accident and many near misses at the Junction of Shaw Rd onto Wensley Road, so fear that if parking is restricted in Boston Avenue it is likely to make the surrounding roads contested which could cause accidents or traffic congestion.</p> <p>Please would you consider the concerns mentioned and look at the statistics of accidents due to poor visibility and the health and safety issues that surround the proposal to restrict parking in Boston Avenue.</p>	
5	<p>Support</p> <p>We are in full agreement with your proposal to introduce a resident permit scheme.</p>	
6	<p>Objection</p> <p>I would like to object to this proposition.</p> <p>The additional costs for residents, especially for friends visiting, tradesmen requiring permits (2 per day if parking the full day) are reasons enough to object.</p>	

No.	Objections/support/comments received.	Officer Response
	<p>The fact that parking is free at the moment, i personally do not feel any impacts of having the current situation of free parking, therefore i do not feel the need to change.</p> <p>Please consider my objection to this proposal.</p>	
7	<p>Support</p> <p>We agree to the permit parking proposal as stated in the yellow notice on the lamppost.</p>	
8	<p>Support</p> <p>I want to register my support for the proposed parking restrictions in Boston Avenue (CMS / 8113). I am a resident.</p> <p>Regrettably, it does appear that it is becoming more difficult to park - and that this is likely to continue getting worse. Therefore, I support the introduction of resident permits.</p>	
9	<p>Objection</p> <p>I am writing to object to the proposal to introduce parking permits on Boston Avenue Ref: CMS/8113.</p> <p>My main objection is that it is entirely unnecessary as there is enough parking in the street for residents and their visitors.</p> <p>I am able to park outside my own house probably about 95% of the time and it is rare that I need to park more than a couple of houses away. I have lived in Boston Avenue for 31 years and I can only recall one occasion when I could not park in the road and that was when there was an event in Coley Park Recreation ground. I therefore parked on my drive. All bar one house in the street has a drive. My drive, like many others is short and narrow which is why it is more convenient to park on the road but virtually everyone has access to off street parking.</p> <p>I do not see why I should pay for the privilege of doing something that has been free up to now.</p> <p>I walk up and down the street more often now that I am retired and there are usually free spaces to park outside many houses, on Wednesday 29th November for example I stopped counting when I got to 15 empty slots. Boston Avenue is a public highway so if people wish to park here they have every right to do so even if they cause a minor irritation to those who think they have a right to park immediately outside their own house.</p>	

No.	Objections/support/comments received.	Officer Response
	<p>I note from the minutes of the Traffic Management Sub-committee of 13th September, section 5, that the proposal for parking permits resulted from a meeting between ward councillors and residents of Boston Avenue.</p> <p>This was a self-appointed group of residents, not a democratically elected group, and they cannot be assumed to reflect the range of opinions in Boston Avenue.</p>	
10	<p>Support</p> <p>I am writing <u>in support</u> of the new proposals for the residents parking in Boston Avenue</p> <p>The situation has got gradually worse over the years, the street is being used as a local car park, a dumping ground for abandoned cars - I have reported three dumped cars in the last week.</p> <p>People use the street to park their cars to go into town or go to work and get the bus into town with their suitcases and then on the shuttle to the airport on their holidays! There is even a gentleman that comes from north London every day because he works in Reading</p> <p>The street is even being used for football parking</p> <p>Several taxis use it to park their taxis whilst not in use, then pick them up for work and park their own cars in the street.</p> <p>All in all it's a nightmare, the road is riddled with pot holes, and is being used as a rat run with the queues of traffic in Berkeley Avenue and cars regularly speed up the road its very frightening as there is a blind corner on part of the street- someone is going to get seriously hurt or even killed</p> <p>People are regularly parking over driveways with large commercial vehicles together with multi occupancy houses in the road - not great</p>	
11	<p>Support</p> <p>We would like to express our support of the residents parking permits proposal.</p> <p>We often see many non-residents parking outside our house both for walking into town or using the park near us. We have also had on occasion non-resident parking in front of our drive, blocking access.</p> <p>We would obviously prefer if the permits were as low a cost as possible, but agree £30 a</p>	

No.	Objections/support/comments received.	Officer Response
	<p>permit is a reasonable cost.</p> <p>It would be good if every house was provided with a book of permits for visitors or tradesmen free of charge per annum.</p>	
12	<p>Objection</p> <p>I am writing to express my strong objection to proposed plans to turn Boston Avenue from <b>free on street parking to restricted and permit holders parking.</b></p> <p>In theory adding parking restrictions to a road should help ease congestion for residents who live on the effected streets, however it does not guarantee residents a parking space on their street let alone in front of their houses.</p> <p>Whilst the number of cars does increase during normal working hours this rarely prevents residents from finding a parking space on the street. As those commuters leave in the evening spaces are often then occupied by returning residents from their commute with plenty of other street parking available.</p> <p>Please see attached pictures of our street which show average street parking availability during different periods of the week and time of day:</p> <p>Although residents have driveways, not all are big enough to fit cars without encroaching onto the pavement especially older houses occupied by elderly residents who have lived in the street for a longer period of time this then penalises them as they go from free parking to having then pay £30 for a permit to park in their own street. For some this also may encourage more people to turn their front gardens into full parking driveways thus detracting from the aesthetic look of the street bringing down the property value and could lead to more requests for dropped curbs which will reduce the total number parking spaces available.</p> <p>In line with other proposals to certain surrounding areas (introducing one way streets) which have free parking have you considered how this may affect those streets in terms of congestion with people choosing to park in those streets, especially considering they have bus routes running on those roads?</p> <p>Another concern is the financial implications which will effect residents. With the high cost of housing, many families have adult children living at home meaning there are multiple cars owners, 2 household permits will equal £150 and further permit will cost an additional £240 which is not guaranteed to be granted thus equalling £390. As shown with recent changes with parking permits there is nothing to stop the council from increasing the cost of permits.</p>	

No.	Objections/support/comments received.	Officer Response
	<p>Although residents are given visiting permit books, If residents have a visitors stay for a week i.e. during school holidays they will need 2 each day permits each day, if we have evening tradesman with vans that can't fit on drives they will also need 2 a day this results in books being used up very quickly thus adding further cost to residents for more visiting books.</p> <p>I would like propose that the money available to implement this parking restriction be used repair the road surface as numerous pot holes present more of a danger to both residents and drivers.</p>	
13	<p>Objection</p> <p>I am writing as a resident of Boston Avenue (where I have lived for 19 years), regarding the proposed Permit &amp; Meter parking scheme for Boston Avenue.</p> <p>I do not want this scheme for the following reasons.</p> <ol style="list-style-type: none"> <li>1) I will have to pay for what is free at the moment, especially if and when we do have 2 cars in our household.</li> <li>2) There is the danger of visitors picking up unwelcome parking fines, even with permits.</li> <li>3) The cars that currently park in Boston Avenue, for access to Reading town centre, will simply be forced to park elsewhere, so there is no gain for local residents. And even with such parking in Boston Avenue, with off road parking &amp; on street parking, a space can usually be found to park in the road.</li> </ol> <p>In other words the losses outweigh any potential benefits, so I am definitely in favour of leaving the Boston Avenue parking unchanged.</p>	
14	<p>Comments</p> <p>I am a resident in Boston Avenue and am not totally against parking permits, but have three observations to make:</p> <ol style="list-style-type: none"> <li>1. Half-day permits simply make this scheme look like a cash cow for councils. Tradespeople are notoriously inaccurate in arrival and departure times and what if a guest arrives or leaves an hour early or late?</li> <li>2. Not many residents can accommodate two vehicles off the road. What guarantee do we have that the second car isn't going to be penalised more and more heavily in the coming years?</li> <li>3. All councils will have transport policies, but it would be nice to think that someone</li> </ol>	

No.	Objections/support/comments received.	Officer Response
	<p>somewhere saw it as a priority for residents to actually be able to get to work. I do shift work in Slough that rules out public transport and for years have now been unable to predict how long my drive will take due to the same roads repeatedly being ripped up and / or coned off.</p>	
15	<p>Objection</p> <p>This is just going to put pressure on neighbouring roads.</p> <p>A lot of properties in Boston Avenue have 2 to five cars. Visitors i.e.nurses, carers, family members. Therefore will be parking in neighbouring roads.</p> <p>This is too expensive for some families, so they will be also parking in neighbouring roads.</p> <p>There is more cars parking in the road due to the reopening of Shaw Road Flats.</p> <p>Extra double yellow lines in the area. Taxi firm running from Shaw Road, parked taxi's, Mini Buses. Car Wash in Berkeley Ave Park spare cars here.</p>	
16	<p>Objection</p> <p>We have lived in Boston Avenue for 27 years and have never had a problem parking.</p> <p>The parking issues in Boston Avenue are confined to the 10 or so houses on either side towards the St Saviours Road end . These houses have high levels of car ownership average 3 cars per household including and plus works vans and do not use their drives or garages. There are a number of houses towards the St Saviour Road end who do not use their drives . They just want to park outside their houses on the street. Residents parking will not guarantee that. I took photographs on three days last week as I was at home and the road was clear from the Shaw Road end to about number 30 at 10 .30 am. There were cars at the St Saviours end but that is to be expected due to the high volume of car ownership at that end, and its proximity to town.</p> <p>I understand that members had a site visit with residents. That was not publicised and appears to have been confined to those residents who live towards the town end, and excluded anyone who was against the introduction. We were not told about it at our end of the road. We live roughly in the middle of Boston Avenue, Any decision based on that visit or the representations of the person who has made representations to members should be given little weight as it does not represent the view of the majority in Boston Avenue.</p> <p>If residents parking is introduced (although I sincerely hope it is not) I would prefer the</p>	

No.	Objections/support/comments received.	Officer Response
	<p>Ealing model of restricting between 9 am and 10 am and 3pm and 4pm and free at other times. The 8am to 8pm , 7 day model favoured by Reading Borough Council makes life very difficult for visitors and is excessive . I dread the whole scenario of traffic wardens parading up and down Boston Avenue slapping tickets on cars and for ever having to renew permits that will go up in price year on year.</p> <p>Councils including Reading spend their time trying to find ways of charging people for whom they do not have to provide statutory services, so they can fund services for people for whom they owe a duty to provide statutory services. Permit charges are part of that process of trying to generate income. As a council tax payer I am aware that Reading is the highest Council Tax in Berkshire and the Council always raise it by the maximum allowed under the scheme including the 3 % adult social care levy, every year. I accept that, as I am aware of the demographic challenges in a town that is really a City in all but name, and who are starved of resources, by a Central Government funding formula , in part because of their political complexion being different to the Government. The Council will say the cost is signage and policing it. My submission is I do not want signage, yellow lines and traffic wardens in Boston Avenue. It is a disproportionate response to introduce residents parking and I would implore the elected members of the Committee to show Nolan style Community Leadership, and not introduce residents parking. If they have spare cash to spend on signage and introducing resident parking schemes, I would prefer they use it to restore weekly bin collection, fill the pot holes, the roads in Reading are worse than the roads in Botswana or abolish library reservation charges, or charges for going to the tip, which has led to an increase in fly tipping.</p> <p>I am aware the Council has to balance competing interests and I am largely a supporter of the Council. However, the introduction of resident parking will severely challenge that support. A residents parking scheme in Boston Avenue is disproportionate and unnecessary. If Councillor or the Members who will decide this would like to walk along Boston Avenue this morning at 10. 10 am they will see that the road is clear and no resident parking scheme is required.</p>	
17	<p>Objection</p> <p>As a University Student I have friends and family that visit me for a day or so quite frequently. I house share with 3 other students and none of us drive. The space we have outside our house is only used for our guests that come to visit us which is why we'd be very unhappy and find it unnecessary for permits to be put in place on this road.</p>	
18	<p>Objection</p> <p>We have recently been informed that the council propose issuing parking permits to the</p>	

No.	Objections/support/comments received.	Officer Response
	<p>residents of Boston Ave. ~This is totally unnecessary and will only cause confusion and more problems elsewhere in the area as people will park in other nearby roads. It will create problems when family, friends or workmen come to visit and there is no guarantee that we will be able to park outside our house even with the permits. There are some elderly people in the avenue and permit restrictions will create problems for them when carers and family and friends come to visit them. For those people who cannot get about easily visitors are very welcome and it may mean the difference between seeing someone or spending the day alone.</p> <p>The current situation works well - people who live here go to work in the morning in their car, some people park here whilst in town then they go before the residents get home from work.</p> <p>Why not provide a layby or passing places along Holybrook and St Saviours? There is plenty of room.</p>	
19	<p>Objection</p> <p>I wish to formally object to the proposal of residents parking being introduced in Boston avenue, I still live with parents so would be a absolute nightmare for friends and myself for parking.</p> <p>We never have issues with parking only a few houses at the bottom of the road play road bin wars!! But our end is absolutely fine.</p>	
20	<p>Objection</p> <p>I am writing in regards to the proposed restricted parking on Boston Avenue. I believe this is unfair, as a resident to pay for a parking permit in order to park my car on my road. I pay road tax in order to use the car on a public road, the thought of having to pay more to park my car on top of this is daunting. The residents should be given free permits and those who park their cars here in order to pay car parking fees in and around the town should have to pay. I believe this is very unfair.</p>	
21	<p>Objection</p> <p>I am writing to express my objection to the proposed plans to turn Boston avenue from free on street parking to permit parking.</p> <p>I fell that having permits in our street is not needed. There are only sometimes that our street is busy but generally parking is fine.</p> <p>I don't feel like having a permit will stop people from parking on our street.</p>	



No.	Objections/support/comments received.	Officer Response
	<p>All it would do is stop people leaving there cars there for a weekend.  Some residents might have Family who stay for the weekend and they would leave there car outside someone House. That is just bound to happen. Having permits is just more expenses that honestly not everyone can afford. We have lived in the street for 21 years, and we happy with the parking situation.  We have family who live in Wolsey street with parking permit and the street is packed and my family struggle to get a place outside their own house.  So I do object to this proposal.</p>	
22	<p>Support</p> <p>This e-mail is in support of the proposal to introduce residents parking. Over time, parking on the avenue has increased due to it being used by non-residents (for commuting/visiting the town/parking overnight from other roads etc) and by multi-car ownership of individual occupancies. This increased parking often narrows the whole length of the avenue, making it more difficult to navigate and increasing the risk of accidents or damage to residents vehicles.</p>	

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 JANUARY 2018</b>	<b>AGENDA ITEM:</b>	<b>11</b>
<b>TITLE:</b>	<b>OFF-STREET PARKING MANAGEMENT AT LEISURE SITES - PROPOSALS FOR STATUTORY CONSULTATION</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>BATTLE, MINSTER, PARK, WHITLEY.</b>
<b>LEAD OFFICER:</b>	<b>SIMON BEASLEY</b>	<b>TEL:</b>	<b>0118 937 2228</b>
<b>JOB TITLE:</b>	<b>NETWORK &amp; PARKING MANAGER</b>	<b>E-MAIL:</b>	<b>simon.beasley@reading.gov.uk</b>

**1. EXECUTIVE SUMMARY**

- 1.1 This report seeks approval for Officers to undertake statutory consultation for the implementation of managed parking (including the introduction of parking charges) at some leisure sites. The introduction of managed parking is primarily for the purpose to protect parking for the purpose of the leisure facility.
- 1.2 Some of our leisure car parks attract parking from the surrounding area leaving little or no car parking for legitimate users of the leisure facility. This is certainly the case at Academy Sport in south Reading where users of the sports facility struggle to park Monday to Friday.
- 1.3 Some leisure facilities already have managed car parks with tariffs which have proved to be very effective. These include Central Pool, Meadway and Rivermead sports centres, Thameside Prom and Kensington Road playing field. This proposal has considered the success of the existing schemes and extends the initiative further.
- 1.4 Appendix 1 provides the leisure car parks for statutory consultation and the associated tariff.

## **2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee notes the report.**
- 2.2 That the Head of Legal and Democratic Services be authorised to undertake statutory consultation for off-street managed parking (including the associated tariff) at leisure sites as shown in Appendix 1, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.**
- 2.3 That subject to no objection(s) being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders.**
- 2.4 That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee.**
- 2.5 That no public inquiry be held into the proposals.**

## **3. POLICY CONTEXT**

- 3.1 The proposals are in line with Reading Borough Council's Local Transport Plan (LTP3) for the period 2011-26 and current traffic management policies and standards.**

## **4. BACKGROUND, PROPOSALS AND RECOMMENDATIONS**

- 4.1 This report recommends that Officers be granted approval to undertake statutory consultation for the implementation of managed parking (including the introduction of parking charges) at some leisure sites. The introduction of managed parking is primarily for the purpose to protect parking for the purpose of the leisure facility.**
- 4.2 Some of our leisure car parks attract parking from the surrounding area leaving little or no car parking for legitimate users of the leisure facility. This is certainly the case at Academy Sport in south Reading where users of the sports facility struggle to park Monday to Friday.**
- 4.3 The Council's Parking Services Team already directly manages several Leisure car parks in-house, such as; Kensington Road & Thameside Promenade. Costs associated with the supply of ticketing machines and associated enforcement visits are offset by the income received from parking fees and the issuing of PCN's. This returns a modest surplus operational income to the Council.**

- 4.4 Parks & Open Spaces car parks are utilised by a diverse audience, many of whom derive social and health benefits from the use of associated park land and sports facilities. It is felt important to balance the needs/interests of user groups with the requirement to deliver services in a sustainable manner and tackle some of the issues that arise from an absence of active car park management, such as; Anti-Social Behaviour (ASB), travellers, inappropriate sexual activity and misuse/abuse - being used for all day commuter parking.
- 4.5 A number of local authorities and public bodies have, as a method of addressing budget pressures, sought to introduce parking charges to reinvest in the service.
- 4.6 Appendix 1 provides the leisure car parks covered by this proposal for statutory consultation and the associated tariff.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

5.1 These proposals support the aims and objectives of the Local Transport Plan and contribute to the Council's strategic aims, as set out below:

- Providing the infrastructure to support the economy.
- Keeping the town clean, safe, green and active.
- Remaining financially sustainable to deliver these service priorities.

5.2 The proposals also contribute to the Council's strategic aim to:

- Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **7. LEGAL IMPLICATIONS**

7.1 The creation of - and changes to existing - Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7.2 Implemented restrictions will be signed in accordance with the Traffic Signs, Regulations and General Directions 2016.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council does not consider that the proposals will have a direct impact on any groups with protected characteristics. However, this will be reviewed as a part of the consultation process and assessed again prior to recommending the permanent implementation of any restrictions, as appropriate.

## **9. FINANCIAL IMPLICATIONS**

9.1 This proposal is designed to be self-financing through revenues raised by the tariff and any enforcement action. Any surplus must be used for the operation and management of the car parks and wider parking and transport strategy.

## **10. BACKGROUND PAPERS**

10.1 None

## Appendix 1 - Proposed Tariffs

### Central Pool

- £1 for up to 2 hours
- £3 for up to 3 hours
- £6 for up to 4 hours
- £8.00 for up to 5 hours
- £10.00 for 24 hours

£3.50 Night time 9pm - 5am

### South Reading Leisure Centre (Academy Sport)

Palmer Park

Prospect Park

- FOC - 1hr
- 60p for 2 hours
- £1.50 for 3 hours
- £10.00 for 24 hours
- £2 Night time

This tariff structure is designed to protect the interests of the majority of site users, with no fee for the first hour and a fee no greater than 60p charged for a stay of up to 2hrs.

By way of comparison Wokingham District Council introduced the following schedule of Car parking charges at Dinton Pastures;

#### **Weekdays (from 1 October to 1 March)**

- Up to 4 hours: £1.20 per hour
- 4 hours plus: £6.00 flat rate

#### **Weekdays (from 2 March to 30 September)**

- Up to 4 hours: £1.50 per hour
- 4 hours plus: £6.00 flat rate

#### **Weekends: all year (including Bank Holidays)**

- Up to 4 hours: £1.50 per hour
- 4 hours plus: £6.00 flat rate
- Coaches - £16 flat rate per day (all year)

#### **Parking season tickets**

- Standard 6 months: £75.00, 12 months: £150.00
- Concessionary 6 months: £56.00, 12 months: £112.50

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	11 JANUARY 2018	<b>AGENDA ITEM:</b>	12
<b>TITLE:</b>	ON-STREET PAY & DISPLAY AND REDLANDS PARKING SCHEME - MINOR AMENDMENTS		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
<b>SERVICE:</b>	TRANSPORTATION & STREETCARE	<b>WARDS:</b>	BOROUGHWIDE
<b>LEAD OFFICER:</b>	JAMES PENMAN	<b>TEL:</b>	0118 937 2202
<b>JOB TITLE:</b>	ASSISTANT NETWORK MANAGER	<b>E-MAIL:</b>	<a href="mailto:JAMES.PENMAN@READING.GOV.UK">JAMES.PENMAN@READING.GOV.UK</a>

#### 1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval for Officers to undertake statutory consultation for the addition of Pay & Display parking on the outskirts of the Town Centre, Oxford Road and Wokingham Road.
- 1.2 This report seeks approval for Officers to undertake statutory consultation for extending the hours of operation for the Town Centre Pay and Display parking restrictions to include overnight charging - the restrictions will apply 24 hours per day.
- 1.3 This report seeks approval for Officers to undertake statutory consultation for implementing minor alterations to the Hospital and University area parking scheme, predominantly consisting of alterations to single-yellow-line restrictions.
- 1.4 This report seeks approval for Officers to undertake statutory consultation on a Borough wide increase of every Pay and Display tariff by £0.10.
- 1.5 Appendix 1 - Drawings of the proposed additional Pay & Display restrictions.  
Appendix 2 - Indicative drawing to show the area covered by the proposed extension of Pay and Display timings in the Town Centre.

Appendix 3 - Drawings to show the proposed alterations to the Hospital and University area parking scheme.

## **2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee notes the report.**
- 2.2 That the Head of Legal and Democratic Services be authorised to undertake statutory consultations in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, as recommended in the proposals for:**
  - 2.2.1 Expanding Pay and Display (Item 4.6);**
  - 2.2.2 Extending the operational hours for the Town Centre Pay and Display restrictions (Item 4.8);**
  - 2.2.3 Changes to the Hospital and University area parking scheme (Item 4.12); and**
  - 2.2.4 Increasing all Pay and Display charging tariffs by £0.10 (Item 4.15).**
- 2.3 That subject to no objections being received during the periods of statutory consultation, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders.**
- 2.4 That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee.**
- 2.5 That no public inquiry be held into the proposals.**

## **3. POLICY CONTEXT**

- 3.1 The provision of waiting (parking) restrictions and associated criteria is specified within existing Traffic Management Policies and Standards.**

## **4. BACKGROUND AND RECOMMENDATIONS**

### Expansion of Pay and Display

- 4.1 Officers have conducted a review of existing local area limited-waiting restrictions, such as single-yellow-line restrictions and bays with short-duration free parking, in the context of considering more effective management of parking for that area.**



- 4.2 Limited waiting restrictions are difficult to effectively enforce with the limited number of enforcement Officers and the resource-intensity of having to repeatedly revisit, or wait at, a particular restriction to assess parking compliance.
- 4.3 On street Pay and Display bays provide a short-stay, high-turnover parking solution that is straightforward and efficient to enforce. Removing the scope for abusing the limited waiting restrictions typically provides greater availability of parking spaces, which is particularly beneficial in locations where there is a high customer-base (e.g. local shopping areas).
- 4.4 The Pay and Display charging tariffs in Reading are split into short durations (usually 20 minutes) and a pay-by-phone facility (Ringo) is available, which also provides the facility to remotely purchase additional time on the visitors [virtual] ticket. The Pay and Display restrictions offer free parking for blue-badge holders and a very flexible offer to all visitors.
- 4.5 Appendix 1 provides a series of drawings to show Officer proposals for additional Pay and Display - and complementary - restrictions for Reading, namely on:
- Crossland Road
  - Great Knollys Street
  - Mill Lane
  - Northfield Road
  - North Street
  - Weldale Street
- 4.6 The Sub-Committee is asked to support the undertaking of statutory consultations for the proposals contained within Appendix 1.

#### Town Centre Pay & Display - extending hours of operation

- 4.7 As an approved Council 'savings' proposal and to better manage on-street parking and traffic flow in the town centre overnight, it is proposed that the on-street Pay and Display restrictions apply 24 hours per day.
- 4.8 The Sub-Committee is asked to support the undertaking of a statutory consultation for this proposal, within the area illustrated in Appendix 2.

#### Hospital and University area parking scheme

- 4.9 This area parking scheme was implemented in early 2017, consisting of Resident Permit and Pay and Display restrictions, in addition to localised yellow-line restrictions.
- 4.10 A scheme update was reported to the Sub-Committee at its September 2017 meeting with the agreed recommendation that Officers conduct a statutory consultation on expanding the Pay and Display restrictions to include the weekends also.
- 4.11 Officers and Redlands Ward Councillors have received feedback from residents and organisations within the parking scheme area and met to consider minor alterations that could be proposed. The proposals predominantly include changing the no-waiting times for single-yellow-line restrictions at locations where parking would not be considered appropriate.
- 4.12 Appendix 3 provides a series of drawings to show proposals for minor alterations to the area parking scheme, in addition to those already agreed in September 2017. The Sub-Committee is asked to support the undertaking of a statutory consultation for these proposed alterations.
- 4.13 If agreed, it is intended that these proposals and those agreed in September 2017 be combined into a single statutory consultation.

#### Pay and Display tariff changes

- 4.14 As an approved Council ‘savings’ proposal, it is proposed that all Pay and Display tariffs (every tariff band) be increased by a nominal £0.10.
- 4.15 The Sub-Committee is asked to support the undertaking of a statutory consultation for the proposed tariff changes.

### **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 This proposal supports the aims and objectives of the Local Transport Plan and contributes to the Council’s strategic aims, as set out below:

- Providing the infrastructure to support the economy.
- Remaining financially sustainable to deliver these service priorities.

### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **7. LEGAL IMPLICATIONS**

- 7.1 The creation of - and changes to existing - Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.2 Implemented waiting restrictions will be signed in accordance with the Traffic Signs, Regulations and General Directions 2016.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.2 The Council does not consider that the proposals will have a direct impact on any groups with protected characteristics. However, this will be reviewed as a part of the consultation process and assessed again prior to recommending the permanent implementation of any restrictions, as appropriate.

## **9. FINANCIAL IMPLICATIONS**

- 9.1 Funding for the advertisement requirement of the statutory consultation and experimental Order process will be identified from existing Transport budgets and will be a relatively low cost.
- 9.2 Funding for implementation of any new/amended restrictions will need to be identified. Annual revenue generation is difficult to predict for new Pay and Display locations and for those sites where parking is not currently permitted during certain times. Estimates for

the gross annual revenue generation for the proposals are provided for guidance in Items 9.3 - 9.5 below.

- 9.3 The estimated gross annual revenue from the proposed expansion of Pay and Display is £325,000.
- 9.4 The estimated additional gross annual revenue from extending the operational hours of town centre Pay and Display restrictions is £50,000.
- 9.5 The estimated additional gross annual revenue from the proposed increase of Pay and Display parking rates is £38,000.

## **10. BACKGROUND PAPERS**

- 10.1 Redlands Parking Scheme and 20mph - Update Report (Traffic Management Sub-Committee - September 2017).

Key:  
 PROPOSED RESTRICTIONS  
 as labeled

Multistorey Car Park

L Twr

El  
 Sub  
 Sta

MILL LANE

Existing  
 No waiting at any time

Proposed  
 Mon-Sun Pay & Display 3 hours  
 no return within 2 hours

L Twr

LETCOMBE STREET

CROSSLAND ROAD

Hostel

1 Flats  
 6

70a  
 Surgery

72a

Hotel

Friends'  
 Meeting House

Crown copyright and database rights 2013 Ordnance Survey 100019672



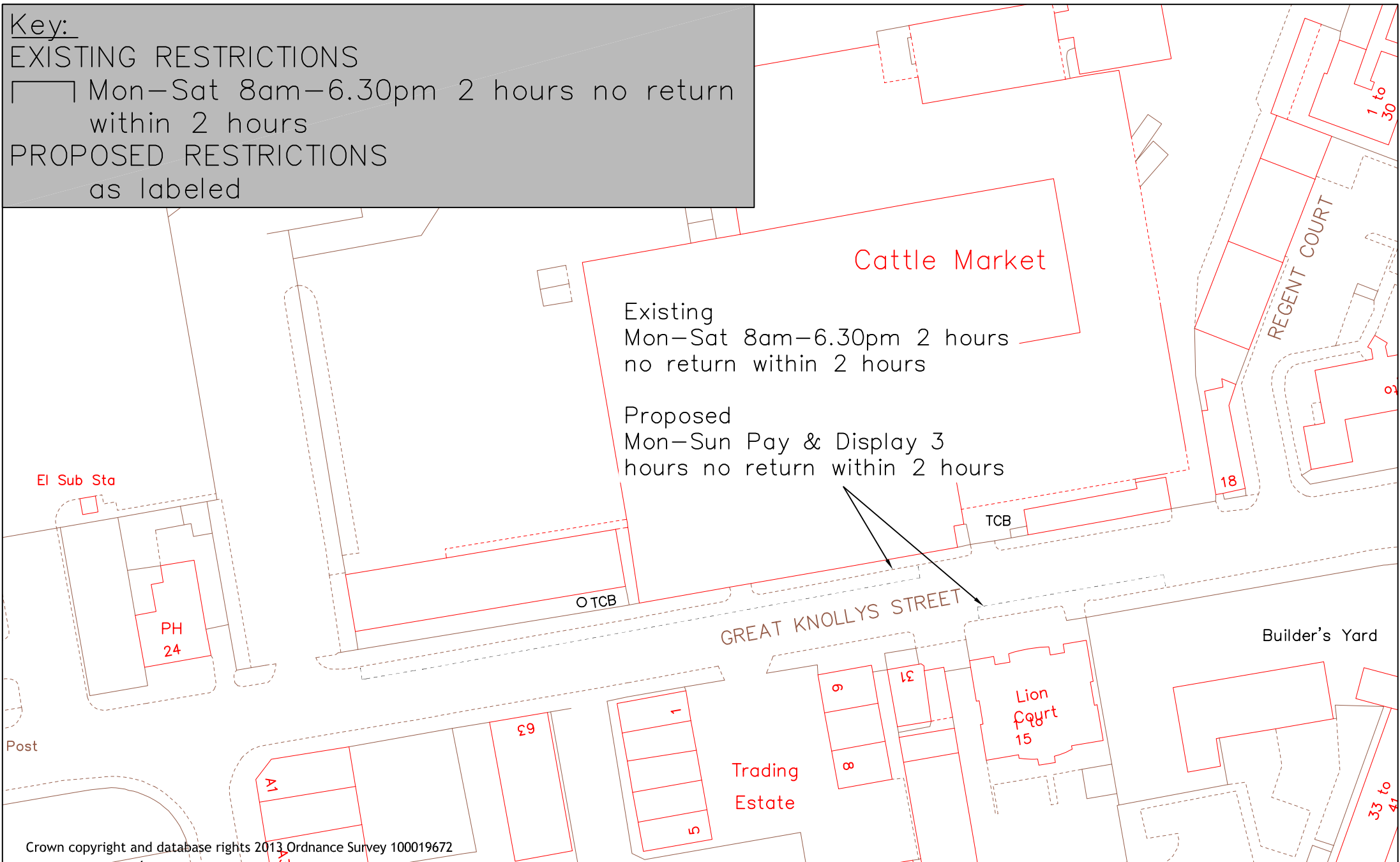
**Reading**  
 Borough Council  
 Working better with you

Transport & Streetcare  
 Civic Offices  
 Reading  
 RG1 2LU

115

Project Local area expansion on street P&D	Scale N.T.S	Drawn KD
	Date DEC 17	Checked JC
Drawing Crossland Road	Approved JC	
	Drawing No. CROSSLAND ROAD	

**Key:**  
 EXISTING RESTRICTIONS  
 [ ] Mon–Sat 8am–6.30pm 2 hours no return within 2 hours  
 PROPOSED RESTRICTIONS  
 as labeled



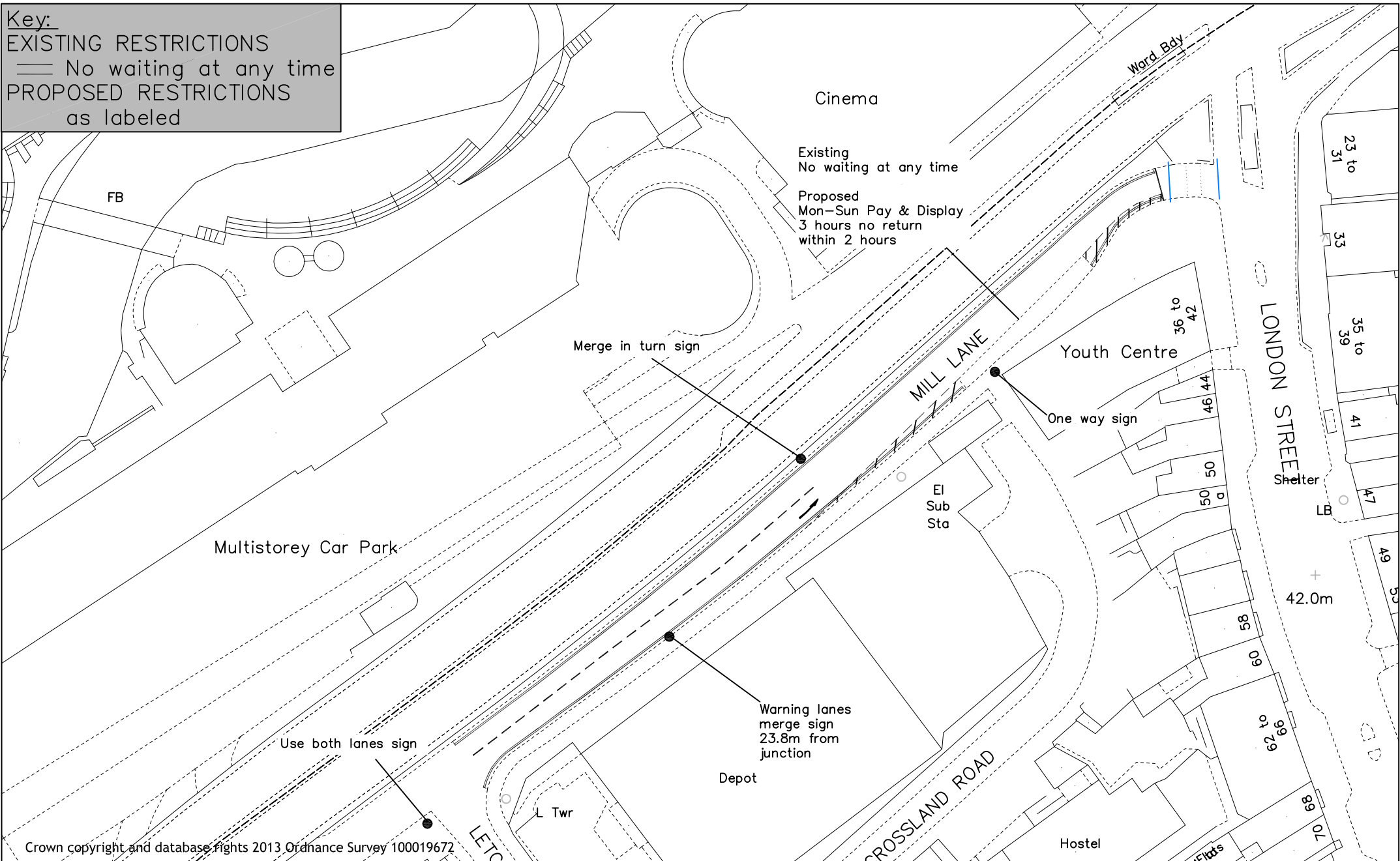
Crown copyright and database rights 2013 Ordnance Survey 100019672



Transport & Streetcare  
 Civic Offices  
 Reading  
 RG1 2LU

Project Local area expansion on street P&D	Scale N.T.S	Drawn KD
	Date DEC 17	Checked JP
Drawing Great Knollys Street	Approved JP	
Drawing No. GREAT KNOLLYS STREET		

**Key:**  
 EXISTING RESTRICTIONS  
 — No waiting at any time  
 PROPOSED RESTRICTIONS  
 as labeled



Crown copyright and database rights 2013, Ordnance Survey 100019672

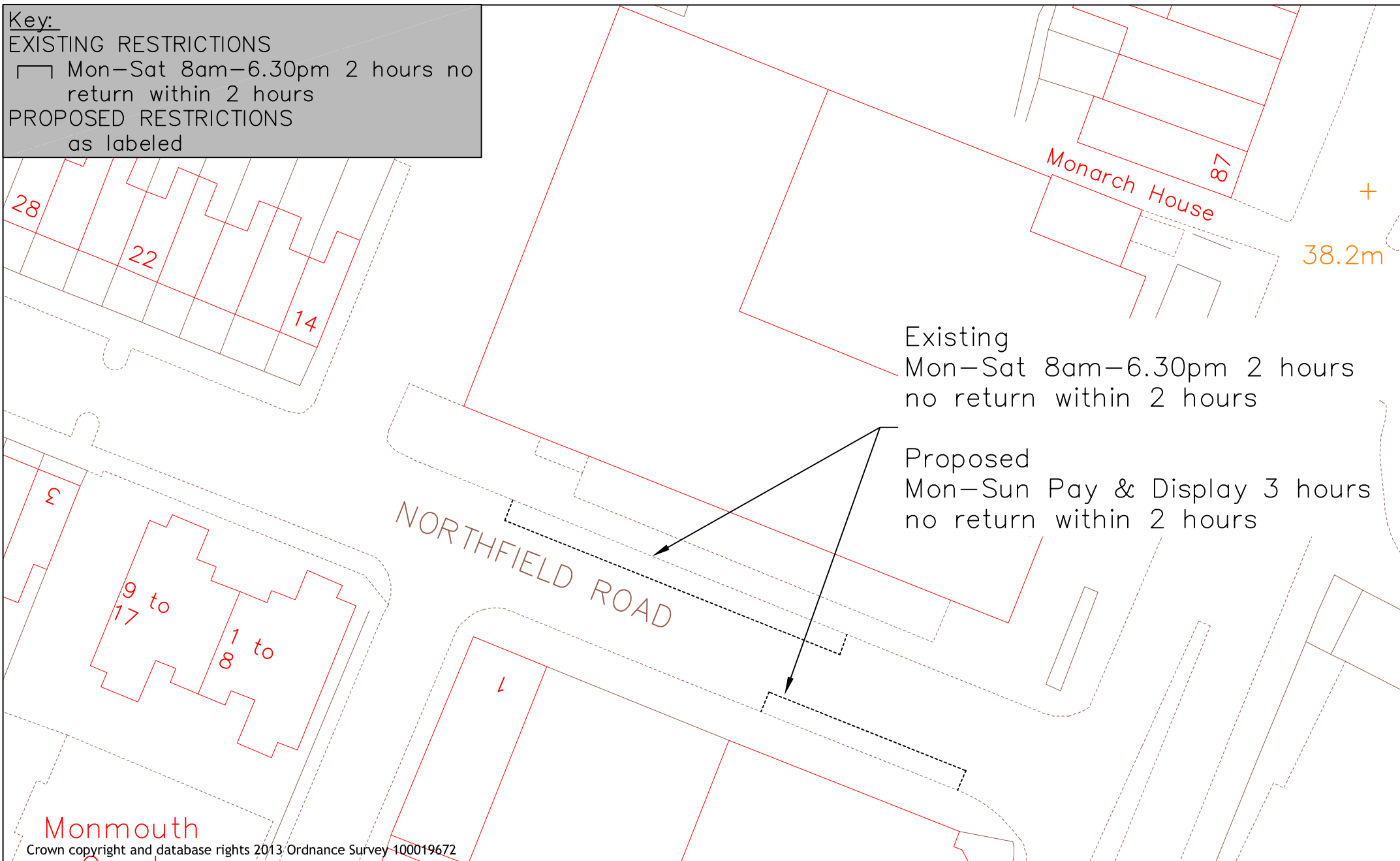


**Reading**  
 Borough Council  
 Working better with you

Transport & Streetcare  
 Civic Offices  
 Reading  
 RG1 2LU

Project Local area expansion on street P&D	Scale N.T.S	Drawn KD
	Date DEC 17	Checked JP
Drawing Mill Lane	Approved JP	
	Drawing No. MILL LANE	

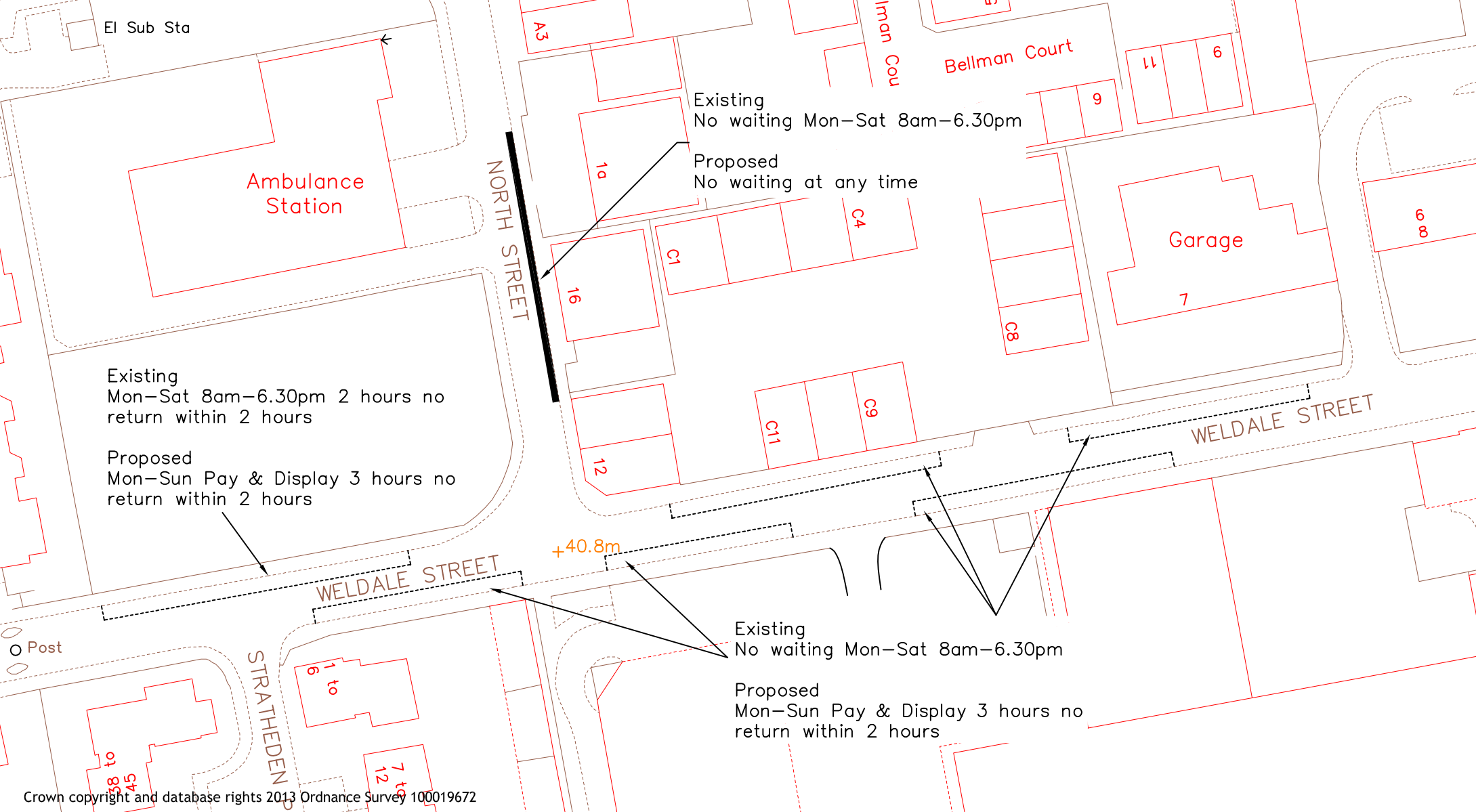
Key:  
 EXISTING RESTRICTIONS  
 [ ] Mon-Sat 8am-6.30pm 2 hours no return within 2 hours  
 PROPOSED RESTRICTIONS  
 as labeled



Project Local area expansion on street P&D	Scale N.T.S	Drawn KD
	Date DEC 17	Checked JC
Drawing Northfield Road	Approved JC	
	Drawing No. NORTHFIELD ROAD	



**Key:**  
 PROPOSED RESTRICTIONS  
 as labeled

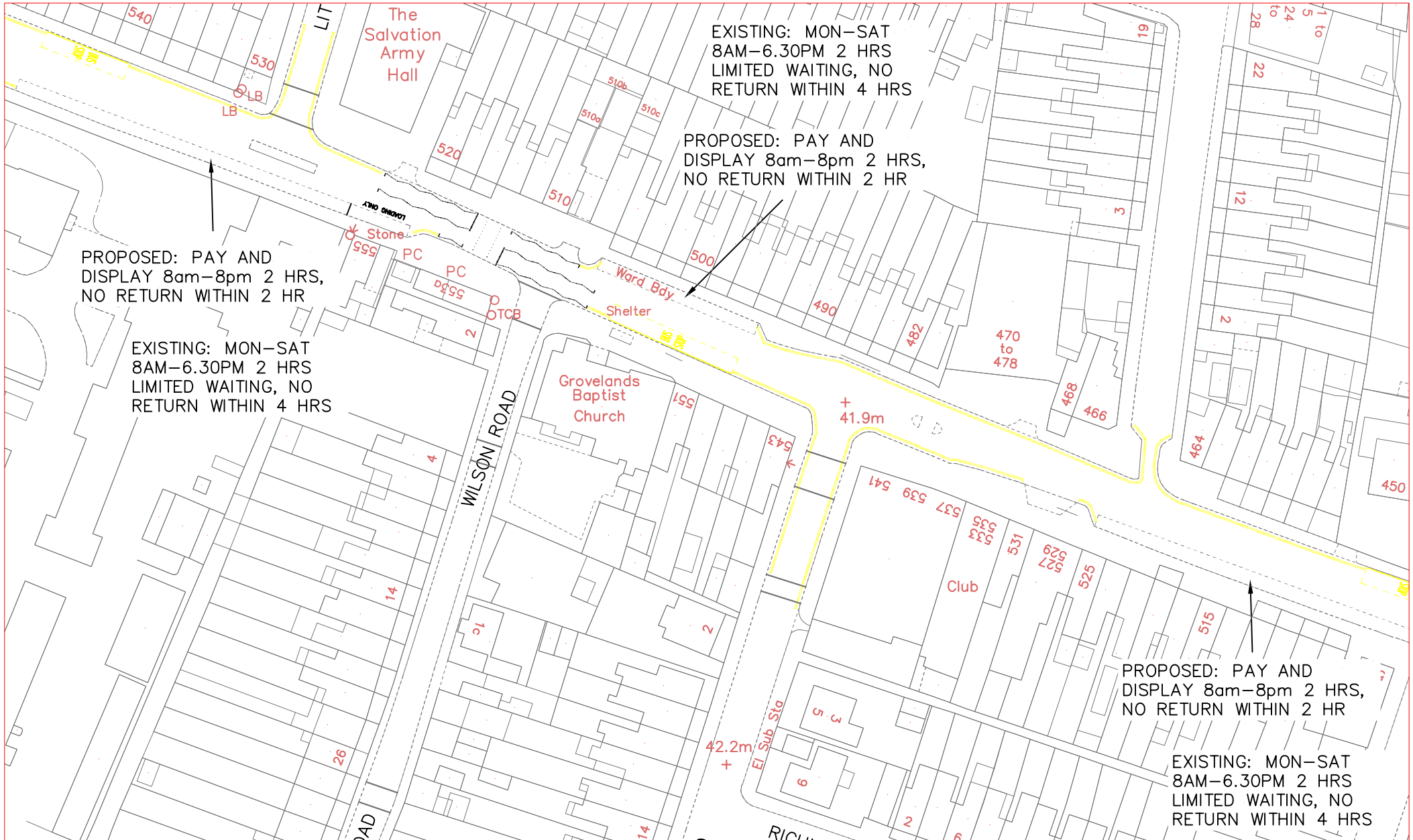


Crown copyright and database rights 2013 Ordnance Survey 100019672



Transport & Streetcare  
 Civic Offices  
 Reading  
 RG1 2LU

Project Local area expansion on street P&D	Scale N.T.S	Drawn KD
	Date DEC 17	Checked JC
Drawing North Street & Weldale Street	Approved JC	
	Drawing No. NORTH STREET WELDALE STREET	



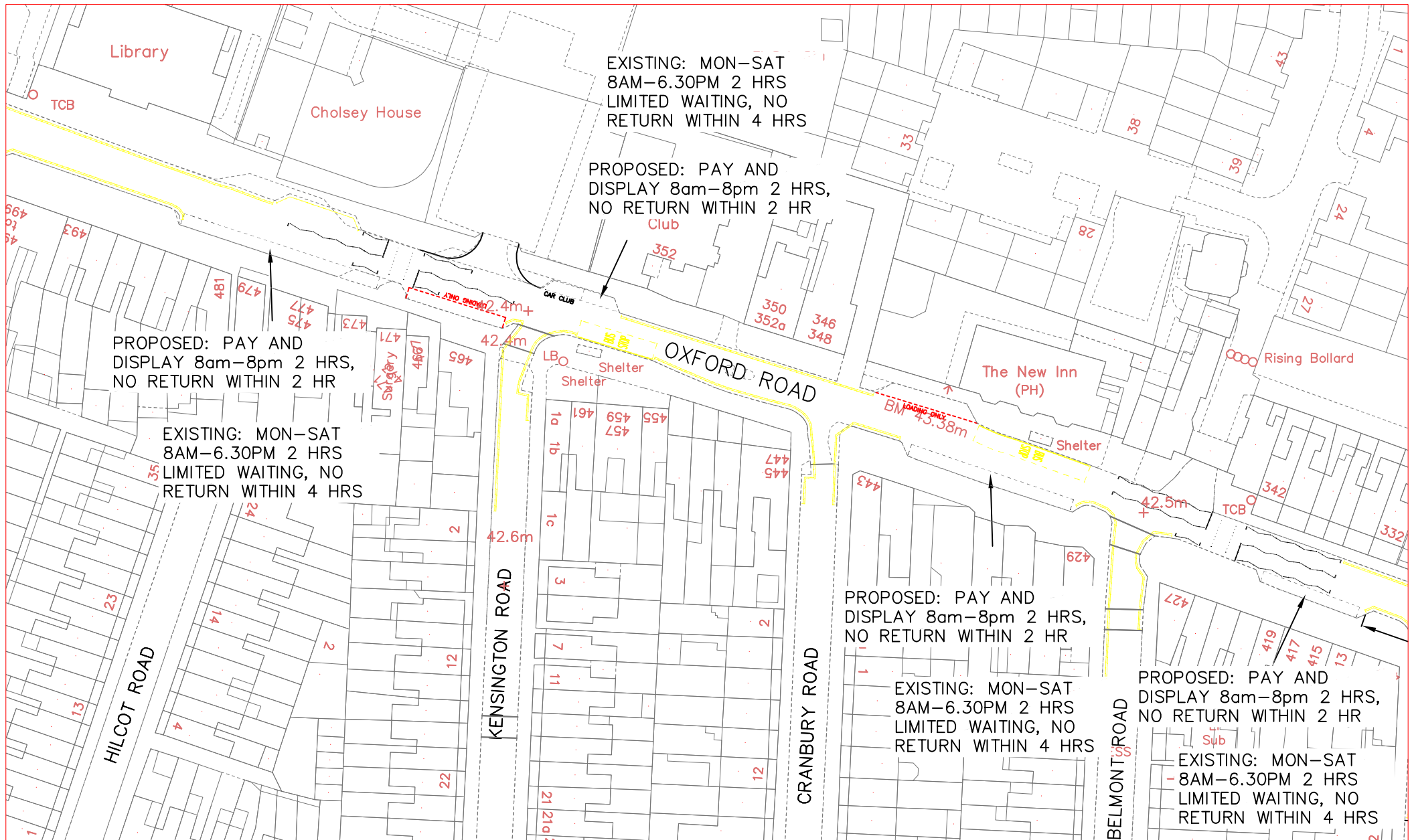
Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project ON STREET PAY AND DISPLAY	Scale NTS	Drawn PC
	Date DEC 17	Checked JP
Drawing OXFORD ROAD	Approved JP	
Drawing No.		NM/PD/OXFORD_1



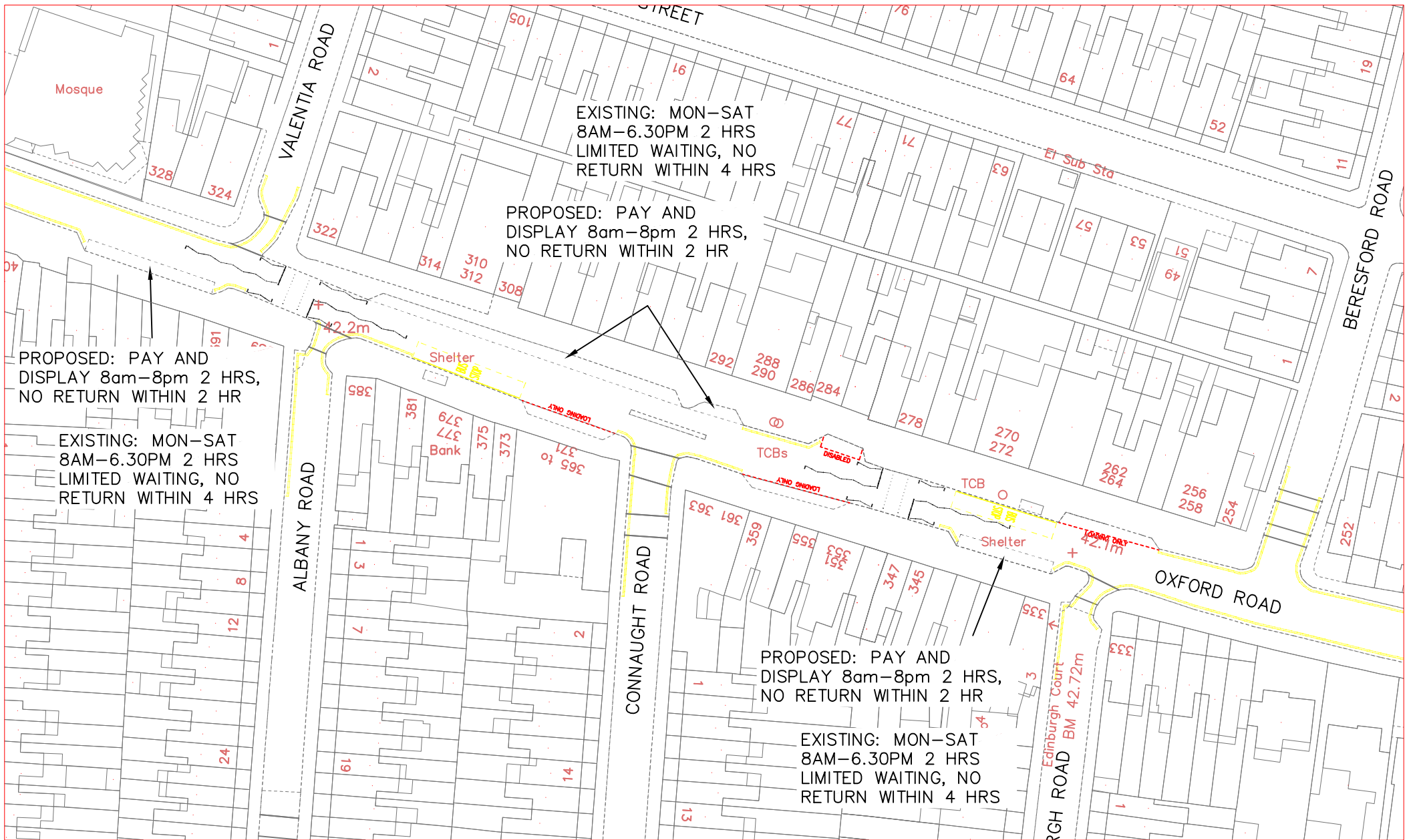
Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project ON STREET PAY AND DISPLAY	Scale NTS	Drawn PC
	Date DEC 17	Checked JP
Drawing OXFORD ROAD	Approved JP	
	Drawing No. NM/PD/OXFORD_2	



Crown copyright and database rights 2013 Ordnance Survey 100019672

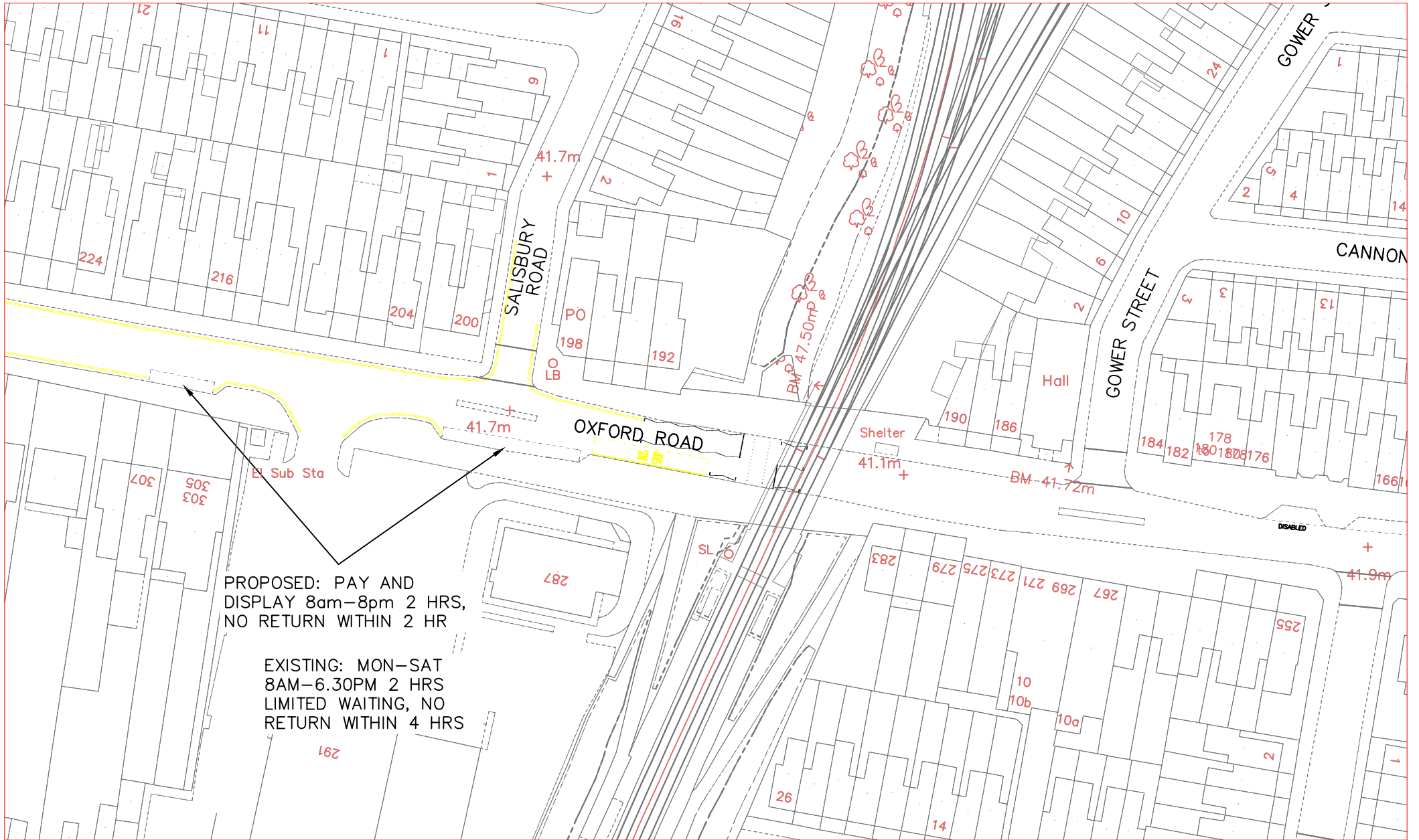


**Reading**  
Borough Council  
Working better with you

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project ON STREET PAY AND DISPLAY	Scale NTS	Drawn PC
	Date DEC 17	Checked JP
Drawing OXFORD ROAD	Approved JP	
Drawing No.		NM/PD/OXFORD_3





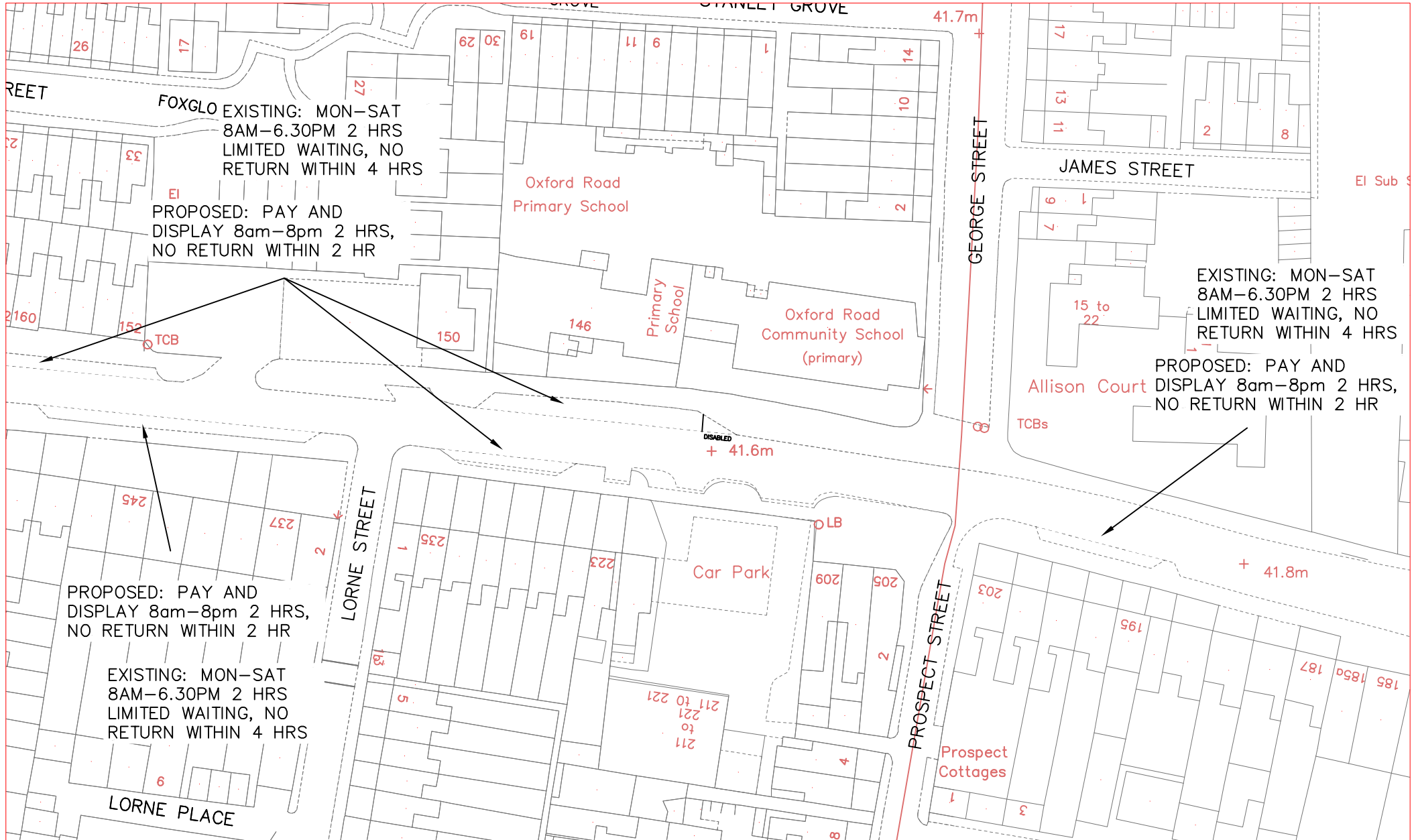
Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project	ON STREET PAY AND DISPLAY	Scale	NTS	Drawn	PC
	Drawing	OXFORD ROAD	Date	DEC 17	Checked
			Approved	JP	
Drawing No.			NM/PD/OXFORD_4		



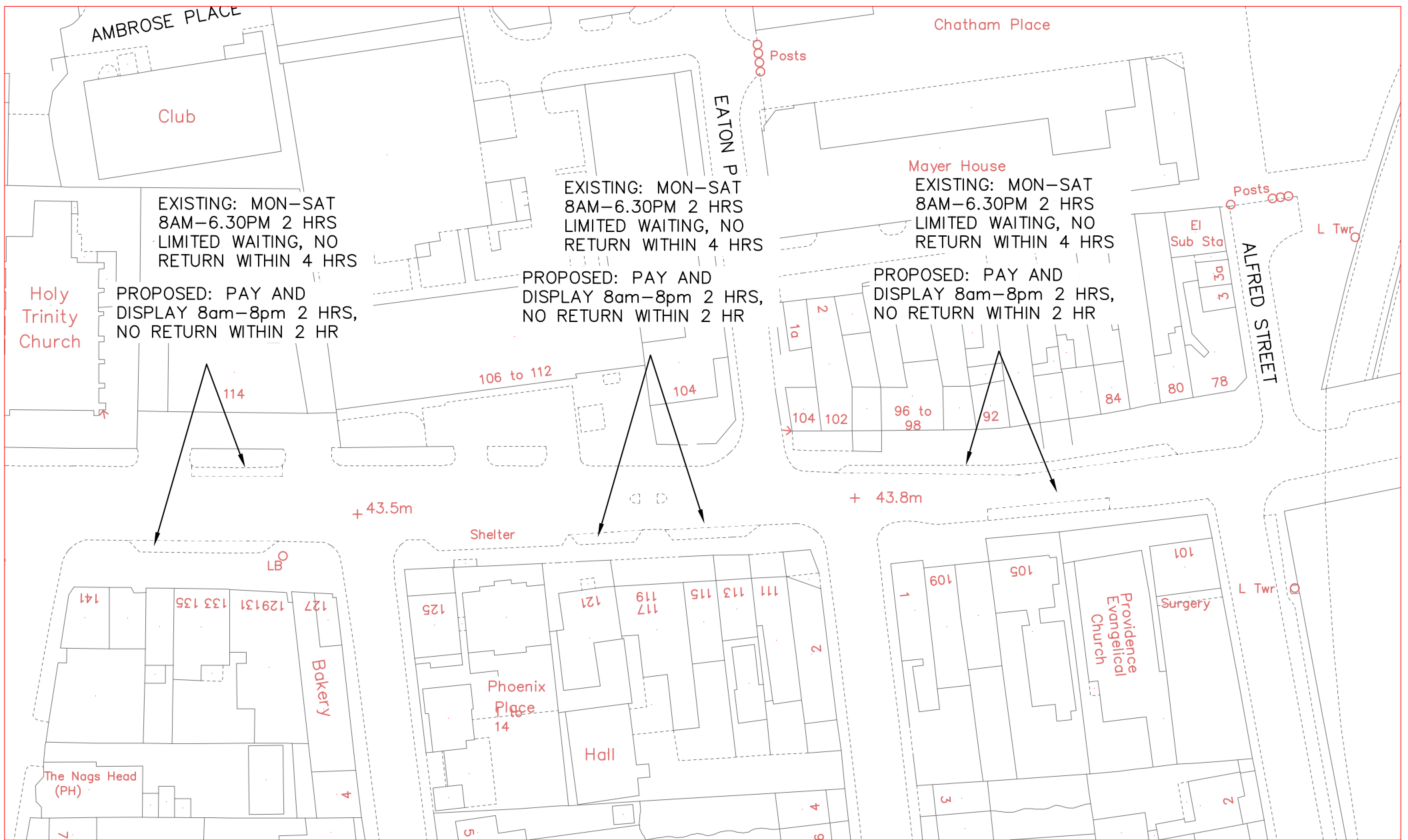
Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project ON STREET PAY AND DISPLAY	Scale NTS	Drawn PC
	Date DEC 17	Checked JP
Drawing OXFORD ROAD	Approved JP	
	Drawing No. NM/PD/OXFORD_5	



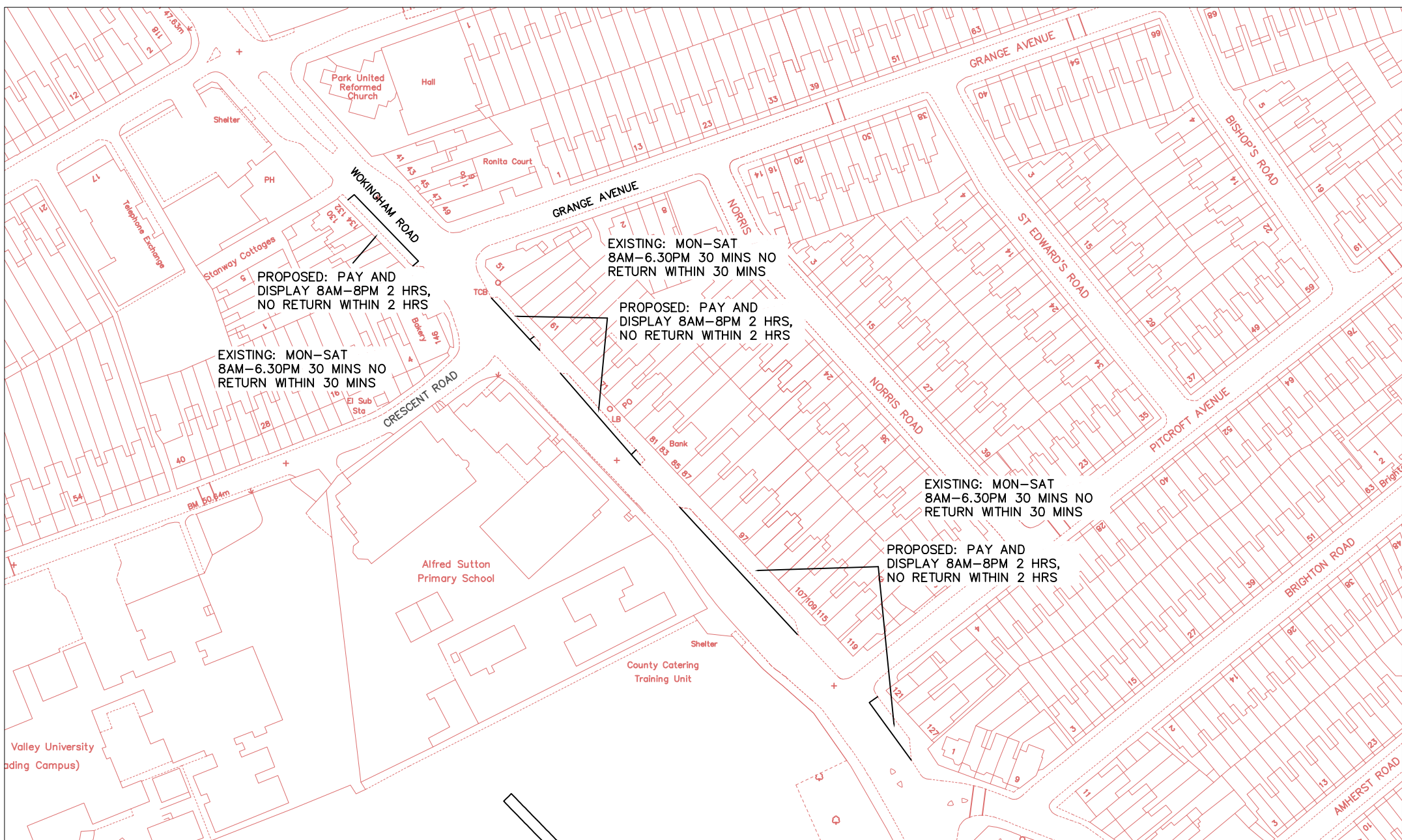
Crown copyright and database rights 2013 Ordnance Survey 100019672



**Reading**  
Borough Council  
Working better with you

Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project ON STREET PAY AND DISPLAY	Scale NTS	Drawn PC
	Date DEC 17	Checked JP
Drawing OXFORD ROAD	Approved JP	
	Drawing No. NM/PD/OXFORD_6	



Crown copyright and database rights 2013 Ordnance Survey 100019672

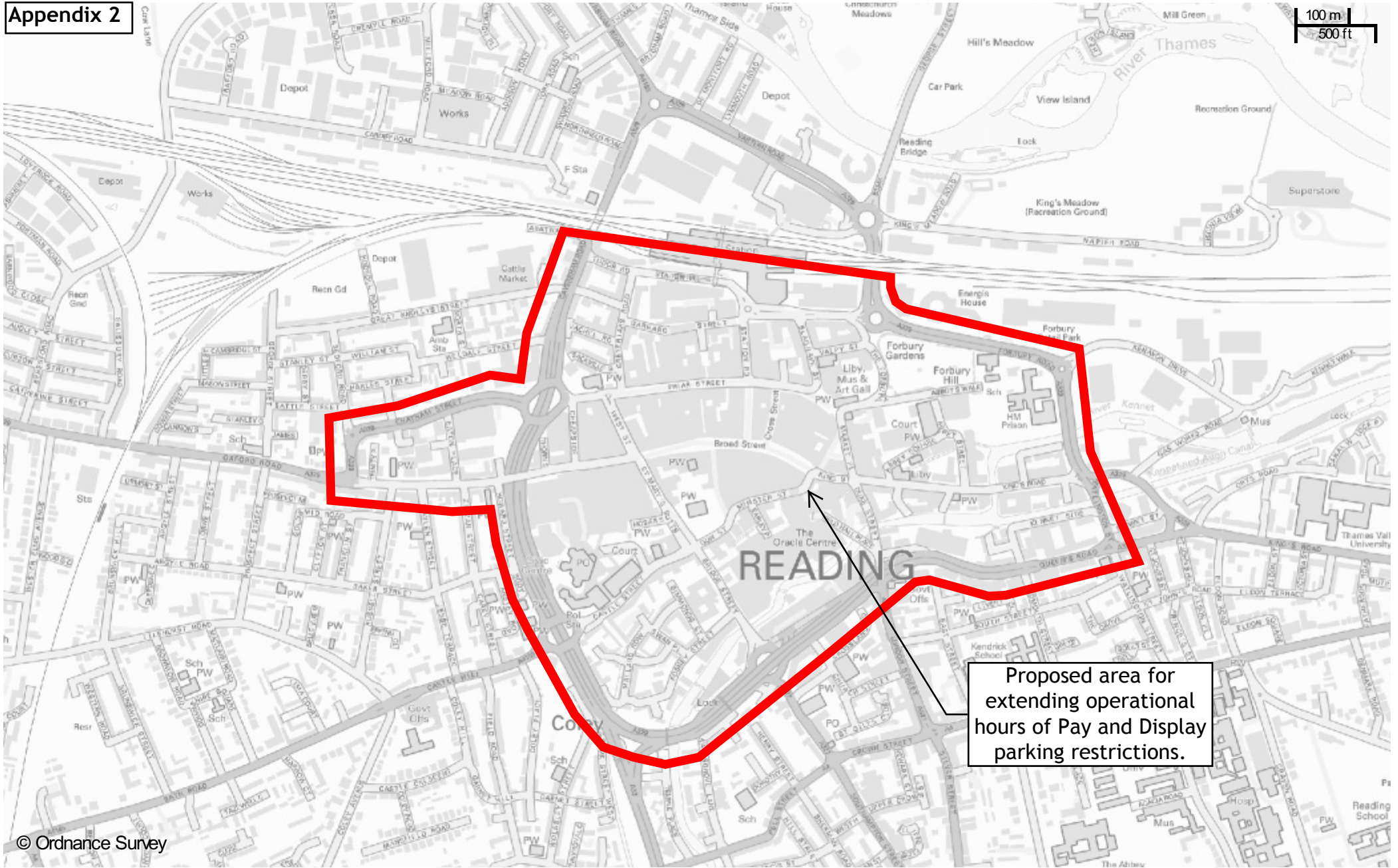


Transport & Streetcare  
Civic Offices  
Reading  
RG1 2LU

Project ON STREET PAY AND DISPLAY	Scale NTS	Drawn PC
	Date DEC 17	Checked JP
Drawing WOKINGHAM ROAD	Approved JP	
	Drawing No. NM/PD/WOK	



Appendix 2



© Ordnance Survey

iShare printing  
Scale: 1:10000

Printed on: 28/12/2017 at 14:05 PM

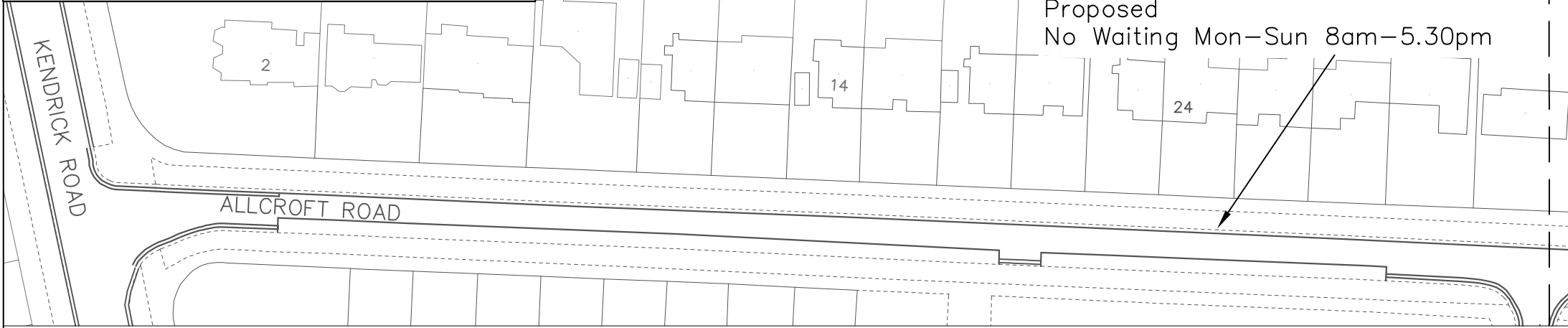


© Crown copyright and database rights 2017 Ordnance Survey 100019672

**Key:**  
 EXISTING RESTRICTIONS  
 — No Waiting Mon–Sat 8am–6.30pm  
 PROPOSED RESTRICTIONS  
 as labeled

CONTINUED BELOW

Existing  
 No Waiting Mon–Sat 8am–6.30pm  
  
 Proposed  
 No Waiting Mon–Sun 8am–5.30pm



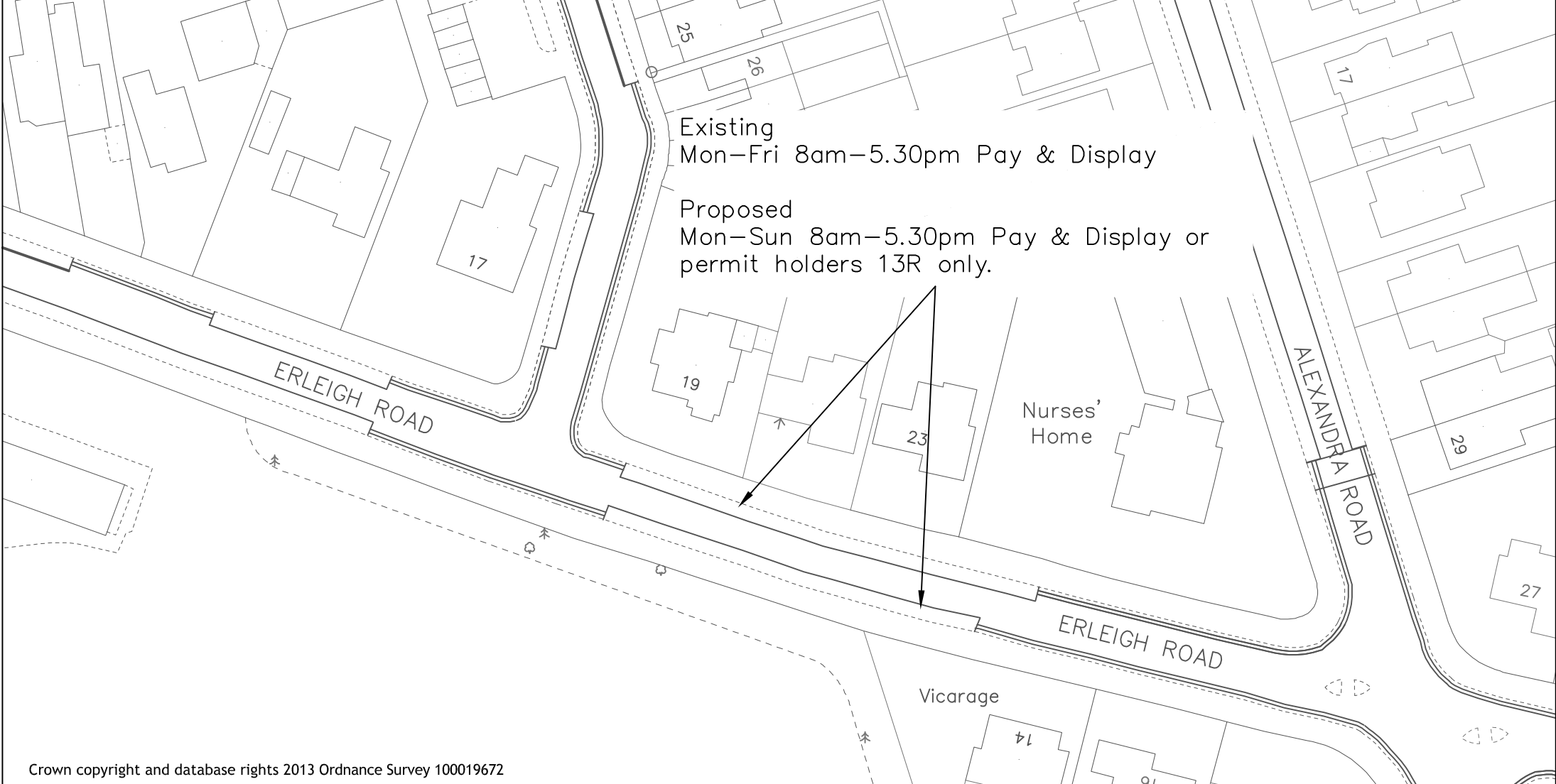
© Crown copyright and database rights 2013 Ordnance Survey 100019672



Transport & Streetcare  
 Civic Offices  
 Reading  
 RG1 2LU

Project 2017 Hospital & University Review	Scale N.T.S	Drawn KD
	Date JAN 18	Checked JT
Drawing Allcroft Road	Approved JT	
	Drawing No. ALLCROFT ROAD	

Key:  
 EXISTING RESTRICTIONS  
 Mon–Fri 8am–5.30pm Pay & Display  
 PROPOSED RESTRICTIONS  
 as labeled



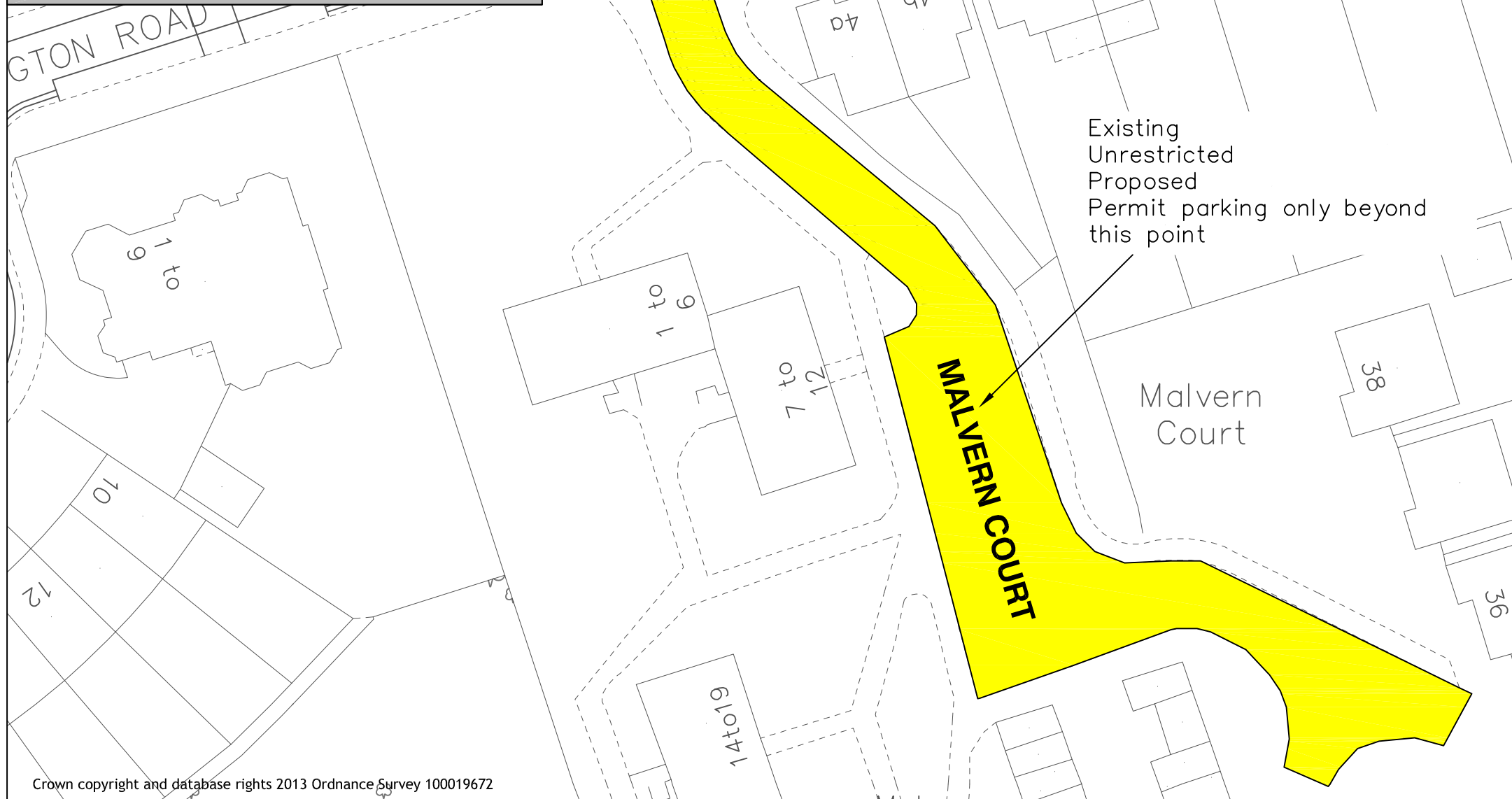
Crown copyright and database rights 2013 Ordnance Survey 100019672



Transport & Streetcare  
 Civic Offices  
 Reading  
 RG1 2LU

Project 2017 Hospital & University Review	Scale N.T.S.	Drawn KD
	Date JAN 18	Checked JT
Drawing Erleigh Road	Approved JT	
	Drawing No. ERLEIGH ROAD	

Key  
**PROPOSED RESTRICTIONS**  
 Permit Holders Only Past This Point



Crown copyright and database rights 2013 Ordnance Survey 100019672



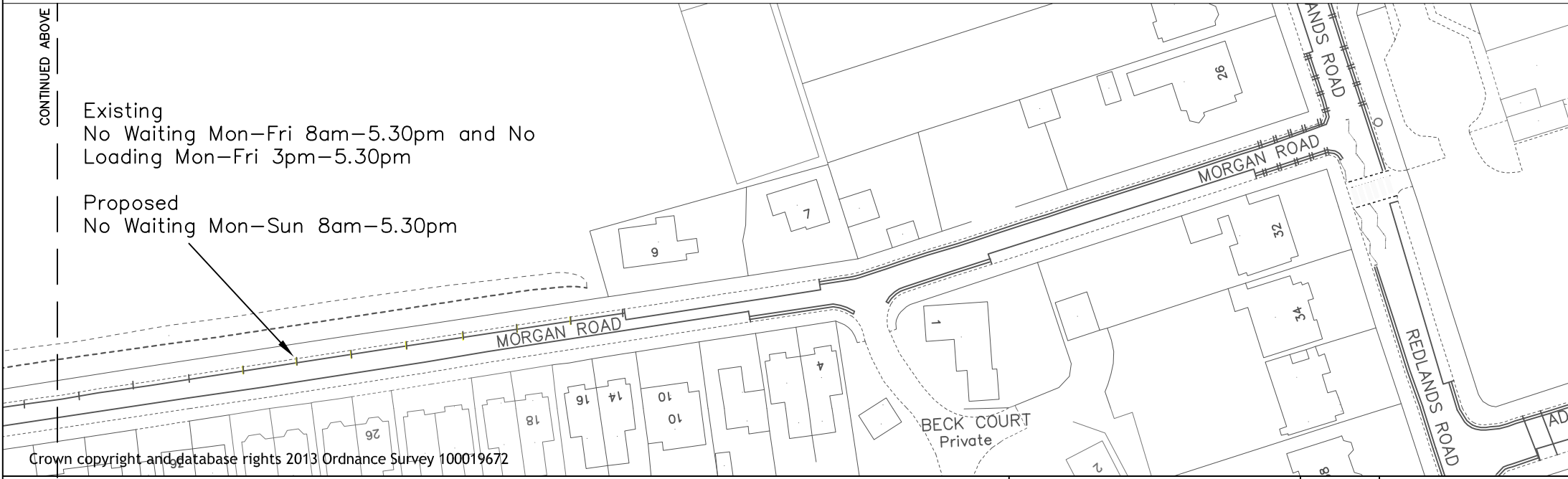
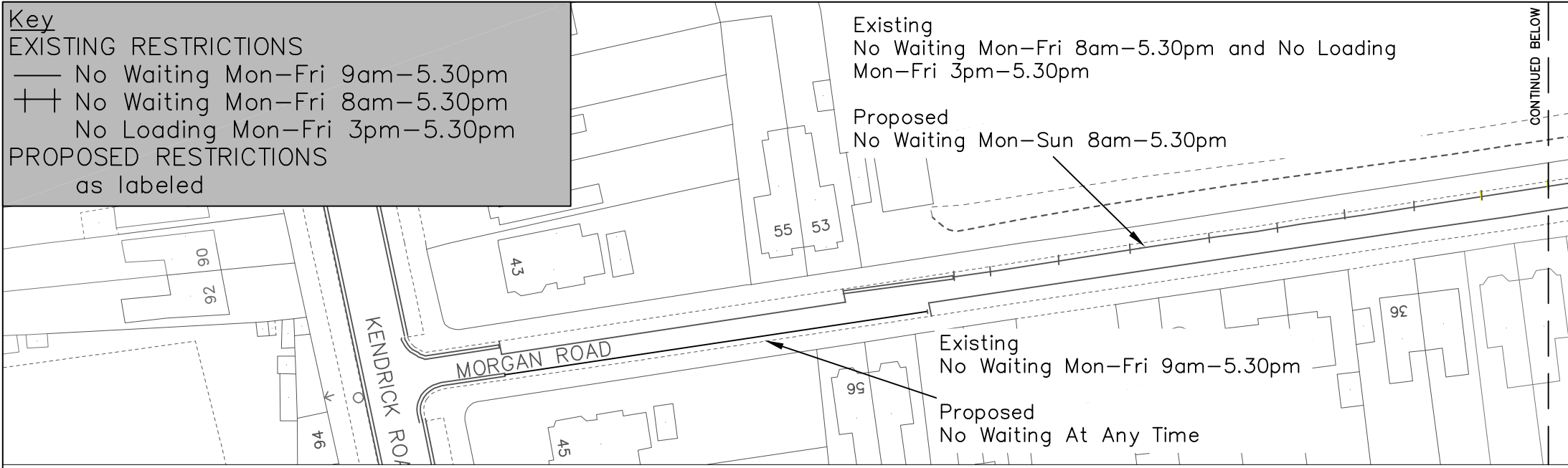
**Reading**  
 Borough Council  
 Working better with you

Transport & Streetcare  
 Civic Offices  
 Reading  
 RG1 2LU

Project 2017 Hospital and University Review	Scale N.T.S	Drawn KD
	Date NOV 17	Checked JT
Drawing Malvern Court	Approved JT	
	Drawing No. MALVERN COURT	



**Key**  
**EXISTING RESTRICTIONS**  
 — No Waiting Mon–Fri 9am–5.30pm  
 + No Waiting Mon–Fri 8am–5.30pm  
 No Loading Mon–Fri 3pm–5.30pm  
**PROPOSED RESTRICTIONS**  
 as labeled



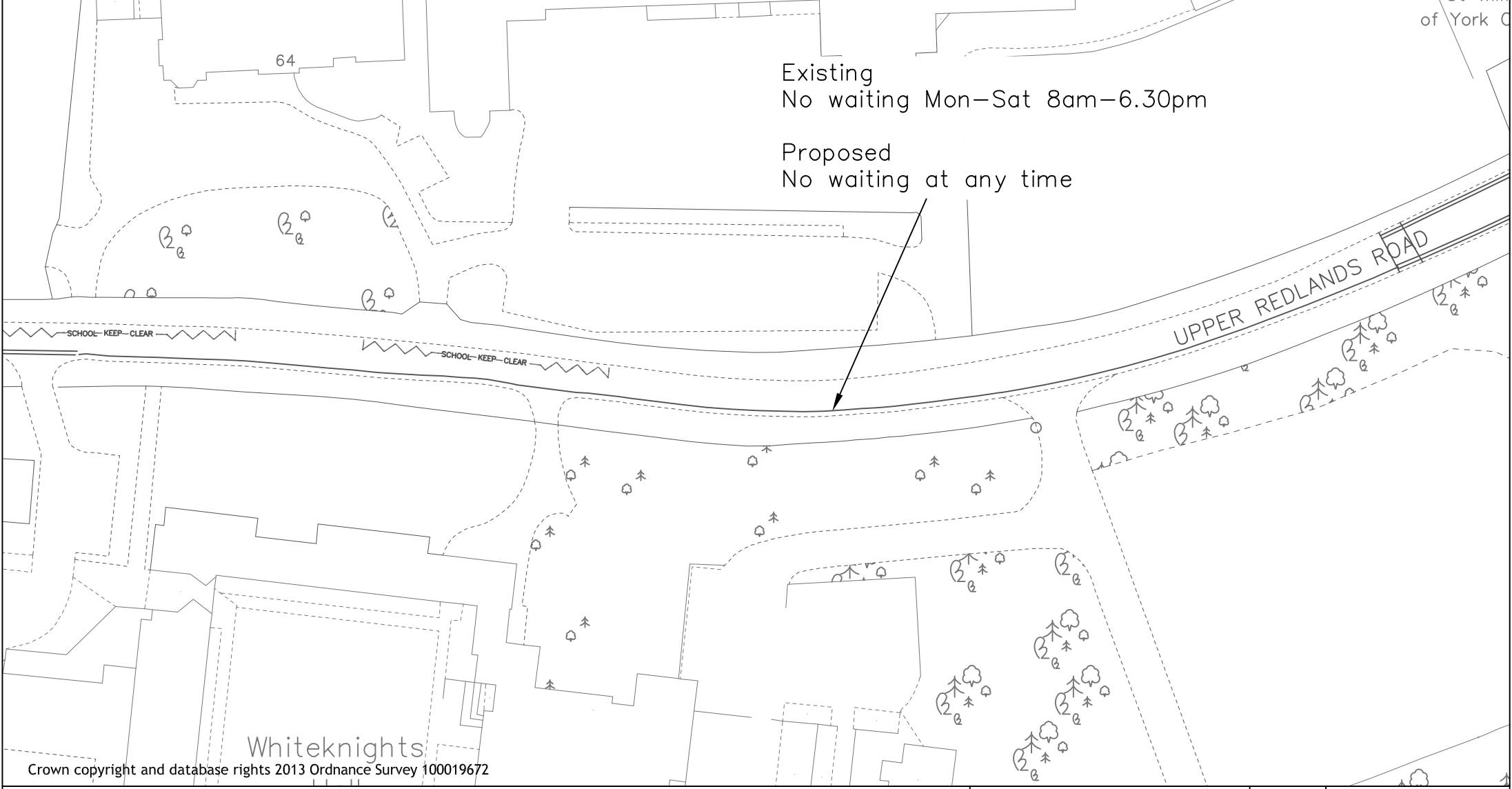
Crown copyright and database rights 2013 Ordnance Survey 100019672



Transport & Streetcare  
 Civic Offices  
 Reading  
 RG1 2LU

Project 2017 Hospital & University Review	Scale N.T.S.	Drawn KD
	Date JAN 18	Checked JT
Drawing Morgan Road	Approved JT	
	Drawing No. MORGAN ROAD	

**Key:**  
 EXISTING RESTRICTIONS  
 — No waiting Mon–Sat 8am–6.30pm  
 PROPOSED RESTRICTIONS  
 as labeled



Project 2017 Hospital & University Review	Scale N.T.S	Drawn KD
	Date JAN 18	Checked JT
Drawing Upper Redlands Road East	Approved JT	
	Drawing No. UPPER REDLANDS ROAD EAST	

**READING BOROUGH COUNCIL  
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES**

<b>TO:</b>	<b>STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE</b>		
<b>DATE:</b>	<b>11 JANUARY 2018</b>	<b>AGENDA ITEM:</b>	<b>13</b>
<b>TITLE:</b>	<b>MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION AND STREETCARE</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICERS:</b>	<b>CRIS BUTLER / CHRIS MADDOCKS</b>	<b>TEL:</b>	<b>0118 937 2068 / 0118 937 4950</b>
<b>JOB TITLE:</b>	<b>ACTING HEAD OF TRANSPORTATION &amp; STREETCARE / ACTING STRATEGIC TRANSPORTATION PROGRAMME MANAGER</b>	<b>E-MAIL:</b>	<b><a href="mailto:cris.butler@reading.gov.uk">cris.butler@reading.gov.uk</a> / <a href="mailto:chris.maddocks@reading.gov.uk">chris.maddocks@reading.gov.uk</a></b>

## **1. EXECUTIVE SUMMARY**

1.1 This report provides an update on the current major transport and highways projects in Reading, namely:

- Reading Station Area Redevelopment (Cow Lane bridges).
- Thames Valley Berkshire Growth Deal Schemes - South Reading Mass Rapid Transit, Green Park Station, TVP Park & Ride, East Reading Mass Rapid Transit and National Cycle Network Route 422.
- Unfunded schemes - Reading West Station upgrade and Third Thames Bridge.

1.2 This report also advises of any future key programme dates associated with the schemes.

## **2. RECOMMENDED ACTION**

2.1 That the Committee notes the contents of the report.

## **3. POLICY CONTEXT**

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.

#### 4. THE PROPOSAL

##### Reading Station

###### Cow Lane Bridges - Highway Works

- 4.1 This scheme will unlock the historic bottle neck at Cow Lane by providing two lanes for traffic alongside a continuous shared path for pedestrians and cyclists. The scheme was originally intended to be delivered as part of the Reading Station Area redevelopment scheme, however as previously reported to the Traffic Management Sub-Committee the need to undertake a Compulsory Purchase Order (CPO) process has significantly delayed implementation of the scheme. This has also led to increased scheme costs as the original estimates to deliver the scheme were based on utilising Network Rail's existing contractor responsible for the viaduct, who were already mobilised between the two bridges.
- 4.2 Network Rail have undertaken a value engineering exercise for the scheme which the Council was involved in, primarily to ensure the essential elements of the scheme (such as the new footway on the east side of the southern bridge) were retained. The value engineering exercise identified some potential areas where the project scope could be reduced without affecting the overall project objectives. The main points to note relate to the pedestrian facilities to cross the road between both bridges and a subsequent new layout to include a zebra crossing (instead of a pedestrian refuge) and a request by Network Rail to close Cow Lane throughout the duration of the works, which has been rejected by the Council.
- 4.3 Network Rail has appointed a contractor to deliver the scheme with a scheduled completion date of summer 2018. Enabling works have been completed and the old railway bridge was successfully demolished during the weekend of 3<sup>rd</sup> - 6<sup>th</sup> November 2017. Officers continue to liaise with Network Rail regarding the traffic management requirements for the scheme, resulting in a one-way system being implemented in December 2017.
- 4.4 Following completion of the Network Rail scheme, the Council intends to deliver a series of complementary public transport, walking and cycling enhancements on the Oxford Road corridor.



## Thames Valley Berkshire Growth Deal Schemes

### South Reading Mass Rapid Transit

- 4.5 South Reading Mass Rapid Transit (MRT) is a series of bus priority measures on the A33 corridor between Mere oak Park & Ride and Reading town centre. The scheme will reduce congestion and journey times, improving public transport reliability on the main growth corridor into Reading. Any proposal will not reduce existing highway capacity along the A33 as the scheme will create additional capacity for public transport.
- 4.6 Phases 1 & 2 of the scheme, from M4 J11 to Island Road, were granted full funding approval from the Berkshire Local Transport Body (BLTB) in November 2015. Construction of Phase 1A was completed in December 2016, consisting of a new southbound bus lane between the A33 junction with Imperial Way and the existing bus priority provided through M4 Junction 11. The scheme is achieved predominantly by utilising space in the central reservations and realigning existing lanes where required.
- 4.7 Construction of Phases 1B and 2 of the scheme was undertaken between April and November 2017. This involved the creation of outbound bus lanes between the A33 junctions with Lindisfarne Way (Kennet Island) and Imperial Way, linking to the Phase 1A scheme. Off-peak lane closures were required to facilitate the construction work and the scheme was opened in December 2017.
- 4.8 Phases 3 and 4 of the scheme, between Rose Kiln Lane and Longwater Avenue, and sections within the town centre (London Street and Bridge Street), were granted programme entry status by the BLTB in March 2017. Preparation of the full business case for the scheme is complete and the scheme was granted financial approval by the BLTB meeting in November 2017. Subject to scheme and spend approval being granted by Policy Committee on 15<sup>th</sup> January, works are due to commence on site in March on the town centre sections of the scheme, with works on the A33 to follow from the summer.

### Green Park Station

- 4.9 Reading Green Park Station is a proposed new railway station on the Reading to Basingstoke line. The station and multi-modal interchange will significantly improve accessibility and connectivity to this area of south Reading which has large-scale development proposed including the expansion of Green Park business park, Green Park Village residential development and the Royal Elm Park mixed use development.
- 4.10 The scheme was granted financial approval by the BLTB in November 2014. Design work for the station is being progressed in partnership with Network Rail and Great Western Railway (GWR) to ensure the station complies with the latest railway standards. Design work for the multi-modal interchange

and surface level car park is being progressed in parallel with the station design work.

- 4.11 The funding package for the scheme includes £9.15m from the Local Growth Fund, £4.6m from private developer Section 106 contributions and £2.3m from the New Stations Fund 2, which was announced by the DfT in July 2017. The additional funding will enable enhanced passenger facilities to be provided at the station to help cater for the significant level of proposed development in the surrounding area.
- 4.12 The concept designs for the station have been produced by Network Rail, with the station and track designs completed in December and the signalling designs due in February 2018. Balfour Beatty has been appointed to undertake the detailed design and construction of the station, following approval of this approach by Policy Committee in September 2017.
- 4.13 An indicative programme for delivery of the station by summer 2019 has been agreed with the DfT, Network Rail and GWR, based on the requirement for the station to be included within the specification for the Great Western Franchise. The revised programme is due to delays with the concept design work which is being undertaken by Network Rail, and the change in scope of the project due to the recently announced additional funding from the New Stations Fund.

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

- 4.14 Thames Valley Park (TVP) Park & Ride is a proposed park & ride facility off the A3290 being led by Wokingham Borough Council. East Reading Mass Rapid Transit (MRT) is a proposed public transport, walking and cycle link between central Reading and the TVP park & ride site, running parallel to the Great Western mainline, being led by Reading Borough Council. Both schemes were granted programme entry status by the BLTB in July 2014.
- 4.15 A consultation was undertaken by Wokingham Borough Council during November 2015 regarding the TVP park & ride proposals, and planning permission was granted by Wokingham Borough Council in November 2016.
- 4.16 A consultation for the MRT scheme was undertaken during July 2016, including a public drop-in session at the Waterside Centre in close proximity to the route. The exhibition was also on display at the Civic Offices and on the Council's website.
- 4.17 The MRT scheme planning application was submitted in July 2017 and further public exhibitions took place to raise awareness of the scheme. The planning application is currently being considered by the Local Planning Authorities for both Reading and Wokingham.
- 4.18 Preparation of the full scheme business case for the MRT scheme is complete and financial approval was granted for the scheme by the BLTB

meeting in November 2017. The business case demonstrates that the scheme represents 'high value for money' in line with central Government guidance and will provide significant benefits to Reading and the wider area.

#### National Cycle Network Route 422

- 4.19 National Cycle Network (NCN) Route 422 is a proposed cross-Berkshire cycle route between Newbury and Windsor. The route would provide an enhanced east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the borough. The scheme was granted full funding approval from the BLTB in November 2015.
- 4.20 Preferred option development has been undertaken and the detailed design for Phase 1 of the scheme is complete, which is the provision of a shared path on the northern side of the Bath Road between the Borough boundary and Berkeley Avenue. The first phase of works commenced in February 2017 and was completed in July 2017. Signage is currently being reviewed with the objective of improving clarity where required, for instance at the bus stop on Bath Road near to Berkeley Avenue and the bridges over the railway. Existing pedestrian crossing facilities at Liebenrood Road and Southcote Road will be upgraded to toucan crossings from January 2018 for approximately 14 weeks.
- 4.21 Phase 2 of the scheme, from Bath Road/Berkeley Avenue through the town centre to east Reading, was granted scheme and spend approval at Policy Committee in September 2017. The scheme includes on and off-carriageway improvements, including the proposed installation of a zebra crossing on Yield Hall Lane with parallel cycle facilities, which will also be added to the existing zebra crossing on London Street. The additional zebra crossing and parallel cycle facilities will help pedestrians and cyclists travelling between Kennet Side and the Oracle Shopping Centre. The second phase of works, which have been developed in consultation with local interest groups, will be delivered from January 2018.
- 4.22 The final phase of the NCN programme will be available for feedback in early 2018. The proposed scheme builds on works delivered as part of the LSTF programme by extending shared-use facilities along Wokingham Road from Cemetery Junction to Three Tuns. Measures will include improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening.

## Unfunded Schemes

### Reading West Station Upgrade

- 4.23 The Council has been working with Great Western Railway and Network Rail to produce a Masterplan for significantly improved passenger facilities at Reading West Station. The proposals include accessibility improvements including lift access to the platforms from the Oxford Road and enhancements to the path from the Tilehurst Road; provision of a station building on the Oxford Road and associated interchange enhancements such as increased cycle parking; improvements within the station itself including wider platforms, longer canopies, enhanced lighting and CCTV coverage; and improvements to the entrance from Tilehurst Road including provision of a gateline and ticket machines.
- 4.24 Delivery of the scheme is split into two distinct phases, with Network Rail due to implement Phase 1 as part of their wider programme of works for electrification of the line between Southcote Junction and Newbury. The second phase is currently unfunded, however the Council will continue to explore potential funding sources for the scheme alongside Network Rail and GWR.

### Third Thames Bridge

- 4.25 A Third Thames Bridge over the River Thames is a longstanding element of Reading's transport strategy to improve travel options throughout the wider area, and help to relieve traffic congestion north of the river and in the town centre. A group has been established to investigate the traffic implications and prepare an outline business case for the proposed bridge, led by Wokingham Borough Council in partnership with Reading Borough Council, South Oxfordshire District Council, Oxfordshire County Council, Thames Valley Berkshire LEP and Oxfordshire LEP.
- 4.26 Preparation of the Outline Strategic Business Case for the scheme is complete and was discussed at a Summit meeting called by the MP for Reading East in September 2017. The business case shows there is a strong case for a two lane traffic bridge in this location, with the full documentation available on Wokingham Borough Council's website here - <http://www.wokingham.gov.uk/parking-road-works-and-transport/transport-and-roads-guidance-and-plans/>
- 4.27 The Cross Thames Travel Group is currently exploring options to fund the next stage of scheme development work, which includes production of the full scheme business case.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 The delivery of the projects outlined in this report help to deliver the following Corporate Plan Service Priorities:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 The projects have and will be communicated to the local community through public exhibitions and Council meetings.

## **7. LEGAL IMPLICATIONS**

7.1 None relating to this report.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 At the relevant time, the Council will carry out an equality impact assessment scoping exercise on all projects.

## **9. FINANCIAL IMPLICATIONS**

9.1 None relating to this report.

## **10. BACKGROUND PAPERS**

10.1 Traffic Management Sub-Committee and Strategic Environment, Planning and Transport Committee reports.

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>11 JANUARY 2018</b>	<b>AGENDA ITEM:</b>	<b>14</b>
<b>TITLE:</b>	<b>PROJECT FUNDING AWARDS - C-ITS AND SMART CITY CLUSTER</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>BOROUGHWIDE</b>
<b>LEAD OFFICER:</b>	<b>SIMON BEASLEY</b>	<b>TEL:</b>	<b>0118 937 2228</b>
<b>JOB TITLE:</b>	<b>NETWORK &amp; PARKING MANAGER</b>	<b>E-MAIL:</b>	<b>simon.beasley@reading.gov.uk</b>

#### 1. EXECUTIVE SUMMARY

- 1.1 This report informs the Sub-Committee of two capital funding awards for transport related projects; Co-operative Intelligent Transport Systems (C-ITS) and Smart City Cluster.
- 1.2 The C-ITS project award is £250K direct from the Department of Transport (DfT). The Smart City Cluster award is £1.73M and funded via the Thames Valley Berkshire Local Enterprise Partnership (LEP).
- 1.3 The C-ITS project has a total project cost of £337.5K with the additional £87.5K match funding from EU projects and Reading Buses. The Smart City Cluster is not match funded so the total budget is £1.73M however there is a challenge fund element to the project where additional external funding is a requirement.
- 1.4 A summary of both projects is included within this report.
- 1.5 The Sub-committee is asked to support an officer recommendation to Policy Committee (19<sup>th</sup> February 2018) to grant spend approval of both awards in order to deliver the objectives of both projects.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.

**2.2 That the Sub-committee is asked to support an officer recommendation to Policy Committee in February for spend approval of both awards (C-ITS £250K, Smart City Cluster £1.73M) totalling £1.98M of grant funding to deliver the objectives of the two projects.**

### **3. POLICY CONTEXT**

3.1 The proposals are in line with Reading Borough Council's Local Transport Plan (LTP3) and current central government and local government policies. The transport elements of both projects meet our current traffic management policies and standards.

### **4. BACKGROUND, PROPOSALS AND RECOMMENDATIONS**

4.1 This report informs the Sub-committee of two capital funding awards for transport related projects; Co-operative Intelligent Transport Systems (C-ITS) and Smart City Cluster.

4.2 The C-ITS project award is £250K direct from the Department of Transport (DfT). The Smart City Cluster award is £1.73M and funded via the Thames Valley Berkshire Local Enterprise Partnership (LEP).

4.3 The C-ITS project has a total project cost of £337.5K with the additional £87.5K match funding from EU projects and Reading Buses. Cooperative systems better enable network managers to properly balance all transport modes to improve the overall highway network efficiency. This proposal looks to improve street works information, parking information and highway network optimisation to the benefit of all road users within the context of sustainable transport policies.

4.4 This C-ITS project will deliver a new data engine linked to the Universal Transport Management & Control (UTMC) system which will anticipate the data from the rollout of C-ITS units in vehicles and enhance the use of public transport C-ITS. It will also demonstrate the potential of bicycle C-ITS in intersection management.

4.5 The C-ITS £250K funding award is matched with EU project funding from the SIMON and EMPOWER projects as well a contribution from Reading Buses resulting in a total project cost of £337.5K. The full business case submission complete with project costs is provided on the Reading Borough Council website at:

<http://www.reading.gov.uk/transport-schemes-and-projects>

4.6 The Smart City Cluster project is a two year £1.73m smart city project which is being funded through a capital grant from the Thames Valley Berkshire Local Economic Partnership. There is no

requirement for match funding and there is no direct cash funding required to be secured from other sources. However, this award is expected to promote additional external funding as explained in 4.9 and 4.10.

4.7 The purpose of the project is threefold:

- To deliver a smart city communications and data platform to enable the development and application of Internet of Things (IoT) technology across Reading, Bracknell, Newbury and West Berkshire;
- To deliver smart city solutions that address local authority/city challenges around transport, energy, assisted living and the environment through two challenge fund calls;
- To create a cross authority/cross sector steering group which can further the development of the smart city agenda in the region and create further investment opportunities.

4.8 The smart city platform will consist of:

- **A Low Powered Wide Area Network (LPWAN)** across Reading, Bracknell, Wokingham and West Berkshire. LPWAN is a low cost platform which is designed for IoT sensors which only individually transfer small amounts of data. For example the disabled bay parking studs in Reading sit on a propriety LPWAN solution which enables all 80 studs to communicate directly to a single base station and because it is low powered, batteries in the studs can last for 5 years. Through installing a LoRa Network (the IoT platform promoted by the digital catapult) and SigFOX, a commercial platform we will be covering the main platforms for IoT development and there is industry interest in commercially developing solutions off these platforms.
- **Traffic Signal Smart communication devices** - It will be possible to switch the monitoring of a large number of signal communications from broadband to LoRa. The expected communications revenue saving will more than cover the ongoing revenue costs associated with the operation and maintenance of the LoRa network, ensuring a reliable well maintained network on to which others can build.
- **A33 Wireless Communications Backhaul.** A replacement of ageing equipment on the A33 corridor to the south of Reading which will also form part of the LoRa backhaul.
- **Smart Data Platform** building on Reading Borough Council's open data platform (currently transport data only) to



enable sharing of information between different smart systems.

- 4.9 Smart applications will be delivered on the platform through the award of Challenge Funds to business. These will be grant funds which will be let through two rounds of competition and will require in-kind contribution from the applicants. Competitions will be around transport, energy, assisted living and the environment and the details of these calls will be determined by a steering group such that they address real city challenges. In addition, there will be some direct procurement of smart technologies including air quality monitors.
- 4.10 The formation of the steering group is also a key outcome from the project and its role will be threefold,
- to provide the necessary governance for the delivery of the £1.73m investment,
  - as a knowledge exchange platform to optimise the potential smart city opportunities,
  - as a platform to identify and steer public and private funding investment to help ensure that the project's delivery is much larger than the actual value of the LEP investment.
- 4.11 The Sub-committee is asked to support an officer recommendation to Policy Committee (19<sup>th</sup> February 2018) to grant spend approval of both awards in order to deliver the objectives of both projects.

## **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 These proposals contribute to the Council's strategic aim to:
- Safeguarding and protecting those that are most vulnerable
  - Providing the infrastructure to support the economy.
  - Keeping the town clean, safe, green and active.
  - Remaining financially sustainable to deliver these service priorities

These proposals also contribute to developing Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 Both projects require community engagement for them to be successful. The funding awards encourage community involvement with opportunities to get involved through competition funding.

## **7. LEGAL IMPLICATIONS**

- 7.1 Procurement of the smart city platform including WPWAN, Backhaul and the ODS will build on existing contacts or use standard government frameworks.
- 7.2 Allocation of the grant funding through competition will be based directly on the approach used in previous challenge funds and will be executed through current procurement procedures. Match funding which we will base on Innovate UK guidance.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.2 The Council does not consider that the proposals will have a direct impact on any groups with protected characteristics. However, this will be reviewed as a part of the project implementation and assessed throughout as appropriate.

## **9. FINANCIAL IMPLICATIONS**

- 9.1 Both projects are capital grant awards as detailed within this report. Procurement and challenge funding is explained in section 7. **LEGAL IMPLICATIONS**

## **10. BACKGROUND PAPERS**

- 10.1 None

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 JANUARY 2018	AGENDA ITEM:	15
TITLE:	ANNUAL PARKING SERVICES REPORT 2016-2017		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	PARKING SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICER:	ELIZABETH ROBERTSON	TEL:	01189 373767
JOB TITLE:	CIVIL ENFORCEMENT MANAGER	E-MAIL:	<a href="mailto:Elizabeth.robertson@reading.gov.uk">Elizabeth.robertson@reading.gov.uk</a>

**1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 The Traffic Management Act 2004 states that each local authority with Civil Parking Enforcement should publish an Annual Report about their enforcement activities covering financial and statistical data.
- 1.2 Appendix 1 Parking Services Annual Report 2016-2017

**2. RECOMMENDED ACTION**

- 2.1 That Members note the contents of this report and that the annual reports for 2008-2016 are available on the Council's website.
- 2.2 That Members note the annual report for 2016-2017 is intended to be published in January 2018.

**3. POLICY CONTEXT**

- 3.1 The Council is a Civil Enforcement Authority under the Traffic Management Act 2004 and is therefore required to produce an annual report.

**4. THE PROPOSAL**

- 4.1 Reading Borough Council took up statutory powers under the Road Traffic Act 1991 (as amended) in 2000 to become a Special Parking Area (SPA) taking over parking enforcement from the Police. In April 2008 every Local Authority with SPA powers became a Civil Enforcement Area (CEA) under the Traffic Management Act 2004 (TMA). One of the requirements of the TMA is that each Local Authority submit an Annual Parking Report to the Department for Transport (DfT) each year. The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions sets out the minimum information to be included in the Annual Parking Report.

- 4.2 The Statutory Guidance requires that as a minimum the Local Authority must include financial details relating to total income and expenditure on the parking account and statistical information relating to the number of Penalty Charge Notices (PCNs) issued, paid, cancelled and challenged.
- 4.3 The annual report for 2016-2017 includes the Statutory Guidance requirements and also includes information for Residents Parking Permits, Bus Lane Enforcement, Blue Badge Issues and Enforcement, Car Parks, Pay and Display and Freedom of Information requests.
- 4.4 The Cabinet report in January 2011 stated future reports were to be published on the Council's website. The annual parking reports for 2008-2016 are available through the Council's website at:
- <http://www.reading.gov.uk/foi>
- 4.5 The annual report for 2016-2017 is intended to be published in January 2018.
- 4.6 The Traffic Management Act 2004 and Transport Act 2000 (for bus lane Penalties) sets out the appeals process that recipients of Penalty Charge Notices must follow if they believe they have grounds for the ticket to be cancelled. There are 3 sequential stages to this process as set out below:
- An Informal Challenge to the Council
  - A formal representation to the Council upon receipt of the Notice to Owner
  - An appeal to the Traffic Penalty Tribunal, if representation to the Council is unsuccessful.
- 4.7 The appeals process for bus lane Penalties is the same except there is no informal challenge to the Council, as the first notification is the "Notice to Owner" notice.
- 4.8 A legal requirement of both relevant Acts is for the Council to provide an address where these can be sent. The Council provides two dedicated addresses for motorists's to correspond with (one for parking penalties and one for bus lane penalties) and has a secure online facility for direct representation to be made against the penalties.
- 4.9 An important element of the process is the requirement for the registered keeper of the vehicle (i.e. the person named on the vehicle registration document or the registered hirer) to communicate directly with the Council. This means that a third party can only act on the registered keeper's behalf if legally authorised to do so. Therefore there are very limited circumstances in which an MP or Councillor can act for someone else.

**5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 To promote equality, social inclusion and a safe and healthy environment for all.

**6. COMMUNITY ENGAGEMENT AND INFORMATION**

- 6.1 The Annual Parking Report will have wider accessibility by being published on the Council's website.

**7. LEGAL IMPLICATIONS**

- 7.1 The Local Authority is required to produce an Annual Parking Report under the Traffic Management Act 2004.

**8. FINANCIAL IMPLICATIONS**

- 8.1 As reported in the Annual Report

**9. BACKGROUND PAPERS**

- 9.1 Cabinet Report - Annual Parking Report dated 17<sup>th</sup> January 2011

**10. APPENDICES**

- 10.1 Appendix 1 - Annual Parking Services Report 2016-2017

# READING BOROUGH COUNCIL

---

## PARKING SERVICES ANNUAL REPORT 2016/2017

---

DRAFT



## Foreword - Councillor Page

Welcome to Reading Borough Council's ninth Parking Services Annual Report. The report summarises the parking and traffic enforcement responsibilities conducted by the Council in 2016/2017. It also provides details of activities and related financial information.

Reading remains a key economic hub in the Thames Valley and wider South-East. Many thousands of people travel into and around Reading on a daily basis, placing great demands on our transport infrastructure. At the same time, local businesses highlight a lack of capacity in transport infrastructure as one of their key concerns, and a restraint to future growth. The increasing demands on infrastructure are seen either through overcrowding or traffic congestion levels.

New infrastructure and growing our public transport offer, not only provide significant improvements to sustainable transport options, they support growth in the local economy and reducing Reading's carbon footprint.

Reading has an enforcement policy to try and balance the needs of all road users, at a time when demands continue to increase. The key objective is to maintain an appropriate balance between the needs of residents, visitors, businesses and access for disabled people, thereby contributing to the economic growth and success of the town.

Enforcement is conducted both on and off-street by Council Parking Services and Civil Enforcement Officers, employed through a term contractor. These officers actively patrol and enforce parking restrictions, supporting traffic management and safety responsibilities imposed on local authorities by legislation, directing patrol efforts to strategically important routes, areas of high contravention and sensitive locations, and in many cases in response to public demand.

Enforcement of parking restrictions is approached in a fair and reasonable manner across the town. The Parking Services team takes continual care when dealing with representations from the public against the Penalty Charge Notices to ensure that all the circumstances are fully considered on a case by case basis.

We continue to be committed to being transparent about our Parking Services and enforcement activity. This report provides an extensive record of activities during the 2016/2017 financial year and explains how the service is managed and aims to develop an understanding and acceptance of why enforcement activity takes place.

**Cllr Tony Page**

**Lead Member for Strategic Environment, Planning & Transport, and Deputy Leader of the Council**

**December 2017**

## Chapter 1 - Content

The Secretary of State's 'Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions' states that local authorities should produce annual reports about their enforcement activities. It is considered good practice to publish a report which provides the public with information about the way enforcement is undertaken and provides reassurance that enforcement is being undertaken properly. The view of the Secretary of State is that transparency about the civil enforcement of parking regulations enables the public to understand and accept the enforcement of parking contraventions.

This Annual Report provides a record of activities during the 2016/2017 financial year and explains how the service is managed and aims to develop an understanding and acceptance of such enforcement activity.

The 2016/2017 is structured as follows:

	Page No.
• Chapter 2 - Policy Context	4
• Chapter 3 - Parking Enforcement	5-11
• Chapter 4 - Bus Lane Enforcement	12-14
• Chapter 5 - Challenges, Representations and Appeals	15-19
• Chapter 6 - Enforcement Agents Information	20-21
• Chapter 7 - Permits	22-26
• Chapter 8 - Blue Badges	27-28
• Chapter 9 - Signs and Lines Maintenance	29
• Chapter 10 - Car Parks	30
• Chapter 11 - Pay and Display	31
• Chapter 12 - Freedom of Information	32-33
• Chapter 13 - Financial Information	34-35
• Chapter 14 - Key Contacts and More Information	36
• Appendix A - Parking Penalty Charge Notices	37-76
• Appendix B - Bus Lane Penalty Charge Notices	77-80

## Chapter 2 - Policy Context

Reading Borough Council introduced Parking Enforcement in 2000, when responsibility for enforcement of parking contraventions passed from Thames Valley Police to the Local Authority. The current legislation that allows for Reading to enforce parking and waiting restrictions is under The Traffic Management Act 2004. This also permitted local authorities to enforce restrictions by other methods which are now known as 'Civil Parking Enforcement'. Parking offences are classified as civil offences rather than criminal offences under Civil Parking Enforcement.

Reading Borough Council has an integrated Parking Service, which manages both on-street and off-street activities. The Council introduced Civil Parking Enforcement under Part 6 of the Traffic Management Act 2004 from 31<sup>st</sup> March 2008.

The current guiding transport policy document is its Local Transport Plan (LTP) 2011- 2026. The Local Transport Plan includes a 15-year strategy document and a rolling 3-year implementation programme. The LTP programme is reviewed annually to ensure the aims and objectives are being delivered. The statement below summarises the vision for transport in Reading:

*“Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort. We will meet the challenges of a dynamic, low-carbon future to promote prosperity for Reading.*

*Whichever way you choose to travel, by foot or bicycle, motorcycle, bus, rail, car or boat whether to work or education, to leisure or the services you need, our transport system will help you get there”.*

Although it is not possible to specifically measure the contribution of Civil Parking Enforcement on all the objectives, as there are a wide range of other factors that influence them, it is clear that well considered and implemented enforcement will support this vision.

## Chapter 3 - Parking Enforcement

Enforcement is conducted both on- and off-street by Reading Borough Council Parking Services through Civil Enforcement Officers employed through a contractor. Each officer receives specific training resulting in qualifications which are:

- City and Guilds 1889-001 Roles and Responsibilities of a Civil Enforcement Officer; and
- City and Guilds 1889-002 Conflict Management.

These qualifications have been updated and are now known as:

- WAMITAB Level 2 Award for Parking Enforcement Officers (QCF) (Ofqual qualification number: 601/1781/3)

Civil Enforcement Officers are salaried and are not part of any incentive scheme. Their only enforcement requirement is to ensure that any Penalty Charge Notice is issued correctly and that all the supporting evidence (including photographs) is gathered and recorded.

The Traffic Management Act introduced regulations that allow for enforcement through an approved camera device in areas that are difficult or sensitive. In the autumn of 2012 the Council introduced an enforcement vehicle; it is used to enforce contraventions of waiting restrictions with an early focus on school zigzag markings, bus stop clearways and loading bans. Enforcement with an approved device is not used where permits or exemptions (such as resident's permits or Blue Badges) may be in use. The primary objective of the camera enforcement system is to ensure the safe and efficient operation of the road network by deterring motorists from breaking road traffic restrictions and detecting those that do.

The Parking Services team at Reading Borough Council have completed/working towards their WAMITAB Level 3 Award in Notice Processing (QCF) (Ofqual qualification number: 601/1941/X). This qualification recognises the importance of back office staff, having the required skills, knowledge and detail when dealing with challenges, representation and appeals.

The Reading Borough Council Parking Services team have a duty to consider all aspects of a case. The Secretary of States guidance states that even when a clear contravention has occurred, the Council has discretionary power to cancel a Penalty Charge Notice, and this duty is adhered too - *“under general principles of public law, authorities have a duty to act fairly and proportionately and are encouraged to exercise discretion sensibly and reasonably and with due regard to the public interest”*. This exercise of discretion is approached objectively and without regard to any financial interest (in the penalty or decisions) that may have been taken at an earlier stage. However, discretion can be used to cancel or enforce a Penalty Charge Notice and some motorists who challenge their Penalty Charge Notice may not always receive the decision that they were looking for.

### **Penalty Charge Notices (PCNs)**

Penalty Charge Notices are issued when people contravene the parking code. Penalty Charge Notice tickets can be categorised as higher or lower depending on the seriousness of the contravention. Higher level tickets for more serious breaches are £70 (e.g. parking on yellow lines) and lower level tickets for less serious breaches are £50 (e.g. parking with an expired permit or pay & display ticket).

Road markings (such as yellow lines, loading bays, bus stops and residents zones) indicate that some sort of restriction applies and signs nearby will always explain the parking restrictions. If these restrictions are breached, a contravention has occurred and a Penalty Charge Notice will be issued.

In the Council’s public car parks Penalty Charge Notices may be issued if you fail to pay the correct amount at a pay and display ticket machine or for parking in a space for longer than you are permitted to. Also, if your car is reported to be causing a safety hazard, a source of congestion or an obstruction the Police may remove it. Drivers are responsible for making sure that their vehicles are parked correctly and not causing any obstructions. If vehicles are parked correctly they should not be issued with a Penalty Charge Notice.

### **Traffic Management Act 2004 Statutory Process - Direct Issue Process**

The following process applies where the Civil Enforcement Officer has directly issued the Penalty Charge Notice to the vehicle or handed it to the driver. Please see section below for information about the process involved when the Penalty Charge Notice is sent by post.

Please refer to Chapter 5 for information about challenges, representations and appeals.

- After 14 days of the date of issue of the Penalty Charge Notice
  - The right to pay the discounted sum (£35/£25) after 14 days is lost. The 14 days starts with the date on which the Penalty Charge Notice was issued.

- After 28 days of the date of issue of the Penalty Charge Notice
  - If the charge is not paid 28 days from the date the Penalty Charge Notice was issued a Notice to Owner will be sent to the registered keeper of the vehicle.
  - At this point you can either pay the full charge within 28 days (£70/£50) or make representation to Reading Borough Council.
  - Failure to act on the Notice to Owner may result in a Charge Certificate being issued.
  
- After 28 days of the date of issue of the Notice to Owner
  - A Charge Certificate may be sent to the registered keeper of the vehicle, notifying the keeper that the charge has been increased by 50% (£105/£75). If you receive a Charge Certificate you must pay within 14 days. There is no right to appeal at this stage.
  
- After 14 days of the date of issue of the Charge Certificate
  - If the Charge Certificate is not paid within 14 days, the debt may be registered at the Traffic Enforcement Centre and a registration fee of £7.00 will be added to the charge (£112/£82). An Order for Recovery will be sent to the registered keeper of the vehicle.
  - If you receive an Order for Recovery you must either pay the outstanding charge within 21 days or file a witness statement.
  
- After 21 days after the Debt Registration
  - If the charge has not been paid or a witness statement has not been made, the Traffic Enforcement Centre will grant authority for a Warrant to be issued and a certificated enforcement agent will be requested to recover the debt from you. The enforcement agent will charge you for this.

### **Traffic Management Act 2004 Statutory Process - Postal Issue Process**

The following process applies where the Penalty Charge Notice has been issued by post. This occurs in circumstances where the Civil Enforcement Officer was prevented from issuing the Penalty Charge Notice at the time, or the vehicle drove away before affixing it to the vehicle/handing it to the driver. A Penalty Charge Notice may also be issued by post from an approved device i.e. a camera recording.

Please refer to Chapter 5 for information about challenges, representations and appeals.

- The Penalty Charge Notice will be sent to the registered keeper of the vehicle; at this point you can either:

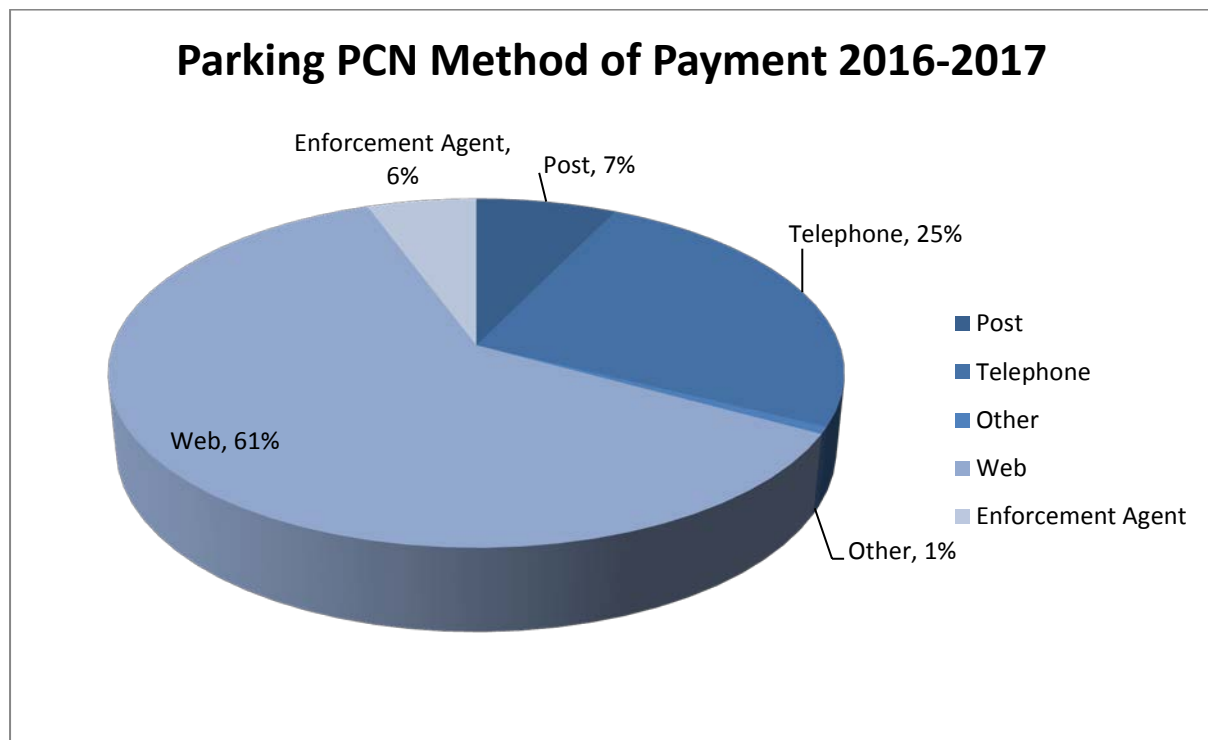
- Pay the discount within 14 days (£35/£25) or 21 days if the contravention was detected by an approved device.
  - If the discount is not paid in the 14/21 days, pay the full charge within 28 days (£70/£50).
  - Make representation to Reading Borough Council.
- After 28 days of the date of issue of the Penalty Charge Notice
  - A Charge Certificate may be sent to the registered keeper of the vehicle, notifying the keeper that the charge has been increased by 50% (£105/£75). If you receive a Charge Certificate you must pay within 14 days. There is no right to appeal at this stage.
- After 14 days of the date of issue of the Charge Certificate
  - If the Charge Certificate is not paid within 14 days, the debt may be registered at the Traffic Enforcement Centre and a registration fee of £8.00 will be added to the charge (£113/£83). An Order for Recovery will be sent to the registered keeper of the vehicle.
  - If you receive an Order for Recovery you must either pay the outstanding charge within 21 days or file a witness statement.
- After 21 days after the Debt Registration
  - If the charge has not been paid or a witness statement has not been made, the Traffic Enforcement Centre will grant authority for a Warrant to be issued and a certificated Enforcement Agent (formerly known as bailiffs) will be requested to recover the debt from you. The Enforcement Agent will charge you for this.



## Paying a Penalty Charge Notice

Penalty Charge Notices can be paid either online, by post or by phone. Once payment has been made, the driver/owner/hirer has accepted liability for the penalty charge and can no longer make a challenge/representation against the Penalty Charge Notice. Reading Borough Council's interpretation of the relevant legislation (which is supported by the House of Commons Transport Committee) is that the recipient of a Penalty Charge Notice can pay the penalty or challenge the Penalty Charge Notice - it is not possible to do both.

The graph below shows the percentage of the different methods of payment used.



The table below shows the number of Penalty Charge Notices issued for 2016/2017<sup>1</sup>. A copy of Penalty Charge Notices issued by ward, street and contravention code is provided in Appendix A.

Penalty Charge Notice Issued	2016/2017	Percentage	2015/2016	Percentage
Total Penalty Charge Notices Issued	37,568		35,200	
Number of higher level Penalty Charge Notices issued	25,749	69%	22,695	65%
Number of lower level Penalty Charge Notices	11,786	31%	12,466	35%
Number of Penalty Charge Notices with no charge level e.g. warning notice	28	0.07%	0	
Number of Penalty Charge Notices paid	28,106	75%	26,867	76%
Number of Penalty Charge Notices paid at discount	21,522	57%	20,816	59%
Number of Applications registered at TEC (dated 01/10/2017)	7,812	21%	4,343	12%
Number of Penalty Charge Notices against which a formal or informal representation was made	6,242	17%	6,160	18%
Number of Penalty Charge Notices cancelled as a result of a formal or informal representation	963	3%	1,084	3%
Number of Penalty Charge Notices written off for other reasons	2,032	5%	2,029	6%

<sup>1</sup> Please note that this data is constantly changing and the data provided is that recorded on 1<sup>st</sup> October 2017.

From the 6<sup>th</sup> April 2015 a change in legislation has limited the use that Council may use approved device (enforcement vehicle) for parking enforcement. The enforcement vehicle can only be used to enforce the following contraventions: school keep clear markings, bus stops/stands, red routes and bus lanes. There were 239 PCNs issued from the approved device, as per below:

Contravention	PCNS Issued
School Keep Clear markings	219
Bus Stops/Stand	20

Please note that bus lanes are not issued via the enforcement vehicle, there are dedicated cameras for these, see Chapter 4 for Bus Lane Enforcement.

On the 6<sup>th</sup> April 2015, a mandatory 10 minute grace period was introduced for vehicles that have overstayed for paid for parking.

A full breakdown of the notices issued by ward, street and contravention code is provided in Appendix A.

### **Further Information**

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk) or [www.PATROL-uk.info](http://www.PATROL-uk.info)

## Chapter 4 - Bus Lane Enforcement

Reading Borough Council has more bus lanes per mile of road than anywhere else in the UK and a greater proportion of people travel by bus than in most other cities and towns in the UK. Reading Borough Council and its partners want to make public transport reliable and punctual. Bus lanes, when operating properly, help improve journey times, punctuality and reliability which may help make public transport a more attractive option and in turn relieve congestion.

When bus lanes are misused they are less effective, hence the need for effective enforcement. When people ignore bus lanes they can cause delays to public transport and increase the risk of accidents as other road users are unlikely to be aware of their presence.

In October 2005, powers were introduced under the Transport Act 2000 that made it possible for Reading Borough Council to enforce the regulations governing the use of bus lanes in the Borough. The Police may still take action against persons driving in bus lanes or ignoring road signs, however, Reading Borough Council's enforcement by approved device camera's has substantially increased the likelihood of those abusing bus lanes being caught out.

The penalty for being caught in a bus lane is a £60 Penalty Charge Notice. Cameras record vehicles using bus lanes and penalties are issued based on this information. Enforcement officers check the recordings to determine whether a contravention of the rules has taken place or if there may be other circumstances e.g. to avoid an accident. It is possible to make a representation against the Penalty Charge Notice within 28 days of it being issued.

Appendix B provides a breakdown of information per bus lane.

### Transport Act 2000 Statutory Process

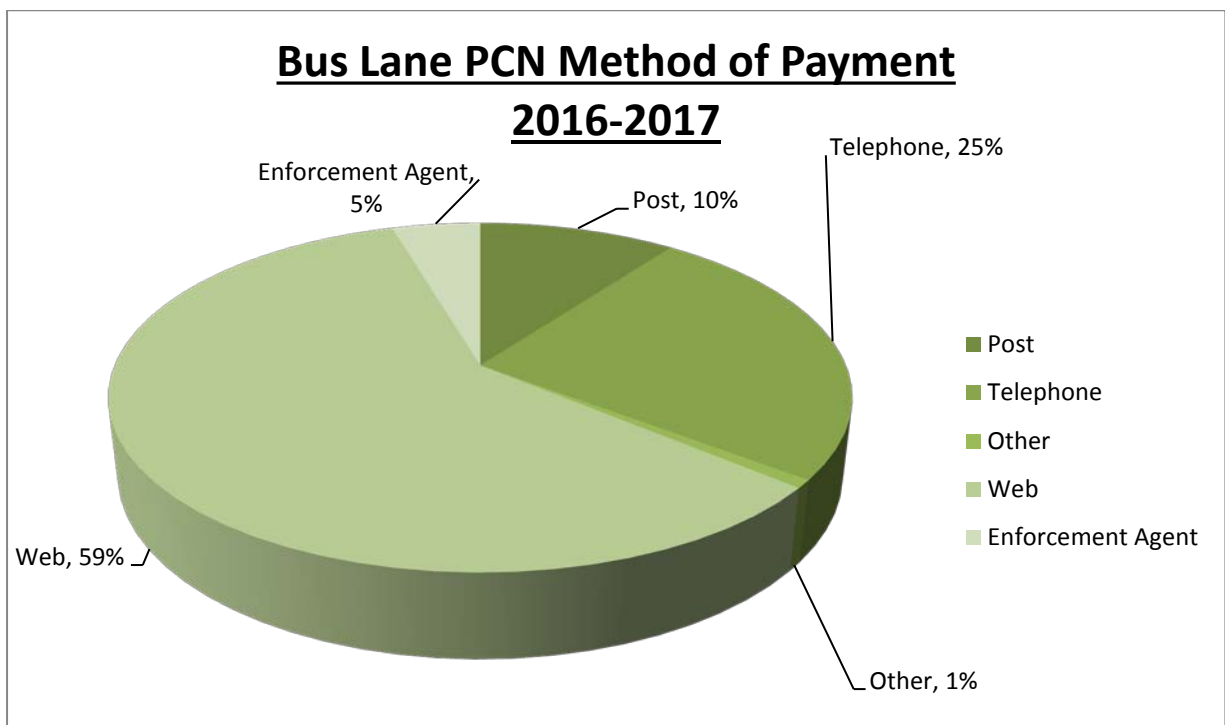
Please refer to Chapter 5 for information about challenges, representations and appeals.

- The Penalty Charge Notice will be sent to the registered keeper of the vehicle; at this point you can either:
  - Pay the discount within 14 days (£30).
  - If the discount is not paid in the 14 days, pay the full charge within 28 days (£60).
  - Make representation to Reading Borough Council.
- After 28 days of the date of issue of the Penalty Charge Notice
  - A Charge Certificate may be sent to the registered keeper of the vehicle, notifying the keeper that the charge has been increased by 50% (£90). If you receive a Charge Certificate you must pay within 14 days. There is no right to appeal at this stage.

- After 14 days of the date of issue of the Charge Certificate
  - If the Charge Certificate is not paid within 14 days, the debt will be registered at the Traffic Enforcement Centre and a registration fee of £8 will be added to the charge (£98). An Order for Recovery will be sent to the registered keeper of the vehicle.
  - If you receive an Order for Recovery you must either pay the outstanding charge within 21 days or file a statutory declaration.
  
- After 21 days after the Debt Registration
  - If the charge has not been paid or a statutory declaration has not been made, the Traffic Enforcement Centre will grant authority for a Warrant to be issued and a certificated Enforcement Agent (formerly known as bailiffs) will be requested to recover the debt from you. The Enforcement Agent will charge you for this.

**Paying a Penalty Charge Notice**

Penalty Charge Notices can be paid either online, by post or by phone. The graph below shows the percentage of the different methods of payment used for Penalty Charge Notices relating to bus lanes.



The table below shows the number of Penalty Charge Notices issued for entering bus lanes in 2016/2017<sup>2</sup>. A copy of Penalty Charge Notices issued by street for entering bus lanes is provided in Appendix B.

Penalty Charge Notice Issued	2016/2017	Percentage of Total Issued	2015/2016	Percentage of Total Issued
Total Penalty Charge Notices Issued (including re-issued Penalty Charge Notices e.g. new keeper)	81,587		97,963	
Total Penalty Charge Notice Contraventions recorded	78,084		88,456	
Number of Penalty Charge Notices paid	66,372	81%	76,997	87%
Number of Penalty Charge Notices paid at discount	55,036	67%	64,897	74%
Number of Penalty Charge Notices against which a formal representation was made	14,763	18%	15,996	18%
Number of Penalty Charge Notices cancelled as a result of a formal representation	2,827	3%	2,504	3%
Number of Penalty Charge Notices written off for other reasons	1,657	2%	1,791	2%

Appendix B provides a breakdown of the PCNs issued per bus lane and a comparison with the previous year's issue.

The percentage of representations received and cancelled tickets have remained consistent.

### **Further Information**

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk) or [www.PATROL-uk.info](http://www.PATROL-uk.info)

<sup>2</sup> Please note that this data is constantly changing and the data provided is that recorded on 1<sup>st</sup> October 2017.

## Chapter 5 - Challenges, Representations and Appeals

If a driver is issued a Parking Penalty Charge Notice, which they feel is unwarranted; they have the right to challenge the Penalty Charge Notice. This is done in 3 stages. The first stage is an informal challenge to Reading Borough Council which is followed up by the second stage which is a formal representation to the Council. If the representation to the Council is unsuccessful, the third stage is an appeal to the Traffic Penalty Tribunal. It should be noted that for Penalty Charge Notice issued by post (either parking or bus lane related) there is no informal challenge.

The Reading Borough Council Parking Services team will deal with each case on its own merits and will take into account the evidence recorded by the Civil Enforcement Officer and the information provided for a case. There are statutory time limits for dealing with representations and appeals, whereas guidance is provided for informal challenges. In all cases the Reading Borough Council Parking Services aim to deal with challenges, representation and appeals in an efficient, effective and impartial way.

### Stage 1 - Making an Informal Challenge

Reading Borough Council Parking Services have a legal obligation to consider all informal challenges received. If an informal challenge is made within 14 days of the Penalty Charge Notice being issued, the discount period will be put on hold until the Council can deal with the challenge. A letter from the driver explaining the reasons why they feel they have grounds for an appeal should be made as soon as possible to the address given on the Penalty Charge Notice. The letter can be submitted by writing to the Council using surface mail or making a challenge by way of a secure website. A letter will be replied to if the challenge is upheld and the Penalty Charge Notice will be cancelled. If the challenge is not upheld, provided the challenge was made within 14 days of the Penalty Charge Notice being issued, a further 14 days to pay the Penalty Charge Notice at a discounted rate will be granted.

### Stage 2 - Representations

A representation (under the Traffic Management Act 2004) can only be made upon receipt of a Notice to Owner, in cases where the PCN has been affixed to the vehicle or handed to the driver. The Notice to Owner will be sent to the registered keeper of the vehicle 28 days after the issue of the Penalty Charge Notice. Should a Penalty Charge Notice have already been paid the case is considered closed and no representation or appeal may be made. Once a Notice to Owner has been issued, the vehicle owner has 28 days to make a representation. The Council has a legal obligation to consider all representations received and must reply within 56 days of receiving the representation, if the Council does not reply in this time period, the Penalty Charge Notice is automatically cancelled.

Should a representation be unsuccessful the owner will be liable to pay the Penalty Charge Notice at the full rate. If the Council rejects the representation, an appeal may then be made to the Traffic Penalty Tribunal. Where a Penalty Charge Notice has been issued by post the registered keeper has 28 days to make a



representation to the Council. If those representations are made within the discount period, the Council will generally hold the discount and if the decision is made to reject the Penalty Charge Notice, this will be re-offered again. However, should an appeal be made to the Tribunal, the full charge would then apply, even if it is within the re-offered discount period. This process is set down by the Traffic Management Act 2004 (and accompanying regulations) for parking contraventions. The process is the same for bus lane contraventions issued under the Transport Act 2000, however, there is no informal challenge or time limit set for the Council to reply to a representation. These are the only ways to query a Penalty Charge Notice.

Complaints about the parking scheme itself should be made in writing to Reading Borough Council. General enquiries concerning parking issues may be made by telephone, however, Reading Borough Council cannot accept challenges or representations made by email or telephone.

The table below shows items of correspondence received in relation to informal challenges, parking and bus lane representations for 2016/2017<sup>3</sup>.

2016/2017	Informal Challenges	Incoming Parking Representations	Incoming Bus Lane Representations	Total
April	449	117	882	1,448
May	528	134	1224	1,886
June	474	184	1405	2,063
July	526	164	1199	1,889
August	492	194	1174	1,860
September	543	200	1123	1,866
October	491	195	1259	1,945
November	391	141	1279	1,811
December	393	130	1294	1,817
January	483	278	1612	2,373
February	452	169	1042	1,663
March	520	211	1270	2,001
<b>Total</b>	<b>5,742</b>	<b>2,117</b>	<b>14,763</b>	<b>22,622</b>

<sup>3</sup> Please note that this data is that recorded on 1<sup>st</sup> October 2016. This data includes PCNs that have made multiple challenges and/or representations

The table below shows informal challenges and representations received compared to last year.

	<b>Informal Challenges</b>	<b>Incoming Parking Representations</b>	<b>Incoming Bus Lane Representations</b>	<b>Total</b>
<b>Total 2015/2016</b>	5,369	2,055	15,996	23,420
<b>Total 2016/2017</b>	5,742	2,117	14,763	22,622

### Stage 3 - Appeal to the Traffic Penalty Tribunal

The Traffic Penalty Tribunal is a body independent of the Council. Adjudicators are people with at least five years legal experience who consider the evidence for appeals against Penalty Charge Notices issued by Local Authorities. Their decision is final and binding on both parties.

Should a Representation to the Council be unsuccessful a Notice of Rejection and a Notice of Appeal will be sent to the registered keeper. This is the form that must be used to appeal to the Traffic Penalty Tribunal. A Traffic Penalty Tribunal appeal can only be made should a representation to the Council already have been rejected. When they receive a 'Notice of Appeal', the Traffic Penalty Tribunal staff will make some basic checks and if everything is in order it will be registered as a formal appeal. The registered keeper will receive acknowledgement of this and a date as to when the appeal is due to be decided. The Council will also be notified that the appeal has been lodged and will be given a date for which to submit their evidence to the Adjudicator. In the case of a personal appeal being asked for, the Traffic Penalty Tribunal staff will schedule it for the next appropriate hearing at the registered keepers preferred location and give 21 days notice of the precise date, time and venue.

The table below shows how many appeals were dealt with by the adjudicators<sup>4</sup>.

2016/2017	Parking Penalty Charge Notices	Percentage of Total PCNs Issued	Percentage of Appeals Received	Bus Lane PCN	Percentage of Total PCNs Issued	Percentage of Appeals Received
Total PCN Issued	37,568			81,587		
Total Appeals Received	135	0.36%		296	0.36%	
Dismissed by Adjudicator	49	0.13%	36.3%	148	0.18%	50.0%
Allowed by Adjudicator	48	0.13%	35.6%	66	0.08%	22.3%
Not Contested by Council	30	0.08%	22.2%	67	0.08%	22.6%
Consent Order	8	0.02%	5.9%	15	0.02%	5.1%
Awaiting decision inc. other	0	0.0%	0.0%	0	0.0%	0.0%

The table below shows the number of appeals received compared to last year

2016/2017	Parking PCN	Percentage of Total PCNs Issued	Bus Lane PCN	Percentage of Total PCNs Issued
Total Appeals Received 2015/2016	131	0.37%	264	0.27%
<b>Total Appeals Received 2016/2017</b>	<b>135</b>	<b>0.36%</b>	<b>296</b>	<b>0.36%</b>

The Council reviews all adjudicator decisions and through the feedback from them will try to ensure that unnecessary appeals are not registered. A fresh review of the case is made when an appeal is registered, regardless of the decision made at representation stage.

<sup>4</sup> Please note that this data is constantly changing and the data provided is that recorded on 1<sup>st</sup> October 2017.

Consent Order means the Council and Appellant have reached an agreement over the appeal.

The annual report from the Traffic Penalty Tribunal on their service was not available at the time of this report.

### **Further Information**

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk)  
or [www.PATROL-uk.info](http://www.PATROL-uk.info)

The Traffic Penalty Tribunal's website: [www.trafficpenaltytribunal.gov.uk](http://www.trafficpenaltytribunal.gov.uk)

## Chapter 6 - Enforcement Agents

If a PCN remains unpaid after the Council has issued their notices (Please see Chapter 3 and 4), a Warrant may be issued to the Enforcement Agents (formerly bailiffs) to recover the debt. The regulations and fees that the Enforcement Agents work under changed in April 2014.

Parliament introduced new legislative arrangements for Enforcement Agents in April 2014, when the relevant provisions of the Tribunals, Courts and Enforcement Act 2007 were brought into force. One of the changes that came into operation was a new, simplified, regime for fees payable to Enforcement Agents, at each stage in the recovery process, as set out in the Taking Control of Goods (Fees) Regulations 2014.

Regulations 4 and 5 allow the Enforcement Agents to recover the fees from the debtor and specify each stage of the process. Schedule 1 specifies the relevant fees, which are, as follows:

Stage	Fee	Information
Compliance Stage	£75	Notifying the debtor in writing, on receipt of the warrant, of the liability;
Enforcement Stage	£235	For attending the premises, if no payment is made within 7 clear days of the compliance stage notice. The Enforcement Agents can make a number of visits but only one charge is applied.
Sale/Disposal Stage	£110	For preparing to remove goods, removing goods, sale of goods

There may be additional charges if goods are removed such as storage, auction costs etc.

If there are multiple warrants issued, the compliance fee is charged per warrant but the enforcement and sale/disposal fee is normally only added onto the first warrant. There are exceptions to this and for further information please see below.

The Council expects Enforcement Agents, acting in respect of debts it (the Council) has registered, to handle enquiries or complaints about the fees those agents have charged. The Taking Control (Fees) Regulations 2014 provides for any disputes about the fees to be settled by a Court.

The table below shows the warrants issued to the Enforcement Agents in the past 5 years for Parking PCNs<sup>5</sup>.

PARKING	Total Warrants Issued	Successful Collection	Outstanding Warrants	Closed Warrants (unable to trace/execute)
2011-2012	4,775	23%	0%	77%
2012-2013	5,558	21%	0%	79%
2013-2014	5,164	22%	0%	78%
2014-2015	4,836	22%	0%	78%
2015-2016	3,672	21%	1%	78%
2016-2017*	4,539	24%	19%	57%

The table below shows the warrants issued to the Enforcement Agents in the past 5 years for Bus Lane PCNs<sup>6</sup>.

BUS LANE	Total Warrants Issued	Successful Collection	Outstanding Warrants	Closed Warrants (unable to trace/execute)
2011-2012	5,122	33%	0%	67%
2012-2013	4,904	32%	0%	68%
2013-2014	6,109	33%	0%	67%
2014-2015	6,525	30%	0%	69%
2015-2016	5,447	32%	1%	67%
2016-2017*	6,632	30%	17%	53%

### Further Information

Further information can be found on the Civil Enforcement Association website <http://www.civea.co.uk/>

<sup>5</sup> Please note that this data is constantly changing and the data provided is that recorded on 1<sup>st</sup> October 2017.

<sup>6</sup> The data provided is that recorded on 1<sup>st</sup> October 2017.

\*2016-2017 warrants are valid for 1 year from issue

## Chapter 7 - Permits

Permit Parking Zones came to Reading in the mid 1970's with the intention to enable residents to park in streets that would have otherwise been occupied by shoppers or commuters parking in the town centre. As levels of car ownership and traffic patterns have developed, the zones have spread away from central Reading to other parts of the town affected by parking problems.

In 2011/2012, the parking permit service and the zoning system was updated with zones becoming larger and a better split between the number of permits being issued and the number of on-street parking spaces being made available. Changes to the permit scheme are made so it is vital people continue to check the signs and lines where they park

There are currently three main types of permits available, resident, visitor and business, however, temporary permits and other discretionary permits are also available.

The permit must be displayed in its registered vehicle at all times when the vehicle is parked in a permit bay. The permit should be displayed on the windscreen and be readable so that the information contained on it is legible. The information on the permit will contain; the vehicles registration, the permit zone, the expiry date, and the make of the vehicle.

From April 2012 residents were able to renew their permits online without the requirement to re-apply and provide evidence. The table below shows that the majority of residents preferred this method of renewing their permits.

Permit Type	Total Renewed Online 2016/2017	Total Issued 2016/2017	Percentage renewed 2016/2017	Percentage renewed 2015/2016	Percentage renewed 2014/2015
Business	13	29	45%	53%	33%
Resident	5,026	10,126	50%	54%	52%
Visitor	2,089	13,379	16%	18%	13%

All other permit types will require a new application, as these are issued at the discretion of the Council. The Council must be satisfied that the same conditions apply for discretionary permits and there is no automatic right of renewal.



## **Resident Permits**

Resident Parking Permits are provided in controlled parking areas for residents of Reading. Following an extensive consultation, parking zones were simplified and re-organised providing a longer and more flexible parking solution. Permits will run for 12 months from the date of issue and it is up to the user to renew a permit before it expires.

A maximum of two permits are available to be issued per household. To comply as a household the house or flat must; lie within a Permit Parking Zone, be registered for Council Tax, have appropriate planning permission, and not have a planning condition that prohibits the issue of permits. The first permit per household is currently free however the second is £120. It is down to the discretion of the home owner as to what name goes on which permit. When first applying for a permit, proof of residence and proof of car ownership will be required to be sent with the application. Once a permit has been granted, it can be renewed the following year online without the need for re-applying or supplying evidence.

## **Business Permits**

Business Parking Permits are available to businesses that operate within a permit parking zone. The criteria to be eligible for a Business Parking Permit are; the staff and operators may not reside in the permit zone, the premises must have no associated off-street parking, and the staff for whom the permits are intended for should require regular and frequent use of their vehicles during the working day.

Businesses are eligible to apply for one permit per business with any further requests to be made on the discretionary application form. When applying for a permit, the business must provide proof of address and proof of vehicle ownership. Business permit applications must be made by post.

## **Visitor Permits**

Both residents and businesses within permit parking areas can offer visitor permits. All households in permit' parking zones are entitled to visitor permits. Visitor permits are scratch cards each for half days. They are issued in books of 20 permits. The first two books are free and a further five books are available at a cost of £22 per book. Proof of residence is required when applying for visitor permits. Businesses are able to purchase up to 100 visitor permits, Community Agencies are able to purchase an unlimited number of visitor permit. Like with the Residents' visitor permits, Business visitor permits are scratch cards for half a day and are also issued in books of 20 at £22 per book. Once the books have been granted, they can be renewed the following year, online without the need for re-applying or supplying evidence. Visitor Books cannot be renewed, if more than a year has passed since they were originally issued.

Temporary permits can be obtained by post or in person by visiting the Civic Offices Reception. Temporary permits are normally issued to residents who have just moved into the permit zone or have changed their vehicle. Temporary permits are issued for 8-weeks to allow time to submit full proofs. Temporary permits are not extended after the 8 week period as it is felt this is enough time to have obtained the full proofs required.

### Discretionary Parking Permits

Reading Borough Council has recognised that there are those who, from time to time, may have business within the permit zones which, the Council may decide at its discretion as the Highway Authority to be a legitimate reason to grant a permit. Other such permits that the Council issues include: Medical Practitioners, Healthcare Professionals, Carers, Charities, Tradespersons, Teachers, Nannies and Other Resident/Business/Visitor Discretionary.

### Further Information

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk)

The tables below shows the total permits issued by type<sup>7</sup> and the permits zones and the number of permits<sup>8</sup> on issue

Permit Type	Total issued in 2015/2016	Total issued in 2015/2016
Business	29	19
Business Discretionary	11	15
Charity (free and charged)	33	39
Carer	111	133
Doctor	58	52
Health Care Professional	463	490
Resident Discretionary (free and charged)	368	303
Resident - Free Permits	8,512	7,536
Resident - Second Permit	1,614	1,463
Non-UK Registered Vehicle Permits	4	4
Nanny	0	0
Teacher	80	64
Tradesperson - Annual	85	86
Tradesperson - Daily	716	598
Temporary Permits	3,372	3,482
Visitor Books - Free	11,245	9,543
Visitor Books - Charged	2,134	1,973
Visitor Business	93	107
Visitor Discretionary (free and charged)	513	453
<b>Total</b>	<b>29,741</b>	<b>26,360</b>

<sup>7</sup> Please note that this data is that recorded on 1<sup>st</sup> October 2017.

<sup>8</sup> Please note that this data is constantly changing and the data provided is that recorded on 7<sup>th</sup> April 2017.

Permit Zone	Approx. Spaces on street	Resident Permits	Resident Discretionary	Business Permits	Business Discretionary	Carer Permits	Charity Permits	Total Permits	Capacity
01R	593	628	14	6	1	13	0	622	112%
02R	180	244	6	0	0	1	0	251	139%
03R	551	511	9	2	1	10	0	533	97%
04R	99	43	13	3	2	0	2	63	64%
05R	561	450	48	3	2	13	5	521	93%
06R	534	501	21	1	1	7	1	532	100%
07R	1,664	1,428	62	2	1	8	1	1,502	90%
08R	787	676	59	2	2	10	11	760	97%
09R	478	438	5	1	0	5	0	449	94%
10R	1,422	1,331	41	1	0	15	3	1,391	98%
11R	374	379	10	3	3	1	2	398	106%
12R	1,238	1,154	23	1	0	15	2	1,195	97%
13R	1,094	844	353	2	0	9	0	1,208	110%
14R	304	255	3	1	0	4	0	263	87%
15R	393	189	4	0	0	02	1	196	50%
B2	32	27	0	0	0	0	0	27	84%
C4	18	5	0	0	0	0	0	5	28%
W1	20	13	0	0	0	0	0	13	65%
Z1	25	14	0	0	0	0	0	14	56%
Total	10,367							9,983	96%

## Chapter 8 - Blue Badges

Blue Badges provide a vital lifeline to over 2.5 million people every year allowing disabled people to access employment, shops and other services. Blue Badge fraud is a growing issue across the country. Abuse of the scheme means that priority spaces are unable to be used by those who need them most.

It is therefore vital that Reading Borough Council put measures in place to try and reduce the number of incidences of Blue Badge fraud.

Since the 1<sup>st</sup> January 2012, the Department for Transport (DfT) has introduced a new Blue Badge Improvement Service (BBIS) scheme which is intended to tackle this problem. The scheme comprises of a central nationwide database and a new assessment process to ensure badges only go to those who need them. The scheme will be managed nationally by Northgate Public Services.

The new Blue Badges nationally use security style inks and techniques making them almost impossible to reproduce, tamper with or amend. It is now an offence for anyone who is not the actual badge holder to use the Blue Badge, or to park in an on-street Blue Badge parking bay without displaying a badge. Reading Borough Council has set-up a Fraud Hotline (0500500777) and an on-line Fraud Reporting Form should anyone notice and want to report someone committing these fraudulent offences.

The Department for Transport has issued a booklet called 'The Blue Badge Scheme: Rights and Responsibilities in England'. This booklet explains to the holder of a Blue badge their responsibilities, places where they can and cannot park, and further travel advice. This also includes information on how to display the badge, where parking is for free and where time limits do/do not apply.

The table below shows the Blue Badges issued in 2016/2017 and total on issue as of 31<sup>st</sup> March 2017, compared with previous year.

Blue Badge Allocation	Issued in 2016/2017	On issue as of 31st March 2017	Issued in 2015/2016	On issue as of 31st March 2016
Total number of valid Blue Badges	1,803	1,202	1,632	4,302
Total number of Blue Badges on issue to organisations	45	31	35	129

### **National Fraud Initiative**

The purpose the National Fraud Initiative is to recover those Blue Badges which should have been returned following a death. Reading Borough Council is part of this initiative. Following the national redesign of Blue Badges, it should make it easier for Local Authorities to both cross check and identify fraudulent badges.

### **Further Information**

A free phone hotline for anyone who suspects Blue Badge fraud in the area is: 0500500777.

Further information on how to obtain a Blue Badge can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk)

## Chapter 9 - Signs and Lines Maintenance

Reading Borough Council's Streetcare Services team deals with the maintenance of existing signs and lines. The Neighbourhood Officers (previously known as Highway Inspectors) carry out safety inspections and defects in lines or missing signs will be identified and any associated works ordered. The frequency of inspections varies depending on the road classification. Monthly inspections are carried out for A-class road, quarterly inspections for B- and C-class roads and unclassified roads annually.

Any other defects identified through observations or checks made by the Civil Enforcement Officers, Ward Councillors and members of the public are also actioned as appropriate.

In addition to signs and lines, the Neighbourhood Officers as part of their safety inspections will identify defects to direction signage, carriageways/footways/cycleways and gullies and order repair works as necessary. The Officers also undertake Night Scouts monthly to identify street lighting faults and order repair works.

There is also an annual resurfacing programme usually carried out during the summer which often affects lines. These will be replaced as soon as possible after surfacing work has been completed.

Snow will cover lines particularly on local residential roads where gritting does not take place. The parking restrictions remain in operation as set out in the appropriate Traffic Regulation Order.

On the principal roads and the main bus routes gritting is undertaken in accordance with the Winter Service Plan but the channel lines where road markings are will often remain covered until a thaw takes place.

A Penalty Charge Notice will only be issued where the Civil Enforcement Officer has checked that the lines and signs are in an acceptable condition. A motorist's attention should be drawn to the restriction when parking. The Council is unable to maintain the lines and signs in a perfect condition at all times, and it is recognised by the Traffic Penalty Tribunal that the lines and signs will over a period of time be subject to wear and tear.

Regulation 18 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 states that: *'Where an order relating to any road has been made, the order making authority shall take such steps as are necessary to secure a) ... the placing on or near the road of such traffic signs in such positions as the order making authority may consider requisite for securing that adequate information as to the effect of the order is made available to persons using the road'*. The Council complies with this Order and will ensure that restrictions are clearly marked for motorists.



## Chapter 10 - Car Parks

The current parking strategy is a core element of the Local Transport Plan. The strategy essentially aims to manage the level of long stay/commuter parking in the town centre. A key feature of the strategy is pricing of town centre parking to reflect the availability of alternatives, especially long stay parking provided by park and ride.

Reading Borough Council has a partnership contract with National Car Parks Limited (NCP). NCP manages the Council's car parks on a daily basis and maintains the car park cleanliness and deal with any other ad hoc duties e.g. maintaining lifts, removal of abandoned vehicles etc. The partnership has been in place from April 2007 and since this time, there has been a large investment made into the car parking infrastructure. This investment has included: updating the payment machines, replacing entry/exit barriers, improved lighting, improved tariff boards, and re-surfacing/re-lining car parks. More specific improvements are the waterproofing and drainage works at Queens Road and Broad Street Mall, fencing to Kings Meadow and a front end tidy up at the Cattle Market car park.

Reading Borough Council and NCP review the tariff structure on an annual basis. Season tickets are available for Broad Street Mall, Queens Road, Hills Meadow, Cattle Market and Chester Street car parks. Season tickets are available annually, 3 monthly and 1 monthly (except Chester Street which only offers annual permits).

The table below shows the spaces available in each car park.

Car Park	Spaces	Disabled Spaces	Total Spaces
Broad Street Mall	723	19	742
Queens Road	700	8	708
Hills Meadow	312	10	322
Civic B Car Park	176	4	180
Kings Meadow	77	1	78
Cattle Market	90	4	94
Chester Street, Caversham	83	3	86
Recreation Road, Tilehurst	82	4	86
Dunstall Close, Tilehurst	48	3	51
<b>Total</b>	<b>2,291</b>	<b>56</b>	<b>2,347</b>

### Further Information

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk) or the NCP website <http://www.ncp.co.uk/>

## Chapter 11 - Pay and Display

Reading Borough Council introduced on-street pay and display in October 2010, this offered alternative short-term parking for the Town Centre. Following the Town Centre Redevelopment Works associated with the Reading Station upgrade, a total of 198 pay and display bays were introduced at that time. The bays are located across the town centre and provide more flexible parking options for visitors.

In January 2017, the Council introduced 64 Pay and Display bays around the Hospital and University area.

The majority of the bays are operational between 8am and 8pm, Monday to Sunday, but there are a few locations that are shared with permit parking.

In line with the Department for Transport under 'The Blue Badge Scheme: Rights and Responsibilities in England', holders of the blue badges can park for free and without time limit in the pay and display bays. However, in the shared use bays it is only for free and without limit during the hours a pay and display ticket is required, outside of the hours a parking permit is required. (See Chapter 8 for further information)

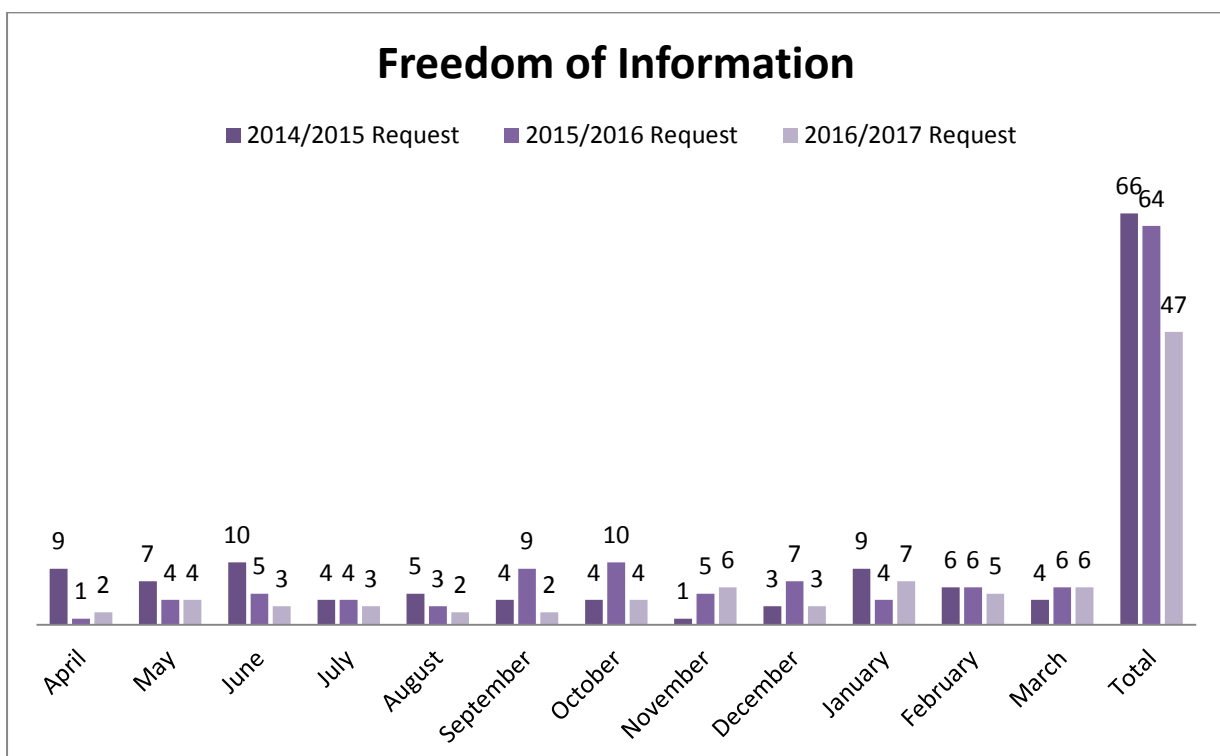
### **Further Information**

Further information can be found on the Council's website: [www.reading.gov.uk](http://www.reading.gov.uk)

## Chapter 12 - Freedom of Information

The Freedom of Information Act came into effect in January 2005. This requires Reading Borough Council to provide information which is held available to the general public. The Freedom of Information Act requires that Reading Borough Council respond to requests within 20 working days. Reading Borough Council is only required to respond with information that is held - it does not require the Council to analyse the information.

The graph below shows the number of Freedom of Information requests on monthly basis received by the Reading Borough Council Parking Services team in 2014/2015, 2015/2016<sup>9</sup> and 2016/2017. In 2016/2017, a total of 47 Freedom of Information requests were received by the Reading Borough Council Parking Services team.



The Reading Borough Council Parking Services team often receive the majority of Freedom of Information requests from motorists that have received a Penalty Charge Notice. Such requests are seeking to obtain information about Penalty Charge Notices issued in the same location. Whilst the team seek to respond to requests within 20 working days, there are some instances where the request has been too broad e.g. no date range, specific types of challenges, Penalty Charge Notices issued to non-Reading based motorists. Therefore, if a manual search of each Penalty Charge Notice is required, this can take between 30 seconds to 2 minutes to investigate. As Reading Borough Council hold thousands of records for the majority of requests made, it would exceed the 18 hour time limit for such a request making it exempt. The table below shows some of the most common Freedom of Information requests received.

<sup>9</sup> Please note that this data is that recorded on 14<sup>th</sup> October 2016.

<b>Freedom of Information Request</b>	<b>Information</b>
Penalty Charge Notices issued by location	See Chapter 3 for an overview. A copy of Penalty Charge Notices issued by ward, street and contravention code is provided in Appendix A.
Bus lane Penalty Charge Notices issued	See Chapter 4 for an overview. A copy of Penalty Charge Notices issued by street for entering bus lanes is provided in Appendix B.
Penalty Charge Notices paid/cancelled	See Chapters 3 and 4.
Challenges Received	See Chapter 5.
Appeals	See Chapter 5.
Income/expenditure for parking and/or bus lanes and permit scheme	See Chapter 13.
Copy of parking Traffic Regulation Orders	Copies of the relevant parking Traffic Regulation Orders are made available by writing to Reading Borough Council Network Management or Legal Services.
Copy of bus lane Traffic Regulation Orders	Each of these documents are publically available. Information on each of these is now available at <a href="http://www.reading.gov.uk/foi">http://www.reading.gov.uk/foi</a>
Copy of Secretary of State approval for bus lane cameras	
Copy of Department for Transport Approval for bus lane signs in Minster Street, Friar Street (Eastbound), Friar Street (Westbound), St Mary's Butts, Stanshawe Road and Blagrove Street	
Reading Borough Council's policy on discretion	Reading Borough Council's policy on the exercise of discretion is to deal with each case on its own merits.

## Chapter 13 - Financial Information

The Statutory Guidance states that for good governance, enforcement authorities need to forecast revenue in advance. Raising revenue should not be the objective of Civil Parking Enforcement, nor may the authority set targets for revenue or the number of Penalty Charge Notices issued.

The purpose of penalty charges is to deter motorists from contravening parking restrictions. Payments received (whether for on street or off street enforcement) must only be used in accordance with Section 55 (as amended) of the Road Traffic Regulation Act 1984. This Act limits the purposes to which a Local Authority may apply any surplus resulting from income derived from on-street parking spaces. This was however, amended by the Traffic Management Act and restrictions on Councils that do not require further off-street parking were relaxed to permit any surplus to be used for general transport measures and other purposes on which the Local Authority lawfully incurs expenditure.

Reading Borough Council has seen compliance with the parking and bus lane restrictions increase over the years.

In accordance with the Data Transparency Code, it should be noted that the surplus received has been used to fund measures including: concessionary bus passes on the Readibus service; on supported contract bus service provision and on other measures as defined in accordance with s55 of the Road Traffic Regulation Act as set out in the table below. In 2016/2017 this totalled £2.281m.

	£
Supported bus services & discretionary concessionary fares	461,000
Adult Social Care in house transport	452,590
Road safety schemes & CCTV	559,374
Revenue New works	52,500
Execution of works for the purpose of draining a highway or of otherwise preventing surface water from flowing on to it	276,430
Provision of barriers or other works for the purpose of affording to a highway protection against hazards of nature	14,500
Provision of subways, refuges, pillars, walls, barriers, rails, fences or posts for the use or protection of persons using a highway	122,900
Construction and reconstruction of bridges and alteration of level of highways	329,645
Planting of trees, shrubs and other vegetation and laying out of grass verges	12,500
<b>Total</b>	<b>2,281,439</b>

The table below shows the financial information for Reading Borough Council for 2016/2017. A comparison can be made with last year's financial information.

	Total Expenditure 2016/2017	Total Income 2016/2017	Net Surplus (Cost) 2016/2017	Total Expenditure 2015/2016	Total Income 2015/2016	Net Surplus (Cost) 2015/2016
Parking Penalty Charge Notices	£1,273,954	£1,223,176	(£50,778)	£1,229,600	£1,072,100	(£157,500)
Bus Lane Penalty Charge Notices	£1,037,531	£2,480,157	£1,442,626	£1,182,000	£2,743,700	£1,561,700
Resident Parking Permit	£139,082	£365,519	£226,437	£185,900	£285,500	£99,600
Car Parks	£3,090,998	£4,346,041	£1,255,043	£2,877,100	£3,195,000	£1,121,200
Pay and Display	£67,035	£704,706	£637,671	£43,200	£643,500	£600,300

## Chapter 14 - Key Contacts and More Information

The process described in this report about challenging a PCN is set down by the Traffic Management Act 2004 or Transport Act 2000 (and accompanying regulations) and is the only way to query a Penalty Charge Notice. Complaints about the parking scheme itself should be made in writing to Reading Borough Council.

General enquiries concerning parking issues may be made by telephone, however Reading Borough Council cannot accept challenges or representations made by email or telephone.

There are specific postal addresses provided for motorists to query a Parking Penalty Charge Notice and a Bus Lane Penalty Charge Notice. These separate postal addresses ensure challenges/representations are assigned to the case file quickly and are dealt with promptly.

To Challenge a Parking Penalty Charge Notice the address is:

Reading Borough Council  
Parking Services  
PO BOX 3011  
Reading  
RG1 9RY

To Challenge a Bus Lane Penalty Charge Notice the address is:

Reading Borough Council BL  
Parking Services  
PO BOX 3012  
Reading  
RG1 9RZ

To view or pay your Penalty Charge Notice (both parking and bus lane): <https://parking.reading.gov.uk/>

There is also a separate telephone number for parking/bus lane enquiries which is 0843 357 1551, this also allows motorists to pay their Penalty Charge Notice.

### Other Useful Contacts

Traffic Penalty Tribunal:

Website: <http://www.trafficpenaltytribunal.gov.uk/>

Telephone: 0800 160 1999

Enquiries about Car Parks is available through <https://www.ncp.co.uk/>



## Appendix A - Parking Penalty Charge Notices - by Ward

PENALTY CHARGE NOTICES ISSUED BY WARD			
WARD	ON-STREET	OFF-STREET	TOTAL
ABBEY	17,364	1,054	18,418
BATTLE	4,409	86	4,495
CAVERSHAM	1,927	1,393	3,320
CHURCH	22	0	22
KATESGROVE	3,563	0	3,563
KENTWOOD	77	0	77
MAPLEDURHAM	1	0	1
MINSTER	739	0	739
NORCOT	712	0	712
PARK	2,683	0	2,683
PEPPARD	14	0	14
REDLANDS	3,114	0	3,114
SOUTHCOTE	42	0	42
THAMES	93	0	93
TILEHURST	96	59	96
WHITLEY	268	0	268

## Appendix A - Parking Penalty Charge Notices - By Street

Note:

“On Street” means a ticket issued on the Public Highway

“Off Street” means a ticket issued in a Council owned Car Park

“Postal Issue - Approved Device” means a ticket issued from the enforcement vehicle, whereby the PCN is posted to the DVLA registered keeper.

“Direct Issue - On Street” means a ticket issued by a Civil Enforcement Officer direct to the vehicle

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
A329	0	0	0	0	0
A33	24	24	0	0	24
ABATTOIRS ROAD	0	0	0	0	0
ABBEY SQUARE	40	40	0	0	40
ABBEY STREET	229	229	0	0	229
ABBOTS WALK	10	10	0	0	10
ABBOTSLEIGH GARDENS	0	0	0	0	0
ABBOTSMEAD PLACE	0	0	0	0	0
ACACIA ROAD	0	0	0	0	0
ACCESS FROM RICHFIELD AVENUE TO RIVERMEAD LEISURE	0	0	0	0	0
ACRE ROAD	1	1	0	0	1
ADDINGTON ROAD	169	169	0	13	156
ADDISON ROAD	118	118	0	0	118
ADELAIDE ROAD	2	2	0	0	2
ALAN PLACE	0	0	0	0	0
ALBANY GARDENS	0	0	0	0	0
ALBANY ROAD	118	118	0	0	118
ALBERT ILLSLEY CLOSE	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
ALBERT ROAD	0	0	0	0	0
ALBURY CLOSE	0	0	0	0	0
ALDWORTH CLOSE	0	0	0	0	0
ALEXANDRA ROAD	28	28	0	0	28
ALFORD CLOSE	0	0	0	0	0
ALFRED STREET	39	39	0	0	39
ALL HALLOWS ROAD	3	3	0	0	3
ALLCROFT ROAD	27	27	0	0	27
ALMA STREET	30	30	0	0	30
ALPHINGTON ROAD	0	0	0	0	0
ALPINE STREET	224	224	0	0	224
AMBLECOTE ROAD	1	1	0	0	1
AMBROOK ROAD	0	0	0	0	0
AMERSHAM ROAD	0	0	0	0	0
AMETHYST LANE	0	0	0	0	0
AMHERST ROAD	0	0	0	0	0
AMITY ROAD	201	201	0	0	201
AMITY STREET	33	33	0	0	33
ANGLERS WAY	2	2	0	0	2
ANSON WALK	0	0	0	0	0
ANSTEY ROAD	134	134	0	0	134
APPLEFORD ROAD	0	0	0	0	0
ARBOUR CLOSE	0	0	0	0	0
ARCHWAY ROAD	0	0	0	0	0
ARDLER ROAD	0	0	0	0	0
ARGYLE ROAD	60	60	0	0	60
ARGYLE STREET	92	92	0	0	92
ARKWRIGHT ROAD	0	0	0	0	0
ARMADALE COURT	0	0	0	0	0
ARMOUR ROAD	5	5	0	0	5
ARTHUR PLACE	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
ASH ROAD	0	0	0	0	0
ASHAMPSTEAD ROAD	8	8	0	3	5
ASHBURTON ROAD	0	0	0	0	0
ASHBY COURT	1	1	0	0	1
ASHDENE GARDENS	0	0	0	0	0
ASHLEY ROAD	0	0	0	0	0
ASHMERE TERRACE	0	0	0	0	0
ASHMORE ROAD	0	0	0	0	0
AUBURN COURT	0	0	0	0	0
AUCKLAND ROAD	5	5	0	0	5
AUDLEY STREET	146	146	0	0	146
AVEBURY SQUARE	4	4	0	0	4
AVON PLACE	3	3	0	0	3
AYRTON SENNA ROAD	0	0	0	0	0
BADGERS RISE	0	0	0	0	0
BAKER STREET	265	265	0	0	265
BAKER STREET	0	0	0	0	0
BALLIOL ROAD	0	0	0	0	0
BAMBURGH CLOSE	0	0	0	0	0
BANKSIDE CLOSE	0	0	0	0	0
BARNARD CLOSE	0	0	0	0	0
BARNSDALE ROAD	0	0	0	0	0
BARNWOOD CLOSE	61	61	0	0	61
BARRY PLACE	0	0	0	0	0
BASINGSTOKE ROAD	16	16	0	0	16
BATES HILL	0	0	0	0	0
BATH ROAD	0	0	0	0	0
BATTLE SQUARE	4	4	0	0	4
BATTLE STREET	118	118	0	0	118
BAYDON DRIVE	0	0	0	0	0
BECK COURT	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
BEDE WALK	0	0	0	0	0
BEDFORD ROAD	235	235	0	0	235
BEECH ROAD	0	0	0	0	0
BEECHAM ROAD	103	103	0	0	103
BEECHWOOD AVENUE	0	0	0	0	0
BELLE AVENUE	0	0	0	0	0
BELLE VUE ROAD	31	31	0	0	31
BELLINGHAM WALK	0	0	0	0	0
BELMONT ROAD	194	194	0	0	194
BEMBRIDGE PLACE	0	0	0	0	0
BENNET ROAD	14	14	0	0	14
BENSON CLOSE	0	0	0	0	0
BENYON COURT	0	0	0	0	0
BERESFORD ROAD	76	76	0	0	76
BERKELEY AVENUE	45	45	0	0	45
BERKSHIRE DRIVE	0	0	0	0	0
BERRYLANDS ROAD	0	0	0	0	0
BETAM ROAD	14	14	0	0	14
BEVERLEY ROAD	0	0	0	0	0
BIGBURY GARDENS	0	0	0	0	0
BISCUIT WAY	0	0	0	0	0
BISHOPS ROAD	12	12	0	0	12
BLACKWATER CLOSE	0	0	0	0	0
BLAENAVON	0	0	0	0	0
BLAGDON ROAD	0	0	0	0	0
BLAGRAVE LANE	0	0	0	0	0
BLAGRAVE STREET	196	196	0	0	196
BLAKES COTTAGES	113	113	0	0	113
BLANDFORD ROAD	2	2	0	0	2
BLLENHEIM GARDENS	83	83	0	0	83
BLLENHEIM ROAD (CAVERSHAM)	3	3	0	1	2

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
BLenheim ROAD (READING)	272	272	0	0	272
BLUNDELLS ROAD	1	1	0	0	1
BOARDED LANE	0	0	0	0	0
BODY ROAD	10	10	0	0	10
BOOT END	0	0	0	0	0
BOSTON AVENUE	2	2	0	0	2
BOULT STREET	4	4	0	0	4
BOULTON ROAD	25	25	0	0	25
BOURNE AVENUE	0	0	0	0	0
BRACKENDALE WAY	0	0	0	0	0
BRAMSHAW ROAD	0	0	0	0	0
BRANAGH COURT	0	0	0	0	0
BRAY ROAD	0	0	0	0	0
BRAYFORD ROAD	0	0	0	0	0
BRIANTS AVENUE	4	4	0	0	4
BRIDGE STREET (CAVERSHAM)	3	3	0	0	3
BRIDGE STREET (READING)	14	14	0	0	14
BRIDGEWATER CLOSE	0	0	0	0	0
BRIGHAM ROAD	76	76	0	0	76
BRIGHTON ROAD	4	4	0	0	4
BRIMPTON ROAD	0	0	0	0	0
BRISBANE ROAD	0	0	0	0	0
BRITTEN ROAD	0	0	0	0	0
BRIXHAM ROAD	0	0	0	0	0
BROAD STREET	33	33	0	0	33
BROCK GARDENS	0	0	0	0	0
BROOK LEA	0	0	0	0	0
BROOK STREET WEST	35	35	0	0	35
BROOKLYN DRIVE	0	0	0	0	0
BROOMFIELD ROAD	0	0	0	0	0
BROUGHTON CLOSE	1	1	0	0	1

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
BROWNLOW ROAD	25	25	0	16	9
BRUNEL ROAD	4	4	0	0	4
BRUNSWICK HILL	42	42	0	0	42
BRUNSWICK STREET	17	17	0	0	17
BUCKINGHAM DRIVE	0	0	0	0	0
BUCKLAND ROAD	3	3	0	0	3
BULMERSHE ROAD	1	1	0	0	1
BURFORD COURT (CAROLINE STREET)	0	0	0	0	0
BURGHFIELD ROAD	2	2	0	0	2
BUTE STREET	0	0	0	0	0
BUTTER MARKET	2	2	0	0	2
BYEFIELD ROAD	1	1	0	0	1
BYWORTH CLOSE	0	0	0	0	0
CADOGAN CLOSE	0	0	0	0	0
CADUGAN PLACE	4	4	0	0	4
CALDER CLOSE	0	0	0	0	0
CALLINGTON ROAD	0	0	0	0	0
CAMBRIDGE STREET	254	254	0	0	254
CAMELFORD CLOSE	0	0	0	0	0
CANAL WAY	1	1	0	0	1
CANFORD COURT	6	6	0	0	6
CANNON STREET	94	94	0	0	94
CANTERBURY ROAD	2	2	0	1	1
CARDIFF ROAD	87	87	0	0	87
CARDIGAN GARDENS	23	23	0	0	23
CARDIGAN ROAD	82	82	0	0	82
CARDINAL CLOSE	29	29	0	0	29
CAREY STREET	241	241	0	0	241
CARISBROOKE CLOSE	0	0	0	0	0
CARLISLE ROAD	6	6	0	0	6
CARLTON ROAD	0	0	0	0	0



PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
CARNARVON ROAD	136	136	0	0	136
CAROLINE COURT	0	0	0	0	0
CAROLINE STREET	4	4	0	0	4
CARSDALE CLOSE	1	1	0	0	1
CASTLE CRESCENT	34	34	0	0	34
CASTLE HILL	7	7	0	0	7
CASTLE STREET	1,121	1,121	0	0	1,121
CASTLE STREET SERVICE ROAD	15	15	0	0	15
CATHERINE STREET	120	120	0	0	120
CATTLE MARKET CAR PARK	267	0	267	0	0
CAVENDISH ROAD	0	0	0	0	0
CAVERSHAM BRIDGE (CAVERSHAM ROAD)	0	0	0	0	0
CAVERSHAM PARK DRIVE	0	0	0	0	0
CAVERSHAM PARK ROAD	0	0	0	0	0
CAVERSHAM ROAD	52	52	0	0	52
CAWSAM GARDENS	0	0	0	0	0
CAXTON CLOSE	0	0	0	0	0
CEDAR ROAD	1	1	0	0	1
CHAGFORD ROAD	0	0	0	0	0
CHAIN STREET	0	0	0	0	0
CHAMPION ROAD	0	0	0	0	0
CHARLES EVANS WAY	0	0	0	0	0
CHARLES STREET	26	26	0	0	26
CHARNDON CLOSE	5	5	0	0	5
CHATHAM PLACE SERVICE ROAD	1	1	0	0	1
CHATHAM STREET	24	24	0	0	24
CHATHAM STREET CAR PARK (CHATHAM STREET)	0	0	0	0	0
CHATSWORTH CLOSE	0	0	0	0	0
CHAUCER CLOSE	0	0	0	0	0
CHEAPSIDE	692	692	0	0	692
CHEDDINGTON CLOSE	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
CHEPSTOW ROAD	0	0	0	0	0
CHERITON COURT	0	0	0	0	0
CHESTER STREET (CAVERSHAM)	46	46	0	0	46
CHESTER STREET (READING)	99	99	0	0	99
CHESTER STREET CAR PARK	453	0	453	0	0
CHESTERMAN STREET	68	68	0	0	68
CHESTNUT AVENUE	0	0	0	0	0
CHICHESTER ROAD	0	0	0	0	0
CHILTERN COURT	0	0	0	0	0
CHILTERN ROAD	0	0	0	0	0
CHOLMELEY PLACE	13	13	0	0	13
CHOLMELEY ROAD	188	188	0	0	188
CHOLMELEY TERRACE	14	14	0	0	14
CHRISTCHURCH GARDENS	0	0	0	0	0
CHRISTCHURCH ROAD	0	0	0	0	0
CHURCH END LANE	31	31	0	30	1
CHURCH ROAD (CAVERSHAM)	27	27	0	0	27
CHURCH STREET (CAVERSHAM)	23	23	0	0	23
CHURCH STREET (READING)	44	44	0	0	44
CINTRA AVENUE	0	0	0	0	0
CIRCUIT LANE	10	10	0	0	10
CIRCUIT LANE (GARAGE AREA)	1	1	0	0	1
CITY ROAD	0	0	0	0	0
CIVIC 'B' CAR PARK	205	0	205	0	0
CIVIC CENTRE SERVICE ROAD	5	5	0	0	5
CLARENDON ROAD	4	4	0	0	4
CLENT ROAD	1	1	0	0	1
CLEVEDON ROAD	2	2	0	0	2
CLIFTON PARK ROAD	0	0	0	0	0
CLIFTON STREET	40	40	0	0	40
COCKNEY HILL	1	1	0	0	1

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
COLDICUTT STREET	24	24	0	0	24
COLEY AVENUE	4	4	0	0	4
COLEY HILL	37	37	0	0	37
COLEY PARK ROAD	8	8	0	0	8
COLEY PLACE	25	25	0	0	25
COLEY STREET	0	0	0	0	0
COLLEGE ROAD	72	72	0	0	72
COLLIS STREET	13	13	0	0	13
COMBE ROAD	0	0	0	0	0
COMMERCIAL ROAD	20	20	0	0	20
CONINGHAM ROAD	0	0	0	0	0
CONISBORO AVENUE	0	0	0	0	0
CONISTON DRIVE	0	0	0	0	0
CONNAUGHT CLOSE	7	7	0	0	7
CONNAUGHT ROAD	227	227	0	0	227
CONSTITUTION ROAD	9	9	0	0	9
COOPER CLOSE	0	0	0	0	0
CORBRIDGE ROAD	2	2	0	0	2
CORINNE CLOSE	1	1	0	0	1
CORK STREET	0	0	0	0	0
CORONATION SQUARE	0	0	0	0	0
CORWEN ROAD	3	3	0	0	3
COVENTRY ROAD	105	105	0	0	105
COW LANE	0	0	0	0	0
CRADOCK ROAD	3	3	0	0	3
CRAIG AVENUE	104	104	0	0	104
CRANBORNE GARDENS	0	0	0	0	0
CRANBOURNE GARDENS	0	0	0	0	0
CRANBURY ROAD	171	171	0	7	164
CRANE WHARF	3	3	0	0	3
CRAVEN ROAD	66	66	0	8	58

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
CREMYLL ROAD	1	1	0	0	1
CRESCENT ROAD	4	4	0	1	3
CRESSINGHAM ROAD	1	1	0	0	1
CROMER CLOSE	0	0	0	0	0
CROMWELL ROAD	31	31	0	0	31
CROSS STREET	12	12	0	0	12
CROSSLAND ROAD	8	8	0	0	8
CROWN PLACE	21	21	0	0	21
CROWN STREET	10	10	0	0	10
CULVER MEWS	0	0	0	0	0
CULVER ROAD	61	61	0	0	61
CUMBERLAND ROAD	32	32	0	0	32
CURZON STREET	131	131	0	0	131
DALE ROAD	18	18	0	0	18
DARELL ROAD	0	0	0	0	0
DARTINGTON CLOSE	0	0	0	0	0
DARWIN CLOSE	15	15	0	0	15
DAWLISH ROAD	0	0	0	0	0
DE BEAUVOIR ROAD	120	120	0	0	120
DE BOHUN ROAD	0	0	0	0	0
DE MONTFORT ROAD	67	67	0	0	67
DEACON WAY	0	0	0	0	0
DEANS FARM	0	0	0	0	0
DEANSGATE ROAD	142	142	0	0	142
DEE ROAD	0	0	0	0	0
DEEPDENE CLOSE	47	47	0	0	47
DENBEIGH PLACE	2	2	0	0	2
DENBY WAY	0	0	0	0	0
DENMARK ROAD	122	122	0	0	122
DERBY ROAD	0	0	0	0	0
DERBY STREET	21	21	0	0	21

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
DERWENT AVENUE	0	0	0	0	0
DICKENS CLOSE	0	0	0	0	0
DONEGAL CLOSE	0	0	0	0	0
DONKIN HILL	0	0	0	0	0
DONNINGTON GARDENS	109	109	0	0	109
DONNINGTON ROAD	136	136	0	0	136
DORCHESTER COURT	0	0	0	0	0
DOROTHY STREET	31	31	0	0	31
DORSET STREET	0	0	0	0	0
DOUGLAS ROAD	0	0	0	0	0
DOVECOTE ROAD	0	0	0	0	0
DOVEDALE CLOSE	0	0	0	0	0
DOVER STREET	5	5	0	0	5
DOWNING ROAD	4	4	0	1	3
DOWNSHIRE SQUARE	6	6	0	0	6
DRAKE WAY	1	1	0	0	1
DRAYTON ROAD	1	1	0	0	1
DUDLEY MEWS	0	0	0	0	0
DUKE STREET	1	1	0	0	1
DUNCAN PLACE	21	21	0	0	21
DUNSFOLD ROAD	1	1	0	0	1
DUNSTALL CLOSE	2	2	0	0	2
DUNSTALL CLOSE CAR PARK	19	0	19	0	0
DUNSTER CLOSE	0	0	0	0	0
DURHAM CLOSE	0	0	0	0	0
DWYER ROAD	0	0	0	0	0
EARLEY PLACE	0	0	0	0	0
EARLSFIELD CLOSE	0	0	0	0	0
EAST STREET	45	45	0	0	45
EASTERN AVENUE	86	86	0	0	86
EASTGATE COURT	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
EATON PLACE	79	79	0	0	79
EDENHALL CLOSE	0	0	0	0	0
EDENHAM CRESCENT	0	0	0	0	0
EDGAR MILWARD CLOSE	10	10	0	0	10
EDGEHILL STREET	103	103	0	0	103
EDINBURGH ROAD	94	94	0	0	94
ELDART CLOSE	0	0	0	0	0
ELDON PLACE	4	4	0	0	4
ELDON ROAD EVEN	3	3	0	0	3
ELDON SQUARE	86	86	0	0	86
ELDON STREET	11	11	0	0	11
ELDON TERRACE	55	55	0	0	55
ELGAR ROAD	111	111	0	0	111
ELGAR ROAD SOUTH	0	0	0	0	0
ELIZABETH WALK	0	0	0	0	0
ELLIOTS WAY	8	8	0	0	8
ELM LODGE AVENUE	70	70	0	0	70
ELM PARK	17	17	0	0	17
ELM PARK ROAD	160	160	0	0	160
ELM ROAD	0	0	0	0	0
ELMHURST ROAD	9	9	0	0	9
ELMLEIGH COURT	0	0	0	0	0
ELMSTONE DRIVE	0	0	0	0	0
ELSLEY ROAD	2	2	0	0	2
ELVASTON WAY	0	0	0	0	0
EMMBROOK COURT	0	0	0	0	0
ENNERDALE ROAD	0	0	0	0	0
EPPING CLOSE	15	15	0	0	15
EPSOM COURT	2	2	0	0	2
ERLEIGH ROAD	235	235	0	16	219
ESSEX STREET	199	199	0	0	199

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
EVESHAM ROAD	0	0	0	0	0
EXBOURNE ROAD	1	1	0	0	1
FAIRCROSS ROAD	0	0	0	0	0
FALKLAND ROAD	56	56	0	0	56
FALMOUTH ROAD	0	0	0	0	0
FATHERSON ROAD	97	97	0	0	97
FAWLEY ROAD	0	0	0	0	0
FERNBROOK ROAD	0	0	0	0	0
FIELD ROAD	85	85	0	0	85
FIELD VIEW	0	0	0	0	0
FIFE COURT	0	0	0	0	0
FILBERT DRIVE	0	0	0	0	0
FILEY ROAD	123	123	0	0	123
FIRCROFT CLOSE	0	0	0	0	0
FLINT STREET	0	0	0	0	0
FLORIAN GARDENS	0	0	0	0	0
FOBNEY STREET	317	317	0	0	317
FONTWELL DRIVE	0	0	0	0	0
FORBURY ROAD	2	2	0	0	2
FORBURY THE	384	384	0	0	384
FOREST DEAN	0	0	0	0	0
FOREST HILL	0	0	0	0	0
FORGE CLOSE	0	0	0	0	0
FOUNDRY STREET	0	0	0	0	0
FOXGLOVE GARDENS	11	11	0	0	11
FOXHAYS ROAD	0	0	0	0	0
FOXHILL ROAD	55	55	0	0	55
FRAMLINGHAM DRIVE	0	0	0	0	0
FRANCIS STREET	86	86	0	0	86
FRANKLIN STREET	43	43	0	0	43
FRASER AVENUE	0	0	0	0	0



PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
FRESHWATER ROAD	49	49	0	0	49
FRIAR STREET	532	532	0	0	532
FRIARS WALK	0	0	0	0	0
FRILSHAM ROAD	0	0	0	0	0
FROGMORE WAY	0	0	0	0	0
FULMEAD ROAD	1	1	0	0	1
GAINSBOROUGH ROAD	4	4	0	0	4
GARNET HILL	47	47	0	0	47
GARNET STREET	25	25	0	0	25
GARRARD STREET	232	232	0	0	232
GARSTON CLOSE	0	0	0	0	0
GAS WORKS ROAD	0	0	0	0	0
GEORGE CLOSE	0	0	0	0	0
GEORGE STREET (CAVERSHAM)	22	22	0	0	22
GEORGE STREET (READING)	168	168	0	0	168
GIFFORD CLOSE	0	0	0	0	0
GILLETTE WAY	45	45	0	0	45
GIPSY LANE	0	0	0	0	0
GLEBE ROAD	95	95	0	0	95
GLENROSA ROAD	0	0	0	0	0
GLENWOOD DRIVE	0	0	0	0	0
GLOUCESTER COURT	16	16	0	0	16
GLOUCESTER ROAD	58	58	0	0	58
GOLDSMID ROAD	34	34	0	0	34
GOODRICH CLOSE	0	0	0	0	0
GORDON PLACE	22	22	0	0	22
GOSBROOK ROAD	27	27	0	0	27
GOWER STREET	116	116	0	0	116
GRAFTON ROAD	0	0	0	0	0
GRANBY COURT	0	0	0	0	0
GRANBY GARDENS	165	165	0	0	165

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
GRANGE AVENUE	143	143	0	0	143
GRANVILLE ROAD	2	2	0	0	2
GRASMERE AVENUE	4	4	0	0	4
GRATTON ROAD	0	0	0	0	0
GRATWICKE ROAD	0	0	0	0	0
GREAT KNOLLYS STREET	247	247	0	0	247
GREEN ACRE MOUNT	0	0	0	0	0
GREEN PARK ROAD	0	0	0	0	0
GREEN PARK SERVICE ROAD	0	0	0	0	0
GREEN ROAD	2	2	0	0	2
GREENFIELDS ROAD	0	0	0	0	0
GREENWOOD ROAD	0	0	0	0	0
GRESHAM WAY	0	0	0	0	0
GREYFRIARS ROAD	104	104	0	0	104
GREYS COURT	0	0	0	0	0
GREYSTOKE ROAD	0	0	0	0	0
GROSVENOR ROAD	0	0	0	0	0
GROVE COTTAGES	0	0	0	0	0
GROVE HILL	0	0	0	0	0
GROVE MEWS	0	0	0	0	0
GROVE ROAD	6	6	0	5	1
GROVE THE	44	44	0	0	44
GROVELAND PLACE	0	0	0	0	0
GROVELANDS ROAD	22	22	0	0	22
GUN STREET	9	9	0	0	9
GURNEY CLOSE	0	0	0	0	0
HAGLEY ROAD	1	1	0	0	1
HALLS ROAD	0	0	0	0	0
HAMILTON ROAD	8	8	0	0	8
HAMPDEN ROAD	19	19	0	0	19
HARLECH AVENUE	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
HARLEY ROAD	18	18	0	1	17
HARNES CLOSE	0	0	0	0	0
HARROW COURT	1	1	0	0	1
HART STREET	79	79	0	0	79
HARTLAND ROAD	2	2	0	2	0
HARTSLOCK WAY	0	0	0	0	0
HATFORD ROAD	0	0	0	0	0
HATHERLEY ROAD	144	144	0	0	144
HAWTHORNE ROAD	0	0	0	0	0
HAYFIELD CLOSE	0	0	0	0	0
HAYWOOD COURT	5	5	0	0	5
HAYWOOD WAY	0	0	0	0	0
HAZEL CRESCENT	0	0	0	0	0
HEATH ROAD	0	0	0	0	0
HEMDEAN HILL	19	19	0	0	19
HEMDEAN RISE	7	7	0	0	7
HEMDEAN ROAD	49	49	0	9	40
HENLEY ROAD	5	5	0	0	5
HENRIETTA STREET	0	0	0	0	0
HENRY STREET	76	76	0	0	76
HEROES WALK	0	0	0	0	0
HERON ISLAND	0	0	0	0	0
HERON ISLAND BRIDGE	0	0	0	0	0
HERON WAY	0	0	0	0	0
HEWETT AVENUE	0	0	0	0	0
HIGH STREET	4	4	0	0	4
HIGHBRIDGE WHARF	1	1	0	0	1
HIGHDOWN AVENUE	0	0	0	0	0
HIGHDOWN HILL ROAD	0	0	0	0	0
HIGHGROVE STREET	281	281	0	0	281
HIGHGROVE TERRACE	17	17	0	0	17

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
HIGHMOOR ROAD	0	0	0	0	0
HILCOT ROAD	15	15	0	0	15
HILL STREET	41	41	0	0	41
HILLBROW	0	0	0	0	0
HILLS MEADOW CAR PARK	940	0	940	0	0
HILLTOP ROAD	0	0	0	0	0
HODSOLL ROAD	0	0	0	0	0
HOGARTH AVENUE	0	0	0	0	0
HOLBERTON ROAD	0	0	0	0	0
HOLMES ROAD	1	1	0	0	1
HOLYBROOK CRESCENT	0	0	0	0	0
HOLYBROOK ROAD	0	0	0	0	0
HOME FARM CLOSE	0	0	0	0	0
HONEY END LANE	19	19	0	0	19
HONITON ROAD	0	0	0	0	0
HORNSEA CLOSE	0	0	0	0	0
HOSIER STREET	552	552	0	0	552
HOWARD STREET	900	900	0	0	900
HURST WAY	0	0	0	0	0
HYPERION WAY	0	0	0	0	0
IAN MIKARDO WAY	0	0	0	0	0
IDR INNER RELIEF ROAD	0	0	0	0	0
ILCHESTER MEWS	0	0	0	0	0
ILIFFE CLOSE	25	25	0	0	25
ILKLEY ROAD	0	0	0	0	0
IMPERIAL WAY	55	55	0	0	55
INGLEWOOD COURT	0	0	0	0	0
ISLAND ROAD	0	0	0	0	0
IVYDENE ROAD	0	0	0	0	0
JAMES STREET	3	3	0	0	3
JANSON COURT	2	2	0	0	2

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
JEFFERSON CLOSE	0	0	0	0	0
JENKINS CLOSE	0	0	0	0	0
JESSE TERRACE	72	72	0	0	72
JORDAN CLOSE	0	0	0	0	0
JUBILEE ROAD	1	1	0	0	1
JUBILEE SQUARE	31	31	0	0	31
JUNCTION ROAD	17	17	0	0	17
KATESGROVE LANE	166	166	0	0	166
KENAVON DRIVE	26	26	0	0	26
KENDAL AVENUE	0	0	0	0	0
KENDRICK ROAD	29	29	0	1	28
KENILWORTH AVENUE	0	0	0	0	0
KENNET SIDE	1	1	0	0	1
KENNET STREET	6	6	0	0	6
KENNET WALK	0	0	0	0	0
KENNETSIDE	0	0	0	0	0
KENSINGTON ROAD	221	221	0	6	215
KENSINGTON ROAD CAR PARK	86	0	86	0	0
KENT ROAD	43	43	0	0	43
KENTWOOD CLOSE	0	0	0	0	0
KENTWOOD HILL	0	0	0	0	0
KESTREL WAY	0	0	0	0	0
KIDMORE END ROAD	2	2	0	0	2
KIDMORE ROAD	1	1	0	0	1
KILN ROAD	0	0	0	0	0
KING STREET	71	71	0	0	71
KINGFISHER PLACE	0	0	0	0	0
KINGS MEADOW CAR PARK	289	0	289	0	0
KINGS MEADOW ROAD	27	27	0	0	27
KINGS ROAD	954	954	0	0	954
KINGS ROAD (CAVERSHAM)	130	130	0	0	130

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
KINGSBRIDGE ROAD	0	0	0	0	0
KINGSGATE PLACE (KINGSGATE STREET)	4	4	0	0	4
KINGSGATE STREET	7	7	0	0	7
KINGSWAY	0	0	0	0	0
KINSON ROAD	0	0	0	0	0
KNIGHTS WAY	0	0	0	0	0
LANCING CLOSE	0	0	0	0	0
LANDRAKE CRESCENT	0	0	0	0	0
LAUNCESTON AVENUE	0	0	0	0	0
LAWRENCE ROAD	0	0	0	0	0
LEMART CLOSE	2	2	0	0	2
LENNOX ROAD	2	2	0	0	2
LEOPOLD ROAD (LEOPOLD WALK)	0	0	0	0	0
LESFORD ROAD	3	3	0	0	3
LETCOMBE STREET	1	1	0	0	1
LIEBENROOD ROAD	0	0	0	0	0
LIMA COURT	82	82	0	0	82
LINCOLN ROAD	14	14	0	0	14
LINDEN ROAD	1	1	0	0	1
LINDISFARNE WAY	2	2	0	2	0
LINGHOLM CLOSE	0	0	0	0	0
LINKS DRIVE	0	0	0	0	0
LITTLE JOHNS LANE	34	34	0	0	34
LITTLE OAKS DRIVE	0	0	0	0	0
LITTLE STREET	14	14	0	0	14
LITTLECOTE DRIVE	0	0	0	0	0
LIVERPOOL ROAD	248	248	0	0	248
LIVERY CLOSE	0	0	0	0	0
LOCK PLACE	4	4	0	0	4
LONDON ROAD	45	45	0	0	45
LONDON STREET	341	341	0	0	341

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
LONG BARN LANE	4	4	0	0	4
LONGWATER AVENUE	0	0	0	0	0
LORNE PLACE	0	0	0	0	0
LORNE STREET	109	109	0	0	109
LOVEROCK ROAD	8	8	0	0	8
LOWER ARMOUR ROAD	0	0	0	0	0
LOWER BROOK STREET	0	0	0	0	0
LOWER ELMSTONE DRIVE	0	0	0	0	0
LOWER FIELD ROAD	26	26	0	0	26
LOWER HENLEY ROAD	0	0	0	0	0
LOWER MEADOW ROAD	0	0	0	0	0
LOWER MOUNT	5	5	0	0	5
LOWER THORN STREET (THORN ST)	0	0	0	0	0
LOWFIELD GREEN	0	0	0	0	0
LOWFIELD ROAD	0	0	0	0	0
LULWORTH ROAD	0	0	0	0	0
LUSCINIA VIEW	34	34	0	0	34
LUSCOMBE CLOSE	0	0	0	0	0
LYDFORD ROAD	32	32	0	0	32
LYEFIELD COURT	0	0	0	0	0
LYNDHURST ROAD	0	0	0	0	0
LYNMOUTH ROAD	67	67	0	0	67
LYON SQUARE	0	0	0	0	0
LYTHAM CLOSE	0	0	0	0	0
MAITLAND ROAD	13	13	0	0	13
MAIWAND GARDENS	0	0	0	0	0
MALDON CLOSE	0	0	0	0	0
MALL CAR PARK	35	0	35	0	0
MALLARD ROW	0	0	0	0	0
MALLORY AVENUE	0	0	0	0	0
MALTHOUSE LANE	64	64	0	0	64



PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
MALTINGS PLACE	0	0	0	0	0
MALVERN COURT	5	5	0	0	5
MANAGUA CLOSE	0	0	0	0	0
MANCHESTER ROAD	171	171	0	0	171
MANDEVILLE CLOSE	0	0	0	0	0
MANOR FARM ROAD	90	90	0	0	90
MANOR PARK CLOSE	0	0	0	0	0
MANSFIELD ROAD	31	31	0	0	31
MARCHWOOD AVENUE	0	0	0	0	0
MARKET PLACE	28	28	0	0	28
MARKET WAY	0	0	0	0	0
MARLBOROUGH AVENUE	38	38	0	0	38
MARLBOROUGH COURT	0	0	0	0	0
MARSACK STREET	0	0	0	0	0
MARSHLAND SQUARE	0	0	0	0	0
MASON COURT	1	1	0	0	1
MASON STREET	107	107	0	0	107
MATLOCK ROAD	0	0	0	0	0
MAYFAIR	0	0	0	0	0
MEAD CLOSE	0	0	0	0	0
MEADOW ROAD	7	7	0	0	7
MEADOW WAY	0	0	0	0	0
MEADOWCROFT ROAD	0	0	0	0	0
MEADWAY CAR PARK	0	0	0	0	0
MEADWAY THE 2-240	4	4	0	0	4
MEAVY GARDENS	0	0	0	0	0
MELROSE AVENUE	0	0	0	0	0
MERCHANTS PLACE	328	328	0	0	328
MERRIVALE GARDENS	0	0	0	0	0
MERTON ROAD NORTH	0	0	0	0	0
MERTON ROAD SOUTH	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
MICHAELS CHASE	0	0	0	0	0
MICKLANDS ROAD	0	0	0	0	0
MILFORD ROAD	15	15	0	0	15
MILL GREEN	4	4	0	0	4
MILL LANE	3	3	0	0	3
MILL LANE (NORTH)	0	0	0	0	0
MILL LANE (SOUTH)	0	0	0	0	0
MILL ROAD	0	0	0	0	0
MILLINGTON CLOSE	0	0	0	0	0
MILMAN ROAD	222	222	0	0	222
MINSTER STREET	5	5	0	0	5
MITCHAM CLOSE	1	1	0	0	1
MONKLEY COURT	0	0	0	0	0
MONKS WAY	0	0	0	0	0
MONTAGUE STREET (CAVERSHAM)	1	1	0	0	1
MONTAGUE STREET (READING)	13	13	0	0	13
MONTPELIER DRIVE	0	0	0	0	0
MORECAMBE AVENUE	0	0	0	0	0
MORELEIGH CLOSE	0	0	0	0	0
MORGAN ROAD	285	285	0	0	285
MORISTON CLOSE	0	0	0	0	0
MORLAIS	0	0	0	0	0
MORLANDS AVENUE	0	0	0	0	0
MORPETH CLOSE	0	0	0	0	0
MOUNT PLEASANT	90	90	0	0	90
MOUNT PLEASANT GROVE	23	23	0	0	23
MOUNT STREET	75	75	0	0	75
MOUNT THE (CAVERSHAM)	0	0	0	0	0
MOUNT THE (READING)	7	7	0	0	7
MUIRFIELD CLOSE	11	11	0	0	11
MUNDESLEY STREET	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
NAPIER ROAD	0	0	0	0	0
NEATH GARDENS	0	0	0	0	0
NELSON ROAD	2	2	0	0	2
NEW BRIGHT STREET	0	0	0	0	0
NEW LANE HILL	0	0	0	0	0
NEW ROAD	95	95	0	0	95
NEWARK STREET	27	27	0	0	27
NEWBERY CLOSE	0	0	0	0	0
NEWCASTLE ROAD	0	0	0	0	0
NEWLANDS AVENUE	0	0	0	0	0
NEWPORT ROAD	95	95	0	0	95
NICHOLAS COURT (PROSPECT STREET)	0	0	0	0	0
NORCOT ROAD	24	24	0	0	24
NORFOLK ROAD	47	47	0	0	47
NORMAN PLACE	1	1	0	0	1
NORMAN ROAD	0	0	0	0	0
NORRIS ROAD	180	180	0	0	180
NORTH LODGE MEWS	0	0	0	0	0
NORTH STREET (CAVERSHAM)	34	34	0	0	34
NORTH STREET (READING)	11	11	0	0	11
NORTHBROOK ROAD	0	0	0	0	0
NORTHCOURT AVENUE	2	2	0	0	2
NORTHERN WAY	0	0	0	0	0
NORTHFIELD COTTAGES	0	0	0	0	0
NORTHFIELD ROAD	36	36	0	0	36
NORTHUMBERLAND AVENUE	14	14	0	1	13
NORTON ROAD	86	86	0	0	86
NORWOOD ROAD	84	84	0	0	84
OAK TREE ROAD	10	10	0	0	10
OAKDALE CLOSE	0	0	0	0	0
OAKLANDS	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
OAKLEY ROAD	0	0	0	0	0
ONSWLOW GARDENS	0	0	0	0	0
ORCHARD COURT	0	0	0	0	0
ORCHARD GROVE	0	0	0	0	0
ORCHARD STREET	25	25	0	0	25
ORMSBY STREET	69	69	0	0	69
ORRIN CLOSE	0	0	0	0	0
ORTS ROAD 1-121	132	132	0	0	132
OSBORNE ROAD	0	0	0	0	0
OVERDOWN ROAD	11	11	0	0	11
OVERLANDERS END	0	0	0	0	0
OXFORD ROAD	1,328	1,328	0	2	1,326
OXFORD STREET	275	275	0	0	275
PADDOCK ROAD	0	0	0	0	0
PALMER PARK AVENUE	45	45	0	0	45
PALMER PARK CAR PARK	0	0	0	0	0
PALMER PARK ENTRANCE	0	0	0	0	0
PANGBOURNE STREET	5	5	0	0	5
PANTILE CLOSE	0	0	0	0	0
PARK GROVE	0	0	0	0	0
PARK HOUSE LANE	0	0	0	0	0
PARK LANE	2	2	0	0	2
PARK VIEW	0	0	0	0	0
PARKHOUSE LANE	0	0	0	0	0
PARKSIDE ROAD	0	0	0	0	0
PARTHIA CLOSE	18	18	0	0	18
PATRICK ROAD	42	42	0	0	42
PATRIOT PLACE	0	0	0	0	0
PEEL CLOSE	0	0	0	0	0
PEGS GREEN CLOSE	0	0	0	0	0
PELL STREET	38	38	0	0	38

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
PEMBROKE PLACE	0	0	0	0	0
PENDENNIS AVENUE	1	1	0	0	1
PENNYROYAL COURT	0	0	0	0	0
PENROATH AVENUE	0	0	0	0	0
PENTLAND CLOSE	0	0	0	0	0
PEPPARD ROAD	9	9	0	9	0
PEPPARD ROAD	0	0	0	0	0
PEPPER LANE	4	4	0	0	4
PHILLIMORE ROAD	0	0	0	0	0
PIERCES HILL	0	0	0	0	0
PIGGOTTS ROAD	2	2	0	0	2
PITCROFT AVENUE	130	130	0	0	130
POOLE CLOSE	0	0	0	0	0
PORTLAND GARDENS	0	0	0	0	0
PORTMAN ROAD	2	2	0	0	2
PRESTON ROAD	0	0	0	0	0
PRIEST HILL	285	285	0	0	285
PRINCE OF WALES AVENUE	101	101	0	0	101
PRINCES STREET	249	249	0	0	249
PRIORS COURT	0	0	0	0	0
PRIORY AVENUE	306	306	0	0	306
PROMENADE ROAD	34	34	0	0	34
PROSPECT MEWS	0	0	0	0	0
PROSPECT STREET (CAVERSHAM)	0	0	0	0	0
PROSPECT STREET (READING)	85	85	0	0	85
QUEEN ANNES GATE	0	0	0	0	0
QUEEN STREET	0	0	0	0	0
QUEEN VICTORIA STREET	3	3	0	0	3
QUEENS COTTAGES	0	0	0	0	0
QUEENS ROAD (CAVERSHAM)	77	77	0	0	77
QUEENS ROAD (READING)	83	83	0	0	83

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
QUEENS ROAD CAR PARK	30	0	30	0	0
QUEENS ROAD SLIP ROAD	4	4	0	0	4
QUEENSWAY	1	1	0	0	1
RADSTOCK ROAD	283	283	0	0	283
RAGLEY MEWS	0	0	0	0	0
RANDOLPH ROAD	16	16	0	0	16
RECREATION ROAD	21	21	0	10	11
RECREATION ROAD CAR PARK	40	0	40	0	0
RECTORY ROAD	116	116	0	0	116
REDBERRY CLOSE	0	0	0	0	0
REDLANDS ROAD	160	160	0	0	160
REDLANE COURT	0	0	0	0	0
REGENCY HEIGHTS	0	0	0	0	0
REGENT COURT	2	2	0	0	2
REGENT STREET	35	35	0	0	35
RELEIF ROAD (A33)	0	0	0	0	0
RESTWOLD CLOSE	0	0	0	0	0
RICHFIELD AVENUE	0	0	0	0	0
RICHMOND ROAD	76	76	0	0	76
RILEY ROAD	0	0	0	0	0
RINGWOOD ROAD	0	0	0	0	0
RIPLEY ROAD	0	0	0	0	0
RIVER ROAD	6	6	0	0	6
RIVERMEAD CAR PARK	0	0	0	0	0
RIVERSDALE COURT	0	0	0	0	0
RODWAY ROAD	27	27	0	0	27
ROMANY CLOSE	0	0	0	0	0
ROMANY LANE	0	0	0	0	0
ROMSEY ROAD	0	0	0	0	0
ROSE KILN LANE	0	0	0	0	0
ROSS ROAD	17	17	0	5	12

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
ROSSENDALE ROAD	0	0	0	0	0
ROTHERFIELD WAY	1	1	0	0	1
ROTHWELL WALK	0	0	0	0	0
ROUTH LANE	0	0	0	0	0
ROWE COURT	0	0	0	0	0
ROWLEY ROAD	4	4	0	0	4
RUFUS ISAACS ROAD	0	0	0	0	0
RUPERT STREET	31	31	0	0	31
RUPERT WALK	0	0	0	0	0
RUSKIN	0	0	0	0	0
RUSSELL STREET	219	219	0	0	219
RUSSET GLADE	0	0	0	0	0
RUTLAND ROAD	17	17	0	0	17
RYDAL AVENUE	0	0	0	0	0
SACKVILLE STREET	1,165	1,165	0	0	1,165
SALCOMBE ROAD	0	0	0	0	0
SALFORD CLOSE	0	0	0	0	0
SALISBURY ROAD	113	113	0	0	113
SAMPAGE CLOSE	0	0	0	0	0
SANCTUARY CLOSE	0	0	0	0	0
SANDCROFT ROAD	0	0	0	0	0
SANDGATE AVENUE	0	0	0	0	0
SAVERNAKE CLOSE	0	0	0	0	0
SCHOOL LANE	0	0	0	0	0
SCHOOL ROAD	2	2	0	0	2
SCHOOL TERRACE	19	19	0	1	18
SCOTT CLOSE	0	0	0	0	0
SCOURS LANE	0	0	0	0	0
SELBORNE GARDENS	0	0	0	0	0
SEND ROAD	0	0	0	0	0
SEVERN WAY	0	0	0	0	0



PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
SHAFTESBURY ROAD	55	55	0	0	55
SHAW ROAD	0	0	0	0	0
SHENSTONE ROAD	6	6	0	0	6
SHEPLEY DRIVE	0	0	0	0	0
SHERMAN ROAD	61	61	0	0	61
SHERWOOD STREET	111	111	0	0	111
SHILLING CLOSE	1	1	0	0	1
SHINFIELD RISE	0	0	0	0	0
SHINFIELD ROAD	0	0	0	0	0
SHIRESHEAD CLOSE	0	0	0	0	0
SHORT STREET	21	21	0	0	21
SHORT STREET (CAVERSHAM)	13	13	0	0	13
SIDMOUTH STREET	148	148	0	0	148
SILCHESTER ROAD	0	0	0	0	0
SILVER STREET	11	11	0	0	11
SIMMONDS STREET	0	0	0	0	0
SMALLMEAD ROAD	0	0	0	0	0
SOMERSTOWN COURT	2	2	0	0	2
SOUTH OAK WAY	0	0	0	0	0
SOUTH READING CAR PARK	0	0	0	0	0
SOUTH STREET (CAVERSHAM)	27	27	0	0	27
SOUTH STREET (READING)	377	377	0	0	377
SOUTH VIEW AVENUE	8	8	0	6	2
SOUTH VIEW PARK	0	0	0	0	0
SOUTHAMPTON STREET	27	27	0	0	27
SOUTHCOTE FARM LANE	0	0	0	0	0
SOUTHCOTE LANE	9	9	0	0	9
SOUTHCOTE PARADE	0	0	0	0	0
SOUTHCOTE ROAD	0	0	0	0	0
SOUTHDOWN ROAD	0	0	0	0	0
SPENCER ROAD	1	1	0	0	1

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
SPEY ROAD	0	0	0	0	0
SPRING GARDENS	50	50	0	0	50
SPRING GROVE	9	9	0	0	9
SPRING TERRACE	0	0	0	0	0
ST AGNES MEWS	0	0	0	0	0
ST ANDREWS ROAD	0	0	0	0	0
ST ANNES ROAD	3	3	0	0	3
ST BARNABAS ROAD	0	0	0	0	0
ST BARTHOLOMEWS ROAD	101	101	0	0	101
ST BENETS WAY	1	1	0	0	1
ST EDWARDS ROAD	16	16	0	0	16
ST ELIZABETH CLOSE	0	0	0	0	0
ST GEORGES ROAD	60	60	0	0	60
ST GEORGES TERRACE	14	14	0	0	14
ST GILES CLOSE	59	59	0	0	59
ST JOHNS HILL	27	27	0	0	27
ST JOHNS ROAD (CAVERSHAM)	0	0	0	0	0
ST JOHNS ROAD (READING)	0	0	0	0	0
ST JOHNS STREET	54	54	0	0	54
ST MARYS BUTTS (VICARAGE SITE LOADING AREA)	0	0	0	0	0
ST MARYS BUTTS	275	275	0	0	275
ST MICHAELS ROAD	5	5	0	0	5
ST PAUL COURT SERVICE ROAD	9	9	0	0	9
ST PETERS AVENUE	0	0	0	0	0
ST PETERS HILL	0	0	0	0	0
ST PETERS ROAD	43	43	0	0	43
ST RONANS ROAD	5	5	0	0	5
ST SAVIOURS ROAD	0	0	0	0	0
ST SAVIOURS TERRACE	2	2	0	0	2
ST STEPHENS CLOSE	0	0	0	0	0
STANHAM ROAD	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
STANHOPE ROAD	0	0	0	0	0
STANLEY GROVE	41	41	0	0	41
STANLEY STREET	81	81	0	0	81
STANSHAW ROAD	272	272	0	0	272
STAPLEFORD ROAD	0	0	0	0	0
STAR LANE	0	0	0	0	0
STAR ROAD	1	1	0	0	1
STATION APPROACH	1	1	0	0	1
STATION HILL	2	2	0	0	2
STATION ROAD	8	8	0	0	8
STAVERTON ROAD	2	2	0	0	2
STOCKTON ROAD	0	0	0	0	0
STONE STREET	0	0	0	0	0
STONEHAM CLOSE	0	0	0	0	0
STRATHEDEN PLACE	19	19	0	0	19
STRATHY CLOSE	0	0	0	0	0
SUFFOLK ROAD	14	14	0	0	14
SUN STREET	12	12	0	0	12
SURLEY ROW	6	6	0	6	0
SURREY ROAD	73	73	0	0	73
SWAINSTONE ROAD	84	84	0	0	84
SWALLOWFIELD DRIVE	0	0	0	0	0
SWAN PLACE	0	0	0	0	0
SWANSEA ROAD	52	52	0	2	52
SWANSEA TERRACE	0	0	0	0	0
SYCAMORE ROAD	0	0	0	0	0
TAFF WAY	0	0	0	0	0
TALFOURD AVENUE	0	0	0	0	0
TAMARISK AVENUE	0	0	0	0	0
TAMESIS PLACE	2	2	0	0	2
TAVISTOCK ROAD	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
TAY ROAD	0	0	0	0	0
TAYLOR COURT (TILEHURST ROAD)	0	0	0	0	0
TAZEWELL COURT	1	1	0	0	1
TEMPLE PLACE	68	68	0	0	68
TEMPLETON GARDENS	0	0	0	0	0
TENBY AVENUE	0	0	0	0	0
TESSA ROAD	3	3	0	0	3
THAMES AVENUE	59	59	0	0	59
THAMES SIDE PROMENADE	228	0	228	0	0
THAMES SIDE PROMENADE	9	9	0	0	9
THAMES SIDE PROMENADE CAR PARK	228	0	228	0	0
THE ARCADE	0	0	0	0	0
THE CREST	0	0	0	0	0
THE GRANGE	0	0	0	0	0
THE MEADWAY	1	1	0	0	1
THE MEWS	0	0	0	0	0
THE MOUNT	6	6	0	0	6
THE RIDGEWAY	0	0	0	0	0
THE WARREN	0	0	0	0	0
THE WILLOWS	0	0	0	0	0
THICKET ROAD	0	0	0	0	0
THIRLMERE AVENUE	1	1	0	0	1
THORN LANE	0	0	0	0	0
THORN STREET	223	223	0	0	223
THORN WALK	0	0	0	0	0
TIDMARSH STREET	0	0	0	0	0
TILBURY CLOSE	0	0	0	0	0
TILEHURST ROAD	12	12	0	5	7
TINTERN CRESCENT	0	0	0	0	0
TIPPETT RISE	0	0	0	0	0
TOFRECK TERRACE	4	4	0	0	4

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
TOKERS GREEN LANE	0	0	0	0	0
TORRINGTON ROAD	0	0	0	0	0
TOTNES ROAD	0	0	0	0	0
TOWER CLOSE	0	0	0	0	0
TRAFALGAR COURT	0	0	0	0	0
TRAFFORD ROAD	0	0	0	0	0
TRAFFORD ROAD	0	0	0	0	0
TRIANGLE THE	0	0	0	0	0
TRINITY PLACE	4	4	0	0	4
TUDOR ROAD	6	6	0	0	6
TUNS HILL COTTAGES	19	19	0	0	19
TUNS HILL COTTS	0	0	0	0	0
ULLSWATER DRIVE	0	0	0	0	0
UNDERWOOD ROAD	0	0	0	0	0
UNION STREET	0	0	0	0	0
UNITY CLOSE	0	0	0	0	0
UPAVON DRIVE	0	0	0	0	0
UPLANDS ROAD	0	0	0	0	0
UPPER CROWN STREET	76	76	0	0	76
UPPER MEADOW ROAD	0	0	0	0	0
UPPER REDLANDS ROAD	76	76	0	2	74
UPPER WARREN AVENUE	0	0	0	0	0
UPPER WOODCOTE ROAD	0	0	0	0	0
UPTON ROAD	0	0	0	0	0
USK ROAD	8	8	0	8	0
VACHEL ROAD	862	862	0	0	862
VALE CRESCENT	0	0	0	0	0
VALENTIA CLOSE	0	0	0	0	0
VALENTIA ROAD	70	70	0	0	70
VALPY STREET	386	386	0	0	386
VASTERN ROAD	69	69	0	0	69

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
VASTERN ROAD (SERVICE ROAD)	0	0	0	0	0
VICARAGE ROAD	1	1	0	1	0
VICTORIA ROAD (READING)	0	0	0	0	0
VICTORIA ROAD (TILEHURST)	0	0	0	0	0
VICTORIA STREET	5	5	0	0	5
VICTORIA WAY	0	0	0	0	0
VIRGINIA WAY	1	1	0	0	1
WALDECK STREET	164	164	0	0	164
WALKERS PLACE	7	7	0	0	7
WALNUT WAY	0	0	0	0	0
WANTAGE ROAD	225	225	0	0	225
WARREN COURT	0	0	0	0	0
WARWICK ROAD	0	0	0	0	0
WASHINGTON ROAD	45	45	0	31	14
WATER ROAD	0	0	0	0	0
WATERLOO RISE	0	0	0	0	0
WATERLOO ROAD	11	11	0	0	11
WATERMAN PLACE	0	0	0	0	0
WATERSIDE GARDENS	0	0	0	0	0
WATLINGTON STREET	282	282	0	0	282
WAVERLEY ROAD EVEN	66	66	0	0	66
WAYBROOK CRESCENT	0	0	0	0	0
WAYLEN STREET	356	356	0	0	356
WEALD RISE	0	0	0	0	0
WEALDEN WAY	0	0	0	0	0
WEARDALE CLOSE	0	0	0	0	0
WEIGHBRIDGE ROW	0	0	0	0	0
WELDALE STREET	85	85	0	0	85
WELLAND CLOSE	0	0	0	0	0
WELLINGTON AVENUE	1	1	0	0	1
WENDOVER WAY	0	0	0	0	0

PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
WENSLEY ROAD	26	26	0	13	13
WENTWORTH AVENUE	0	0	0	0	0
WEST GREEN COURT	0	0	0	0	0
WEST HILL	0	0	0	0	0
WEST STREET	456	456	0	0	456
WESTBOURNE TERRACE	26	26	0	0	26
WESTBROOK ROAD	0	0	0	0	0
WESTCOTE ROAD	1	1	0	0	1
WESTDENE CRESCENT	0	0	0	0	0
WESTERHAM WALK	0	0	0	0	0
WESTERN ELMS AVENUE	59	59	0	0	59
WESTERN OAKS	0	0	0	0	0
WESTERN ROAD	2	2	0	0	2
WESTFIELD ROAD	68	68	0	0	68
WESTONBIRT DRIVE	0	0	0	0	0
WESTWOOD GLEN	0	0	0	0	0
WESTWOOD ROAD	14	14	0	0	14
WETHERBY CLOSE	0	0	0	0	0
WHEATLEY CLOSE	0	0	0	0	0
WHITBY DRIVE	4	4	0	0	4
WHITBY GREEN	0	0	0	0	0
WHITEKNIGHTS ROAD	2	2	0	0	2
WHITLEY PARK LANE	0	0	0	0	0
WHITLEY STREET	44	44	0	0	44
WHITLEY WOOD LANE	4	4	0	0	4
WHITLEY WOOD ROAD	1	1	0	0	1
WIGMORE LANE	2	2	0	0	2
WILLIAM STREET	59	59	0	0	59
WILLOW GARDENS	0	0	0	0	0
WILLOW STREET	1	1	0	0	1
WILSON ROAD	38	38	0	0	38



PENALTY CHARGE NOTICES (PCN) ISSUED BY STREET					
LOCATION	TOTAL PCN ISSUED	TOTAL ON-STREET	TOTAL OFF-STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - ON STREET
WILTON ROAD	76	76	0	0	76
WILWYNE CLOSE	0	0	0	0	0
WINCANTON ROAD	0	0	0	0	0
WINCHESTER ROAD	43	43	0	0	43
WINCROFT ROAD	0	0	0	0	0
WINDRUSH WAY	0	0	0	0	0
WINGROVE ROAD	0	0	0	0	0
WINTON ROAD	0	0	0	0	0
WISTON TERRACE	0	0	0	0	0
WOBURN CLOSE	0	0	0	0	0
WOKINGHAM ROAD	62	62	0	8	50
WOLSELEY STREET	41	41	0	0	41
WOLSEY ROAD	81	81	0	0	81
WOOD GREEN CLOSE	0	0	0	0	0
WOODCOTE ROAD	0	0	0	0	0
WOODCOTE WAY	1	1	0	0	1
WOODFORD CLOSE	0	0	0	0	0
WOODSTOCK STREET	7	7	0	0	7
WYE CLOSE	0	0	0	0	0
WYKEHAM ROAD	29	29	0	0	29
WYNFORD CLOSE	0	0	0	0	0
YIELD HALL LANE	0	0	0	0	0
YIELD HALL PLACE	0	0	0	0	0
YORK ROAD	89	89	0	4	85
ZINZAN STREET	477	477	0	0	477

## Appendix A - Parking Penalty Charge Notices - By Contravention

Notes:

“Direct Issue - On Street” means tickets issued by a Civil Enforcement Officer direct to the vehicle whilst parked on the Public Highway.

“Postal Issue - Approved Device” means tickets issued from the enforcement vehicle, whereby the PCN is posted to the DVLA registered keeper.

“Direct Issue - Off Street” means tickets issued by a Civil Enforcement Officer direct to the vehicle whilst parked in a Council Owned car park.

PENALTY CHARGE NOTICES ISSUED BY CONTRAVENTION			DIRECT ISSUE - ON STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - OFF STREET
CONTRAVENTION CODE	TOTAL ISSUED	PERCENTAGE			
<b>HIGHER LEVEL (ON STREET)</b>					
PARKED IN A RESTRICTED STREET DURING PRESCRIBED HOURS	6,367	16.95%	6,367	0	0
PARKED OR LOADING/UNLOADING IN A RESTRICTED STREET WHERE WAITING AND LOADING/UNLOADING RESTRICTIONS ARE IN FORCE	410	1.09%	410	0	0
PARKED IN A RESIDENTS' OR SHARED USE PARKING PLACE OR ZONE WITHOUT CLEARLY DISPLAYING EITHER A PERMIT OR VOUCHER OR PAY AND DISPLAY TICKET ISSUED FOR THAT PLACE	7,850	20.90%	7,850	0	0
PARKED IN A PERMIT SPACE WITHOUT DISPLAYING A VALID PERMIT	7,911	21.06%	7,911	0	0
PARKED IN A LOADING GAP MARKED BY A YELLOW LINE	0	0%	0	0	0
PARKED IN A SUSPENDED BAY OR SPACE OR PART OF BAY OR SPACE	43	0.11%	43	0	0
PARKED IN A PARKING PLACE OR AREA NOT DESIGNATED FOR THAT CLASS OF VEHICLE	181	0.48%	181	0	0

PENALTY CHARGE NOTICES ISSUED BY CONTRAVENTION					
CONTRAVENTION CODE	TOTAL ISSUED	PERCENTAGE	DIRECT ISSUE - ON STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - OFF STREET
PARKED IN A LOADING PLACE DURING RESTRICTED HOURS WITHOUT LOADING	505	1.34%	505	0	0
PARKED IN A SPECIAL ENFORCEMENT AREA MORE THAN 50 CM† FROM THE EDGE OF THE CARRIAGEWAY AND NOT WITHIN A DESIGNATED PARKING PLACE	15	0.04%	15	0	0
PARKED IN A SPECIAL ENFORCEMENT AREA ADJACENT TO A DROPPED FOOTWAY	0	0.00%	0	0	0
PARKED IN A DESIGNATED DISABLED PERSON'S PARKING PLACE WITHOUT DISPLAYING A VALID DISABLED PERSON'S BADGE IN THE PRESCRIBED MANNER	1,659	4.42%	1,659	0	0
PARKED IN A PARKING PLACE DESIGNATED FOR POLICE VEHICLES	24	0.06%	24	0	0
PARKED ON A TAXI RANK	66	0.18%	66	0	0
STOPPED WHERE PROHIBITED (ON A RED ROUTE OR CLEARWAY)	41	0.11%	41	0	0
STOPPED ON A RESTRICTED BUS STOP OR STAND	58	0.15%	38	20	0
STOPPED IN A RESTRICTED AREA OUTSIDE A SCHOOL WHEN PROHIBITED	356	0.95%	137	219	0
PARKED WITH ONE OR MORE WHEELS ON OR OVER A FOOTPATH OR ANY PART OF A ROAD OTHER THAN A CARRIAGEWAY.	78	0.21%	78	0	0
STOPPED ON A PEDESTRIAN CROSSING OR CROSSING AREA MARKED BY ZIGZAGS	22	0.06%	22	0	0
<b>LOWER LEVEL (ON-STREET)</b>					
PARKED AFTER THE EXPIRY OF PAID FOR TIME	1,223	3.26%	1,233	0	0

PENALTY CHARGE NOTICES ISSUED BY CONTRAVENTION					
CONTRAVENTION CODE	TOTAL ISSUED	PERCENTAGE	DIRECT ISSUE - ON STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - OFF STREET
PARKED WITHOUT CLEARLY DISPLAYING A VALID PAY & DISPLAY TICKET OR VOUCHER	2,840	7.56%	2,840	0	0
PARKED WITH PAYMENT MADE TO EXTEND THE STAY BEYOND INITIAL TIME	0	0.00%	0	0	0
PARKED IN A RESIDENTS' OR SHARED USE PARKING PLACE OR ZONE DISPLAYING AN INVALID PERMIT, AN INVALID VOUCHER OR AN INVALID PAY & DISPLAY TICKET	2,228	5.93%	2,228	0	0
RE-PARKED IN THE SAME PARKING PLACE OR ZONE WITHIN ONE HOUR* OF LEAVING	29	0.08%	29	0	0
NOT PARKED CORRECTLY WITHIN THE MARKINGS OF THE BAY OR SPACE	106	0.28%	106	0	0
PARKED FOR LONGER THAN PERMITTED	2,927	7.79%	2,927	0	0
<b>HIGHER LEVEL (OFF-STREET (CAR PARKS))</b>					
PARKED IN A LOADING AREA DURING RESTRICTED HOURS WITHOUT REASONABLE EXCUSE	0	0.00%	0	0	0
PARKED IN A RESTRICTED AREA IN A CAR PARK	17	0.05%	0	0	17
PARKED IN A PERMIT BAY WITHOUT CLEARLY DISPLAYING A VALID PERMIT	50	0.13%	0	0	50
PARKED IN A DESIGNATED DISABLED PERSON'S PARKING PLACE WITHOUT DISPLAYING A VALID DISABLED PERSON'S BADGE IN THE PRESCRIBED MANNER	66	0.18%	0	0	66
PARKED IN A CAR PARK OR AREA NOT DESIGNATED FOR THAT CLASS OF VEHICLE	5	0.01%	0	0	5

PENALTY CHARGE NOTICES ISSUED BY CONTRAVENTION					
CONTRAVENTION CODE	TOTAL ISSUED	PERCENTAGE	DIRECT ISSUE - ON STREET	POSTAL ISSUE - APPROVED DEVICE	DIRECT ISSUE - OFF STREET
<b>LOWER LEVEL (OFF-STREET (CAR PARKS))</b>					
PARKED AFTER THE EXPIRY OF PAID FOR TIME	321	0.85%	0	0	321
PARKED IN A CAR PARK WITHOUT CLEARLY DISPLAYING A VALID PAY & DISPLAY TICKET OR VOUCHER OR PARKING CLOCK	1,989	5.29%	0	0	1,989
PARKED WITH ADDITIONAL PAYMENT MADE TO EXTEND THE STAY BEYOND TIME FIRST PURCHASED	0	0.00%	0	0	0
PARKED BEYOND THE BAY MARKINGS	123	0.33%	0	0	123
RE-PARKED WITHIN ONE HOUR* OF LEAVING A BAY OR SPACE IN A CAR PARK	0	0.00%	0	0	0

## Appendix B - Bus Lane Penalty Charge Notices - By Street

PENALTY CHARGE NOTICES ISSUED BY LOCATION	2016/2017	PERCENTAGE
A329 KINGS ROAD (WEST TO EAST)	1,415	1.73%
A329 WOKINGHAM ROAD	2,656	3.26%
ACCESS ROAD (NORTHBOUND)	7	0.01%
ACCESS ROAD (SOUTHBOUND)	16	0.02%
BASINGSTOKE ROAD (NORTHBOUND BENNET ROAD)	278	0.34%
BASINGSTOKE ROAD (NORTHBOUND)	890	1.09%
BASINGSTOKE ROAD (SOUTHBOUND BENNET ROAD)	1,437	1.76%
BASINGSTOKE ROAD (SOUTHBOUND)	5,441	6.67%
BATH ROAD	3932	4.82%
BLAGRAVE STREET (EAST TO WEST SECTION)	4,103	5.03%
BRIDGE STREET	1304	1.60%
DUKE STREET	1631	2.00%
FRIAR STREET (EAST BOUND)	6,377	7.82%
FRIAR STREET (WEST BOUND)	5,559	6.81%
GWEAL AVENUE (EASTBOUND)	0	0.00%
GWEAL AVENUE (WESTBOUND)	1	0.00%
HEMDEAN ROAD	3,365	4.12%
KING'S ROAD	423	0.52%
LINDESFARNE WAY (WESTBOUND)	1,605	1.97%
LINDESFARNE WAY (EASTBOUND)	1,411	1.73%
LONDON STREET (NORTHERN SECTION)	2,841	3.48%
LONDON STREET (SOUTH)	845	1.04%
MINSTER STREET (WESTBOUND)	8,927	10.94%
NORCOT ROAD (EAST BOUND)	322	0.39%
NORCOT ROAD (WEST BOUND)	358	0.44%
OXFORD ROAD	3,307	4.05%
OXFORD ROAD (EASTBOUND BEDFORD ROAD)	93	0.11%
SOUTHAMPTON STREET	1,496	1.83%
SOUTHCOTE LANE	2,132	2.61%
SOUTHCOTE LANE (SOUTHBOUND)	249	0.31%
ST MARYS BUTTS (NORTHBOUND)	6,277	7.69%
STANSHAW ROAD	2,311	2.83%
THE FORBURY	2297	2.82%
TROOPER POTTS WAY (NORTH TO SOUTH)	557	0.68%
TROOPER POTTS WAY (SOUTH TO NORTH)	418	0.51%

<b>PENALTY CHARGE NOTICES ISSUED BY LOCATION</b>	<b>2016/2017</b>	<b>PERCENTAGE</b>
VASTERN ROAD (EAST SIDE SOUTHBOUND)	3,258	3.99%
VASTERN ROAD (NORTHSIDE 1)	665	0.82%
VASTERN ROAD (NORTHSIDE 2)	2,105	2.58%
VASTERN ROAD (WEST SIDE NORTHBOUND)	1,278	1.57%

## Appendix B - Bus Lane Penalty Charge Notices - Comparison

PENALTY CHARGE NOTICES ISSUED BY LOCATION	2015/2016	2016/2017	CHANGE PREVIOUS YEAR
A329 KINGS ROAD (WEST TO EAST)	1,477	1,415	-4%
A329 WOKINGHAM ROAD	2,431	2,656	9%
ACCESS ROAD (NORTHBOUND)	481	7	-99%
ACCESS ROAD (SOUTHBOUND)	1,875	16	-99%
BASINGSTOKE ROAD (NORTHBOUND BENNET ROAD)	N/A	278	N/A
BASINGSTOKE ROAD (NORTHBOUND)	1,047	890	-15%
BASINGSTOKE ROAD (SOUTHBOUND BENNET ROAD)	N/A	1,437	N/A
BASINGSTOKE ROAD (SOUTHBOUND)	6,070	5,441	-10%
BATH ROAD	911	3,932	332%
BLAGRAVE STREET (EAST TO WEST SECTION)	5,393	4,103	-24%
BRIDGE STREET	0	1,304	N/A
DUKE STREET	N/A	1,631	N/A
FRIAR STREET (EAST BOUND)	6,613	6,377	-4%
FRIAR STREET (WEST BOUND)	8,377	5,559	-34%
GWEAL AVENUE (EASTBOUND)	39	0	-100%
GWEAL AVENUE (WESTBOUND)	29	1	-97%
HEMDEAN ROAD	4,436	3,365	-24%
KING'S ROAD	790	423	-46%
LINDESFARNE WAY (WESTBOUND)	1,008	1,605	59%
LINDESFARNE WAY (EASTBOUND)	1,124	1,411	26%
LONDON STREET (NORTHERN SECTION)	8,865	2,841	-68%
LONDON STREET (SOUTH)	N/A	845	N/A
MINSTER STREET (WESTBOUND)	15,246	8,927	-41%
NORCOT ROAD (EAST BOUND)	946	322	-66%
NORCOT ROAD (WEST BOUND)	N/A	358	N/A
OXFORD ROAD	1,953	3,307	69%
OXFORD ROAD (EASTBOUND BEDFORD ROAD)	N/A	93	N/A
SOUTHAMPTON STREET	N/A	1,496	N/A
SOUTHCOTE LANE	3,884	2,132	-45%
SOUTHCOTE LANE (SOUTHBOUND)	N/A	249	N/A
ST MARYS BUTTS (NORTHBOUND)	7,254	6,277	-13%
STANSHAW ROAD	3,204	2,311	-28%
THE FORBURY	288	2,297	698%
TROOPER POTTS WAY (NORTH TO SOUTH)	545	557	2%



PENALTY CHARGE NOTICES ISSUED BY LOCATION	2015/2016	2016/2017	CHANGE
TROOPER POTTS WAY (SOUTH TO NORTH)	221	418	89%
VASTERN ROAD (EAST SIDE SOUTHBOUND)	5,794	3,258	-44%
VASTERN ROAD (NORTHSIDE 1)	590	665	13%
VASTERN ROAD (NORTHSIDE 2)	2,673	2,105	-21%
VASTERN ROAD (WEST SIDE NORTHBOUND)	1,799	1,278	-29%