

To: Councillor Ayub (Chair)
Councillors Debs Absolom, David Absolom,
Barnett-Ward, Carnell, Duveen, Ennis,
Hacker, Page, R Singh, Stanford-Beale,
Terry and Whitham

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Your contact is: **Richard Woodford - Committee Services**

NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 2 JULY 2020

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 2 July 2020 at 6.30 pm. This will be an Online meeting using MS Teams Live Events. The Agenda for the meeting is set out below.

<u>ACTION</u>	<u>WARDS AFFECTED</u>	<u>Page No</u>
1. PROTOCOL FOR ONLINE MEETINGS OF TRAFFIC MANAGEMENT SUB-COMMITTEE		5 - 8
The Chair will outline the arrangements for online meetings for the Traffic Management Sub-Committee. The attached protocol was agreed at the meeting of the Policy Committee on 22 June 2020.		
2. DECLARATIONS OF INTEREST		
3. MINUTES OF PREVIOUS MEETING		9 - 18
4. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS		

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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

5 (a) Oaklands Residents Parking	PARK	19 - 34
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To report to the Sub-Committee the receipt of a petition requesting the Council that 'Oaklands' properties be fully included in the surrounding resident permit parking scheme.

6. REALLOCATION OF ROAD SPACE - READING'S ACTIVE TRAVEL PROPOSALS	BOROUGHWIDE	35 - 46
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A report providing the Sub-Committee with an update on the Council's Active Travel programme, as approved by Policy Committee on 18 May 2020.

7. WAITING RESTRICTION REVIEW PROGRAMME UPDATE	BOROUGHWIDE	47 - 50
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A report providing the Sub-Committee with a progress update on the Waiting Restriction Review Programme.

8. RESULTS OF STATUTORY CONSULTATION: WOKINGHAM ROAD SHARED USE BAYS	PARK	51 - 68
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A report providing the Sub-Committee with the results of the Statutory Consultation on the Wokingham Road Shared Use Bays.

9. RESULTS OF STATUTORY CONSULTATION: RED ROUTE BAYS ON OXFORD ROAD AND NORCOT ROAD	BATTLE; NORCOT	69 - 78
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A report providing the Sub-Committee with the results of the statutory consultation on the Red Route Bays on Oxford Road and Norcot Road.

10. RESIDENTS PARKING SCHEME - DISCRETIONARY PERMITS - GUIDE FOR DECISION MAKING PROCESS	BOROUGHWIDE	79 - 92
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A report advising the Sub-Committee on the discretionary permit decision making process and asks to delegate authority to Council Officers to issue third discretionary permit applications.

11. EXCLUSION OF PRESS AND PUBLIC

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”

12. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

**ABBAY;
BATTLE;
CAVERSHAM;
PARK;
REDLANDS**

93 - 184

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

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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.

Protocol for Online Traffic Management Sub-Committee

Introduction

During the period when meetings cannot be held in person, Traffic Management Sub-Committee is to be reconvened as an online meeting to carry out its important role dealing with traffic management functions and discretionary parking permits. The Sub-Committee determines transport and traffic management schemes which affect the public highway and may require a regulatory process for which the Council as the Transport Authority for the area is responsible. The role of the Sub-Committee is currently more critical to enable the Council to react as promptly as possible to recent Government additional statutory guidance on the reallocation of road space in order to support local authorities to manage their road networks in response to the coronavirus outbreak.

This Protocol outlines some changes proposed to facilitate successful online meetings of the Traffic Management Sub-Committee, by reducing the number of participants and the complexity of the meetings.

Membership

In order to make the online meetings more manageable it is proposed to reduce the number of participants, by keeping officer attendance to a minimum and reducing the number of Committee members attending while retaining representation from all political groups.

The online meetings will therefore be attended by 10 members supported by the committee administrator and the relevant transport officers, based on the following proportionality: 6 Labour; 2 Conservative; 1 Green; and 1 Liberal Democrat.

All members attending the online meetings will be drawn from the membership of the Traffic Management Sub-Committee as agreed at the Policy Committee on 27 May 2020, subject to the rules of substitution set out below.

The nominated members of each Group to attend the online meetings are:

Labour (6)	From Cllrs David Absolom, Debs Absolom, Barnett-Ward, Ennis, Hacker, Page & Terry (to be confirmed)
Conservative (3)	Cllrs Carnell and Stanford-Beale
Green (1)	Cllr Whitham
Liberal Democrats (1)	Cllr Duveen

Quorum

No change is proposed to the current quorum of three.

Attendance

The Leader of each political group is responsible for ensuring that the most relevant members of Traffic Management Sub-Committee attend the meeting.

- **Substitute members**

- (a) Where a nominated member cannot attend, the relevant Group Leader will be able to select another member of the full Traffic Management Sub-Committee to attend.
- (b) Where a Group has only one member of the Traffic Management Sub-Committee appointed in the current year (2020/21) and that member is unable to attend an online meeting, the relevant Group Leader will be entitled to nominate a substitute member from the Group.

Managing the meeting

The success of the online meetings will depend on the ability of the participants to interact with each other via the system and the ability of the Chair to manage the meeting despite the unfamiliar setting.

The Chair will decide a practical protocol for management of the debate and decision-making - e.g. calling of speakers, self-introduction before speaking, vote taken by asking members in turn rather than show of hands. Changes to this protocol can be implemented from time to time by the Assistant Director of Legal & Democratic Services, in consultation with the Chair.

Given the potential difficulty of tabling and circulating documents at an online meeting Standing Order 39 is amended to specify that, where councillors are pre-disposed to make any proposed amendments, these should be submitted to the Chair, all nominated members of the Committee and the Strategic Transportation Programme Manager by email at least 24 hours before the commencement of the meeting. This does not preclude any amendments to officer recommendations, which may still be tabled during the meeting as a result of the discussions during the debate.

Business to be considered

To make the online meetings focussed on the important business of the Pandemic Response and the Recovery, officers are also seeking to control the business to essential items only. This will mean that fewer reports will be presented and those that are will need to be agreed by the Chair, Lead Councillor for Strategic Environment, Planning & Transport and the Strategic Transportation Programme Manager.

Public participation and attendance

The facility for Ward Councillors to speak on items will continue.

Members of the public will be able to follow the meeting 'live' in order to meet the legal requirement for meetings to be held 'in public'. Information will be published with the agenda on how to do this.

Voting

Votes at online meetings will be taken by the Chair asking each individual Councillor to declare whether they are for, against or abstaining orally in order to achieve clarity to the decision-making process.

Declaring Disclosable Pecuniary Interests

Members with a disclosable pecuniary interest must declare the existence of the interest and leave the meeting. This will be achieved by the member pausing or exiting the online meeting temporarily for the duration of the item of business in which they have the interest. Once the item of business has been dealt with, the Chair or Committee Administrator will invite the member to return to the meeting.

Exempt and Confidential Business

Where the Sub-Committee passes a resolution to exclude the press and public from an item or items of business to consider exempt or confidential information as defined in Schedule 12A of the Local Government Act 1972 (as amended), this (Part 2) business will be conducted in a separate private online meeting. Before any councillor can take part in discussing exempt and/or confidential business they must confirm to the Chair that they are in a location where no person not entitled to be party to that information can hear or participate in the discussion/ decision in respect of the restricted business.

Management of meeting

The success of the online meetings will depend on the ability of the participants to interact with each other via the system and the ability of the Chair to manage the meeting despite the unfamiliar setting.

The Chair will decide a practical protocol for management of the debate and decision-making - e.g. calling of speakers, self-introduction before speaking, vote taken by asking members in turn rather than show of hands. Changes to this protocol can be implemented from time to time by the Assistant Director of Legal & Democratic Services, in consultation with the Chair.

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Present: Councillor Ayub (Chair);
Councillors David Absolom, Debs Absolom, Barnett-Ward,
Carnell, Duveen, Ennis, Hacker, Page, R Singh, Stanford-Beale,
Terry and Whitham.

47. MINUTES AND MATTERS ARISING

The Minutes of the meeting of 9 January 2020 were confirmed as a correct record and signed by the Chair.

Further to Minute 43, Oxford Road Corridor Study Update, the Sub-Committee noted a report would be submitted to the next meeting in relation to resolution (2) regarding the investigation of whether a 'free' period could be retained in parking bays along the Oxford Road and the possibility of introducing a free period in all pay and display car parks/streets and roads around local shopping areas outside the town centre. The Sub-Committee also noted that, contrary to the impression given at the previous meeting, Chester Street Car Park did have a 'free' period during the day and there was no charge for parking there on a Sunday.

48. QUESTIONS

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
Jasmine Hicks	Priory Avenue Surgery

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

49. PETITIONS

- (a) Response to a Petition Requesting Reinstatement of Traffic Island on Berkeley Avenue

The Executive Director for Economic Growth and Neighbourhood Services submitted a report on the receipt and response to a petition requesting the reinstatement of a traffic island on Berkeley Avenue between Ashley Road and Bath Road that had been removed as part of the National Cycle Network (NCN) Phase 2 scheme.

The report explained that the petition, which had contained 93 signatures, had been submitted to the Council on 21 January 2020 and read as follows:

"To comply with the making of two on road cyclingways wider (bearing in mind we already had a combined cyclingway on the west side of Berkeley Avenue), Reading Borough Council have removed the Traffic Island - Crossing Point between Bath Road and Ashley Road. We think this is a dangerous step as many people including those living in Coley Park area used this crossing point. Especially those who are older, children and push chairs, no consultation took place!"

The petition was in relation to Phase 2 of the NCN scheme, proposals had included the reallocation of road space along Berkeley Avenue to facilitate the upgrade of the existing 1.2m wide advisory cycle lane to a mandatory 1.5m wide cycle lane. This had been achieved by removing the traffic island between Bath Road and Ashley Road, which was the focus of the petition, and associated hatched road markings. The traffic island did not meet standards for a safe pedestrian crossing, including its unsuitability for those with mobility aids or pushchairs, due to the lack of dropped kerbs and the steep grass verge on approach to the carriageway from the northern footway. Prior to removal of the traffic island consideration had been given to the availability and location of alternative crossing facilities, which had included a formal pedestrian crossing facility approximately 115m to the west.

The report had recommended that the traffic island on Berkeley Avenue, between Bath Road and Ashley Road was not reinstated due to it not being designed as a pedestrian crossing point, lack of other crossing features, such as dropped kerbs, and the availability of alternative safe pedestrian crossing points in close proximity to the location. There had also been concerns that its reinstatement would compromise the cycle infrastructure works that had been delivered. However, in light of the comments made by the petitioners, it was agreed that consideration should be given to reinstating some form of pedestrian crossing in the vicinity of the former traffic island and a meeting would be arranged with local residents to discuss possible options.

At the invitation of the Chair the petition organisers, Terry Dixon and Gordon Baum, addressed the Sub-Committee on behalf of the petitioners and they presented an updated version of the petition, which had now received 204 signatories.

Resolved -

- (1) That the report be noted;**
- (2) That a meeting be arranged between Transport Officers and local residents to discuss the options for the reinstatement of a pedestrian crossing on Berkeley Avenue in the vicinity of the former traffic island which had been situated between Bath Road and Ashley Road;**
- (3) That the lead petitioners be informed accordingly.**

(b) Petition in respect of Making Reading's Cycling Routes fit for Cycling

At the invitation of the Chair, John Lee, presented a petition which read as follows:

“Reading Borough Council has announced that it will implement “Reading’s biggest ever road repair programme with £9million on new road surfaces, prioritising residential streets.”

After years of cuts to local government funding it is recognised that Reading’s roads are in a poor state of repair. Pot-holed and rutted road surfaces disproportionately affect cyclists, who are amongst the most vulnerable of road users, and this discourages the take up of cycling for urban journeys.

Reading Borough Council has declared a climate emergency and needs to take action to actively promote sustainably modes of transport. To this end we request that the

upcoming road repair programme prioritises the roads that form Reading's designated and branded cycle network."

A report was tabled recommending that officers consider the contents of the petition and make any consequential recommendations to a future meeting. Additionally, the Sub-Committee was advised by the Lead Councillor for Strategic Environment, Planning & Transport, that the Strategic Environment, Planning & Transport (SEPT) Committee on 16 March 2020 would be receiving an outline of the proposed Highway Maintenance 2020/2021 works programme and spend allocation and an update on the 2019/2020 Highway Maintenance Programme. The agenda papers for the meeting would be available for public inspection from 6 March 2020.

Resolved -

- (1) That the report be noted;
- (2) That the issue be investigated and a report be submitted to a future meeting for consideration;
- (3) That the lead petitioners be informed accordingly.

50. RESPONSE TO A PETITION REQUESTING TO CHANGE THE PARKING RESTRICTIONS ON DE BEAUVOIR ROAD

Further to Minute 37 of the previous meeting, the Director of Environment and Neighbourhood Services submitted a report providing the Sub-Committee with a response to a petition that had requested the change to parking restrictions on De Beauvoir Road, to '13R permits only'.

The report explained that officers had considered the contents of the petition and the report recommended that the changes would be considered as part of the next Waiting Restriction Review Programme.

Resolved -

- (1) That the report be noted;
- (2) That amendments to the restrictions be considered as part of the next Waiting Restriction Review Programme;
- (3) That the lead petitioners be informed accordingly.

51. RESPONSE TO A PETITION REQUESTING TO CHANGE THE PARKING RESTRICTIONS ON WRENFIELD DRIVE

Further to Minute 37 of the previous meeting, the Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with a response to a petition that had requested Double Yellow Lines (DYL) at the very end of the Wrenfield Drive in the turning circle between house numbers 18 and 45.

The report explained that officers had considered the contents of the petition and the report recommended that the changes would be considered as part of the next Waiting Restriction Review Programme.

Resolved -

- (1) That the report be noted;**
- (2) That amendments to the restrictions be considered as part of the next Waiting Restriction Review Programme;**
- (3) That the lead petitioners be informed accordingly.**

52. BI-ANNUAL WAITING RESTRICTION REVIEW - 2019B FURTHER PROPOSALS FOR STATUTORY CONSULTATION

Further to Minute 37 of the previous meeting, the Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with an update following further investigation of a number of schemes, as requested at the previous meeting, and sought approval for officers to carry out statutory consultation to enable progression of the 2019B programme. Recommendations and drawings that had been proposed for statutory consultation were attached to the report at Appendix 1.

The report explained that the proposal sought to address parking issues that had been raised with the Council, alongside those that had been reported at the previous meeting. The initial list of requests, which had been agreed for investigation by the Sub-Committee, had been reported to at the meeting on 11 September 2019 (Minute 16 refers). The drawings setting out the proposals, which were included in the report, had been shared with Ward Councillors and an opportunity had been provided for comment. However, due to the relatively short period of time between the January and March 2020 meetings, there had been less time in which to seek comments, compared with the time allowed in the typical operation of the programme.

Resolved -

- (1) That the report be noted;**
- (2) That the requests made for waiting restrictions as shown in Appendix 1 be agreed for statutory consultation, removed from the programme or moved into the next review programme for further investigation /consideration, as follows:**
 - (i) Elm Park - endorse installing double yellow lines as shown in drawing WRR2019B/BA1;**
 - (ii) Wensley Road - endorse installing double yellow lines as shown in drawing WRR2019B/MI5;**
 - (iii) Allcroft Road - endorse deferring this request to the next waiting restriction review;**
 - (iv) Combe Road - endorse installing double yellow lines as shown in drawing TI1;**
 - (v) Elvaston Way - endorse deferring this request to the next waiting restriction review;**
- (3) 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 Appendix 1, alongside those agreed for this programme in January 2020;

- (4) That subject to no objections being received, the Assistant Director 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.

53. KINGS ROAD EXPERIMENTAL BUS LANE ORDER

Further to Minute 60 of the meeting held on 11 January 2018, the Director of Economic Growth and Neighbourhood Services submitted a report asking the Sub-Committee to consider the objections that had been received in respect of the implementation of an experimental Traffic Regulation Order (TRO) that altered the Kings Road inbound bus lane restriction. A plan showing the location of the inbound bus lane was attached to the report at Appendix 1 and the objections to the order/restrictions, which had been received to date, were attached to the report at Appendix 2.

The report explained that the experimental restriction permitted buses, bicycles, motorcycles and 'authorised vehicles', to pass along the lane. The TRO defined 'authorised vehicles' to be Hackney Carriages and Private Hire Vehicles, which had been licensed by Reading Borough Council. The restriction had been intended to reduce the overall volume of traffic using the lane, with the outcome of providing more consistent journey times for the Borough's public transport providers, in addition to making the lane more appealing for use by cyclists.

An experimental TRO could run for a maximum period of 18 months and local authorities were required to invite objections for a minimum period of six months before the Order could be made permanent. The Kings Road experimental TRO had been in place for more than six months and the report recommended that it was now made permanent.

Resolved -

- (1) That the report be noted;
- (2) That, having considered and taken account of the objections set out in Appendix 2, attached to the report, they be determined as insufficient to outweigh the benefits of the experimental order, which restricted access to only permitted buses, bicycles, motorcycles and 'authorised vehicles' on the Kings Road inbound bus lane;
- (3) That the Assistant Director of Legal and Democratic Services be authorised to make the experimental Traffic Regulation Order into a permanent Traffic Regulation Order under the Road Traffic Regulation Act 1984, advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

54. RESIDENT PERMIT PARKING SCHEME REVIEW

The Director of Environment and Neighbourhood Services submitted a report advising the Sub-Committee of the proposal to change the Residents Parking Scheme rules for Healthcare Professional, Carer, Temporary, Daily Tradesperson and Landlord Permits and Annual Landlord Permits and on options to allow Hunter's Wharf Residents visitor parking permits. The following appendices were attached to the report:

Appendix 1	Job Description - Family Welfare Officer
Appendix 2	Job Description - Family Worker
Appendix 3	Job Description - Youth Offending Service Worker
Appendix 4	Job Description - Specialist Youth Support Worker
Appendix 5	Hunter's Wharf Parking Permit Petition

Healthcare Professional Permits - The Council had issued 277 Healthcare Professional Permits in 2018/19; these permits were issued at a charge of £40 and a list of the registered professionals they were issued to was included in the report. The permits were issued as on 'All' zone permit to specific vehicles and allowed the permit holder to park in any Permit Zone (excluding Town Centre restrictions). Brighter Futures for Children (BFfC) had requested that Education Welfare Officer, Family Worker, Youth Offending Service Worker and Specialist Youth Support Worker were added to the list of entitled professions and the job descriptions had been appended to the report to confirm that they were required to make home visits as part of their role; a statement from BFfC had also been provided to support the change to the permit rules. In response to a question about why Emotional Well-being Practitioners were not included on the list of professions, it was likely that these workers did not regularly work out-of-hours and their visits kept to within two hours. However, BFfC could make a further request on their behalf, if it was deemed necessary. Carer Permits - The Council had issued 92 Carer Permits in 2018/19; these permits were issued to households where the resident was over 65 years of age and/or registered disabled. The permit enabled their carer(s) to park while visiting to assist with their needs, they were not issued to households that had been issued with a residents permit. A Carers Permit allowed up to three vehicles per permit and the carer could not reside at the household. In exceptional circumstances the Sub-Committee had granted two carer permits and a residents and carers permit. The report asked the Sub-Committee to decide if there should be any changes to the carer permit applications where there were no family or friends to assist and allow agencies to apply.

Temporary Permits - The Council had introduced Print at Home permits for Temporary Permits in August 2019 and the current permit scheme rules stated that Temporary Permits were eight week permits, charged at £15. They were issued to residents who had just moved into a property, changed their vehicle or had a temporary change of vehicle. The temporary permit gave the residents time to change their address details on documents such as bank statements, utility bills, insurance and DVLA documents for their residents permit. With the success of the print at home Temporary Permits a further option was to expand the scheme to permits for Emergency Cover. The permit would be issued directly on application with a statement of reasons but no proofs provided, it would be valid for seven days and only one permitted every six months to each household. The charge would be £30 or £40 for the permit and they could be issued one week in advance of the start date or on the date of issue. The permit would be sent by email to the applicant and they could be printed and displayed immediately.

Daily Tradesperson and Landlord Permits - The current arrangement for Daily Tradesperson and Landlord Permits was still processed by the Customer Services Team or by the Permit Team through postal applications. The permits were provided as one day scratchcards and charged at £10 per day, with a maximum of 30 per year per vehicle. The print at home option could be extended to cover the daily tradesperson permits and allow traders to apply for the application through the online service. This would decrease the number of visits to the Council offices and provide a self serve system to the traders. The charge of the permit discouraged some traders from purchasing them and insisting on residents providing their visitor permits. The report recommended that the fee should be reduced to £7.50 for online Trader and Landlord permits but to leave the £10 fee for applications that were processed by the Customer Services Team or by post. The online self-service option would require the Traders to provide the date and vehicle registration number for the permits to be validated, the scratchcard permits could be issued without a date but the vehicle registration would still be required.

Annual Landlord Permits - The current rules stated that annual Landlord Permits were issued to Landlords who owned four or more properties, anything less and they could apply for daily Landlord Permits. The fee for an Annual Landlord Permit was £330 and there had been eight issued in 2018/19. Landlords who owned less than four properties were willing to purchase an annual permit and the report recommended that this requirement was removed. The landlord would still have to provide proof of ownership of properties within a permit scheme. Landlords had also stated that most of their viewings took place after 7.00pm and had requested that the 7.00 am to 7.00 pm limit was removed or the evening extended.

Hunter's Wharf Households - The residents of Hunter's Wharf on Katesgrove Lane had asked if they could be allowed free discretionary visitor permits. Hunter's Wharf had not been included in the permit scheme and had a planning informative which prevented any permits from being issued. Most households had allocated off street parking, the exception to this was four households (numbers 25, 27, 30 and 32) which had no allocated parking and had been one discretionary residents permit (but no visitors parking permits). There were 32 households within the development and the Permit Zone 10R availability was currently at 91%. The report asked the Sub-Committee to consider if all households should be allowed discretionary visitor permits, if they should be free or charge or charged and how many permits there should be per household.

Resolved -

- (1) That the following professions be added to the list of approved professions for Healthcare Professional Permits:**
 - Education Welfare Officer;
 - Family Worker;
 - Youth Offending Service Worker;
 - Specialist Youth Support Worker;
- (2) That Carer Permits Rules be unchanged, whilst noting that the Sub-Committee had the discretion to grant carer permits outside the policy in exceptional circumstances;**
- (3) That a new Print at Home Emergency Cover Permit be introduced at a charge of £30 per permit;**

- (4) That a new Print at Home daily Tradesperson and Landlord Permit be introduced at a charge of £7.50;
- (5) That the Annual Landlord Permit amendments, as set out in paragraph 4.3.27 of the report, be approved, which would remove the requirement that the landlord owned four or more properties to qualify for an annual permit and the restriction that the permit could only be used between 7am and 7pm;
- (6) That the households in Hunters Wharf be offered up to five books of discretionary Visitor Permits for purchase at the usual charge;
- (7) That the Permit Management Rule and Definitions be updated to reflect the changes.

55. RESIDENTS PERMIT PARKING

Further to Minute 19 of the meeting held on 11 September 2019, the Executive Director for Economic Growth and Neighbourhood Services submitted a report providing the Sub-Committee with an update on the list of requests for Resident Permit Parking (RPP), including progress on developing schemes and any new requests that had been received, and the results of the informal consultations that were carried out on the areas agreed as part of the concurrent scheme development programme. An updated list of requests for Resident Permit Parking was attached to the report at Appendix 1 and the informal consultation results were attached to the report at Appendix 2.

Appendix 1 of the report set out the list of requests that had been received for Resident Permit Parking Schemes and included the comments and objections that had been received during the statutory consultation. Where the Sub-Committee had previously allocated a priority to a scheme this had been recorded and where a request had been previously reported to the Sub-Committee but had not been allocated a priority, this had also been recorded, along with any schemes that were 'new' to the list. Schemes that were being developed in the concurrent scheme development programme had been recorded as the same priority, alongside the acronym 'CSDP' (Concurrent Scheme Development Programme).

The report stated that since the last update report the RPP schemes in East Reading (Area 1) and Lower Caversham had been implemented and officers were developing a delivery programme for the East Reading (Area 2) scheme alongside the Steering Group and intended to introduce this scheme in July 2020.

The report stated that officers had carried out informal consultations between 30 September and 28 October 2019. In addition, the summarised results from the informal consultation in respect of the Grovelands Road area that had been carried out by Ward Councillors was set out in Appendix 2. Councillors had also arranged a drop-in session for local residents. It was intended that officers and Ward Councillors should use the informal consultation results to consider how the scheme should be developed further or if there was considered to be sufficient demand to develop further a scheme. The report included a table that provided a summary of intended development of the CSDP and officers would continue to work with Ward Councillors to consider the next development steps for schemes and to agree a detailed scheme for statutory consultation, following investigation.

Resolved - That the report be noted.

56. REQUESTS FOR NEW TRAFFIC MANAGEMENT MEASURES

The Executive Director for Economic Growth 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 and concept designs for requested traffic management schemes that had received funding from Local Community Infrastructure Levy (CIL) or private contributions. The list of schemes/proposals, with initial officer comments and recommendations was attached to the report at Appendix 1 and the concept drawing proposals were attached to the report at Appendix 2.

Resolved -

- (1) That the report be noted;**
- (2) That the entries recommended for removal in Appendix 1, attached to the report and summarised in paragraph 4.8 of the report, be removed as follows:**
 - (i) Line 31, Katesgrove, Alpine Street;**
 - (ii) Line 69, Park, Liverpool Road area;**
 - (iii) Line 73, Park, Wokingham Road; and**
 - (iv) Line 78 Redlands, Northumberland Avenue;**
- (3) That the request for waiting restrictions on Shinfield Road between Wellington Avenue and Northcourt Avenue, in Church Ward, be added to the next Waiting Restriction Review programme for investigation by officers;**
- (4) That the Assistant Director of Legal and Democratic Services be authorised to undertake the statutory advertisement processes for each scheme, as set out in paragraph 4.12 of the report;**
- (5) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to seal any resultant Traffic Regulation Orders;**
- (6) That any objection(s) received following the statutory advertisements be reported to a future meeting;**
- (7) That the Head of Transport (or appropriate Officer), in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals;**
- (8) That no public enquiry be held into the proposals.**

57. 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 58 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.

58. 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 13 applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to application 1 a third discretionary resident permit be issued, personal to the applicant, subject to adequate proofs being provided
- (2) That with regard to application 2 a discretionary resident permit be issued personal to the applicant and charged for at the second permit rate;
- (3) That with regard to application 3 a first discretionary resident permit be issued personal to the applicant;
- (4) That, with regard to application 6 a first discretionary resident permit be issued personal to the applicant, subject to adequate proofs being provided;
- (5) That, with regard to application 11 a Discretionary Business Permit be issued, personal to the applicant, on the basis of the circumstances of the applicant as a blue badge holder and the issue of the permit being without prejudice to any future decisions relating to Business Permit applications;
- (6) That with regard to application 12, officers be authorised to write to the Care Agency to encourage the purchase of the appropriate Health Care Professional permit and in the meantime visitor permits continue to be issued free of charge to the applicant;
- (7) That with regard to applications 5 and 7, two free books of visitor permits be issued with the option to purchase a further five books;
- (8) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 4, 8, 9, 10 and 13 be upheld.

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

(The meeting started at 6.30 pm and finished at 7.56 pm).

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2 JULY 2020	AGENDA ITEM:	5(a)
TITLE:	PETITION: OAKLANDS RESIDENTS PARKING		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	PARK
LEAD OFFICER:	JAMES PENMAN	TEL:	0118 937 2202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. EXECUTIVE SUMMARY

- 1.1 To report to the Committee the receipt of a petition, requesting that 'Oaklands' properties be fully included in the surrounding resident permit parking scheme.
- 1.2 To provide the officer recommendation in response to this petition.
- 1.3 Appendix 1 - Supporting documentation provided by the lead petitioner.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the current address eligibility for resident parking permits remains unchanged, but that the Sub-Committee provides officers with agreement to issue discretionary permits as outlined in item 4.14, to provide greater certainty for residents.
- 2.3 That the lead petitioner be informed accordingly.

3. POLICY CONTEXT

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

4. BACKGROUND & RECOMMENDATIONS

Background

- 4.1 Area 1 of a new east Reading resident permit parking scheme was introduced from September 2019. The scheme introduced restrictions that affected the streets surrounding the properties known as 'Oaklands', namely Hamilton Road and Bulmershe Road.
- 4.2 It is typical that properties containing flats/multiple addresses, particularly those with off-street parking availability, will not be eligible for the full entitlement of parking permits (up to 2 permits per address and an initial visitor permit allocation, upon application) when a new scheme is introduced in Reading. This approach is taken to minimise the risks of oversaturating parking levels in a new permit parking scheme.

Oaklands is one of a number of developments within the scheme area, to which this applies. Following officer recommendations in the scheme development process, the East Reading Study Steering Group agreed to the property exclusions. The legal Traffic Regulation Order, which legitimises the on street restrictions, captures those properties that are eligible for the entitlement of permits within this new area scheme.

- 4.3 Residents of properties that are excluded from the scheme are entitled to apply for discretionary parking permits under the scheme rules, so still have an opportunity to receive a parking permit and to legitimately park on street.
- 4.4 The Council received the contents of the petition on 20 March 2020, which had been submitted with the hope that the lead petitioner could present it to a scheduled Committee meeting on 24th March 2020. The implications of the COVID-19 crisis have resulted in this not having been possible.
- 4.5 The petition reads:

Oaklands homes have been unfairly excluded from the local Residents' Parking Scheme (14R). There are enough parking spaces

on Hamilton and Bulmershe Road for Oaklands residents to be allowed to park in the roads close to where they live.

We the undersigned, would like those who live in Oaklands to be treated the same as other properties in the area and be fully included in the scheme.

91 signatures have been submitted to officers at the time of writing.

- 4.6 Appendix 1 provides documents that the lead petitioner has provided for Sub-Committee Members. The signatures and personal details of the signatories have been omitted from this public report and other personal information has been redacted.
- 4.7 Members are asked to note that an alteration to the permit entitlement list requires a change to the Traffic Regulation Order for the scheme. This will require statutory consultation and associated resources.

Officer Investigation

- 4.8 Oaklands is one of a number of developments/properties that have not been included in the resident permit parking eligibility and Officers ask Members that the decision for this report considers the implications across the parking scheme area.

While the first part of this area scheme included some additional parking restrictions and property inclusions for parking Zones 13R and 15R, the majority of this new area is Zone 14R.

Within this scheme area, Officers calculate that there are 278 addresses that are currently not included in the permit entitlement. Of this number, there is a concentration of addresses in the vicinity of Oaklands, which includes 30 addresses on Bulmershe Road and 116 addresses on Hamilton Road (including 50 at Oaklands).

- 4.9 At the time of writing, the parking Zone 14R has a saturation level of 75%, with a theoretical availability of 325 further permits being available.

These calculations are based on permit uptake across the entire zone and assume that each permit issued will result in 5m of parking bay being occupied. They do not consider visitor permit parking (either by visitor permit, or during shared-use limited waiting periods).

- 4.10 Officers were requested to deliver the East Reading scheme in two parts, for which the second part (north-east of Wokingham Road) is due to be implemented this Summer.

Officers have been made aware of a level of parking displacement that has taken place in the unprotected part-two area, since implementing the first area. Some of this displacement is likely to be from residents within the part-one area seeking unrestricted parking elsewhere, but it is not possible to calculate possible volumes.

Once the resident permit parking restrictions have been implemented in the second area, it is expected that the parking permit uptake and saturation levels will increase across the zone, as more streets join the scheme and the displacement of residents becomes less.

Summary and Recommendations

- 4.11 It is the view of Officers that it would not be reasonable to consider Oaklands in isolation of other properties that are in the same position. To include all properties in the scheme risks opening the scheme up to a flood of permit applications, particularly the excellent-value first permit, and a significant increase in on-street parking even where off-street alternatives may be available.

The risk is further increased when the second part of the area scheme is introduced and removes some of the parking displacement that is likely to have been occurring in this area - forthcoming parking restrictions in Palmer Park car park will affect this similarly.

- 4.12 Although resident permit parking schemes are introduced in areas that provide zone-wide parking flexibility, residents understandably wish to park near to their properties. The increase and potential over-saturation of parking, particularly in the context of the concentration of properties noted in item 4.7, could make this increasingly difficult and frustrating.

- 4.13 It is the recommendation of Officers that the permit entitlement is not changed.

- 4.14 It is acknowledged that residents with discretionary parking permits are concerned about the longer-term certainty of having this facility, as they currently expire and require re-application annually.

To provide certainty and clarity for those residents that have already received permits, they will be renewed by officers on application. So, these residents will have to re-apply annually for their permit but rather than the application going to TM Sub-committee officers will

renew automatically. This is on the basis that the permit is personal to the applicant and should the resident move the new resident will have to restart the process. This will also apply to visitor permits already granted otherwise visitor permits are charged at £25 per book (20 ½ day permits). For new applications these will be viewed by officers on the basis of the guidance as reported to this TM Sub-committee meeting (item 10). Where new applications are granted at appeal and issued personal to the applicant these will also be renewed automatically on application. This would be subject to the standard terms and conditions of the permit scheme, upon successful application and renewals.

This will also apply to other housing in the area that are not within the normal scheme entitlement.

It is proposed that this method provides residents with the assurance of having a parking permit, but also enables a level of monitoring and management over the parking zone saturation levels, which is a standard consideration of new discretionary parking permit applications.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 There are no proposals arising from this report, which are considered to contribute to the Council's Strategic Aims.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 There are no proposals arising from this report, which are considered to have any environmental or climate implications.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The lead petitioner will be informed the Committee decision, following publication of the meeting minutes.
- 7.2 Should the Sub-Committee agree to the recommendation in 4.14, successful applicants of such discretionary parking permits will be informed of the revised arrangements.

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 (EIA) is relevant to the decisions arising from this report, as it is not considered that the decision will have a differential impact on any groups with protected characteristics.

9. LEGAL IMPLICATIONS

9.1 None arising from the recommendations of this report.

9. FINANCIAL IMPLICATIONS

9.1 None arising from the recommendations of this report.

10. BACKGROUND PAPERS

10.1 None.

Parking sub committee
Oaklands (Reading) Management Association



Reading Borough Council
Civic Offices
Bridge Street
Reading
RG1 2LU

14 March 2020

Full inclusion of Oaklands in the Resident Parking Scheme (14R)

Dear all

Further to various correspondence with Oaklands residents following their exclusion from the Resident Parking Scheme (14R), please find enclosed:

- a petition from March 2020 registering the support of neighbours
- parking bay usage surveys from Bulmershe and Hamilton Roads, from September 2019 and January 2020
- documents detailing the context for the provision of parking at Oaklands and the particular needs of its residents

Please note that this material has been compiled to demonstrate the unique character of Oaklands and the distinct need that residents have for guaranteed parking permits (not discretionary). The continued development of multi-occupancy properties on Bulmershe and Hamilton Roads – without adequate parking allotted – poses potential for these residents to park at Oaklands. We are carrying out our own voucher scheme to monitor who uses our car parks.

The enclosed petition and accompanying documents are for inclusion at the General Council Meeting on the 24 March, with a request for it to be considered at the Transport Management sub-committee meeting in June.

Thanks for your attention to this matter,

Oaklands (Reading) Management Association
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Oaklands (Reading) Management Association Limited
Street parking availability and usage: Bulmershe Road 2019

Number of vehicles parked during day and overnight periods in each of 3 bay areas in Bulmershe Road in relation to number of available street parking spaces, i.e. not obstructing access to off-street parking. Data are based on 1 spot check per period. JG, October 2019

Tuesday 24 September - Monday 30 September

Bay area position		Wkghm Rd end	Opposite Oaklands	Crescent Rd end	Totals	Available space usage (%)
Side of street		east	west	west		
Available spaces		15	20	15	50	
Period		Numbers of vehicles parked				
Tues 24 Sept	day	3	10	7	20	40%
	o/night	9	6	5	20	40%
Wed 25 Sept	day	4	10	7	21	42%
	o/night	10	7	5	22	44%
Thur 26 Sept	day	8	9	8	25	50%
	o/night	7	5	8	20	40%
Fri 27 Sept	day	7	7	8	22	44%
	o/night	10	6	9	25	50%
Sat 28 Sept	day	10	6	8	24	48%
	o/night	8	11	5	24	48%
Sun 29 Sept	day	6	4	8	18	36%
	o/night	8	7	6	21	42%
Mon 30 Sept	day	6	8	10	24	48%
	o/night	9	7	8	24	48%
Average numbers (and %) of available spaces used	day	6.3 (42%)	7.7 (39%)	7.7 (51%)	21.7	(44%)
	o/night	8.7 (58%)	7.9 (40%)	6.6 (44%)	23.2	(46%)
	day + o/night	7.5 (50%)	7.8 (39%)	7.1 (47%)	22.4	(45%)

Oaklands (Reading) Management Association Limited

Street parking availability and usage: Hamilton Road and Bulmershe Road, 2020

Number of vehicles parked during day and overnight for seven bay areas in relation to number of available street parking spaces (not obstructing access to off-street parking).

One spot check per period.

Lower Hamilton Road

					Totals	Available space usage %
	Wokingham Road, east	Oaklands boundary, east	Crescent Road, west	Within Oaklands		
Available spaces	27	14	13	4	57	
M 6/1	d 16 o/n 22	d 4 o/n 6	d 3 o/n 2	d 4 o/n 4	27 34	47 60
T 7/1	d 11(2) o/n 22	d 2 o/n 3	d 4 o/n 3	d 4 o/n 4	21 32	37 56
W 8/1	d 19(1) o/n 21	d 4 o/n 6	d 5(1) o/n 4	d 3 o/n 4	31 35	54 61
Th 9/1	d 17(1) o/n 22	d 3 o/n 4	d 5 o/n 4	d 3 o/n 4	28 34	49 60
F 10/1	d 18(2) o/n 19	d 3(1) o/n 7	d 7(1) o/n 6	d 4 o/n 4	32 36	56 63
Sa 11/1	d 22(5) o/n 17(2)	d 1 o/n 5	d 2 o/n 3	d 3 o/n 4(1)	28 29	49 51
S 12/1	d 14 o/n 17(2)	d 4 o/n 10	d 3 o/n 3	d 4 o/n 4(1)	25 34	44 60
M 13/1	d 19 o/n 21	d 4 o/n 6	d 4 o/n 2	d 3 o/n 4	30 33	53 58
T 14/1	d 17(2) o/n 15	d 5(2) o/n 7	d 8(2) o/n 4	d 3 o/n 4	33 30	58 53
W 15/1	d 16 o/n 12(1)	d 4 o/n 5(2)	d 5 o/n 7(2)	d 3 o/n 4	28 26	49 46
Th 16/1	d 14(1) o/n 17(1)	d 3 o/n 5	d 6 o/n 4	d 3 o/n 3	26 29	46 51
F 17/1	d 17 o/n 15	d 5 o/n 6	d 3 o/n 4	d 3 o/n 4	28 29	49 51
Sa 18/1	d 16(1) o/n 19	d 4 o/n 6	d 4 o/n 4	d 1 o/n 4	25 33	44 58
S 19/1	d 14(1) o/n 17	d 4(1) o/n 10	d 2 o/n 3	d 3 o/n 4	23 34	40 60
M 20/1	d 16(1) o/n	d 3(1) o/n	d 6(2) o/n	d 3 o/n	28	49
Average						d 48 o/n 56

Lower Bulmershe Road

				Totals	Available space usage %
	Wokingham Road, east	Oaklands boundary, west	Crescent Road, west		
Available spaces	15	20	15	50	
M 6/1	d 5 o/n 10	d 8(1) o/n 7	d 5 o/n 5	18 22	36 44
T 7/1	d 4 o/n 9	d 13(5) o/n 7	d 6 o/n 5	23 31	46 62
W 8/1	d 5 o/n 8	d 9(5) o/n 5	d 5 o/n 5	19 18	38 36
Th 9/1	d 3 o/n 9	d 9(4) o/n 7	d 4 o/n 5	16 21	32 42
F 10/1	d 3 o/n 8	d 12(5) o/n 5	d 6 o/n 6	21 19	42 38
Sa 11/1	d 5 o/n 7	d 7(3) o/n 6	d 5 o/n 6	17 19	34 38
S 12/1	d 3 o/n 5	d 6(3) o/n 8(2)	d 6 o/n 7	15 20	30 40
M 13/1	d 5 o/n 12	d 13(5) o/n 9	d 3 o/n 6	21 27	42 54
T 14/1	d 4 o/n 7	d 10(3) o/n 5	d 5 o/n 6	19 18	38 36
W 15/1	d 5 o/n 9	d 9(4) o/n 3(1)	d 5 o/n 3	19 15	38 30
Th 16/1	d d 4(1) o/n 7	d 14(7) o/n 8	d 3(1) o/n 5	21 20	42 40
F 17/1	d 3 o/n 8	d 8(1) o/n 7	d 6 o/n 5	17 20	34 40
Sa 18/1	d 7(2) o/n 9	d 4(2) o/n 8	d 6 o/n 5	17 22	34 44
S 19/1	d 4 o/n 6	d 4 o/n 3	d 3 o/n 4	11 13	22 26
M 20/1	d 4(1) o/n	d 10(5) o/n	d 4 o/n	18	36
Average					d 36 o/n 41

d = day (one walk down each street between 10am and 2pm)

o/n = overnight (one walk down each street between 9 and 11pm)

Please note numbers in brackets are vehicles without permits or visitor vouchers.

Two adjacent properties are being renovated at 33–35 Bulmershe Road with numerous vans parked next to Oaklands without vouchers every working day.

Why should Oaklands be fully included in the residents' parking?

We wish to protect the rights of vulnerable Oaklands' residents to be included fully in the recent parking scheme. Currently we are being discriminated against as blocks of flats. We have been offered discretionary permits in a haphazard manner, which the council could phase out in the future.

Oaklands has insufficient off-street parking to guarantee the availability of spaces to residents. By rejecting applications for discretionary permits (signed-off with the reminder 'that without a valid permit, you do not have the right to park your vehicle within the permit parking spaces in a permit zone'). Individuals and families now have no local parking option if Oaklands' limited spaces are filled, in a neighbourhood in which they are full, rightful, tax-paying residents.

Oaklands comprises fifty (50) residential units, with twenty-two (22) designated parking spaces, in car parks located on Hamilton Road and Bulmershe Road. The number of spaces had been greater, but under the new controls at least nine (9) spaces in the car park on Hamilton Road have been lost by the introduction of double yellow lines and a permit bay. Given the limited number of parking spaces on the estate, Oaklands residents are regularly compelled to seek on-street parking when Oaklands car parks are full.

Directors at Oaklands have been vigilant throughout the consultation process. Several attended meetings and viewed online suggestions as plans progressed and were reassured we would be included in the scheme. At no stage were we told it would not include Oaklands. Our letters to apply for permits did not mention that we would only be offered discretionary permits. Not until we applied did we realise some households had been allocated two permits and others declined. Some were given free visitor parking and others asked to pay. Some had to pay the higher charge instituted in October 19 as they were turned down in the first round.

The Management Council only became aware of Oaklands' designation as excluded from automatic permit entitlement in August 2019, via an online document (dated 6 August 2019). There was no time to mount an appeal of this late and passive notice of exclusion. This document is also confusing in its exclusion of Oaklands on Hamilton Road but not on Bulmershe Road.

We canvassed Oaklands residents at the start of the new parking scheme. We understand that 50% (8 out of 16) of those who had then applied for discretionary permits had both their initial application and their appeal rejected. Decisions were inconsistent and lacking transparency. In some cases no reason was given; in other cases the reason stated is that 'there is off-street parking available' (sic) or simply that 'this property is not included in the parking permit scheme' (which we are well aware of).

Oaklands provides a major community core to Bulmershe and Hamilton roads, and has done so since the 1960s – its verdant open spaces and listed architectural status make a significant contribution to the neighbourhood. Oaklands residents and their visitors should be entitled to the same parking rights as other households in these two roads. The stated aim of a new parking scheme was to improve parking in the 14R zone. For Oaklands residents and their visitors, the scheme has made parking worse: it has brought about new difficulties, anxieties and stress.

Why should Oaklands not be considered as 'flats'?

Each dwelling has its own external doorway. There are more maisonettes (29) than flats (21). The addresses of dwellings are on Bulmershe and Hamilton Road. Oaklands is a Grade II listed set of five blocks of dwellings and therefore a locally important site for architecture, landscaping and communal living. The listings are held with Historic England from 4 Feb 2013 (block 1 1408854, block 2 1411947, block 3 1411952, block 4 1411950, block 5 141195).

Many residents have lived here for over thirty years. Many choose Oaklands for its outside space: as a consideration for their children, or as a retirement option, due to the compact ground floor dwellings. Many individuals and families here need accessible parking and space for visitors, including carers.

Has Oaklands fully maximised its own parking capabilities?

Seventy-three protected trees, listed buildings and listed landscaping mean we cannot make more parking spaces. Garages are rented separately from dwellings and many are not usable for modern larger cars. Garages are managed by a trust, so we do not have the power to knock them down to make more spaces. 22 spaces were shown on the original plans for Oaklands, a couple more have been made over time but there is no more space. We are in a process of ensuring Oaklands residents have access to a garage if they want to rent one, cancelling the tenancies of those who are not residents.

Is Oaklands managing its own parking spaces? Other flats use parking companies.

Oaklands wants to maintain the open, communal feel it was designed to embody. A parking company will alter this, with the potential for barriers, signage, patrolling staff and clamping.

Action already taken by Oaklands: new signs at entrances to restate the resident parking, posts to stop parking on grass, resident permit allocation survey, parking bay usage survey (Sep 19 and Jan 20), directors' letters to MP and councillors.

A voucher displayed on the screen and updated annually has been issued to ensure parking within Oaklands is by residents and their visitors only.

A local petition harnessed neighbours' support for Oaklands' residents.

Oaklands car parks sometimes look empty, but at night they are full and over Christmas car parks were crammed with cars as this is the only place many visitors can park (some refusing to be charged for visitor permits). Two residents received fines Christmas as they had nowhere else to park.

Some residents had to stand by cars with visitors on the street as they were nervous of leaving the car and being fined (despite 2 hour allowance).

Need – how many residents have vehicles that would apply for permits?

There are fifty (50) dwellings and around twenty-three (23) spaces. Surveys within Oaklands have found currently we need around ten further resident spaces and flexibility for visitors including carers. We want two free visitor parking books per household like other residents, for visitors, carers and tradespersons.

Can any space be freed up locally that would add to the number of spaces on nearby roads?

Parking space surveys show on average half the spaces are used on Hamilton and Bulmershe Road.

There is plenty of capacity for Oaklands to be included in the scheme.

It is evident that the Residents Parking Scheme has succeeded in clearing away many parked cars.

A significant proportion of residences on Hamilton and Bulmershe roads have off-street parking available to them (at our count: 67 residences in Bulmershe Road, 74 in Hamilton Road). Many other cars now gone belonged to individuals who did not live here. The result has been many unused spaces in parking bays, especially on Bulmershe Road, reflecting an absence of excess demand for street parking by local residents and their visitors.

This suggests that the calculus RBC has followed in excluding Oaklands from automatic entitlement to permits is unwarranted. Numerous residences with off-street parking available to them, are benefitting from automatic entitlement to permits. This is patently unfair.

Oaklands 'lost' nine spaces when the permit scheme was introduced in its Hamilton Road car park.

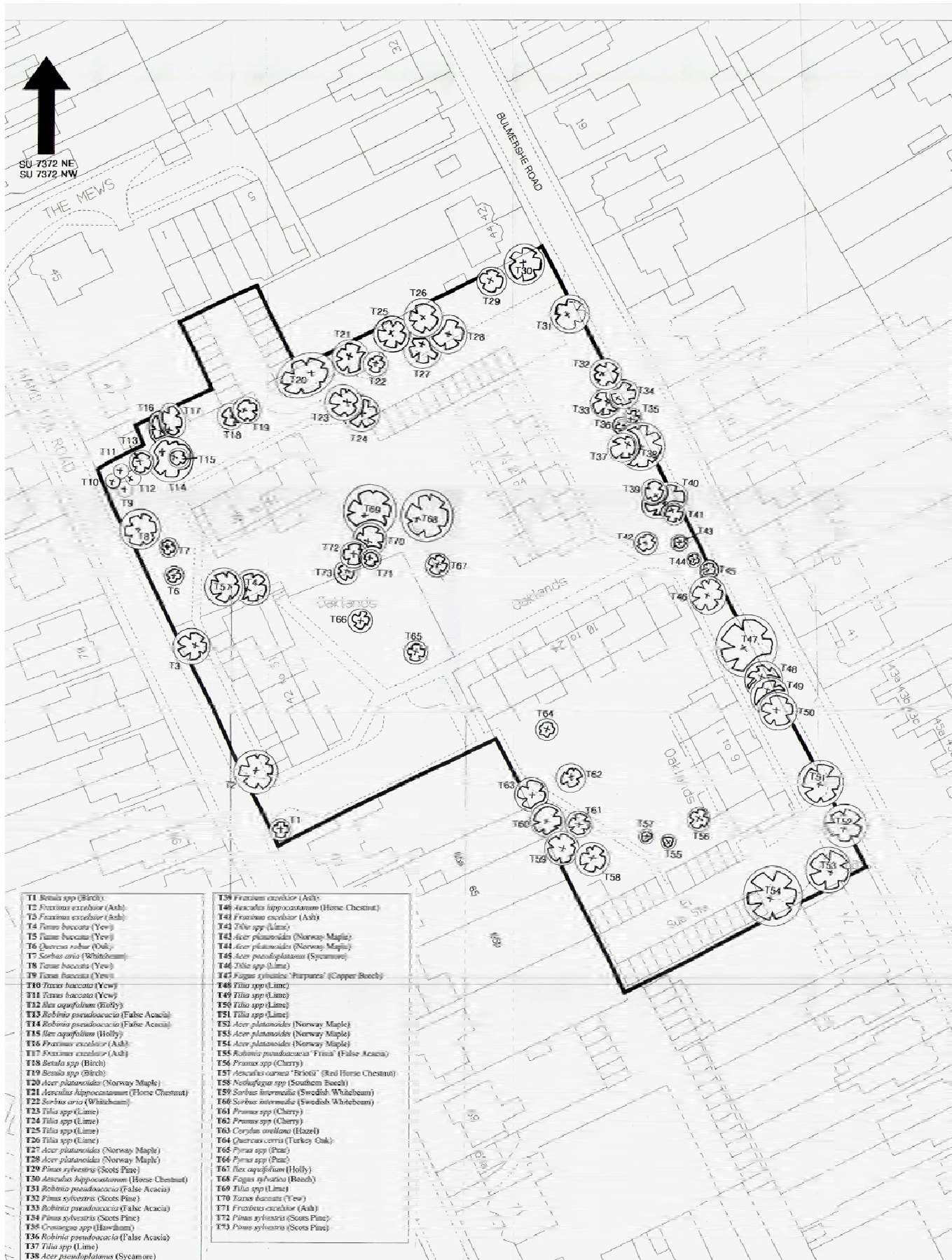
Removal of the double yellows would help claim back some spaces.

Garages – why are you not using those?

In the original planning for Oaklands, there were fifty (50) garages, one for each of the dwellings.

They have since been managed by a trust, so cannot be demolished to make more spaces. They are no longer accessible to modern vehicles, due to car size and turning spaces provided.





- T1 Betula spp (Birch)
- T2 Fraxinus excelsior (Ash)
- T3 Fraxinus excelsior (Ash)
- T4 Tilia spp (Lime)
- T5 Tilia spp (Lime)
- T6 Quercus robur (Oak)
- T7 Sorbus aria (Whitebeam)
- T8 Tilia spp (Lime)
- T9 Tilia spp (Lime)
- T10 Tilia spp (Lime)
- T11 Tilia spp (Lime)
- T12 Ilex aquifolium (Holly)
- T13 Robinia pseudoacacia (False Acacia)
- T14 Robinia pseudoacacia (False Acacia)
- T15 Ilex aquifolium (Holly)
- T16 Fraxinus excelsior (Ash)
- T17 Fraxinus excelsior (Ash)
- T18 Betula spp (Birch)
- T19 Betula spp (Birch)
- T20 Acer platanoides (Norway Maple)
- T21 Acerulus hippocastanum (Horse Chestnut)
- T22 Sorbus aria (Whitebeam)
- T23 Tilia spp (Lime)
- T24 Tilia spp (Lime)
- T25 Tilia spp (Lime)
- T26 Tilia spp (Lime)
- T27 Acer platanoides (Norway Maple)
- T28 Acer platanoides (Norway Maple)
- T29 Pinus sylvestris (Scots Pine)
- T30 Acerulus hippocastanum (Horse Chestnut)
- T31 Robinia pseudoacacia (False Acacia)
- T32 Pinus sylvestris (Scots Pine)
- T33 Robinia pseudoacacia (False Acacia)
- T34 Pinus sylvestris (Scots Pine)
- T35 Crataegus spp (Hawthorn)
- T36 Robinia pseudoacacia (False Acacia)
- T37 Tilia spp (Lime)
- T38 Acer pseudoplatanus (Sycamore)

- T39 Fraxinus excelsior (Ash)
- T40 Acerulus hippocastanum (Horse Chestnut)
- T41 Fraxinus excelsior (Ash)
- T42 Tilia spp (Lime)
- T43 Acer platanoides (Norway Maple)
- T44 Acer platanoides (Norway Maple)
- T45 Acer pseudoplatanus (Sycamore)
- T46 Tilia spp (Lime)
- T47 Fagus sylvatica 'Purpurea' (Copper Beech)
- T48 Tilia spp (Lime)
- T49 Tilia spp (Lime)
- T50 Tilia spp (Lime)
- T51 Tilia spp (Lime)
- T52 Acer platanoides (Norway Maple)
- T53 Acer platanoides (Norway Maple)
- T54 Acer platanoides (Norway Maple)
- T55 Robinia pseudoacacia 'Frissa' (False Acacia)
- T56 Prunus spp (Cherry)
- T57 Acerulus carnea 'Brilliant' (Red Horse Chestnut)
- T58 Noddyfagus spp (Southern Beech)
- T59 Sorbus intermedia (Swedish Whitebeam)
- T60 Sorbus intermedia (Swedish Whitebeam)
- T61 Prunus spp (Cherry)
- T62 Prunus spp (Cherry)
- T63 Corylus avellana (Hazel)
- T64 Quercus robur (Turkish Oak)
- T65 Pinus spp (Pine)
- T66 Pinus spp (Pine)
- T67 Ilex aquifolium (Holly)
- T68 Fagus sylvatica (Beech)
- T69 Tilia spp (Lime)
- T70 Tilia spp (Lime)
- T71 Fraxinus excelsior (Ash)
- T72 Pinus sylvestris (Scots Pine)
- T73 Pinus sylvestris (Scots Pine)

Tree Preservation Order - Oaklands, Bulmershe Road/Hamilton Road, Reading.

Date: JUNE 2001

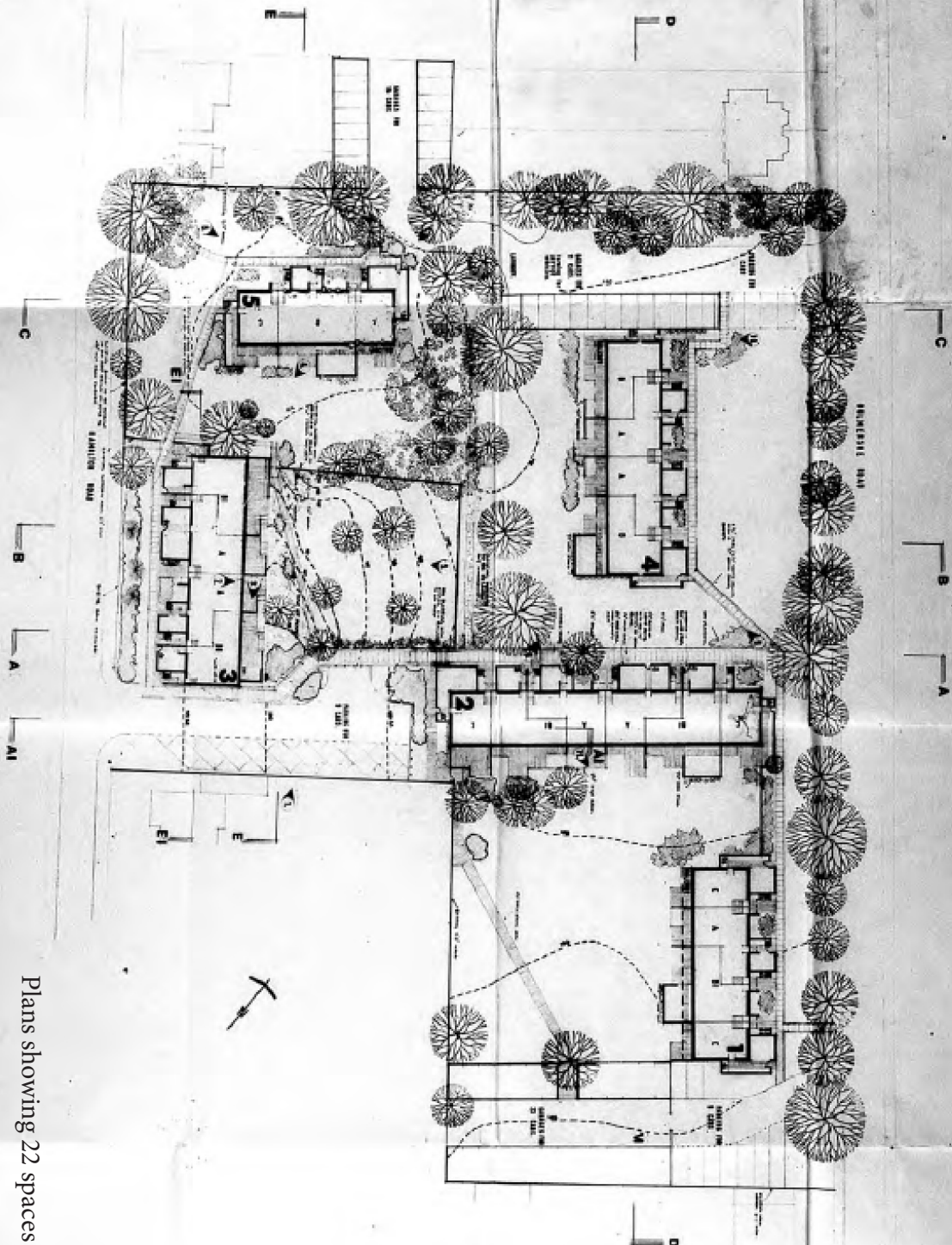
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Reading
BOROUGH COUNCIL

Plans showing 22 spaces



Block 1, each space of 22' x 10'

1. Total area 22,000 sq. ft.

2. Total area 22,000 sq. ft.

3. Total area 22,000 sq. ft.

4. Total area 22,000 sq. ft.

5. Total area 22,000 sq. ft.

6. Total area 22,000 sq. ft.

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2 JULY 2020	AGENDA ITEM:	6
TITLE:	REALLOCATION OF ROAD SPACE - READING'S ACTIVE TRAVEL PROPOSALS		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	PLANNING, TRANSPORT AND REGULATORY SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICER:	CRIS BUTLER	TEL:	0118 937 2068
JOB TITLE:	INTERIM HEAD OF TRANSPORT	E-MAIL:	Cris.butler@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To update members of the sub-committee on the Council's Active Travel programme, as approved by Policy Committee on 18th May 2020.
- 1.2 Appendix 1 - Schedule of schemes.

2 RECOMMENDED ACTION

- 2.1 That members of the Sub-Committee note the report and Appendix 1.

3. POLICY CONTEXT

- 3.1 The Council's Corporate Plan supports the delivery of new transport infrastructure in order to manage levels of congestion, improve air quality and reduce carbon emissions, whilst accommodating the significant levels of planned economic growth. The Council's approved Capital Programme provides capital funding of over £40m for key infrastructure projects. Funding is provided from grants received from the Local Enterprise Partnership and Central Government, developer contributions, investment from Network Rail and Great Western Railway (GWR), and Council borrowing.
- 3.2 Consultation on Council's new Local Transport Plan (LTP) has commenced. The new strategy has been developed to help achieve wider objectives including the Reading 2050 Vision, the Climate Emergency which was declared in February 2019 and improved air quality. It is heavily focused on addressing these wider challenges through a package of solutions to both provide realistic sustainable alternatives to the private car, alongside measures to manage demand to improve air quality and congestion. The new strategy has been aligned with other Council strategies including the new Local Plan and draft Climate Emergency Strategy.
- 3.3 The Council has agreed a Strategic Framework (March 2020) which sets out the Council's key priorities including support for business and the economy. The proposals set out in

this report support accessibility for all by providing an improved travel choice to support the long term recovery of Reading.

4. BACKGROUND

- 4.1 At the meeting of Policy Committee on 18th May 2020, members approved progression of a series of Active Travel proposals in Reading. These proposals were presented in response to the coronavirus pandemic, which, alongside the Climate Emergency, have dramatically enhanced the focus on enabling greater levels of active travel through the provision of walking and cycling facilities.
- 4.2 The proposals were developed with a view to short term measures that could be implemented quickly, and medium to longer term measures that, subject to the level of funding released by the Department for Transport (DfT), could be developed and implemented over the next few years.
- 4.3 The approved schemes are as follows:-

Short Term projects

- Gosbrook Road
- Sidmouth Street
- Reading Bridge
- Cycle lanes on Oxford Road
- Whitley Street Local Centre
- Southampton Street / Silver Street
- Redlands Road

Medium Term projects

- Blagrove Street
- Basingstoke Road
- London Road
- 20mph speed limit review

Long Term projects

- Scheme from the Centre to East Reading through a joined-up approach to the provision of sustainable transport facilities on Kings Road and London Road.
- Enhancements in West Reading including on Bath Road and further opportunities along the Oxford Road to deliver the new sections of bus lane as a part of the agreed corridor study and enhance and complement the current scheme.
- Opportunities in North Reading, including improved access to Christchurch Bridge alongside walking and cycling enhancements in Caversham local centre and on Caversham Bridge.
- Progression of measures in South Reading including on Basingstoke Road, Shinfield Road and the A33 public transport scheme.
- Enhancements to walking and cycling routes to/from and through the town centre alongside improving the quality of the urban realm.

5. CURRENT PROGRESS

- 5.1 In early June, the DfT formally announced the Active Travel funding programme, and confirmed the available funding (subject to application) for each authority. Reading has been allocated funding in two tranches; £295k in the first tranche and £1,179k in the second tranche. At the time of writing, the DfT have not confirmed when the first tranche funding will be released, nor have they confirmed the process for applying for the second tranche. Officers will continue to press the DfT for this information.

- 5.2 In line with the DfT funding announcement and the likely funding allocated to Reading, officers have prepared a schedule detailing the Active Travel schemes approved by Policy Committee, alongside the estimate programme and estimated costs. Members will note not all schemes can be fully funded by the DfT Active Travel funding allocation alone, and an element of “local” funding will be required – such as S106 or CIL.
- 5.3 The Council’s Network Management Team have recently introduced the first scheme in the programme – Reading Bridge advisory cycle lanes. The designs for both Sidmouth Street and Gosbrook Road/Westfield Road are at an advanced stage, and subject to securing the traffic management equipment for each scheme (barriers/bollards etc), it is hoped these schemes will be introduced in July. This is slightly later than previously planned and is mainly due to the overall response to Active Travel across the Country affecting the supply chain.
- 5.4 Due to the considerable resource required to deliver the Active Travel Programme on top of existing workloads, the remaining projects will be supported by consulting engineers who will work alongside the Council’s Network Management team to develop, design and introduce each project.
- 5.5 Officers will commence the review process of each temporary scheme early in 2021 which will be based on traffic data, user feedback, and safety records. Further updates on progress will be reported through this and other Committee’s in the coming months

6. FINANCIAL IMPLICATIONS

- 6.1 As detailed in paragraph 5.1 and 5.2 above, since the Policy Committee report in May 2020, the majority of funding for the proposals listed will now be supported by the DfT Active Travel Fund. Additional funding will be required later in the programme, and this will include Community Infrastructure Levy local funds (subject to public consultation). It is the Council’s intention to use capital funding to get the schemes quickly implemented, and then claim back the money through the Government’s Active Travel Fund. The use of consultants can also be funded by the programme.
- 6.2 Scheme funding for the projects listed in recommendation 2.1 will taken from the following lines in the Capital Programme:
- Local Traffic Management and Road Safety Schemes (£359k) – Sidmouth Street, Gosbrook Road and Reading Bridge proposals complement and support this programme (Total allocation £46k)
 - Oxford Road Corridor Works (£318k) – delivery of the on-road cycle lanes form a part of the existing capital scheme (Total allocation £12k)
 - LTP Development (£200k) – Whitley Street Local Centre, Southampton Street / Silver Street, and Redlands Road proposals support this programme (Total allocation £28k)

The use of these existing capital programme allocations, which supports ongoing road safety improvements will complement the outcomes secured arising from this budget. In some cases, projects will now be delivered earlier than previously planned within the programme such as the LTP Development projects.

7. CONTRIBUTION TO STRATEGIC AIMS

- 7.1 The Council has adopted a Strategic Framework (March 2020) which sets out the Council’s key priorities including:
- To keep social care services running for the children and adults who need them;

- To support vulnerable and isolated people during the crisis;
- To support business and the economy, which will secure the long term recovery of Reading.

7.2 These proposed measures will enable residents and people who work and study in Reading to more easily consider a return to work or a return to normal activities as the lockdown measures are gradually lifted. Transport is integral to the functioning of business and the economy and it is suggested that these measures to promote more walking and cycling opportunities will have a positive impact for business and the economy as well as helping people to feel safe.

8. COMMUNITY ENGAGEMENT AND INFORMATION

8.1 Advertising of the Temporary Traffic Regulation Orders will be conducted in accordance with appropriate legislation. Notices will be advertised in the local printed newspaper and erected on lamp columns within the affected area. If this is not possible, alternative means will be proposed such as delivering the notice to each property within the affected area, and promoting the notice in the online version of local media.

9. EQUALITY IMPACT ASSESSMENT

9.1 Under the Equality Act 2010, Section 149 the Council must, in the exercise of its functions, 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.

9.2 The Council has reviewed the scope of the proposals as outlined within this report and considers that the proposals have no direct impact on any groups with protected characteristics. However, the service will meet with representatives of the Access and Disability forums to determine whether they have any concerns or issues regarding the proposals.

10. LEGAL IMPLICATIONS

10.1 Some interventions will not require Traffic Regulation Orders (TROs). Others will require TROs, of which there are different types. The main ones are:

- Permanent: this process includes prior consultation on the proposed scheme design, a 21-day notice period for statutory consultees and others who can log objections; there could be a public inquiry in some circumstances.
- Temporary: these can be in place for up to 18 months. There is a 7-day notice period prior to making the TRO and a 14-day notification requirement after it is made, plus publicity requirements. These are most suitable for putting in place temporary measures and road closures. Temporary Traffic Regulation Orders will require advertisement, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. A Temporary Traffic Regulation Order will be made in accordance with section 14(1) of the Road Traffic Regulation Act 1984, as amended.

10.2 Necessary changes to Highway signing and lining, including temporary, will need to be implemented in accordance with the Traffic Signs, Regulations and General Directions 2016 and associated Code of Practice for temporary Highway signing.

11. ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS

- 11.1 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the draft Climate Emergency Strategy this figure is lower in Reading with transport accounting for around 20% of carbon emissions, however significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.
- 11.2 Proposals set out in this paper seek to support a step-change in transport infrastructure and services and a shift towards sustainable and clean modes of transport as attractive alternatives to private vehicles. This builds on the considerable success of increasing the number of walking, cycling and public transport trips into Reading town centre to 80% as part of the delivery of previous Local Transport Plans.

12. BACKGROUND PAPERS

- 12.1 Policy Committee report - 18th May 2020.

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Appendix 1

Active Travel project – schedule of schemes

June 2020

Scheme name and Policy Report priority reference	Scheme detail	Target for delivery	Cost estimate	Funding source
A) Gosbrook Road/Westfield Road	Temporary one-way restrictions on Gosbrook Rd westbound between Westfield Road and Prospect Street and on Westfield Road southbound between Henley Road and Gosbrook Road. Restrictions supported by road markings, vertical signs and a combination of temporary barriers and bollards. Temporary cordoning of eastbound carriageway lane on Gosbrook Road to support social distancing. Includes introduction of temporary 20mph limits on both sections of road.	July 2020	£45k	Tranche 1 – DfT active travel grant (£295k)
B) Sidmouth Street	Temporary one-way traffic restriction, south to north. Temporary cordoning of southbound lane to create shared-use footway/cycle lane to support social distancing. Supported by	July 2020	£45K	Tranche 1 – DfT active travel grant (£295k)

	road markings, vertical signs and a combination of temporary barriers and bollards.			
C) Reading Bridge	New advisory cycle lanes on east and west side of Reading Bridge and George Street, supported by replacement of existing road markings and some vertical cycle signs.	June 2020	£25k	Tranche 1 – DfT active travel grant (£295k)
D) Cycle lanes on Oxford Road	Progression of advisory cycle lanes in sections along the Oxford Road between Chatham Street Junction and Norcot Road Junction, and continuous advisory cycle lanes on both sides between Norcot Road junction and New Lane Hill Junction	July/August 2020	£50k	Tranche 1 – DfT active travel grant (£295k)
E) Whitley Street Local Centre	Remove one traffic lane outbound and reallocate to cyclists, alongside other public realm enhancements for pedestrians.	July/August 2020	£25k	Tranche 1 – DfT active travel grant (£295k)
F) Southampton Street / Silver Street	Introduce cycle lanes through removal of existing road hatching.	July/August 2020	£40k	Tranche 1 – DfT active travel grant (£295k)
G) Redlands Road	Introduce southbound cycle lane (uphill) and cycle	July 2020	£30k	Tranche 1 – DfT active travel grant (£295k)

	priority measures at Christchurch Green junction.			
			Total Tranche 1 - £260k	
H) Blagrove Street	Introduce contraflow cycle lane between Town Hall Square and Reading Station. This scheme would require construction works to implement the cycleway between the footway and parking bays	Winter 2020	£75-80k	Tranche 2 – DfT active travel grant (£1.179k)
I) Basingstoke Road	Review of existing bus/cycle lanes and road hatching, upgrade bus priority at signals etc to introduce a more joined-up 'smart and sustainable corridor'	Winter 2020	£150k	Tranche 2 – DfT active travel grant (£1.179k)
J) London Road	A west bound cycle route, potentially as a bus lane subject to discussions with Reading Buses regarding the frequency of services that could use this route.	Winter 2020	£75-80k	Tranche 2 – DfT active travel grant (£1.179k)
K) 20mph speed limit review	Progress list of proposed 20mph limits as detailed at Traffic Management Sub-Committee – such as Lower Caversham, Tilehurst etc	Winter 2020/Spring 2021	£200k	Tranche 2 – DfT active travel grant (£1.179k) & S106/CIL
L) Central to east sustainable transport review	Scheme from the Centre to East Reading through a joined-up approach to the	Summer 2021/Autumn 2021	£250-300k	Tranche 2 – DfT active travel grant (£1.179k) & S106/CIL

	provision of sustainable transport facilities on Kings Road and London Road			
M) Central to west sustainable transport review	Enhancements in West Reading including on Bath Road and further opportunities along the Oxford Road to deliver the new sections of bus lane as a part of the agreed corridor study and enhance and complement the current scheme.	Summer 2021/Autumn 2021	£250k	Tranche 2 – DfT active travel grant (£1.179k) & Oxford Rd S106
N) North sustainable transport review	Opportunities in North Reading, including improved access to Christchurch Bridge alongside walking and cycling enhancements in Caversham local centre and on Caversham Bridge.	Winter 2021/Spring 2022	£75-80k	Tranche 2 – DfT active travel grant (£1.179k) & S106/CIL
O) South sustainable transport review	Progression of measures in South Reading including on Basingstoke Road as referenced above, Shinfield Road and the A33 public transport scheme.	Winter 2021/Spring 2022	£350-400k	Tranche 2 – DfT active travel grant (£1.179k) & LEP GD
P) Boroughwide sustainable connectivity review	Enhancements to walking and cycling routes to/from and through the town centre alongside improving	Spring 2022/Summer 2022	£500k	Tranche 2 – DfT active travel grant (£1.179k) & S106/CIL

	the quality of the urban realm			
			Total Tranche 2 - £2040k	

Note: At the time of writing, the full DfT grant conditions have yet to be released for Tranche 2 grant. Tranche 1 grant is targeted to be fully utilised by 31st August 2020. Indicative costs include consultancy support in developing, designing and project managing the list of projects

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2 JULY 2020	AGENDA ITEM:	7
TITLE:	WAITING RESTRICTION REVIEW PROGRAMME UPDATE		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BOROUGHWIDE
LEAD OFFICER:	JAMES PENMAN	TEL:	01189 372202
JOB TITLE:	ASSISTANT NETWORK MANAGER	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT & EXECUTIVE SUMMARY

- 1.1 The Waiting Restriction Review programme has been a twice-annual activity that is reported to this Sub-Committee. The purpose of the programme has been to collect and report requests for new, or changes to existing, waiting restrictions on the Highway with the potential for these to be investigated and progressed toward delivery.
- 1.2 Following requests from members to conduct some further investigations earlier in the year, and the impact of the COVID-19 pandemic, this report provides Sub-Committee members with a progress update for this programme.

2. RECOMMENDED ACTIONS

- 2.1 That the Sub-Committee notes the report.

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 RECOMMENDATION

- 4.1 The Waiting Restriction Review programme provides an opportunity for requests for new, or changes to existing, waiting restrictions on the Highway to be reported to members, with the potential for these to be investigated and progressed toward delivery.

The programmes have several key stages, some being procedural (and to plan resourcing) and some being statutory.

- 4.2 There have been two Waiting Restriction Review Programmes per year, typically commencing at the Traffic Management Sub-Committee (TMSC) meetings in March (the 'A' programme) and September (the 'B' programme). The typical timeline is as follows:

- a) Request received.
- b) Request added to the list of new requests and reported for the start of the next Waiting Restriction Review Programme (TMSC in March (A) / September (B)). Decision made on whether request should be investigated by Officers.
- c) Officers investigate the issue and make recommendations to Ward Councillors.
- d) Officers report recommended proposals for statutory consultation, including Ward Councillor comments, (TMSC in the following June (A) / January (B)). Decision made on whether proposals should progress to statutory consultation.
- e) Legal documents are prepared and on-street notices created (also advertised in the local newspaper) and erected for the start of the 21 day statutory consultation period, following publication of the agreed TMSC meeting minutes.
- f) Responses to the statutory consultation are reported (TMSC in the following September (A) / March (B)). Decision made on whether proposals should be implemented.
- g) The Legal Order for the parking restrictions is finalised and advertised in the local newspaper, following publication of the publication of the agreed TMSC meeting minutes.
- h) Signs are designed and ordered. Contractors are issued detailed designs and instructions for sign and post installation and lining work.
- i) The Waiting Restriction Review programme is implemented.

- 4.3 Recommendations for the 2019B programme were reported to the Sub-Committee in January 2020 (stage d above). However, members requested amendments to the recommendations, necessitating further Officer investigation and design work and the approval of amended proposals at a future meeting.

At the March 2020 meeting Officers reported the amended recommendations, which members agreed could progress to statutory consultation (stage e above). However, Officers highlighted that the decisions at January's meeting had delayed the 2019B programme development and that this had meant that the 2020A programme did not commence from the March 2020 meeting as intended.

- 4.4 The implications of the COVID-19 pandemic have delayed the ability for the Council to conduct the statutory consultation for the 2019B programme. Officers intend to conduct this consultation over the Summer and report the results to the Sub-Committee in September 2020, where the next programme will also commence - this will essentially be the 2020B programme, with the A programme timelines now having passed. This will bring the programmes back into alignment with the typical stages and timeline in 4.2.

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 priorities, as set out below:

- Keeping Reading's environment clean, green and safe
- Ensuring the Council is fit for the future

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 The decisions and recommendations of this report are not expected to have environmental or climate implications.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The programme is created from requests and suggestions for minor changes to Highway waiting restrictions, which have been received by Officers.
- 7.2 Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

8. LEGAL IMPLICATIONS

- 8.1 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.

9. EQUALITY IMPACT ASSESSMENT

9.1 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.

9.2 It is not considered that an Equality Impact Assessment (EIA) is relevant to the decisions arising from this report, as it is not considered that the decision will have a differential impact on any groups with protected characteristics.

10. FINANCIAL IMPLICATIONS

10.1 Funding for the advertisement requirement of the statutory consultation and subsequent implementation of agreed changes will need to be identified. It is intended that these costs will be met by the Council's Capital Works budget, with external funding (e.g. CIL or Section 106 contributions) to be used wherever possible.

10.2 The cost of the programme will be dependent on a number of factors, including the number proposals that are agreed for statutory consultation, the number agreed for implementation and the extent/complexity of the scheme. Lining-only schemes, such as double-yellow-line restrictions will be considerably less costly to implement, compared with restrictions that require signing.

11. BACKGROUND PAPERS

11.1 Bi-Annual Waiting Restriction Review - 2019B Further Proposals for Statutory Consultation (Traffic Management Sub-Committee, March 2020).

11.2 Bi-Annual Waiting Restriction Review - 2019B Proposals for Statutory Consultation (Traffic Management Sub-Committee, January 2020).

READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2 JULY 2020	AGENDA ITEM:	8
TITLE:	RESULTS OF STATUTORY CONSULTATION: WOKINGHAM ROAD SHARED-USE BAYS		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	PARK
LEAD OFFICER:	ROB CONWAY	TEL:	01189 374269
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	NETWORK.MANAGEMENT@READING .GOV.UK

1. PURPOSE OF REPORT & EXECUTIVE SUMMARY

- 1.1 The Traffic Management Sub-Committee agreed on shared-use Resident Permit Parking (Zone 14R) / Pay and Display proposals (and agreed to a tariff) for currently unrestricted bays along Wokingham Road to be publicly consulted at their meeting in November 2019.
- 1.2 Following the implementation of the East Reading Study resident permit parking scheme (area 1), these proposals are intended to meet the needs of residents and other establishments by providing additional parking permit bays within the wider scheme area, but also providing flexible parking for visitors throughout the day along with the turnover and relative ease of enforcement that Pay & Display restrictions provide.
- 1.3 A statutory consultation took place between 5th - 26th March 2020.
- 1.4 Appendix 1 provides the publicly advertised plans which show the location and detail of the parking proposals.
- 1.5 Appendix 2 provides the objections and other comments, which were formally submitted during the consultation period.

2. RECOMMENDED ACTIONS

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers the objections in Appendix 2 and agrees to either implement, amend or reject the proposals. Officers recommend implementing the restrictions, as advertised.
- 2.3 That the Assistant Director 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 agreed minutes of the meeting.
- 2.5 That Officers progress the delivery of the resultant restrictions.

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 RECOMMENDATION

- 4.1 Changes to the unrestricted parking bays on Wokingham Road were originally proposed as part of the consultation for the East Reading permit parking scheme, with shared-use permit parking and limited waiting during the daytime. The timings for these periods aligned with those in the surrounding scheme area, whereby permit holders could park at any time, and non-permit holders could park for up to 2 hours between 8am and 8pm.
- 4.2 Having considered the feedback to the consultation, the Sub-Committee agreed to remove the proposals for these bays from the resultant Traffic Regulation Order (TRO) and officers were asked to consider alternative restrictions to accommodate visitors to the area more flexibly.
- 4.3 Following additional discussions with the East Reading Study Steering Group, Officers developed an amended proposal. This proposal removes the daytime only visitor period and places a Pay & Display restriction for all visitor parking. The tariff for the Pay & Display element provides the 2 hour free-of-charge parking that the surrounding shared-use restrictions provide, as follows:
 - Free of charge - 2 hours

- 3 hours - 50p
- 4 hours - £1
- Each additional hour (or part, thereof) - +50p

It should be noted that parking during the 'free' period will still require purchase of a Pay & Display ticket, although the charge will be £0.

- 4.4 The new proposal is intended to meet the needs of residents by providing additional parking permit bays within the wider scheme area, but also provide flexible parking for visitors throughout the day along with the turnover and relative ease of enforcement that Pay & Display restrictions provide. The restrictions are also intended to overcome the original objections made, primarily by regular visitors, that the maximum stay period could be prohibitively short when limited to only 2 hours between the original 8am - 8pm period.
- 4.5 The Sub-Committee agreed for the revised proposals to proceed to statutory consultation at their meeting in November 2019. The consultation was conducted between the 5th March and 26th March 2020. Appendix 1 provides the written feedback that was received in response to the consultation.
- 4.6 It is recommended that the restrictions be agreed for implementation, as advertised, particularly in context of the imminent delivery of the second part of the East Reading Resident Permit Parking scheme.

The restrictions allow free parking, for up to 2 hours, at any time of the day, which is extendable via a small incremental charge to all visitors. Those with full or visitor Zone 14R resident parking permits can also utilise these bays for their parking needs.

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 priorities, as set out below:
- Keeping Reading's environment clean, green and safe
 - Ensuring the Council is fit for the future

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 The decisions and recommendations of this report are not expected to have significant environmental or climate implications, but could contribute toward reduced vehicle journeys by encouraging car-sharing for attendance at community events, through the

introduction of parking restrictions. Alongside the wider introduction of the resident permit parking scheme, there could be a reduction in commuter parking-related vehicle journeys into the area, with potential increases in uptake of active travel and public transport alternatives.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 As part of the East Reading Study, informal and formal consultations were conducted for the scheme and for the proposed introduction of these restrictions on Wokingham Road. The current proposals were designed following feedback from residents and other road users during these consultations.

8. LEGAL IMPLICATIONS

- 8.1 If agreed for implementation, the Order will be made under the Road Traffic Regulation Act 1984, advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

9. EQUALITY IMPACT ASSESSMENT

- 9.1 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.

- 9.2 It is not considered that an Equality Impact Assessment (EIA) is relevant to the decisions arising from this report, as it is not considered that the decision will have a differential impact on any groups with protected characteristics.

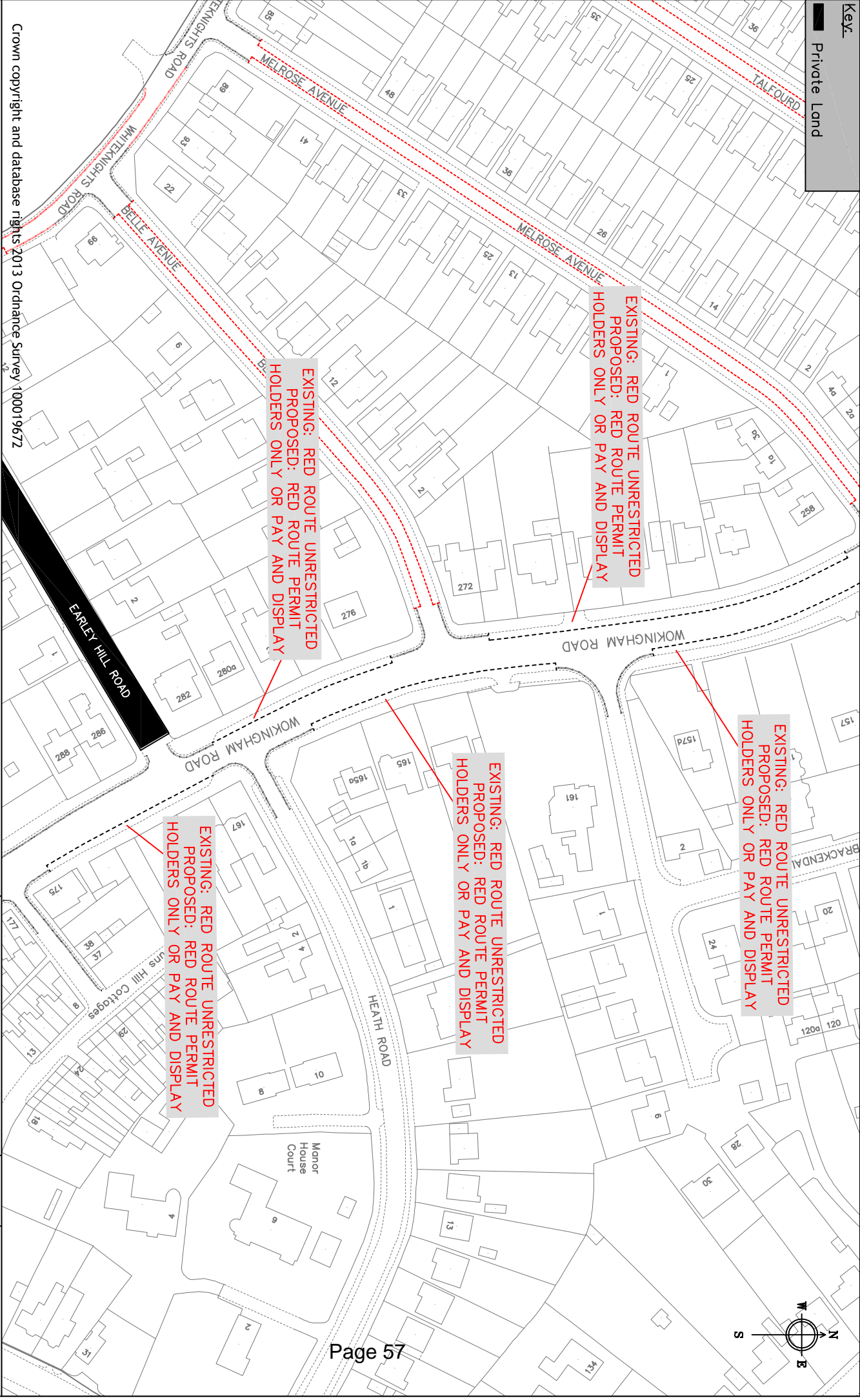
10. FINANCIAL IMPLICATIONS

- 10.1 The scheme will be introduced using capital funding allocated to delivering the Council's Medium-Term Financial Strategy.

11. BACKGROUND PAPERS

- 11.1 East Reading Area Resident Permit Parking - Area 2 and Wokingham Road (Traffic Management Sub-Committee, November 2019).

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Project

EAST READING STUDY

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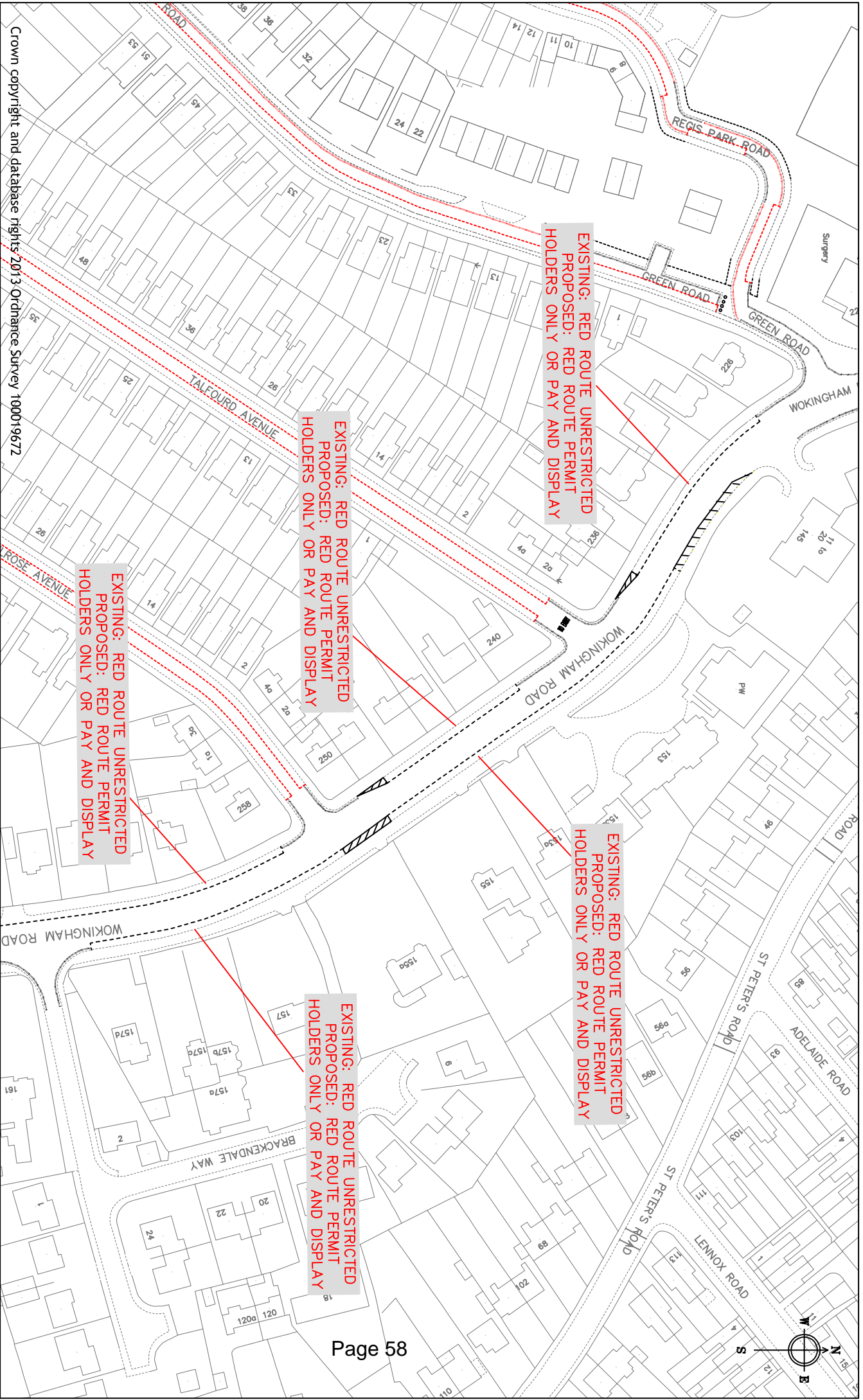
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WOKINGHAM ROAD 1



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Reading
Borough Council

Working better with you

Transport & Streetcare
Civic Offices
Reading
RG1 2LU

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WOKINGHAM ROAD SHARED-USE BAY PROPOSALS - OBJECTIONS TO TRAFFIC REGULATION ORDER

APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

Street/Summary	Objections/support/comments received.
	Summary of responses: Objections - 49, Support - 2, Comment - 0, Mixed Response - 0 .
1) Resident, Support	I believe this should solve the issues raised by the Earley Christian fellowship, while still meeting the needs of people who actually live in the area.
2) Resident, Support	Wokingham Road is used as an free overflow car park for surrounding streets, a park and ride for people who work and shop in Reading town centre, and a taxi rank for private minicab drivers. I would like to these restrictions implemented.
3) Earley Christian Fellowship, 16X Objections, submitted separately	<p>I am concerned about the impact on Earley Christian Fellowship and object to the proposed Wokingham Road Pay & Display for the following reasons:</p> <p>1 The timing of the proposal is premature</p> <p>I understand that the Council is concerned that Wokingham Road may become a parking-lot for those wishing to avoid buying a permit, when Area 2 of the East Reading Residents' Parking Scheme (the St Peter's Road area) goes live. This is a genuine concern, as it could impinge upon availability of parking spaces for those attending services and other activities at ECF. This, however, has NOT been the case with the implementation of the Residents' Permit scheme in Area 1 (roads adjacent to Wokingham Road) which has been in operation since 16 September 2019, and which has had very little impact on the parking situation on Wokingham Road. Therefore, Area 2 should be allowed to go live and the impact on Wokingham Road assessed prior to any decision being made.</p> <p>2 There is no need for evening metering</p> <p>There is very little parking on Wokingham Road overnight (as evidenced by ECF in the survey submitted during the December 2018 consultation) and if this was to increase, it really wouldn't matter: residents along Wokingham Road all have driveways/garages and do not rely on on-street parking. Metered timings similar to Erleigh Road (near the Royal Berks) of 8am-5.30pm Mon-Fri would be far more appropriate and would have the added benefit of allowing ECF evening activities to continue unhindered.</p> <p>3 The restrictions should not apply at the weekend</p> <p>The restrictions are proposed every day of the week, so ECF Sunday services (both morning and evening) would be adversely and unnecessarily impacted, along with all Saturday events, such as weddings, conferences, and the annual Family Fun day.</p> <p>4 A longer free period would be more beneficial</p> <p>There are very few meetings/church activities at ECF that are of less than 2 hours duration. The Council is already aware of this from the December 2018 objections and ongoing discussions and it is disappointing that</p>

	<p>more consideration of the activities of the church and its many community activities has not been taken into account.</p> <p>5 'Pay to Pray'</p> <p>It has been consistently put to the Council that 4 hours free, and unrestricted parking in the evenings and at the weekend would enable most of the activities at ECF to continue unimpeded, without any consequent accusation on the Council of causing the church to 'Pay to Pray'.</p>
4) Earley Christian Fellowship, 3X Objections, submitted separately	<p>I understand that the Council is concerned that Wokingham Road may become a parking-lot.</p> <p>My points to object it are:</p> <ol style="list-style-type: none"> 1. There is no need for evening metering <p>There is very little parking on Wokingham Road overnight.</p> <ol style="list-style-type: none"> 2. The restrictions should not apply at the weekend <p>The restrictions are proposed every day of the week, so ECF Sunday services (both morning and evening) would be adversely and unnecessarily impacted, along with all Saturday events, such as weddings, conferences, and the annual Family Fun day.</p> <ol style="list-style-type: none"> 3. A longer free period would be more beneficial <p>There are very few meetings/church activities at ECF that are of less than 2 hours duration. It is disappointing that more consideration of the activities of the church and its many community activities has not been taken into account.</p> <p>Thank you.</p>
5) Resident, Objection	There is absolutely no need for the Wokingham road to become parking metered. There are so few roads remaining without restrictions, this feels unnecessary.
6) Resident, Objection	This is a very parking space for visitors to local streets or for short visits to town for park and ride. It is a useful For excess capacity for shared occupancy. Without this space, we may move a parking problem to elsewhere in the borough or to Wokingham Borough Council
7) Resident, Objection	Church and bus top nearby means people will 'chance' it and park illegally in neighbouring streets. Many people, particularly students, have regular overnight guests (especially at the beginning and end of the academic year to help with moving). It's also used for local hire cars for all those who do not own their own car.
8) Resident, Objection	As a busy working family [REDACTED], the free parking on Wokingham Road is essential for short visits after school etc. Also I fear we may push regular users to roads with no parking restrictions causing problems on smaller roads.
9) Resident, Objection	Existing unrestricted is not a problem so don't see any reason to introduce charges.
10) Resident,	The neighbouring streets already have parking restrictions. Keeping Wokingham road as a free parking road

Objection	will allow flexibility for visitors and people who hire cars.
11) Resident, Objection	No comments provided to online survey.
12) Resident, Objection	No comments provided to online survey.
13) Resident, Objection	With all the other restrictions in side roads, we need to have some free bays. I fear putting more restrictions may impact local businesses and especially the charities as people may not be inclined to support them if they have to pay to visit. The free bays also mean people can park for free to visit the doctors...
14) Resident, Objection	It will take away the only area of free parking local to us . Sometimes our residential street (that is permit holders and 2 hrs free parking)can be full up but one can find a spot on the main road , so to take this away will be inconvenient [REDACTED]. If a visitor or delivery is unaware of this they can park on the main Wokingham Rd without penalty. The church congregation opposite will also suffer if charges are put in place and it could mean they will fill up our road for the 2 hours free parking and so the circle is closed.
15) Resident, Objection	Not sure of the need to put parking measures in this area. The red zone amd new bays has made it clear where to park and demand on spaces isn't excessive. Often used by visitors in surrounding roads with permits. Is this just for RBC revenue generation?
16) Resident, Objection	No comments provided to online survey.
17) Business, Objection	This will adversely effect the business [REDACTED] as some[REDACTED] park along the Wokingham Road near the setting to travel by public transport to work in Reading Town Centre while [REDACTED].
18) Resident, Objection	<p>There is no requirement for parking restrictions on W'ham Road between Green Road and Three Tuns. Parking on the road does not cause a safety issue. This area is part of a healthy community area, and paid parking would limit this. There are a number of small businesses in the area, whose staff would be severely financially affected if paid parking were introduced. There is also a vibrant church, whose congregation would be adversely affected.</p> <p>This area is welcoming to residents and visitors alike, and paid parking would dampen this. I believe Reading BCC wants all to feel welcome and wanted within its environs. The increase of parking restrictions is not in keeping with this ethos. Most disappointed this measure is even being considered.</p>
19) Resident, Objection	<p>Allowing people to park on Wokingham Road freely reduces the number of cars trying to get into the town centre. Many people park and use the buses to get in.</p> <p>There is already reduced parking on roads in the university area so those needing just 2 hours free can use those already.</p> <p>Restricting free parking on the Wokingham Road is also a problem for people with multiple visitors or relatives for a few days at a time. For example we had several guests aross multplie cars at Christmas. This will be an issue for us.</p> <p>[REDACTED]. We parked on the Wokingham Road which was a very helpful.</p>

	There are some students who commute to Reading University and are not able to park on Campus so this supports their learning.
20) Resident, Objection	Once a week i visit a friend who lives in [REDACTED]. 2 Hour free parking is not enough time for a proper chat on an evening. I can understand why this scheme is necessary during the day, but cannot understand why it is needed over night. It should be in force from 8am to 6 pm and all other times are free. That would stop the misuse of the currently free parking by people who work in Reading and use the No17 bus instead of the park and ride service. It would also allow for visitors to houses that don't have off road parking to stay a decent length of time during an evening.
21) Early Christian Fellowship, Objection	[REDACTED] attend Early Christian fellowship, a local church on Wokingham Road not only do we hold a Sunday service, we also have meeting on Saturdays and through out the week some last longer than the 2 free hours, it would also mean having to rush out and put money in a meter this change? charge could deter a lot of the elderly/ less advantage people of our community not being able to attend.
22) Resident, Objection	<p>The present East Reading scheme is working well without the need of pay and display on Wokingham Road. Residents of surrounding / adjacent streets who occasionally hire cars as a 'green option' are unable to purchase a parking permit for the vehicle as short term permits are not available. They are however able to park on Wokingham Road. A new scheme would bring this option to an end and residents who hire would be inclined to buy a car - a backward step for our environment.</p> <p>Please do not make the day to day lives of the people who reside in this area more difficult.</p>
23) Resident, Objection	There are always plenty of spaces. It's unnecessary.
24) Business, Objection	<p>[REDACTED].</p> <ol style="list-style-type: none"> 1. [REDACTED] 2. [REDACTED] 3. [REDACTED] 4. In respect of the business parking permit this is only allowed for employees who are using their car throughout the day - no consideration has been given to the above situations. 5. I appreciate that employees would be able to park and pay the daily parking charge but the impact on my business would be considerable if, as is likely, my current employees would seek employment elsewhere to fit in with their other commitments and it may be difficult to employ other staff because of the restrictions.

	<p>6. All residential properties along the Wokingham Road near my [REDACTED] have their own driveways and therefore I cannot see that leaving the current parking bays unrestricted would have any impact on them. Unfortunately the same cannot be said for the businesses operating in the area.</p> <p>6. In view of the current situation, where we are being advised to avoid public transport, in order to restrict the spread of Covid-19, I would sincerely hope that any decision is, at the very least, delayed until the pandemic is over as I am extremely concerned about the health and well being of my staff, particularly those with high risk relatives. My business, at present, has not been affected as my staff are able to come to work by car - this would not be case if they were travelling by public transport.</p>
25) Resident, Objection	<p>As a cyclist who uses this road each day to commute to work, I find it strange that you want to create even more parking places on this busy main road. I would have thought it sensible to remove all parking along this road and turn it into a dedicated cycle lane would be the most sensible. Nobody really needs a car who lives this close to Reading and people should be encouraged to use our excellent bus services or walk. Its crazy to encourage even more cars to be parked there blocking access for busses and cyclists.</p> <p>Please remember we are also in a climate emergency.</p> <p>I also note that the Wokingham end of the Wokingham road does not have parking along it and has a much better real bike path. I believe this is a model Reading should also follow.</p>
26) Resident, Objection	<p>I and others conducted traffic surveys at the end of 2018 along Wokingham Road between Green Road and the Three Tuns and found almost no parking in evening and at least 50% of the spaces unused during the daytime. I raise objections to the proposed measures being brought in by RBC on 3 grounds:-</p> <ol style="list-style-type: none"> 1. No case for night-time restrictions (5.30 pm until 7 am) <p>We understand that RBC expects residents in St Peter's Road and the neighbouring roads to park their cars in Wokingham Road instead of their own roads simply to evade residents' permit charges. If this is the case then clearly RBC's proposed charges on those residents are unreasonable.</p> <p>Such people may not wish to park far from their homes anyway. There is no justification for night metering on Wokingham Road until the St Peter's Road schemes are up and running, and a need has been demonstrated.</p> <ol style="list-style-type: none"> 2. Unclear justification for daytime charging <p>If the aim is to deter no. 17 bus commuters or student parking, a 5-hour maximum free time would achieve this (if there is evidence you need to restrict such persons).</p> <ol style="list-style-type: none"> 3. Loss of mental well-being - 2 hours of free parking not enough especially on Sundays <p>We are members of ECF church that has met at 153 Wokingham Road for the past 35 years. Hitherto parking on Wokingham Road on Sundays or at other times has never been a problem to us or anyone else, though as family we cycle or car-share when possible.</p> <p>On Sunday over 200 worship for about 110 minutes followed by 30-90 minutes of chat, encouraging each</p>

	<p>other, sometimes with a meal, i.e. time for "community" and maintaining mental well-being. The proposed meter scheme would cause anxiety - with people 'watching the clock' for fear of getting a parking ticket. Such stress would be particularly cruel on the older (but still able-bodied) among us, whose memory is not so sharp.</p> <p>Sometimes on other days there may be a men's help group, a parent & toddlers meeting, youth clubs etc., where attendees or leaders sometimes need to stay longer than 2 hours.</p> <ul style="list-style-type: none"> • Please, RBC, don't cause us unnecessary stress, please consider people's mental health. <p>Therefore we believe there are several reasonable grounds for RBC to suspend the Wokingham Road scheme entirely for the present, or at least to exempt Sundays and evenings and extend free parking in other days to 4 hours.</p> <p>Thanks for your attention</p>
27) Resident, Objection	<p>I work at[REDACTED] Wokingham Road and drive to work. To go by public transport would mean getting two buses - firstly into town and then back out again. Please can you advise what arrangements are being made for people who work (rather than are resident) on the Wokingham Road. Is this to be the same as previously proposed.</p>
28) Earley Christian Fellowship, Objection	<p>To whom it may concern</p> <p>I am writing concerning the new parking restrictions on the Wokingham Road as I feel this will restrict my ability to attend church at Earley Christian Fellowship. I understand the need for some restrictions but there isn't a need in the evenings and at weekends. Also 2 hours is not long enough for the average meeting. I feel that I am being discriminated against and I thought that it wasn't the council's policy that I had to pay to pray.</p> <p>yours sincerely</p>
29) Earley Christian Fellowship, Objection	<p>I am a member of Earley Christian Fellowship which meets at 153 Wokingham Road, Reading. I object to the Councils proposal to implement a parking scheme of Permit parking/ restricted parking where restrictions apply Mon-Sun 24 hours a day with 2 hours of free parking available.</p> <p>This would impact church activities which are longer than 2 hours, such as Parent and Toddlers on Tues am where parents need to find parking spaces and safely bring in their babies and young children.</p> <p>Other activities that could be affected include Kids Club and Youth Club on Fri pm and the church prayer meeting on Tuesday evening.</p> <p>Sunday meetings would also be affected as they are longer than 2 hours and the congregation is made up people who are local but quite a number drive from various parts of Reading such as Whitley, Theale and Woodley, and need somewhere to park.</p> <p>Also at weekends there can be larger events such as Conferences, weddings, and our annual community Family Fun day.</p> <p>I suggest a longer Free Parking period would be more appropriate- e.g. 4 hours, also for parking restrictions not to apply at the weekend.</p> <p>Most of the residents on Wokingham Road have driveways and do not rely on roadside parking so they would be unaffected by parking restrictions.</p>

	<p>Also the St Peters Road (Area 2) Permit parking scheme is not underway yet. It is possible that when this scheme goes live many motorists will seek to park on Wokingham Road.</p> <p>Why not wait until Area 2 goes live before assessing the new situation and taking suitable measures accordingly?</p> <p>I hope you will take these objections and suggestions into consideration in your planning</p>
30) Earley Christian Fellowship, Objection	<p>As a regular attender of Earley Christian Fellowship 153 Wokingham Road I wish to raise an objection to the proposed 'Pay and Display' parking changes.</p> <p>I understand the plans are to only allow up to 2 hours of free parking with payment thereafter, for 7 days a week.</p> <p>I would argue this is unnecessary and discriminatory against those of us who attend meeting at Earley Christian Fellowship where the meetings are usually in excess of 2 hours.</p> <p>Why do the restrictions have to apply in the evenings and weekends when there is no objective or justifiable need for this? There is very little parking on Wokingham Road overnight at present and in any case residents along the road all have driveways/garages and do not rely on on-street parking so what is the benefit?</p> <p>If metering is to be introduced then surely metered timings similar to Erleigh Road (near the Royal Berks) of 8am-5.30pm Mon-Fri would be far more appropriate .</p> <p>This would of course have the added benefit of allowing Earley Christian Fellowship evening activities to continue unhindered.</p>
31) Earley Christian Fellowship, Objection	<p>I am concerned that introducing these planned parking restrictions to Wokingham will greatly affect access to the Church services and activities which take place at 153 Wokingham Road, many of which last longer than 2 hours, and which I attend.</p> <p>At present is not always possible to park within the grounds of 153 Wokingham Road as the parking spaces are often full, which is not surprising as it is a house of multiple occupancy and parking near the church has not been problematic until now.</p> <p>I firmly believe that any further parking restrictions will inevitably lead to increased traffic congestion not less, as cars will be forced to drive around the area looking for appropriate parking or have to move spaces more frequently, as no one wants to 'Pay to Pray'.</p> <p>Has a proper assessment been done? As I understand it, the implementation of the Residents Permit scheme in Area 1, in the roads adjacent to Wokingham Road has had very little impact on the parking in Wokingham Road, so is it really necessary to introduce this especially without doing a proper assessment first?</p> <p>I therefore respectfully request that you rethink the introduction of parking restrictions and parking permits to Wokingham Road</p>

	Thank you for your consideration.
32) Resident, Objection	<p>I have many concerns over the latest proposals put forward for parking restrictions along the Wokingham Road. After new parking restrictions were put along some of the side roads (Area 1 of the East Reading Residents' Parking Scheme) there was a concern that the Wokingham Road would become a 'car park' to accommodate the cars for those wishing to avoid buying a permit, however this has not been the case as I feel the number of cars now parking on the road has not increased substantially as had been predicted. Therefore I feel the reasoning to place parking restrictions along the Wokingham Road to prevent it from becoming a 'car park' due to new parking restrictions along side roads is unfounded.</p> <p>This scheme will penalise many families who use some of the establishments up and down the road. The car parks of the local pub, church, nursery and dentist along Wokingham Road are not big enough for all the users who visit these places. I have often needed to park on the road when visiting many of these places and paying for parking at these places would be penalising me for being active member of society and supporting local establishments. These places have relied on free parking on Wokingham Road and adding parking restrictions on the road would be an unnecessary burden on both these establishments and their users.</p> <p>I am not in favour of the proposed parking restrictions along Wokingham Road and I would prefer the current provision to remain the same - free parking along Wokingham Road at all times of the day.</p>
33) Earley Christian Fellowship, Objection	<p>I object to introducing parking fees to park in Wokingham road for the following reasons:</p> <p>1 The timing of the proposal is premature I understand that the Council is concerned that Wokingham Road may become a parking-lot for those wishing to avoid buying a permit, when Area 2 of the East Reading Residents' Parking Scheme (the St Peter's Road area) goes live. This is a genuine concern, as it could impinge upon availability of parking spaces for those attending services and other activities at ECF. This, however, has NOT been the case with the implementation of the Residents' Permit scheme in Area 1 (roads adjacent to Wokingham Road) which has been in operation since 16 September 2019, and which has had very little impact on the parking situation on Wokingham Road. Therefore, Area 2 should be allowed to go live and the impact on Wokingham Road assessed prior to any decision being made.</p> <p>2 There is no need for evening metering There is very little parking on Wokingham Road overnight (as evidenced by ECF in the survey submitted during the December 2018 consultation) and if this was to increase, it really wouldn't matter: residents along Wokingham Road all have driveways/garages and do not rely on on-street parking. Metered timings similar to Erleigh Road (near the Royal Berks) of 8am-5.30pm Mon-Fri would be far more appropriate and would have the</p>

	<p>added benefit of allowing ECF evening activities to continue unhindered.</p> <p>3 The restrictions should not apply at the weekend The restrictions are proposed every day of the week, so ECF Sunday services (both morning and evening) would be adversely and unnecessarily impacted, along with all Saturday events, such as weddings, conferences, and the annual Family Fun day.</p> <p>4 A longer free period would be more beneficial There are very few meetings/church activities at ECF that are of less than 2 hours duration. The Council is already aware of this from the December 2018 objections and ongoing discussions and it is disappointing that more consideration of the activities of the church and its many community activities has not been taken into account.</p> <p>5 'Pay to Pray' It has been consistently put to the Council that 4 hours free, and unrestricted parking in the evenings and at the weekend would enable most of the activities at ECF to continue unimpeded, without any consequent accusation on the Council of causing the church to 'Pay to Pray'.</p> <p>I hope you will consider this carefully and the impacts it has on many of us and will decide to not go ahead with your plans.</p>
34) Resident, Objection	<p>Dear Sir,</p> <p>At these critical days that UK is facing this disease just like the rest of the world , we all as a nation must be united to destroy this invisible enemy Coronavirus in everyway possible and fast, supporting NHS as volunteers is the priority and prayers are very essential to defeat this virus , so please could you postponed this issue until the whole situation becomes normal ? All people now worried about their loved ones and is not a time to put more pressure on them. I appreciate any decision you make.</p>

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2 JULY 2020	AGENDA ITEM:	9
TITLE:	RESULTS OF STATUTORY CONSULTATION: RED ROUTE BAYS ON OXFORD ROAD AND NORCOT ROAD		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BATTLE AND NORCOT
LEAD OFFICER:	GARY MILES	TEL:	01189 372616
JOB TITLE:	NETWORK MANAGEMENT TECHNICIAN	E-MAIL:	NETWORK.MANAGEMENT@READING.GOV.UK

1. PURPOSE OF REPORT & EXECUTIVE SUMMARY

- 1.1 Following the introduction of the experimental red route on the west side of Reading in the summer of 2018 a request for an additional loading bay on Oxford Road was received from a local business and installed later in October 2018. After a petition from residents in Norcot Road was sent to the Traffic Management Sub-Committee in January 2019 parking bays were installed for the residents on Norcot Road in July 2019.
- 1.2 The Traffic Management Sub-Committee agreed to make the west Reading red route order permanent and officers recommended that these additional bays be progressed through statutory consultation, for completeness of process. Officers were approved to carry out the statutory consultation for these bays at the Sub-Committee meeting in September 2019.
- 1.3 The statutory consultation took place between 5th - 26th March 2020.
- 1.4 Appendix 1 provides the publicly advertised plans which show the location and detail of the west Reading red route proposals.
- 1.5 Appendix 2 provides the objections and other comments, which were formally submitted.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Sub-Committee considers the objections in Appendix 2 and agrees to either implement, amend or reject the proposals. Officers recommend implementing the restrictions, as advertised.
- 2.3 That the Assistant Director 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 agreed minutes of the meeting.
- 2.5 That Officers progress the delivery of the resultant restrictions.

3. POLICY CONTEXT

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

4. BACKGROUND AND PROPOSALS

- 4.1 The west side of Reading red route was installed under an experimental order in summer 2018.

In October 2018, Officers installed a loading bay on Oxford Road, following concern from local businesses that there was a lack of nearby loading facilities in this area.

A petition was submitted to the Traffic Management Sub-Committee in January 2019 from residents of 275-291 Norcot Road, due to parking difficulties on this section of road. Residents were used to parking on the verge and tarmacked areas leading up to their drives but they were no longer allowed to do this when the red route was installed (as it constitutes highway and not private land). To assist residents and provide additional on-street parking, additional parking bays were installed in July 2019.

- 4.2 While the underlaying western section of the Red Route was approved for 'permanent' implementation, Officers recommended to the Sub-Committee that a statutory consultation was conducted for these additional bays for completeness of process. This consultation was conducted between 5th March and 26th March 2020.

- 4.3 No objections to date have been received in respect of the new loading bay in Oxford Road, so it is recommended that this be implemented by making the Traffic Regulation Order.
- 4.4 There have been a number of comments provided for the Norcot Road bay restrictions. It is the view of Officers that the bays are located in appropriate locations for the nature and layout of the road and provide on-street and legitimate parking facilities for nearby residents and visitors. It is recommended that these be implemented by making the Traffic Regulation Order.
- 4.5 Members are asked to note that the bay on Oxford Road and the bays on Norcot Road were advertised in a single Traffic Regulation Order.

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 priorities, as set out below:
- Keeping Reading's environment clean, green and safe
 - Ensuring the Council is fit for the future

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 6.2 The decisions and recommendations of this report are not expected to have any environmental implications.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The Council conducted numerous drop-in and informal consultation sessions in advance of introducing the Red Route restrictions. These restrictions were introduced on an 'experimental' basis and allowed a long period of formal consultation, where feedback was received and changes considered prior to considering the 'permanent' introduction of the restrictions.
- 7.2 These additional bays were introduced as a result of feedback that officers received and the statutory consultation has provided further opportunity for formal feedback, prior to considering their permanent introduction.

8. LEGAL IMPLICATIONS

- 8.1 If agreed for implementation, the Order will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the

9. EQUALITY IMPACT ASSESSMENT

9.1 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.

9.2 It is not considered that an Equality Impact Assessment (EIA) is relevant to the decisions arising from this report, as it is not considered that the decision will have a differential impact on any groups with protected characteristics.

10. FINANCIAL IMPLICATIONS

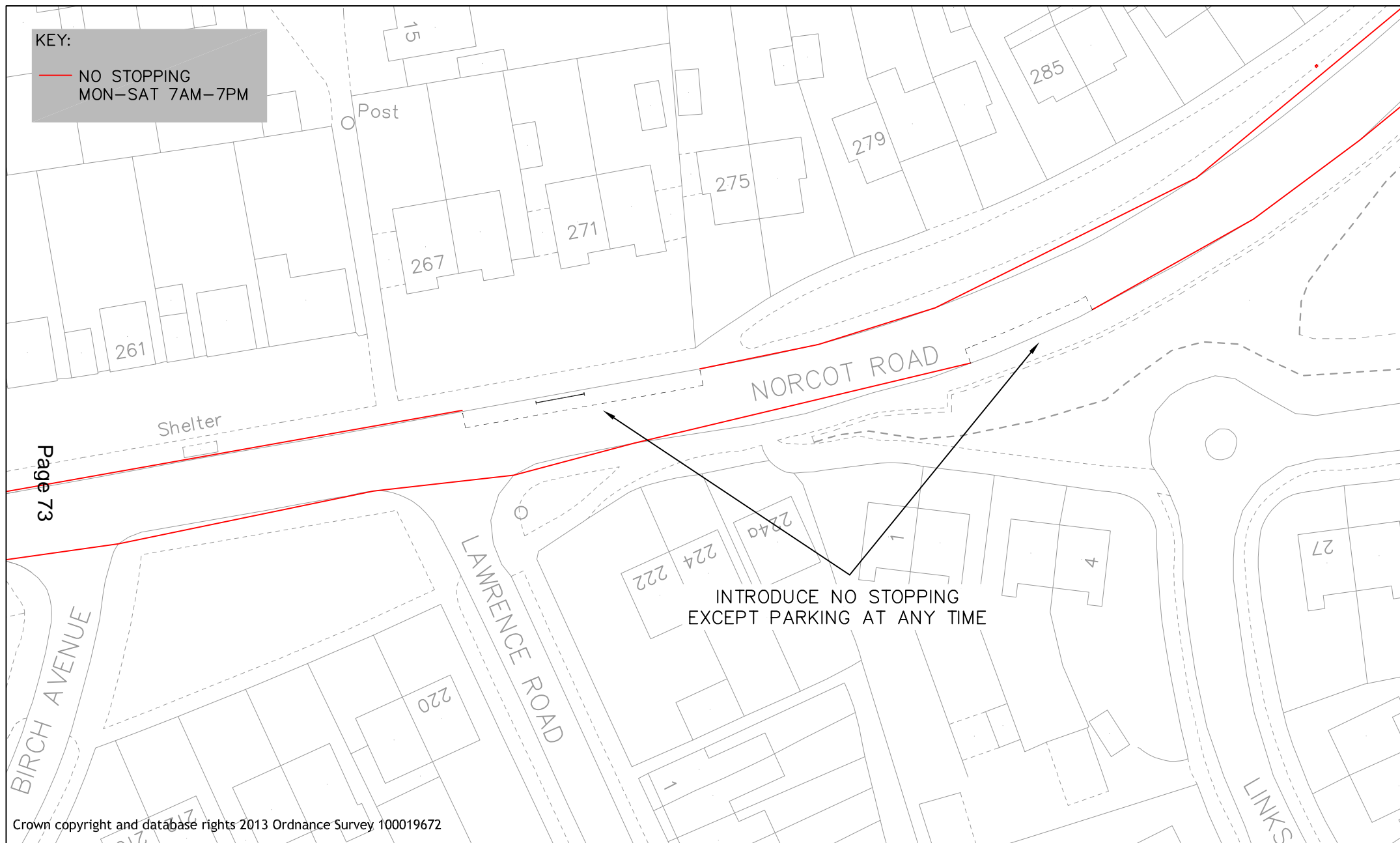
10.1 The bays and associated signing are already in place. If agreed for implementation, the only additional cost will be advertising the making of the Traffic Regulation Order. This modest cost will be funded using capital budgets allocated to delivering the Council's Medium-Term Financial Strategy.

11. BACKGROUND PAPERS

11.1 Red Route - Route 17 (Traffic Management Sub-Committee, September 2019).

KEY:

NO STOPPING
MON-SAT 7AM-7PM



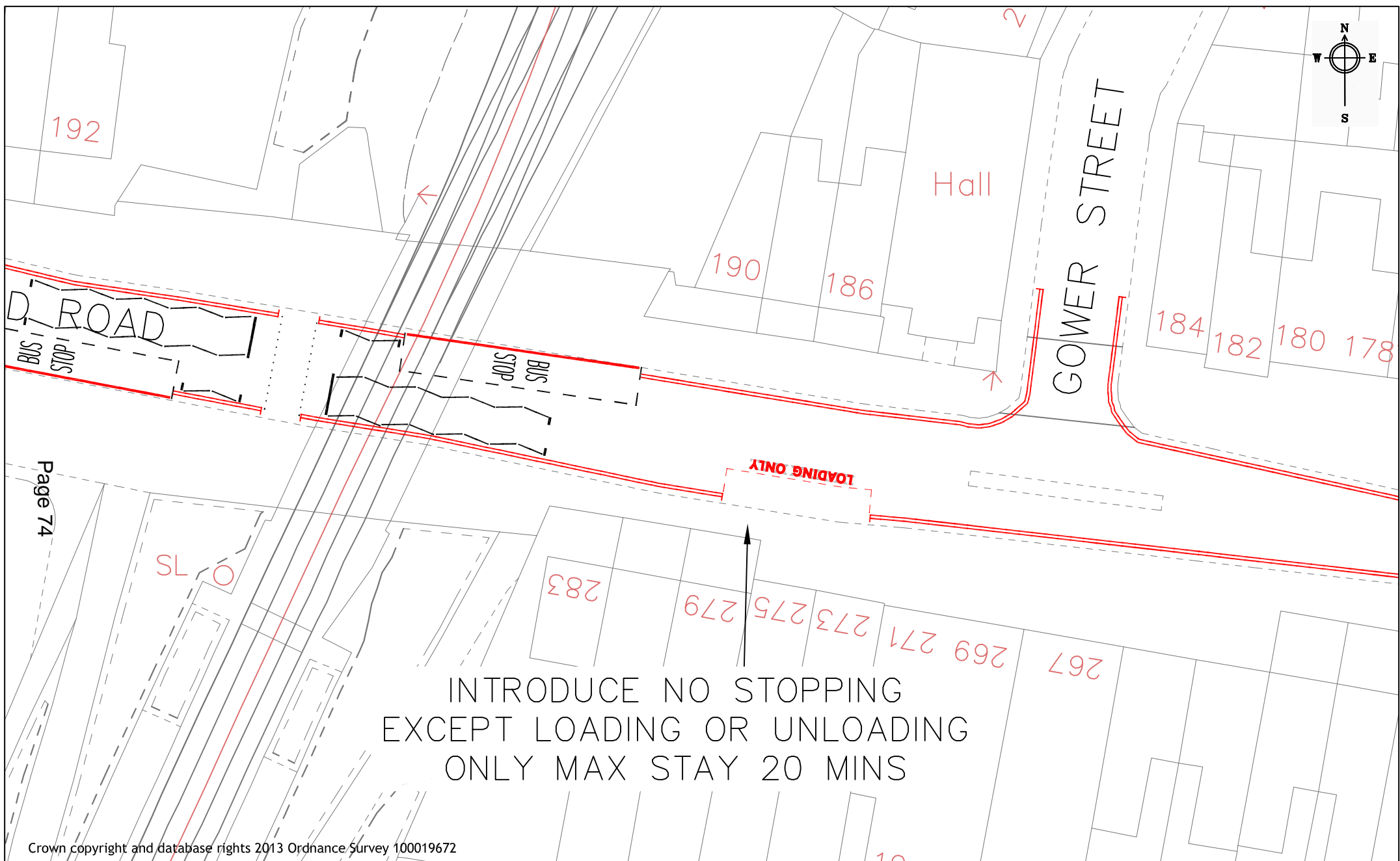
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RG1 2LU

Project RED ROUTE AMENDMENT	Scale	Drawn PC
	NTS	Checked JP
	Date AUG 19	Approved JP
Drawing NORCOT ROAD	Drawing No. KE_NORCOT ROAD	



Project	Scale NTS	Drawn PC
	Date AUG 18	Checked JP
Drawing 273-275 OXFORD ROAD	Approved JP	
	Drawing No. BA_OXFORD ROAD	

OXFORD ROAD AND NORCOT ROAD RED ROUTE - OBJECTIONS TO TRAFFIC REGULATION ORDER
APPENDIX 1 - Summary of letters of support and objections received to Traffic Regulation Order

UPDATED: 06/04/20

Street/Summary	Objections/support/comments received.
Norcot Road	Summary of responses: Objections - 1, Support - 1, Comment - 2, Mixed Response - 0.
1)Resident, Comment	<p>The survey attached to the consultation is very poorly worded and completely unclear. It is impossible to answer the way it is written.</p> <p>I am being asked if I support or object to...what?</p> <p>Do I support the red route? Absolutely not. But the council was not interested in resident objections. And we have already been sent two frivolous PCNs for literally parking in our own driveway. Will the council fix potholes to make cycling safer? No. Their money is being spent to maintain an unnecessary and pointless red route and to send unwarranted fines to residents who must protest their innocence over something that an incompetent council put in place. I'm guessing this red route is someone's vanity or income generating project rather than a scheme to make the lives of Reading citizens better.</p> <p>Do I support the parking bays? As we are now forbidden the parking places we have used for decades, then yes, I am forced to support them as there is no other option. Are the parking bays logical? No. But then, neither is the red route. I am at a loss to understand the thinking behind being told to park directly on the road versus on the driveway crossing that does not obstruct the walkway or the road. How is that possibly better? But I would take the bays over no parking places at all, obviously.</p> <p>Please do not remove the parking bays. They are the only parking places we are allowed now. Since the survey is useless, accept this email as my response to the consultation.</p>
2)Resident, Object	<p>Norcot Road, schedule 799.</p> <p>Currently on the south side there is a parking bay 58m southwest from the junction of Links Drive on the opposite side to the houses. Outside the houses they have slopes outside which are large enough to park a car on and have two wheel chairs pass at the same time without a problem, however they can no longer be used. Even when driving in an out of the property's drives residents are being ticketed. This is ludicrous , unnecessary and a waste of time for both the council and residents as parking on these slopes will not impede the busses. It would be better if the parking bay was extended to cover from 277 to 285 on the opposite side (North side). The view around the shallow bend would not be unsafe, I can't see a problem (Institute of Advanced Motorists member since 1978). When you compare the parking bay further up the hill above the school it is on the inside of the bend that is tighter with less view than my proposed ammendment therefore the argument of "its on the inside of the bend therefore its unsafe" is moot as the precedent has already been</p>

	set by yourselves.
3)Resident, Support	We like having the parking on Norcot Road on the sides they are. It enables an over flow for visitors.
4)Resident, Comment	Thanks for the clarification - it's a pity your website and survey design were not better implemented to avoid the confusion. If you are going to retain the red route on Norcot road, then the parking bays are absolutely essential. However, the effect of introducing the red route and parking bays has actually introduced traffic hold-up where previously there were none. The red route is a pointless waste of money that has no effect - it's just more council virtue signalling. The route should be scrapped and the council CO2-emitting spy-cam cars decommissioned. I have now received 2 invalid fines for simply driving on to my driveway. Parking on driveway crossings (which there are many on Norcot Road) should be allowed - i.e. the boundary-to-boundary rule should not be enforced. Instead of red routes, the council should focus its efforts and expenditure on properly maintaining the roads. Although I am a motorist, I exclusively commute by bicycle (32 miles/day) and I can categorically state that potholes are a serious safety issue for cyclists.
5) Resident, Comment (post-consultation)	<p>Our concerns with the red route is that it obstructs our driveway and makes leaving/ entering our driveway almost impossible. This is because our driveway is only partially dropped (front the previous occupant of the address where we suspect they had the driveway extended).</p> <p>When we moved in around September 2018, there was no red route surrounding our house.</p> <p>In August 2019 (when the red route was extended to across our driveway) we immediately raised our concerns [see email trail].</p> <p>The concerns we had are quoted below:</p> <ul style="list-style-type: none"> • It is impossible to reverse onto my driveway when travelling south/ up the hill • I cannot safely reverse off my driveway when I wish to travel north/ down the hill - I have to block both sides of the busy road to leave • When we have visitors, visiting vehicles cannot leave our driveway without having to remove another vehicle first • The parking spots are stopping the flow of traffic when buses need to pass • When turning onto the driveway when travelling north/ from the top of the hill when using my work van, I cannot access my driveway due to the extremely tight turning circle. I need to pass my house, do a U-turn at Links Drive, and go back up the hill. • The above point is also applicable when leaving the driveway for if I wish to travel south/ up the hill. I need to go north/ down the hill and do a U-turn at Links Drive." <p>To extend upon the above points, we are increasingly getting people parking outside of the allocated space</p>

which is making it impossible to get on or off of our driveway. I have attached a photo taken 10 minutes ago to clearly demonstrate how we now cannot use the driveway.

Officer Comments:

It is the view of Officers that the dropped kerb access, which is the legitimate footway crossing, is not obstructed by the location of the parking bay. The dropped kerb has an access protection marking across it also.

Officers appreciate the point that the respondent is making about access to their drive but although the front of the property is paved, the dropped kerb does not cover the whole area of paving. It has been suggested that it may be best for the respondent to apply for an extension of the dropped kerb to cover the whole of the paved area. This would clarify for everyone what needs to be kept clear and enable legal enforcement if the dropped kerb is encroached. It would also enable better maneuverability of their vehicles onto and from the wide paved area.

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READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	2 JULY 2020	AGENDA ITEM:	10
TITLE:	RESIDENTS PARKING SCHEME - DISCRETIONARY PERMITS - GUIDE FOR DECISION-MAKING PROCESS		
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 members on the discretionary permit decision making process and asks to delegate authority to Council Officers to issue third discretionary permit applications.

2. RECOMMENDED ACTION

- 2.1 That the guide that Council Officers will use when deciding discretionary permit applications be noted.
- 2.2 That Officers be granted delegated authority to issue third discretionary permit applications as set out in paragraph 4.3.3 of this report.

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, Traffic Management Sub-committee (and formally Traffic Management Advisory Panel) and Policy Committee meetings between 2011 and 2019.

4.1.4 The Traffic Management Sub-Committee in March 2020 agreed changes to the Permit scheme.

4.2 Current Position

4.2.1 There are 19 Residents Parking zones across the Borough that provides more space on-street throughout the larger zones.

4.2.2 In 2019-2020 the following permits were issued, the charges from 1st October 2019 are set out below

Permit Type	Total Issued in 2019/2020	Charges From 1st October 2019
Business	27	£275.00
Business Discretionary	22	£330.00
Charity (free)	14	£0.00
Charity (charged)	10	£120.00
Carer	111	£0.00
Doctor	34	£40.00
Health Care Professional	307	£40.00
Resident Discretionary (1st permit)	357	£40.00
Resident Discretionary (2nd permit)	114	£150.00
Resident Discretionary (third Permit)	38	£300.00
Resident - First Permits	8,312	£40.00
Resident - Second Permits	2,028	£150.00
Nanny	2	£330.00
Non-UK Registered Vehicle Permits	3	£330.00
Teacher	99	£40.00
Landlord - Annual	11	£330.00
Tradesperson - Annual	109	£330.00
Tradesperson/Landlord - Daily	943	£10.00
Temporary Permits	2,996	£15.00
Visitor Books - Free	13,393	£0.00
Visitor Books - Charged	2,796	£25.00
Visitor Business	76	£25.00
Visitor Charity	30	£25.00
Visitor Discretionary (free)	383	£0.00
Visitor Discretionary (charged)	166	£25.00
GRAND TOTAL	32,504	

4.2.3 The current rules of the permit scheme state:

“Each household will be eligible for 2 permits within a permit zone.

1st permits will have a charge of £40

2nd permits will have a charge of £150”

4.2.4 The rules provide the following for third permit applications:
“Any household which is granted, on a discretionary basis, a third Residents Permit will have a charge of £300.”

4.2.5 Appendix one provides guidance on how the Council Officers deal with discretionary permit applications.

4.3 Options Proposed

4.3.1 Discretionary Permit applications - third discretionary permits applications

4.3.2 The Council issued 38 third discretionary permits for households in the 2019-2020 period. Council Officers have no discretion to authorise a third permit to households unless it is part of a new permit scheme coming in. All applications have been refused and referred to the Traffic Management Sub-Committee for a decision on them.

4.3.3 This report proposes to delegate authority for Council Officers to issue third discretionary permits in the following circumstances:

- Correct proof of residency and vehicle ownership.
- Permit Zone Availability under 95%.
- Eligible Household Status

4.3.4 Please see appendix one for Discretionary Application guidance.

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:

- Securing the economic success of Reading and provision of job opportunities
- Keeping Reading’s environment clean, green and safe
- Ensuring the Council is fit for the future

5.2 This proposal supports the Council’s strategic aims:

- To Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley
- To establish Reading as a learning City and a stimulating and rewarding place to live and visit
- To promote equality, social inclusion and a safe and healthy environment for all

6. ENVIRONMENTAL IMPLICATIONS

6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).

6.2 It is not expected that the decisions arising from this report will have any environmental implications.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 The Residents Parking Review included a survey of all 12,000 households within the current Residents Parking zones completed in 2010.
- 7.2 The Council has written to resident permit holders to advise them on the changes to the permit scheme charges (letter issued 13 September 2019).

8. LEGAL IMPLICATIONS

- 8.1 There are no legal implications arising from this report.

9. FINANCIAL IMPLICATIONS

- 9.1 There are no changes to the financial position.

10. BACKGROUND PAPERS

- 10.1 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.
- 10.2 Traffic Management Advisory Panel June 2012
- 10.3 Traffic Management Sub-Committee reports January 2014, January 2016, June 2016, January 2017, March 2020
- 10.4 Policy Committee report 30 November 2015, 16 January 2017, 15 July 2019

11. APPENDICES

- 10.1 Discretionary Permit Guidance

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Discretionary Permit Application Review Guidance/Information - Reading Borough Council
Please note each case is dealt with on their own merits and this is a guidance document only

<i>Circumstances</i>	<i>Notes/Information</i>	<i>Statement of Reasons Factors to Consider</i>	<i>Council Officer Decision</i>	<i>Permit Types</i>
<ul style="list-style-type: none"> Current insurance certificate/schedule <p>Students who do not own vehicles and use parents/other person</p> <p>Second Homeowners/Renting</p>	<p>No exemptions for students to have vehicles registered elsewhere.</p> <p>Applicants stating the live at a different address but work in area and do not want/unable to change vehicle documents</p>	<p>Applicants must explain why their vehicle cannot be registered or insured at the permit address and provide reasons as to why a discretionary permit should be granted.</p>	<p>Refuse</p> <p>Refuse</p>	
<p>3rd Resident permit</p> <p>Rules state: Maximum 2 resident permits per household</p>	<p>Transitional Rules for households becoming part of Permit zone</p> <p>Proof of residency/vehicle ownership must be correct for any discretionary permits to be offered - see above if they are not</p>	<p>Proof of residency/vehicle ownership must be correct</p> <p>Zone availability 95% and over Zone availability under 95% - see below</p> <p>Household status - not eligible</p> <p>Household status - eligible</p>	<p>Grant for one year only</p> <p>Refuse</p> <p>Refuse</p> <p>Grant</p>	<ul style="list-style-type: none"> Discretionary Resident

Discretionary Permit Application Review Guidance/Information - Reading Borough Council
Please note each case is dealt with on their own merits and this is a guidance document only

<i>Circumstances</i>	<i>Notes/Information</i>	<i>Statement of Reasons Factors to Consider</i>	<i>Council Officer Decision</i>	<i>Permit Types</i>
4th or 5th Resident permit Rules state: Maximum 2 resident permits per household		Council Officers do not have discretion to issue any 4 th or 5 th Resident permits	Refuse	<ul style="list-style-type: none"> Discretionary Resident
Household Eligibility Rules state: A household is a house or flat in a permit parking zone that is registered for Council Tax, has the right planning permissions, and does not have a planning condition and/or informative	Any household that does not conform to this definition is excluded from the Permit scheme and cannot apply for Resident or Visitor Permits	Zone availability 95% and over	Refuse	<ul style="list-style-type: none"> Discretionary Resident Discretionary Visitor
<u>Planning Informative</u> 3 or more households in development	Planning Informative is added to a planning permission document which excludes the households from the permit scheme.	Larger developments should have some off-street parking. Renting/buying a flat without off-street parking is not a valid reason to apply for a resident permit.	Refuse	
2 or less households in development	Max two permits issued between the households	Zone Availability under 95% - see below		

Discretionary Permit Application Review Guidance/Information - Reading Borough Council
Please note each case is dealt with on their own merits and this is a guidance document only

<i>Circumstances</i>	<i>Notes/Information</i>	<i>Statement of Reasons Factors to Consider</i>	<i>Council Officer Decision</i>	<i>Permit Types</i>
<p>2 or less households in development (cont'd)</p> <p><u>No Planning</u> Households have been changed without planning permission</p> <p><u>Prior Approved Households</u> Households have been changed under prior approved planning regulations</p> <p><u>Certificate of Lawful Use</u> Households in a property that has a Certificate of Lawful Use may only be considered for 2 resident's permits for the whole development.</p>		<p>Depending on personal circumstances: If not exceptional e.g. commute to work, shopping, drop off/pick up children If exceptional e.g. medical Check other households - only issue a maximum of 2 between the households</p> <p>Council Officers do not have discretion to issue Discretionary Resident/Visitor permits</p> <p>Council Officers do not have discretion to issue Discretionary Resident/Visitor permits</p> <p>Proofs must be correct</p>	<p>Refuse</p> <p>Grant</p> <p>Refuse</p> <p>Refuse</p> <p>Grant - only two between them</p>	

Discretionary Permit Application Review Guidance/Information - Reading Borough Council
Please note each case is dealt with on their own merits and this is a guidance document only

<i>Circumstances</i>	<i>Notes/Information</i>	<i>Statement of Reasons Factors to Consider</i>	<i>Council Officer Decision</i>	<i>Permit Types</i>
<p>3rd permit in a development with a Certificate of Lawful Use</p> <p>Visitor Permits for planning informative/no planning households</p> <p>Visitor Permits for Certificate Lawful Use households</p> <p><u>House of Multiple Occupation</u></p> <p>3rd permit in a HMO</p>	<p>Any Visitor permits that are granted to an excluded household will be charged for</p> <p>2 books free, 5 charged split between the households</p> <p>Rules state: Maximum 2 permits for whole property</p>	<p>Two Discretionary Resident permits issued to the development.</p> <p>Council Officers do not have discretion to issue free Discretionary Visitor permits</p> <p>Proofs must be correct</p> <p>Proofs must be correct As per 3rd permit guidance above</p>	<p>Refuse</p> <p>Refuse - free Grant - charged</p> <p>Grant</p> <p>Grant - only two between them</p>	
<p>Vehicle Registration</p> <p>Change vehicles regularly - unable to specify vehicle and want ANY</p>		<p>Council Officers do not have discretion to issue a Resident permit without vehicle registration</p>	<p>Refuse</p>	<ul style="list-style-type: none"> Discretionary Resident

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Discretionary Permit Application Review Guidance/Information - Reading Borough Council
Please note each case is dealt with on their own merits and this is a guidance document only

<i>Circumstances</i>	<i>Notes/Information</i>	<i>Statement of Reasons Factors to Consider</i>	<i>Council Officer Decision</i>	<i>Permit Types</i>
Additional Visitor Permits <u>Residents visitor permits</u> Resident has applied for the maximum allocation of visitor permits Resident applied for additional 12 books and more <u>Business Visitor permits</u> Business applied for over 5 books	Rules state: 2 free books 5 charged books Rules state: 5 charged books	Application for a further 4 books can be granted to a resident - charged for. Council Officers do not have discretion to issue over 12 books per household Council Officers do not have discretion to issue over 5 books per business	Grant Refuse Refuse	<ul style="list-style-type: none"> Discretionary Resident Visitor Permits <ul style="list-style-type: none"> Discretionary Business Visitor Permits
Out of Zone <u>Resident Households</u>	Some properties are on the edge of the permit zone and not included	Household Status - not eligible Eligible - see below	Refuse	<ul style="list-style-type: none"> Discretionary Resident

Discretionary Permit Application Review Guidance/Information - Reading Borough Council
Please note each case is dealt with on their own merits and this is a guidance document only

<i>Circumstances</i>	<i>Notes/Information</i>	<i>Statement of Reasons Factors to Consider</i>	<i>Council Officer Decision</i>	<i>Permit Types</i>
<u>Business</u>	Applicant needs to explain why off-street parking is insufficient for parking vehicle	Zone Availability - 95% and over Under 95% - see below	Refuse	<ul style="list-style-type: none"> • Discretionary Business • Discretionary Visitor Business
		Off-street parking available Off-street parking not available - see below	Refuse	
		Nearest car park - close by Nearest car park - further from town centre - see below	Refuse	
		Reason for needing a car e.g. to go to work and cannot use public transport, take children to school because not local	Grant	
	Business located outside the zone	Commute to work Use throughout the day - see below	Refuse	
	Applicant needs to explain why off-street parking is insufficient for parking vehicle	Off-street parking available Off-street parking not available - see below Nearest car park - close by Nearest car park - further from town centre - see below	Refuse Refuse	

Discretionary Permit Application Review Guidance/Information - Reading Borough Council
Please note each case is dealt with on their own merits and this is a guidance document only

<i>Circumstances</i>	<i>Notes/Information</i>	<i>Statement of Reasons Factors to Consider</i>	<i>Council Officer Decision</i>	<i>Permit Types</i>
<u>Visitor Permits</u>		<p>Zone Availability - 95% and over Under 95% - see below</p> <p>Reason for needing a car e.g. care work visits in community, helping residents/businesses - proof provided</p> <p>Any visitor permits granted will be charged</p>	<p>Refuse</p> <p>Grant</p> <p>Charged only</p>	<ul style="list-style-type: none"> Discretionary Visitor Resident
<p>Exceptional Circumstances</p> <p>Medical - difficulties walking, breathing</p> <p>Dependants - children in household</p>	<p>What Proof has been provided e.g. disabled badge, doctor/hospital information</p> <p>Drop off/pick up from local school</p>	<p>No proof provided Proof provided - see below for other factors</p> <p>Household Status - not eligible Eligible - see below</p> <p>Zone Availability - 95% and over Under 95%</p>	<p>Refuse</p> <p>Refuse</p> <p>Refuse</p> <p>Grant</p> <p>Refuse</p>	<ul style="list-style-type: none"> Discretionary Resident Discretionary Visitor Resident Discretionary Business Discretionary Visitor Business

Discretionary Permit Application Review Guidance/Information - Reading Borough Council
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<i>Circumstances</i>	<i>Notes/Information</i>	<i>Statement of Reasons Factors to Consider</i>	<i>Council Officer Decision</i>	<i>Permit Types</i>
Student at College/University	Drop off/pick up from non-local school	All the above criteria must be met - are the children in special needs school?	Grant	
	Travel to university/college Applicants must explain why their vehicle cannot be registered or insured at the permit address and provide reasons as to why a discretionary permit should be granted.	Council Officers do not have discretion to issue Discretionary Resident permits	Refuse	
Commute to work	This is not an exceptional reason Except for Doctor, NHS staff - proof to be provided	Council Officers do not have discretion to issue Discretionary Resident permits	Refuse	
Shopping	This is not an exceptional reason		Refuse	

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

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