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To: Councillor Ayub (Chair)
Councillors Debs Absolom, Barnett-Ward,
Ennis, Hacker, Hopper, Jones, McGonigle,
Page, R Singh, Stanford-Beale and Terry

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24 October 2018

Your contact is: **Richard Woodford**

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 1 NOVEMBER 2018

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 1 November 2018 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

WARDS Page No
AFFECTED

FORMER TRANSPORT USERS' FORUM - CONSULTATIVE ITEMS

- | | | |
|-----|--|---------------|
| (a) | QUESTIONS - Submitted in accordance with the Panel's Terms of Reference | |
| (b) | PRESENTATION: MOTORCYCLES WITHIN LOCAL TRANSPORT PLANS - Peter Seymour, Representative from Reading Motorcycle Action Group | 5 - 22 |

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.**

- | | | |
|----|---|----------------|
| 2. | MINUTES OF THE SUB-COMMITTEE'S MEETING HELD ON 12 SEPTEMBER 2018 | 23 - 30 |
| 3. | DECLARATIONS OF INTEREST | |
| 4. | QUESTIONS FROM COUNCILLORS | |

CIVIC OFFICES EMERGENCY EVACUATION: If an alarm sounds, leave by the nearest fire exit quickly and calmly and assemble on the corner of Bridge Street and Fobney Street. You will be advised when it is safe to re-enter the building.

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. WAITING RESTRICTIONS REVIEW UPDATE - 2018A DOVEDALE CLOSE CAVERSHA M; THAMES 31 - 36

A report providing the Sub-Committee with an update on the proposal relating to Dovedale Close/The Mount.

7. RESIDENT PERMIT PARKING: PROPOSAL FOR STATUTORY CONSULTATION (THE WILLOWS AND ST STEPHENS CLOSE) CAVERSHA M 37 - 42

A report recommending that a statutory consultation be conducted on an element of the Lower Caversham area Resident Permit Parking scheme relating to The Willows and St Stephens Close.

8. RESIDENTS PARKING SCHEME - UPDATE REPORT BOROUGH WIDE 43 - 50

A report advising the Sub-Committee on the update to the online application process that has been available to residents for almost a year.

9. MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE BOROUGH WIDE 51 - 64

A report informing the Sub-Committee of the current status of major transport and highways projects in Reading.

10. CAR PARKS BOROUGH WIDE 65 - 68

A report informing the Sub-committee of the transfer of the management of the Council's public car parks back in-house.

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”

11. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS 69 - 180

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

DATE AND TIME OF NEXT MEETING:

Thursday 10 January 2019

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.

Motorcycles within Local Transport Plans

Presented by Reading Motorcycle
Action Group



Traffic Management Sub-Committee Meeting
1 November 2018

“Reading is unlikely to be able to meet the identified transport, growth and air quality challenges without additional methods of managing traffic growth.” T.Page

.....*We agree with you*





We also feel strongly that motorcycles are part of the solution.

- There is a great deal of published evidence for the benefits of motorcycles in terms of reducing congestion, reducing emissions (including particulates) and improving safety



- This is a short presentation with insufficient time to cover every subject in enough detail and provide hard statistics, but I am happy to present on specifics at a later date if requested

COMMUTING BY MOTORCYCLE: IMPACT ANALYSIS

Final report commissioned by:
Febiac vzw
Woluwedal 46, box 6
1200 BRUSSELS
21 September 2011

 **TRANSPORT & MOBILITY
LEUVEN**
Your link to integrated analyses /
TRANSPORT & MOBILITY LEUVEN
DEBATAARHUIS 57
3010 KESSEL-LO (LEUVEN)
BELGIUM
+32 (0) 31 77 30
<http://www.tmleuven.be>

Report number:
10.6P
Author:
L. T'peman (TMI)

Research shows that if
motorcycles and scooters are
accepted as a legitimate
transport mode...

The Belgian 2011 study, "Commuting By Motorcycle: Impact Analysis" was completed by Transport and Mobility Leuven. The full report can be found at:
http://www.tmleuven.be/project/motorcyclesandcommuting/20110921_Motorfietsen_eindrapport_Eng.pdf

and fully integrated into
transport policy

Realising the Motorcycling Opportunity

A Motorcycle Safety and Transport
Policy Framework



Third edition (October 2016)





ALL road users
will benefit

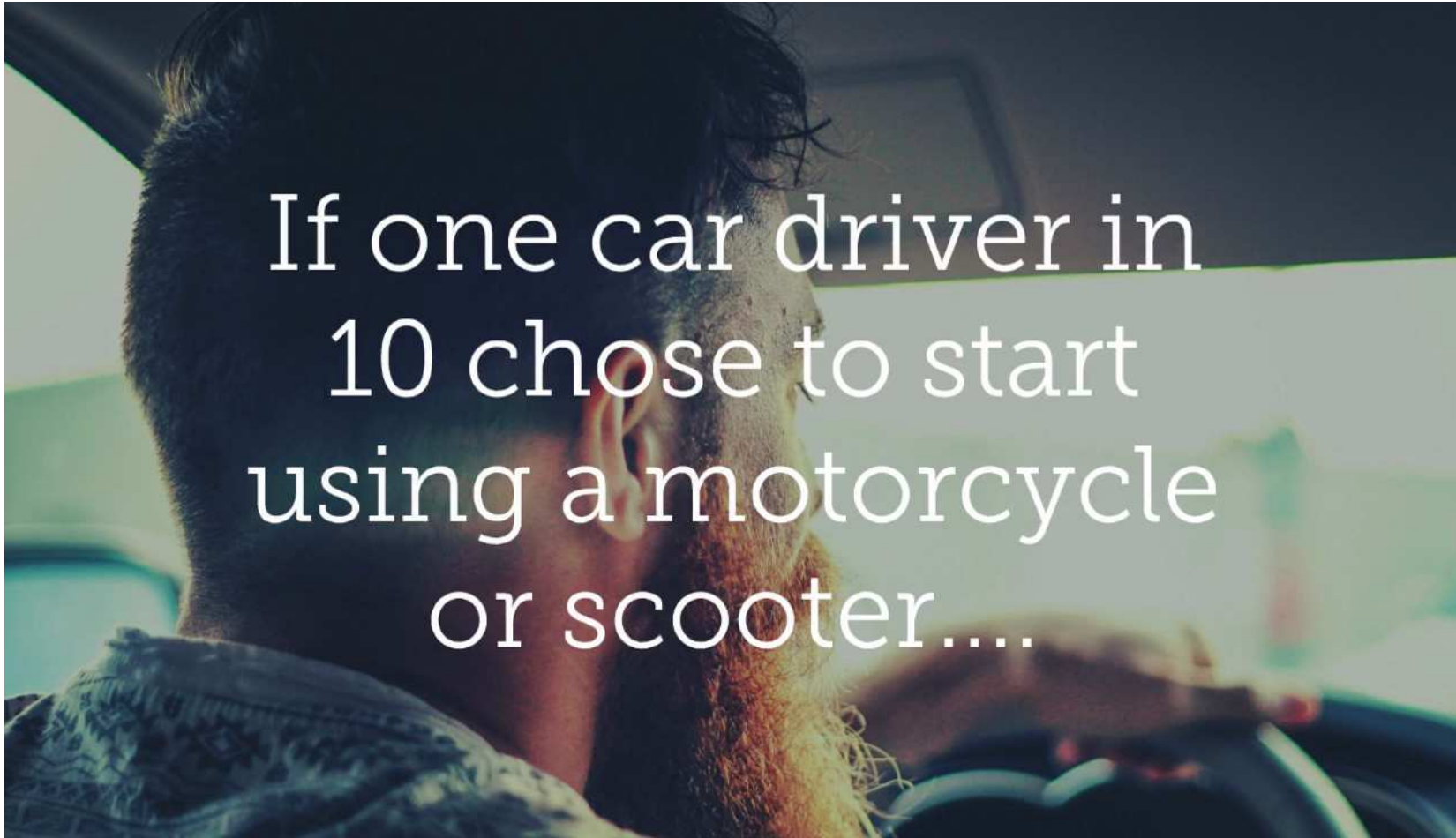


Image taken from travel Reading live. Shows Queens Road approximately 4 pm on Wednesday 31 October 2018
www.reading-travelinfo.co.uk/live-traffic-cameras.aspx



Research has shown that congestion is reduced by 40% and overall emissions reduced by 6%

Realising the Motorcycling Opportunity

A Motorcycle Safety and Transport Policy Framework

“Motorcycle and Scooters, sometimes known as Powered Two Wheelers (PTWs), can make a significant contribution to addressing the nation’s transport and traffic problems, offering real benefits in terms of reduced congestion, improved air quality and an affordable transport solution for those who could not otherwise be able to travel for work or study.”

Produced by Motorcycle Industry Association, National Police Chiefs’ Council and Highways England

- 10% change in urban journeys sounds unbelievable. However,...
- 3.8% of registered vehicles in the Reading Area are PTW
- Currently only about 1% of journeys are made by PTW nationally in the UK
- *current number in Reading not measured and so unknown*
- **Scope to easily increase by making their use more attractive**

- PTW and bicycles act in similar ways to reduce congestion and pollution but over different journey distances
- Neither needs to individually meet target numbers for overall benefit as they both contribute
- PTW journeys should be encouraged in the same way as cycling currently is

The National Police Chiefs' Council and Highways England advocate:

A combined approach to travel on foot, by bicycle, by PTW, and by public transport.

Only achievable by including PTW's in planning from the outset.

The current review of the Local Transport Plan is a golden opportunity.

Review of Existing Local Transport Plan

- DEFRA Clean Air Zone Framework applies
 - Does not have to be chargeable
 - PTW's not automatically included
- Birmingham already include motorcycles within their planning. They have just published their CAZ and, although they are introducing charging, PTW's are free

Benefits as Numbers Increase

Strong evidence from multiple sources that as the number of motorcycles increases:

- Congestion decreases
- Accident rate goes down
- When sharing bus lanes with cyclists, the accident rate for cyclists also goes down as the number of motorcycles increases (TfL). This is counterintuitive but true

Current Issues

- PTW not currently included in any local transport plan
- Some recent works have even harmed the current position because PTW's were forgotten
- Potential benefits cannot be realised without this inclusion

Take Home Message

Motorcycles in the transport plan - helping you as a council meet your targets:

- Air quality
- Congestion
- Accident reduction

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Present: Councillor Ayub (Chair)
 Councillors Debs Absolom, Barnett-Ward, Hacker, Hopper, McGonigle, Page, R Singh, Stanford-Beale and Terry.

Apologies: Councillors Ennis and Jones.

13. FORMER TRANSPORT USERS’ FORUM - CONSULTATIVE ITEM

(1) Questions

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

Questioner	Subject
Janet Allen	Changes to the Parking in the Hospital and University Areas: Re-advertisement
Janet Allen	Parking Restrictions on Morgan Road
Janet Allen	Changes to Parking in the Hospital and University Areas: Morgan Road
Adam Hewitt	Zebra Crossings
Adam Hewitt	20mph Speed Signage on Allcroft Road

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

(2) Presentation - National Highways and Transport Satisfaction Survey 2018 Results

Simon Beasley, Network and Parking Services Manager, gave a presentation on the National Highways and Transport Network Survey Report 2018 for Reading. He explained that the survey response rate had been over 20% and that the results had been benchmarked against the national picture and against Reading’s results from the 2016 survey. Overall satisfaction had been recorded at 55%, which was around the national average. The presentation covered the results from the survey in terms of satisfaction by the themes of accessibility, public transport, walking and cycling, traffic congestion, road safety and highway maintenance.

In terms of national trends there had been a big shift to rail use with a 44% increase over the previous ten years, changes in technology and the way people worked, for example the increase in the numbers of people working from home, meant that there were more people on the roads during the day, there had been an increase in the age of people travelling and nationally journeys by bus had decreased by 11% since 2010.

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

Resolved - That the presentation be noted.

14. MINUTES

The Minutes of the meeting of 13 June 2018 were confirmed as a correct record and signed by the Chair.

15. QUESTIONS FROM COUNCILLORS

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

Questioner	Subject
Councillor McGonigle	Parking in the Wokingham Road Area

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

16. WAITING RESTRICTION REVIEW PROGRAMME

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received during statutory consultation for the agreed proposals that formed the 2018A Waiting Restrictions Review Programme. The report also provided the Sub-Committee with the list of new requests for potential inclusion in the 2018B programme.

The following appendices were attached to the report:

Appendix 1 - Objections, support and other comments that had been received during statutory consultation for the 2018A programme.

Appendix 2 - New requests for consideration in the 2018B programme.

At the invitation of the Chair Councillor White and Frances Passey addressed the Sub-Committee on Cumberland Road proposal which was part of the 2018A Waiting Restriction Review Programme.

Resolved -

- (1) That the report be noted;
- (2) That the objections noted in Appendix 1 with the appropriate recommendation to either: implement, amend or reject the proposals be noted;
- (3) That the following proposals made under the waiting restriction review 2018A, as set out in Appendix 1, be implemented, amended or removed from the programme as follows:
 - Fobney Street - Implement as advertised;
 - Marsack Street/South view Avenue - Implement as advertised subject to the yellow lines being installed at the same time as the residents parking scheme;
 - Milman Road - Remove from the programme;

- Cumberland Road - Remove from the programme;
 - Galsworthy Drive - Implement as advertised;
 - Lowfield Road - Implement as advertised;
 - Hexham Road - Retain double-yellow-lines around the junction and remove the remainder of the scheme;
 - The Mount - Implement as advertised;
 - Dovedale Close/The Mount - Defer to the next meeting;
 - St Peter's Avenue/Wychotes - Implement as advertised;
 - Thicket Road/Bramble Crescent - Implement as advertised;
 - Dunsfold Road - Implement as advertised;
 - Bromley Walk/Elvaston Way - Implement as advertised;
- (4) That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals;
- (5) That the objectors be informed of the decision of the Sub-Committee accordingly;
- (6) That the officer recommendations, following investigations of the new requests, be shared with Ward Councillors, providing opportunity for their comments to be included in the next report to the Sub-Committee;
- (7) That should funding permit, a further report be submitted to the Sub-Committee requesting approval to conduct the Statutory Consultation on the recommended schemes for the 2018B subject to the following amendments to the programme:
- Lawrence Road (Norcot Ward) - Remove from the programme;
 - Newtown Area (Park Ward) - Include in the Resident Permit Parking Review List;
 - Evesham Road (Peppard Ward) - Defer.

17. RESIDENT PERMIT PARKING

The Director of Environment and Neighbourhood Services submitted a report that provided the Sub-Committee with an update on the list of requests for Resident Permit Parking.

The report also provided an update on the development of proposals for the Lower Caversham area, Harrow Court and the East Reading Study area schemes, with a recommendation to progress the Harrow Court and East Reading Study proposals to statutory consultation.

The following appendices were attached to the report:

Appendix 1 - Updated list of requests for Resident Permit Parking.

Appendix 2 - Recommended scheme for Harrow Court.

Appendix 3 - Recommended scheme for the East Reading Study area.

At the invitation of the Chair Councillor White addressed the Sub-Committee on the East Reading Study area scheme.

The Sub-Committee discussed the report and Councillor McGonigle suggested that Order 1 in respect of the East Reading Study area scheme should include Pitcroft Avenue, Grange Avenue, St Edward's Road and Bishop's Road. Councillor McGonigle moved an amendment, which was seconded by Councillor Hopper and carried and set out in resolution (5) below.

Resolved -

- (1) That the report be noted;
- (2) That the scheme for Harrow Court, as set out in Appendix 2 attached to the report, proceed to the statutory consultation stage;
- (3) That the scheme for the East Reading Study Area, as set out in Appendix 3, proceed to statutory consultation, as set out in paragraph 4.14 of the report;
- (4) That the officer recommendations, as set out in paragraph 4.17 of the report, splitting the scheme into two consultations, be agreed, subject to the inclusion of Pitcroft Avenue, Grange Avenue, St Edward's Road and Bishop's Road in Order 1;
- (5) That the Head of Legal and Democratic Services be authorised to carry out the statutory consultations and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996;
- (6) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;
- (7) That any objections received following the statutory advertisement be submitted to a future meeting;
- (8) That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;
- (9) That no public enquiry be held into the proposals.

18. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of requests for new traffic management measures that had been raised by members of the public, other organisations/representatives and Councillors. These were measures that had either been previously reported, or those that would not typically be addressed in other programmes, where funding was yet to be identified.

Appendix 1 of the report provided a list of schemes and proposals together with officer comments.

At the invitation of the Chair Els De Met addressed the Sub-Committee on the request to install a pedestrian crossing on Upper Redlands Road.

The Sub-Committee discussed the report and agreed to consider the traffic management measures at a future meeting when the results of the Community Infrastructure Levy consultation were known.

Resolved -

- (1) That the report be noted;
- (2) That the schemes set out in Appendix 1, attached to the report, be considered at a future meeting once the results of the Community Infrastructure Levy consultation were known.

19. NETWORK RAIL PROPOSED WESTERN LINK TO HEATHROW CONSULTATION RESPONSE

The Director of Environment and Neighbourhood Services submitted a report that set out the Council's response to the Network Rail consultation on the 'Proposed Western Rail Link to Heathrow' that sought to improve accessibility to Heathrow Airport based on exiting airport capacity. The Council's response to the consultation was attached to the report at Appendix A.

The report stated that Network Rail had carried out statutory public consultation on the proposed Western Rail Link to Heathrow, which formed part of the Railway Upgrade Plan, between 11 May and 22 June 2018. The proposed link between the Great Western Mainline and Heathrow Airport, which would commence between Langley and Iver via a 5 km tunnel and merge with existing railway lines at Heathrow Terminal 5, was anticipated to generate the following benefits:

- Reduce rail journey times between Reading and Heathrow;
- Significantly improved rail connectivity to Heathrow from the Thames Valley, South Coast, South West, South Wales and the West Midlands;
- Provide an alternative form of transport for passengers and people who worked at the airport who currently travelled by road;
- Ease congestion on roads, including the M4, M3 and M25 and lower CO2 emissions;
- Generate economic growth and new jobs across the Thames Valley and surrounding area;
- Reduce passenger congestion at London Paddington.

The Council's response to the consultation strongly supported the proposals for improved rail connectivity to Heathrow and its economic importance to the Thames Valley region.

The report stated that it should be noted that the Network Rail consultation had been based on existing airport capacity. A separate consultation had been carried out by Heathrow on the proposed expansion and airspace principles between 17 January and 28 March 2018. Feedback from the latter consultation was currently being analysed and further consultation was expected to be carried out by Heathrow on more detailed proposals in 2019.

Other surface access improvements were being considered as part of Heathrow expansion in response to the draft Airports National Policy Statement. The Statement set out the requirements for any development consent and Surface Access Strategy to include details of how it would increase the proportion of journeys made to the airport by public

transport, cycling and walking to at least 50% by 2030 and at least 55% by 2040 for passengers.

Resolved - That the Council's response to the consultation, as set out in Appendix A attached to the report, be noted.

20. MAJOR TRANSPORT AND HIGHWAY 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.

The report explained that in relation to the Cow Lane Bridges Highway Works following completion of the Network Rail scheme the Council intended to deliver a series of complementary public transport, walking and cycling enhancements on the Oxford Road corridor. The report recommended that a statutory consultation should be conducted on a proposal to lower the existing speed limit on Richfield Avenue, Cow Lane and Portman Road to 30mph. It was considered that this proposal would improve access/egress to/from side roads and accesses along the corridor and would improve the perception of safety for pedestrians and cyclists using the area.

The report also provided an updated on the Thames Valley Berkshire Growth Deal Schemes and the following unfunded schemes: Reading West Station Upgrade and Third Thames Bridge.

Resolved -

- (1) That the report be noted;**
- (2) That a statutory consultation be conducted on the proposal to reduce the speed limit on Richfield Avenue, Cow Lane and Portman Road to 30mph, as detailed in paragraph 4.5 of the report;**
- (3) That the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996;**
- (4) That, subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;**
- (5) That any objections received following the statutory advertisement be submitted to a future meeting;**
- (6) That no public enquiry be held into the proposals.**

21. 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 10

below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

22. 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 eleven applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to application 3 a third discretionary resident permit be issued, personal to the applicant; if the certificate of lawful use is granted later, the household will be eligible for permits as per the rules;**
- (2) That, with regard to application 5 a third discretionary resident permit be issued, personal to the applicant;**
- (3) That, with regard to applications 1 and 4 a first discretionary resident permit be issued, personal to the applicant;**
- (4) That, with regard to application 8 the decision be upheld to offer the discretionary resident permit at the second permit fee;**
- (5) That application 10, for 4 books of discretionary visitor permits be approved subject to no further visitor permits being issued;**
- (6) That with regard to application 11 a teacher's permit be issued charged at £30;**
- (7) That the Director of Environment and Neighbourhood Services' decision to refuse applications 2, 6, 7 and 9 be upheld.**

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

(The meeting started at 6.30 pm and finished at 8.42 pm).

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Agenda Item 6

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	1 NOVEMBER 2018	AGENDA ITEM:	6
TITLE:	WAITING RESTRICTION REVIEW UPDATE - 2018A DOVEDALE CLOSE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	THAMES, CAVERSHAM
LEAD OFFICER:	PHOEBE CLUTSON KATE DRIVER	TEL:	0118 937 3962 0118 937 3923
JOB TITLE:	NETWORK MANAGEMENT TECHNICIANS	E-MAIL:	phoebe.clutson@reading.gov.uk katherine.driver@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 Following statutory consultation on the proposals that formed the 2018A Waiting Restriction Review programme, the Sub-Committee was asked to consider any objections that were received and agree whether to implement, remove or amend the advertised restriction.
- 1.2 At the September 2018 meeting of the Sub-Committee, concern was raised over a proposal at Dovedale Close/The Mount. The decision for this scheme and, therefore, the programme implementation was deferred following further consideration by Officers of the comments made.
- 1.3 Officers have further reviewed the proposed restriction and the findings are contained in this report. It is recommended that the proposed restriction be implemented as advertised.
- 1.4 Appendix 1 provides a drawing of the advertised restriction.

2. RECOMMENDED ACTION

- 2.1 That the report be noted.

- 2.2 That the Sub-Committee agrees to the implementation of the Dovedale Close/The Mount restriction, as advertised, to complete the agreements for the 2018A programme.
- 2.3 That the Head of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order and no public inquiry be held into the proposals.
- 2.4 That respondents to the statutory consultation be informed of the decision of the Sub-Committee accordingly, following publication of the approved meeting minutes.

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 PROPOSALS

- 4.1 At the September 2018 meeting of the Sub-Committee, concerns were raised regarding the length of carriageway covered by proposals of new double-yellow-lines from Dovedale Close to Albert Road junctions.
- 4.2 It was agreed that a decision on this proposal, which formed part of the 2018A review programme, be deferred so that Officers could consider whether it would be appropriate to create a gap in the yellow line restriction for parking on The Mount.
- 4.3 Officers have reviewed this section of The Mount and consider that the original, recommended proposal remains the recommended proposal for implementation.
- 4.4 Applying the Highway Code rule of no parking within 10m of a junction, there would remain a gap that is insufficiently long to accommodate parking for the majority of vehicles. The removal of parking at this section will also benefit visibility for traffic exiting Dovedale Close and for vehicles approaching the junctions of Clifton Park Road and Albert Road.
- 4.5 It is recommended that the Sub-Committee agrees to implement this restriction as it was advertised during statutory consultation (Appendix 1 provides a drawing of this proposal). This will allow the Traffic Regulation Order for the 2018A programme to be made and the implementation of the programme instructed.

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 has been conducted in accordance with appropriate legislation. Notices were advertised in the local printed newspaper and were erected on lamp columns within the affected area.

6.3 Sealed Traffic Regulation Orders will be advertised in the local printed newspaper prior to implementation of the associated scheme.

6.4 Objectors to statutory consultations will be contacted with the decision of the Sub-Committee, following publication of the agreed meeting minutes.

7. LEGAL IMPLICATIONS

7.1 New and amended Traffic Regulation Orders 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.

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 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics and statutory consultations provide an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

9. FINANCIAL IMPLICATIONS

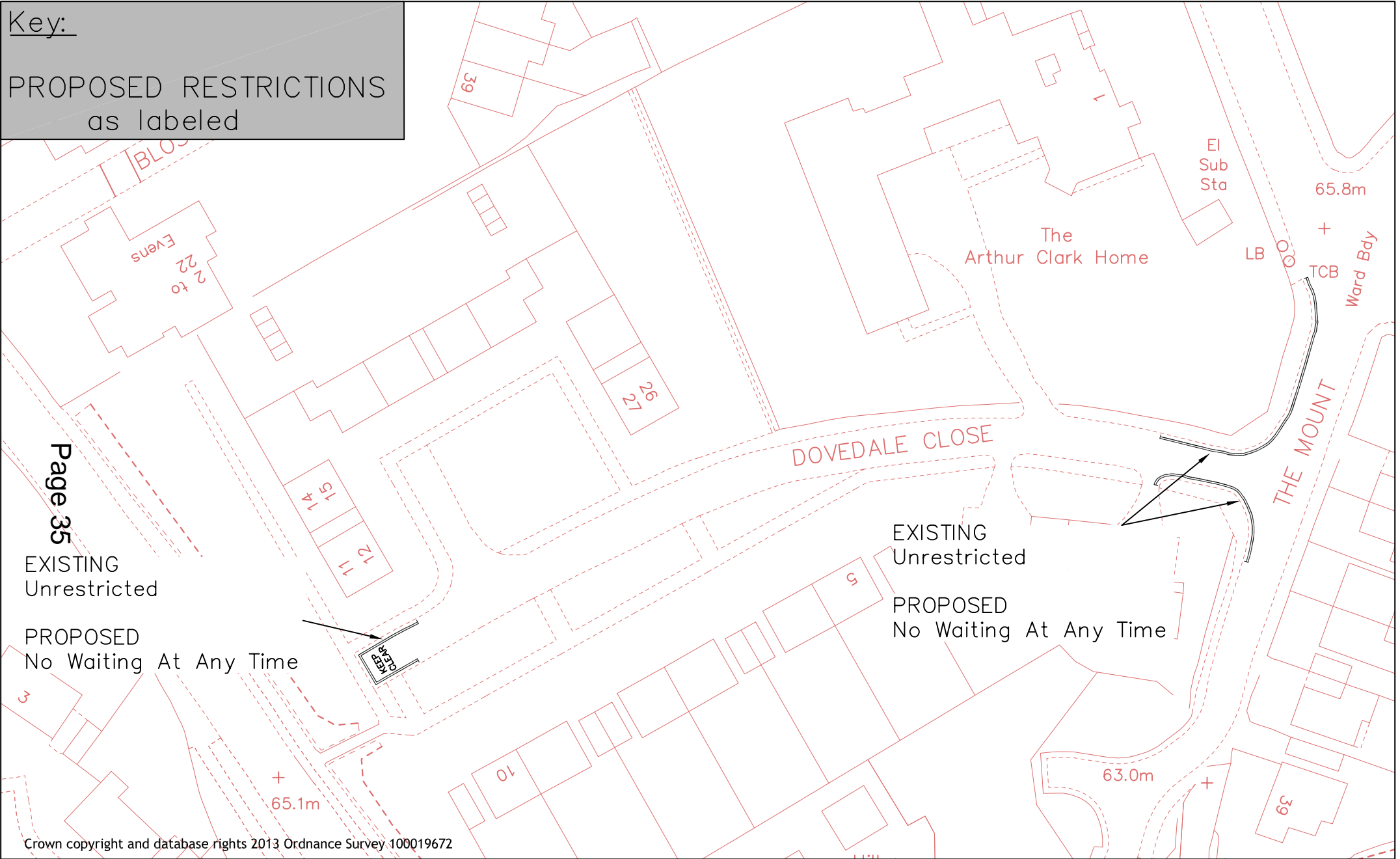
- 9.1 This scheme will be funded from budgets identified for the Waiting Restriction Review programme.

10. BACKGROUND PAPERS

- 10.1 Waiting Restriction Review - Objections to Waiting Restriction Review 2018A (Traffic Management Sub-Committee, September 2018).

Key:

PROPOSED RESTRICTIONS
as labeled



Page 35

EXISTING
Unrestricted

PROPOSED
No Waiting At Any Time

EXISTING
Unrestricted

PROPOSED
No Waiting At Any Time

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Reading
Borough Council
Working better with you

Transport & Streetcare
Civic Offices
Reading
RG1 2LU

Project WAITING RESTRICTION REVIEW 2018A	Scale N.T.S	Drawn KD
	Date MAR 18	Checked JT
Drawing DOVEDALE CLOSE THE MOUNT	Approved JT	
	Drawing No. TH4_Dovedale Close The Mount	

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Agenda Item 7

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	1 NOVEMBER 2018	AGENDA ITEM:	7
TITLE:	RESIDENT PERMIT PARKING: PROPOSAL FOR STATUTORY CONSULTATION (THE WILLOWS & ST STEPHENS CLOSE)		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	CAVERSHAM
LEAD OFFICER:	JAMES PENMAN	TEL:	01189 372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	JAMES.PENMAN@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 Following an informal consultation on the concept designs for a Lower Caversham area Resident Permit Parking (RPP) scheme, which included a well-attended public drop-in session, this report recommends conducting a statutory consultation on an element of the scheme - The Willows and St Stephens Close.
- 1.2 Appendix 1 provides a drawing of the proposed restrictions for The Willows and St Stephens Close.

2. RECOMMENDED ACTION

- 2.1 That the report be noted.
- 2.2 That the scheme in Appendix 1 proceeds to statutory consultation.
- 2.3 That the Head of Legal and Democratic Services be authorised to carry out the statutory consultation and advertise the proposals in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.4 That subject to no objections being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

- 2.5 That any objections received during the statutory consultation be reported to a future meeting of the Sub-Committee.
- 2.6 That the Head of Transportation and Streetcare, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals.
- 2.7 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. BACKGROUND AND PROPOSALS

- 4.1 The Sub-Committee set priorities for scheme development on the list of requests for RPP reported at the March 2017 meeting. The request for St Stephens Close and The Willows was separate to the Lower Caversham area and was set at a lower priority than this area scheme.
- 4.2 Due to the proximity of St Stephens Close and The Willows to the wider Lower Caversham area, it was recommended that we conducted the initial scheme development work (informal consultation and concept design) as a single scheme to expedite the progression of this relatively small scheme.
- 4.3 The dedicated scheme steering group agreed the concept designs for informal consultation and this consultation was conducted over the summer, including a public drop-in.
- 4.4 The feedback from this informal consultation has been reviewed and it is clear that the area scheme requires areas of further consideration. The steering group has agreed that it is now appropriate to separate St Stephens Close and The Willows from the wider area scheme and progress this section while final decisions are being made for the wider area proposals.
- 4.5 Appendix 1 shows the recommended proposal for statutory consultation at The Willows and St Stephens Close and it is proposed that this area be part of the '01R' parking zone.
- 4.6 It is the intension of officers to report any objections to the statutory consultation at the January 2019 meeting of the Sub-Committee.

4.7 It is acknowledged that some informal consultation feedback requested the placement of additional double-yellow-lines within this proposed area restriction. The steering group agreed with the officer recommendation to consider any changes to parking behaviour following the potential implementation of RPP before adding further restrictions. If issues occur, despite those parking in an RPP zone having a vested interest in their local area, these can be addressed in the twice-annual Waiting Restriction Review Programme.

4.8 It is intended that the steering group will be in a position to agree the wider area Lower Caversham RPP statutory consultation proposals for reporting to the January 2019 meeting of the Sub-Committee.

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 Informal consultations have been conducted on the concept scheme designs for the Lower Caversham area, which included St Stephens Close and The Willows. Feedback has been considered by the dedicated Steering Group and the designs evolved as appropriate.

6.2 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.

6.3 Sealed Traffic Regulation Orders will be advertised in the local printed newspaper prior to implementation of the associated scheme.

6.4 Objectors to statutory consultations will be contacted with the decision of the Sub-Committee, following publication of the agreed meeting minutes.

7. LEGAL IMPLICATIONS

7.1 New and amended Traffic Regulation Orders 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.

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 It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics and statutory consultations provide an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

9. FINANCIAL IMPLICATIONS

9.1 Funding will need to be identified prior to the implementation of any scheme.

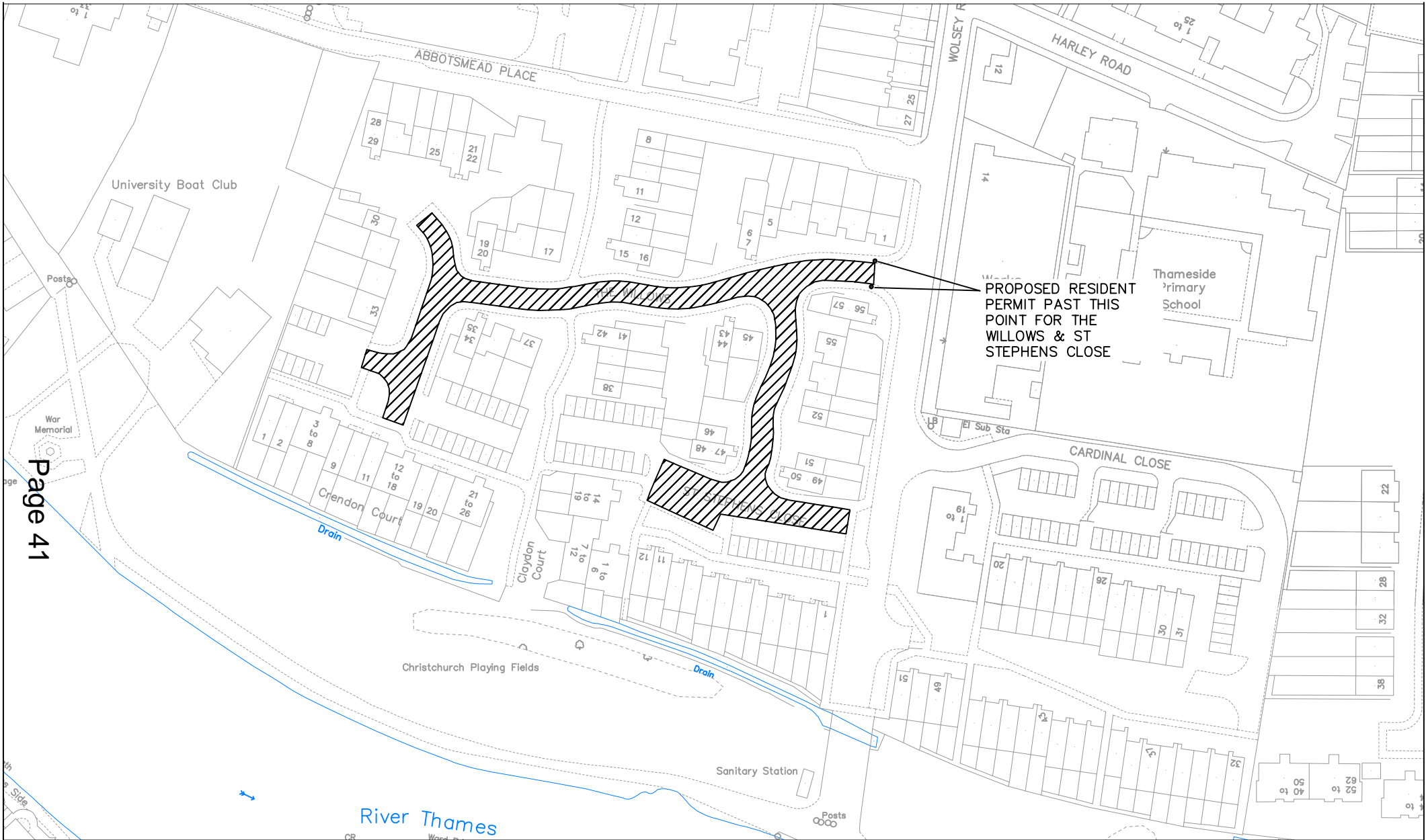
9.2 The cost of implementing a 'permit parking past this point' restriction in this location will be low, as there will be minimal signing and no complimentary lining required.

9.3 There will be a cost element to the back-office permit system setup, permit issue and subsequent enforcement of the restrictions. This cost will be covered by the parking permit charges over time.

10. BACKGROUND PAPERS

10.1 Resident Permit Parking: Scheme development update (Traffic Management Sub-Committee, September 2018).

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



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Borough Council
Working better with you

Transport & Streetcare
Civic Offices
Reading
RG1 2LU

project	RESIDENT PERMIT SCHEME	
drawing	PROPOSED RP - ST STEPHEN CLOSE & THE WILLOW	

CAD Drawing Location:		
scale	drawn JC	checked JP
NTS	approved	
	date APR 2018	
drawing no.		

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	1 NOVEMBER 2018	AGENDA ITEM:	8
TITLE:	RESIDENTS PARKING SCHEME - UPDATE REPORT		
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:	Elizabeth.robertson@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report advises the Sub-Committee on the update to the online application process that has been available to residents for almost a year.
- 1.2 Appendix 1 - Discretionary Permits issued 1 November 2017 to 18 October 2018

2. RECOMMENDED ACTION

- 2.1 That the update on the online application process be noted;
- 2.2 That the Sub-Committee review the options set out in 4.3 in relation to temporary permits and if agreed to authorise the Traffic Regulation Orders to be updated as set out in 7.1.

3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport and Planning policy.

4. THE PROPOSAL

4.1 Background

- 4.1.1 Residents' Permit Parking (RP) was established in Reading over 40 (1976) years ago and the Council provide a permit scheme through its parking services teams within the transport service area.
- 4.1.2 The current RP scheme was approved by the Council's Cabinet in December 2010, this followed a review of the service undertaken in 2009-2010 and reported through Cabinet and scrutiny processes in September 2009, February 2010 and July 2010. A revised scheme was introduced in April 2011.
- 4.1.3 Further amendments to the RP scheme and permit management rules were taken through Cabinet, Full Council and Traffic Management Sub-committee (and formally Traffic Management Advisory Panel) meetings in July 2011, September 2011, June 2012, February 2013, June 2013 and January 2014.
- 4.1.4 A further review of the service was undertaken through the Council's scrutiny process at the meeting in January 2013.
- 4.1.5 The Policy Committee meeting held on the 30th November 2015, agreed to increase the 2nd and 3rd resident permit charges to their current levels of £120 and £240 respectively from the 1st February 2016.
- 4.1.6 At Traffic Management Sub-Committee meeting held on the 14th January 2016 it was agreed to amend the charges for second discretionary permits, 2nd to 4th charity permits and community agency permits to £120 from the 1st February 2016. Other amendments to the permit scheme rules and definitions were also agreed at that time.
- 4.1.7 At Traffic Management Sub-Committee meeting held on the 15th June 2016, it was agreed to set up a Task and Finish Group to review the Parking Permit Scheme.
- 4.1.8 The Task and Finish Group review of the permit scheme was concluded and at Traffic Management Sub-Committee meeting held on the 12th January 2017 it was agreed to recommend a charge for first resident's permits, discretionary first residents permits, Healthcare Professional, Medical Practitioners and Teacher permits. The recommendations were formally agreed at the Policy Committee meeting held on the 16th January 2017.
- 4.1.9 The Committees agreed the first permit charge would be £30 and apply from the 1st April 2017.
- 4.1.10 The Committee agreed to keep Carer permits free and 1st Charity permits free on the 9th March 2017.
- 4.1.11 The Committee agreed some minor changes to the scheme on 13th June 2018

4.2 Current Position

4.2.1 Previously there were 52 Residents Parking zones across the Reading Borough but this has been revised to the current 19 Residents Parking Zones.

4.2.2 The 19 Residents Parking zones across the Borough encompass all the areas and residential properties covered by the previous scheme but they now provide more space on-street throughout the larger zones. These changes are in line with previous decisions by Cabinet and reflect the outcome of the survey of all residents within the Residents Parking Scheme.

4.2.3 Online Applications

4.2.4 The Council introduced a new online permit application system from the 1st November 2017. The decision was made for residents to re-submit their proofs as some residents had not had any checks made since 2011.

4.2.5 Between 1st November 2017 and 18th October 2018 the Council has issued the following permits through the online system

- 8,402 Resident Permits Issued (32%)
- 11,641 Visitor Permits (books) (44%)
- 26,244 Grand Total Permits issued

Permit Type	No. Issued	% of Grand Total
Business	22	0.8%
Business Visitor	17	0.06%
Resident	8,402	32%
Resident (Offline)	160	0.61%
Visitor	11,641	44%
Visitor (Offline)	936	3.6%
TOTAL	21,178	84%
GRAND TOTAL	26,244	

4.2.6 A further 5,066 temporary/discretionary permits have been issued, please see Appendix 1 for details.

4.2.7 The split of the Resident and Visitor permits is set out below.

Permit type	Number of permits
1st Resident Permit	6,993
2nd Resident Permit	1,409
Total	8,402
Free Visitor Books	9,978
Charged Visitor Books	1,663
Total Visitor Books	11,641

4.2.8 Resident who are unable to apply online can still apply by post and the following have been processed:

- 160 Resident Permits Issued (1%)
- 936 Visitor Permits (books) (4%)
- 34 Carer permits (0.1%)

4.2.9 The following is a split between online and offline applications

- Online 95%
- Offline 5%

4.2.10 The online system has improved the efficiency of the application process, reducing processing time from 28 days to 7 days for resident and visitor applications.

4.2.11 It can take up to 28 days to review discretionary applications.

4.3 Options Proposed

4.3.1 Temporary Parking Permits

4.3.2 The Committee is asked to consider the use of Temporary parking permits being issued as a download option and/or without the need to display a permit. This will reduce the number of residents attending the Council offices whilst also accepting applications outside of Council opening times

4.3.3 Temporary permits are issued for 8-weeks to resident who have just moved into a property, changed their vehicle or have a temporary change of vehicle.

4.3.4 The current charge is £15 and normally only one temporary permit per resident is issued, as it felt 8-weeks is sufficient time to acquire the correct proofs for a full residents permit.

4.3.5 There are two types of temporary permits available - scratchcards (issued in person) and disc permit (sent from printers).

4.3.6 There were 3,294 temporary permits issued and these can be broken down as:

Permit type	Number of permits	Percentage
Temporary - In Person	2,843	86%
Temporary - Online	397	12%
Temporary - Offline	54	2%

4.3.7 Applications made in person at the Civic Offices are issued as a scratchcard temporary permit for the resident to take away and display in their vehicle for the 8-weeks. Clearly this creates a problem where the Civic Offices are closed (at weekends and bank holidays) and where it is more difficult for a resident to attend.

4.3.8 Where a successful application is made online a disc temporary permit will be posted, this typically takes 5-7 days to reach the resident depending on the post.

4.3.9 Successful applications made offline (sent via post) will be posted a (scratchcard) temporary permit, which takes up to 10 days depending on the processing and post.

4.3.10 Temporary permits that are issued as a download and/or without the need to display anything will provide instant permitted parking which overcomes the current limitations in times of real need by the resident thus giving a positive and flexible experience for residents. With this download option there will need to be an allowed period of parking without displaying anything where residents do not have access to a printer. There needs to be a period long enough to allow a resident without a printer of their own to gain access to such a facility either themselves or from the Council. Therefore, this period needs to be long enough to enable residents to have access to a public printer such as those available in a library.

4.3.11 This eliminates:

- i) Uncertainty and delay with postal applications and processing;
- ii) The issues of delay in physical permits being received in the post (as with online and offline applications);
- iii) Problems with permits falling down/details obscured/incorrect details scratched out.

4.3.12 The new permit technology simplifies the monitoring and enforcement of permits. The enforcement contractor will be instantly aware of the temporary permit avoiding the issue of Penalty Charge Notices (PCNs) where a problem as identified in 4.3.11 occurs.

4.3.13 Conversely all permit data is linked with the back office software system to verify compliance and ensure prompt action is taken against vehicles without a valid permit.

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The Residents Parking Review included a survey of all 12,000 households within the current Residents Parking zones completed in 2010.

6.2 The Council has written to resident permit holders to advise them on the changes to the permit scheme charges (letter issued 10th February 2017).

7. LEGAL IMPLICATIONS

7.1 The Traffic Regulation Orders will need to be updated to allow for download and/or non-display of a permit for a limited period.

8. FINANCIAL IMPLICATIONS

- 8.1 There are none arising directly from this report. However, there are expected to be efficiency savings in reduced attendance at the Civic Centre by those applying for a temporary permit.

9. BACKGROUND PAPERS

- 9.1 September 2009, February 2010, July 2010 and December 2010, July 2011 and June 2012 Cabinet reports. January 2013 Scrutiny Review and February 2013 Full Council reports.
- 9.2 Traffic Management Advisory Panel June 2012
- 9.3 Traffic Management Sub-Committee reports January 2014, January 2016, June 2016, January, March 2017 and June 2018
- 9.4 Policy Committee report 30 November 2015 and 16 January 2017

10. APPENDICES

10.1 Appendix 1 - Discretionary Permits Issued

Permit type	Number of permits	Percentage
Carer Permit	60	0.23%
Carer Permit (Offline)	34	0.13%
Charity/Community Agency	20	0.08%
Chester Street - Traders	12	0.05%
Discretionary (Business)	14	0.05%
Discretionary (Nannies)	2	0.01%
Discretionary (Resident)	325	1.24%
Discretionary (Teachers)	60	0.23%
Foreign Vehicle	2	0.01%
HealthCare Professional Permit	263	1.00%
Landlord (Annual Permit)	8	0.03%
Landlord (Daily)	5	0.02%
Medical Practitioner Permit	40	0.15%
Special Vehicle Access	109	0.42%
Special Vehicle Permit - Daily	19	0.07%
Temporary	3,240	12.35%
Temporary - (Offline)	54	0.21%
Tradesperson (Annual Permit)	85	0.32%
Tradesperson (Daily)	231	0.88%
Visitor Charity/Community	38	0.14%
Visitor Discretionary Business	67	0.26%
Visitor Discretionary Charity	1	0.00%
Visitor Discretionary Resident	377	1.44%
Total Discretionary permits	5,066	

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	1 NOVEMBER 2018	AGENDA ITEM:	9
TITLE:	MAJOR TRANSPORT AND HIGHWAYS PROJECTS - UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICERS:	CRIS BUTLER / CHRIS MADDOCKS	TEL:	0118 937 2068 / 0118 937 4950
JOB TITLE:	ACTING HEAD OF TRANSPORTATION & STREETCARE / ACTING STRATEGIC TRANSPORTATION PROGRAMME MANAGER	E-MAIL:	cris.butler@reading.gov.uk / chris.maddocks@reading.gov.uk

1. EXECUTIVE SUMMARY

1.1 This report provides an update on the current programme of 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, Tilehurst Station and Third Thames Bridge.

1.2 The report also advises of the latest key future programme milestones associated with the schemes.

1.3 Appendix A - NCN 422 Phase 3 Drawings (to follow)

2. RECOMMENDED ACTION

2.1 That the progress on delivery of the programme of major transport schemes as set out within the report be noted.

- 2.2 That the Head of Legal Services be authorised to carry out the Statutory Notice procedures for the intention to make alterations to existing traffic calming features along Wokingham Road as part of the NCN 422 scheme, as set out in Appendix A and in accordance with Section 23 of the Road Traffic Regulation Act 1984. Please note the Statutory Notices will only be undertaken if scheme and spend approval is granted by the Strategic Environment, Planning and Transport Committee for the scheme on 21st November.
- 2.3 That the Sub-Committee notes the nomination of Reading West Station and Tilehurst Station for consideration as part of the Department for Transport's Access for All programme. No local funding contribution has been committed as part of this process. If successful, a further report will be submitted to a future meeting of the Strategic Environment, Planning and Transport Committee to seek scheme and spend approval.

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 this Committee the need to undertake a Compulsory Purchase Order (CPO) process significantly delayed implementation of the scheme. This 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 on-site between the two bridges.
- 4.2 Network Rail undertook 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 was rejected by the Council.

- 4.3 Network Rail appointed a contractor to deliver the scheme and construction works commenced on-site in November 2017. The contractors have encountered significant issues with unforeseen ground conditions, drainage issues and uncharted buried services on the site, resulting in the full opening of the new scheme being delayed by up to six months. The temporary one-way traffic flow under Cow Lane bridge, which was implemented in December 2017, returned to two-way in July 2018 as part of the revised programme. Traffic under the bridge remains under traffic light control until the full works are completed, anticipated to be in early 2019.
- 4.4 During the September 2018 meeting, the Sub-Committee agreed that Officers conduct a statutory consultation on proposals to reduce the speed limit on Richfield Road, Cow Lane and Portman Road to 30mph. The results of this consultation will be reported to a future meeting of the Sub-Committee.
- 4.5 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

- 4.6 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 objective of the scheme is to manage congestion and improve public transport journey times and reliability on the main growth corridor into Reading. The scheme will not reduce existing highway capacity along the A33 as additional capacity for public transport will be provided.
- 4.7 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.
- 4.8 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.

- 4.9 Phases 3 and 4 of the scheme were granted full financial approval by the BLTB in November 2017. The scheme includes the following elements:
- Extension of the inbound bus lane on Bridge Street (Phase 3);
 - Outbound bus lane on London Street (Phase 3);
 - Upgrade of the traffic signals on the Oracle roundabout to a MOVA method of control (Phase 4);
 - Outbound bus lane on the A33 approach to Rose Kiln Lane (Phase 3);
 - Outbound bus lane on the A33 between Rose Kiln Lane and Lindisfarne Way (Kennet Island) (Phase 4);
 - Inbound bus lane on the A33 between Imperial Way and South Oak Way (Phase 3);
 - Inbound bus lane on the A33 between Longwater Avenue and Island Road (Phase 4); and
 - Upgrade of the traffic signals on the Bennet Road gyratory to a MOVA method of control (Phase 4).
- 4.10 Construction of the town centre sections of Phase 3 of the scheme in Bridge Street and London Street commenced in March and has recently been completed. Construction of the elements of Phase 3 on the A33 commenced on-site in August and is progressing well, with completion expected in spring 2019. Design work for the Phase 4 elements of the scheme is on-going.

Green Park Station

- 4.11 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.
- 4.12 The scheme was granted financial approval by the BLTB in November 2014. The funding package 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 additional demand from the significant level of proposed development in the surrounding area.
- 4.13 The concept designs for the station have been produced by Network Rail, and Balfour Beatty has been appointed to undertake the detailed design and construction of the station, which 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 has been completed and enabling works commenced on-site in March 2018, including a fill operation to bring the ground up to the required levels and utility diversions.

- 4.14 Detailed design work for the station is being progressed in partnership with Network Rail and GWR, in parallel with the enabling works for the interchange being undertaken. This includes a requirement to amend the planning consent following the change in scope of the project due to the additional funding secured from the New Stations Fund. The planning and design process is on-going and the indicative programme for delivery of the station has been updated to winter 2019.

TVP Park & Ride and East Reading Mass Rapid Transit

- 4.15 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.
- 4.16 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 with enabling works commenced on-site in summer 2018. The planning consent was varied through a Section 73 application to reflect the latest design for the scheme, which was approved in October 2018.
- 4.17 A consultation for the MRT scheme was undertaken during July 2016, including a public drop-in session at the Waterside Centre, display at the Civic Offices and on the Council's website.
- 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.
- 4.19 A planning application for the MRT was submitted in July 2017 and further public exhibitions took place to raise awareness of the scheme. A number of amendments were made to the scheme to enhance the mitigation measures proposed as a result of feedback received through the planning process. Reading's Planning Applications Committee resolved to grant planning permission for the scheme on 30th March, however Wokingham's Planning Committee refused permission in June 2018. A revised planning application to address the concerns raised by Wokingham's Planning Committee is currently being prepared. A further public consultation on the proposed amendments was undertaken during September and the planning application is due to be submitted shortly.

National Cycle Network Route 422

- 4.20 National Cycle Network (NCN) Route 422 is a proposed cross-Berkshire cycle route between Newbury and Windsor. The route will 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 by the BLTB in November 2015.
- 4.21 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 largely completed in July 2017. Works have commenced on a crossing upgrade on Bath Road, to the east of Circuit Lane, and are expected to be complete in November 2018.
- 4.22 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. Completed works include the installation of two tiger crossings on Duke Street and Yield Hall Place and imprinting key crossing points along Berkeley Avenue. Improved signing through the Oracle is expected to be complete November 2018, along with on-carriageway cycle facilities on Berkeley Avenue and a contraflow cycle facility on Kennet Side.
- 4.23 Design work on the final phase of the NCN programme is currently being finalised and is expected to be reported to SEPT Committee in November 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 include improved pedestrian and cycle crossing facilities, junction treatments, signing and footway widening, including proposed changes to the existing pedestrian crossing on Wokingham Road to the east of St Bartholomews Road. Further details are provided in Appendix A.

Unfunded Schemes

Reading West Station Upgrade

- 4.24 The Council has been working with Great Western Railway and Network Rail to produce a Masterplan for 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. It also includes 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.

- 4.25 Delivery of the scheme is split into two distinct phases, with Network Rail currently implementing Phase 1 as part of their wider programme of works for electrification of the line between Southcote Junction and Newbury. These works include provision of a stepped access from the town centre side of the Oxford Road to the outbound platform (for services towards Basingstoke), and removal of the existing footbridge within the station. The second phase of works is currently unfunded, however the Council will continue to explore potential funding sources for the scheme alongside Network Rail and GWR.
- 4.26 In September the Council nominated the station for consideration for funding from the Access for All programme, administered by the DfT and Network Rail. If funding is secured, this would be focused on accessibility enhancements at the station as part of the wider Masterplan vision. No local funding has been committed as part of this process and the Committee will be kept updated on progress with this funding opportunity.

Tilehurst Station

- 4.27 In addition to Reading West Station, the Council has nominated Tilehurst Station for consideration for funding from the Access for All programme, with the objective of providing lifts at the station. Again no local funding has been committed as part of this process and the Committee will be kept updated on progress.

Third Thames Bridge

- 4.28 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 to help relieve traffic congestion north of the river and in the town centre. A working 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.
- 4.29 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/>
- 4.30 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. In the interim, the working group is developing

options for a high-level feasibility study to consider the buildability, outline costs and programme for the proposed crossing, and mitigation measures on the existing road network.

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.
- 6.2 Statutory consultation will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area.
- 6.3 Objectors to statutory consultations will be contacted with the decision of the Sub-Committee, following publication of the agreed 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.

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 All funded schemes are included in the Council's Capital Programme.

9.2 For the NCN scheme, there will be a relatively low cost in order to advertise the statutory consultation in printed newspapers. Funding for this will be identified from within existing Transport budgets for the scheme.

10. BACKGROUND PAPERS

10.1 Major Transport Scheme Update reports to Strategic, Environment, Planning and Transport Committee and Traffic Management Sub-Committee, from 2015 onwards.

APPENDIX A - NCN 422 PHASE 3 SCHEME DRAWINGS

(To follow)

Notes

- All dimensions are in metres unless otherwise stated.
- This drawing should be read in conjunction with all other relevant engineering details, drawings & specifications.
- Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
- All works are to be in accordance with Reading Borough Council specifications and standard details.
- Contractor to establish all utility and drainage locations and coordinate safe working procedures before any excavation works take place.
- Where applicable, existing manhole covers and utility covers are to be adjusted to new surfacing levels before the final surfacing takes place.
- The works shall be programmed to ensure a clear footway is available for pedestrians throughout the works on or another side of the carriageway.
- All traffic management arrangements to be carried out in accordance with Traffic Signs Manual Chapter 8.
- All setting out on site to be agreed with Engineer.
- Diagram numbers refer to "Traffic Signs Regulations and General Directions 2016".
- Mounting heights of all signs to be:
 - footway 2.1m
 - cycleways 2.4m
 - verges and non-pedestrian areas as directed by the Engineer (normally) 1.8m.
 If above mounting heights are not achievable due to practical reasons on site, contact the Engineer for further clarification.
- All signs and street furniture to have a minimal lateral clearance of 450mm from all kerb faces.
- All non-illuminated signs and supplementary plates to be retroreflective class RA2 material.

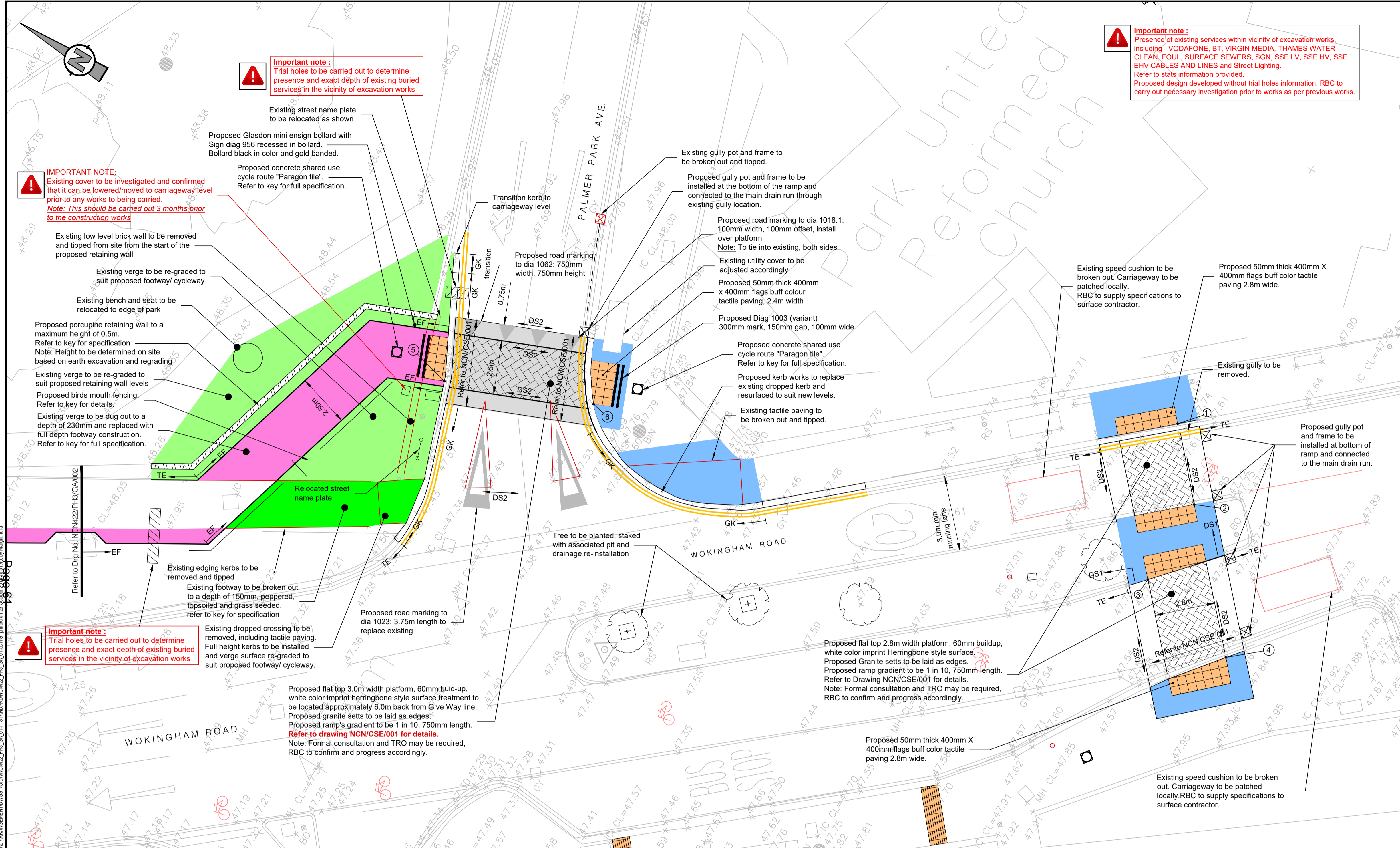
Key

- Items to be removed / broken out and tipped
- Proposed full height kerb, refer to RBC standard detail SD/1101
- Proposed dropped kerb, refer to RBC standard detail SD/1101
- Tie into existing kerb line
- Proposed precast concrete edging kerbs, refer to RBC standard detail SD/1101
- Proposed flush granite sett kerb, refer to RBC standard detail SD/1101
- Proposed flush granite sett kerb, refer to RBC standard detail SD/1101
- Proposed granite kerb at 125mm height, refer to RBC standard detail SD/1101
- Proposed dropped granite kerb, refer to RBC standard detail SD/1101
- Existing footway construction to be broken out to a depth of 20mm (up to 80mm if required) and shall be prepared for an in-lay. Proposed footway construction shall be:
 - 20mm of 6mm size dense asphalt concrete
 - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
 Refer to RBC standard detail SD/1105
- Existing surface to be dug out to a depth of 230mm or topped up on existing carriageway surface. Proposed footway construction shall be:
 - 20mm of 6mm size dense asphalt concrete
 - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
 - 150mm of Type 1 sub-base material.
 Refer to RBC standard detail SD/1105
 Note: Standard geotextile to be laid underneath footway construction, Terram T1000 or similar where new construction was previously verge
- Road marking to TSRGD specification (yellow screed)
- Road marking to TSRGD specification (white screed)
- Precast concrete tactile flag (blister paving) 50mm thick 400mm x 400mm buff colour and shall comply with BS 7263-3:2001
- Proposed corduroy hazard paving 400mm x 400mm, modules with raised ribs to 800mm width. (e.g. two depth)
- Proposed bird's mouth fencing, refer to Standard Detail NCN422/SD/002
- Concrete shared use cycle route "Paragon" tile (450 x 450mm), refer to standard detail NCN422/SD/001. Tile to be located centrally on the footway/cycleway and not across vehicular accesses.
- Proposed gully, gully frame and pot connected via 150mm diameter drainage pipe, refer to RBC Standard Detail 15975/SD504.
- Proposed white colour Herringbone pattern imprint surface treatment to the following specifications: Ennis-Flint "DuraTherm" preformed thermoplastic material inlaid into imprinted asphalt laid to supplier's specifications.
- Proposed porcupine retaining wall to a maximum height of 0.5m. Retaining wall to be laid as per manufacturer's instructions with block dimensions at 330mm wide x 200mm length x 150mm height. Contact details: Armortec, Quarryfields, Ruthin, Denbighshire UK, LL15 2UG T: 01824 709102 info@armortec.co.uk / www.armortec.co.uk
- Proposed area to be dug out/broken out to a depth 150mm, peppered and backfilled with topsoil to original depth, re-graded to suit proposed levels and grass seeded

Important note:
 Presence of existing services within vicinity of excavation works, including - VODAFONE, BT, VIRGIN MEDIA, THAMES WATER - CLEAN, FOUL, SURFACE SEWERS, SGN, SSE LV, SSE HV, SSE EHV CABLES AND LINES and Street Lighting. Refer to slats information provided.
 Proposed design developed without trial holes information. RBC to carry out necessary investigation prior to works as per previous works.

Important note:
 Trial holes to be carried out to determine presence and exact depth of existing buried services in the vicinity of excavation works

IMPORTANT NOTE:
 Existing cover to be investigated and confirmed that it can be lowered/moved to carriageway level prior to any works to be carried.
 Note: This should be carried out 3 months prior to the construction works



Setting out table

Setting out point	Easting	Northing
1	473866.751	172819.027
2	473863.988	172816.398
3	473903.107	172773.228
4	473905.017	172771.066
5	473850.448	172848.840
6	473853.205	172842.420

Proposed Belisha Beacon (NCN422/PH3/GA/022)
 Beacon:
 LED Zebrite beacon
 Supplier: Zebrite Ltd
 Address: Unit 9, Mill House Farm, Billingford Road, North Elmham, Norfolk, NR20 5HN
 Tel. 0845 003 7361
 Belisha beacon post:
 Signature CDM Zebrasafe - ZEB4-CDM 4 Band - assembly post 3.7m OAL (600pd)
 Supplier: Signature
 Address: Hainge Road, Tividale, Oldbury, West Midlands. B69 2NY
 Tel. 0121 5570234

File name: A:\7003300\70043897 - WOKINGHAM PHASE 3 HIGHWAYS TRANSFER\70028224\01 DRAWINGS\AUTOCAD\GA GENERAL ARRANGEMENTS\WOKINGHAM PHASE 3 GA_014 - STANDARD\NCN422 PH3 GA_002.dwg
 Page 61
 Date: 20/10/2018 10:51:40 AM
 User: J.Morgan

REV	DATE	BY	DESCRIPTION	CHK	APP
D	01/10/2018	IM	CHANGES FOLLOWING RSA & CLIENT COMMENTS	SG	EH
C	10/08/2018	SB	DETAILED DESIGN INFORMATION ADDED	RMB	EH
B	31/01/2018	IM	PALMER PARK AVENUE RAMPED PLATFORM REDUCED FROM 3.0M TO 2.5M WIDTH. CENTRAL ISLAND ON WOKINGHAM ROAD, WIDTH REDUCED TO 2.5M. KERB LINE ADJUSTMENTS AND REMOVAL OF GRANITE SETTS	RA	EH
A	31/10/2017	IM	FIRST ISSUE	RA	EH

DRAWING STATUS:
S4 - FOR CONSTRUCTION APPROVAL

wsp

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 Basingstoke
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 wsp.com

CLIENT: **READING BOROUGH COUNCIL**

ARCHITECT:

PROJECT: **NCN CYCLE ROUTE IMPROVEMENT**

TITLE: **PHASE 3 WOKINGHAM ROAD/ PALMER PARK AVENUE**

SCALE @ A1: 1:200

CHECKED: RMB

APPROVED: EH

PROJECT No: 70028224

DESIGNED: TRA

DRAWN: SB

DATE: October 18

DRAWING No: **NCN422_PH3_GA_014**

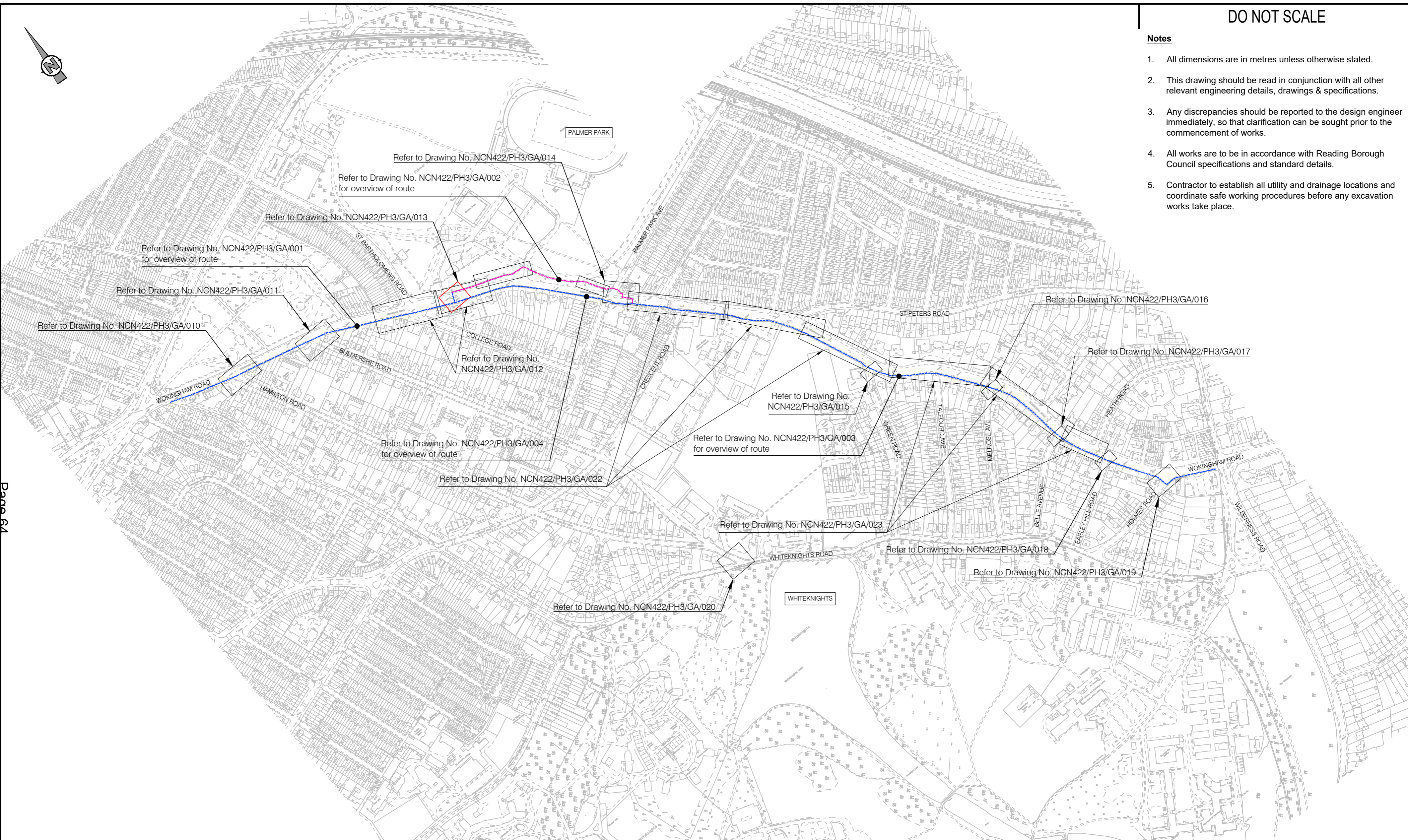
REV: **D**

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DO NOT SCALE

Notes

1. All dimensions are in metres unless otherwise stated.
2. This drawing should be read in conjunction with all other relevant engineering details, drawings & specifications.
3. Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
4. All works are to be in accordance with Reading Borough Council specifications and standard details.
5. Contractor to establish all utility and drainage locations and coordinate safe working procedures before any excavation works take place.



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Page 64

REV	DATE	BY	DESCRIPTION	CHK	APP
C	01/10/2018	IM	DRAWING NO. GA/021 REPLACED BY GA/022 & GA/023	RP	EH
B	23/11/2017	IM	ADDITIONAL DRAWING REFERENCES ADDED	RA	EH
A	20/10/2017	IM	FIRST ISSUE	RA	EH

S4 - FOR CONSTRUCTION APPROVAL

Place & Neighbourhood Services
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 G40 1WL, UK



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 wsp.com

CLIENT: READING BOROUGH COUNCIL
ARCHITECT:

PROJECT: NCN CYCLE ROUTE IMPROVEMENT
TITLE: PHASE 3 WOKINGHAM ROAD - LOCATION PLAN

SCALE @ A2: NTS	CHECKED: RB	APPROVED: EH
PROJECT No: 70028224	DESIGNED: TRA	DRAWN: IM
DRAWING No: NCN422_PH3_LOC_001_C		DATE: August 18
© WSP UK Ltd		REV: C

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	1 NOVEMBER 2018	AGENDA ITEM:	10
TITLE:	CAR PARKS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	BOROUGHWIDE
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 937 2228
JOB TITLE:	NETWORK & PARKING MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to inform the Sub-Committee of the transfer of the management of the Council's public car parks back in-house. Our car parks had been managed by a commercial operator, under a 15 year contract, for the past 11 years. As a result of a contract review, savings in the region of £1.8M over the remaining term of the contract (4 years) had been identified by ending the contract early.
- 1.2 A voluntary termination clause within the contract was activated on 3rd July 2018 starting a 3-month handover period. This is now complete with the car parks being handed back at 00.02 on 4 October 2018.
- 1.3 The expected savings are based on do nothing scenario and by continuing to manage the car parks as the commercial partner did previously. However, there are opportunities to improve the business further through invest to save opportunities. These opportunities will not be achieved instantly and will be developed over the next few years. But with the car parks under Council management these opportunities will be realised sooner than they would otherwise have been with the commercial management partner in place.

2. RECOMMENDED ACTION

- 2.1 That the report be noted.

3. POLICY CONTEXT

- 3.1 The management contract was let in 2007 to resolve a number of issues that the Council had at the time in relation to the management of our car parks. The contract was front loaded with a capital investment programme for the first 3-years. This arrangement resulted in a number of improved surfaces with marked spaces, water proofing of Broad Street Mall car park and the introduction of pay on-foot in Broad Street Mall and Queens Road car parks with pay & display within the surface level car parks.
- 3.2 There is no policy or other legal requirement to out-source the management of council owned car parks. Most local authorities now manage their car parks in-house without the need to pay for external management services. Thus savings are achievable through the use of other council services in managing and maintaining the car parks (for example, cleaning services).

4. BACKGROUND, PROPOSALS AND RECOMMENDATIONS

- 4.1 The management contract was let in June 2007 for a 15 year contracted term. Therefore, the contract was expected to naturally terminate in June 2022.
- 4.2 The contract was a management only service with the Council retaining all the responsibility for the assets and capital expenditure. Whilst the commencement of the contract included initial capital investment there had been no further investment since. It has been recognised that some of our car parks are in need of investment to better compete in a healthy competitive market. With only 4-years left of the contract there is no desire by either party to make any further investment in the car parks. Continuation of the contract will only generate the need for a larger capital investment in 4-years.
- 4.3 Voluntary termination of the contract offers an opportunity to revisit the current service and generate additional income for the Council. For example, investing in automatic number plate recognition provides increased security, pre-booking and account based (cashless) payment systems. By improving the attractiveness of our car parks business will also increase thus increasing car parking revenue.
- 4.4 TUPE is applicable in respect of staff at the point of termination and seven of the contracted management/operational team have joined the Council. Consequently the handover on 4th October 2018 was relatively trouble free with few minor issues needing to be resolved. Within two weeks of handback all customer facing services are fully integrated and operating as we would want. Therefore, the in-house team are now focusing their attention on future growth opportunities.

4.5 Short term opportunities

By bringing the management of the car parks back in-house we would not want to change the tariff as previously put forward at the June meeting of this Sub-committee. Under the management contract tariff increases were put forward by the contractor with very little input or control by the Council. We now seek alternative opportunities to offer better customer value within the current tariff band rather than increase car parking prices. One idea, for example, is to explore an off-peak tariff that encourages visits to the town centre during quieter periods of the day/week. This may be particularly attractive at Christmas when roads can be so much busier during the peaks with extra shopping traffic. Another tariff opportunity may also include differing payment bands based on the environmental impact of the vehicle.

4.6 Longer term opportunities

With advancement in solar technology there is likely to be a number of opportunities in generating solar power for the Council and its customers. With the increasing use of electric vehicles we lack charging points within our car parks. Solar power may offer vehicle charging opportunities alongside reduced energy bills for the car parks themselves. There is also a desire to invest in Cattle Market car park to offer a higher quality product to meet the demand in commuter travel once the Elizabeth line opens.

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

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Communicating the change in management to customers and the business community has taken place. Any changes in tariffs will be done so by public notice as required by legislation.

7. LEGAL IMPLICATIONS

7.1 Voluntary termination was allowed within the contract without default on the part of the provider.

7.2 TUPE has applied to staff previously employed by the contractor.

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 in-house management of the car parks will have a direct impact on any groups with protected characteristics.

9. FINANCIAL IMPLICATIONS

9.1 Post termination by running a like-for-like service in-house for the next 4-years is expected to generate in the region of £1.8M additional revenue for the Council.

10. BACKGROUND PAPERS

10.1 None

By virtue of paragraph(s) 1, 2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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