

TRAFFIC MANAGEMENT SUB-COMMITTEE MEETING MINUTES - 11 JUNE 2025

Present: Councillor Lanzoni (Chair);
Councillors Ayub (Vice-Chair), Barnett-Ward, Cross, Eden, Ennis, Gittings, Griffith, Hacker, Hornsby-Smith, Keeping, McGrother, Nikulina, O'Connell, R Singh and White

1. DECLARATIONS OF INTEREST

Councillors Ayub and Barnett-Ward declared interests in item 6(a), on the grounds that they had signed the petition requesting that a pedestrian crossing be installed on Wokingham Road.

2. MINUTES OF PREVIOUS MEETING

The Minutes of the meeting of 6 March 2025 were confirmed as a correct record and signed by the Chair.

3. PREVIOUS DECISIONS

The Sub-Committee received the list of delegated decisions from previous meetings.

4. MINUTES OF OTHER BODIES

The Minutes of the following meeting were received:

- Reading Cycle Forum – 12 February 2025.

5. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS

A question on the following matter was submitted, and answered by the Lead Councillor for Climate Strategy and Transport on behalf of the Chair:

Questioner	Subject
Councillor Nikulina	Tackling Whitley Street Cycle Lane Problems

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

6. PETITIONS

(a) Petition – Wokingham Road Crossing

The Sub-Committee received a report on the receipt of a petition that had been received requesting that a pedestrian crossing be installed on Wokingham Road, near to the junction with Hamilton Road.

The report stated that on 18 May 2025 a petition had been submitted to the Council that had counted indications of support from 180 individuals. The full petition read as follows:

"We the undersigned request that a safe crossing be installed on Wokingham Rd close to the Hamilton Road bus stop (by the cemetery wall).

"Many residents have expressed their concerns about the dangers of crossing there. In particular elderly, disabled people and those with young children find it challenging to cross the road when high volumes of cars travel at speed. A safe crossing would be a clear signal to drivers that pedestrians are trying to cross the road. We urge you to implement this important measure for the benefit of the people of Park Ward."

The report explained that at the desired location, Wokingham Road, was a 30mph street, with two westbound traffic lanes (a bus lane and a general traffic lane) and an eastbound general traffic lane with an advisory cycle lane alongside. Both sides of the road had Red Route 'no stopping at any time' restrictions in place, with the cemetery on the northern side and residential properties, some of which had off-street parking access, on the southern side.

The report recommended that officers considered the requested change and undertook a high level desktop study in order to make recommendations to a future meeting. It was likely that such a requested change would need to be considered for entry on the Council's regularly reported 'Requests for Traffic Management Measures' as there was currently no identified funding or staffing resource to commence development of a scheme at the current time.

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

At the invitation of the Chair Brian Oatway also addressed the Sub-Committee in support of the petition.

Resolved –

- (1) That the report be noted;**
- (2) That officers consider the contents of the petition and make their recommendations in a petition response report to be submitted to a future meeting;**
- (3) That no public enquiry be held into the proposals.**

(Councillors Ayub and Barnett-Ward declared an interest in the above item on the grounds that they had signed the petition. They took no part in the discussion or decision making.)

(b) Petition – Southcote School Street

Further to Minute 35 of the previous meeting, the Sub-Committee received a report on the receipt of a petition that had been received requesting the establishment of a School Street for Southcote Primary School.

The report explained that a petition response report that had been submitted to the previous meeting, had explained the potential benefits of a School Street at this location and officers had carried out the additional recommended action of writing to the Head Teacher to inform them of the receipt of that petition and to encourage engagement with the Council in developing a School Street project.

The report stated that on 28 May 2025 a petition had been formally submitted to the Council containing indications of support from 104 individuals. The petition had been hosted online and had been created on 7 September 2024. The full petition read as follows:

"I'm a resident of Southcote, Reading, UK, and I feel it's high time we addressed a growing concern in our community—the traffic situation near Southcote Primary School, particularly during drop-off and pick-up times. We find it nearly impossible to get in and out of our driveways on Silchester Road and Shepley Drive and it's become a daily struggle. Numerous near misses have been recorded, an alarming sign of the dangers that exist.

Sadly, the challenge has been amplified by the lack of support from the school. The ample car park that was originally built to be a drop-off point for parents remains off-limits. Instead, parents are forced to drop off children along the one-way road, causing a logjam that takes up to 15 minutes to clear.

School Streets, implemented successfully in other parts of the UK, have been shown to significantly reduce traffic congestion around schools and create a safer environment for all. They prioritise walking and cycling during school start and end times, making drop off and pick up less dangerous and congested.

We believe a School Street for Southcote Primary School would alleviate this ongoing issue, freeing our driveways and reducing near misses significantly, making the area safer for both residents and pupils. We ask the local council and school management to take into consideration our concerns and create a safer, smoother traffic system for the benefit of all.

We appeal to you, our fellow residents, parents and local community members to support this petition. Let's collectively ask for the establishment of a School Street for Southcote Primary School, to ensure the safety and wellbeing of our children and our community. Please sign this petition and help us make our voices heard."

The report explained that officers were aware of some of the difficulties that some parents were causing for local residents at school drop-off and pick-up times and the report that had been submitted to the previous meeting had summarised some of the measures that had been introduced, or had been proposed, to try and mitigate these issues.

The School Street initiative currently required schools to engage with and apply to implement a scheme. There was a level of officer support that could be provided in the development of a scheme but, currently the implementation and operation required volunteers from the school and local community to marshal the closure and facilitate legitimate access/egress. It was appreciated that finding and retaining volunteer marshals could be challenging and the Council remained appreciative of those who were currently supporting schemes. Officers were reviewing potential options that could support such initiatives but, these would need to be considered in due course. Currently, the Council was reliant on the school and community to apply and support a scheme and was not in a position to instruct or impose a scheme on

a school. It was not a restriction that was currently considered feasible for imposing on a school and the surrounding streets, therefore, officers did not consider that there were currently any further actions that they could take to address the request set out in the petition.

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

The Sub-Committee discussed the report and Councillor Ennis proposed that recommendation (2) be changed so that he, Ward Councillors and officers were charged with continuing the dialogue with the school and local residents with the aim of finding a safe solution to the traffic situation near Southcote Primary School.

Resolved –

- (1) That the report be noted;**
- (2) That Councillor Ennis, Ward Councillors and officers be charged with continuing the engagement with the school, to invite a School Street application, remain available to advise on that application with the aim of finding a safe solution to the traffic situation near Southcote Primary School;**
- (3) That no public enquiry be held into the proposals.**

(c) Petition – Changes to Road-side Parking, Wokingham Road

The Sub-Committee considered a petition that had been received requesting changes to road-side parking on Wokingham Road.

The petition had counted indications of support from 75 individuals. The full petition read as follows:

"I am writing on behalf of the congregation of Earley Christian Fellowship (ECF), 153 Wokingham Road, Earley to express our dismay at the recent changes to the road-side parking on Wokingham Road. ECF has been based at 153 for over 40 years. For all this time, the church has relied on, and been able to park freely on Wokingham Road, albeit in the last 5 years subject to a 2 hour un-charged time limit and small charge thereafter.

The charging structure for Wokingham Road was carefully considered by the TMSC in 2019/20, in direct response to representations received (including from ECF) about the proposed metering. Issues considered by Committee at that time included the 'Pay to Pray' debate; the Council's requirement to comply with the Equality Act 2010 (and hence any proposal not being discriminatory to persons of protected characteristics (eg by way of religion, age (young or old), disability or pregnancy)) and the inherent importance to ECF of an adequate free parking period on Wokingham Road. The tariff arrived at at that time was a 2 hour un-charged period, followed by 50p per hour thereafter. For most week-day activities at ECF, the 2 hour free period was sufficient for parking. On a Sunday morning however, when people are typically at ECF for longer, 3 hours used to cost 50p. This has now risen to £2.70 (including 20p RingGo admin charge) - a whopping 440% increase! The removal of the 2 hour free period and extortionate hike in price is completely contrary to the careful

consideration by this Committee in 2019/20 of the effect of the tariff on ECF. Many of the ECF congregation do walk, cycle or use the bus to come to services and events, but those who are older, have young families or travel from further afield rely on there being easily accessible parking nearby without prohibitive cost. Removal of the 2 hour free period and huge increase in price could therefore be considered indirect discrimination under the Equality Act 2010 (indirect discrimination can occur when there is a rule or policy that applies to everyone but disadvantages a person with a particular protected characteristic).

Furthermore, the disabling of the meters and the consequent requirement to use an app to park really is discriminatory against those without smartphones, those who aren't tech savvy (such as the elderly), or those who aren't local (eg if we have a funeral or wedding).

We would be grateful therefore if the meters on Wokingham Road could be returned to use and the previous tariff reinstated."

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

Councillor Ennis, Lead Councillor for Climate Strategy and Transport, gave the following response to the petition:

"The petition from the Earley Christian Fellowship (ECF) cites a previous decision by the Transport Management Sub Committee (TMSC) in 2019/20 and the Equalities Act 2010.

The decision by the committee not to introduce charges at that time was in line with many other areas where there was limited free parking. The changes in the tariff structure in January 2024 removed the majority of these free periods. The change now brings the area into line with the rest of the borough. As background the free period in both Dunstall Place and Recreation Road was removed as part of the annual review of fees and charges. A petition from residents and businesses in the area around the car parks, protesting the removal of the free period was submitted to TMSC. Both petitions were rejected

The parking charge is now consistent across the borough treating all people and all religious groups in the same way. It would be difficult to provide a different approach at Wokingham road to support the ECF as this could be viewed as favouring one religious group over another.

As part of a review of the number and location of pay and display machines, it has been decided to install a card only pay and display machine close to the ECF. This will negate the need to use the Ring Go service, thereby avoiding the 20p convenience charge.

The Council's overall move towards creating a net zero borough is not supported by free parking, even for a limited period. Pay and display charges are an effective and proven tool in encouraging behaviour change and by maintaining a free parking period, travellers would be encouraged to continue to use their vehicles, which is not something the Council wishes to encourage."

The Sub-Committee discussed the petition and it was agreed that further investigation was needed particularly in relation to free parking and unification of parking in the area.

Resolved – That the petition be noted.

7. WOODLEY ACTIVE TRAVEL SCHEME: PALMER PARK AVENUE PARALLEL CROSSING - CONSULTATION RESULTS

Further to Minute 24 of the meeting held on 27 November 2024, the Sub-Committee considered a report that informed them of the results of the statutory consultation process for the proposed changes on Palmer Park Avenue and Wykeham Road junction as part of the scheme by Wokingham Borough Council. A plan of the Palmer Park Avenue and Wykeham Road crossing facilities was attached to the report at Appendix 1 and the consultation results were attached to the report at Appendix 2.

The report explained that the entire scheme consisted of the provision of a new cycle route connecting Woodley Town Centre and Palmer Park, including an upgrade to the existing shared footway/cycleway sections, junction upgrades and priority crossing points. Part of Woodlands Avenue was to be reduced to 20mph, with Palmerston Road and Culver Lane proposed to form part of a wider 20mph zone which was being delivered as a separate scheme. Church Road was to remain at 30pmh. The section of the scheme with Reading Borough consisted of the provision of a new parallel crossing over Palmer Park Avenue at the entrance to Palmer Park and improved crossing facilities, including a raised table and crossing at the Wykeham Road junction with Palmer Park Avenue. The pavement on the south side of Culver Lane, between its junction with Wykeham Road and the Borough boundary was also to be converted to shared space for pedestrians and cycles. The section of the scheme within the Borough had been developed with the engagement and feedback from Transport Officers and a statutory consultation had been carried out between 30 January and 28 February 2025. A total of 27 public responses had been received to the consultation, with 23 supportive of the scheme and four unsupportive. There had been no objections to the scheme from Thames Valley Police.

Resolved –

- (1) That the report and the results of the consultation be noted;**
- (2) That the implementation of the proposed measures be approved;**
- (3) That the Assistant Director of Legal and Democratic Services be granted authority to make the Traffic Regulation Order;**
- (4) That no public inquiry be held into the proposals.**

8. TRAFFIC REGULATION ORDER RECTIFICATION - UPDATE

Further to Minute 37 of the previous meeting, the Sub-Committee received a report that informed them of progress and decision making in respect of the TRO rectification process. The following Appendices were attached to the report:

Appendix 1 Drawings pack to highlight the locations and restrictions affected, accompanying the table in Section 3.6, as reported to Council in October 2024;

Appendix 2 Consultation feedback received for TRO 7 (London Road);

Appendix 3	Consultation feedback received for TRO 8 (Hosier Street & St Marys Butts);
Appendix 4	Consultation feedback received for TRO 9 (A33 Bus Lanes);
Appendix 5	Consultation feedback received for TRO 10 (Redlands Road);
Appendix 6	Drawings pack to highlight the locations affected by the new items referred in Section 3.11 of the report.

The report highlighted a further three TRO issues that had since been discovered, for which officers were seeking agreement to carry out the statutory consultation processes on two of them so that the TROs might be brought back into compliance and enforcement recommenced with the restrictions presented on street. These issues affected the southbound bus lane on London Street, split bays within the town centre and a limited waiting bay on Armour Road.

With regard to the Digital TRO Project the report explained that officers were awaiting the outcome of a recent Government consultation regarding the potential implementation of their new regulations and it was anticipated that this would not happen until October 2025 at the earliest. This incoming legislation continued to inform the delivery order/priority of the overall project. The software supplier providing the TRO management suite had been appointed and officers were in the early stages of onboarding, process and delivery mapping.

Resolved –

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be granted authority to undertake statutory consultations to address the Traffic Regulation Order issues identified and recommendations proposed in item 3.11 of the report, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (3) That the Assistant Director of Environment and Commercial Services be granted authority to make minor amendments to any proposals to be consulted, in consultation with the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee;**
- (4) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be granted authority to make the Traffic Regulation Orders;**
- (5) That any objection(s) received during the statutory advertisement be submitted to a future meeting;**
- (6) That no public inquiry be held into the proposals.**

9. WAITING RESTRICTION REVIEW - 2024A: RESULTS OF STATUTORY CONSULTATION

The Sub-Committee received a report informing them of objections that had resulted from the statutory consultation for the agreed proposals that had formed the 2024A Waiting Restriction

Review Programme. Objections and other feedback that had been received to the statutory consultation for the 2024A programme and the advertised drawings relating to those proposals were attached to the report at Appendix 1.

The report explained that at the meeting on 11 September 2024 (Minute 17 refers) a list of requests for potential inclusion into the 2024B Programme had been submitted and the Sub-Committee had agreed the locations that should be investigated for potential treatment. The officer resource for carrying out this work had been occupied with other high priority work, particularly the TRO Rectification Project, see Minute 7 above. While some work had commenced, it was not sufficiently advanced for submitting to this meeting and it was expected that scheme recommendations would be submitted to the September 2025 meeting. Initial recommendations would be shared with Ward Councillors for comment ahead of that meeting as usual.

Resolved –

- (1) **That the report be noted;**
- (2) **That the following proposals made under the waiting restriction review 2024A programme, as set out in Appendices 1, attached to the report, be implemented, amended or removed from the programme, subject to any valid and substantive objections being received, as follows:**
 - Bembridge Place – Implement as advertised;
 - Northcourt Avenue – Remove from the programme;
 - Oak Tree Road – Implement as advertised;
 - Armour Road – Officer comments noted;
 - Newcastle Road – Implement as advertised;
 - Addison Road – Remove from the programme;
 - Westwood Road – Implement as advertised;
 - Childrey Way – Remove from the programme;
- (3) **That should any further valid written/postal objections be received after this meeting, provided they were sent within the statutory consultation period, the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee consider these and make a decision regarding the implementation, or otherwise, of the scheme;**
- (4) **That the Assistant Director of Legal and Democratic Services be authorised to make and seal the resultant Traffic Regulation Order;**
- (5) **That respondents to the statutory consultation be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;**
- (6) **That no public inquiry be held into the proposals.**

10. CIL LOCALLY FUNDED SCHEME, NORTHCOURT AVENUE: OBJECTIONS TO STATUTORY CONSULTATIONS FOR TRAFFIC CALMING AND SPEED LIMIT REDUCTION PROPOSALS

Further to Minute 18 of the meeting held on 11 September 2024, the Sub-Committee received a report that provided the Sub-Committee with the results of the Statutory Consultation for traffic calming and speed reduction proposals on Northcourt Avenue and Wellington Avenue. The following Appendices were attached to the report:

- Appendix 1 Objections and other feedback that had been received to the statutory consultation – combining feedback to the 20mph and speed hump consultations;
- Appendix 2 Drawings for the proposed scheme.

The report explained that due to the different legal processes required to consult on speed limit changes and on the installation of speed humps/tables, there had been two separate consultations that had been carried out concurrently on the scheme between 15 May and 6 June 2025.

Resolved –

- (1) **That the report be noted;**
- (2) **That having considered the feedback, set out in Appendix 1 attached to the report, the Northcourt Avenue Traffic Calming scheme be implemented, subject to resolution (3) below and to any valid and substantive objections being received;**
- (3) **That should any further written/postal objections be received after this meeting, provided they were sent within the statutory consultation period, the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Assistant Director of Legal and Democratic Services, the Lead Councillor for Climate Strategy and Transport and the Chair of the Traffic Management Sub-Committee consider these and make a decision regarding the implementation, or otherwise, of the scheme;**
- (4) **That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order (Speed Limit Order);**
- (5) **That respondents to the statutory consultations be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;**
- (6) **That no public inquiry be held into the proposals.**

11. RESIDENTS PARKING SCHEME REVIEW INCLUDING DIGITAL VISITOR PERMITS

The Sub-Committee considered a report that sought to amend the Permit Management Rules to create a standardised approach to simplify the number of permits, and following the results of the digital parking permit trial, to recommend the adoption of digital permits and visitor permits Boroughwide from October 2025. The following Appendices were attached to the report:

- Appendix 1 Feedback from Residents
- Appendix 2 Breakdown of Visitor permit sessions used per month
- Appendix 3 List of Healthcare Professions
- Appendix 4 Table 2 - Digital Visitor Permit Packs and Physical Books issued in 2024/2025
- Appendix 5 Table 3 - Number of Sessions booked, including session duration

The report explained that there were 19 Resident Parking Zones across the Borough which provided spaces on-street for households to find parking near their homes and the report included a table that set out the permits that had been issued in 2024/2025. At the meeting on 13 September 2023 (Minute 23 refers) the start of a trial of digital permits had been agreed with the exception of Visitor Permits in zone 02R and a trial of digital visitor permits had been on going in permit zone 02R since 13 March 2024.

The residents in 02R, as part of the trial, were entitled to two free packs and up to five charged packs of visitor permits per year, each pack contained 120 sessions and each session was for one hour. In summary, residents were provided with 240 free hours of parking for visitors and the ability to buy up to 600 additional hours of visitor time. A resident could book a session from their pack, with the minimum being one session/hour. Once a session had been booked, the session(s) were deducted from their pack. This was all managed from their online account.

Residents had been notified of the digital trial, including the visitor pack trial, and a feedback form had been provided. To date 12 responses had been received from residents under the trial that had been held over the previous 12 months. There were 665 permits in zone 02R.

The report stated that the digital scheme was working well, with generally positive feedback. It had allowed for more efficient working practices that supported stronger compliance, and the visitor permit scheme was proving to be more suited to customer needs, with shorter stays possible, as well as being easier to access. Therefore, the recommendation was to roll out the Digital Visitor Permit packs to the other permit zones along with visitor permits for Business, Charity and other discretionary visitor permit types. The inclusion of these permits in the digital rollout would simplify the process for obtaining visitor permits and would not restrict the applicant to times when the Council offices were open, thereby providing greater flexibility for customers.

The option to have physical visitor permits would be retained for those residents who were unable to utilise the digital version. However, these books of visitor permits would not be available to purchase online through the portal, and requests would need to be made by post or email.

The report explained that it was recommended to roll out digital visitor permits Boroughwide in October 2025 to allow officers time to communicate and amend back-office systems and,

as with the trial of Digital Visitor Permits in 02R, a communication and roll-out plan would be drawn up.

The report detailed other proposed changes to the following sections of Permit Scheme:

- Motorcycle Parking;
- Council Pool Vehicles;
- Nanny, Houseboat and Foreign Vehicle Permits
- Teachers Permits;
- Healthcare Professional Permits;
- Update of the Permit Scheme Rules and Definitions.

Resolved –

- (1) **That the following the trial of Digital Permits and Visitor Permits in Zone 02R, their rolling out Boroughwide and the rolling out Boroughwide of digital Business, Charity and Discretionary permits, be agreed;**
- (2) **That the following amendments be made to the permit scheme:**
 - (a) **Motorcycles are included in the permit scheme but are charged for at the first permit rate regardless of other vehicles owned;**
 - (b) **Reading Borough Council pool vehicles are included in the scheme;**
 - (c) **Houseboats, Nanny and Foreign Registered vehicle permits are removed from the permit scheme due to low take up and the creation of a new General Discretionary permit;**
 - (d) **Healthcare Professional Permits are updated to remove the list of professions and that permits are issued on the basis they visit patients in their homes;**
 - (e) **Teachers permits be renamed educational establishment permits and be limited to the current demand as set out in Table 4 at paragraph 3.29 allowing the schools to determine the recipients of those permits charged at resident rates;**
 - (f) **Schools applying for permits must have a current School Travel plan;**
 - (g) **The Director of Finance be authorised to determine the charges for permits relating to Reading Borough Council vehicles or staff;**
- (3) **That the permit scheme rules and definitions be updated as per the above agreed amendments.**

12. EMISSIONS BASED CHARGING

The Sub-Committee considered a report that sought to modernise pay and display parking and introduce emissions-based charging for parking and residents permits across the Borough in support of wider policy objectives around air quality, health and climate. The following appendices were attached to the report:

- Appendix 1 Tariff structure including emissions charges
- Appendix 2 On street permits charging structure
- Appendix 3 Climate Impact Assessment
- Appendix 4 Equality Impact Assessment
- Appendix 5 Green House Gas Emissions by Sector (UK 2021)
- Appendix 6 Responses to Emissions-Based Charging consultation
- Appendix 7 Direct emails to Parking Manager

The report explained that a report on changes to Parking Services had been submitted to Policy Committee on 20 January 2025 (Minute 52 refers) that set out proposals to introduce emissions-based charging for on and off-street parking, resident and all other parking permits across the Borough. The proposal to introduce Emissions-Based Charging (EBC) was expected to elicit strong opinions and, to gauge support, an informal consultation has been conducted in March 2025. Nearly 10,000 residential properties, as well as businesses and other permit holders affected had had the opportunity to respond of which 275 had done so. 64% of respondents had strongly agreed or agreed that they were concerned about the effects of air quality on the health of their children or family and a similar number (61.8%) had been concerned about the impact on their own health. In summary, a ratio of almost 2 to 1 had expressed concern about the impact of air quality on not only their health but, also on the health of their family. There had been strong opposition to linking EBC to permits, with 70% disagreeing and strongly disagreeing when asked if permit parking charges should be linked to CO₂ and NO_x emission levels of the vehicle. There were also a high number of responses that suggested the proposals would impact negatively on lower income households. Positively, while 73% had said the proposals were unlikely to change their travel behaviour, a significant proportion (20%) had said it would, meaning that potentially this approach could result in a significant shift in modal choice and result in positive air quality impacts.

The report stated that with regard to Pay and Display Tariffs, the planned introduction of new machines that would record Vehicle Registration Mark (VRM), meant there was an opportunity to link to Driver and Vehicle Licencing Agency (DVLA) data on tail pipe emissions. Data on vehicle type was already collected through the RingGo pay by phone system and the data enabled the Service to identify a vehicle fuel type. This information could be used to model a charging regime targeted at the most polluting vehicles with the primary objective being to encourage those with the most polluting vehicles to choose other modes of transport. RingGo data for Reading had shown that 88% of all vehicles using the parking app were either petrol or diesel and only a small percentage (6%) were Ultra Low Emission Vehicles. The proposal was that a percentage charge was added to on-street parking tariffs for the most polluting vehicles, based on the addition of 20% for petrol and 25% for diesel on a sliding scale of charging based on carbon dioxide emissions. Westminster and Lambeth Councils had both recently introduced emissions-based charging schemes; Westminster had levied 67% on diesels and a range of 15% to 100% on non-diesels. Lambeth had levied a 75% charge on diesel vehicles. The Council had started at a lower percentage uplift but, this would be subject to future review to continue encouraging and incentivising less polluting vehicles.

Recognising the tail pipe emission benefits of Electric Vehicles meant that they would not pay any additional tariff to encourage take up and reflect the delivery programme of the Council's EV Strategy, which would further support sustainable growth. As more data was gathered about the types of vehicles using the parking service, a review of tariffs would be carried out two years after the scheme had been introduced to address any imbalances within the system.

The report stated that it was proposed to introduce emissions-based charging in October 2025, following roll out of the new machines and completion of the necessary legal processes.

Finally, with regard to permits, the report stated that in 2024/25 the Council had issued 30,648 permits of all types. Post Covid, there had been a positive shift in the reduction of second vehicle permits issued to residents however, analysis of vehicle emissions had indicated a slow transition to lower emissions vehicles. Whilst affordability and availability were a clear factor in residents' choice to transition to ultra-low emissions vehicles, the impact on air quality, particularly in densely packed town centre locations, was significant. It was therefore proposed to introduce an Emission Based Charging regime as set out in Appendix 2 attached to the report.

Resolved –

- (1) **That subject to statutory consultation, the Executive Director of Economic Growth and Neighbourhood Services, in consultation with Lead Councillor for Climate Strategy and Transport and Assistant Director Legal and Democratic Services, be granted authority to introduce emissions-based charging for:**
 - (a) **On street pay and display;**
 - (b) **Resident parking permits and all other parking permits;**
- (2) **That subject to no objections being received, the Assistant Director of Legal and Democratic Services be granted authority to make:**
 - (a) **The Traffic Regulation Order for the introduction of emissions-based charging for on street pay and display;**
 - (b) **The Traffic Regulation Order for the introduction of emissions-based charging for Resident parking permits and all other parking permits;**
- (3) **That should formal objections be received officers submit a report to a future meeting of the Sub-Committee for consideration.**

13. 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 the item

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.

14. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Sub-Committee received a report giving details of the background to the decisions to refuse applications for Discretionary Parking Permits from four applicants who had subsequently appealed against these decisions.

Resolved –

- (1) **That, with regard to application 2, a temporary, 12-month, second discretionary resident permit be issued for permit zone 01R, personal to the applicant;**
- (2) **That, with regard to application 4, a first discretionary resident permit be issued, personal to the applicant and charged at the standard rate;**
- (3) **That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1 and 3 be upheld.**

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

(The meeting closed at 9.09 pm)