

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 9 JANUARY 2020

Present: Councillor Ayub (Chair);

Councillors Debs Absolom (Vice-Chair), David Absolom, Barnett-Ward, Carnell, Duveen, Ennis, Hacker, Page, Stanford-Beale, Terry and Whitham

35. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of 14 November 2019 were confirmed as a correct record and signed by the Chair.

36. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS

Questions on the following matters were submitted, and answered by the Lead Councillor for Strategic Environment Planning and Transport on behalf of the Chair:

Questioner	Subject
Councillor Duveen	Road Maintenance Programme
Councillor Whitham	School Streets Update

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

37. PETITIONS

(a) Petitions in respect of De Beauvoir Road and Wrenfield Drive

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt of two petitions asking the Council:

- To change the parking restrictions on De Beauvoir Road, Reading, to '13R permits only';
- For a double yellow line to be installed between 18 and 45 Wrenfield Drive, Caversham.

Petition in respect of De Beauvoir Road

The report explained that the petition had been received by the Council on 30 December 2019 and contained 35 signatories. The lead petitioner had provided the following background information to the petition:

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'Currently the parking restrictions on De Beauvoir Road are '13R permits only or 2 hours free parking, with no return within 2 hours.' Due to reasons listed below, the parking restrictions on De Beauvoir Road are no longer fit for purpose and is causing a negative impact on the local residents, which the system is designed to protect:

- *Parking is restricted to one side of the road only. However, there is a large number of residents along the street due to terraced housing on both sides of the street.*
- *Parking spaces are used by people stopping to shop in the Cemetery Junction area. The big issue is Tesco Express (1-4 London Road) just around the corner from De Beauvoir Road, where parking spaces on De Beauvoir Road are used continuously for those stopping for a quick shop, which significantly reduces the amount of spaces available for local residents. When a space becomes available it is filled very quickly by the next person popping in to the shops. This means that residents are forced into parking a few streets away due to the lack of availability.*
- *De Beauvoir Road is a busy road which is used as a regular rat-run for traffic when the London Road is busy. Consequently, this means parking spaces are used more regularly than neighbouring streets because of the busy nature of the road.*
- *Introduction of additional parking restrictions in the Redlands area has pushed more temporary parking back onto the street.*
- *Families and young professional residents are turned away from living along the street due to the lack of parking. This is something that myself and neighbours have seen first-hand on a number of occasions'.*

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

The Sub-Committee discussed the report and agreed that Carnarvon Road and Junction Road should be included in the officers recommendations that would be submitted to the March 2020 meeting.

Petition in respect of Wrenfield Drive, Caversham

The report explained that the petition had been received by the Council on 6 January 2020 and contained 13 signatories. The lead petitioner had provided the following background information to the petition:

'The section of road that we are requesting DYL is at the very end of the cul-de-sac in the turning circle. The turning circle has been used for many years by residents for parking on two sides (as in the aerial view taken from Google Maps below). Until recently, it was very seldom that cars would be parked at the end of

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the turning circle, where we are now requesting DYL and there was never really a problem.

However, over the past year or so, there has been regular parking on all three sides of the turning circle - thus making it very difficult for cars to use the turning circle and for residents to access driveways.'

Resolved -

- (1) That the report be noted;**
- (2) That the contents of the petitions be considered and officer recommendations submitted to the March 2020 meeting;**
- (3) That with regard to the petition in respect of De Beauvoir Road, Carnarvon Road and Junction Road be included in officer recommendations submitted to the March 2020 meeting;**
- (4) That the lead petitioners be informed accordingly.**

38. BI-ANNUAL WAITING RESTRICTION REVIEW - 2018B PROPOSALS FOR STATUTORY CONSULTATION

The Director of Environment and Neighbourhood Services submitted a report seeking approval for statutory consultation on new or altered waiting restrictions. A table setting out the Bi-Annual Waiting Restriction Review Programme list of streets and officer recommendations, including any comments from Councillors, was attached to the report at Appendix 1 and drawings to accompany the officer recommendations in Appendix 1 were attached to the report at Appendix 2.

Resolved -

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 1 and 2;**
- (3) That the requests made for waiting restrictions as shown in Appendix 1 be amended as follows:**
 - (i) Battle Ward: Elm Park - To remain in the programme;**
 - (ii) Kentwood Ward: Thirlmere Avenue - To be removed from the programme;**
 - (iii) Minster Ward: Wensley Road - To remain in the programme;**

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- (iv) **Norcot Ward: Taff Way - To be progressed and officers to arrange a meeting with schools and Ward Councillors to discuss wider parking issues;**
- (v) **Redlands Ward: Allcroft Road - To remain in the programme and officers to arrange a meeting with Ward Councillors and affected residents to better understand the issue;**
- (vi) **Thames Ward: Victoria Road (private road) - Officers to arrange a meeting with Ward Councillors to discuss the issues;**
- (vii) **Tilehurst Ward: Combe Road - Officers to investigate appropriate restrictions for the traffic signal service layby;**
- (viii) **Tilehurst Ward: Elvaston Way - Officers to carry out further work around the extent and location of the yellow line restrictions;**
- (4) **That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order;**
- (5) **That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee;**
- (6) **That the Head of Transport, in consultation with the appropriate Lead Councillor be authorised to make minor changes to the proposals;**
- (7) **That no public inquiry be held into the proposals.**

39. Sustrans Activation Project

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the progress of the Sustrans Activation Project which was being funded by the Department for Transport and led by Sustrans, a UK cycling and walking charity. A copy of the consultation responses was attached to the report at Appendix A and maps setting out the detailed designs were attached to the report at Appendix B.

The report explained that as a result of the Sustrans Paths for Everyone report that had been published in 2018, following a two year independent audit of the entire National Cycle Network, the DfT had since invested £21m which had been earmarked to improve significant on-carriageway stretches of the 16.575 mile National Cycle Network. This was part of a multi-million pound DfT investment to improve cycling and walking around England, cut down emissions and improve safety.

Sustrans had identified 50 Activation Projects that would be targeted initially, one of which was in Reading. The aim of the Reading Activation Project was to improve access to the traffic-free route between Katesgrove, Waterloo Meadows and Fobney Lock. Sustrans had formed a working group to develop the project, consisting of Council

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officers, Councillors, representatives of the Canal and River Trust and Thames Valley Police. The working group had focused specifically on barriers at the Katesgrove underpass, at both ends of Waterloo Meadows, and at Fobney Lock. Discussions were based around developing a set of modifications to open access to people with bikes, and people using wheelchairs, adapted cycles and mobility aids, who had previously been obstructed by the awkward barriers that had been installed originally to deter motorcyclists. Improvements to the surface of the path had also been included within the scope of the project.

Sustrans had carried out various consultation events at local community centres to make the local community aware of the proposed draft designs and to gain an understanding of the views of various user groups. A questionnaire had been produced as part of the consultation to record these views. Following on from consultation with the local community, detailed designs had been finalised, in collaboration with the working group. Sustrans had planned to use the Council's in-house Highways team to carry out these works, which were due to be completed by March 2020.

Resolved - That the progress and detailed designs for the Reading Activation Project be noted.

40. RIGHTS OF WAY IMPROVEMENT PLAN - UPDATE

The Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the Rights of Way Improvement Plan, which had been adopted as part of the Local Transport Plan in 2007, and the steps needed to review and update the Plan to reflect current and future use.

The report explained that local authorities were required to review the Rights of Way Improvement Plan after no more than ten years, and at regular intervals after, to ensure the Plan had remained relevant. As part of this process local authorities were expected to carry out a further assessment to ensure the Plan continued to achieve its purpose and to subsequently review the Plan and take a decision as to whether or not to amend it.

A number of public rights of way had been improved, or complemented, throughout the period of the existing Plan, including the opening of Christchurch Bridge, the installation of lighting in Kings Meadow, surface improvements, significant riverbank strengthening works along the River Kennet and private sector contributions towards improvements to the width and surface footpaths on the network. Evidence from the annual cordon count had shown that investment along routes connecting residential areas with the town centre and other employment sites had led to increases in the number of people using the network and how it was used.

In order to fulfil the Council's duties and ensure the Plan remained fit for purpose, the report proposed that an online survey should be carried out to enable the Council to assess whether or not the existing Plan reflected current and future use, as described in the Rights of Way Act. The proposed survey would collect information on how people currently used the network, including frequency, purpose, mode of travel and barriers to use. In parallel to the consultation assessments on the public rights of way network

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would continue to be carried out, including consideration of proposed development sites and potential improvements which could be funded or delivered through public developers. In addition, information would also be sought on any unclaimed rights of way that could be investigated and included as part of the network. Details of the consultation would be shared with local user groups, including the Mid-West Berkshire Local Access Forum, Access and Disabilities Working Group, Older People's Working Group, Cycle Forum and the Cleaner Air and Safer Transport Forum. The results of the consultation would be submitted to a future meeting and a recommendation would be made on whether or not to amend the existing Plan.

Resolved -

- (1) That consultation be undertaken informing the development of the next Rights of Way Improvement Plan, as set out in this report, be agreed;**
- (2) That submission of the feedback from the consultation to a future meeting be noted.**

41. ANNUAL PARKING SERVICES REPORT 2018-2019

The Director of Environment and Neighbourhood Services submitted a report presenting financial and statistical data on the Council's civil parking enforcement activities during 2018-2019. A copy of the Parking Services Annual Report 2018-2019 was attached to the report at Appendix 1.

The report stated that it was intended that the Annual Report for 2018-2019 would be published in January 2020.

Resolved -

- (1) That the report, and the availability of annual reports for 2008-2018 on the Council's website, be noted;**
- (2) That the intention to publish the Annual Report for 2018-2019 in January 2020 be noted.**

42. CYCLE FORUM NOTES

The Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions from the Cycle Forum held on 4 December 2019.

Resolved - That the minutes from the Cycle Forum held on 4 December 2019 be noted.

43. OXFORD ROAD CORRIDOR STUDY - UPDATE

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Further to Minute 42 of the meeting held on 10 January 2019, the Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with an update on progress with the Oxford Road Corridor Study.

The report explained that in order to take the proposals forward to delivery, a further statutory consultation would need to be carried out. This consultation had been programmed to take place in February/March 2020 with supporting public exhibitions to help raise awareness of the project with residents, businesses and local road users. The exhibitions would take place in Battle Library as it was regarded as the most central location. Subject to no objections being received during the consultation, officers had planned to commence works during the summer 2020 holidays. The programme of works was likely to take six to eight weeks to complete and if objections were received they would be considered at the June 2020 meeting.

Along with the measures that had been detailed in the report there would be further phases of the study which would focus specifically on the use of the Oxford Road corridor and surrounding roads. This would include the potential for an area-wide 20mph speed limit zone, measures to prevent through traffic, such as bus gates/lanes, environmental enhancements and a full review of the current Strategic HGV route to the Oxford Road from Junction 12 of the M4. All of these areas would be considered as part of the development of the next Transport Plan for Reading which was currently being prepared for consultation during Spring/Summer 2020.

Further to Minute 79 of the meeting held on 8 March 2018, the report explained that the Sub-Committee had agreed to the implementation of an on-street charging scheme in place of the limited waiting bays on Oxford Road, between Howard Street and Brock Barracks. Ward Councillors had since asked officers to review the agreed tariff and consider the impact of the free period. There had been some concern that drivers would seek free parking in the side roads, where there was some shared use provision, to avoid payment. Whilst this was a valid concern in reality currently drivers sought parking in side streets as kerbside space along the Oxford Road could be hard to find. The current parking only allowed 20 minutes maximum stay but this was difficult to enforce and consequently cars were parked much longer than the regulations allowed. Part of the justification for on-street charging was to ensure drivers only parked for the time they needed. The charges had been designed to encourage a turnover of space, which in-turn would increase access to kerbside space and would promote local trade. In addition, by applying charges this was an opportunity to increase the length of stay; currently only a maximum of 20 minutes was permitted. The new charges allowed up to two hours, giving increased choice to park on the Oxford Road and not just the side streets.

The report stated that should a free period be desired there would be costs to be considered. As the tariff was offered in 20 minute segments the obvious consideration would be to make the first 20 minutes free of charge. From an analysis of existing on-street charges that were offered in 20 minute segments, just over 15% of drivers had used just the first 20 minutes. The current equipment did not allow for a free period and to ensure any such free period was managed this would require a change as the only way to manage a free period would be to link this to the vehicle parked by registering the vehicle registration number. This would require a key pad to be added to the on-street

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payment machine where the driver had to declare their registration number when they took a ticket. This was not a typical application within the Borough and would cost approximately £2,000 to carry out the change and, in addition, to ensure only one free period was taken once within the no return period would require an annual software licence of £2,040 for the 17 pay machines that had been installed under this scheme. There was no allocated funding for making this change to the tariff, introducing a free period and ensuring the free period was then not abused. In addition, on-street parking charges had formed part of the Council's Medium Term Financial Strategy to ensure it remained sustainable.

The Sub-Committee discussed the report and it was proposed that officers investigate the possibility of retaining the free period in the parking bays along the Oxford Road, prior to the introduction of pay and display arrangements. It was also suggested that the possibility of introducing a free period in all pay and display car parks/streets and roads around local shopping areas, outside of the town centre, should be investigated. In both cases it was requested that the findings be submitted to the next meeting.

Resolved -

- (1) That the report and the proposed delivery programme be noted;
- (2) That, prior to introducing the pay and display arrangements, the possibility of retaining the free period in the parking bays along the Oxford Road and of introducing a free period in all pay and display car parks/streets and roads around local shopping areas outside of the town centre be investigated by officers and the findings submitted to the next meeting.

44. PARKING CONDITIONS IN THE MARLBOROUGH AVENUE AND ELMHURST ROAD AREA

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of the details of the question that had been asked by Councillor Jones at the previous meeting and gave consideration of the solutions that had been offered for future action.

The report explained that changes within Marlborough Avenue to extend the shared use period to the typical model used across the Borough, 8am to 8pm Monday to Sunday, would require statutory advertisement. Any changes to the double yellow line and extending resident permit parking bays would also require the Council to follow statutory process. To bring about any change for residents as quickly as possible it was proposed to advertise the 8am to 8pm Monday to Sunday restriction within the next waiting restriction review from March 2020. The waiting restriction review had been established to offer the very best value for money by using both staff and funding resources in the most efficient way. It was possible that the changes to the permit times met the expectation of residents and further changes were not necessary. To carry out statutory process outside of the established programme would require funding and possibly additional staff time; the cost of statutory advertisement had been estimated at £2,500

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outside of the programme and the cost of changes applied to street (for signing) had been estimated at £1,800.

Changes to the tariff in Elmhurst Road were not recommended at this time but would be carried out as part of the annual tariff review in June 2020. However, as had been offered in Pepper Lane the Council would be able to offer discounted parking by phone. This would require the user to register an account and could be managed to ensure the integrity of the original scheme was maintained.

Resolved - That the report be noted.

45. 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 46 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.

46. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Executive Director for Economic Growth 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 25 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That with regard to application 20 a first discretionary resident permit be issued, personal to the applicant, subject to adequate proofs and a letter stating that the vehicle is owned by the charity for which the applicant works being provided;**
- (2) That, with regard to applications 13 and 17 a third discretionary resident permit be issued, personal to the applicant, subject to adequate proofs being provided**
- (3) That with regard to application 11 a temporary permit be issued (charged for), personal to the applicant, subject to adequate proofs being provided; additional information about why the employer cannot provide a space and the application is referred back to next meeting;**
- (4) That, with regard to applications 5, 7, 10, 12, 15, 18, 22 and 23 a first discretionary resident permit be issued, personal to the applicant, subject to adequate proofs being provided;**

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- (5) That with regard to applications 9 and 16 a fourth discretionary resident permit be issued personal to the applicant and charged at the third permit rate, subject to adequate proofs being provided;
- (6) That with regard to application 8 one free book of discretionary visitor permits be issued and officers to report back on use of carers permits by agencies where no family and friends are able to assist;
- (7) That, with regard to application 6 a first discretionary resident permit be issued subject to adequate proofs and one book of discretionary visitor permits be issued, charged for and personal to the applicant;
- (8) That with regard to application 4 a Teacher Permit be issued;
- (9) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse application 25 be upheld and the £120 the applicant has already paid be refunded;
- (10) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 2, 3, 14, 19, 21 and 24 be upheld.

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

(The meeting closed at 8.11 pm)